

PRR CHRONOLOGY
1925

June 2004 Edition

- Jan. 1, 1925** **Julien L. Eysmans appointed General Traffic Manager, succeeding Robert C. Wright, deceased.**
- Jan. 1, 1925** **PRR employees now own 68,438 shares vs. 30,241 shares on Jan. 1, 1924; PRR Employees' Provident & Loan Association now has 39,663 members. (NYT)**
- Jan. 6, 1925** **ICC approves lease of Scotts Run Railway (Randall-Blacksville) and Monongahela & Ohio Railroad (Blacksville-Brave) to Monongahela Railway. (Church)**
- Jan. 11, 1925** **Seaboard Air Line opens new line between Coleman and Sebring, Fla. (Guide)**
- Jan. 1925** **F.J. Scarr appointed Supervisor of Motor Operations. (Guide)**
- Jan. 1925** **USRA files final annual report; total loss to government is \$1.7 billion; railroads had filed claims against government totaling \$1.01 million, and government had filed counterclaims for \$438 million; final settlements total payments of \$768 million to companies. (NYT)**
- Jan. 17, 1925** **Appeal of Brotherhood of Railway & Steamship Clerks from Circuit Court Justice John Dickinson's rejecting call for injunction against PRR maintaining company unions heard by U.S. Supreme Court; union argues that as PRR pays all costs of employee representatives, there is no machinery by which U.S. Railroad Labor Board can ascertain reasonable wage rates for rate-making purposes as required by Transportation Act. (NYT)**
- Jan. 25, 1925** **NYC begins employee stock subscription plan; 41,570 employees subscribe at \$110 per share. (AR)**
- Jan. 14, 1925** **Trustees report distribution of all remaining assets of PRR Employee Saving Fund; surplus of \$370,000 to PRR. (MB)**
- Jan. 14, 1925** **PRR Board authorizes purchase of one gasoline railcar for Lebanon Branch. (MB)**

- Jan. 16, 1925** **52nd Street-Green Tree ceded from Philadelphia Division to Philadelphia Terminal Division.**
- Jan. 1925** **PRR sets new Philadelphia-New York speed record of 90 minutes with a three-car special for Cantor Joseph Rosenblatt.**
- Jan. 1925** **PRR announces completion of a study for New York-Washington electrification.**
- Jan. 1925** **B&O, NYC and Van Sweringens make joint proposal to ICC for four-system East; NYC to get LV, NYO&W and most of BR&P; PRR to get N&W, Alton and Grand Trunk Western; B&O to get Reading, WM, Monon, Ann Arbor, Buffalo & Susquehanna, DT&I, Cincinnati, Indianapolis & Western, and Wabash east of the Mississippi; Van Sweringens to get the Virginian, DL&W and B&LE in addition to current holdings; all four to jointly control the C&EI, Wheeling & Lake Erie, D&H, L&HR, L&NE; PRR is opposed, particularly over the loss of the LV, which it considers in its traditional sphere of influence; ICC refuses to adopt plan. (verify date and details)**
- Jan. 1925** **Apprentice School at Altoona, discontinued in 1921, revived on an enlarged scale; now open to apprentices from Altoona Machine Shop; school gives courses in math and mechanics. (, NYT)**
- Jan. 23, 1925** **New York Transit Commission rejects PRR application for increasing LIRR's Penn Station rent after extensive hearings since Aug. 1924. (NYT)**
- Jan. 23, 1923** **PRR mails ballots for elections for telegraphers' Employee Representation Plan in defiance of union election held under U.S. Railroad Labor Board. (NYT)**
- Jan. 23, 1925** **Erie Railroad Board approves merger into NKP.**
- Jan. 23, 1925** **Philadelphia Electric Company awards contract for Conowingo Dam to Stone & Webster, Inc., of Boston; will be third largest U.S. hydroelectric plant after Niagara Falls and Muscle Shoals; eventually provides power for PRR electrification. (NYT)**
- Jan. 24, 1925** **SAL opens own line from Sebring to West Palm Beach, Fla.; opens up new areas for development, contributing to Florida boom. (Guide)**
- Jan. 26, 1925** **Heads of B&O, NYC and Van Sweringen system present plan for Four-System East before ICC; Pres. Rea of PRR still objects;**

others state PRR plan would enlarge PRR to 19,385 miles and \$3.18 billion assets, while NYC would be only 15,166 miles. (NYT)

- Jan. 26, 1925** *Orange Blossom Special* inaugurated as deluxe winter-only train between New York and St. Petersburg/West Palm Beach via SAL; replaces the *All-Florida Special*. (Guide)
- Jan. 28, 1925** Buffalo Interurban Bus Line, Inc., incorporated to operate bus line between Buffalo and Olean. (C&C, VPF)
- Jan. 28, 1925** PRR Board orders Legal Dept. to begin foreclosure proceedings against Ohio River & Western Railway. (MB)
- Jan. 30, 1925** Heavy ice interferes with operation of Hudson River ferries; service to Cortlandt and Debrosses Streets runs every two hours from one slips which is kept open with difficulty. (NYT)
- Early 1925** PRR completes enlargement of Greenville Yard. (AR, NYT)
- Feb. 2, 1925** Pres. Coolidge signs Air Mail Act of 1925 (Kelly Act); named for Rep. Clyde Kelly of Pennsylvania; authorizes Post Office Dept. to make air mail contracts with commercial carriers; main support came from railroads, who hoped to force Post Office Dept. out of air mail business; Act stimulates the growth of commercial aviation. (Davies, Leary)
- Feb. 1925** N&W with PRR backing begins negotiating with the H.H. Rogers Estate for lease of the Virginian Railway. (Lambie)
- Feb. 9, 1925** PRR completes balloting for election for telegraphers' Employee Representation Plan. (NYT)
- Feb. 11, 1925** PRR Board orders purchase of one gasoline railcar for Flemington (N.J.) Branch.
- Feb. 12, 1925** Heavy rains on top of melting snow causes heavy floods in Northeast; PRR tracks under six feet of water and ice at Port Deposit. (NYT)
- Feb. 13, 1925** Philadelphia Suburban Transit Company incorporated to operate buses between Philadelphia and Bryn Mawr via Bryn Mawr and Montgomery Avenues; controlled by Philadelphia Rapid Transit Company. (C&C)
- Feb. 13, 1925** Port of New York Authority issues report finding that New York Central's use of the Hell Gate Bridge is in the public interest;

railroads ignore it.

- Feb. 13, 1925** **ACL inaugurates *Atlantic Coast Line Limited*, No. 70, between Jacksonville and New York for purpose of removing coaches and local stops from *Havana Special*; *Havana Special* made all-Pullman. (Guide)**
- Feb. 13, 1925** **Pittsburgh, Greensburg & Uniontown RPO renamed Pittsburgh & Uniontown RPO. (Kay)**
- Feb. 15, 1925** **New York Port Authority orders New York Connecting Railroad to open Hell Gate Bridge route to NYC. (NYT)**
- Feb. 16, 1925** **VP Elisha Lee writes to Pres. Rea in regard to speeding up St. Louis passenger trains to meet NYC competition; NYC has more double track and stronger bridges on its route; to replace all rail under 100# between Columbus and St. Louis will cost \$1.7 million, and 17 bridges must be upgraded to permit K4s's to operate at 70 MPH. (SR 101/1)**
- Feb. 18, 1925** **PRR announces that over 1,500 handcars have been replaced by motorized track cars. (NYT)**
- Feb. 19, 1925** **Representatives of telegraphers chosen in PRR election meet in Philadelphia to organize under Employee Representation Plan, last trade to be brought under plan. (NYT)**
- Feb. 19, 1925** **Hobart Carson Fash, founder of Long Island Commuters Association, dies of throat cancer at Brooklyn, which his followers blame on his extended speaking tours denouncing the LIRR fare increase. (NYT)**
- Feb. 21, 1925** **Telegraphers sign wage agreement under Employee Representation Plan. (NYT)**
- Feb. 21, 1925** **Van Sweringens apply to ICC for approval of merger of their roads into the NKP. (Wheeler)**
- Feb. 24, 1925** **U.S. Railroad Labor Board grants telegraphers 8-hour day effective Mar. 1. (NYT)**
- Feb. 24, 1925** **Seven-car Philadelphia local rear-ends 10 car southbound Atlantic Coast Line express standing in Manhattan Transfer station; blamed on partially closed angle cock in brake line; 3 killed, 32 injured; two car inspectors who were coupling the steam locomotive to ACL train decapitated and a dining car cook crushed**

- in his kitchen. (NYT)
- Feb. 25, 1925** **PRR and City of Philadelphia amend South Philadelphia Track Elevation agreement to substitute viaduct for fill on 25th Street to Passyunk Avenue. (CE)**
- Feb. 1925** **William E. Woodward (1873-1942), Vice President of Lima Locomotive Works introduces "Super Power" concept of high-speed freight locomotive with first 2-8-4 Berkshire type for Boston & Albany.**
- Feb. 1925** **New concrete coaling station placed in service at Dennison, Ohio.**
- Mar. 1, 1925** **PRR Board re-centralizes Traffic Dept., leaving only Operating Dept. on regional basis; Regional VPs become merely company representatives in certain cities with no staff links. (MB)**
- Mar. 1, 1925** **Chicago Union Station Company takes delivery of terminal from contractors.**
- Mar. 1, 1925** **The Savarins, Inc. assumes operation of restaurant at Penn Station from PRR Dining Car Dept.; subsequently takes over operation of all station restaurants south to Washington and west to Pittsburgh. (PaNews, Guide)**
- Mar. 1, 1925** **Increased express rates take effect. (NH AR)**
- Mar. 1, 1925** **C&O moves from Dearborn Station to Central Station in Chicago. (Guide)**
- Mar. 2, 1925** **U.S. Supreme Court rules on construction of Title III of Transportation Act of 1920, validating PRR's Employee Representation Plan and dismissing suit of System Federation No. 90 and Brotherhood of Railway & Steamship Clerks for recognition and recovery of wages; rules railroads can determine who represents their employees and are not required to submit their labor disputes to the U.S. Labor Board. (LC, NYT)**
- Mar. 2, 1925** **Pres. Samuel Rea returns from four weeks in Miami observing Florida real estate boom; views Florida East Coast Railway overburdened in present state; suggests PRR operate a through train of 10-12 cars between Pittsburgh and Miami, possibly via Cumberland Valley, Roanoke and Winston-Salem, with sleepers from various Midwestern cities, Scranton, etc. (SR 109/69)**
- Mar. 2, 1925** **Joint Board of State & Federal Highway Officials establishes**

present system of U.S. highway route numbers.

- Mar. 3, 1925** Last run of LIRR ferry, 34th Street-Long Island City; LIRR then dismantles Long Island City ferry house and sells ferries *Manhattan Beach, Southampton and Pennsylvania.* (AR)
- Mar. 4, 1925** Record run between Washington and New York, 3:40, by International News Reel Company extra consisting of baggage car and Pullman carrying films of President Coolidge's inauguration; film is developed en route and shown in Broadway theaters at 4:12; Pathé and Fox send their films by plane, but they have to be developed after arrival. (Guide, NYT)
- Mar. 4, 1925** Edward J. Berwind, on behalf of Northern coal operators, writes to presidents of PRR, NYC, B&O, N&W, C&O and Virginian demanding rate relief for operators on three northern lines. (Lambie)
- Mar. 5, 1925** VP Elisha Lee predicts Northeast Corridor will be electrified within 15-20 years. (NYT)
- Mar. 9, 1925** New York Port Authority withdraws request to New Haven to open Hell Gate Bridge to NYC. (NYT)
- Mar. 11, 1925** Monongahela Division becomes first to achieve 100% membership in Provident & Loan Association.
- Mar. 12, 1925** "SB" Tower placed in service at East Brady, Pa.
- Mar. 12, 1925** Speaking to Pennsylvania, New Jersey & Delaware Wholesale Grocers' Association, F.J. Scarr notes PRR already has 1,000 miles of truck routes serving 500 stations for LCL traffic. (NYT)
- Mar. 12, 1925** Kuhn, Loeb & Co. offers \$26 million PCC&StL Railroad General Mortgage bonds to be used to pay for capital expenditures made under USRA. (NYT)
- Mar. 15, 1925** PRR issues new toll schedule for Delaware & Raritan Canal increasing tolls on 10 important commodities by 150%, adding tolls on boats as well as cargo and a \$2.00 towage charge at each lock. (NYT)
- Mar. 1925** Assistant to Chief Engineer Bond V. Sommerville (-), who had built Detroit line, moved from Detroit to Pittsburgh. (Guide)
- Mar. 1925** Midway, Pa., station on Cornwall & Lebanon Branch renamed

Edisonville. (Guide)

- Mar 1925** PRR publishes booklet on workings of Employee Representation Plan. (NYT)
- Mar. 18, 1925** New 100-foot turntable installed at Canton, Ohio. (PaNews)
- Mar. 20, 1925** Officials of six coal roads meet at Yale Club in New York to discuss rates; neither northern nor southern lines are willing to lower rates relative to the other; blame declining market share of northern operators on higher (union) labor costs; advise Berwind to have ICC investigate rates. (Lambie)
- Mar. 24, 1925** PRR submits revised proposal for raising LIRR's Penn Station rent by a lower amount. (NYT)
- Mar. 24, 1925** PRR files with ICC to abandon GR&I's Jennings Branch (Round Lake Jct.-Jennings) and Missaukee Branch (Veneer Jct.-Michelson); flooring mill at Jennings had been abandoned in 1923 and population has fallen to 75. (Church)
- Mar. 28, 1925** Port of New York Authority files with ICC to get use of Hell Gate Bridge for New York Central, beginning "Hell Gate Bridge Case".
- Mar. 30, 1925** In a bitter 26-hour meeting, C&O stockholders approve merger into NKP, but Van Sweringens' tactics enrage a minority led by George Cole Scott of Richmond, Va., who go on to oppose merger before ICC. (Wheeler)
- Mar. 30, 1925** L.F. Loree, acting for the Harriman Estate, applies to ICC for certificate for New York, Pittsburgh & Chicago Railroad; is to run in a straight line across the center of Pennsylvania from Easton to Allegheny via Pottsville, Herndon, Tusseyville, Dix, and Irvona, with a branch running parallel to the PRR from Allegheny to North Sewickley and a 30-mile branch into the Pittsburgh industrial district; road is to be a "super railroad" with maximum grades of 0.3% eastbound and 0.4% westbound vs. 1.2% and 1.7% on PRR, and minimum 4 degree curvature; using CNJ between New York and Easton and PRR between Allegheny and Chicago, would cut distance to 829 miles, vs. 899 on PRR, now the shortest route; Edward R.N. Harriman and W. Averell Harriman, sons of Edward H. Harriman, stand ready to finance line; application is opposed by PRR, NYC, B&O, LV, Reading and DL&W. (RyAge, NYT)
- Mar. 31, 1925** Treasury Dept. de-regionalized; Treasurer at St. Louis eliminated and business transferred to Pittsburgh. (Guide)

- Apr. 1, 1925** PRR applies names to 25 preferred service (symbol) freight trains (the "Limiteds of the Freight Service") instead of just "impersonal" numbers; suggested by Ivy Lee as part of his program of humanizing the railroad's image and stimulating morale; names include *The Gas Wagon* (Detroit-Jersey City), *Man O' War* (Chicago-Jersey City), *The Sparkplug* (Cincinnati-Pittsburgh), *The Comet* (Jersey City-St. Louis), and *The Standard* (Pittsburgh-Toledo). (- NYT implies done on 4/26!)
- Apr. 1, 1925** Atlantic City Railroad installs automatic train control (ATC) between Camden and Atlantic City.
- Apr. 1, 1925** Monongahela Railway signs operating agreement with Redstone Central Railroad.
- Apr. 3, 1925** "Black Friday" on Chicago Board of Trade wheat pit. (Wyckoff)
- Apr. 3, 1925** Henry Ford establishes a private air express service between Detroit and Chicago; invites William B. Stout's Stout Metal Airplane Company to relocate to Detroit. (Davies)
- Apr. 1925** L.F. Loree proposes a fifth system to the ICC consisting of D&H, DL&W, LV, Wabash, WM, Wheeling & Lake Erie, B&LE, P&WV and Buffalo, Rochester & Pittsburgh; supported by PRR.
- Apr. 1925** PRR files answer to ICC questionnaire on application of New York, Pittsburgh & Chicago Railroad to build a railroad from Easton to Allegheny, Pa.
- Apr. 13, 1925** Replica of *Broadway Limited* observation platform built at Meadows Shops begins one-week display in window at Macy's in New York; then travels to other department stores around the system. (PaNews)
- Apr. 14, 1925** Pres. Samuel Rea delivers his farewell address at his last annual meeting; his valedictory, "Look ahead and go forward." (AR)
- Apr. 15, 1925** ICC begins hearings on C&O-Erie-NKP merger after dismissing objections of minority C&O stockholders. (NYT, Wheeler)
- Apr. 1925** Blairsville Intersection, Pa., station renamed Torrance. (Guide - may be May 1)
- Apr. 16, 1925** PRR announces it has contracted with Public Service Corporation of New Jersey to supply additional power to New York

- electrification. (NYT)
- Apr. 21, 1925** Michigan Sen. James Gould Couzens, commenting on PRR's annual meeting, says everyone knows PRR is "not what it used to be" and blames mismanagement. (NYT)
- Apr. 21, 1925** PRR announces it has enlarged apprentice school at Altoona to over 400 students and opens it to regular apprentices from Juniata Shops, Altoona Car Shops, South Altoona Foundries and Middle Division and not only those from Altoona Machine Shop. (NYT)
- Apr. 22, 1925** PRR Board authorizes additional \$1.5 million for Pittsburgh Terminal improvements. (MB)
- Apr. 22, 1925** In replay to attack of Sen. James Gould Couzens, Pres. Rea cites recovery from deficit in 1920 to \$88 million net earnings in 1923. (NYT)
- Apr. 22, 1925** N&W announces it has negotiated a lease of the Virginian Railway. (Lambie)
- Apr. 1925** New York Gov. Al Smith signs Nicoll-Hofstadter Bill, which converts proposed main line passenger and freight rail tunnel under the Narrows to a rapid transit line only; Mayor Hylan blames influence of PRR, which wants tunnel at Greenville. (NYT)
- Apr. 25, 1925** Last run of daily (passenger?) service on GR&I's Jennings Branch, Cadillac to Lake City and Falmouth. (Church)
- Apr. 25, 1925** Last run of mixed train service between Converse and Muncie, Ind. (tt)
- Apr. 26, 1925** PRR inaugurates *The American* on 24-hour schedule as fastest train between New York and St. Louis; appointments similar to *Broadway Limited*, including baths, ladies lounge, stenographer, barber, valet, ladies maid and manicurist. (Guide)
- Apr. 26, 1925** NYC overhauls *Southwestern Limited* between New York and St. Louis with appointments equal to *20th Century* to match *The American*; train restored westbound (?). (Guide, Sanders)
- Apr. 26, 1925** B&O inaugurates *National Limited* as its first all-first class train between New York, Washington, and St. Louis; eventually gives B&O dominance in Baltimore/Washington to St. Louis passenger market. (Guide, Stegmaier)

- Apr. 26, 1925** Mail train No. 11 cut by 2:26 to 23:59 Philadelphia to St. Louis; only *American* is faster.
- Apr. 26, 1925** Southern Railway inaugurates *The Crescent Limited* as deluxe, all-first class train between New York and New Orleans via Atlanta and Montgomery; . (Guide)
- Apr. 26, 1925** Gas-electric cars placed in service on Petersburg and Springfield Branches of the Middle Division.
- Apr. 26, 1925** Service on GR&I's Jennings Branch cut from daily to a mixed train three times a week between Cadillac and Falmouth, with service to Jennings only as needed. (Church)
- Apr. 26, 1925** PRR adopts new Book of Rules.
- Apr. 27, 1925** Northern Central Connecting Railway Company dissolved. (MB)
- Apr. 28, 1925** Great Britain announces a return to the gold standard with the pound at par or \$4.86 in gold; pound is overvalued against the franc; hurts British exports and employment; Bank of England puts pressure of Wall Street to keep rates low to avoid drawing gold from London. (Kindleberger, Klein)
- May 1, 1925** Louisville Division merged into Indianapolis Division; Terre Haute-Frankfort ceded to St. Louis Division. (MB)
- May 1, 1925** Henry Tatnall retires as VP in Charge of Finance after 21 years of service. (MB)
- May 2, 1925** ICC approves abandonment of Lorain, Ashland & Southern Railroad. (Church)
- May 12, 1925** PRR announces program to cut operating expenses in wake of recent slump in bituminous coal production. (NYT)
- May 13, 1925** PRR Board authorizes purchase of gas-electric cars for Bradford, Effner and South Bend Branches; authorizes building four Class B1 electric switchers and three Class A6 eight-wheel 500 HP diesel switchers at Juniata. (MB)
- May 16, 1925** Headhouse, Concourse and baggage rooms of new Chicago Union Station open; cost \$75 million; Main Waiting Room is 100 x 269; Concourse is 213 x 192; has modified Bush trainshed designed by Thomas Rodd, former Chief Engineer of Lines West and Chicago Union Station Company, with 15 tracks on south side for PRR, CB&Q, and Chicago & Alton, and 11 tracks on north side for

- Milwaukee Road; Chicago Union Station Company moves into offices over headhouse. (Pa. News has ticket office move fm. old to new sta. Sun. 5/17! - restaurant and other rooms not yet finished) (RyAge has 5/15 - says still have to demolish old sta. and complete north shed)**
- May 16, 1925** **ACL places *Havana Special* on new 52:00 schedule; advertises all-steel, all-Pullman consist; runs all-Pullman in summer. (Guide)**
- May 16, 1925** **E.B. Kessler named Superintendent of LIRR, replacing Ralph Peters, Jr., resigned. (AR)**
- May 19, 1925** **Wabash Railway acquires control of Ann Arbor Railroad. (Moody's)**
- May 21, 1925** **LIRR begins electric service between Jamaica and Babylon on the Montauk Branch and opens rebuilding of Central Extension between Bethpage Jct. and Babylon; steam trains for points east of Babylon rerouted via Mineola, Bethpage Jct. and Belmont Jct.; connection built between LIRR main line and former Central Railroad of Long Island at Bethpage Jct. to permit this service; former Central Railroad then abandoned between Stewart Ave., Salisbury Plains, and Bethpage Jct. (track still down in 1937!!) (AR)**
- May 1925** **National Air Transport, Inc., incorporated; first company to be founded as a commercial airline. (Davies)**
- May 1925** **PRR drops Columbus Belt Railway plan after studies reveal operating costs would be higher than for existing lines and other railroads entering Columbus show no interest. (CE)**
- May 1925** **"D-6" Tower at 25th & Washington in Philadelphia razed as part of South Philadelphia Track Elevation.**
- May 25, 1925** **Two gasoline railcars assigned to Petersburg (Pa.) Branch.**
- May 26, 1925** **New York City Board of Transportation submits report calling for purchase of LIRR's Rockaway Beach lines for conversion to rapid transit.**
- May 26, 1925** **Federal Court refuses Delaware & Hudson's application for injunction against ICC order to install automatic train control. (NYT)**
- May 27, 1925** **PRR Board authorizes plan to enlarge Thurlow Yard; purchase of**

- gasoline railcar for Waynesboro Branch; approves first two stages of improvements to Trenton, N.J., station.
- May 31, 1925** **Memorial Day weekend crowds returning to New York by car clog approaches to PRR's Jersey City ferries; police are forced to give preference to produce trucks. (NYT)**
- June 1, 1925** **Philadelphia Terminal Division reduced from general division to regular division status.**
- June 1, 1925** **Northwestern and Southwestern Regions abolished and replaced by Western Region, embracing territory west of Columbus and Crestline. (?); Benjamin McKeen's title changed from VP-Southwestern Region to Resident VP at St. Louis; I.W. Geer from General Manager-Southwestern Region to Assistant General Manager-Western Region.**
- June 1, 1925** **System Joint Reviewing Committee established for shop crafts. (LC)**
- June 1, 1925** **Fort Wayne Union Railway opens.**
- June 1, 1925** **Brockwayville, Pa., station on Renovo Division renamed Brockway. (Guide)**
- June 1, 1925** **PRR has record 147,185 stockholders, average stockholding at modern low of 67.84 shares. (NYT)**
- June 1, 1925** **Consolidation Coal Company abrogates Jacksonville Agreement and cuts wages in the Fairmont District of W.Va.; other operators in Fairmont and Morgantown Districts follow. (NYT)**
- June 2, 1925** **Gas-electric car M-75 and trailer assigned to Montandon-Bellefonte run.**
- June 5, 1925** **Brill gas-electric car makes experimental run on Mount Carmel Branch.**
- June 6, 1925** **Brill gas-electric car makes experimental runs on Sunbury & Lewistown and Milroy Branches.**
- June 6, 1925** **Chrysler Corporation incorporated.**
- June 1925** **PRR resumes negotiations for acquiring part interest in Lehigh & New England Railroad. (Wheeler)**

June 1925 **Class C1 0-8-0 introduced at 52nd Street Yard; designed by W.F. Kiesel. (PaNews)**

June 9,1925 **Work resumes on enlargement of Mosier Yard. (CE)**

June 10, 1925 **PRR Board authorizes purchase of Western Allegheny Railroad; runs parallel to and occupies part of route of Pennsylvania Western Railway, proposed PRR low grade line between Red Bank and New Castle; PRR intends to rebuild Western Allegheny gradually into a low grade line but stopped by Depression. (MB)**

June 12, 1925 ***New York Times* reports that PRR is seeking an experienced banker to replace Henry Tatnall as VP in Charge of Finance to oversee pending \$100 million increase in bonded debt; say post was offered to Jay Cooke, who refused on grounds he had retired. (NYT)**

June 13, 1925 **PT&T leases Penn Station restaurant and lunch room to The Savarins, Inc., for 10 years from Mar. 1, 1925. (MB)**

June 13, 1925 **Last run of mixed trains between Brazil and Centrepoint, Ind.; last passenger service between Knightsville and Centrepoint. (tt)**

June 1925 **PRR names an additional 29 preferred freight trains, including *The Trailblazer* (East St. Louis-Pittsburgh), *The Choo Cow* (a Buffalo-Jersey City milk train), and *The Purple Emperor* (Potomac Yard-Buffalo & Canada), whose name apparently comes from a Kipling children's story; management claims earlier namings have resulted in improved on-time performance. (PaNews)**

June 15, 1925 **New England Transportation Company incorporated in Mass. as bus subsidiary of New Haven Railroad; establishes 30 routes in first year. (AR)**

June 16, 1925 **ICC authorizes abandonment of part of Greene County Coal Branch between Superior Jct. and Dugger, Ind.**

June 16, 1925 **Fifth annual meeting of Shopcrafts' Association of the Eastern Region of the Pennsylvania Railroad System held at Penn Station YMCA; delegates proclaim Employe Representation Plan a success. (NYT)**

June 16, 1925 **Hightstown & Philadelphia RPO merged into Tuckerton & Philadelphia RPO. (Kay)**

June 18, 1925 **Pres. Rea, holds private meeting with L.F. Loree in PRR's New**

York office; Rea later confers with W.W. Atterbury and A.J. County; speculation connects Loree's bid for a Fifth System with PRR's opposition to Four-System plan of the other Trunk Lines. (NYT)

- June 19, 1925** New Haven inaugurates the *Rockland Express/New York Express*, a summer-weekend-only train between Grand Central and Maine. (Guide - may have started in 1924)
- June 19, 1925** New York, Brooklyn & Manhattan Beach Railway merged into LIRR. (C&C)
- June 21, 1925** B&O inaugurates *Detroit-Washington Limited*, its first through passenger trains to Detroit via Pere Marquette from Toledo. (Guide)
- June 22, 1925** ICC begins two days of hearings on application of Loree's New York, Pittsburgh & Chicago Railroad for new line from Easton to Allegheny, Pa. (RyAge)
- June 24, 1925** PRR Board authorizes "Philadelphia Improvements," including new 30th Street Station, Suburban Station, and elimination of Broad Street Station and "Chinese Wall." (MB)
- June 24, 1925** PRR Board authorizes grade separation at Dennison Avenue, Columbus; approves preliminary agreement for new Cincinnati Union Terminal; authorizes subscription to Potomac Freight Terminals Company, which is to build a freight terminal at 12th & Water Streets in Washington. (MB)
- June 25, 1925** Pres. Samuel Rea notes B&O is soliciting New York-Chicago traffic for its *Capitol Limited* in Penn Station; gives better service than secondary PRR trains operating at the same hour. (SR 101/1)
- June 25, 1925** Baldwin Locomotive Works completes its first diesel, #58,501; 1,000 HP with Westinghouse electrical components; as demonstrator, is first diesel to operate over PRR; used in coal train service, but is not successful; also unsuccessfully tested on Reading. (Hirsimaki)
- June 25, 1925** PRR announces that it has completed negotiations with telegraphers through Employee Representation Plan. (NYT)
- June 30, 1925** United Mine Workers Pres. John L. Lewis, addressing anthracite miners at Scranton, threatens bituminous coal strike if operators continue to repudiate the Jacksonville Agreement; charges PRR

has shifted its buying to non-union coal; notes Mellons' Pittsburgh Coal Company and Bethlehem Mines Corporation have repudiated Jacksonville Agreement. (NYT)

Summer 1925

Old road and towpath bridge over Susquehanna at Clarks Ferry, Pa., demolished and replaced by new concrete span.

July 1, 1925

A.J. County given charge of Treasury Dept. and title changed from VP in Charge of Accounting (?) to VP in Charge of Treasury, Accounting & Corporate Work; George D. Adams appointed to new post of Chief of Corporate Work and C.M. South to Assistant Chief of Corporate Work. (MB)

July 1, 1925

Grant Street Freight Station in Pittsburgh closes to permit widening and relocation of Grant Street; functions assumed by Penn Street Freight Station on Conemaugh Division; Pittsburgh Improvements plan calls for relocating and straightening Grant Street and Liberty Avenue; PRR plans to enlarge Union Station building.

July 1, 1925

Post Office Dept. inaugurates overnight air mail service between New York and Chicago from Hadley Field near New Brunswick; 11:45 from post office to post office and 8:15 actual air time; mail is carried to and from New Brunswick by PRR trains. (NYT)

July 2, 1925

New York Port Authority announces it has appointed William L. Burt, special agent of PRR, to manage Belt Line 13 when it opens in August; Belt Line 13 runs along the New Jersey waterfront from Bayonne to Edgewater, made up of LV, NYC and NYS&W lines to be operated as a unit. (NYT)

July 2, 1925

N&W files with ICC to approve its lease of the Virginian Railway; opposed by the Van Sweringens. (Lambie) (decision, not dated is in 117 ICC 77)

July 3, 1925

New Haven inaugurates *The Cape Codder*, a summer-weekend-only, all-Pullman train between Grand Central and Woods Hole/Hyannis; PRR inaugurates through summer weekend sleeper between Washington and Hyannis carried on The Montrealer west of New Haven. (Guide. tt)

July 4, 1925

New York Transit Commission announces approval of new LIRR Penn Station agreement increasing rent from \$1.8 million to \$2.23 million retroactive to July 1, 1923; reduces interest asked from 5% to 4.5%, denying \$2.84 million rent sought by PRR. (NYT)

- July 5, 1925** **WJ&S Wildwood Branch extended from Wildwood Crest to Cold Spring Harbor. (Guide)**
- July 6, 1925** **New Heyl & Patterson coal dumper placed in regular service at Dock No. 1, Sandusky, Ohio. (CE)**
- July 6, 1925** **PRR announces orders for 367 passenger cars, including 115 coaches, 15 combines, and 222 baggage cars. (NYT)**
- July 8, 1925** **PRR Board orders discontinuance of having separate general account books kept by both Comptroller and Treasurer; Treasurer's books discontinued. (MB)**
- July 9, 1925** **New York Mayor John F. Hylan orders corporation counsel to continue to oppose LIRR fare increase. (NYT)**
- July 9, 1925** **Six additional tracks completed at Mosier Yard. (CE)**
- July 13, 1925** **City of Philadelphia and PRR sign agreement covering "Philadelphia Improvements"; City to replace Market Street Elevated with subway from Schuylkill River to 44th Street and make other street and bridge improvements, including new Pennsylvania (later Kennedy) Boulevard between City Hall and 30th Street Station on site of "Chinese Wall."**
- July 13, 1925** **Western Air Express, Inc., incorporated in California by Harry Chandler of the *Los Angeles Times* and James A. Talbot of Richfield Oil, who resent choice of San Francisco as transcontinental air mail terminal; elect Harris Mathewson "Pop" Hanshue (1881-1937), a former race car driver and car dealer, as Pres.. (Davies)**
- July 1925** **New York Transit Commission approves partial increase in LIR's Penn Station rent. (NYT)**
- July 1925** **LIRR makes offer to sell Rockaway Beach lines to New York City.**
- July 1925** **PRR announces that recent meeting of Regional Safety Committees reveals that 94 employees killed and 8,847 injured in first five months of 1925 vs. 86 and 8,688 in 1924; will mount six-month campaign to reduce death and injuries to 25% below 1924 level. (NYT)**
- July 1925** **New Haven installs ATC between New Haven and Springfield. (AR)**

- July 20, 1925** Westbound *Duquesne Express* and eastbound *Manhattan Limited* begin running through between Manhattan Transfer and Pittsburgh without an engine change; practice to be expanded to 32 main line trains. (PaNews)
- July 23, 1925** Pres. Samuel Rea formally dedicates new \$60 million Chicago Union Station; removal of old station begins; guests include William A. Boatman, 81, who ran first train into old Union Passenger Depot; station now used by 50,000 passengers a day. (AR, NYT)
- July 24, 1925** In split decision, with Commissioner Eastman dissenting, ICC rules in 1923 Lake Cargo coal case that differentials established in 1917 should stand; seen as victory for Pocahontas haulers. (Lambie - verify date)
- July 27, 1925** 12-car PRR express derails entering Atlantic City; 20 injured. (NYT)
- July 28, 1925** Formal groundbreaking ceremony for Philadelphia Improvements held at 20th & Cuthbert Streets near Chinese Wall. (CE)
- July 31, 1925** Last day of Lorain, Ashland & Southern Railroad freight and passenger service, Lorain-Custaloga and Ashland Jct.-Ashland; abandoned at midnight. (Church, Guide)
- July 31, 1925** Ford Motor Company purchases the Stout Metal Airplane Company. (Davies)
- Aug. 1, 1925** Julien L. Eysmans appointed VP in Charge of Traffic, replacing George D. Dixon, who is appointed Assistant to the President because of poor health; C.B. Sudborough named General Traffic Manager, succeeding Eysmans; J.B. Large named Assistant General Traffic Manager, succeeding Sudborough; C.T. Mackenson named Traffic Manager, succeeding Large. (MB)
- Aug. 1, 1925** Executive Council of AFL issues statement condemning PRR's attitude towards labor and in support of System Federation No. 90; cites evidence presented by System Federation No. 90 of blacklisting, use of informers and spies, and imposing arbitrary wage settlements. (NYT)
- Aug. 2, 1925** PRR announces campaign of prizes for best suggestions from employees on saving coal; PRR locomotives consumed 15 million tons in 1924. (NYT)
- Aug. 5, 1925** NYC contracts with General Railway Signal Company for ATC on

- on four divisions, including Boston & Albany. (AR)
- Aug. 7, 1925** **PRR, NYC and B&O file briefs with ICC opposing L.F. Loree's plan for New York, Pittsburgh & Chicago Railroad. (NYT)**
- Aug. 13, 1925** **PRR announces is has purchased a minority of stock of Western Allegheny Railroad, which it hopes to rebuild into a low grade cut-off between Red Bank and Wampum Jct. (NYT)**
- Aug. 1925** **Florida railroads, overburdened by real estate boom traffic, embargo most traffic; cuts off supplies of materials to home builders and helps stops boom dead in its tracks. (Klein)**
- Aug. 15, 1925** **Pittsburgh Coal Company abrogates Jacksonville Agreement and cuts wages. (NYT)**
- Aug. 19, 1925** **Agreement with City of Philadelphia for Philadelphia Improvements presented to Pa. PSC. (NYT)**
- Aug. 19, 1925** **Indianapolis Union Railway contracts with city to elevate entire Belt Line, West New York Street to English Avenue and East Michigan Street to East 13th Street. (AR, CE)**
- Aug. 21, 1925** **Interstate Bus Company renamed Peoples Rapid Transit Company, Inc.**
- Aug. 23, 1925** **Mail trains No. 98-99 begin running through between Pittsburgh and Chicago without an engine change. (PaNews)**
- Aug. 25, 1925** **Brotherhood of Sleeping Car Porters, Train, Chair Car, Coach Porters and Attendants formed under leadership of A. Philip Randolph; Pullman Company combats union by hiring Filipino porters and attendants. (, RLHS)**
- Aug. 25, 1925** **Expressmen of New York Transfer Company and Westcott Express Company, who deliver baggage to and from Grand Central Terminal and Penn Station, strike. (NYT)**
- Aug. 29, 1925** **PRR applies to ICC for permission to acquire remaining stock of Western Allegheny Railroad. (NYT)**
- Aug. 31, 1925** **Bayard & New Philadelphia RPO discontinued. (Kay)**
- Sep. 1, 1925** **Frank J. Fell, Jr., appointed to new post of Deputy Comptroller in Accounting Dept. (MB)**
- Sep. 1, 1925?** **Anthracite coal strike begins.**

- Sep. 2, 1925** PRR announces it will begin running major passenger trains between New York and Pittsburgh without change of locomotives. (NYT)
- Sep. 8, 1925** Hunter Avenue Produce Yard opens at Newark, N.J. (PaNews)
- Sep. 11, 1925** Pres. Rea, in farewell interview with Philadelphia News Bureau, still pushes North River Bridge Company scheme. (NYT)
- Sep. 13, 1925** Atlantic City Railroad discontinues passenger service between Ocean City Jct. and Sea Isle City, N.J. and abandons track east of Seaville. (Guide, Coxey - last trip would have been 9/12)
- Sep. 15, 1925** PRR begins (?) through sleeping car between New York and French Lick Springs on *The St. Louisian/New Yorker*. (NYT)
- Sep. 1925** Carl G. Fisher buys 10,000 acres at Montauk Point, L.I., for resort development. (NYT)
- Sep. 16, 1925** Gasoline railcar substituted for steam train on Lebanon (Pa.) Branch.
- Sep. 17, 1925** Burlington-Mount Holly (N.J.) Branch abandoned.
- Sep. 19, 1925** Eastern Pennsylvania General Division team wins 11th annual Eastern Region open athletic championship held at Atlantic City Airport. (NYT)
- Sep. 21, 1925** Pres. Samuel Rea marks 70th birthday with a one hour reception in his office. (NYT)
- Sep. 22, 1925** Katharine Water Company dissolved. (MB)
- Sep. 23, 1925** PRR Board authorizes sale of all PRR stock in Arcade Real Estate Company; authorizes color-light block signals on Peoria Branch between Hervey City and Decatur Jct. (MB)
- Sep. 26, 1925** PRR System athletic meet among regional champions held at Altoona. (NYT)
- Sep. 27, 1925** *Washington Broadway Limited* renamed *Liberty Limited*; *Red Arrow* inaugurated between Detroit and New York (eastbound only); named for Red Arrow (32nd) Division of American Expeditionary Force, composed primarily of men from Michigan and Wisconsin. (Mutual)

- Sep. 27, 1925** L&N inaugurates *The Flamingo* as a through train between Cincinnati and both coasts of Florida with through cars from Cleveland, Detroit and Columbus via NYC; runs on *Southland* route via Atlanta and Albany. (Key)
- Sep. 27, 1925** PRR bestows names on an additional 29 preference freights including *The Trail Blazer, The Purple Emperor, The Vamp, The Home Run, The Crackerjack, The Choo-Cow, and The Dividend.* (NYT)
- Sep. 28, 1925** Pres. Rea confers with Pres. Coolidge in Washington, discussing consolidation and the U.S. Railroad Labor Board; Rea states that compulsory consolidation on a plan devised by the ICC won't work and will be resisted. (NYT)
- Sep. 30, 1925** Pres. Rea reaches mandatory retirement age of 70; first PRR president to reach that age and retire in good health; Rea remains on Board and continues to work on consolidation problem for a while; succeeded by William Wallace Atterbury (1866-1935), effective Oct. 1; Board commissions statue of Rea in Penn Station and portrait of Atterbury by Sir William Orpen (sp); presents Rea with a piece of silver plate made in the reign of Charles II. (MB, NYT)
- Oct. 1, 1925** Martin W. Clement appointed to new post of Assistant Vice President in Charge of Operations; E.T. Whiter appointed V.P. & General Manager-Central Region. (MB)
- Oct. 1, 1925?** PRR announces it will equip all 139 diners, plus 10 under construction, with aluminum chairs. (Pa News - press release prob. in 9/25)
- Oct. 1, 1925** Number of PRR stockholders falls to 145,583, having declined four months in a row. (NYT)
- Oct. 2, 1925** Boston-New Orleans sleepers inaugurated on *Piedmont Limited.*
- Oct. 3, 1925** William H. Scriven, 58, General Superintendent of (Northwestern Grand Division?), killed when his car runs off road near Carbondale, Ind. (NYT)
- Oct. 5, 1925** ICC examiner recommends against granting application of New York, Pittsburgh & Chicago Railroad for new straight line between Easton and Allegheny, Pa., on grounds is no study to prove traffic justifies expense of \$205 million for another railroad. (RyAge, ICC)

- Oct. 6, 1925** PRR's Philadelphia Terminal Division baseball team beats NYC's Indiana Harbor Belt team 5 to 4 at Rochester for American railroad baseball championship; game was result of challenge from W.W. Atterbury to NYC Pres. Patrick E. Crowley; employees from all over both systems travel to game in 32 special trains. (PaNews, NYT)
- Oct. 7, 1925** Post Office Dept. awards first air mail contracts, CAM-1 to CAM-5. (Davies)
- Oct. 8, 1925** Barnegat Railroad Company dissolved. (C&C)
- Oct. 8, 1925** Henry Ford builds his first airplane.
- Oct. 13, 1925** Northern Cambria Bus Company incorporated; operates Patton-Carrolltown and Patton-Chest Springs.
- Oct. 14, 1925** PRR Board authorizes construction of South Philadelphia Produce Terminal. (MB)
- Oct. 1925** Florida land boom peaks and begins to collapse; followed by an unusually cold winter. (Klein)
- Oct. 21, 1935** New York State Suburban Passenger Transit Commission holds hearings on its plan to bring New York, Westchester & Boston and New Haven commuter trains over Hell Gate Bridge to a new union station to be built at Diagonal Street near subway stations in Long Island City; opposed by both New York Port Authority and railroads for interfering with freight traffic. (NYT)
- Oct. 22, 1925** Central of New Jersey No. 1000, first commercially produced diesel locomotive (Ingersoll-Rand/GE), enters service in a Bronx, New York City freight yard.
- Oct. 24, 1925** Last run of passenger train between Browns Mills and Browns Mills Jct. (N.J.) and line abandoned Oct. 31.
- Oct. 25, 1925** New York-Pinehurst, N.C., sleeper inaugurated via PRR/SAL/Norfolk Southern. (no- begun earlier)
- Oct. 28, 1925** PRR Board adopts "The Pennsylvania Railroad" as the public designation of the entire PRR system instead of "The Pennsylvania Railroad System"; approves sale of 23,000 shares of Pacific Oil Company spun off from Southern Pacific. (MB)

- Oct. 30, 1925** Oliver P. Keller and C.E. Eberly, original engineer and conductor of *Broadway Limited*, respectively, make last run Philadelphia to Harrisburg before retirement; Keller has 52 years and Eberly 50 years seniority; are greeted by various company officials at points enroute. (PaNews)
- Fall 1925** Work begins on new PRR office building at 32nd Street in West Philadelphia.
- Nov. 1, 1925** Class C1 No. 6598 placed in service at Waverly Yard; first on New York Division. (PaNews)
- Nov. 3, 1925** New York voters approve \$300 million bond issue to apply to railroad grade crossing elimination; used heavily on LIRR.
- Nov. 7, 1925** St. Louis Connecting Railroad incorporated in Illinois to build new alignment on St. Louis Division main line near St. Jacob; separate charter is required because of distance from old line. (Church)
- Nov. 7, 1925** In gruesome demonstration of dangers of railroad work, H.B. Lambert of Trenton, 32, falls from the roof of a train in Meadows Yard and is cut in two less than three hours after starting work as a brakeman. (NYT)
- Nov. 7, 1925** Western Air Express, Inc., wins first air mail contract for Los Angeles-Salt Lake City service. (TWA)
- Nov. 9, 1925** Pres. Atterbury and officials arrive in Pittsburgh to inspect improvements; pledges to spend \$15 million in 1926. (NYT)
- Nov. 9, 1925** Oliver P. Keller and Charles Eberly travel from Harrisburg to New York for a day of sightseeing, including greeting by Bill Egan and meeting Mayor Hylan. (NYT)
- Nov. 12, 1925** PRR Board approves formation of a subsidiary company in Pennsylvania with \$100,000 capital to operate buses; one-half to be vested in Waynesburg & Washington Railroad. (MB)
- Nov. 12, 1925** Eastbound *Mercantile Express* No. 6 rear-ends Washington-New York express No. 166 near Monmouth Jct.; 10 killed, 30 injured; engineer arrested for failing to heed stop signal. (NYT)
- Nov. 12, 1925** NY PSC approves plan for electrification of NYC's West Side Freight Line south to 60th Street, with diesel locomotives south of that point. (AR)

- Nov. 13, 1925** **Pennsylvania Transfer Company of Pittsburgh incorporated to operate trucks in Pittsburgh area and station-to-station service for PRR; succeeds partnership Pennsylvania Transfer Company Limited. (C&C)**
- Nov. 16, 1925** **Texas oil millionaire Guy L. Waggoner arrives in New York by chartered PRR train to be at bedside of critically ill sister, having made run from St. Louis in record 20:26; had been unable to charter a plane at St. Louis; PRR made up train of five express cars and one Pullman on 30 minutes' notice and gave it a clear track; cost \$7,000. (NYT)**
- Nov. 19, 1925** **Conference between PRR and NYC agrees that there is no understanding that the NYC should always be slower between New York and St. Louis (currently *The American* is 0:45 faster than the *Southwestern Limited*); each company is to fix own times but notify each other of changes in advance; NYC agrees to operate a Philadelphia-Toronto sleeper via PRR and TH&B, which it had been blocking since PRR built into Detroit; PRR agrees to consider a Washington-Montreal service via NYC, D&H and CP. (WWA 47/47)**
- Nov. 19, 1925** **Ex-Pres. Rea named one of three voting trustees to protect interests of stockholders in reorganization of Chicago, Milwaukee & St. Paul Railroad reorganization; others are former Secretary of State Elihu Root and Henry Smith Prichett, Pres. of Carnegie Foundation. (NYT)**
- ca. Nov. 1925** ***Broadway Limited* and *The American* completely re-equipped by Pullman; 32 new cars assigned to the *Broadway* and 28 to *The American*. (Guide) (check Pullman book for names and dates)**
- Nov. 25, 1925** **Federal antitrust decree against New Haven modified to permit it to regain direct control of the Connecticut Company (streetcars) effective Dec. 19, 1925. (AR)**
- Nov. 27, 1925** **Pres. Atterbury includes letter with dividend checks calling attention to increased earnings and asking stockholders to use influence to increase PRR's traffic. (NYT)**
- Nov. 29, 1925** **Preference freight VL-4, 58 cars, loses brakes after stopping at Kittanning Point and runs down slope to Bridge Street, Altoona, where it derails on switches; cars pile up, derauling cars on passing freight No. 266; engineer and fireman killed, and head brakeman injured. (NYT)**

- Dec. 1, 1925** PRR agrees with Ingersoll-Rand to move and test one oil-electric locomotive from I-R at Erie to Greenville. (Hirsimaki)
- Dec. 1, 1925** Number of PRR stockholders has decreased to 143,117, leading to belief that large investors are buying PRR stock. (NYT)
- Dec. 6, 1925** New York Port Authority announces it has filed complaint with New York PSC against NYC being denied use of Hell Gate Bridge at competitive rates; says practice discriminates unfairly against products from upstate New York in favor of products from New England. (NYT)
- Dec. 8, 1925** New York Transit Commission denies PRR application to raise LIRR's Penn Station rent by \$420,000; later agree to fix rent at \$2,232,000, same as in 1925. (NYT)
- Dec. 9, 1925** Special Committee on Heroic Service Medals appointed on Dec. 13, 1922, reports, recommending awarding 24 medals. (MB)
- Dec. 10, 1925** ICC finally approves merger of Cincinnati, Lebanon & Northern Railway, Cleveland, Akron & Cincinnati Railway, Toledo Columbus & Ohio River Railroad, Manufacturers Railway, and Pennsylvania-Detroit Railroad into Pennsylvania, Ohio & Detroit Railroad; effective Jan. 1, 1926. (C&C)
- Dec. 14, 1925** Sleeping car lines established between New York and Fort Myers/Sebring via ACL.
- Dec. 15, 1925** First LIRR diesel, No. 401, Class AA2, a 600 HP GE/Ingersoll-Rand switcher, leaves Erie Plant for New York. (Hirsimaki)
- Dec. 16, 1925** Ingersoll-Rand delivers its fourth diesel switcher, No. 401, to LIRR.
- Dec. 1925** New elevated train announcers's booth and Westinghouse public address system installed on concourse of Broad Street Station.
- Dec. 1925** Railroads secure injunction to block enforcement of the Kaufmann Act mandating electrification within the limits of New York City. (LIRR AR)
- Dec. 19, 1925** Pennsylvania Society of New York presents Samuel Rea with its gold medal at testimonial dinner at which Charles M. Schwab of Bethlehem Steel is main speaker; Alfred P. Thom of ARA and Sir Harry Worth Thornton of Canadian National also give tributes to Rea. (NYT)

- Dec. 19, 1925** Pittsburgh-Philadelphia local No. 32 derailed west of Altoona, blocking all four tracks; one killed and eight injured; New York hockey team, traveling in chartered Pullman, assists with rescue; trains detoured over New Portage Branch. (NYT)
- Dec. 19, 1925** New Haven regains direct control of the Connecticut Company, one of its streetcar subsidiaries. (AR)
- Dec. 21, 1925** Ex-Pres. Rea writes to E.H. Outerbridge of Port of New York Authority regarding his desire to be kept informed of any railroad projects that might deviate from Port Authority's Comprehensive Plan; Rea makes vague promise of cooperation but asserts Port Authority has no regulatory powers and railroads are subject only to ICC and state commissions.
- Dec. 23, 1925** VPs in Charge of Operation and Traffic make report to President recommending creation of bus and truck subsidiaries in each of the states in which PRR operates.
- Dec. 29, 1925** PRR holds first annual Christmas Party (a "big family party") at the Metropolitan Opera House in Philadelphia; entertainment and remarks of Pres. Atterbury are broadcast over radio station WIP between 8:15 and 9:30 PM; parties are held simultaneously at regional centers, including Altoona High School, the Edgewater Beach Hotel in Chicago, Buffalo, Cleveland, Canton, Dennison; party for the Central Region is held at the Syria Mosque with a choir of 800 children from Pitcairn. (PaNews)
- Dec. 28, 1925** PRR Board authorizes creation of truck and bus subsidiaries in Pennsylvania and Maryland. (MB)
- Dec. 28, 1925** PRR Board authorizes \$140,000 for modifications to Penn Station, including new cab ramp at 33rd Street & 8th Avenue, so cabs don't have to circle whole building to move from drop-off to loading zone; new stairway between main and exit concourses, and new passageways to platforms 9 & 10. (MB)
- Dec. 28, 1925** NYC signs agreement with City of New York to abandon Park Avenue between 45th & 46th Street, where a new office building (the New York Central Building) is to be built; elevated roadway to be extended from around Grand Central through new building to Park Avenue. (AR)
- Dec. 28, 1925** NYC sues in U.S. District Court to block enforcement of Kaufmann Act. (AR)

- 1925** PRR makes final settlement with USRA covering guaranty period (Mar. 1-Aug. 31, 1920); total loss to PRR from USRA operation is \$8.4 million.
- 1925** Largest PRR stockholder is Girard Trust Company, with only 52,432 shares; large individual and institutional holdings, including those of the Frick Estate and J.P. Morgan & Co., have been sold since 1920. (NYT)
- 1925** Mechanical Engineer's office moves from Altoona to Philadelphia. (Watson)
- 1925** Simon Clary, a maintenance of way inspector, retires after 61 years service, probably the record for PRR employment. (press release - note he would have started working at age 9)
- 1925** PRR operates 152 dining cars on 165 trains; serves 3.9 million meals and employs over 1,780 persons; average expense is \$1.48 per meal vs. \$1.17 receipt. (NYT)
- 1925** Gov. ___ vetoes a three-year extension of the deadline for railroad electrification in New York City under the Kaufmann Act. (LIRR AR)
- 1925** New York City completes new Pier 2, N.R. to be leased to PRR; PRR vacates old Piers 4 & 5, which are then demolished for new Pier 3. (NYT)
- 1925** New concrete viaduct carrying Hudson County Boulevard over PRR's Bergen Hill Cut opens at Journal Square in Jersey City. (AR)
- 1925** New float bridge opens at Greenville Yard. (NYT)
- 1925** Thurlow, Pa., Yard enlarged. (AR)
- 1925** New erecting shop building opens at Juniata Shops.
- 1925** Shire Oaks Yard enlarged on Monongahela Division. (AR)
- 1925** Sully Engine Terminal enlarged on Ohio Connecting Railway. (AR)
- 1925** Steubenville Bridge rebuilt on Panhandle Division. (AR)

- 1925** Toledo Yard enlarged. (AR)
- 1925** PRR purchases first gasoline-electric railcar.
- 1925** Bradford Railroad removes last narrow gauge tracks between Tarport and BR&P Jct. (1.69 miles).
- 1925** New Haven electrifies branch between South Norwalk and Danbury, Conn.
- 1925** Manor Real Estate & Trust Company acquires North Penn Coal Company, owning 24,000 acres of coal land in Armstrong and Butler Counties, Pa. (Church)
- 1925** Pennsylvania, Ohio & Detroit Railroad builds one track along Ann Arbor Railroad (built on old Toledo & State Line Railroad right-of-way) between Toledo and Alexis (4.45 miles) and operates as one double-track railroad. (check Church)
- 1925** Wabash Railroad Company buys majority interest in Ann Arbor Railroad Company.
- 1925** Baltimore, Chesapeake & Atlantic Railway abandons Nanticoke River Line. (AR)
- 1925** U.S. housing starts hit interwar peak at 950,000. (Kindleberger)
- 1925** Wheat prices peak, ushering in a period of falling prices for raw materials worldwide. (Kindleberger)
- 1925** John Dos Passos publishes novel *Manhattan Transfer*, taking its name from the PRR station.