

PRR CHRONOLOGY
1927

July 2004 Edition

- Jan. 1, 1927** **PRR creates new post of Supervisor of Motor Service, reporting only to Chief of Transportation and eliminating joint reporting to Traffic Dept.**
- Jan. 1, 1927** **Assistant Chief Engineer Robert Trimble (1856-1932) retires after 51 years of service.**
- Jan. 1, 1927** **WNY&P begins operating Connecting Terminal Railroad along Ship Canal in Buffalo under agreement of Apr. 1, 1927.**
- Jan. 1, 1927** **Monongahela Railway acquires trackage rights over PRR between Brownsville Jct. and Millsboro. (Church)**
- Jan. 1, 1927** **Monongahela Railway leases Indian Creek & Northern Railway and Chartiers Southern Railway, including its lease of PRR branches from Millsboro to Besco and from Millsboro to Crucible; also leases B&O's Paw Paw Branch between Catawba Jct. and Federal Mine No. 1, W.Va., and over B&O's Catawba Branch between Catawba Jct. and Rivesville.**
- Jan. 1, 1927** **Central New England Railway and Harlem River & Port Chester Railroad merged into New Haven. (AR)**
- Jan. 3, 1927** **PRR inaugurates new New York-Washington express solely to carry Aiken, Asheville and Augusta cars for Southern Ry. *Augusta Special*; operates through Apr. 24. (Guide)**
- Jan. 5, 1927** **ICC authorizes Chartiers Southern Railway to extend from Mather to Waynesburg, a project which had been abandoned ca. 1919-20. (Church)**
- Jan. 6, 1927** **Atlantic City Railroad inaugurates world's first continuous automatic train control between Camden and Atlantic City. (see 4/1/25!!!!)**
- Jan. 7, 1927** **Seaboard Air Line opens own route between West Palm Beach and Miami for passenger service and discontinues use of Florida East Coast; also opens extension to Ft. Myers for passenger service.**

(Guide)

- Jan. 8, 1927** Last run of passenger service on Johnsonburg Railroad between Instanter and Clermont, Pa. (Guide)
- Jan. 15, 1927** ICC authorizes abandonment of Apply Creek Branch between Kremore and West Lebanon (9.42 miles). (ICC)
- Jan. 1927** Express business moved from LIRR facility at Long Island City to new one at Sunnyside Yard. (see 1926)
- Jan. 1927** PRR is building new main line coaling station at Conemaugh on old river bed, having diverted Conemaugh River. (NYT)
- Jan. 1927** Old Dock Jct. Engine Terminal of Erie & Ashtabula Division razed. (PaNews)
- Jan. 1927** New 21-stall engine house opens at Shire Oaks, Pa.
- Jan. 21, 1927** ICC approves abandonment of Jennings Branch of GR&I (Round Lake Jct.-Jennings) within 30 days, but refuses application to abandon Missaukee Branch between Veneer Jct. and Michelson. (Church)
- Jan. 26, 1927** Michigan PUC approves abandonment of Jennings Branch (3.7 miles) and denies abandonment of Verneer Jct.-Michelson (16.34 miles).
- Jan. 29, 1927** Post Office awards first private airmail contract, Chicago-San Francisco, to William Boeing and Edward Hubbard; no bids received on New York-Chicago leg of transcontinental route. (Davies)
- Jan. 29, 1927** Eastbound express business moved from Pier D, Jersey City, to new facility at Sunnyside Yard.
- Jan.? 1927** Susquehanna Coal Company sells all property to Susquehanna Collieries Company.
- Jan. 31, 1927** Westbound express business moved from Pier D, Jersey City, to new facility at Sunnyside Yard, completing concentration of all New York express business at that point.
- Early 1927** Daniel Guggenheim Fund for Promotion of Aeronautics awards grant to Western Air Express, Inc., to develop a "model airline" between Los Angeles and San Francisco. (Davies)

- Feb. 1, 1927** PRR creates Chief Engineers of Eastern, Central, and Western Regions in Engineering Dept.; T.J. Skillman named Chief Engineer, replacing A.C. Shand, appointed Assistant to VP Elisha Lee for work on Philadelphia Improvements; E.B. Temple to Chief Engineer-Eastern Region; W.D. Wiggins to Chief Engineer-Central Region; I.W. Geer to Chief Engineer-Western Region. (MB)
- Feb. 1, 1927** Office of Chief of Transportation divided into Chief of Freight Transportation (John F. Deasy) and Chief of Passenger Transportation (Daniel M. Sheaffer); James T. Wallis and Charles M. Sheaffer promoted to emeritus positions as Assistant VP's in Charge of Operations; Frederick W. Hankins appointed Chief of Motive Power, replacing Wallis. (MB)
- Feb. 1, 1927** Banker F.J. Lisman issues favorable analysis of L.F. Loree's "Fifth System", projecting \$350 million a year gross earnings on capital of \$1.18 billion; system is to include D&H, LV, WM, BR&P, Wabash, P&WV, Ann Arbor, Green Bay & Western and Minneapolis & St. Louis, as well as New York, Pittsburgh & Chicago Railroad. (NYT)
- Feb. 2, 1927** Philadelphia City Council orders \$20 million to be spent improving and landscaping area occupied by Broad Street Station and Chinese Wall, including a "temple of music" to be built on site of present Municipal Services Building north of City Hall. (NYT)
- Feb. 3, 1927** Alliance of Van Sweringens, NYC and B&O buys control of Wheeling & Lake Erie Railway from John D. Rockefeller and additional shares in open market. (Wheeler)
- Feb. 7, 1927** New office building at 15 North 32nd Street in West Philadelphia completed.
- Feb. 7, 1927** Van Sweringens announce plan to sell their Erie and Pere Marquette Railway stock to the C&O; will raise cash to cover NKP's purchase of Wheeling & Lake Erie and future projects; makes the C&O the centerpiece of their system instead of the NKP. (NYT)
- Feb. 8, 1927** Purchase of Wheeling & Lake Erie Railway announced; corner drives up price of stock to 130. (NYT)
- Feb. 9, 1927** PRR Board authorizes new coal pier at Sodus Point, N.Y. (MB)
- Feb. 10, 1927** PRR announces it will join with Philadelphia Rapid Transit Company and United Gas Improvement Company to construct a

Giant Power plant on the Delaware River near Trenton to supply high-voltage, 25-cycle power to railroads. (PR)

- Feb. 10, 1927** VP George LeBoutillier testifies to New York PSC asking for 20% increase in LIRR commuter fares, with promise of \$57 million improvement program, including grade crossing eliminations. (NYT)
- Feb. 11, 1927** C&O applies to ICC to acquire stock control of Pere Marquette and Erie; opposition from C&O minority stockholders continues. (Wheeler)
- Feb. 14, 1927** PRR and Canadian Pacific Railway officials deny rumors in Wall Street that they are purchasing control of New Haven. (NYT)
- Feb. 14, 1927** First NYC Class J-1 4-6-4 Hudson outshopped by ALCO.
- Feb. 15, 1927** Pres. Atterbury agrees with L.F. Loree to acquire his holdings of Wabash and LV. (NYT)
- Feb. 15, 1927** PRR introduces new train between Indianapolis and Fort Wayne via Logansport and Columbia City, carries through cars between Louisville and Detroit, Cincinnati and Michigan; unsuccessful and discontinued by Mar. 1928.
- Feb. 15, 1927** Robert Farnham, Engineer of Bridges & Buildings, named Chief Engineer in Charge of Philadelphia Improvements, reporting to VP Elisha Lee. (CE)
- Feb. 16, 1927** Most PRR directors are in New York for undisclosed purpose. (NYT)
- Feb. 18, 1927** PRR stock rises to 61-1/8, equal peak in 1915, on two days of heavy trading on Philadelphia Stock Exchange. (NYT)
- Feb. 18, 1927** PRR abandons plan, in development since 1918, of building large freight and passenger car repair shops at Marietta, Pa. (CMP)
- Feb. 19, 1927** Planned agreement between PRR and L.F. Loree made public; PRR to offer D&H trackage rights between Buttonwood, near Wilkes Barre, and Dubois on BR&P. (NYT)
- Feb. 1927** New freight station opens at Woodland Avenue, Cleveland, replacing old facility abandoned in 1923.
- Feb. 1927** *Wall Street Journal* publishes rankings of U.S. billion-dollar corporations; based on market value of securities, rankings are:

AT&T, \$2.07 billion, United States Steel, \$1.78 billion; Southern Pacific Co., \$1.56 billion; General Motors, \$1.52 billion; NYC, \$2.51 billion; PRR, \$1.18 billion; Standard Oil of N.J., \$1.07 billion; Ford Motor Co., \$1 billion; based on value of assets, rankings are: United States Steel, \$2.45 billion; Southern Pacific Co., \$2.15 billion; PRR, \$1.82 billion; AT&T, \$1.65 billion; NYC \$1.45 billion; Standard Oil, \$1.37 billion; Union Pacific, \$1.14 billion; Santa Fe, \$1.07 billion. (NYT)

- Feb. 23, 1927 ICC rejects Loree's attempt to have PRR trackage rights considered part of original application to lease BR&P. (NYT)
- Feb. 25, 1927 Chesapeake & Delaware Canal reopens as sea-level cut with vertical lift bridges. (Gray)
- Feb. 25, 1927 Pres. Coolidge vetoes McNary-Haugen Bill designed to have government purchase agricultural surplus to maintain prices; agriculture has been depressed since 1920 with overproduction and worldwide collapse of prices. (EAH)
- Mar. 1, 1927 Allen R. Wilson appointed Engineer of Bridges & Buildings, replacing Robert Farnham. (MB)
- Mar. 2, 1927 New cafe-coach cars introduced on *Del-Mar-Va Express* and on Nos. 510-511 *Pennsylvania-Lehigh Express* between Wilkes-Barre and Pittsburgh.
- Mar. 3, 1927 Special Committee on Profit Sharing reports on improved company earnings for 1926 credited to greater efficiency; discusses possibility of bonuses for lower management down to Assistant Trainmasters; decides that profit sharing plan is best reward. (MB)
- Mar. 3, 1927 Pier K at Jersey City destroyed by fire. (NYT)
- Mar. 4, 1927 Special Committee on Profit Sharing asks Pres. Atterbury to report on a profit sharing plan. (MB)
- Mar. 5, 1927 Comptroller Edward Alexander Stockton (1859-1927) dies of heart disease at home in Swarthmore after 54 years of service. (NYT)
- Mar. 5, 1927 LV announces it and PRR will start construction of new Newark Bay Bridge with 330-foot lift span soon. (NYT)
- Mar. 1927 American Academy of Arts & Letters in New York holds memorial exhibit of industrial-themed artwork of Joseph Pennel, including

- PRR scenes at Philadelphia and Horseshoe Curve. (NYT)**
- Mar. 8, 1927** Philadelphia & Camden Ferry Company writes down par value of stock from \$50 to \$40 and makes \$10 per share cash distribution to stockholders because of anticipated poor future. (AR)
- Mar. 8, 1927** Post Office Dept. awards airmail contract between New York and Chicago to newly-formed National Air Transport, Inc. (Davies)
- Mar. 9, 1927** Post Office Dept. announces plan to double size of General Post Office behind Penn Station by extending westward over tracks. (NYT)
- Mar. 10, 1927** Cincinnati, Richmond & Fort Wayne Railroad sold at foreclosure to C.B. Heiserman for PCC&STL.
- Mar. 11, 1927** Kuhn, Loeb & Co. completes purchase of 131,700 shares Wabash Railway preferred and 191,900 shares common for Pennsylvania Company; not paid for until Dec. 1927. (Wheeler)
- Mar. 1927** Electric catenary for New Haven placed in service between Fresh Pond and New Lots on LIRR.
- Mar. 16, 1927** Samuel Moody (1851-1927), former Passenger Traffic Manager of Lines West, dies at Beaver, Pa.
- Mar. 20, 1927** Automatic train control and cab signals placed in service between Camden and Atlantic City via Winslow Jct.; first U.S. installation of coder-continuous type ATC. (US&S)
- Mar. 23, 1927** PRR begins moving into new office building (General Office Annex) at 15 North 32nd Street in West Philadelphia; headquarters remains in Broad Street Station, but most other offices in the city are vacated in favor of the new structure.
- Mar. 23, 1927** Frank J. Fell, Jr., appointed Comptroller, replacing E.A. Stockton, deceased. (MB)
- Mar. 26, 1927** ICC approves abandonment of Kinzua Branch between Morrison and Gates (8.9 miles).
- Mar. 27, 1927** Philadelphia & Camden Ferry Company cuts fare for vehicles with occupants to 25 cents to match Delaware River Bridge. (AR)
- Mar. 28, 1927** Special Committee on Profit Sharing discusses merits of profit sharing plans and employee stock ownership plans. (MB)

- Mar. 29, 1927** ICC authorizes abandonment of Central Indiana Railway; has not met fixed charges since 1903. (Church)
- Mar. 31, 1927** VP-Assistant to President George Dallas Dixon retires at age 70. (NYT)
- Apr. 1, 1927** Accounting Dept. taken off regional basis; Regional Accountants replaced by Supervisors of Expenditures in Operating Dept.; Motive Power Accountant becomes Supervisor of Motive Power Expenditures in Motive Power Dept. (MB)
- Apr. 1, 1927** "Toledo, Peoria & Western Railroad" assumes operation of former Toledo, Peoria & Western Railway under George McNear. (Moody's)
- Apr. 1, 1927** Bituminous coal strike begins in Central Competitive Field in reaction to operators breaking the Jacksonville Agreement to meet competition from non-union mines in Southern Appalachians. (NYC AR,)
- Apr. 4, 1927** First Pullman 14-single-room sleepers begin operating on PRR overnight trains between New York and Washington; offer greater privacy than traditional berths.
- Apr. 4, 1927** First Class K4s assigned to Buffalo Division; No. 5468 sets record hauling No. 570-571, *Washington/Buffalo Day Express* over Keating Summit without helper. (PaNews)
- Apr. 8, 1927** Special Counsel Francis Innes Gowen (-1927) dies at age 71 after 25 years of service.
- Apr. 8, 1927** Toledo, Peoria & Western Railway reorganized as Toledo, Peoria & Western Railroad under ownership of George P. McNear, Jr.; McNear modernizes property and develops bridge traffic. (Stringham - verify in Moody's)
- Apr. 8, 1927** L.F. Loree files supplementary explanation of PRR trackage rights between Buttonwood and Dubois with ICC. (NYT)
- Apr. 13, 1927** Earl Carroll, a Broadway producer convicted of perjury in testifying about a late night party at his theater on Feb. 22, 1926, at which people allegedly drank liquor from a bathtub containing a nude actress, travels to the federal penitentiary at Atlanta with other convicts in the regular "prison Pullman" from Penn Station. (NYT)

- Apr. 14, 1927** Turnbull Murdoch (1869-1927), Pres. & General Manager of Baltimore, Chesapeake & Atlantic Railway and Baltimore & Virginia Steamboat Company, dies. (AR - see below)
- Apr. 17, 1927** Columbia & Perryville RPO extended to Harrisburg & Perryville RPO. (Kay)
- Apr. 18, 1927** Philadelphia & Bridgeton RPO cut back to Glassboro & Bridgeton RPO. (Kay)
- Apr. 18, 1927** PRR takes possession of over 10,000 prints and negatives from the studio of the late William H. Rau at 238 South Camac Street, Philadelphia. (Van Horne)
- Apr. 1927** Van Sweringens, NYC and B&O apply to ICC to name directors of Wheeling & Lake Erie; opposed by the Taplins and Loree. (Wheeler)
- Apr. 1927** First Class K2sa #7271 assigned to Conemaugh Division. (PaNews)
- Apr. 16, 1927** Safety Dept. created as unit of Personnel Dept. under T.H. Carrow, Superintendent of Safety in response to company's deteriorating safety record. (MB)
- Apr. 16, 1927** PRR abolishes District Freight and Passenger Agents at Norfolk.
- Apr. 18, 1927** Philadelphia & Bridgeton RPO cut to Glassboro & Bridgeton RPO. (Kay)
- Apr. 20, 1927** Transit Commission of State of New York approves new cab ramp from 8th Avenue & 33rd Street at Penn Station. (MB)
- Apr. 20, 1927** New plate fulcrum scales placed in service at Juniata Scales for eastbound freight.
- Apr. 20, 1927** VP George LeBoutillier hosts demonstration run of LIRR's new diesel tugboat *Meitowax*. (NYT)
- Apr. 23, 1927** Logansport locals make last run of passenger service over Panhandle main line between Chicago Union Station and Bernice via Washington Heights; all PRR trains thereafter operate out of south side of Chicago Union Station via PFW&C. (Guide)
- Apr. 23, 1927** Last run of passenger service on balance of Johnsonburg Railroad between Johnsonburg and Instanter, Pa. (Guide)

Apr. 25, 1927 ICC holds hearing on D&H application for trackage rights over PRR between Buttonwood and Dubois. (NYT)

Apr. 26, 1927 PT&T Board authorizes additional \$69,014 for passageways to Platforms No. 9 & 10 at Penn Station. (NY)

Apr. 26, 1927 Before ICC, B&O opposes granting PRR trackage rights to D&H. (NYT)

Apr. 27, 1928 Railroad presidents have first meeting with Port of New York Authority since 1921; Port Authority presents three new plans: consolidation of car float operations, Belt Line No. 1 on west side of Palisades, and union inland freight stations to move traffic away from railroad freight piers; railroads reject all three.

Apr. 30, 1927 W.D. Pearson, Viscount Cowdray, head of S. Pearson & Son, contractors of PRR East River Tunnels, dies at Aberdeen, Scotland at 71. (NYT)

May 2, 1927 Ohio declares charter of Canton & East Liverpool Railroad forfeited for tax delinquency. (Church)

May 4, 1927 Western Stevedoring Company assumes operation of Girard Point Grain Elevator; already operates PRR elevators at Buffalo and Erie. (NYT)

May 7, 1927? Automatic train control and cab signals placed in service between Delair and West Haddonfield on Atlantic City line.

May 1927 Chesapeake Corporation incorporated in __ by Van Sweringens as subsidiary of NKP to buy control of C&O.

May 1, 1927 Kinzua Branch fully abandoned between Morrison and Gates, Pa., under ICC ruling of Mar. 26; sold to Castanea Paper Company. (ICC)

May 9, 1927 PRR Special Committee on Profit Sharing makes report. (MB)

May 10, 1927 B&O and Reading open big new perishables terminal at Snyder & Delaware Avenues in South Philadelphia. (NYT)

May 10, 1927 ICC holds hearings on C&O application to acquire Erie Railroad and Pere Marquette Railway and issue \$59.5 million in new stock. (NYT)

- May 11, 1927** PRR Board orders general 25% increase in executive salaries to bring in line with those in other industries; Pres. Atterbury's salary raised from \$75,000 to \$100,000 per year. (MB)
- May 13, 1927** NYC files report with New York City for West Side Improvements, calling for elevation or depression and electrification of West Side Freight Line and removal of tracks from streets. (AR)
- May 15, 1927** New 100-foot turntable installed at Northumberland, Pa.
- May 16, 1927** Title of R.K. Stackhouse changed from Supervisor of Motor Service to General Superintendent of Stations, Transfers and Motor Service.
- May 20, 1927** Charles A. Lindbergh leaves Roosevelt Field on Long Island in plane *Spirit of St. Louis* on first solo flight across the Atlantic; touches down at Orly Field in 33:30; produces a great upsurge in aviation activity in U.S., which has previously lagged behind Europe and Canada. (Davies)
- May 21, 1927** New bridge opens over Tuscarawas River at Newcomerstown on Panhandle Division.
- May 22, 1927** *Metropolitan Express* No. 25 renamed *The Metropolitan*; *The Juniata* No. 44 inaugurated as a St. Louis-New York extra-fare train, replacing the *New York Day Express* No. 44 (Pittsburgh-New York). (NYT, Mutual)
- May 25, 1927** Baltimore & Virginia Steamboat Company Board approves purchase of stock of Chesapeake Wharf Company and wharf properties on Patuxent River. (MB)
- May 25, 1927** Frank E. Taplin, C.F. Taplin and George Fillius elected to Board of Wheeling & Lake Erie Railway. (NYT)
- May 26, 1927** ICC grants petition of Pittsburgh & West Virginia Railway and Wabash Rail__ to intervene in application of NYC, B&O and Van Sweringens for seats on W&LE Board. (NYT)
- May 26, 1927** Led by Pres. Atterbury, Executive Committee of Association of Railway Executives offer free train to Col. Charles A. Lindbergh on his return to U.S. (NYT)
- May 26, 1927** Ford Motor Company stops all production to retool for change from Model T to Model A; stoppage causes mini-depression in related industries.

- May 27, 1927** ICC authorizes PRR to intervene in Pittsburgh & West Virginia Railway's application to extend to Connellsville. (NYT)
- May 28, 1927** In conference with Newark Mayor Thomas L. Raymond, PRR expresses willingness to extend Hudson & Manhattan Railroad to South Street. (NYT)
- May 28, 1927** ICC rules in Lake Cargo Coal Case granting Pittsburgh and Ohio operators a 20 cent rate reduction; ruling is opposed by Pocahontas Roads and their coal operators. (Lambie)
- June 1, 1927** Automatic train stop and cab signals placed in service between "HAROLD" tower and Port Washington and Whitestone on LIRR.
- June 1, 1927** Through, summer-only sleeping car line inaugurated between Pittsburgh and Montauk; first run-through from PRR points to LIRR.
- June 1, 1927** Montauk Beach Development Corporation formally opens Montauk Manor, a 178-room hotel; resort is to include golf course and polo field; LIRR special train brings guests including Pres. W.W. Atterbury and Pres. P.E. Crowley of NYC. (NYT)
- June 3, 1927** Louis B. Miller, 53, charts PRR ferry for trip across Hudson and back as part of his record run by automobile from San Francisco and return; made eastbound leg in 80 hours; tires changed by mechanics while on ferry. (NYT)
- June 3, 1927** BC&A sells steamboat *Tangier* for scrap. (MB)
- June 3, 1927** Canton & East Liverpool Railroad (Pa.) and Massillon & Little Beaver Railroad (Pa.) dissolved. (Church)
- June 7, 1927** PT&T Board authorizes additional \$220,442 for 8th Avenue cab ramp at Penn Station. (MB)
- June 8, 1927** Tipton Railroad Company dissolved.
- June 9, 1927** PRR announces that it will rename *The St. Louisian/New Yorker* "The Spirit of St. Louis" in honor of Charles A. Lindbergh; observation car is to be named *Colonel Lindbergh*. (NYT - advert as such 6/10)
- June 9, 1927** Property of Cincinnati, Richmond & Fort Wayne conveyed to PCC&StL after foreclosure sale.

- June 9, 1927** Villanova University awards Pres. Atterbury an honorary Doctor of Laws degree. (WWA)
- June 11, 1927** E6s No. 460 hauls two-car Lindbergh Special from Washington to New York in 3:07 carrying International Newsreel Corp. film of Lindbergh's reception at Washington; eclipses previous record of 3:40 set by Coolidge inauguration newsreel special on Mar. 4, 1925; by developing film on train, is shown in New York theaters before that of two rival newsreel companies that were sent by air but could not be developed until reaching New York. (NYT)
- June 13, 1927** Col. Charles A. Lindbergh arrives at New York and is honored with a ticker-tape parade; PRR runs two special excursions for public, one from Harrisburg and one from Philadelphia. (NYT)
- June 14, 1927** PRR announces plan for minority holders of Western New York & Pennsylvania Railway to exchange their common stock or income bonds for new non-cumulative 5% preferred. (NYT)
- June 15, 1927** Mrs. Evangeline Lodge Lindbergh, mother of Charles A. Lindbergh, formally christens "*Spirit of St. Louis*" at Penn Station before taking it to St. Louis for celebrations there. (NYT)
- June 15, 1927** *St. Louisian/New Yorker* renamed "*The Spirit of St. Louis*" in honor of Charles A. Lindbergh's flight. (tt)
- June 15, 1927** In speech to Motor Bus Division of American Automobile Association, F.J. Scarr, former Supervisor of Motor Transportation of PRR, predicts that railroad passenger service will remain confined to its present routes or shrink, while bus service will increase with paved road network. (NYT)
- June 1927** Electric catenary for New Haven placed in service between New Lots and Second Ave, Bay Ridge, on LIRR.
- June 18, 1927** D&H files brief in support of Loree's attempt to secure BR&P attacking motives of B&O and NYC. (NYT)
- June 22, 1927** New export grain elevator opens at Greenville Yard in Jersey City. (NYT)
- June 22, 1927** Pres. of PRR, B&O and NYC telegraph Pres. of C&O, N&W and L&N that then intend to effect cuts ordered by ICC in Lake Cargo Coal Case and urge southern lines not to cut their rates in response. (Lambie)

- June 23, 1927** Yale University, his alma mater, awards Pres. Atterbury an honorary Doctor of Laws degree. (WWA)
- June 23, 1927** Automatic train control and cab signals placed in service between Columbus and Indianapolis.
- June 23, 1927** New "BAYARD" Interlocking placed in service, replacing "BY" and "HW" Towers at junction of Bayard Cutoff.
- June 24, 1927** Through summer-only weekend parlor car service inaugurated between Washington and Montauk via LIRR; westbound on *Montauk Special* and eastbound on *Sunrise Special*. (Guide)
- July 25, 1927** NYC installs first CTC installation in U.S. between Stanley Yard near Toledo and Berwick, Ohio, on Toledo & Ohio Central; controlled from central station at Fostoria in lieu of written train orders.
- June 29, 1927** PT&T leases 837 square feet south of LIRR Waiting Room in Penn Station to The Savarins, Inc. (MB)
- June 30, 1927** Automatic train control and cab signals placed in service between Marysville and Altoona.
- Summer 1927** CCC&StL Railway (Big Four) extends northbound Indianapolis-Chicago *Sycamore* to Cincinnati. (Sanders)
- July 1, 1927** Automatic train control placed in service between Pittsburgh and Newark, Ohio, including New Cumberland Branch.
- July 1, 1927** *The Sea Gull* inaugurated as summer-only through train between Pittsburgh and Atlantic City with sleeping cars from Cincinnati, Cleveland, Akron and Wheeling; runs through Sep. 11.
- July 1, 1927** The New Haven inaugurates *The Down Easter* as a summer-weekend-only train between Grand Central and Bar Harbor and Halifax. (Guide)
- July 1, 1927** Pres. Atterbury dedicates \$3 million PRR Produce Terminal at Oregon & Delaware Avenues in South Philadelphia. (NYT)
- July 1, 1927** PRR operates 35 extra trains out of New York for holiday traffic, exclusive of LIRR or Jersey shore; runs 66 on July 2, 25 on July 3, and 75-80 on July 4. (NYT)

- July 1, 1927** LIRR places electrification and automatic train control in service on Port Washington and Whitestone Branches.
- July 1, 1927** Capitol Theater Bus Terminal, Inc., incorporated in N.Y. to build midtown Greyhound bus station.
- July 1, 1927** Boeing Air Transport, Inc., founded by William Boeing and Edward Hubbard, begins airmail service between Chicago and San Francisco with Boeing 40A's, replacing Post Office Dept; had underbid Western Air Express, Inc. (Davies)
- July 1927** "College of Cookery" opens at Columbus; instructors are German or English; most students are African-Americans; classroom features a working dining car kitchen with one side wall cut away and a gallery for student spectators. (prob. 7/6)
- July 7, 1927** PRR and Reading announce 30% reduction in fare from Philadelphia to shore points until Sep. 30 to meet bus competition. (NYT)
- July 8, 1927** LIRR completes 11,000-volt A.C. electrification on freight line between Fresh Pond Jct. and Bay Ridge; electric freight service with New Haven locomotives begins between Bay Ridge and Port Morris via Hell Gate Bridge. (AR says open to 2nd Ave in 6/1927; Bay Ridge yard in 8/1927)
- July 8, 1927** Southern coal operators, meeting at the Greenbrier Hotel, demand their railroads cut rates by 20 cents to meet northern rate cuts. (Lambie)
- July 9, 1927** Pres. of southern coal railroads telegraph Pres. Atterbury, Crowley and Willard withdrawing their agreement to hold rates made June 30 and calling for a new conference. (Lambie)
- July 9, 1927** ICC begins hearing on Loree's plan to acquire BR&P. (NYT)
- July 13, 1927** Philadelphia & Camden Ferry Company Board votes to reduce par value of stock from \$40 to \$25 and distribute \$15 per share because of reduction in traffic. (NYT)
- July 13, 1927** Dow Jones rails index hits 138.54, highest in 21 years. (Wyckoff)
- July 14, 1927** PRR agrees to city plan to build East River Drive over B&O line between Art Museum and South Street in Philadelphia; PRR to carry line to suburban station as an elevated to 20th Street instead of dropping under Boulevard immediately east of 30th Street

Station; in return, city agrees to extend Market Street Subway into West Philadelphia instead of incorporating existing elevated into south side of 30th Street Station. (CE)

- July 14, 1927** **Operating railroads sign preliminary agreement for Cincinnati Union Terminal. (Church)**
- July 15, 1927** **PRR announces that Piers 27, 28, & 29, North River, will be converted from miscellaneous freight to a produce terminal. (NYT)**
- July 16, 1927** **Former Engineer of Bridges & Buildings John Carlisle Bland (- 1927) dies at Atlantic City.**
- July 1927** **PRR signs contract with Philadelphia Electric Company to supply all power needs for proposed area electrifications.**
- July 1927** **New concrete coaling station opens at Erie.**
- July 1927** **U.S. Dept. of Commerce consults with representatives of PRR, B&O, Reading and two western railroads on offering passenger air service; Dept. is hoping to get railroads to aid commercial aviation; railroads are reluctant. (PD)**
- July 1927** **Mild downturn in industrial activity and commodity prices; Federal Reserve raises rediscount rate to 3.5%; creates incentive for banks to borrow cheaply from Fed and put money into brokers' call loans where earn 7%; fuels speculation in stock market and away from actual productive enterprises. (Klein)**
- July 23, 1927** **Newark City traffic engineering report recommends extending Hudson & Manhattan Railroad from Park Place to a terminal under Military Park near Public Service trolley terminal; also trolley subway in bed of old Morris Canal. (NYT)**
- July 23, 1927** **Susquehanna River floods close PRR between Harrisburg and Williamsport for 12 hours; No 575 stalled for eight hours when caught between two landslides at Millersburg and Halifax. (NYT)**
- July 25, 1927** **NYC opens first U.S. centralized traffic control (CTC) system between Stanley and Berwick, Ohio (40 miles) on Toledo & Ohio Central line; built by General Railway Signal Company. (see above)**
- July 25, 1927** **O.P. Van Sweringen resigns as Pres. of Cleveland Union Terminals Company, remaining a director. (MB)**

- July 26, 1927** PRR contracts with OB&S Bus Line, Inc., for bus service between Olean and Bradford.
- July 27, 1927** N&W and C&O issue tariff cutting Lake coal rates by 20 cents, which is immediately suspended by the ICC. (Lambie)
- July 28, 1927** Pres. Atterbury presides over formal groundbreaking for Philadelphia Improvements at 20th & Cuthbert Streets north of Chinese Wall; Mayor Kendrick turns first shovel for Suburban Station approach with a silver spade. (NYT)
- July 30, 1927** Philadelphia & Camden Ferry Company further reduces par value from \$40 to \$25 and makes \$15 per share distribution to stockholders. (AR)
- Aug. 6, 1927** Toldeo, Peoria & Western Railroad completes connection with Santa Fe at Lomax. (Stringham)
- Aug. 7, 1927** Fire destroys 100 feet of Matawan Creek trestle on NY&LB; service restored in 16 hours. (NYT)
- Aug. 13, 1927** Taplins apply to ICC for permission to have Wheeling & Lake Erie Railway merged into Pittsburgh & West Virginia Railway. (ICC)
- Aug. 14, 1927** Turnbull Murdoch (1869-1927), Pres. & General Manager of BC&A and Baltimore & Virginia Steamboat Company, dies. (MB)
- Aug. 14, 1927** Annual field day of New Jersey General Division employees held at Beach Haven; 12 special excursion trains operated. (NYT)
- Aug. 21, 1927** Baltimore *Sun* prints statement prepared by PRR announcing that PRR rejects contention of the other three Trunk Lines that the PRR is big enough and requires no additions; lists PRR demands for a line along Lake Erie from Brocton to Toledo, the Chicago & Eastern Illinois as a short line between Chicago and St. Louis, and full or joint ownership of the DL&W; also ends opposition to L.F. Loree. (NYT)
- Aug. 23, 1927** Pennsylvania PSC authorizes abandonment of Johnsonburg Railroad to Clermont, Pa. (18.4 miles) after ICC approval on Aug. 12; actual abandonment in 1928 with 1.22 miles at Johnsonburg sold to PRR as siding. (MB - ICC has abnd. 10/31/1927)
- Aug. 29, 1927** Eastbound *Broadway Limited* derails on Bennington curve near Gallitzin; first locomotive rolls down 200-foot embankment, killing crew; second locomotive and club car fall part way; nine Pullmans

- remain on right of way. (NYT)
- Sep. 1, 1927** American Railway Express inaugurates air express service. (RRH)
- Sep. 1, 1927** National Air Transport, Inc., begins air mail service between New York and Chicago (CAM-17), replacing last leg of Post Office Dept. transcontinental service. (Davies)
- Sep. 2, 1927** ICC authorizes abandonment of Vincentown Branch in New Jersey.
- Sep. 2, 1927** Maddux Air Lines, Inc., incorporated in California by Jack L. Maddux, an auto dealer and holder of exclusive sales agency for Ford Tri-motors. (Moody's, TWA)
- Sep. 5, 1927** PRR operates 42 extra trains and about 500 extra cars returning Labor Day crowds to New York; all-Pullman *New York Limited* runs from Atlantic City to New York Mon. and Tues. as well as Sunday. (NYT)
- Sep. 6, 1927** Miss America contestants arrive at PRR station in Atlantic City aboard "Beauty Special." (NYT)
- Sep. 9, 1927** ICC authorizes abandonment of Ohio River & Western Railway between Woodsfield and Lawton, Ohio. (Church - has Zanesville-Woodsfield)
- Sep. 9, 1927** War Dept. holds hearings on revived proposal of Gustav Lindenthal's North River Bridge Company for a double-deck suspension bridge at 57th Street; Lindenthal and Samuel Rea testify in favor of bridge; shipping interests opposed. (NYT)
- Sep. 9, 1927** Railroads entering Cincinnati sign agreement with Cincinnati Railroad Terminal Development Company providing for the incorporation of a union terminal company. (verify)
- Sep. 14, 1927** PRR Board writes off Sesqui-Centennial depot at Broad & Packer Streets. (MB)
- Sep. 14, 1927** K4s No. 5475 (Juniata c/n 4159) is first to be fitted with keystone-shaped number plate on smokebox front; group built by Baldwin have old standard round number plates. (Keystone)
- Sep. 15, 1927** Canton Company of Baltimore leases Canton Pier 11 to PRR.
- Sep. 17, 1927** PRR operates special race train from Washington and Philadelphia

- direct to Belmont Park on LIRR for Futurity Stakes. (NYT)
- Sep. 17, 1927 Eastern Region team wins seventh annual PRR track and field meet at Altoona; 21 special trains run. (NYT)
- Sep. 19, 1927 PRR publishes booklet *Limiteds of the Freight Service* describing 60 named preferred freight service trains. (NYT)
- Sep. 21, 1927 PRR operates 25 special trains to Chicago for the second Dempsey-Tunney fight; includes *The Gladiator*, a special all-Pullman 20-hour train from New York in three sections with all the amenities of the *Broadway*; also the "James J. Corbett Special," an advance section of the *Broadway* from New York chartered by former champion "Gentleman Jim" Corbett and another from Philadelphia chartered by banker/realtor Albert M. Greenfield with a special car for the Bimboes Club, a group of Philadelphia textile men; *Broadway Limited* runs in four sections, *Twentieth Centruy Limited* in six, and *Lake Shore Limited* in three. (PaNews, NYT)
- Sep. 21, 1927 Western New York & Pennsylvania Railway Board authorizes issue of \$25 million additional common stock to pay debts of \$23.8 million to PRR for betterments and \$8 million new 5% preferred stock. (NYT - check C&C)
- Sep. 24, 1927 Last run of passenger service between Haddonfield and Medford, N.J. and between Ewansville and Vincentown, N.J.; Vincentown Branch abandoned south of Mount Holly-Pemberton Road; last run of passenger service between Newark, Del., and Delaware City. (NYT, tt)
- Sep. 24, 1927 B&O stages "Fair of the Iron Horse" at Halethorpe, Md., to celebrate its centennial; scripted by railroad publicist Edward Hungerford, the Fair is a live-steam pageant of original equipment and historic replicas presenting a rather sentimentalized view of transportation history; PRR exhibits *John Bull* (which is withdrawn from the Smithsonian) and ex-Cumberland Valley *Pioneer*; Fair runs through Oct. 15. (B&O AR, White)
- Sep. 25, 1927 PRR reduces local passenger service between Philadelphia and Lancaster and Philadelphia and Harrisburg because of highway competition; service also reduced on Salem and Penns Grove Branches in N.J., and Crisfield and Cambridge Branches in Md. (NYT)
- Sep. 25, 1927 Running time of *Palmetto Limited* reduced by 3:30.
- Sep. 25, 1927 Red Star Motor Coaches, Inc., begins operating bus service for

- PRR between Cambridge, Md., and Rehoboth, Del., via Bridgeville.**
- Sep. 30, 1927** **Johnsonburg Railroad abandoned following exhaustion of timber and wood-chemical industries.**
- Oct. 1, 1927** **Last passenger train operates on branch between Ewansville and Vincentown, N.J., and line abandoned. (see 9/24!)**
- Oct. 1, 1927** **PRR's Pennsylvania Terminal Division baseball team defeats NYC's Michigan Central team in third annual inter-company championship at Cleveland; during the meet, Pres. Atterbury and NYC Pres. P.E. Crowley play their annual golf match at Mayfield Country Club. (NYT)**
- Oct. 1, 1927** **Ohio PUC denies petition to abandon Ohio River & Western Railway between Bellaire and Woodsfield, but can abandon service between Zanesville and Woodsfield on Dec. 31, 1927, and abandon permanently by May 1, 1928. (Church)**
- Oct. 2, 1927** **\$2.5 million line relocation completed on Columbia & Port Deposit between Port Deposit and Rock Run account construction of Conowingo Dam; temporary tracks opened through Port Deposit pending settlement of dispute over grade crossing elimination. (CE; GO shows 10/1)**
- Oct. 4, 1927** **PRR runs extra trains from New York to Pittsburgh for first two games of World Series between the New York Yankees and Pittsburgh Pirates; Mayor Jimmy Walker and other dignitaries travel in a second section of *The Pittsburgher* made up of private cars. (NYT)**
- Oct. 6, 1927** **PRR operates three special trains from Pittsburgh to New York leaving in the evening after the second game of the World Series; one for each team and one for sportswriters; Yankees sweep series 4-0. (NYT)**
- Oct. 9, 1927** **Montauk Steamboat Company steamers make last run between Sag Harbor, Greenport, and New London, ending all service.**
- Oct. 9, 1927** **Date set by ICC for abandonment of Ohio River & Western between Woodsfield and Lawton.**
- Oct. 11, 1927** **Pres. Atterbury leaves Philadelphia for tour of South via Atlanta, traveling as far as Oklahoma and Texas; accompanied by Elisha Lee, Julien L. Eysmans and Ivy Lee. (NYT)**

- Oct. 13, 1927** North Avenue freight agency at Pittsburgh consolidated into Federal Street agency.
- Oct. 16, 1927** Reorganization of Traffic Dept.; C.B. Sudborough appointed to new post of Assistant Vice President in Charge of Traffic; J.B. Large promoted from Assistant General Traffic Manager to General Traffic Manager replacing Sudborough; three new Assistant General Traffic Managers created: J.T. Carbine for coal, C.T. Mackenson for general freight, and C.H. Mathews, Jr.; William R. Cox promoted to Coal Traffic Manager, replacing Carbine. (MB)
- Oct. 18, 1927** Pres. Atterbury, addressing the National Association of Railroad & Utilities Commissioners in Dallas, cites unprecedented prosperity; railroads are earning fair return, making improvements, and paying good wages with labor peace. (NYT)
- Oct. 22, 1927** PRR opens New York Produce Terminal at Piers 27-28-29 North River south of Debosses Street with luncheon for 1,500 guests; built at cost of \$1.76 million with 400,000 square feet of space and eight auction rooms; causes 17% drop in Erie's New York perishables traffic in 1927. (Mutual, MB, NYT)
- Oct 24, 1927** BC&A Board authorizes sale of Bellevue Wharf on Tred Avon River. (MB)
- Oct. 26, 1927** PRR Board appropriates \$225,000 for one experimental axle-drive electric locomotive; resolution rescinded Nov. 14, 1928. (MB)
- Oct. 31, 1927** Johnsonburg Railroad abandons all (freight) service between 1.22 miles west of Johnsonburg and Clermont, Pa. (this is ICC date)
- Nov. 1, 1927** Bureau of New Ideas, a suggestion plan, created in Personnel Dept.; receives 650 suggestions in first six weeks. (NYT)
- Nov. 1, 1927** Maddux Air Lines, Inc., begins service between Los Angeles and San Diego; later in year extended to Prohibition haven and resort at Agua Caliente, Mexico. (Moodys, TWA says 11/2)
- Nov. 5, 1927** Harvard Club of New York charters five trains direct to Franklin Field for the Harvard-Penn football game. (NYT)
- Nov. 5, 1927** Dorchester rapid transit extension opens between Andrew and Fields Corner south of Boston, using right of way from Old Colony lines; first conversion of Boston commuter rail to rapid transit.

(Humphrey)

- Nov. 10, 1927** Mrs. Bessie Q. Mott of New York notes that \$225 million of PRR stock is owned by women. (NYT)
- Nov. 12, 1927** Cincinnati Union Terminal Company incorporated by all seven railroads entering the city to build new union passenger station. (Church)
- Nov. 13, 1927** Holland Tunnel opens for revenue service between Jersey City (near Harsimus Cove) and Manhattan (near Debrosses St.); first U.S. underwater vehicular tunnel; causes severe fall-off in vehicular traffic on PRR ferries. (PA)
- Nov. 14, 1927** At labor rally in Pittsburgh to support the faltering strike in the Central Competitive Field, UMW Pres. John L. Lewis and VP Philip Murray charge a conspiracy of railroads and utility companies led by Pres. Atterbury is trying to keep down price of coal by destroying the UMW; say PRR refuses to pay more than \$1.75 a ton for coal; also denounce Gov. John S. Fisher, who is a VP and director of Clearfield Bituminous Coal Corporation, with throwing state police power to side of coal operators. (NYT)
- Nov. 15, 1927** Southbound *Havana Special*, consisting of 2 diners, 8 Pullmans and a baggage car, derails at Princeton Jct.; only one minor injury. (NYT)
- Nov. 1927** PRR has set aside a smoking car for women only on one of its New York-Philadelphia trains. (NYT)
- Nov. 17, 1927** Pres. S. Davies Warfield of Seaboard Air Line and Old Bay Line dies. (Wheeler - verify)
- Nov. 1927** Economic contraction ends; expansion of late 1920s begins, fueled by stock market boom. (NBER)
- Nov. 1927** Foreclosure proceedings begin against Baltimore, Chesapeake & Atlantic Railway. (AR)
- Nov. 21, 1927** Labor leaders meet with Pres. Coolidge and urge him to intervene in bituminous coal strike; ask that Congress investigate railroads' action in deflating coal prices. (NYT)
- Nov. 23, 1927** George LeBoutillier named to new post of Resident VP at New York in addition to current post as VP of LIRR; Col. S.H. Church elected VP. (NYT)

- Nov. 1927** ICC holds hearing on PRR's disputing tentative valuation.
- Nov. 28, 1927** Standard Air Lines, Inc., begins service with 6-passenger Fokker F-7's between Los Angeles and Tuscon; organized as subsidiary of Jack Frye's Aero Corporation of California; operates tri-weekly between Los Angeles and Tuscon; one of few passenger airlines that is profitable. (Serling, Davies)
- Dec. 1, 1927** *The Miamian* inaugurated as winter-only, all-first class train between New York and Miami via ACL.
- Dec. 1, 1927** PRR reduces Cortlandt Street and Debrosses Street ferry service because of competition from Holland Tunnel. (FerryDept)
- Dec. 1, 1927** Pres. Atterbury, in *Pennsylvania News*, asks employees help in designing a new logo to replace the Keystone; claims the keystone motif is used by other organizations; wants a new symbol signifying strength. (PaNews)
- Dec. 1, 1927** PRR acquires trackage rights over N&W interchange tracks at Hagerstown, Md. (1.55 miles).
- Dec. 2, 1927** Ford Motor Company introduces Model A, replacing Model T in production since 1908.
- Dec. 3, 1927** New Union Station dedicated at Erie. (NYT)
- Dec. 6, 1927** Trunk Line conferences resume at New York with L.F. Loree added; PRR and Loree are demanding recognition of Fifth System and PRR claims to additional properties; gulf between PRR and Loree on one hand and B&O, NYC and Van Sweringens on the other is greater than ever. (NYT)
- Dec. 6, 1927** William A. Patton (1849-1927), former assistant to Pres. Cassatt and Pres. of NYP&N, dies of heart attack at home in Radnor. (NYT,)
- Dec. 10, 1927** Diamond Jubilee of the opening of the PRR celebrated with special program on radio station KDKA at Pittsburgh between 10:00 and 11:30 PM.
- Dec. 13, 1927** ICC authorizes Western Maryland Railway to buy all stock of Chesapeake & Curtis Bay Railroad; to end joint operation with PB&W.

Dec. 14, 1927 PRR Board appropriates \$13.4 million for 600 new passenger cars and \$635,000 for 13 gas-electric cars. (MB)

Dec. 15, 1927 PCC&StL and N&W secure trackage rights over B&O between Norwood and Cincinnati in order to access new Union Terminal.

Dec. 1927 ACL places full-length lounge cars on *Havana Special* featuring Filipino porters, soda fountain and afternoon tea.

Dec. 1927 Actual construction of Philadelphia Improvements begins.

Dec. 1927 ICC denies L.F. Loree's request to have D&H lease Buffalo, Rochester & Pittsburgh.

Dec. 1927? New 3.5-mile branch opens between Glen Iron and State Village off Bellefonte Branch to serve state mental hospital near Laurelton, Pa.

Dec. 1927 PRR orders six gas-electric cars from J.G. Brill Company. (NYT)

Dec. 1927 Chicago Daily News purchase air rights from Chicago Union Station Company at Madison & Canal Streets. (NYT)

Dec. 17, 1927 Ex-Pres. Samuel Rea delivers and address "Future in Engineering - 1977" before the 50th anniversary meeting of the Engineers Club of Philadelphia; while many of his predictions, such as greater efficiency in the use and conservation of natural resources, more large-scale systems, power grids, synthetic materials, etc., are on the mark, Rea predicts that steam locomotives will still be viable in 1977, that trucks will be primarily tributary to railroads, and that airlines will remain confined to high-end passenger services. (Rept)

Dec. 20, 1927 Pennsylvania PSC authorizes abandonment between Fairbrook and Stover, Pa., following ICC approval on Dec. 8.

Dec. 28, 1927 PRR and city sign revised Philadelphia Improvements contract.

Dec. 29, 1927 Second track opens between Casey and Montrose, Ill., on St. Louis Division.

Dec. 29, 1927 Mansfield & Coshocton RPO discontinued. (Kay)

Dec. 30, 1927 Third annual PRR Christmas Party held at Hotel Pennsylvania and other points around system. (NYT)

Dec. 31, 1927 Railroads sign new agreement governing sharing of operating and

- capital costs at Potomac Yard; territory between "AF" Tower south of Alexandria and Long Bridge placed under a separate Board of Managers with representatives from each connecting railroad. (CE, Mordecai)
- Dec. 31, 1927** **Date set by PUC for discontinuing service on Ohio River & Western between Woodsfield and Zanesville. (date for total abandonment was 5/1/28) (Church)**
- Dec. 31, 1927** **LIRR places automatic train control in service between Jamaica and Babylon.**
- Dec. 31, 1927** **ICC authorizes abandonment of Wolf Creek Branch between Carmona and Redmond, Pa. (4.3 miles). (ICC)**
- Dec. 31, 1927** **New York & Stamford Railway, a New Haven subsidiary, discontinues last trolley cars and completes conversion to buses. (NH AR)**
- 1927** **PRR authorizes \$80 million in new stock; \$62.5 million for old stockholders and \$17.5 million for employees. (AR)**
- 1927** **AFL reputedly spends \$85,000 in failed attempt to organize PRR shop workers.**
- 1927** **Philadelphia & Camden Ferry Company sells two boats. (which?)**
- 1927** **First PRR bus franchise, Chambersburg to Piney Mountain Inn via Route 30, granted in name of F.J. Scarr. (see 1926!)**
- 1927** **Peak year for Hudson & Manhattan; 113,141,729 passengers carried; rush-hour business actually increases, but local and off-peak travel is diverted to cars and buses running directly to Manhattan via Holland, and later Lincoln, Tunnels.**
- 1927** **PRR orders additional 12 Class MP38 cars for joint Newark-Hudson Terminal service.**
- 1927** **PRR establishes solid perishable trains via Hell Gate Bridge. (AR)**
- 1927** **PRR enlarges Manhattan Produce Yard at Meadows. (AR)**
- 1927** **Shelters lengthened over six additional platforms at Washington Union Station. (C&C)**
- 1927** **New coal pier opens at Sodus Point, N.Y., for exports to Canada**

and the Lake ports.

- 1927** **New tank car repair shop opens at Altoona. (AR)**
- 1927** **New station opens at Uniontown, Pa. (AR)**
- 1927** **PRR begins realignment between Glen Osborne and Shields, Pa., moving tracks to bank of Ohio River. (AR - may have started earlier)**
- 1927** **WNY&P abandoned between Lincolnville and Riceville, Pa.**
- 1927** **Kinzua Railway abandoned between Morrison and Gates, Pa.**
- 1927** **Grogan and Sandusky Yards at Columbus enlarged for increased coal traffic from N&W bound for Sandusky.**
- 1927** **Sandusky coal pier rebuilt (AR)**
- 1927** **Toledo Terminal Railroad builds new yard between Nebraska Avenue and Hill Street.**
- 1927** **Pennsylvania Company purchases \$60,500 in stock of Fort Street Union Depot Company.**
- 1927** **Undercliff Yard enlarged. (AR)**
- 1927** **GR&I abandons Jennings Branch (3.07 miles). (C&C)**
- 1927** **Chicago Union Station project finally completed at cost of \$90 million. RRH)**
- 1927** **Chicago Union Station Company sells air rights over tracks between Madison and Washington Streets to Chicago Daily News. (RRH)**
- 1927** **Indianapolis Union Railway completes track elevation of Belt Line between East Michigan and East 13th Streets. (AR)**
- 1927** **PCC&StL abandons old line between Logansport and Boone, Ind., in favor of cutoff via Trimmer. (old westbound-only cutoff double-tracked?)**
- 1927** **Second track opens, Pierron to Collinsville. (AR)**
- 1927** **Rose Lake Yard enlarged. (AR)**

- 1927** Westinghouse develops A.C. commutator type traction motor small enough to fit between locomotive drive wheels.
- 1927** Motive Power Dept. works on experimental Class I2 2-10-0 with 450# pressure; 25x32 cylinders.
- c. 1927** Class K4s locomotives No. 2761, 5404, 5408, 5409 and 5436 painted Tuscan Red with dark green cab roofs, graphite smokeboxes, black frames, and drivers striped with gold; assigned to certain Blue Ribbon passenger trains, including *The Red Arrow*; color scheme lasts ca. 1928-1930. (PRR-FAX)
- 1927** PRR places largest single order for steel passenger cars in U.S. history to date. (AR)
- 1927** LIRR sells Montauk Steamboat Company boats.
- 1927** LIRR retires last wooden passenger car; first U.S. railroad to operate only steel passenger cars.
- 1927** LIRR closes model farm at Medford.
- 1927** First regularly scheduled U.S. passenger airplane service inaugurated between New York and Boston.
- 1927** Van Sweringen brothers form Chesapeake Corporation, a holding company allowing C&O to control Pere Marquette and Erie.
- 1927** B&O acquires partial control of WM.
- 1927** New York, Westchester & Boston Railroad extended from Marmaroneck to Harrison, N.Y. (Arcara)
- 1927** Graybar Building opens on air rights over Grand Central Terminal. (AR)
- 1927** NYC completes ATC between Poughkeepsie and Elkhart, Ind. (AR)
- 1927** McFadden-Pepper Bill passed, increasing the amount of real estate loans a national bank may make; amount of real estate loans made by national bank increases 50% between 1927 and 1932; makes banks more sensitive to declines in real estate values. (Wicker)
- 1927** Western Air Express, Inc., takes over air mail contract between

Cheyenne and Pueblo, Colo., via Denver. (TWA)