

**A GENERAL CHRONOLOGY
OF THE
PENNSYLVANIA RAILROAD COMPANY
ITS PREDECESSORS AND SUCCESSORS
AND
ITS HISTORICAL CONTEXT**

By Christopher T. Baer

1931

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All data subject to correction or change

- Jan. 1, 1931 John F. Deasy named VP-Central Region, replacing Ethelbert W. Smith (1885-1958), resigned to be receiver of the Seaboard Air Line; Frederick W. Hankins named Assistant VP in Charge of Operations as well as Chief of Motive Power. (MB)
- Jan. 1, 1931 Assistant Comptroller James W. Orr (1866-1931) retires after 51 years of service. (PaNews)
- Jan. 1, 1931 George S. West (1893-) appointed acting Superintendent of Motive Power of the Southwestern General Division, replacing George B. Fravel (-1932) given leave. (MB)
- Jan. 1, 1931 Operation of Peoples Rapid Transit Company, Inc., Montgomery Bus Company, Inc., (and Philadelphia Suburban Transit Company?) transferred from Mitten Management, Inc., to Greyhound Management Company; operation of bus service of Pennsylvania General Transit Company, Buffalo Interurban Bus Company and Pennsylvania-Virginia General Transit Company transferred to Greyhound Management Company. (MB, Compt, SEPTA)
- Jan. 1, 1931 PRR begins closing Cortlandt Street ferry terminal overnight. (FerryDept)
- Jan. 1, 1931 PRR agrees that the payment to The Savarins, Inc., for running the PRR's station restaurants shall be 10% of the gross receipts. (MB)
- Jan. 1, 1931 Fire disables five float bridges at Greenville Yard in Jersey City. (RyAge, NYT)
- Jan. 1, 1931 PRR discontinues Staunton, Ind., station on St. Louis Division. (A-

sheet)

- Jan. 1, 1931 New Haven subsidiary Worcester Consolidated Street Railway enters receivership; with reorganization in 1932 passes out of New Haven system. (AR)
- Jan. 1, 1931 Pennjersey Rapid Transit Company, operating buses between Philadelphia and southern New Jersey and formerly a joint operation of Public Service and the Philadelphia Rapid Transit Company, merged into the Public Service Interstate Transportation Company. (Moody's)
- Jan. 1, 1931 Brown Brothers & Co. merges with Harriman Bros. & Co. to form Brown Brothers Harriman & Co. (Kouwenhoven)
- Jan. 2, 1931 Presidents of PRR, NYC, B&O and C&O/Nickel Plate meet at Pres. Atterbury's office; agree to appoint a committee to work with Ivy Lee on publicity for their "Four-Party Plan" of voluntary railroad consolidation; Presidents sign a letter drafted by Lee submitting plan to ICC; PRR is allowed to keep the Wabash; Detroit, Toledo & Ironton; and N&W and is to retain certain running rights over the Lehigh Valley, which is assigned to the C&O; NYC gets the DL&W, P&LE, NYO&W and connection with the Virginian at Deepwater; B&O gets Ann Arbor, Reading, CNJ, BR&P, Western Maryland, Monon, Buffalo & Susquehanna, Alton and L&HR; C&O gets Hocking Valley, Erie, NKP, B&LE, Pere Marquette, W&LE, C&EI, LV, and P&WV; joint control to be exercised over L&NE, D&H, Monongahela, Montour, PC&Y, EJ&E, and AC&Y; PRR and C&O are to jointly control the Virginian; Pres. Willard, who is facing \$55 million in debt maturities in 1932, also raises possibility of negotiating a peaceful wage cut. (Wheeler, RyAge)
- Jan. 2, 1931 ICC approves Elmira & Lake Ontario Railroad acquiring properties of Marion Railway Corporation. (ICC, MB)
- Jan. 2, 1931 Chief of Motive Power F. W. Hankins orders further cold-weather test of 30 Timken roller bearing equipped hopper cars between "LICKING" ("FO") Tower and Trinway, Ohio; the test trains consist of Class L1a No. 1595, a dynamometer car, and either 20 loaded Timken cars or 20 loaded standard cars. (TestDept)
- Jan. 2, 1931 Pennsylvania Company replaces Pennroad Corporation as the guarantor of stock of the Universal Fruit Company, a shipper of apples from the Northwest, held by the Chemical Bank & Trust Company. (Wheeler)
- Jan. 2, 1931 Stock market advances with rails leading. (NYT)

- Jan. 3, 1931 Heads of Trunk Lines formally notify ICC they have adopted Four-System Plan. (NYT)
- Jan. 3, 1931 ICC approves the PRR obtaining trackage rights over the Nickel Plate between Farmdale and Wesley Jct., Ill., on the Peoria & Pekin Union Railway (5.9 miles) to replace the use of the Toledo, Peoria & Western Railroad. (MB, ICC)
- Jan. 3, 1931 The Red Arrow Quartette and the Golden Arrow Orchestra, the “Goodwill Ambassadors of the Pennsylvania Railroad Company,” broadcast over radio station KDKA at Pittsburgh; the signal carries to Alaska and Canada above the Arctic Circle, where it provides welcome entertainment and connection with the outside world during the long arctic night. (PaNews)
- Jan. 5, 1931 American Export Line combined passenger and freight steamship *Excalibur* is the first ship to tie up at new Harborside Terminal in Jersey City upon delivery from the New York Shipbuilding Corporation at Camden; the *Excalibur* is the first of four identical ships called the “Four Aces” designed by naval architect George G. Sharp; the *Exochorda*, *Exeter* and *Excambion* are placed in service over the next year. (NYT, excambion.org)
- Jan. 5, 1931 Port of New York Authority announces that 12 railroads have agreed to use the Union Inland Freight Terminal. (RyAge)
- Jan. 6, 1931 PRR formally dedicates Harborside Terminal in Jersey City; to have four more piers for a total of seven, which are never built; luncheon held at the Savarin restaurant in Jersey City Terminal. (NYT, PaNews)
- Jan. 6, 1931 PRR places position light signals in service between Smithboro and Greenville on the St. Louis Division, replacing manual block. (PR)
- Jan. 6, 1931 Boundaries of the Chicago Terminal Division extended eastward by annexing 11 miles of the Fort Wayne Division between Clarke and Hobart and 11 miles of the Logansport Division between Bernice and Hartsdale. (PaNews)
- Jan. 6, 1931 Red Arrow Quartette makes another two broadcasts on radio station KDKA in Pittsburgh. (PaNews)
- Jan. 6, 1931 Charles T. Dabney, former Pres. of Western New York & Pennsylvania Railway, dies at Richmond, Va., at 79. (NYT)
- Jan. 6, 1931 DL&W inaugurates 3,000-volt DC electric suburban service on its Gladstone Branch between Summit and Gladstone, N.J. (JCLines)

- Jan. 7, 1931 PRR grants \$100,000 to Women's Aid of the PRR Co. for Depression relief; Women's Aid is revived after a period of near dormancy during 1920s; role changes from corporate welfare work to poor relief. (MB)
- Jan. 7, 1931 PRR Board authorizes the purchase of the Susquehanna Coal Company property at 116th-119th Streets, Chicago; retires Chadds Ford, Pa., station; authorizes seeking to abandon the Medford Branch from 1 mile east of Haddonfield to Medford, N.J. (MB)
- Jan. 7, 1931 Pres. Atterbury, VP Elisha Lee and VP Julien L. Eysmans leave Philadelphia on a tour of the Pacific Coast and Southwest, particularly to examine potential for perishables traffic. (PR)
- Jan. 7, 1931 Ivy L. Lee holds a preliminary meeting with the Trunk Lines' Central Publicity Committee at New York. (Wheeler)
- Jan. 7, 1931 Federal Emergency Committee for Unemployment Relief report estimates unemployed between 4 and 5 million.
- Jan. 7, 1931 VP-Central Region Ethelbert W. Smith resigns effective Jan. 1 to become receiver of Seaboard Air Line Railroad. (MB)
- Jan. 7, 1931 Alton Railroad incorporated in Illinois as a reorganization of the Chicago & Alton Railroad; the new company is a subsidiary of the B&O (Wheeler, Moodys)
- Jan. 14, 1931 Trunk Line presidents ask ex-Pres. Coolidge to act as arbitrator of the PRR's demand for a line along the south shore of Lake Erie; he refuses. (Wheeler)
- Jan. 14, 1931 Two days of oral arguments begin before the ICC on the Container Case. (RyAge)
- Jan. 15, 1931 Buffalo PRR Railroad YMCA moves from Swan & Michigan Avenues to the Red Triangle Inn to be closer to the new Central Terminal. (PaNews)
- Jan. 15, 1931 4:30 PM PRR local from Xenia is the first train to use the entire length of the Dayton Union Station track elevation; a temporary trestle that is to be replaced by a fill links the PRR elevation to the west with the elevated track of the Union Station. (PaNews, PennsyWest)
- Jan. 15, 1931 Pres. Atterbury addresses Western Fruit Jobbers Association at Phoenix. (PR)

- Jan. 15, 1931 New Haven subsidiary Hartford & New York Transportation Company discontinues service; tugs and freight barges sold, and New York-Providence steamer line sold to New England Steamship Company. (AR)
- Jan. 1931 While in Los Angeles, Pres. Atterbury and VPs Elisha Lee and Julien L. Eysmans pose for a group photo with movie stars, including Harold Lloyd (1893-1971), Gary Cooper (1901-1961), Paul Lukas (1895-1971), William Powell (1892-1984) and producer B. P. Schulberg. (PaNews)
- Jan. 1931 Unemployment in Pittsburgh has reached 28%. (Cannadine)
- Jan. 16, 1931 Walter S. Franklin resigns as Pres. of Detroit, Toledo & Ironton Railroad and returns to PRR as Assistant to VP in Charge of Operations, replacing John F. Deasy; S.T. Stackpole to Assistant VP-Western Region at Detroit; W.M. Wardrop to Assistant to VP-Western Region; John C. Rill named General Superintendent of Eastern Ohio Grand Division, replacing Norman B. Pitcairn, resigned to replace Franklin as Pres. of the DT&I; Raymond Swenk named Superintendent of Philadelphia Terminal Division, replacing Rill; J.C. Poffenberger named Superintendent of Cleveland Division, replacing Swenk; J.C. White named Superintendent of Monongahela Division, replacing Poffenberger. (MB, PaNews)
- Jan. 16, 1931 Relocated channel of Chartiers Creek is completed at Scully Yard, opening more land for development. (PaNews)
- Jan. 16, 1931 Movie stars Douglas Fairbanks, Jr. (1909-2000) and his wife Joan Crawford (1908-1977) arrive in Chicago on the *Pennsylvania Limited* en route to the west coast. (PaNews)
- Jan. 17, 1931 Van Sweringen spokesmen deny they are buying Boston & Maine Railroad. (NYT)
- Jan. 19, 1931 Joint Resolution No. 1 introduced in New Jersey Assembly calling for PUC to arrange for consolidation of Reading and PRR lines in southern New Jersey. (Rdg AR)
- Jan. 20, 1931 PRR foe Gifford Pinchot inaugurated as Gov. of Pennsylvania, succeeding conservative Republican John S. Fisher. (Sobel - see below)
- Jan. 20, 1931 Pres. William A. Irvin of United States Steel Corporation declares that the worst of the deflation was passed 30 days ago. (NYT)

- Jan. 21, 1931 First of three boat-trains leave Chicago for San Francisco and connections with Matson Line to Hawaii; through cars from New York, Philadelphia, Baltimore, Harrisburg and Washington are carried on *The Rainbow* to Chicago, where they are combined as a section of the *San Francisco Limited*; also leave Feb. 3 and Feb. 17 (PR, Mutual)
- Jan. 21, 1931 City of Philadelphia is about to begin work on the new Market Street Bridge and excavation for new Market Street Subway under the Schuylkill River. (PR)
- Jan. 21, 1931 South Jersey Transit Commission reports to Gov. ___ Larson; recommends rapid transit line over Delaware River Bridge with transfer station for rail passengers at Broadway and a new bus station near City Hall; also consider but reject a rail tunnel from Suburban Station to PRR Camden Station under Arch and Filbert Streets and an extension of bridge line to Kaighns Point; PRR had originally surveyed the tunnel, estimated at \$45 million and offered to operate it if the states paid for construction. (Rept.)
- Jan. 21, 1931 Mrs. Mary Van L. Guiterman, owner of 100 PRR shares, sues PRR and Board in U.S. District Court in Brooklyn to force them to divest themselves of Lehigh Valley and Wabash stock. (NYT)
- Jan. 21, 1931 In a report to the Senate Committee on Interstate Commerce, the ICC calls for the repeal of Section 15a of the Transportation Act of 1920; the ICC wants flexibility in rate-making and recognizes the need to maintain railroad company credit and eliminate the recapture clause. (RyAge)
- Jan. 21, 1931 In his inaugural address, Pa. Gov. Gifford Pinchot restates his charge that the utility companies seek to control the government and repeats his pledge to replace the PSC with an elected "Fair Rate Board." (NYT)
- Jan. 22, 1931 PRR inaugurates new sleeping car line between Philadelphia and Memphis via Washington and Chattanooga, running through in 30:00 and using new 10 section-lounge cars. (PR)
- Jan. 22, 1931 Pres. Atterbury denies rumor of transcontinental merger involving PRR and Great Northern-Northern Pacific. (NYT)
- Jan. 22, 1931 DL&W inaugurates 3,000-volt DC electric suburban service between Morristown and Dover, completing its suburban electrification; regular service begins Jan. 25. (Taber, RyAge)
- Jan. 23, 1931 PRR establishes an air service information bureau in Penn Station in front of the Transcontinental Air Transport, Inc., airplane. (PR)

- Jan. 23, 1931 Kuhn, Loeb & Co. offers \$11.3 million PB&W General Mortgage bonds at 102 and \$6.48 million Pennsylvania, Ohio & Detroit Railroad First & Refunding bonds at par. (NYT)
- Jan. 23, 1931 Pennroad Corporation begins purchasing an additional 33,104 shares of Boston & Maine Railroad for a total of \$3.2 million. (Wheeler)
- Jan. 23, 1931 B&O files with the ICC to control the property of the old Chicago & Alton Railroad through its new subsidiary Alton Railroad. (Wheeler)
- Jan. 24, 1931 Export Steamship Corporation (American Export Line) passenger and freight steamship *Excalibur* sails from Harborside Terminal on its maiden voyage to the Mediterranean; American Export Lines eventually moves its terminals from Greenpoint to Harborside. (NYT)
- Jan. 24, 1931 Frederic C. Dumaine (1866-1951), head of the Amoskeag Corporation and a New Haven director, elected a director of the PRR. (Wheeler)
- Jan. 1931? TWA begins 24-hour rail-air service to Dallas/Fort Worth via *Airway Limited* with a change of planes in Tulsa. (see 1930)
- Jan. 1931 First banking crisis, confined mostly to South, ends, but depositor confidence not fully restored and hoarded currency is only partly returned to banks, leaving them vulnerable to new shocks. (Wicker)
- Jan. 1931 Aluminum dining car chairs by the Aluminum Company of America (ALCOA) placed on the *Broadway Limited*, *Twentieth Century Limited*, and other top trains. (RyAge)
- Jan. 25, 1931 Assistant Treasurer George A. Walker (1865-1931) dies at Philadelphia. (ancestry.com)
- Jan. 25, 1931 DL&W begins regular electrified suburban service from Morristown to Dover and Summit to Gladstone on its Morris & Essex Line, completing its suburban electrification. (Taber)
- Jan. 26, 1931 Pres. Atterbury and party meet with the Chamber of Commerce at Portland, Ore. (PR)
- Jan. 26, 1931 Congress extends the deadline for completing the Pennsylvania & Newark Railroad bridge over the Delaware River below Trenton by 3 years. (MB)
- Jan. 27, 1931 Pres. Atterbury and party meet with the Chamber of Commerce at Seattle. (PR)

- Jan. 27, 1931 Mail contract originally awarded to Roosevelt Steamship Company on Mar. 21, 1930, sublet to Baltimore Mail Steamship Company. (NYT/Black)
- Jan. 27, 1931 Washington, Baltimore & Annapolis Electric Railroad enters receivership. (Moody's)
- Jan. 27, 1931 United States Steel Corporation reports that Dec. 1930 earnings were the lowest since Feb. 1915. (NYT)
- Jan. 28, 1931 PRR Board approve the retirement of the following: Vine Street ferry building at Philadelphia; shelter at Eddystone; connection to the Greenough Colliery at Sagon Jct. near Shamokin; east and west cabin hump tracks at Northumberland; old Little Miami Railroad office building at 295 North High Street, Columbus, Ohio. (MB)
- Jan. 28, 1931 St. Louis Connecting Railroad (St. Jacob-Collinsville) conveys its property to PCC&StL Railroad. (MB, C&C)
- Jan. 28, 1931 Pennroad Corporation declares its second dividend of 20 cents a share, payable Mar. 16. (Wheeler, NYT)
- Jan. 28, 1931 PRR begins laying 130-lb. rail between Kiskiminetas Jct. and Venango, Pa. (PaNews)
- Jan. 28, 1931 Boston political boss Mayor James M. Curley (1874-1958) supports the Van Sweringens extending their system to Boston. (NYT)
- Jan. 28?, 1931 Wabash Railway passes dividend. (NYT)
- Jan. 29, 1931 PRR closes engine house at Harsimus Cove; all locomotives serviced at Waldo Avenue. (CMP)
- Jan. 29, 1931 A crowd of 3,200 unemployed marches on Philadelphia City Hall chanting, "to hell with charity - we want work" and calling for \$9 million in relief, high taxes on the rich and corporations, and allowing homeless people to occupy vacant houses rent-free. (NYT)
- Jan. 31, 1931 PRR discontinues ticket agent in Grove Street Station of Hudson Tubes. (A-sheet)
- Jan. 31, 1931 In response to the charges made by Michigan Sen. James G. Couzens, William Z. Ripley writes to the presidents of the four Trunk Lines requesting formal denials that they ever paid him to influence consolidation plans. (Wheeler)

- Feb. 1, 1931 In all editions of the *Pennsylvania News*, the PRR calls for employees to contribute historical relics and memorabilia for a proposed museum in 30th Street Station and future temporary exhibits; the response is enthusiastic, with donations including old paper, old rail sections, timetables, rule books, E. H. Harriman's old desk, chair and clock from Elmira, and the old Cumberland Valley locomotive *Pioneer*, located at Meadows Shops; employees are searching for the Lozier automobile in which Samuel Rea rode through the Hudson River Tunnel in June 1909; while the locomotive will eventually find its way to the Smithsonian, all the rest will be lost or sold and scattered at the Penn Central Auction in 1972. (PaNews, RyAge, FreemanCat)
- Feb. 2, 1931 PRR opens second track for 2.3 miles west from Bradford, Ohio. (PaNews)
- Feb. 3, 1931 Charlie Chaplin (1889-1977) arrives in New York on *Broadway Limited* for the New York premier of his new movie *City Lights*. (PaNews)
- Feb. 4, 1931 Baldwin Locomotive Works Chairman Samuel M. Vauclain tells city officials that he has conferred with Daniel Willard of the B&O about the B&O taking the old Baldwin site north of Callowhill Street for a union station to replace a proposed new \$10 million station at 24th & Chestnut Street; trains are to run east along the Reading's Pennsylvania Avenue line and then north on the Reading 9th Street line to Wayne Jct.; station; will also be used by the Lehigh Valley Railroad and Erie Railroad after consolidation. (NYT)
- Feb. 5, 1931 In an interview on his return to Philadelphia after a one-month tour of the country, Pres. Atterbury says he has a better understanding of difficulties in the West; says Depression has reached "rock bottom" and best thing people can do is "stop grouching." (NYT, PR)
- Feb. 6, 1931 Washington, Baltimore & Annapolis Electric Railroad begins using PRR's Fort Meade Branch at Odenton, Md.
- Feb. 9, 1931 Pres. W. W. Atterbury sends William Z. Ripley a letter drafted by Ivy L. Lee saying he doubts that a letter declaring that the railroads never paid Ripley would convince his critics, as they can say he was paid by the bankers or others instead; recommends a simple statement from Ripley that he was never paid by anyone. (Wheeler)
- Feb. 9, 1931 Chicago ordinance calls for elevating the tracks of the Englewood Connecting Railway between Halsted Street and Hoyne Avenue by Dec. 31, 1934. (Mutual)

- Feb. 10, 1931 Ivy L. Lee informs Pres. W. W. Atterbury that the Trunk Lines should disband their Publicity Committee, as there is too much suspicion of Lee's work with the PRR and questions as to whether he expects payment from the other railroads. (Wheeler)
- Feb. 10, 1931 Superintendent of Transportation of Eastern Region Maj. William J. Wilson dies at Philadelphia at age 64; had served with W. W. Atterbury in France. (NYT)
- Feb. 10, 1931 Last spike ceremony completes the Pittsburgh & West Virginia Railway extension to Connellsville, Pa. (PaNews)
- Feb. 10, 1931 Pa. State Senate, which has an anti-Pinchot majority, passes a resolution for its Judiciary Committee to investigate the charges brought by Gov. Gifford Pinchot against the PSC rather than approve the pro-Pinchot House proposal for a 9-man joint committee with 3 from each house and 3 appointed by Pinchot. (NYT)
- Feb. 11, 1931 PRR Board authorizes enlarging the yard at Bellefonte, Pa.; authorizes \$50 million in Series D 4¼% General Mortgage Gold bonds to refund an equal amount of Series C 6% bonds and finance improvements. (MB)
- Feb. 11, 1931 PRR Board authorizes abandoning the Scotia Branch and part of the Fairbrook Branch between Stover and Fairbrook, Pa. (MB)
- Feb. 11, 1931 Pittsburgh & West Virginia Railway opens connection to Western Maryland Railway at Bowest near Connellsville, forming new through route to West; becomes known as the Alphabet Route from initials of many railroads involved; on west, uses P&WV, W&LE and Nickel Plate to Chicago; on east uses Reading to Philadelphia, CNJ to Jersey City via Allentown, and L&HR for New England Connection. (RyAge, Rehor)
- Feb. 11, 1931 Susquehanna Coal Company Board authorizes the sale of its property on the Calumet River south of Chicago. (MB)
- Feb. 12, 1931 PRR dedicates new Washington Produce Terminal. (PaNews)
- Feb. 13, 1931 Special train carrying VP-Western Region H. E. Newcomet and other officers behind K4s No. 5481 runs from Columbus to Indianapolis in 3:30 without intermediate water stops and only one intermediate stop at a railroad grade crossing. (PaNews)
- Feb. 13, 1931 ICC orders Norfolk & Western Railway to turn over \$15.85 million in

excess profits earned between 1924 and 1926 under Recapture Clause of Transportation Act; first order against a major railroad. (NYT)

- Feb. 14, 1931 Peninsula Ferry Corporation holds inaugural run of vehicular ferry service between Pine Beach at Norfolk and Cape Charles in competition with PRR steamers; uses *Pioneer*, an ex-Maine Central wooden sidewheel train ferry *Ferdinando Gorges* fitted with a makeshift superstructure; on maiden voyage, is unable to land at Cape Charles because of a sandbar; after several attempts and sitting offshore for two hours, it returns with dignitaries to Norfolk. (CMP, Baxter)
- Feb. 14, 1931 Pres. W. W. Atterbury orders the Trunk Lines' Central Publicity Committee dissolved. (Wheeler)
- Feb. 14, 1931 A 60-ton block of white marble, quarried in Marble, Colo., for use in the Tomb of the Unknown Soldier at Arlington National Cemetery, arrives at Buffalo over the PRR from St. Louis, en route to being finished at Procter, Vt. (PaNews)
- Feb. 15, 1931 PRR places position light signals in service between Greenville and Pierron on St. Louis Division replacing manual block. (PR)
- Feb. 15, 1931 J.G. Sheaffer promoted to Superintendent of Baltimore Division, replacing K.R. Vought, given leave for health; J.H. Cooper to Superintendent of Fort Wayne Division; H.E. Wolcott to Superintendent of Schuylkill Division. (MB)
- Feb. 1931 LIRR opens new freight station at Willetts Point Boulevard in the Corona (Flushing) Meadows. (PaNews)
- Feb. 1931 PRR installs an escalator from the street to Concourse level at Suburban Station. (PaNews)
- Feb. 1931 Pullman-Standard outshops 8 section-lounge cars *Ridgewood Country Club* and *Youngstown Country Club*; last heavyweight Pullman cars. (Cinders)
- Feb. 16, 1931 Terre Haute & Peoria Railroad acquires trackage rights over Nickel Plate between Farmdale and Wesley Jct., Ind. under agreement dated June 25, 1930. (C&C)
- Feb. 16, 1931 Transcontinental & Western Air, Inc., begins air package express service between New York and Los Angeles. (PaNews)
- Feb. 17, 1931 Pres. Atterbury announces that \$175 million improvement program will be carried out in two and a half years instead of four years as originally

planned while prices are low; includes electrification to Washington, Philadelphia and Newark, N.J., stations, six-tracking of line through Elizabeth, building of bypass around south side of Trenton using part of Pennsylvania & Newark right of way, and new four-track tunnels at Baltimore; plan is to begin electric passenger and freight service to Washington by Mar. 1, 1933. (PR, NYT)

- Feb. 1931 PRR mounts police action to sweep panhandlers out of Broad Street and Suburban Stations. (PaNews)
- Feb. 1931 PRR begins enlarging vehicle capacity of passenger steamers *Virginia Lee*, *Maryland*, and *Pennsylvania* used in Cape Charles-Norfolk service; removes interior supports and partitions from freight deck and enlarges gangways. (PaNews)
- Feb. 1931 N.J. PUC authorizes Pennsylvania General Transit Company to operate a bus between Lambertville and Flemington, permitting the withdrawal of gas-electric car passenger service on the Flemington Branch. (RyAge - was in 1930?)
- Feb. 1931 N.J. PUC denies the applications of Pennsylvania General Transit Company and Reading Transportation Company to operate buses between Philadelphia/Camden and Wildwood. (RyAge)
- Feb. 1931 Former presidential candidate Al Smith, Democratic Party National Chairman John J. Raskob and Deputy Chairman Jouett Shouse attempt to commit the Party to supporting the repeal of Prohibition while supporting the Smoot-Hawley Tariff and other elements of Pres. Hoover's economic policy, to support which would alienate candidate Franklin D. Roosevelt from his potential supporters in the South and West, most of whom are both dry and anti-tariff. (Smith/FDR)
- Feb. 19, 1931 Testifying before first session of Massachusetts legislative committee investigating domination of Massachusetts railroads by outside interests, Pres. Atterbury calls for merger of New Haven and Boston & Maine. (NYT)
- Feb. 19, 1931 WNY&P acquires 2.77 miles of Sharpsville Railroad between New Wilmington and Wilmington Jct.; Erie & Pittsburgh Railroad acquires Sharpsville terminals; rest of Sharpsville Railroad is abandoned. (C&C)
- Feb. 20, 1931 House Committee on Interstate & Foreign Commerce, James S. Parker (1867-1933) of New York, Chairman, presents its report on regulation of stock ownership in railroads and railroad holding companies; called the Splawn Report after Special Counsel Walter W. M. Splawn (1883-1963) of American University; recommends full merger as only

effective method of railroad consolidation; railroad holding companies should be brought under ICC regulation; legislation may be necessary to compel railroads, prior to consolidation, to divest themselves of properties acquired without ICC approval. (Splawn, NYT)

- Feb. 20, 1931 Peninsula Ferry Corporation begins successful revenue service between Cape Charles and Norfolk with *Pioneer*; captures truck traffic, which cannot fit on PRR boats and have to be carried on railroad car floats; Peninsula Ferry Company is plagued by financial and operating problems and does not operate in winter. (CMP)
- Feb. 21, 1931 Rep. James S. Parker of New York introduces bill in House to place railroad holding companies under ICC regulation. (NYT)
- Feb. 21, 1931 PRR grants trackage rights to the Michigan Central Railroad at Grand Rapids between Hughart Yard and a proposed connection to the Plaster Track. (MB)
- Feb. 21, 1931 Last run of Lehigh & Hudson River Railway passenger trains between Easton (CNJ station) and Belvidere, including trackage rights over PRR. (Guide – may just be between Easton and Phillipsburg)
- Feb. 23, 1931 Congress again passes bill for federal power and fertilizer plants at Muscle Shoals on the Tennessee River; vetoed by Pres. Hoover. (Gregory)
- Feb. 24, 1931 Pres. Atterbury appears before the Pa. Senate Committee investigating the PSC and duels with Gov. Pinchot's counsel William A. Gray, a tough criminal lawyer; Atterbury denies that PRR awards construction contracts to the Vare Brothers as political favors; denies any attempt or ability to influence the Public Service Commission or coercing employees at Altoona and Renovo to vote against Pinchot in the last election; says he called the so-called “secret” meeting that discussed condemning the Philadelphia Rapid Transit Company “underliers” for the purpose of replacing the Market Street Elevated in front of the new 30th Street Station with a subway; as to the accusation that he could remove PSC commissioners, Atterbury responds, “I wouldn’t even imagine I could accomplish it.” (NYT)
- Feb 24, 1931 In an evening radio address, Gov. Pinchot says that Pres. W. W. Atterbury has given “a perfect imitation of a railroad president ignorant of the essential business affairs of his own road,” and that his “failure to remember about important contracts was nothing more than amazing”; on the same day, the House names a 7-man committee to investigate the PSC, to which Pinchot is to name 3 “observers.” (NYT)

- Feb. 24, 1931 Stock market rally peaks with Dow Jones industrials at 194.36 and rails at 111.58. (Wyckoff)
- Feb. 24, 1931 Escalator opens between the north end of the Broad Street Station concourse and the ramp leading to Suburban Station. (PaNews)
- Feb. 25, 1931 General Superintendent J. A. Appleton's new business car is christened *Toledo*. (PaNews)
- Feb. 25, 1931 Communist Party and its front organizations stage simultaneous but small demonstrations in industrial centers across the country to protest hunger and unemployment; 28 arrested in demonstration in front of Pennsylvania Station in Pittsburgh. (NYT)
- Feb. 26? 1931 Pittsburgh & West Virginia Railway opens its Connellsville Extension from Cochrans Mill to Western Maryland Railway at Connellsville; establishes new through freight route from Toledo to tidewater, soon known as the "Alphabet Route" because of the many lines involved. (NYT, see 2/11)
- Feb. 27, 1931 Elkton, Md., passes ordinance for relocating the PB&W main line. (MB)
- Feb. 27, 1931 NYC and PRR meet and invite George T. Slade, son-in-law of the late James J. Hill, to be the arbitrator of the question of a PRR line along the south shore of Lake Erie. (Wheeler)
- Mar. 2, 1931 PRR establishes bus service between Toms River and Seaside Park, N.J. (A-sheet)
- Mar. 2, 1931 Chesapeake & Ohio Railway opens new, enlarged Greenbrier Hotel at White Sulphur Springs, W.Va. (A-sheet)
- Mar. 2, 1931 BLFE Pres. D.B. Robertson invites the four Trunk Line presidents to hold a joint conference with labor union committees, including one from the International Association of Machinists, to negotiate the labor conditions for consolidations; one of organized labor's main aims is to use its leverage over consolidation terms to force the PRR to recognize the AFL Shop Crafts unions. (Wheeler)
- Mar. 2, 1931 Gov. Gifford Pinchot testifies before the Senate Committee investigating the PSC. (NYT)
- Mar. 3, 1931 New Jersey Legislature orders Public Utility Commission to study railroad unification in South Jersey.

- Mar. 3, 1931 Railway Labor Executives' Association issues statement to heads of four Eastern Trunk Lines re cooperation in consolidation program; demand end of support for company unions, no job losses as a result of consolidations, company compensation for relocation if terminals changes.
- Mar. 3, 1931 Largest safety meeting yet held at Altoona draws 2,500. (PaNews)
- Mar. 3, 1931 General Motors Corporation, through General Aviation Corporation, acquires control of Western Air Express, Inc. (holding co) and its subsidiary Fokker Aircraft Corporation; Western Air Express, Inc. owns 47½% of Transcontinental & Western Air, Inc.. (Davies, NYT)
- Mar. 3, 1931 Pres. Hoover vetoes another version of the Muscle Shoals Bill which would authorize a federal hydroelectric plant on the Tennessee River. (Burg)
- Mar. 4, 1931 VP John F. Deasy testifies before ICC in favor of intermodal movement of containers; notes the PRR now has 1,770 route-miles of truck service. (NYT, PaNews)
- Mar. 4, 1931 Lehigh Valley Railroad cuts dividend to 5%, cutting income to PRR. (NYT)
- Mar. 5, 1931 Democratic National Committee meets in Washington; Franklin D. Roosevelt and the New York State Democrats have garnered enough votes to defeat Al Smith and John J. Raskob's plan to commit the Party to the repeal of Prohibition while supporting the high tariff and Pres. Hoover's economic policies; Smith and Raskob's plan was to make Repeal the sole focus of the 1932 election; Raskob realizes he has been outflanked and does not offer the resolutions; Roosevelt breaks with Smith and cements his support among Southern and Western Democrats in his march to the nomination. (Smith/FDR)
- Mar. 7, 1931 ICC authorizes abandonment of Ohio River & Western between Key and Woodsfield (30.73 miles) and sale of Key-Bellaire to Pittsburgh, Ohio Valley & Cincinnati Railroad. (MB, ICC)
- Mar. 8, 1931 Time Freight AC-10 makes record run from Enola to North Point over the Port Road; locomotives No. 611 and No. 1296 haul 120 cars in 4:40; average speed 19.88 MPH. (PaNews)
- Mar. 8, 1931 Women's Aid of the Pennsylvania Railroad announces campaign for additional members and donations; are now spending \$25,000 per month on relief. (PR)

- Mar. 9, 1931 New Haven Pres. John J. Pelley testifies before Massachusetts Legislative Committee on Transportation in favor of merger of New Haven and Boston & Maine; denies he takes orders from PRR. (NYT)
- Mar. 9, 1931 Public Service Interstate Transportation Company buys out the Schultz Bus Company, established in 1929, and begins operating buses between Philadelphia and Atlantic City. (Butler)
- Mar. 9, 1931 Youngstown & Ohio River Railroad, an electric line between Salem and East Liverpool, ceases operation. (Cole)
- Mar. 10, 1931 Pres. W.W. Atterbury writes to O.P. Van Sweringen offering to settle the fate of the Virginian Railway without arbitration on the basis of joint ownership. (Wheeler)
- Mar. 10, 1931 Kuhn, Loeb & Co. offers \$50 million 4¼% Series D PRR bonds at 96½. (NYT)
- Mar. 10, 1931 Alko Express Lines incorporated in Pa.; operates trucking business between Pittsburgh and Philadelphia, Pittsburgh and Lancaster, and local business at each end. (C&C)
- Mar. 11, 1931 First cargo unloaded at Harborside Terminal from American Export Lines *Excalibur*. (PaNews)
- Mar. 11, 1931 PRR Board approves money to keep *Pennsylvania News* published through July 1, 1931. (MB)
- Mar. 11, 1931 PRR Board approves the following retirements: eliminating block stations and remoting the end of double track at "COLEMAN" at Tiffin, Ohio; "CA" Block Station at Dix Haven; "MO" Block Station at Moores; "F" Block Station at Lehigh Jct.; "RG" Block Station at Roxbury, all on the Belvidere Delaware Railroad; all block stations on the Walhonding Branch from "MOHICAN" Block Station west of Loudonville to Coshocton; old main track between Silver Lake and Troy, Ill. (2.77 miles) on the St. Louis Division. (MB)
- Mar. 11, 1931 Pennroad Corporation reports a net income of \$4.47 million for 1930, or 49 cents a share. (NYT)
- Mar. 11, 1931 NYC cuts its annual dividend from the 8% paid since 1927 to 6%. (NYT)
- Mar. 11, 1931 General American Transportation System, Inc., incorporated in Delaware as a subsidiary of the General American Tank Car Corporation for the purpose of acquiring the 5,438-car refrigerator car

- fleet of Swift & Co. (Moody's)
- Mar. 13, 1931 Norfolk & Western Railway files suit vs. ICC's order to turn over \$15.85 million in excess profits earned between 1924 and 1926 under Recapture Clause of Transportation Act; first such assessment against a major railroad; N&W disputes method of valuation. (NYT)
- Mar. 15, 1931 PRR begins demolition of Enginehouse No. 2 in West Philadelphia, built in 1866 and used to service passenger locomotives using Broad Street Station. (PR)
- Mar. 15, 1931 Los Angeles terminal of Transcontinental & Western Air, Inc., including air-rail service changed from Alhambra Airport to Grand Central Air Terminal, Glendale. (A-sheet)
- Mar. 15, 1931 Albert B. Cooper named Foreign Freight Agent at Philadelphia. (PR)
- Mar. 15, 1931 Virginian Railway opens a bridge across the Kanawha River at Deepwater, W. Va., making connection with the NYC system and giving the latter its first direct access to Pocahontas coal independent of the Chesapeake & Ohio Railway, antagonizing the Van Sweringens. (Wheeler)
- Mar. 1931 PRR floats 1,600 cars per day between Greenville and Bay Ridge. (RyAge)
- Mar. 1931 Old Little Miami Railroad office building at Columbus, built in the mid-1850s, razed. (PaNews)
- Mar. 16 1931 Eastbound "Clocker" No. 230 derailed at speed at Bristol, Pa., blocking the main line; 8 injured. (NYT)
- Mar. 17, 1931 VP Elisha Lee announces plans for a car ferry across Lake Michigan from Muskegon to Milwaukee in cooperation with the Grand Trunk Western Railway. (PaNews)
- Mar. 17, 1931 The venerable Boston banking house of Kidder, Peabody & Co. is reorganized and downsized, after J.P. Morgan & Co. and Stone & Webster, Inc., combine to rescue it from bankruptcy. (Carosso)
- Mar. 18, 1931 PRR reroutes its 3-car Broad Street-West Philadelphia shuttle from old main line tracks at West Philadelphia Station to a new route through the upper level of 30th Street Station and over a temporary track to a makeshift platform over the north end of the New York-Washington tracks at the West Philadelphia Station; westbound, the trains use the center duckunder for Maryland Division trains, then back up on new

track to the temporary platform at West Philadelphia; eastbound, they run forward through the yard and onto the main line tracks on the upper level. (PaNews - WR ed implies this service STARTS now)

- Mar. 19, 1931 Pres. W. W. Atterbury meets with O.P. Van Sweringen in Atterbury's office; Atterbury postpones working out the details but agrees to file for joint ownership of the Virginian Railway. (Wheeler)
- Mar. 19, 1931 Germany announces that it will form a free-trade zone with Austria as a means of fighting the Depression; fearing that this is a first step to a complete political union, France appeals to the International Court of Justice, which rules that the proposal violates the Treaty of Versailles. (Morris)
- Mar. 20, 1931 Ohio PUC approves abandonment of the Ohio River & Western Railway between Key and Woodsfield and the sale of the portion between Bellaire and Key to the Pittsburgh, Ohio Valley & Cincinnati Railroad. (MB)
- Mar. 20, 1931 Call money on New York Stock Exchange at 1% for first time since June 1915. (NYT)
- Mar. 23, 1931 PRR awards contract for excavation and foundations for 30th Street Station. (PR)
- Mar. 25, 1931 Legal representatives of four Trunk Lines hold meeting in Washington to develop procedure for submitting Four-System Plan to ICC and present a draft of the plan to Pres. Hoover; announce George T. Slade, son-in-law of James J. Hill, is to be arbitrator of question of PRR trackage rights over Nickel Plate between Brocton and Ashtabula. (Wheeler, NYT)
- Mar. 25, 1931 PRR Board authorizes construction of extensions, Quinton to Bayside and Carney's Point to Salem, N.J.; strengthening the bridge over Corson's Inlet for heavier locomotives; track elevation and double track on the Englewood Connecting Railway (MB)
- Mar. 25, 1931 PRR Board approves the retirement of the following: track pan on No. 2 track at Bellwood, Pa.; Wilmore freight station; part of the former Summit Branch 7 miles west of Bushrod, Ind. (MB)
- Mar. 25, 1931 Nine cars of export barley are moved from Buffalo to Greenville on train BNY-14, *The Cornucopia*, in 23:30. (PaNews)
- Mar. 25, 1931 B&O cuts annual dividend rate from 7% to 5%; Westinghouse Electric & Manufacturing Company from 10% to 8%. (NYT)

- Mar. 26, 1931 Heads of four Trunk Lines meet in Pres. Atterbury's office with some labor leaders to sound out response to consolidation plan; reach some informal arrangements so that organized labor will not oppose the railroads' consolidation plan before the ICC. (Wheeler, NYT)
- Mar. 26, 1931 Officials of the PRR and Van Sweringen System meet. (Wheeler)
- Mar. 27, 1931 West Jersey & Seashore Railroad Board authorizes strengthening the bridge over Corsons Inlet for heavier locomotives. (MB)
- Mar. 27, 1931 In a radio speech, Gov. Pinchot calls W. W. Atterbury "the Rasputin who hedges the throne in Pennsylvania"; Pinchot is adept at using the radio as direct propaganda and a gift for invective and ridicule. (Furlow)
- Mar. 28, 1931 PRR replaces off-season rail passenger service between Manahawkin and Beach Haven, N.J., with two round trips of bus service performed by Emily Cranmer of Beach Haven. (Brinckmann)
- Mar. 28, 1931 Special War Dept. committee reports to Chief of Engineers Lytle Brown calling for a maximum clearance of 200 feet for the proposed North River Bridge at 57th Street. (NYT)
- Mar. 29, 1931 Seven special trains totaling 85 cars leave Chicago with excursionists from Beloit and Milwaukee bound for Washington and Annapolis. (PaNews)
- Mar. 30, 1931 PRR agrees for joint use of NYC facilities between New Lexington and Bremen, Ohio. (MB)
- Mar. 30, 1931 Contract for construction of Cincinnati Union Terminal building awarded to James Stewart, Inc., of New York. (CE)
- Mar. 30, 1931 Warren Pershing, son of Gen. John J. Pershing and one of 100 Yale engineering students en route to Pittsburgh is allowed to fire the locomotive between Altoona and Gallitzin. (NYT)
- Mar. 30, 1931 ICC approves the PRR's issue of \$50 million Series D 4¼% General Mortgage Gold bonds. (MB)
- Mar. 30, 1931 Pennroad Corporation agrees to loan \$350,000 to the S.A. Gerrard Company, a big shipper of fruits and vegetables from the Southwest and the largest shipper of lettuce and cantaloupes, in an attempt to get it to reroute traffic from the Erie Railroad to the PRR. (Wheeler)

Mar. 31, 1931 HH1 locomotive scrapped at Conway. (Edson has 4/1928!!)

Mar. 31, 1931 Transcontinental & Western Air, Inc., Fokker Tri-motor bound from Kansas City to Los Angeles crashes near Bazaar, Kansas, killing all aboard, including famed Notre Dame football coach Knute Rockne (1888-1931); investigation results in retiring all Fokker planes. (TWA)

Apr. 1, 1931 Buses replace passenger trains between Manahawkin and Beach Haven, N.J. (A-sheet; Brinckmann gives diff. date.)

Apr. 1, 1931 J. W. Roberts appointed Assistant VP in Charge of Traffic. (MB)

Apr. 1, 1931 General Claims Attorney (K. L. Sheeler) replaces Chief Claim Agent. (MB)

Apr. 2, 1931 Trenton sources disclose that PRR's \$175 million improvement program includes completion of the Pennsylvania & Newark Railroad low grade line between Morrisville and Waverly. (NYT)

Apr. 2, 1931 Post Office Dept. closes purchase of air rights over Penn Station tracks back to 9th Avenue from Stuyvesant Realty Company for \$2.5 million. (NYT)

Apr. 2, 1931 Test Dept. reports on the further round of winter tests of the Class H21a hopper cars with Timken roller bearings at Trinway; shows the maximum resistance of the Timken cars is 23-35% less and the constant speed resistance is 4-18% less; Timken cars would not require separate tonnage ratings for winter and summer, but the tests show that separate ratings for standard cars are not necessary unless the temperature falls below 18_ F. or for starting cold trains on a ruling grade. (TestDept)

Apr. 2, 1931 Class K4s No. 5453 with 25,000-gallon 250-P75 tender No. 5999 placed in service on the Eastern Ohio General Division. (PaNews)

Apr. 3, 1931 Rumors that PRR is developing plan for ship line between Philadelphia and Channel ports; to operate four 15,000-ton boats freighters with accommodations for 250 passengers. (NYT)

Apr. 3, 1931 Post Office Dept. announces it has named McKim, Mead & White architects for expansion of New York Post Office to 9th Avenue. (NYT)

Apr. 4, 1931 PRR furnishes a letter denying that it ever paid William Z. Ripley to influence his decisions on consolidations. (Wheeler)

- Apr. 5, 1931 William Symmes Richardson (1873-1931), retired partner in McKim, Mead & White and architect of Penn Station, dies at Rome, Italy. (WwasW)
- Apr. 1931 K4s No. 3772 on Western Region is first to receive automatic stoker; also 55-foot tender for 25 tons of coal and 25,000 gallons of water.
- Apr. 7, 1931 PRR settles with Kuhn, Loeb & Co. for \$50 million 4¼% General Mortgage Gold bonds at 94% with accrued interest. (MB)
- Apr. 7, 1931 Maryland Ferry Company incorporated to operate between Baltimore and Love Point; the company is formed to protect against a court challenge of the Baltimore & Eastern Railroad's right to operate a vehicular ferry; a bill is pending in the Maryland Legislature that would require the Mayor of Baltimore and the Maryland Road Commissioner to approve any vehicular ferry between Baltimore and the Eastern Shore; the PRR is planning to substitute trucks for much local freight service on the Eastern Shore and considers that it may dispose of the money-losing B&E in the future; as it happens, the bill does not pass, and the Maryland Ferry Company remains a paper charter. (MB, ChCorpWk)
- Apr. 7, 1931 Sandusky & Columbus RPO discontinued. (Kay)
- Apr. 8, 1931 West Jersey & Seashore Railroad files locations of branches Quinton-Bayside and Penns Grove-Salem. (MB)
- Apr. 11, 1931 PRR begins operating (tourist?) Pullman sleeping cars at lower than usual fares in its previously all-coach New York-Pittsburgh weekend excursion trains; trains allow a full Sunday at Pittsburgh; the excursions usually draw 800-1,200 passengers; coach fare is \$8.00. (Mutual, PaNews, RyAge)
- Apr. 11, 1931 PRR hosts 370 young men as delegates to the YMCA's "State Employed Boys Conference," the first time that the subject was transportation; begin at Jersey City Terminal, tour the harbor in the ferry *Pittsburgh*, have dinner at the Jersey City Savarins restaurant and have showings of the films *Broadway Limited* and *Coast to Coast in 48 Hours*. (RyAge)
- Apr. 11, 1931 After the death of Thomas E. Mitten and the revelations of diversion of funds and accounting irregularities, Judge Harry S. McDevitt appoints Edward Hopkinson of Drexel & Co., Herbert J. Tily of the Strawbridge & Clothier department stores, and former PRT employee E. L. Austin trustees to manage the Philadelphia Rapid Transit Company. (NYT, TuckerColl)

- Apr. 12, 1931 "B" Tower at the approach to Broad Street Station abandoned and functions assumed by "A" Tower; PRR closes the old middle bridge over the Schuylkill used by empty cars and locomotives to and from Broad Street Station; all tracks on upper level of West Philadelphia Station abandoned; traffic to and from coach yards routed through the upper level of 30th Street Station. (PR, CE)
- Apr. 13, 1931 In response to a loan from Pennroad Corporation, the S.A. Gerrard Company issues orders to route southwestern produce bound for New York and Boston over the Wabash Railway and PRR. (Wheeler)
- Apr. 14, 1931 PRR stockholders' meeting approves increase of debt by \$150 million; adopts resolution expressing confidence in "our peerless leader, Brig. Gen. W.W. Atterbury. (PR, NYT)
- Apr. 14, 1931 Judge Harry S. McDevitt cancels the Philadelphia Rapid Transit Company's management contract with Mitten Management, Inc., and the lease of the Mitten Building from the Mitten Bank Securities Corporation; A. A. Mitten sues to block the receivership. (NYT)
- Apr. 14, 1931 Pa. Senate Committee reports finding no corruption in the PSC, but recommends a law to let Superior Court judges appoint and remove commissioners. (NYT)
- Apr. 14, 1931 Henry Ford builds his 20 millionth automobile. (Vexler)
- Apr. 15, 1931 PRR Board authorizes \$10,000 for study and \$1 million for implementation in establishing an ocean steamship line serving Philadelphia. (MB)
- Apr. 15, 1931 In a speech to the American Society of Civil Engineers, VP Elisha Lee announces adoption of new 130-lb. and 152-lb. rail sections; 152-lb. rail is heaviest in world, 80% stronger than previous PRR standard but only 17 lb. heavier; designed for 100,000-lb. axle loads at 100 MPH vs. 80,000-lb. at 80 MPH for old 130-lb. rail section; 130-lb. rail is redesigned as 131-lb. for 22% gain in stiffness. (PR, NYT)
- Apr. 15, 1931 Red Star Line, Inc., begins operating contract bus service for PRR between Delmar and Crisfield, Md., under a contract dated July 21, 1931. (MB)
- Apr. 15, 1931 Ohio River & Western Railway sells that part of its line between Key and Bellaire (11.29 miles) to the Pittsburgh, Ohio Valley & Cincinnati Railroad; becomes known as Wegee Branch. (C&C)

- Apr. 15, 1931 Ohio River & Western Railway conveys 9.12 miles at Zanesville to Pennsylvania, Ohio & Detroit Railroad, effective June 1; becomes Mill Run Branch. (C&C)
- Apr. 15, 1931 American Locomotive Company turns out the last full electric locomotive built under its partnership with General Electric Company, NYC Class R2 No. 1243. (Kirkland)
- Apr. 1931 PRR is operating a daily "strawberry special" to rush North Carolina strawberries to Newark and New York. (PaNews)
- Apr. 1931 PRR begins testing two "long distance" tenders between New York and Pittsburgh; 55 feet long with 25 tons coal and 25,000 gallons of water; first one is tested on K4s No. 3773 on the *Golden Arrow* from Chicago to Crestline. (NYT, Mutual)
- Apr. 1931 New banking crisis begins, this time localized in Midwest; 563 banks fail between April and August; since last Dec., the number of bank failures has dropped significantly, and production has increased, leading to hopes that the bottom had been reached and recovery is beginning. (Wicker, Cannadine)
- Apr. 1931 Excavations begun for foundations for the main portion of 30th Street Station. (PaNews)
- Apr. 16, 1931 PRR applies to Indiana PSC to discontinue its two round trips between Madison and Columbus, Ind. (LegDept)
- Apr. 17, 1931 *Golden Arrow* leaves Chicago behind K4s No. 3772 with a 25,000-gallon tender, which hauls the train as far as Crestline. (PaNews)
- Apr. 17, 1931 Agricultural demonstration train organized by B. O. Hagerman, Agricultural Agent at Grand Rapids, makes its first stop at Vickburg, Mich.; it ends its trip at Petoskey on May 2. (PaNews)
- Apr. 18, 1931 New York City Board of Estimate declines the LIRR's offer to give the Whitestone Branch to the city for a rapid transit line. (ICC)
- Apr. 18, 1931 Ground broken for the south leg of the Broad Street Subway between City Hall and Snyder Avenue and the Market Street Subway between 30th & 32nd Streets. (SEPTA)
- Apr. 18, 1931 K4s No. 3772 with 25,000-gallon tender returns to Chicago from Crestline with the second section of the *Rainbow*. (PaNews)
- Apr. 19, 1931 K4s No. 3772 with 25,000-gallon tender goes east from Chicago on the

New Yorker, after which it continues to the Central and Eastern Regions for further tests. (PaNews)

- Apr. 20, 1931 Transcontinental & Western Air, Inc., begins first 24-hour coast-to-coast all-air mail service with night flying and a change of planes in Kansas City; use 6-passenger, open-cockpit Northrop Alphas with cruising speed of 150 MPH; will not carry passengers until unlighted parts of route between Barstow, Calif., and Winslow, Ariz., are lighted for night flying; 5 all-metal single-engine planes have been purchased from the Northrop Aircraft Corporation for the service. (TWA, NYT, Mutual)
- Apr. 20, 1931 PRR places New York harbor steam lighter *Bucyrus* in service as container ship between Baltimore and Love Point, establishing container service between Baltimore and Delmarva points; containers carried by boat to Love Point, by rail to Salisbury and then by truck. (A-sheet, PaNews, NYT)
- Apr. 20, 1931 Demolition of the Logan House in Altoona begins; Middle Division offices moved from second floor to the Silverman Building. (PaNews)
- Apr. 20, 1931 Northern Central Railway Board authorizes a new perishable yard at Mount Vernon, Baltimore. (MB)
- Apr. 21, 1931 In speech at Bond Club of Philadelphia, Pres. Atterbury denounces the Smoot-Hawley Tariff; also cites maldistribution of gold, depressed commodity prices, installment buying, high taxes and antitrust laws as factors causing the Depression; expresses hope "that we are scraping bottom." (NYT)
- Apr. 21, 1931 New overhead Concourse opens at Columbus Union Station, with stairs leading to the new umbrella-sheltered platforms. (PaNews)
- Apr. 21, 1931 Merchant Fleet Corporation of the U.S. Shipping Board ask that the Baltimore Mail Steamship Company not compete with the America-France Line in carrying freight to Havre. (MB)
- Apr. 23, 1931 Federal Cold Storage Building opens at 15th Street & Pike Street, Pittsburgh, in the heart of the Pennsylvania Produce Terminal. (PaNews)
- Apr. 24, 1931 PRR Board adopts location of cutoff between Niles on the PY&A and Wheatland on the Erie & Pittsburgh; authorizes \$1.2 million for 3,250 Class DD1 containers. (MB)
- Apr. 25, 1931 PRR begins sale of Philadelphia area commuter tickets by mail. (PR)

- Apr. 25, 1931 West Jersey & Seashore Railroad agrees with the City of Camden to remove its tracks in 7th Street. (MB)
- Apr. 25, 1931 Last run of PRR passenger trains between Court Street Station, Cincinnati, and Lebanon; replaced by a single mixed train. (tt)
- Apr. 1931 Replacement of Columbus Union Station train shed by umbrella shelters completed. (Darbee)
- Apr. 26, 1931 PRR inaugurates Broad Street Philadelphia-Chicago sleeping cars on the *Duquesne* westbound and *Manhattan Limited* eastbound; through New York-Cincinnati sleeping car placed on the *Golden Arrow* westbound; *American* westbound cut to 22:50, making it the fastest-ever New York-St. Louis train on any line; the *Rainbow* No. 43, a late, after-theater train, placed on a 20:00 schedule between New York and Chicago, running as the *Mercantile Express* No. 135 west of Pittsburgh, giving the PRR four 20-hour trains to Chicago; a new 23-hour Chicago-New York sleeping car is placed on the *Seaboard Express/Cincinnati Limited* operating over the Pan Handle route via Columbus and Logansport; a new 25-hour sleeping cars between Chicago and New York via Logansport, Richmond and Dayton is placed on the *Cincinnati Day Express/"Spirit of St. Louis"*; new westbound Washington-Chicago sleeping car placed on the *Commercial Express/Metropolitan*; through coaches placed on the *Liberty Limited* between Washington and Chicago, ending its all-Pullman status, and a stop added at Gary eastbound. (Mutual, PaNews)
- Apr. 26, 1931 NYC establishes the *Iroquois* as a 20-hour train to offer an equal service to the *Rainbow*. (Guide, RyAge)
- Apr. 26, 1931 Cape Charles-Norfolk ferry steamers begin carrying automobiles loaded through gangways and service increased to five round trips to meet competition of Peninsula Ferry Corporation; the *Virginia Lee* has a capacity of 65 autos and the *Maryland* and *Pennsylvania* 35 autos; the crossing takes about 3:00; since the completion of the Atlantic Coastal Highway to Cape Charles, the ferries carry 1,200 automobiles per month, up from 4,607 in all of 1925; Baltimore-Love Point ferry service increased to five round trips. (CMP, PaNews; RyAge)
- Apr. 26, 1931 Local New York-Columbus sleeping car line established. (PassDept)
- Apr. 26, 1931 Passenger service over Cincinnati, Lebanon & Northern Railway cut to a single mixed train between Court Street Station and Lebanon. (Guide)
- Apr. 27, 1931 Pres. W. W. Atterbury writes in a letter, "It is simply amazing to me

that the people of New England so little appreciate what the PRR has done for them and how much more there is yet to do.” (Wheeler)

- Apr. 27, 1931 PRR introduces *The Speed Witch*, running both ways between Baltimore and Boston in 14:40; cuts 24 hours off previous schedule for first morning delivery; touted as fastest long-distance freight train in the world; stops only at Frankford Jct. and Edge Moor; average speed 33.7 MPH northbound and 36.6 MPH southbound. (PaNews, PR, Mutual)
- Apr. 27, 1931 PRR establishes an eastbound freight from Chicago to Boston for third morning delivery. (RyAge)
- Apr. 27, 1931 PB&W Board authorizes change of grade between Fulton Jct. and Loudon Park. (MB)
- Apr. 27, 1931 PRR VP A. J. County (1871-1944) is elected Pres. of the Erie & Pittsburgh Railroad, replacing Charles H. Strong (1853-1936), retired; henceforth, PRR officers will hold the presidency and other corporate offices, rather than local Erie capitalists. (MB)
- Apr. 27, 1931 Andrew Jackson Whitney, Jr. (1862-1931), General Superintendent of the Northern Grand Division, dies at Buffalo. (whitneygen.org)
- Apr. 27, 1931 Railway Labor Executives Association writes to Chairman R.H. Aishton of Association of Railway Executives calling for a conference to discuss 6-hour day and inroads being made by trucks and buses; Aishton replies the ARE does not deal with labor questions.
- Apr. 27, 1931 Boston financier Frederick H. Prince writes to L.F. Loree recommending that the New Haven and Boston & Maine Railroad, and possibly the Boston & Albany Railroad, be merged into a “New England Railway Terminal Corporation”; the plan fails when the NYC refuses to surrender the Boston & Albany. (Wheeler)
- Apr. 28, 1931 PRR stockholders approve increasing debt by \$150 million. (NYT)
- Apr. 28, 1931 PRR System acquires trackage rights over Norfolk & Western Railway at Columbus, Ohio, between CW” Tower on the Akron Branch and “JC” Tower (later “JA” and “NEILSTON”) on Columbus Division at the junction of the CA&C and the Union Station’s east throat (1.65 miles); the N&W and C&AC lines are combined to form a double-track line around the north side of Yard B; includes provisions for an interlocking at Columbus and supersedes an old agreement of Oct. 1, 1892. (C&C, MB, RTL, Tipton)

- Apr. 28, 1931 PRR and Norfolk & Western Railway agree to construct "CW" Tower near 5th Avenue, Columbus, Ohio. (MB)
- Apr. 28, 1931 PRR signs a revised agreement with the Toledo & Ohio Central Railway covering the interlocking tower at the crossing at Mounds, Ohio. (MB)
- Apr. 29, 1931 PT&T Board authorizes \$350,000 for changes connected with extension of Post Office building. (MB)
- Apr. 29, 1931 PRR Board authorizes an additional \$4.6 million for electrification between "HAROLD" Tower at Sunnyside and "COUNTY" Tower at Millstone Jct.; eliminating grade crossing at Elberon on the NY&LB; change of grade between Fulton Jct. and Loudon Park on the Baltimore Division; Niles-Wheatland Cutoff on the Erie & Ashtabula Division; passing siding and additional yard tracks at Midland, Pa., on the Cleveland Division. (MB)
- Apr. 29, 1931 Pennsylvania Dock & Warehouse Company files a \$1.3 million Third mortgage. (NYT)
- Apr. 30, 1931 Last run of passenger service (gas-electric car) on Flemington Branch, Lambertville to Flemington, N.J. (tt.)
- Apr. 30, 1931 Sharpsburg, Pa., station converted to an American Legion hall. (PaNews)
- Apr. 30, 1931 Attorneys for PRR and Van Sweringens reported to have agreed on trackage rights to be granted PRR over Lehigh Valley Railroad in Bethlehem-Allentown area. (NYT)
- Apr. 30, 1931 Daniel Willard of B&O testifies before Massachusetts Committee on Transportation in favor of merging all New England railroads, including Boston & Albany, into a local system free of Trunk Line control and open to all. (NYT)
- May 1, 1931 ICC finally approves containerized freight rates for LCL traffic but finds the rates being charged by the PRR, NYC and Lehigh Valley Railroad to be "unjustly discriminatory"; rules that container rates must be equal to third class rates on the net weight of the load but not less than the carload rate in box cars on the highest rated commodity in the container; overturns flat pounds-per-mile rates that disregard value of freight; the ruling practically nullifies the ability to compete with trucks. (NYT,)
- May 1, 1931 Transcontinental & Western Air, Inc., establishes daily air service

between Port Columbus and Cicero Field, Chicago; also 8-hour all-air service between New York (Newark Airport) and Chicago, which runs parallel to the PRR; Chicago Mayor Anton Cermak (1873-1933) and his granddaughter christen the first plane at Chicago; Cermak will be assassinated two years later. (A-sheet, PaNews)

- May 1, 1931 PRR begins track elevation on Englewood Connecting Railway between Halsted Street and Hoyne Avenue in Chicago; completed to Damen Avenue, where it drops to grade for a connection with the PCC&StL later in the year. (CE, Mutual, C&C)
- May 1, 1931 South Jersey buses of Public Service Company of New Jersey begin loading at Broad Street Station, improving connections with Pennsylvania Greyhound Lines. (PaNews)
- May 1, 1931 Marion Railway Corporation merged into Elmira & Lake Ontario Railroad under agreement of Mar. 4, 1931. (C&C)
- May 1, 1931 Coal Traffic Manager Walter Thayer (1875-1931) given a one-year furlough for health; replaced by Carter H. Lippincott (1882-). (MB, PaNews - Mutual has b. 1892)
- May 1, 1931 CNJ applies to the ICC to acquire control of the Raritan River Railroad. (Wheeler)
- May 1, 1931 NYC cuts its quarterly dividend from \$2 to \$1.50. (NYT)
- May 1, 1931 Empire State Building, the world's tallest at 102 storeys, is dedicated; located on the southwest corner of 34th Street & 5th Avenue on the site of the old Waldorf-Astoria Hotel. (Trager)
- May 2, 1931 George Fisher Baker, Sr. (1840-1931), Chairman of the First National Bank of New York, director and Pres. of the NY&LB, and NYC director, dies at New York of pneumonia; he has remained the dominant factor at the bank for too long and has ignored warnings from his son and Pres. Jackson E. Reynolds to sell the First Security Company's portfolio as the 1929 boom reached dangerous proportions; he believes that Charles E. Mitchell of the National City Bank, who is pushing stocks on small investors, and Albert Wiggin of Chase National Bank, who is short-selling the shares of his own bank, are men of the caliber of his Old School associates James Stillman and the elder Morgan; at one point, Baker has owned 186,363 shares of NYC, which have fallen from 250 to 8; he leaves a fortune appraised at \$73.78 million in Depression dollars, down from \$250 million at the height of the boom; his lasting legacy is the Harvard Graduate School of Business Administration; his son George F. Baker, Jr. (1878-1937),

- who has suffered somewhat in his shadow, becomes Board Chairman. (Logan, NYC AR, Trager, NYT)
- May 2, 1931 PRR reported to be surveying line of bankrupt Rochester & Syracuse Electric Railway as means of entering Rochester from Newark, N.Y. (NYT)
- May 3, 1931 *The Sea Gull* resumes operation between Pittsburgh and Atlantic City for the season, running Sundays only until June 14. (Mutual)
- May 3, 1931 PRR resumes Sunday fishermen's excursion trains between Camden and Cold Spring for the season. (Mutual)
- May 4, 1931 ICC authorizes PRR to abandon inland freight stations at Watts Street and Laight Street in New York in favor of Debrosses Street Station at Pier 29. (NYT)
- May 5, 1931 Pa. law authorizes narrow gauge railroads to change to standard gauge. (MB)
- May 5, 1931 Treasury Secretary Andrew W. Mellon in a speech to the American Bankers Association says that downturns are painful but inevitable periods of adjustment and that the present situation is not so unprecedented that it cannot be handled in the usual way; within a week, that no longer holds, and the recovery that Mellon knows will come will not arrive during his lifetime. (Cannadine)
- May 7, 1931 New England Governors' Railroad Committee, calling for no Trunk Line control of New England railroads, except that NYC be allowed to keep Boston & Albany, and the status of the Canadian roads stay the same; New Haven and Boston & Maine should merge, but PRR-Pennroad interest in the New Haven and Boston & Maine is "excessive" and must be reduced to 10% or less, the remainder to be put in trust pending its sale; Rhode Island dissents and favors granting New Haven to PRR and Boston & Maine to the Van Sweringens. (NYT, Wheeler)
- May 8, 1931 PRR announces it will discontinue two round trips between Madison and Columbus, Ind., because of low ridership and operating losses. (rivertorail)
- May 10, 1931 Charles Day (1879-1931), PRR director and head of Day & Zimmermann, Inc., dies. (MB)
- May 11, 1931 Österreichischer Kredit-Anstalt für Handel und Gewerbe, the largest bank in Austria and a Louis Rothschild property, fails on fears that the

French will succeed in blocking the proposed customs union between Austria and Germany, which would violate the Treaty of Versailles; the French have been withdrawing their money from Austria; Austria goes off gold standard; panic spreads through Central Europe, particularly to Germany, as foreign creditors begin withdrawing their funds; accelerates spread of deflation and Depression around the world; with German banking in chaos, Germany cannot make its reparations payments to the Allies, who in turn cannot repay their debts to the U.S.; the whole delicate web of transfer payments arranged in the 1920s unravels; unrest in Germany and Austria leads to the flight of gold to the U.S., with \$300 million in gold imports by August. (Wicker, Morris, Kindleberger, Cleveland/Huertas, Cannadine)

- May 12, 1931 At a luncheon speech to the Manufacturers Club at Philadelphia, Pres. Atterbury announces the PRR will contribute \$500,000 to efforts to establish a line of three mail steamers between Philadelphia and Liverpool, and B&O/Reading will also contribute \$500,000; one boat is to be purchased from U.S. Shipping Board and one from International Mercantile Marine Company for \$1.5 million each; if the plan is successful, it will buy three additional first class liners at \$3 million each; must have mail contract to be successful. (PaNews, NYT)
- May 13, 1931 PRR Board authorizes \$30.1 million for 150 electric road locomotives; \$2.7 million for Baltimore Improvements; recommends revised estimate for Philadelphia Improvements of \$94.8 million; Pres. Atterbury reports that the CNJ has applied to the ICC to acquire the Raritan River Railroad, and that the PRR will intervene to demand a 50% interest. (MB)
- May 13, 1931 Final design of new Newark, N.J., Pennsylvania Station made public; designed by McKim, Mead & White; the head house is smaller than actually built with only a single entrance; the station as built has a second entrance concourse for the Hudson & Manhattan trains and the Greyhound bus station. (NYT)
- May 13, 1931 PRR agrees with the City of Newark for an underground streetcar terminal at the new Market Street Station. (MB)
- May 13, 1931 After news items appear that the CNJ has a majority of the stock of the Raritan River Railroad and intends to apply to the ICC to exercise control, Pennroad Corporation rescinds its offer to sell its stock to outside parties. (Wheeler)
- May 14, 1931 PRR operates an all-expenses-paid tour from New York to Louisville for the 57th running of the Kentucky Derby; the train is scheduled to arrive in time for Friday's meets as well as the Derby, the train serving

as hotel rooms; other special trains are run for those having sleeping accommodations in Louisville and for private cars. (RaskobPprs)

- May 14, 1931 Judge Harry S. McDevitt accepts A. A. Mitten's capitulation; Mitten agrees to end suits to overturn the Philadelphia Rapid Transit Company receivership; the court places the majority of the PRT stock in a voting trust and names six new directors to replace the Mitten directors. (NYT)
- May 15, 1931 PRR extends ship-your-car service to New England and eastern Canadian resorts as well as Florida; requires 3 tickets for car and 2 for passengers. (PR, Mutual)
- May 15, 1931 PRR files for 6-track line through Elizabeth, N.J. between "ELMORA" and "LANE" Towers. (NYT)
- May 15, 1931 PRR operates a second all-expense tour from New York to Louisville for those only wishing to attend the running of the Kentucky Derby. (RaskobPprs)
- May 15, 1931 Baldwin-Southwark Corporation announces it has purchased the properties of Cramp-Morris Industrials, Incorporated (once ancillary to the defunct Cramp shipyards), including the stocks of I.P. Morris & De La Vergne, Inc., Federal Steel Foundry Company, Pelton Water Wheel Company, and De La Vergne Engine Company, the last including patents and capabilities for manufacturing diesel engines. (NYT, Moodys)
- May 1931 PRR completes its purchase New Haven shares, giving it 246,900 (15.5% of the total) at a total cost of \$24.8 million. (Wheeler)
- May 1931 Average freight train speed on the Columbus Division is 20.8 MPH, a new record. (PaNews)
- May 16, 1931 Ashtabula & Warren RPO discontinued. (Kay)
- May 16, 1931 Westinghouse Electric & Manufacturing Company closes at 61¼, down from 292-5/8 in 1929; American Telephone & Telegraph Company is down 132-5/8; United States Steel Corporation is down 160-1/8; very few companies, including U.S. Steel, AT&T, General Motors and General Electric, are now worth \$1 billion based on share value; over 20 companies are worth \$1 billion based on assets, including the PRR, NYC, Southern Pacific and Union Pacific among the rails. (NYT)
- May 18, 1931 Escalator placed in service between shuttle platform and New York-

- Washington platforms at West Philadelphia Station. (PaNews)
- May 18, 1931 Last Union Transportation Company mixed train operates between Lewistown and Hightstown, N.J. (eff. date?)
- May 19, 1931 Peninsula Ferry Corporation sues PRR to stop it from carrying non-railroad passengers and vehicles between Cape Charles and Norfolk and from advertising its ferry to such customers. (CCW)
- May 19, 1931 Pennroad Corporation Executive Committee reports on its financial condition; Board authorizes continuing to buy back its voting trust certificates. (Wheeler)
- May 1924 New West Philadelphia Stock Yards open at Grays Ferry, freeing old site for the approach to the lower level of 30th Street Station. (PaNews)
- May 20, 1931 First 152 lb. rail laid near Tyrone; rolled at the Steelton plant of Bethlehem Steel Company. (PaNews, Mutual)
- May 20, 1931 ICC authorizes the Western New York & Pennsylvania Railway to acquire the Connecting Terminal Railroad. (ICC)
- May 20, 1931 Ohio Supreme Court reverses the PUC's denial of Pennsylvania General Transit Company's license for a bus route between Steubenville and the Indiana state line. (RyAge)
- May 20, 1931 Engineer and financier Edward D. Adams (1846-1931) dies at New York as the result of injuries received in an automobile accident. (RyAge)
- May 20, 1931 Speaking before the New York Traffic Club, ICC Commissioner Joseph B. Eastman speaks in favor of government ownership; traffic has fallen steadily for 20 months since Oct. 1929 as is now at 1921 levels. (RyAge)
- May 21, 1931 Pres. Atterbury names committee of Philadelphia businessmen to raise funds for \$5 million steamship line between Philadelphia and Liverpool; PRR has pledged \$%00,000 and B&O and Reading \$250,000 each. (NYT)
- May 21, 1931 Eastern Railroad Presidents' Conference decides to petition ICC for rate increase as a last resort; want more flexible powers to combine to cut number of high-class passenger trains by having competing trains run on alternate days and to slow down fast freight service; extension of three-day service to Chicago to four days and four-day service to St. Louis to five days would save \$500,000 a year; note many states have

- laws barring savings banks and other institutions from investing in bonds of railroads whose revenues amount to less than 1.5 times fixed charges; fear mass selling if railroad earnings continue to fall. (NYT)
- May 21, 1931 Indiana PSC holds hearing on PRR application to discontinue passenger service on the Madison Branch; strength of opposition convinces PRR to ask for a continuance and offer to substitute a single rail motor car as an experiment. (LegalDept)
- May 21, 1931 Pennroad Corporation reported to have purchased an additional 4,000 shares of Boston & Maine at 38. (NYT)
- May 22, 1931 New York Appellate Court rules that Pennroad Corporation does not do business in New York and sets aside serving papers in New York against Pennroad and its officers in two suits, one of Pennroad stockholders Joseph W. and Julia A. Perrine to set aside Pittsburgh & West Virginia Railway purchase, and one P&WV stockholder Kenneth S. Guiterman who alleges conspiracy of Taplins and PRR has ruined his and other minority stockholders to reap benefits of Connellsville Extension. (NYT)
- May 23, 1931 Efficiency engineer Harrington Emerson (1853-1931) dies at New York. (RyAge)
- May 24, 1931 B&O air conditions the *Columbian*, running between Jersey City and Washington; first completely air conditioned train in the world. (AR)
- May 24, 1931 Last run of Akron-Atlantic City sleepers on *The Sea Gull*. (A-sheet)
- May 25, 1931 Pennroad Corporation Board authorizes selling 1,200 shares of New Haven preferred and reinvesting the money in the common stock. (Wheeler)
- May 25, 1931 Pa. House Committee calls for the immediate removal of all the Public Service Commissioners and a bill to allow Gov. Pinchot to remove them without the consent of the Senate. (NYT)
- May 26, 1931 PRR begins experimental "demountable truck body" container service between Baltimore and points on Delmarva Peninsula; 20-foot containers can be carried on truck chassis or railroad cars; are carried by ferry to Love Point and rail to Salisbury, from which they are distributed by road; New York ferryboat *Philadelphia* placed on Baltimore-Love Point ferry, replacing steamer *New York*, to facilitate movement of vehicles and eliminated two transfers of containers necessary with the lighter *Bucyrus*; *Philadelphia* is leased to Baltimore & Eastern Railroad; new slips built at Pier 5, Light Street, and at Love

Point, to accommodate the New York type of double-end, double-deck ferry; the *Philadelphia* is designed to operate in ice and is never locked in by freezes. (PaNews, Mutual, MB, Burgess)

- May 26, 1931 ICC declines request of Eastern Railroad Presidents' Conference to begin general inquiry into railroad situation. (NYT)
- May 27, 1931 PRR Board authorizes \$25.36 million for electrification between Jersey City and Potomac Yard; writes off the Logan House for \$226,623. (MB)
- May 27, 1931 PRR signs agreement with City of Philadelphia for equally sharing the cost covering the relocation of Market Street Elevated and surface lines from grade in front of the proposed 30th Street Station to a new subway between the east side of the Schuylkill River and 30th Street. (MB)
- May 27, 1931 PRR agrees for the Westinghouse Electric & Manufacturing Company to use the westerly track of the Chester & Philadelphia Branch near its North Essington Plant to test electric locomotives and cars for 25 years from Sep. 17, 1931. (MB)
- May 27, 1931 Coopers Point & Philadelphia Ferry Company dissolved. (MB)
- May 27, 1931 PRR VP in Charge of Operation Martin W. Clement announces it will build 3,250 5-ton containers at its shops and expand container service. (NYT, RyAge)
- May 27, 1931 Charter supplement allows the Youngstown & Suburban Railway to operate by steam as well as electricity. (ICC)
- May 28, 1931 PRR places order with Westinghouse Electric & Manufacturing Company and General Electric Company for 150 high-speed electric locomotives; 90 in Class O1 and P5 for passenger service and 60 in Class L__ for freight service; cost to be \$16 million. (PaNews, NYT)
- May 28, 1931 With the dividend checks mailed today, the PRR passes the mark of having paid out \$1 billion in dividends, a first for any corporation. (PaNews)
- May 28, 1931 PRR petitions U.S. Circuit Court to set aside Dec. 1930 order of ICC ordering divestiture of Lehigh Valley Railroad and Wabash Railway. (NYT)
- May 29, 1931 PRR files plans for 30th Street Station with Philadelphia Bureau of Building Inspection. (NYT)

- May 29, 1931 Rail motor car makes last run between Columbus and Sandusky, ending passenger service on the Sandusky Branch. (A-sheet)
- May 29? 1931 Lehigh & Hudson River Railway passenger service between Warwick, N.Y., and Easton, Pa., running over PRR's Belvidere Delaware Branch, ends when southbound gas-electric car burns in collision with truck near Newton, N.J. (Lee - this is date car destroyed - service continued - see Guide)
- May 29, 1931 Maine Central Railroad ends express service between Ellsworth and Mount Desert Ferry, and boat service between Mount Desert Ferry and Bar Harbor. (RyAge)
- May 30, 1931 Maine Central Railroad begins running bus connection from the *Philadelphia-Bar Harbor Express* at Ellsworth to Bar Harbor; will not run express trains between Ellsworth and Mount Desert Ferry this season; establishes a mixed train for local work between Ellsworth and Mount Desert Ferry. (A-sheet, RyAge)
- May 30, 1931 Last mixed train operates over Ohio River & Western narrow gauge between Bellaire and Woodsfield with double-headed locomotives Nos. 9669 and 9671 and line abandoned. (Cass)
- May 31, 1931 Last run of passenger service between Niles and Ashtabula, Ohio. (A-sheet)
- May 1931 Pa. Gov. Gifford Pinchot's crusade to revise the Public Service Commission Act has failed. (NYT)
- June 1, 1931 Wheeling Division abolished; Yellow Creek-Mingo Jct. ceded to Cleveland Division and rest to Panhandle Division; Superintendent O. C. Schaad made Assistant to the General Superintendent of the Eastern Ohio General Division. (MB)
- June 1, 1931 Passenger service discontinued on Island Heights (N.J.) Branch; (eff. date) replaced by bus service between Toms River and Island Heights; N.J. PUC requires that the PRR maintain its agency at Island Heights between June 15 and Sep. 15 each year and maintain the rail bridge over Toms River until Sep. 15, 1931. (ICC, RyAge)
- June 1, 1931 PRR establishes bus service between Philadelphia and Seaside Park, N.J., and to Island Heights, N.J. (A-sheet)
- June 1, 1931 PRR relinquishes all freight and mixed train service on the Philadelphia & Beach Haven Railroad, and the Tuckerton Railroad supplies all motive power. (Brinckmann)

- June 1, 1931 Lebanon Auto Bus Company, Inc. begins operating contract bus service for PRR between Columbia and Elizabethtown, Pa..
- June 1, 1931 Pennsylvania, Ohio & Detroit Railroad acquires 9.12 miles of the Ohio River & Western Railway at Zanesville under a deed of Apr. 15. (C&C)
- June 1, 1931 Pennsylvania, Ohio & Detroit Railroad diverts all traffic from the ex-Ohio River & Western Railway narrow-gauge line between a point 2 miles south of Bellaire and Gravel Jct. (1.76 miles) to its parallel standard-gauge track. (ICC)
- June 1, 1931 PRR still offers \$227 12-day package tours to Far West and personally conducted tours through Tour Bureau; may be last year offered (?). (NYT)
- June 1, 1931 Working drawings for Cincinnati Union Terminal are completed. (Condit)
- June 1, 1931 NYC inaugurates electric traction on the West Side Freight Line between Spuyten Duyvil and 66th Street. (RyAge)
- June 2, 1931 Gold crisis in Germany as foreign capital and gold is withdrawn; the Reichsbank loses \$277 million in gold over the course of the month. (NYT)
- June 3, 1931 Bellaire & Woodsfield RPO discontinued. (Kay)
- June 4, 1931 PRR begins supplying loader services (longshoremen) at its New York freight piers in response to charges of racketeering. (NYT)
- June 4, 1931 Banker Mortimer L. Schiff (1877-1931), the son of Jacob Schiff, dies; Otto H. Kahn (1867-1934) becomes sole senior partner of Kuhn, Loeb & Co. (WwasW, Collins)
- June 5, 1931 Baldwin Locomotive Works Chairman Samuel M. Vauclain denounces Gov. Gifford Pinchot; says he has “defamed” PRR Pres. W.W. Atterbury. (NYT)
- June 5, 1931 German Chancellor Heinrich Brüning meets with British Prime Minister Ramsay MacDonald at the latter’s country house at Chequers and pleads that war reparations be suspended; anticipating French opposition, MacDonald postpones a decision pending a meeting with Secretary of State Henry L. Stimson next month. (Morris)

- June 6, 1931 N.J. PUC orders the Atlantic City Railroad and West Jersey & Seashore Railroad to eliminate grade crossings in Atlantic City and file plans for a new Union Station. (MB)
- June 6, 1931 PRR resumes Saturday fishermen's excursions between Camden and Cold Spring for the season; increased to daily at the end of June. (Mutual)
- June 6, 1931 Glassboro & Bridgeton RPO reestablished. (Kay)
- June 6, 1931 Maritime Association of Boston Chamber of Commerce issues report in favor of allowing C&O to take over Boston & Maine and PRR to take New Haven; opposes merger of B&M and New Haven. (NYT)
- June 7, 1931 PRR and Northern Central Railway director and former Chairman of the Philadelphia National Bank Levi L. Rue (1860-1931) dies. (MB)
- June 8, 1931 PRR inaugurates two new fast freight trains between Cape Charles and Wilmington for Delmarva Peninsula produce, with second morning delivery in Boston.
- June 1931 PRR begins operating solid "Strawberry Specials" from Painter, Va., on the Delmarva Peninsula to Jersey City on an 11:00 schedule, with connections to New England and western points; the fastest such service yet offered. (Mutual)
- June 8, 1931 Pennroad Corporation completes the purchase of an additional 33,104 shares of Boston & Maine Railroad for \$3.2 million. (Wheeler)
- June 8, 1931 Four-day banking panic in Chicago closes over 30 banks with losses of about \$60 million; Foreman group of banks is main focus of panic. (Wicker)
- June 9, 1931 ICC authorizes abandonment of West Jersey & Seashore Railroad line between Haddonfield and Medford. (ICC, MB)
- June 9, 1931 Last run of passenger service between Cherry Street, New Castle and Stoneboro, Pa. (tt)
- June 9, 1931 Bank failures in Chicago. (NYT)
- June 10, 1931 PRR signs agreement with the Post Office Dept. for a new post office to be built over the track between Market & Chestnut Streets south of 30th Street Station. (MB)
- June 10, 1931 PRR Board authorizes an additional \$20.8 million for the Philadelphia

- Improvements; authorizes building an ore dock at Buffalo; Joseph Wayne, Jr. (1873-1942), elected a director, replacing Charles Day. (MB)
- June 10, 1931 Connecting Terminal Railroad Company (Buffalo) dissolved; property, including grain elevator and two warehouses and 2.91 miles of railroad at Buffalo, had been acquired by WNY&P. (MB/AR)
- June 10, 1931 Ceremony held to mark the rolling of the PRR's 152-lb. rail at the Edgar Thomson Works. (PaNews)
- June 10, 1931 B&O and other railroads agree that decision of War Dept. to require 200 foot clearance for North River Bridge instead of 185 feet will kill the project. (NYT)
- June 11, 1931 Railroads agree to petition ICC for 15% rate increase. (NYT)
- June 11, 1931 Two-day Four-Party meeting begins at New York to settle the disposition of the short lines; NYC wants access to Bethlehem and Bethlehem Steel, which the other three Trunk Lines oppose. (Wheeler)
- June 12, 1931 Four-Party meeting in New York agrees on disposition of the Lehigh Valley Railroad and Virginian Railway; PRR agrees to cede LV to the Chesapeake & Ohio Railway, retaining trackage rights into Allentown and Bethlehem; Virginian to be jointly owned by N&W and C&O; PRR demand for trackage rights over Nickel Plate between Brocton and Ashtabula still in arbitration. (NYT)
- June 12, 1931 Chicago-Philadelphia sleeping car on the *Manhattan Limited* extended to Atlantic City for the summer season ending Sep. 11. (Mutual)
- June 12, 1931 Instead of speaking on his assigned topic of conservation, Gov. Pinchot addresses the Conference of Governors at French Lick Springs, Ind., on his scheme of "Giant Power." (Furlow)
- June 12, 1931 Over the past 5 days, the German Reichsbank has suffered the withdrawal of over 500 million reichsmarks. (Morris)
- June 1931 First installation of air conditioning on a PRR dining car. (Mutual)
- June 1931 "IU" Interlocking placed in service at east end of Indianapolis Union Station. (AR)
- June 13, 1931 New Shinnecock Canal drawbridge opens on LIRR, permitting K4s's to operate to Montauk. (PaNews)

- June 13, 1931 PRR begins weekend coach and Pullman excursion trains from Chicago to Akron and Cleveland and return, following the success of the New York-Pittsburgh excursions. (PaNews)
- June 14, 1931 Last run of Atlantic City Railroad summer weekend excursion trains on Georgia Avenue Boardwalk spur at Atlantic City; all Philadelphia-Atlantic City excursion trains hereafter use main station at South Carolina (Arkansas ?!!!) Avenue. (Rdg)
- June 15, 1931 PRR resumes through summer-only service between Philadelphia and Long Branch via the Delair Bridge and Toms River after a long lapse. (PaNews)
- June 15, 1931 PRR assigns rail motor car to all weekday service between Manahawkin and Beach Haven, ending through operation with the Tuckerton Railroad except for one Sunday round trip. (Brinckmann)
- June 16, 1931 New York Transit Commission and Nassau County village officials association file with ICC against PRR increasing LIRR rent for use of Penn Station from 4% to 5½% on investment. (NYT)
- June 16, 1931 LIRR and Bee Line, Inc., begin rail-bus excursions to Jones Beach through Aug. 28. (RyAge)
- June 17, 1931 Security Home Trust Company, third largest bank in Toledo with deposits of over \$20 million, fails. (Wicker)
- June 17, 1931 Railroads apply to ICC for 15% rate increase. (NYC AR, NYT)
- June 17, 1931 ICC authorizes the LIRR to abandon the Whitestone Branch, as the city has refused to take it for a rapid transit line. (ICC)
- June 18, 1931 PRR establishes a Boston-Chicago fast freight for third morning instead of fourth morning delivery. (RyAge)
- June 18, 1931 Heads of four Trunk Lines begin two days of meetings in Pres. Atterbury's office at Penn Station. (Wheeler, NYT)
- June 18, 1931 Future PRR VP David C. Bevan (1906-1996) graduates from the Harvard Business School, then joins the Provident Trust Company in Philadelphia. (NYT, Cnl&RevFmlsPa)
- June 19, 1931 PRR announces extension of plan whereby passengers may ship automobiles on fast freight trains to be delivered 24 hours after arrival for five passenger fares, which includes travel for two passengers, to whole PRR system. (NYT, PaNews)

- June 19, 1931 Camden County Chamber of Commerce invites PRR, Reading and state officials to meet to discuss consolidation and elimination of duplicate service in southern New Jersey; Pres. W.W. Atterbury has been pressing to buy the Atlantic City Railroad since 1930; Reading Pres. Agnew T. Dice wants a full merger. (NYT, Wheeler)
- June 19, 1931 PRR discontinues bus service between Colesgrove and Smethport, Pa. (eff. date) (A-sheet)
- June 20, 1931 Pres. Herbert Hoover proposes a one-year moratorium on war reparations and international debt payments to stabilize the international financial situation, particularly in Germany; the move is unpopular in the U.S. and France; further payments cease, as each country looks to its own needs; brings a brief but short-lived rally on Wall Street; almost immediately, the French raise objections. (NYT, Kindleberger, Wyckoff, Morris, Cleveland/Huertas; Cannadine)
- June 20, 1931 City of New York files with ICC protesting increase of LIRR rent for using Penn Station. (NYT)
- June 20, 1931 PRR discontinues all passenger service between Altenwald and Mercersburg, Pa., except for single train to run in connection with annual opening and closing of the Mercersburg Academy. (eff. date) (tt)
- June 20, 1931 PRR begins weekend coach and Pullman excursions from Chicago to Cincinnati, Indianapolis, Louisville, Dayton and Columbus. (PaNews)
- June 22, 1931 PRR begins installing first 152-pound rail on New York Division between Deans and Plainsboro, replacing 130-pound rail. (NYT)
- June 22, 1931 PRR begins installing 152-lb. rail with a ceremony at Donohoe, Pa.; is to be laid between Donohoe and Derry. (PaNews)
- June 22, 1931 Over strong PRR lobbying, Gov. Gifford Pinchot secures passage of the Sterling Capital Stock Tax Act, which permits the state to levy taxes on capital stock of subsidiary companies whose parent company is already taxed, proportional to the percentage of their property in Pennsylvania; Pinchot then brings suit against PRR for back taxes. (PL,)
- June 23, 1931 PRR gives up its demand for additional trackage rights over the Lehigh Valley Railroad in the Anthracite Fields and also to Bethlehem Steel, as the traffic does not justify the cost; limits its demands to 1) Wadsworth Jct.-Phelps Jct. in New York; 2) the Edgewater Branch in Jersey City;

3) through crew operation between Phillipsburg, N.J., and Northumberland, Pa., via Tomhicken; 4) through crew operation between Packerton and Philadelphia via Phillipsburg in lieu of LV trackage rights over the Reading's North Penn line; and 5) through service at Wilkes-Barre. (Wheeler)

- June 24, 1931 PRR Board orders first general 10% cut for salaried workers, effective July 1, and cuts quarterly dividend from 2% to 1½% or 8% to 6% on an annual basis; however, PRR stock remains strong; Frederic Christopher Dumaine (1866-1951) of Boston, Pres. of Amoskeag Manufacturing Company and Waltham Watch Company elected to Board, replacing Levi L. Rue, deceased; Board authorizes purchasing 5,000 shares of the Raritan River Railroad; approves the acquisition of the Bradford Railroad by the Western New York & Pennsylvania Railway; approves acquiring all the stock of the Englewood Connecting Railway, the Indianapolis & Frankfort Railroad, the South Chicago & Southern Railroad, the Ohio Connecting Railway and the Wheeling Terminal Railway. (NYT, MB)
- June 24, 1931 PRR Board approves the abandonment of the Liverpool, Pa., station on the Northern Central Railway. (MB)
- June 24, 1931 Pittsburgh-Dravosburg ceded from Pittsburgh Division to Monongahela Division; headquarters of Monongahela Division moved from Uniontown to Pittsburgh. (MB)
- June 24, 1931 PRR Board authorizes continuing three regional editions of *Pennsylvania News* to Jan. 1, 1932. (MB)
- June 24, 1931 PRR Board authorizes contracting with the Grand Trunk Milwaukee Car Ferry Company and extending service by car ferry from Muskegon to Milwaukee and Manitowoc. (MB)
- June 24, 1931 Mystic Line freighter *Thomas P. Beal* crashes into the PRR/Hudson & Manhattan Railroad Hackensack River Bridge at the height of the evening rush hour, delaying trains by up to 47 minutes. (NYT)
- June 25, 1931 The new Bank for International Settlements, the Federal Reserve Bank of New York, and the central banks of Britain and France lend the Reichsbank \$100 million for three weeks; additional credits are extended by some American banks, but it is not enough, and the Reichsbank continues to lose gold reserves. (Cleveland/Huertas)
- June 26, 1931 NY&LB Board approves an addition to the coach yard and new engine terminal at the Bay Head Jct. loop; new shelter shed at Branchport; retiring the Long Branch engine house, Point Pleasant ice houses, and

the CNJ crossing at Red Bank; Roy B. White (1883-1961) elected Pres., replacing George F. Baker, deceased. (MB/AFE)

- June 26, 1931 Pennsylvania act provides that any company operating a canal that was once part of the state's Public Works may be relieved from maintaining the same for transportation if they convey it to the State Highway Dept.; act is passed in the interest of the Lehigh Coal & Navigation Company, which seeks to cut the loss from operating the Delaware Division Canal. (LC&N AR)
- June 26, 1931 Last run of PRR mixed train service between Cadillac (Missaukee Jct.) and Falmouth, Mich. (tt)
- June 29, 1931 NY&LB Board contracts for a new eastbound station and shelter at Deal, N.J. (MB/AFE)
- June 29, 1931 PFW&C Board approves the purchase of the Susquehanna Coal Company property between 116th & 118th Streets in Chicago; main line relocation through New Brighton, and a rail-to-river transfer at Conway. (MB)
- June 29, 1931 Future PRR Coordinator of the Northeast Corridor Project Robert Bruce Watson (1931-) is born at Altoona; son of Bruce B. Watson (-), Chief Inspector of the Test Dept., and Mabel Smith Watson. (WatsonPapers)
- June 30, 1931 Another Four-Party conference held; arbitrator George T. Slade delivers report on trackage rights for PRR on Nickel Plate between Brocton and Ashtabula. (Wheeler, NYT)
- June 30, 1931 Last trip of passenger service over Madison Incline between Madison and North Madison, Ind.; substituted rail motor car could not climb the hill; effective July 1, PRR substitutes taxi service between Madison and North Madison at a 10-cent fare as a 90-day experiment and two round trips of a gas-electric car between North Madison and Columbus. (tt, LegDept, PaNews)
- June 30, 1931 Pa. Gov. Gifford Pinchot stops issuing commissions for the private "coal & iron police," and all existing commissions are revoked. (Shaloo)
- June 30, 1931 5,000 hunger marchers parade at Pittsburgh. (HistPitts)
- June 30, 1931 Pennsylvania ends its tax on anthracite coal production at a time when both production and employment in the anthracite industry are collapsing. (LC&N AR)

July 1, 1931 PRR cuts officers' salaries by 10%. (MB)

July 1, 1931 PRR places all clerks on 5-day work at reduced pay during summer. (NYT)

July 1, 1931 PRR places rail motor car on weekday runs between Manahawkin and Beach Haven for summer season through Sep. 30, with buses in winter. (Brinckmann)

July 1, 1931 PRR moves all car repair work from Erie to Mahoningtown Shops; closes Fort Wayne Car Shops for heavy repairs and work moved to Terre Haute. (CMP)

July 1, 1931 "Redwood Empire Express" leaves Sacramento, Calif. for Philadelphia; solid train of 100 cars of redwood lumber from the California Redwood Association. (Mutual)

July 1, 1931 Freight traffic in first six months of 1931 falls to lowest level since 1922 Shopmen's Strike; down 17.9% since 1930 and 26.9% since 1929. (NYT)

July 1, 1931 Lehigh Valley Railroad pays last dividend on its common stock, not resumed until 1954. (AR)

July 1, 1931 New Haven declares its last dividend with Jay Cooke and Frederic C. Dumaine voting no. (Wheeler)

c. July 1931 PRR reduces Charles A. Lindbergh's salary as aviation consultant from \$10,000 a year to \$1. (NYT)

July 2, 1931 Baltimore Mail Steamship Company begins operating a fleet of five surplus freighters between Baltimore and British, French, and German ports; first ship *City of Baltimore* leaves new Pier 13 at Canton for Le Havre and Hamburg; jointly owned by Pennsylvania Company (30%), B&O, Canton Company, and Atlantic Transport Company of W.Va. to develop export trade of Baltimore. (Mutual, Moyer/Keystone)

July 2, 1931 Luncheon held at Squantum Club in Providence for local business leaders to meet PRR and New Haven officials; neither makes any mention or offer of reducing the PRR-Pennroad holdings in New Haven or Boston & Maine; Elisha Lee states PRR has no interest in dominating New England. (NYT)

July 2, 1931 Columbus & Madison RPO cut to Columbus & North Madison RPO. (Kay)

- July 4, 1931 60,000 people travel from Philadelphia to southern New Jersey resorts via PRR for the holiday weekend. (Mutual)
- July 5, 1931 50,000 people travel from Philadelphia to the southern New Jersey resorts and 50,000 return from the Shore to Philadelphia on PRR trains. (Mutual)
- July 6, 1931 Four party Trunk Line meeting held in NYC offices at New York to discuss PRR demand for trackage rights on Nickel Plate. (NYT)
- July 6, 1931 Pennsylvania General Transit Company files to acquire half interest in Southwestern Pennsylvania Bus Lines, now controlled by West Penn Traction and Power interests. (NYT)
- July 6, 1931 French finally accept a moratorium on war debts and reparations; Germany is to make its 1931 and 1932 payments, but these are to be returned in the form of loans to the Reichsbahn; however, the German bank runs continue, and each bank looks to save itself without any collective effort to stem the crisis. (Kindleberger, Morris)
- July 6, 1931 Joint PRR-Monon trains No. 330-331 make last run between Indianapolis and French Lick Springs via Gosport Jct. (tt - Sanders has 7/19)
- July 1931 Daniel Willard visits NYC Pres. Patrick E. Crowley in an attempt to get a PRR-NYC trade on consolidation demands; he gets an approval from Crowley but then goes to Atterbury, who is evasive and leaves immediately for Alaska. (Wheeler)
- July 7, 1931 At another Four-Party conference, the PRR withdraws its demand for trackage rights over the Lehigh Valley Railroad except for the five outlined on June 23; NYC insists on access to Bethlehem Steel, probably as a bargaining chip to get the PRR to drop its demand for a line along the south shore of Lake Erie. (Wheeler)
- July 7, 1931 ICC extends deadline for B&O disposing of Western Maryland Railway to Jan. 13, 1932. (B&O AR)
- July 7, 1931 Pres. Atterbury and family leave Ketchikan, Alaska, on a cruise to the Pribilof Islands to gather specimens, mostly of Arctic sea birds, for the Philadelphia Academy of Natural Sciences. (NYT, PaNews)
- July 7, 1931 NYC and Century Air Lines begin a rail-air service, running between New York and Cleveland by train, and then by plane to Chicago and St. Louis. (NYT)

- July 7, 1931 General Motors interests force the replacement of Transcontinental & Western Air, Inc., Pres. Harris M. "Pop" Hanshue with Richard W. Robbins (1892-1971) and streamline top management; Jack Frye as VP-Operations is responsible for running the company on a day-to-day basis; company is losing \$200,000 a month. (NYT, Serling, Davies)
- July 7, 1931 After considerable shuttle diplomacy, the French finally agree to German reparations begin paid into the Bank for International Settlements and immediately re-loaned to Germany; this preserves the illusion of reparations, but now it is every nation for itself; the delay has robbed the suspension of its psychological impact, and economic chaos in Germany mounts. (Cannadine)
- July 8, 1931 VP Martin W. Clement writes to VP Elisha Lee urging the PRR to hold fast for trackage rights along the south shore of Lake Erie between Brocton, N.Y. and Ashtabula, as it is merely necessary to eliminate the grades if using the roundabout route on the existing PRR lines via Pittsburgh; the PRR has already given up its demand for the line between Ashtabula and Fort Wayne; Clement notes that under the four-system plan, the NYC's Buffalo-New York haul will be 40 miles less than the PRR's and the Pittsburgh-New York haul 74 miles less. (Wheeler)
- July 8, 1931 Thomas W. Lamont (1870-1948) of J.P. Morgan & Co. leans on NYC Pres. Patrick E. Crowley to end his opposition to the present four-system consolidation plan. (Wheeler)
- July 1931 Railway Labor Executives Association and their lawyer, Donald R. Richberg (1881-1960), meet in Washington to lobby Congress with idea of 6-hour day for 8 hours pay to spread work; layoffs due to increasing efficiency and then Depression have, under the seniority system, forced men downward into lower-paying occupations, so that cuts fall disproportionately on lower grades and promotion is impossible.
- July 11, 1931 Reichsbank makes urgent appeal for aid from other countries. (NYT)
- July 13, 1931 Darmstädter und Nationalbank (Danatbank) of Germany fails; run on the Reichsbank; all German banks close through Aug. 5, and German interest rates rise to 10%; the German government, haunted by the hyperinflation of 1923, pursues a deflationary policy that deepens the Depression; unemployment leads to growing influence of the Communist and Nazi parties; the attack then shifts to the pound; the Bank of England loses \$200 million in last half of July. (Kindleberger, NYT, Morris)

- July 13, 1931 Percival Roberts holds talks with the NYC over the issue of trackage rights along the south shore of Lake Erie. (Wheeler)
- July 13, 1931 PRR signs Louisville grade crossing elimination agreement covering elevation of tracks in 14th & Maple Streets. (CE, MB)
- July 13, 1931 ICC extends time for B&O to divest itself of the Western Maryland Railway until Jan. 13, 1932; may be disposed of by placing it in trust rather than trying to sell it in a Depression market. (Moody)
- July 14, 1931 PRR signs first contracts for Baltimore Improvements. (NYT)
- July 14, 1931 ICC approves takeover of old Chicago & Alton Railroad by B&O subsidiary Alton Railroad. (AR)
- July 15, 1931 Percival Roberts informs VP Elisha Lee of the NYC's proposal that each have reciprocal trackage rights on the disputed line. (Wheeler)
- July 15, 1931 PRR signs new agreement with the Chesapeake & Ohio Railway for a joint interlocking at Upper Sandusky, replacing an agreement of April 20, 1906 with the Hocking Valley Railway. (MB)
- July 1931 PRR advertises 25% reduction in round trip fares between New York and Midwest until Sep. 26; offers round trip fare of \$125 to San Francisco, lowest in history. (NYT)
- July 1931 Believing that a small group of Wall Street bears is depressing stock prices for their own gain and frustrating economic recovery, Pres. Hoover warns the New York Stock Exchange that unless they act to prevent bear raids, he will have Congress investigate the stock market; Hoover's request is ignored. (Carosso - verify NYT)
- July 16, 1931 Shops and engine terminal at Hollidaysburg, Pa., closed, and yard converted to storage of idle cars and locomotives.
- July 16, 1931 Ashland terminal of Lorain, Ashland & Southern Railroad sold to Erie Railroad; Nova-Lorain sold to Pennsylvania Company and abandoned; remainder of tracks torn up and proceeds divided between Pennsylvania Company and Erie Railroad. (C&C)
- July 16, 1931 Peninsula Ferry Corporation Pres. C.W. Harrison calls on Supt. of Floating Equipment Warren R. Elsey at Jersey City; offers to combine the ferry service, providing PRR uses terminals built and owned by backers of PFC, including one under construction at Ocean View; PRR offers no response. (CMP)

- July 16, 1931 Pressure switches to the Bank of England, which loses \$7.2 million in gold in one day. (NYT)
- July 17, 1931 City of Philadelphia issues a building permit for 30th Street Station. (RyAge)
- July 17, 1931 PRR begins removing the three old bridges across the Schuylkill River at West Philadelphia; the northernmost was built in 1902 for the track running from Broad Street Station to the lower level of West Philadelphia Station and the Maryland Division; the middle was built in 1880 as part of the original Broad Street Station construction and is now used by locomotives and cars moving between Broad Street Station and the yards and engine facilities; the southernmost bridge carries the four Main Line tracks between Broad Street Station and the upper level of West Philadelphia Station; all are to be removed by Nov. 1. (PaNews)
- July 17, 1931 PRR begins elevation of tracks between Edmonson and Gwynn's Run, first step in Baltimore Improvements. (PaNews)
- July 18, 1931? Possibly this date the B&O's *Columbian* changed from a late afternoon to a morning train. (RREmply - verify)
- July 19, 1931 New York-Buffalo parlor car line inaugurated. (PassDept)
- July 19, 1931 *Western Express* combined with the westbound *Rainbow* between Pittsburgh and Crestline. (A-sheet)
- July 19, 1931 German Chancellor Heinrich Brüning travels to Paris to seek a loan, but the French propose impossible conditions, including placing the German economy under foreign control; Britain refuses to loan Germany money that would be sent immediately to Paris. (Morris)
- July 20, 1931 Eastbound *Commercial Express* combined with *The Pennsylvania Limited* east of Pittsburgh. (A-sheet)
- July 20, 1931 ICC approves revised rates for 5-ton containers and PRR doubles scope of service, extending it to Akron, Chicago, Columbus, Detroit, East St. Louis, Louisville, Grand Rapids, and Toledo; places an additional 3,000 containers in service. (PaNews, Mutual, NYT)
- July 20, 1931 Transcontinental & Western Air, Inc., begins a new mail plane run (no passengers) between St. Louis and New York; the first plane departs St. Louis in heavy rain. (PaNews)

July 20, 1931 B&O air conditions No. 6 the *Capitol Limited* and No. 523 between New York and Washington. (RyAge)

July 21, 1931 PRR dedicates the new produce terminal at Mount Vernon Yard, Baltimore; opens for business on July 27. (PaNews)

July 21, 1931 Sheriff Thomas W. Cunningham and Register of Wills William F. Campbell break with the Vane Machine in Philadelphia. (NYT)

July 21, 1931 American Locomotive Company (ALCO) completes its first production model of a 300 HP diesel switcher with a switcher car body with a raised cab; later sold as Lehigh Valley Railroad No. 102. (Kirkland)

July 22, 1931 Wheat prices collapse on news of a bumper crop in Kansas. (NYT)

July 23, 1931 PRR signs a revised agreement with the Erie Railroad covering the interlocking tower at the crossing at Leetonia. (MB)

July 23, 1931 Report of Railroad Committee of Providence Chamber of Commerce made public; opposes merger of New Haven and Boston & Maine and urges allocation of New Haven to PRR and B&M to Van Sweringens. (NYT)

July 24, 1931 A meeting of PRR officers recommends dropping the demand for trackage rights along the south shore of Lake Erie, as it is better to take this up in the future after the consolidation plan is approved rather than run the risk of arbitration; Elisha Lee informs Pres. W. W. Atterbury, who is vacationing in Alaska, of the decision. (Wheeler)

July 26, 1931 Reading inaugurates revenue electrified suburban service from Reading Terminal to West Trenton, Hatboro, and Lansdale/Doylestown; first train departs Reading Terminal for West Trenton at 6:40 AM; uses a fleet of 70 MU cars that will survive into the 1980s and be used on former PRR lines by SEPTA; nearly doubles suburban service and increases speed by 10-25%. (AR, RdgMag)

July 27, 1931 Charles A. Lindbergh and Anne Morrow Lindbergh leave Long Island on an around-the-world goodwill flight, although the trip is aborted when their plane is damaged while doing flood reconnaissance on the Yangtze in China in Oct. (Berg)

July 28, 1931 Maryland & Delaware Coast Railway enters receivership. (ICC, C&C)

July 28, 1931 United States Steel Corporation cuts annual dividend from 7% to 4%. (NYT)

- July 29, 1931 PRR announces a revision to the plan for Newark, N.J., station; length of head house to be extended from 190 feet to 294 feet to provide for a separate concourse and entrance for the Hudson & Manhattan Railroad. (NYT)
- July 29, 1931 Pennsylvania Dock & Warehouse Company enters receivership. (NYT)
- July 29, 1931 Break in stock prices. (NYT)
- July 1931 First two Class P5 2-C-2 electric locomotive built at Juniata; intended as replacement for Class O1; later production units were Class P5a.
- July 30, 1931 In a memo, VP Martin W. Clement urges limiting the use of Penn Station to existing Lehigh Valley Railroad trains and not allowing access by the Chesapeake & Ohio-Nickel Plate after a consolidation; the LV is now part of a New York-Chicago route with the Grand Trunk Railway, and the PRR wants to develop a New York-Chicago route using the Grand Trunk, Buffalo-Detroit, and Wabash, Detroit-Fort Wayne. (Wheeler)
- July 31, 1931 PRR opens track elevation at Stewart Avenue, Chicago, including straightening the Chicago River and elevating the St. Charles Air Line and Baltimore & Ohio Chicago Terminal Railroad over the PRR and CB&Q. (RyAge)
- Aug. 1, 1931 Akron Division abolished; Warsaw Jct.-Trinway ceded to Panhandle Division and rest to Cleveland Division; Yellow Creek-Steubenville and Rochester-Bayard ceded from Cleveland Division to Eastern Division; Akron Division Superintendent Guy Scott named Assistant to the General Superintendent of the Lake General Division. (MB)
- Aug. 1, 1931 Future VP in Charge of Traffic Fred Carpi (1900-1967) named Traffic Engineer. (MB)
- Aug. 1, 1931 Transcontinental & Western Air, Inc., inaugurates two planes each way between New York and Pittsburgh because of lack of space for local passengers on the Chicago and transcontinental planes. (Mutual)
- Aug. 1, 1931 Wabash Railway reveals it has increased its holdings of Lehigh Valley Railroad by 27,600 shares for 21% of total; gives PRR 52% of LV. (NYT)
- Aug. 2, 1931 PRR establishes shuttle trains between Broad Street Station and 30th Street and West Philadelphia stations as downtown connections for New York-Washington trains. (Mutual)

- Aug. 2, 1931 Last run of New Haven's summer-weekend only *Harpooner* from New Bedford and Newport to Grand Central; discontinued early because of the deepening Depression. (Guide)
- Aug. 3, 1931 American Locomotive Company 600 HP diesel switcher demonstrator No. 600 placed in service at Bell Dock Yard in New Haven; later purchased by the New Haven as No. 0900. (Kirkland)
- Aug. 4, 1931 In a memo to Elisha Lee, VP Martin W. Clement advises if the PRR drops demands for trackage rights between Brocton and Ashtabula to expedite the consolidation plan, it should be with an understanding with the Van Sweringens that the PRR will get Buffalo-Ashtabula rights from the Nickel Plate on a use basis later. (Wheeler)
- Aug. 1931 Customs officials in Ketchikan, Alaska, seize and destroy a small amount of rye whiskey and champagne from Pres. Atterbury's yacht *Arminia*. (NYT)
- Aug. 5, 1931 Transcontinental & Western Air, Inc., establishes overnight air freight service between Newark Airport and Kansas City. (A-sheet)
- Aug. 5, 1931 United States Steel Corporation announces salary cuts of 10-15%; steel output is at 30% of capacity. (NYT)
- Aug. 6, 1931 PRR announces that it has started building underground conduits for Wilmington to Washington electrification. (NYT)
- Aug. 7, 1931 Grand Rapids Division employees hold their annual picnic at the Howard City demonstration farm. (PaNews)
- Aug. 9, 1931 Boston-St. Louis and Boston-Cincinnati sleepers make last runs. (A-sheet)
- Aug. 10, 1931 Cotton falls below \$7 a bale on news of a bumper crop. (NYT)
- Aug. 11, 1931 NJ PUC orders construction of passageway from Hudson & Manhattan Railroad's Journal Square station to west side of Hudson County Boulevard to obviate need for crossing the street at grade. (NYT)
- Aug. 12, 1931 Thomas J. Ross of Ivy L. Lee's office is sent to Boston to meet with Frederic C. Dumaine, ___ Richards and John L. Hall and brief them on George D. Ogden's being posted to Boston. (Wheeler)
- Aug. 13, 1931 Suburban Transit Engineering Board presents a draft final report; calls for a double loop between Long Island and New Jersey, new tunnels under the Hudson and East Rivers at 57th Street and the Battery, and a

new north-south line between them in Manhattan which included extending the existing Hudson & Manhattan Railroad to 57th Street; the report is not accepted because of the Depression, and the railroads soon withdraw their support for the Board. (Bard)

- Aug. 15, 1931 Boston-New Orleans sleeper makes last run on No. 175-39 and No. 34-108. (A-sheet)
- Aug. 15, 1931 Ohio Savings Bank & Trust Company, a PRR depository bank, fails. (MB)
- Aug. 1931 Architects model of the new Newark, N.J., station exhibited. (PaNews)
- Aug. 1931 Pennsylvania Company pays off the defaulted loans of the Federated Fruit & Vegetable Growers Association, Inc. to avoid paying interest on them; total net loss to the Pennsylvania Company is \$1.12 million; Federated goes out of business with no assets. (Wheeler - see 9/23)
- Aug. 1931 There is a "Pennsylvania Railroad Boosters' Club" for "colored" employees of the Chicago Terminal Division for mutual help and socializing; *Pennsylvania News* photos imply at least limited acceptance of African American athletes on PRR teams on the Western Region, even as "blackface" minstrel shows remain popular entertainments and fund-raisers. (PaNews)
- Aug. 17, 1931 Four of the nine banks in Toledo fail with total deposits of over \$80 million; includes the Ohio Savings Bank & Trust Company, a PRR depository. (Wicker, MB)
- Aug. 17, 1931 PRR appoints George D. Ogden (1868-1936), Assistant VP in Charge of Traffic at New York, to new post of VP-New England, ostensibly to improve traffic but also to mollify New Englanders incensed by PRR/Pennroad interest in New Haven and B&M. (MB, Wheeler)
- Aug. 18, 1931 Erie Railroad moves its executive offices from New York to Cleveland after almost a century, following control by the Van Sweringens. (NYT, RyAge)
- Aug. 18, 1931 A committee of experts chaired by Walter Layton of the *London Economist* meeting at Basel issues a report urging the suspension of German war reparations to avoid the collapse of the German economy spreading across Europe. (Morris)
- Aug. 19, 1931 Major break in the bond market. (NYT)
- Aug. 20, 1931 James William Orr (1866-1931), former Comptroller of Lines West,

- dies at Pittsburgh. (PaNews)
- Aug. 21, 1931 Cresson & Indiana RPO discontinued. (Kay)
- Aug. 21, 1931 Sandusky coal pier dumps 1,154 cars, just missing the record set in 1929. (PaNews)
- Aug. 23, 1931 *New York Times* reports that Nickel Plate is willing to concede trackage rights to PRR along Lake Erie, but NYC is unwilling to let PRR have a through route through Buffalo. (NYT)
- Aug. 24, 1931 British Labour government falls as trade unions demand devaluation of the pound; Prime Minister Ramsay MacDonald (1866-1937) forms a new National (coalition) government headed by himself. (NYT, Kindleberger)
- Aug. 25, 1931 Pres. W. W. Atterbury finally sends a reply to VP Elisha Lee accepting the terms for a final settlement; the first letter did not reach him, and a second was sent on Aug. 14. (Wheeler)
- Aug. 1931 Second banking crisis ends. (Wicker)
- Aug. 30, 1931 PRR pays 1.5% quarterly dividend. (NYT)
- Aug. 31, 1931 PRR discontinues passenger service between Ebensburg Jct. and Black Lick, Pa. (eff. date - Mon.) (A-sheet)
- Aug. 31, 1931 Work begins on the Chicago Post Office to be built over the tracks south of Union Station. (PaNews)
- Aug. 31, 1931 Pennsylvania Greyhound Lines, Inc., acquires 11.15% interest in Greyhound Motors & Supply Company. (Compt)
- Sep. 1, 1931 PRR assigns gas-electric car to No. 418-443 between Mansfield and Toledo. (CMP)
- Sep. 1, 1931 Norristown and Reading Branches of PRR YMCA abolished and consolidated into the Pottsville Branch. (PaNews)
- Sep. 1, 1931 PRR agrees with Lehigh Valley Railroad for joint facilities at Wilkes-Barre. (MB)
- Sep. 1, 1931 Emporium station renamed Emporium (Broad Street) and Emporium Jct. renamed Emporium. (MB)
- Sep. 1, 1931 PRR leases its demonstration farm near Howard City, Mich., to a

private farmer and gives up its operation; it had been established by the GR&I to instruct potential buyers how to farm on the sandy soil; it has developed what has become known as the “Keystone Rotation.” (PaNews)

- Sep. 1, 1931 Florida East Coast Railway enters receivership; caused by large sums spent on improvements and collapse of resort traffic and the Florida real estate boom. (Bramson)
- Sep. 2, 1931 PRR agrees with the Consolidated Gas, Electric Light & Power Company of Baltimore, the Pennsylvania Water & Power Company, and the Safe Harbor Water Power Company for electricity from their Susquehanna River hydroelectric dams for the PRR electrification between Perryville and Washington. (MB)
- Sep. 2, 1931 Atlantic City & Shore Railroad (Shore Fast Line) trestle over Atlantic City Railroad in the Absecon Meadows burns. (Butler)
- Sep. 1931 Westinghouse Electric & Manufacturing Company adopts assembly line techniques to build motors of 90 Class P5a electric locomotives for PRR. (NYT)
- Sep. 1931 Despite the Depression, PRR carries tens of thousands of passengers on low-rate excursions to New York for Labor Day weekend from points as far away as Columbus, Detroit, Cleveland, Hagerstown and Charleston, S.C. (NYT)
- Sep. 5, 1931 Pres. Atterbury's yacht *Arminia* puts in at San Francisco with a broken crankshaft; the Atterburys had disembarked in British Columbia and returned east by train. (NYT)
- Sep. 6, 1931 On the Sunday of the Labor Day weekend, the PRR runs 9 specials carrying 8,000 vacationers from New York to Atlantic Cty. (NYT)
- Sep. 7, 1931 *Atlantic City Limited*, the PRR's all first class weekend train between New York and Atlantic City makes last (northbound) run, running as a Labor Day weekend extra. (tt)
- Sep. 8, 1931 Summer weekend-only Washington-Montauk parlor cars make last run; last run of Montauk-New York *Montauk Special*. (tt, Guide)
- Sep. 8, 1931 Last run of summer-only passenger service between Harrisburg and Lebanon; last passenger service between Conewago and Lebanon. (tt)
- Sep. 8, 1931 Pres. Hoover proposes the creation of a private corporation by the larger banks to extend credit to smaller banks in danger of failure.

(Burg)

- Sep. 9, 1931 VP George LeBoutillier outlines LIRR plan to restore passenger service and electrify the old Central Railroad line from Hempstead Crossing to Babylon and eliminate stub branch into Hempstead. (NYT)
- Sep. 9, 1931 PRR Board authorizes a branch from Josephine on the Black Lick Branch to Heshbon, Pa.; 53 portable cooling devices for pre-cooling passenger cars; cab signals between "HAROLD" and Manhattan Transfer; a connection from the Minersville Branch to the Reading connection to the Oak Hill Colliery; eliminating the grade crossing at Stelton, N.J.; \$125,000 for a new station at Trenton, N.J. (MB)
- Sep. 9, 1931 PRR Board approves the disposition of the Lorain, Ashland & Southern Railroad; the PRR is to get the section between Lorain and Nova, and the Erie Railroad is to get the Ashland terminal; the rest of the road is to be abandoned. (MB)
- Sep. 9, 1931 PRR Board authorizes the abandonment of the old engine house and square shop at Lock Haven, Pa. (MB)
- Sep. 9, 1931 PRR and Erie Railroad abandon the interlocking tower at their crossing at Brockway, Pa., and installing color light approach signals. (MB)
- Sep. 9, 1931 NYC cuts dividend from \$1.50 to \$1.00, or from 6% to 4% on an annual basis; Myron C. Taylor of United States Steel Corporation is named to the Executive Committee, replacing George F. Baker, deceased. (NYT)
- Sep. 9, 1931 James E. Taussig (1865-1949) resigns as Pres. of Wabash Railway and Ann Arbor Railroad; post of Pres. combined with that of Chairman William H. Williams. (NYT)
- Sep. 10, 1931 Demonstrations against unemployment held in major British cities; Britain had not shared in the prosperity of the late 1920s, and thus had a shorter distance to fall.
- Sep. 10, 1931 Chicago, Rock Island & Pacific Railway passes dividends on its common stock. (NYT)
- Sep. 11, 1931 Former Coal Traffic Manager Walter Thayer (1875-1931) dies at Bryn Mawr Hospital after suffering a heart attack on the Merion Golf Course in Ardmore. (RyAge)
- Sep. 14, 1931 At the Pennroad Corporation Executive Committee meeting, W. W. Atterbury rejects a merger of freight forwarding companies, including

the PRR-allied National Freight Company, under T.A. Bradley of the Acme Forwarding Company and says he will attempt to work out a merger himself. (Wheeler)

- Sep. 14, 1931 Ivy Lee returns to the U.S. from Europe on the *Olympic*; notes he will share with Pres. Atterbury a confidential copy of a report made by the British economist John Maynard Keynes (1883-1946) on his recent trip to the U.S. (IvyLeePapers)
- Sep. 15, 1931 Pennsylvania Greyhound Lines inaugurates through bus service between Scranton, Wilkes-Barre and Pittsburgh. (PaNews)
- Sep. 15, 1931 Pennroad Corporation pays last quarterly dividend of 20 cents a share. (NYT)
- Sep. 15, 1931 ICC begins hearings on *Ex Parte 104* on general railroad practices at Boston. (RyAge)
- Sep. 15, 1931 Sailors of the Royal Navy at Invergordon, Scotland, strike over pay cuts, prompting fears of mutiny.
- Sep. 1931 Class O1 and P5 electric locomotives being tested in passenger service hauling corridor trains with dead steam locomotives between Trenton and Wilmington. (PaNews - verify CMP?)
- Sep. 1931 PRR allows employees who have subscribed for company stock at par (50) to withdraw their installments at 5% interest; stock is now selling at 33. (NYT)
- Sep. 1931 Tracks of the CB&Q, B&O and Chicago & North Western Railway elevated at 15th Place & Stewart Avenue, leaving the PRR and Chicago & Alton Rail__ at grade. (PaNews)
- Sep. 1931 Because of the stock market decline, the value of the collateral posted by Alleghany Corporation falls below 150% and control of Alleghany passes from the Van Sweringens to the Guaranty Trust Company. (Wheeler)
- Sep. 1931 Ludington Lines announce two new non-stop round trips between Newark and Washington, running in 68 minutes. (RyAge)
- Sep. 17, 1931 Pres. W. W. Atterbury meets with NYC Pres. Patrick Crowley on a final settlement of the consolidation dispute; Atterbury is willing to drop the demand for trackage rights along the south shore of Lake Erie, but Crowley is no longer willing to drop access to Bethlehem Steel; Crowley is under pressure from both J.P. Morgan & Co. and Pres.

- Hoover. (Wheeler)
- Sep. 17, 1931 Speaking to the Association of Shop Craft Employes of the PRR, Eastern Division, Pres. Atterbury calls for labor-management cooperation to stabilize industry through cartelization along lines just suggested by General Electric Pres. Gerard Swope (1872-1957) for the electrical industry; calls for modifying antitrust laws, lowering tariffs and eliminating the capital gains tax. (NYT)
- Sep. 17, 1931 New York-Williamson, W.Va. sleeper cut back to Bluefield. (A-sheet)
- Sep. 18, 1931 PRR withdraws *Bucyrus* from Baltimore-Love Point container service.
- Sep. 18, 1931 On the pretext that the Chinese have damaged the Japanese-owned South Manchurian Railway, Japan invades Manchuria in a move to grab territory and industrial resources from a China torn by growing civil war between Nationalist and Communist parties; leads to growing tensions between Japan and U.S. in the Pacific. (Burg, EAH)
- Sep. 20, 1931 Last run of *New York-Bar Harbor Express* from Bar Harbor to Grand Central; beginning with 1932 season, a single *Bar Harbor Express* operates from Penn Station. (Guide)
- Sep. 21, 1931 PRR Board approves removal of pivot pier and fenders for unfinished Pennsylvania & Newark bridge across Delaware River south of Trenton. (MB)
- Sep. 21, 1931 Great Britain abandons the gold standard after Bank of England's reserves are depleted by withdrawals; pound falls from \$4.86 to \$3.25 by the end of the year; all major European exchanges except the Paris Bourse close temporarily; pressure then switches to the dollar, and the Federal Reserve Bank of New York loses 10% of its reserves over the next few months; as the Europeans drain \$180 million in gold from the U.S., domestic depositors also rush to convert their accounts to gold; in the next month, 522 American banks fail, with a total of 2,294 by the end of the year, an all-time record. (NYT, Kindleberger, Wyckoff, Cleveland/Huertas, Cannadine)
- Sep. 21, 1931 PRR falls to 30c on Philadelphia Stock Exchange; lowest since 1878; then rallies to 36 and closes over 33. (NYT)
- Sep. 21, 1931 The PRR-allied National Freight Company, the Wabash's Commerce Freight Company, and the Van Sweringens' Standard Carloading Corporation sign a memo of agreement to merge as the National Carloading Corporation; the basis of the merger is National Freight Company 51%, Commerce Freight Company 14% and Standard

Carloading 35%; however, the Erie Railroad still deals with independent forwarders and continues the rate war. (Wheeler - check inc. date - not true merger and unclear if Vans in)

- Sep. 21, 1931 Bank of Pittsburgh with 17,000 depositors and \$47 million in deposits, closes; Treasury Secretary Andrew W. Mellon demands a majority of the stock as the price of a \$1 million bailout fund, an act that destroys the Mellons' reputation in Pittsburgh; two smaller banks associated with it also suspend; by end of week 10 Pittsburgh area banks have closed with \$63 million in deposits; series of local banking panics begin centered in Pittsburgh, Philadelphia and Chicago. (Wicker, Cannadine)
- Sep. 22, 1931 Bank of France converts \$50 million to gold and continues withdrawing gold from U.S., increasing deflation; between Sep. 25 and Oct. 9, the Bank of France increases its gold reserves by \$1.19 billion; other European banks also withdraw gold; over next six weeks, U.S. gold stock falls by \$722 million, worst loss in history, and another \$417 million is lost through domestic hoarding. (Kindleberger, Wicker)
- Sep. 1931 Nationwide bank panic begins as depositors fear U.S. will go off the gold standard and rush to withdraw deposits; 305 banks close in Sep. 1931 and 522 in Oct. 1931; Dow Jones industrial average falls 30.9% over month of Sep. 1931, worst decline in history. (Wicker)
- Sep. 23, 1931 PRR Board authorizes removing the pivot pier and fender piers of the never-finished Pennsylvania & Newark Railroad bridge over the Delaware River below Trenton. (MB)
- Sep. 23, 1931 A. J. County reports to the Pennsylvania Company Board that they must make good on the guarantee of loans to the Fruit & Vegetable Growers, Inc., which has defaulted; the Girard Trust Company has proved unable to protect its \$600,000 and the Irving Trust Company its \$400,000. (MB)
- Sep. 23, 1931 United States Steel Corporation cuts wages by a further 10%. (NYT)
- Sep. 23, 1931 Stocks advance on news of wage cuts by several large companies; PRR up 4 points. (NYT)
- Sep. 24, 1931 St. Louis Connecting Railroad dissolved. (MB, C&C)
- Sep. 25, 1931 *City of Hamburg* enters service for Baltimore Mail Steamship Company. (Vexler)
- Sep. 26, 1931 PRR discontinues electric passenger service between Camden and

Atlantic City because of decreased traffic and removes electrification between Newfield and Pleasantville. (PRSL, tt - probably also discontinues Pleasantville-Ocean City electric shuttle, which is operating as late as Nov. 9, 1930)

- Sep. 26, 1931 NYC offers to cancel employee stock subscriptions and return the amounts paid with 4% interest; stock was offered at 130 but has fallen to 62½; is the first such buy-back offer by a railroad; PRR stock offered to employees at par 50 is now selling for 33. (NYT, RyAge)
- Sep. 27, 1931 "MANTUA" Tower closes at 12:01 AM and functions assumed by "ZOO" Tower, giving "ZOO" control of the entire junction complex. (PaNews)
- Sep. 27, 1931 Running time of *Liberty Limited* cut to 18:00; establish a new New York-St. Louis sleeping car on the *Golden Arrow* and *Pan Handle Express*; also a no-extra-fare sleeping car between New York and St. Louis on the "*Spirit of St. Louis*" and *Pan Handle Express*; new record time of 2:30 established between Indianapolis and Louisville. (AR, PaNews)
- Sep. 27, 1931 *Congressional Limited* renamed *The Congressional*; coaches added and extra fare dropped and running time cut from 4:25 to 4:15; coaches added to *The Senator* and extra fare dropped; *The President*, a morning train, and *The Representative*, a midday train, added to New York-Washington run on 4:35 schedule with appointments similar to the *Congressional*; *The Statesman* inaugurated between Washington and Pittsburgh as a revival of the former *Potomac*; *State of Maine Express* dropped as separate PRR train. (A-sheet, PaNews, NYT)
- Sep. 27, 1931 *The Sea Gull* makes last run as separate all-first class train between Atlantic City and Pittsburgh; hereafter Atlantic City sleepers are handled on the *Philadelphia Night Express* and the *Pittsburgh Night Express*. (tt, A-sheet)
- Sep. 28, 1931 Gas-electric car begins operating in lieu of electric service between Newfield and Atlantic City on West Jersey & Seashore Railroad. (Butler)
- Sep. 28, 1931 Pres. Hoover telegrams each of the four Trunk Line presidents on resuming Four-Party talks and urging a settlement of the consolidation disputes. (Wheeler)
- Sep. 28, 1931 Norway and Sweden go off the gold standard. (NYT)
- Sep. 1931 Six banks in northeast Philadelphia close; people begin withdrawing

- money from bank deposits and putting it in safe deposit boxes.
(Wicker)
- Sep. 29, 1931 Four-Party conference convenes; PRR and NYC withdraw their demands and an agreement is reached in half an hour. (Wheeler)
- Sep. 29, 1931 PRR announces that it has contracted with the New York Steam Corporation for steam for Penn Station and the Hotel Pennsylvania and will abandon steam generation at the Penn Station Service Building. (NYT, RyAge)
- Sep. 29, 1931 H. H. Lee of Pennroad Corporation and William H. Williams of the Wabash Railway agree for Pennroad to advance \$50,000 to the Commerce Freight Company prior to the merger; the Wabash Railway is failing and unable to advance funds to the Commerce Freight Company to meet payrolls. (Wheeler)
- Sep. 29, 1931 PRR agrees with the Lehigh Valley Railroad for the joint use of facilities at Mount Carmel, Pa. (MB)
- Sep. 30, 1931 Last street-level operations abandoned at Dayton Union Station. (RyAge, pennsywest)
- Sep. 30, 1931 Because of collapsing stock prices, only AT&T and General Motors remain billion-dollar corporations as measured by market value; PRR is now no. 11 at \$422,837,000, behind Du Pont, United States Steel, and Woolworth's. (NYT)
- Sep. 30, 1931 ICC authorizes the abandonment of the Pittsburgh & West Virginia Railway's Pittsburgh station and connecting bridge over the Monongahela River, built at such cost by George J. Gould in the early years of the century. (ICC)
- Sep. 30, 1931 Lehigh Coal & Navigation Company deeds the portion of the Delaware Division Canal between Raubsville and Yardley to the state, retaining the rights of taking water under existing contracts; at the same time, the LC&N cancels the 1866 lease of the Delaware Division Canal Company in return for paying a 4% dividend on the amount of the company's stock still in the hands of the general public; coal shipments are hereafter confined to the Lehigh Canal, although the Delaware Division Canal remains watered; thus ends the last of the Pennsylvania state canals after a century of existence. (LC&N AR)
- Oct. 1, 1931 Heads of four Trunk Lines meet in Pres. Atterbury's office in Penn Station and sign agreement for a four-system East; apply to ICC to modify its consolidation plan to call for four systems instead of five;

the application is to be delayed until after arguments in the Rate Case. (Wheeler, NYT, NYC AR)

- Oct. 1, 1931 Three special trains arrive in St. Louis with the Philadelphia Athletics and press for the first game of the World Series against the St. Louis Cardinals. (PaNews)
- Oct. 1, 1931 Former General Manager J.B. Hutchinson retires as Pres. of Mutual Fire, Marine & Inland Insurance Company of Philadelphia. (PaNews)
- Oct. 1, 1931 NYC cuts all salaries over \$500 per month by 10-20%. (NYT)
- Oct. 1, 1931 New 42-storey Waldorf-Astoria Hotel opens on Park Avenue between 49th & 50th Streets on NYC air rights formerly occupied by the railroad YMCA, an NYC power house and the Adams Express Company building; it is partly over Track 61 in the Grand Central Terminal yards, and there is an elevator from this platform to an exit door on the 49th Street side of the hotel; press accounts that the elevator communicates directly with the hotel are erroneous; the siding is first used by the ailing Gen. John J. Pershing in 1938; stories that the elevator was used by Pres. Roosevelt are apocryphal; it is later used occasionally by Gen. MacArthur when he lives at the hotel and for charity events. (Trager, Brennan/AbndStas)
- Oct. 2, 1931 Three specials, one of 9 cars for the St. Louis Cardinals, one of 11 cars for the press, and one of 9 cars for fans, leave St. Louis for Philadelphia. (PaNews - verify later moves from NYT?)
- Oct. 2, 1931 Recovery in stocks, especially rails on word of agreement on consolidation. (NYT)
- Oct. 3, 1931 Trunk Lines file their four-system consolidation plan with the ICC; PRR would keep the Norfolk & Western Railway, Wabash Railway, Detroit, Toledo & Ironton Railroad, Ann Arbor Railroad, the Toledo, Peoria & Western Railroad, a half-interest in the Virginian Railway and a quarter-interest each in the Lehigh & New England Railroad, Delaware & Hudson Railroad and the eastern part of the Pittsburgh & West Virginia Railway; the Chesapeake & Ohio Railway would get the Lehigh Valley Railroad and access to Penn Station; B&O would get CNJ-Reading; NYC would get DL&W; the plan has a "side agreement" that is not filed with the ICC: NYC is to have all the D&H north of Troy; the Van Sweringens cannot run any more trains into Penn Station than the LV does now, and the running time to Cleveland must be equal to the PRR's and the time to Chicago one hour longer; if the ICC imposes any changes, the whole scheme is to be void. (Wheeler, NYT, RyAge)

- Oct. 3, 1931 Grampian & Tyrone RPO extended to Grampian & Altoona RPO. (Kay)
- Oct. 3, 1931 Three small banks in Philadelphia close, beginning a new round of failures and bank runs. (Wainwright)
- Oct. 4, 1931 Pres. Hoover summons 30 financial leaders to a meeting at the apartment of Treasury Secy. Andrew W. Mellon to discuss the deepening Depression; Hoover and Eugene Meyer, head of the Federal Reserve Board, believe that business will resume if they can get credit; they propose to transfer reserves from strong to weak banks; Hoover proposes the creation of a National Credit Corporation to be owned by the commercial banks and which would make loans to banks secured by whatever assets they might have; bankers see fear as the overriding problem and think the absence of a government presence in the new corporation will not allay fear. (Wyckoff, Cleveland/Huertas)
- Oct. 5, 1931 Connecting Terminal Railroad at Buffalo merged into WNY&P. (MB, C&C)
- Oct. 5, 1931 Grain and cotton prices bottom out and begin a recovery. (NYT)
- Oct. 6, 1931 PRR announces it has closed a contract with Consolidated Gas, Electric Light & Power Company of Baltimore to supply power for the Washington electrification from the Safe Harbor Dam for 20 years starting in 1933. (NYT, RyAge)
- Oct. 6, 1931 Stocks rise violently in anticipation of actions by Pres. Hoover to aid troubled banks. (NYT)
- Oct. 6, 1931 Philadelphia's Franklin Trust Company, which had been spared in Dec. 1930, closes after a severe run; the Central Trust & Savings Bank also fails. (Wainwright)
- Oct. 7, 1931 Pres. Hoover announces new plan to create a \$500 million voluntary credit pool to aid troubled banks with sound assets; Hoover has come to believe that Federal Reserve system cannot stabilize banking on its own. (NYT, Wicker)
- Oct. 7, 1931 Four more Philadelphia banks fail; a total of 21 Philadelphia banks fail during Oct. 1931. (Wainwright)
- Oct. 7, 1931 Philadelphia civic leaders urge public to stop hoarding cash. (Wicker)
- Oct. 7, 1931 NY&LB Board authorizes a new platform at Bay Head Jct. (MB/AFE)

- Oct. 7, 1931 Four specials carrying the St. Louis Cardinals, Philadelphia Athletics and press leave Philadelphia for the overnight run to St. Louis and the last game of the World Series; St. Louis wins in the 7th game. (PaNews, NYT)
- Oct. 9, 1931 Federal Reserve Bank of New York increases discount rate from 1.5% to 2.5%. (NYT, Wicker)
- Oct. 9, 1931 Further upswing in rails on news of government plan to aid railroads. (NYT)
- Oct. 9, 1931 Lock Haven & Tyrone RPO cut back to Lock Haven & Altoona RPO. (Kay)
- Oct. 10, 1931 Because of Depression losses, NYC abolishes all 8 General Districts and the posts of 8 General Superintendents; merges the Ottawa and Adirondack Divisions into the Mohawk Division; splits the Lansing Division between the Middle Division of the Michigan Central and the Toledo Division; Illinois Division merged into the Western Division, except for the Danville Branch, merged into the Cairo Division; Michigan Division of the Big Four divided between the Cleveland and Chicago Divisions. (NYT)
- Oct. 10, 1931 The bank building of the First National Bank of the City of New York at 2 Wall Street is declared unsafe for occupancy, as it is being undermined by excavations for the Bankers Trust Building next door; this comes only months after the death of Chairman George F. Baker, who kept it in its original 1880 condition; a modern building by Walker & Gillette opens in April 1933. (Logan)
- Oct. 1931 Maryland & Delaware Coast Railway discontinues passenger service between West Denton, Md., and Lewes, Del. (ICC, Hayman)
- Oct. 12, 1931 Pres. Willard hosts dinner for Pres. Atterbury, Bernet and Crowley and heads of Brotherhoods at Biltmore Hotel in New York; proposes his idea that labor request a 10% wage cut rather than have railroads try to force a larger one. (Stover)
- Oct. 13, 1931 PRR Chief of Freight Transportation J.R. Downes and Assistant General Solicitor Gurnsey Orcott testify in the *Ex Parte 104* investigation of railroad operating practices. (RyAge)
- Oct. 13, 1931 First Lady Lou Henry Hoover travels over the PRR from Washington to Buffalo to attend the 17th annual convention of the Girl Scouts of America. (PaNews)

- Oct. 13, 1931 National Credit Corporation organized to carry out Pres. Hoover's program of aiding banks. (Wicker)
- Oct. 14, 1931 PRR Board approves retirement of Ohio River & Western between Bellaire and Woodsfield and between Powhatan and Senecaville and the sale of the portion between Bellaire and Key to PCC&StL; approves retiring old "WC" Tower at Woodbridge Jct., N.J. (MB)
- Oct. 14, 1931 Pennroad Corporation Board approves the exchange of its National Freight Company stock for National Carloading Corporation stock; the end result is a loss of \$2.5 million. (Wheeler)
- Oct. 14, 1931 Seven large Philadelphia banks agree to prop up the Integrity Trust Company with \$61 million in deposits. (Wicker)
- Oct. 14, 1931 William H. Williams (1874-1931), Pres. & Chairman of Wabash Railway and Pres. of Ann Arbor Railroad, dies of a heart attack in St. Louis. (NYT, Wheeler)
- Oct. 15, 1931 Three largest banks in Youngstown fail. (Wicker)
- Oct. 15, 1931 Association of Railway Executives holds a meeting with the National Industrial Traffic League at the Biltmore Hotel in New York. (NYT)
- Oct. 15, 1931 New York bank rate raised from 2½% to 3½%. (NYT)
- Oct. 1931 25% more hoboes are being pulled off PRR trains in 1931 than in 1930. (RyAge)
- Oct. 16, 1931 In *Ex Parte* 103, ICC denies railroads' request for 15% rate increase but grants temporary increase of 3.5% from Jan. 4, 1932 to Mar. 31, 1933; cash from increase is to be allotted by strong roads to aid those that cannot meet fixed charges; orders railroads to prepare a plan of distribution; done by incorporating the Railroad Credit Corporation in Delaware. (NYC AR, Rdg AR, NYT)
- Oct. 16, 1931 PRR abolishes the office of Manager of Mail & Express Traffic in the Operating & Traffic Departments. (MB)
- Oct. 16, 1931 General Manager-Western Region W. C. Higginbottom promoted to General Manager-Eastern Region; John C. Rill to General Manager-Western Region, replacing Higginbottom; P. L. Grove to Assistant to the General Manager-Central Region, replacing J. B. Fisher, granted leave; J. A. Appleton to General Superintendent of the Lake General Division; Raymond Swenk to General Superintendent of the

Northwestern Division; F. L. Dobson to Superintendent of the Philadelphia Terminal Division; I. B. Sinclair to Superintendent of the Pittsburgh Division; J. B. Phelen to Superintendent of the Middle Division; Felix R. Gerard to Superintendent of the Philadelphia Division; C. F. Lingenfelter to Superintendent of the Columbus Division, replacing J. F. Henry; F. W. Stoops to Superintendent of the Toledo Division. (MB, PaNews)

- Oct. 16, 1931 N.J. PUC holds a conference on consolidating the Atlantic City Railroad and West Jersey & Seashore Railroad facilities at Atlantic City. (MB)
- Oct. 16, 1931 Federal Reserve Bank of New York raises discount rate to 3.5%. (Wicker)
- Oct. 17, 1931 Lehigh Coal & Navigation Company deeds Delaware Division Canal between Yardley and Raubsville, last survivor of the 19th century state canal system, to the Commonwealth of Pennsylvania; last boat passes north along the canal. (BucksCoHS:6)
- Oct. 1931 Last of three old rail bridges over Schuylkill River between Broad Street and West Philadelphia razed. (PaNews)
- Oct. 1931 New dial exchange installed at Penn Station serving station, Sunnyside Yard, and other uptown facilities, replacing three manual switchboards. (PaNews)
- Oct. 18, 1931 West Jersey & Seashore Railroad removes one track of the former electric line between Newfield and Pleasantville. (C&C)
- Oct. 19, 1931 Youngstown & Suburban Railway applies to the ICC to operate over 1,360 feet of the PRR's Canfield Branch to connect with the Lake Erie & Eastern Railroad; line would be electrified. (Cole)
- Oct. 20, 1931 ICC decision in *Ex Parte 103* published. (NYT)
- Oct. 21, 1931 Rail stocks fall in response to ICC's refusal of rate increase; PRR down 3¼. (NYT)
- Oct. 22, 1931 PRR agrees with the Washington, Baltimore & Annapolis Electric Railroad for the use of its Fort Meade Branch. (MB)
- Oct. 22, 1931 Association of Railway Executives begins two-day meeting in Atlantic City after the ICC turns down the request for a 15% rate increase; offered only 3% with solvent roads giving their share of the increase to weak roads; John J. Pelley of the New Haven, who had represented

Eastern Railroads in the case, persuades railroads not to turn down increase as will work against their case when they have to cut wages. (NYT)

- Oct. 22, 1931 Association of Railway Executives appoints a committee, including W. W. Atterbury, J. J. Bernet and Daniel Willard to suggest modifications to the ICC's plan of pooling revenues. (NYT)
- Oct. 22, 1931 French Premier Pierre Laval travels via PRR from New York to Washington to meet with Pres. Hoover. (PaNews)
- Oct. 22, 1931 National Freight Company, Commerce Freight Company and Standard Carloading Corporation (?) sign a final agreement to consolidate as the National Carloading Corporation, effective Nov. 7. (Wheeler)
- Oct. 22, 1931 National Carloading Corporation incorporated in Delaware as a subsidiary of Pennroad Corporation for the purpose of consolidating the Pennroad, Van Sweringen and Wabash freight forwarding companies. (Moodys)
- Oct. 22, 1931 Largest bank in Canton, Ohio, fails. (Wicker)
- Oct. 24, 1931 PRR's Central Region is awarded the E.H. Harriman Medal for safety; had no fatalities in 1930. (NYT)
- Oct. 24, 1931 *City of Havre* enters service for Baltimore Mail Steamship Company. (Vexler)
- Oct. 24, 1931 George Washington Bridge is dedicated and opened for pedestrian traffic between New York and Fort Lee, N.J.; opened to vehicular traffic on Oct. 25; then the longest suspension span in the world; designed by Othmar H. Ammann (1879-1965). (NYT, PtAuth, Trager)
- Oct. 25, 1931 Assistant to VP in Charge of Operation Walter S. Franklin named Pres. of Wabash Railway. (PaNews)
- Oct. 25, 1931 Pres. Hoover and Premier Pierre Laval (1883-1945) of France agree to maintain the gold standard. (NYT)
- Oct. 26, 1931 Assistant to the VP in Charge of Operations Walter S. Franklin named President of Wabash Railway and Ann Arbor Railroad at St. Louis, following the death of William H. Williams. (RyAge, NYT)
- Oct. 27, 1931 Illinois Central Railroad passes its dividend for the first time since the Civil War. (NYT)

- Oct. 28, 1931 PRR Board approves railroad four-system consolidation plan as presented by Pres. W.W. Atterbury; cuts annual dividend rate from 6% to 4%, lowest since 1891 and on a par with 1877; actual total payment for 1931 is 6.5%; stock price falls to 29½, lowest since 1878. (MB, NYT)
- Oct. 28, 1931 Grand Trunk-Pennsylvania Transportation Company incorporated in Wisconsin to operate a proposed joint car ferry on Lake Michigan between Muskegon and Milwaukee; implementation delayed by Depression. (MB)
- Oct. 28, 1931 PRR contracts with Grand Trunk Western Railroad for the formation of the Grand Trunk-Pennsylvania Transportation Company to operate a joint car ferry on Lake Michigan; also for use of its Milwaukee and Muskegon terminals and joint use of tracks at Muskegon. (MB)
- Oct. 28, 1931 Pennsylvania General Transit Company renamed Pennsylvania Greyhound Transit Company. (MB)
- Oct. 29, 1931 CNJ passes its dividend. (NYT)
- Oct. 30, 1931 PRR drops train secretaries on Blue Ribbon trains between New York and Chicago and St. Louis. (last day) (A-sheet)
- Oct. 30, 1931 NYC announces it has begun negotiations with employees for "voluntary" 10% wage cut. (NYT)
- Oct. 31, 1931 Last run of passenger trains (Saturday only) between Saltsburg and Elrico, Pa. on Turtle Creek Branch. (GO)
- Oct. 31, 1931 Largest bank in Dayton fails. (Wicker)
- Oct. 31, 1931 Third banking crisis ends, but with no return of confidence in the soundness of the banks or an end to gold hoarding; during Oct. an additional 20 banks with deposits of \$80 million fail in Philadelphia, mostly trust companies outside the Federal Reserve system; 8 additional banks close in Pittsburgh area; a total of 58 banks with deposits totaling \$41 million have failed in Illinois. (Wicker)
- Nov. 1, 1931 Eastbound *Cincinnati Limited* cut by 0:13 to 16:52; no-extra fare sleeping car established between St. Louis and New York via the *American* to Pittsburgh, the *Golden Arrow* to Harrisburg, and No. 576 to Philadelphia; layover of Chicago-Grand Rapids sleeping car run in connection with the Michigan Central Railroad at Kalamazoo cut from 1:04 to 0:19. (PaNews)

- Nov. 1, 1931 VP-Pittsburgh Edward Tait Whiter (1864-1947) retires after 51 years of service. (NYT, PaNews)
- Nov. 1, 1931 Robert K. Rochester named Assistant to VP in Charge of Operations in place of Walter S. Franklin, resigned to be Pres. of Wabash Railway; W.C. Higginbottom to General Manager-Eastern Region replacing Franklin; John C. Rill to General Manager-Western Region, replacing Higginbottom; R.C. Miller to General Superintendent of Eastern Ohio General Division; J.L. Gressitt to General Superintendent of Southwestern General Division; J.C. White to Superintendent of St. Louis Division; G.S. West to Superintendent of Monongahela Division. (MB - verify date of appointments)
- Nov. 1, 1931 PRR discontinues bus service between Smethport and Olean, including all service between Smethport and Larabee. (eff. date) (A-sheet)
- Nov. 1, 1931 Baltimore & Eastern cuts Baltimore-Love Point ferry service from five to four round trips. (A-sheet)
- Nov. 1, 1931 The S.A. Gerrard Company, a big shipper of southwestern produce, defaults on the remaining \$200,000 of its loan from Pennroad Corporation. (Wheeler)
- Nov. 1, 1931 NYC drops the extra fare from the *Twentieth Century Limited* and *Advance Century* between Toledo and New York, eastbound only, to meet the competition of the PRR's *Red Arrow*. (NYT)
- Nov. 2, 1931 Pennsylvania General Transit Company (PRR bus line) renamed Pennsylvania Greyhound Transit Company. (MB)
- Nov. 2, 1931 NYC pays last pre-Depression dividend; total for year is 4%. (AR)
- Nov. 2, 1931 Philadelphia, Marlton & Medford Branch abandoned, Haddonfield to Medford (10.06 miles) except for 0.21 mile stub in Haddonfield. (prrths, C&C)
- Nov. 2, 1931 Detroit, Toledo & Ironton Railroad petitions the ICC to abandon all passenger service. (NYT)
- Nov. 2, 1931 ICC dismisses the application of the Youngstown & Suburban Railway for trackage rights over the PRR from Signal to the Lake Erie & Eastern Railroad to interchange with the NYC on the grounds it is an interurban line not under ICC regulation. (ICC)
- Nov. 3, 1931 J. Hampton Moore (1864-1950), the Vare Machine candidate, elected Mayor of Philadelphia.

- Nov. 3, 1931 Judge Harry S. McDevitt issues a final judgement against Mitten Management, Inc.; all of Thomas E. Mitten's estate is attached for the benefit of the Philadelphia Rapid Transit Company. (Wainwright)
- Nov. 5, 1931 PRR begins carrying demountable truck bodies, a primitive form of container on flat car (COFC), New York-Philadelphia, New York-Baltimore and Baltimore-Richmond, Va. (PaNews)
- Nov. 6, 1931 PT&T agrees with Interborough Rapid Transit Company for IRT to maintain easements under 32nd & 33rd Streets and approaches to 7th Avenue Subway station thorough Penn Station and the Hotel Pennsylvania, retroactive to July 1, 1929. (MB)
- Nov. 6, 1931 Gov. Gifford Pinchot enacts a petty revenge by denying low-number vanity license plates to some of his political enemies, including W.W. Atterbury, who loses No. 5 and No. 55. (NYT)
- Nov. 9, 1931 ICC agrees to reopen hearings on consolidation on Jan. 6, 1932, to change from five-system to four-system plan. (NYT)
- Nov. 9, 1931 Peoria & Pekin Union Railway discontinues all local passenger service; tenant roads continue to provide service. (Moody's, RyAge)
- Nov. 9, 1931 In a speech to the American Academy of Political & Social Science, ICC Commissioner Joseph B. Eastman says he favors both public ownership and public operation of the railroads. (RyAge)
- Nov. 9, 1931 National Carloading Corporation takes over the business of the National Freight Company, Standard Carloading Corporation, Commerce Freight Company, Judson Freight Forwarding Company, G.W. Sheldon & Co., and the Westland Forwarding Company. (Moody's)
- Nov. 10, 1931 Pennroad Corporation announces that National Freight Company has acquired the Commerce Freight Company, a forwarder operating over the Wabash once owned by William H. Williams and the Wabash interests; National Freight, Commerce Freight, Standard Carloading Corporation (acquired from the Van Sweringens), Texas Package Car Company, G.W. Sheldon & Co. and Judson Freight Forwarding Company are to be merged to form National Freight Corporation. (NYT)
- Nov. 11, 1931 NYC Pres. Patrick E. Crowley (1864-1953) unexpectedly resigns effective Jan. 1, pleading old age; he is to be replaced by Frederick Ely Williamson (1876-1944), currently Pres. of the CB&Q. (NYT, AR)

- Nov. 12, 1931 Association of Railway Executives meets at Biltmore Hotel in New York; Daniel Willard, who had been negotiating with union leaders, asks that they formally adjourn, and he then addresses members as individuals off the record; argues it is better to negotiate a 10% cut now than try to force a 15% cut through federal mediation; railroads appoint a Committee of Nine based on three representatives from each region but continue to process demand for 15% cut. (NYT, Vrooman)
- Nov. 12, 1931 PRR Board authorizes installing cab signals between Sunnyside Yard and New Brunswick and equipping MU cars; authorizes abandonment of the Medford Branch in N.J. (MB)
- Nov. 12, 1931 Frederic C. Dumaine, Sr., resigns as PRR director as ICC will not permit him to sit on both New Haven and PRR boards. (MB)
- Nov. 12, 1931 PRR Board declines to contribute to United Campaign for Unemployment Relief & Welfare Work of Philadelphia; all relief will be for PRR employees only through Women's Aid. (MB)
- Nov. 12, 1931 Smithsonian Institution celebrates 100th birthday of the *John Bull* by reuniting it with a 1930 replica of the 1876 tender and with a 1836 coach borrowed from PRR in the Hall of Transportation of the National Museum; staff operates cylinders and whistle with compressed air; Depression precludes any more elaborate celebration. (White, PaNews)
- Nov. 12, 1931 PRR, Lehigh Valley Railroad, B&O, Erie Railroad, DL&W, CNJ, NYC and New Haven sign an agreement for the operation of the new Inland Freight Station in New York being built by the Port of New York Authority. (MB)
- Nov. 12, 1931 Daniel Willard, W. W. Atterbury, J. J. Bernet and P.E. Crowley have private dinner with heads of Brotherhoods to discuss a wage cut. (NYT)
- Nov. 12, 1931 PRR signs agreement for interlocking at Indianapolis Union Station. (MB)
- Nov. 13, 1931 Conference held between rail unions and management; unions demand six-hour day, a \$1 billion government bond issue for grade crossing eliminations, and guaranteed employment. (LC)
- Nov. 13, 1931 Association of Railway Executives appoints committee headed by Daniel Willard to confer with labor executives "on subjects of mutual interest"; also approve proposed amendment to ICC's plan for a revenue pool under which weak roads could use proceeds to meet

interest charges but not pay off maturing principals and are to be loans, not gifts; pool to be administered by a national organization. (NYT)

- Nov. 13, 1931 Pres. Atterbury announces that PRR has appropriated \$100,000 to Women's Aid of the Pennsylvania System for relief; appropriation was made in January; urges all officers and employees to contribute to local relief funds. (NYT, MB)
- Nov. 13, 1931 Peninsula Ferry Corporation sues PRR seeking restitution and penalties for its carrying local vehicles and passengers between Cape Charles and Norfolk; these suits drag on into 1933 and prevent PRR's Virginia Ferry Corporation from beginning service. (ChfCrpWk)
- Nov. 14, 1931 Pres. Atterbury calls on all employees to aid the unemployed through the Women's Aid; it raises money through dues and fund-raising dinners and dances; the Women's Aid has dispensed \$200,000 in relief so far this year. (PaNews)
- Nov. 14, 1931 Grade crossing elimination opens at Swarthmore, Pa. (PaNews)
- Nov. 15, 1931 Philadelphia & Western Railway begins high-speed service between 69th Street Terminal, Upper Darby, and Norristown with streamlined lightweight "Brill Bullet" cars. (RyAge)
- Nov. 1931 PRR lets electrification contracts totaling \$6,328,000 to the Vare Construction Company, the Arundel Corporation, and Gibbs & Hill, Inc. (RyAge)
- Nov. 1931 The fourth (and last) N.C. Wyeth PRR historical poster, *Building the First White House*, is reproduced in this month's issue of *Advertising Art*, indicating that it has been completed; because of the Depression, no more are executed. (Pondmaniczky)
- Nov. 1931 Railway Express Agency, Inc., retires last horse-drawn vehicles at New York. (NYT)
- Nov.? 1931 National Credit Corporation formed to extend credit to weaker banks; it only treats symptoms of the Depression, not the failure to expand the money supply. (Cleveland/Huertas - verify NYT)
- Nov. 16, 1931 PRR begins operating seasonal Philadelphia-Bowie race trains through Nov. 28. (PaNews)
- Nov. 16, 1931 PRR signs an agreement with The Savarins, Inc., to operate the restaurant at the new 30th Street Station. (MB)

- Nov. 16, 1931 Former VP of Lines West Daniel Trigg McCabe (1849-1931) dies at Columbus, Ohio, at age 82. (PaNews)
- Nov. 18, 1931 N.J. PUC approves the PRR's purchase of 4,625 shares of the Raritan River Railroad at 172½. (MB)
- Nov. 18, 1931 Southern Pacific Company reduces its dividend from 6% paid since 1907 to 4%; Chicago & North Western Railway passes its dividend. (NYT)
- Nov. 19, 1931 Association of Railway Executives files "Marshalling & Distribution Plan" with ICC; Railroads agree to ICC's plan for pooling money from rate increase with understanding that payments to weak roads are to be loans, not gifts. (Rdg, NYT)
- Nov. 19, 1931 PRR stock hits 27¾, lowest since 1877.
- Nov. 19, 1931 Fiftieth anniversary of *Pennsylvania Limited* celebrated with birthday cakes in dining cars; women General Office employees in 19th century garb serve tea in the observation car prior to departure from Chicago. (NYT, PaNews)
- Nov. 19, 1931 Two-day conference of railroad presidents and union leaders begins at the New Haven Board room in New York; management wants a 10% wage cut; the unions want a 6-hour day at the same pay. (NYT)
- Nov. 19, 1931 Salisbury Shops of Baltimore & Eastern Railroad destroyed by fire and not replaced. (MB)
- Nov. 19, 1931 ICC approves B&O merging operations of Buffalo & Susquehanna Railroad and Buffalo, Rochester & Pittsburgh Railway. (AR)
- Nov. 20, 1931 Cornerstone ceremony held at Cincinnati Union Terminal; skeleton already up; PRR is represented by VP-Western Region H. E. Newcomet, General Manager-Western Region John C. Rill, General Superintendent J. L. Gressitt, Superintendent of Freight Transportation A. F. McSweeney, and others. (CE, PaNews)
- Nov. 20, 1931 New England governors apply to ICC to be allowed to intervene in consolidation hearings. (NYT)
- Nov. 21, 1931 Albert Hall Harris (1861-1931), NYC VP Finance and Chairman of the Executive Committee, dies suddenly of heart disease at his home in New York. (AR, NYT)
- Nov. 23, 1931 PRR purchases 4,485 shares of Raritan River Railroad from Pennroad

- Corporation at 175½.; plan is to merge it with the NY&LB. (Wheeler)
- Nov. 23, 1931 Gov. Wilbur L. Cross (1862-1948) of Connecticut petitions ICC to have PRR place its New Haven stock in trust. (NYT)
- Nov. 24, 1931 Daniel Willard reports to Eastern Railroad Presidents' Conference on meetings with Brotherhood officials regarding voluntary 10% wage cut. (NYT)
- Nov. 25, 1931 PRR Board authorizes a reduced amount for the new bridge over the Allegheny River at Oil City; \$500,000 for track elevation at Louisville. (MB)
- Nov. 1931 Container transfer station opens on site of former Lucknow scrap dock near Harrisburg. (PaNews)
- Nov. 28, 1931 Frank L. Depp (1861-) retires as engineer of the *Broadway Limited* on the Eastern Division after 41 years and 10 months service. (PaNews)
- Nov. 29, 1931 Passenger service discontinued between Columbia and Middletown, Pa. on the "Port Road." (tt)
- Nov. 29, 1931 PRR pays 1% dividend for (last?) quarter; total for year is 6.5%, paid out of surplus.
- Nov. 30, 1931 Last passenger train operates between Coshocton and Mansfield, Ohio, on Walhonding Branch; replaced by mixed train on Dec. 1. (tt)
- Nov. 30, 1931 Henry Walters (1848-1931), director of Northern Central Railway and Richmond-Washington Company and Chairman of Atlantic Coast Line, dies at New York. (MB, RyAge)
- Dec. 1, 1931 Pres. W.W. Atterbury addresses representatives of the Brotherhoods at Philadelphia, stressing his determination to impose a wage cut. (LC)
- Dec. 1, 1931 Engineer of Motive Power Persifor F. Smith, Jr. (1870-1939) given permanent leave for health. (RyAge)
- Dec. 1, 1931 Wabash Railway enters receivership after defaulting on three equipment trusts and failure to obtain last-minute aid from Kuhn, Loeb & Co, the PRR or the government; Pres. W.W. Atterbury in a public statement deplores the receivership but notes because of uncertainties of consolidation plan and Clayton Act proceedings, PRR can't rescue it; Walter S. Franklin, formerly Pres. of DT&I and now Pres. of Wabash, and Frank C. Nicodemus (1881-1957) named receivers; Wabash is the first large road to go into receivership in the Depression. (NYT,

Wheeler)

- Dec. 2, 1931 ICC suspends recent increase in class freight rates until July 3, 1932. (NYT)
- Dec. 4, 1931 Pres. W.W. Atterbury announces he expects New York-Philadelphia electrification to be completed in summer of 1932; has started building foundations for catenary poles south of Wilmington. (NYT, RyAge)
- Dec. 4, 1931 Ann Arbor Railroad enters receivership as result of Wabash bankruptcy; Walter S. Franklin and Frank C. Nicodemus named receivers. (NYT)
- Dec. 5, 1931 ICC approves railroads' plan that pooling of rate increase will constitute loans to weak roads. (Rdg, NYT)
- Dec. 7, 1931 First two units of the Safe Harbor Water Power Corporation dam at the confluence of the Susquehanna River and Conestoga Creek are placed in service, sending power to Baltimore; is to supply power to PRR's Washington electrification. (NYT, PW&P, Beck)
- Dec. 7, 1931 Railway Labor Executives Association begins a four-day meeting of 1,500 rail union general chairmen in Chicago; finally agree to a 10% wage cut. (NYT)
- Dec. 7, 1931 Communist-led Unemployed Councils of the United States stages the first Hunger March on Washington by 1,200 delegates; they are ignored by the government and the AFL. (Ottanelli)
- Dec. 8, 1931 New Haven and Boston & Maine Railroad pass quarterly dividends, impacting Pennroad Corporation earnings. (NYT)
- Dec. 8, 1931 Ralph Budd (1879-1962) elected Pres. of the CB&Q, replacing Frederick E. Williamson, who becomes Pres. of the NYC. (Overton)
- Dec. 8, 1931 German Chancellor Heinrich Brüning again invokes Article 48, which lets him rule by decree and imposes an across-the-board 10% cut in prices and wages, imposes price controls and lowers interest rates; however, he does not follow Britain's lead and abandon the gold standard. (Morris)
- Dec. 9, 1931 PRR Board approves the abandonment of the Cornwall Ore Banks Branch (0.6 mile); abandonment of the Wegee Branch from 2.0 miles south of Bellaire, Ohio, to Gravel Jct. (1.76 mile). (MB)
- Dec. 9, 1931 Eastbound 88-car freight train descending the Hill at high speed derails

- 3.3 miles east of Gallitzin; 1 brakeman killed. (RyAge)
- Dec. 9, 1931 NYC elects Frederick Ely Williamson (1876-1944) Pres. replacing Patrick E. Crowley, resigned; abolishes post of Chairman of Executive Committee held by the late Albert H. Harris. (AR, NYT)
- Dec. 9, 1931 NYC Board votes to pass fourth quarter dividend and to pay future dividends semi-annually in June and December; by June 1932 conditions are so bad that no dividend is paid until World War II. (AR)
- Dec. 10, 1931 Dow Jones Industrials average bottoms at 52.46, then rebounds to 79.63 next day. (Trager)
- Dec. 10, 1931 Pullman Car & Manufacturing Corporation incorporated in Del. to acquire the properties of the Illinois corporation of the same name, which is dissolved on Dec. 28. (Moody's)
- Dec. 11, 1931 New Jersey PUC issues report recommending consolidation of PRR and Reading lines in South Jersey. (Rept)
- Dec. 11, 1931 General chairmen of 21 rail unions meet in Chicago to hear report of executive committee; vote to negotiate with the companies on wage cuts and unemployment. (RyAge)
- Dec. 11, 1931 Dinner at the Roosevelt Hotel celebrates the completion of the Regional Plan of New York and its Environs and the publication of its last volume, *Building of the City*, which deals with zoning and housing; the only new development actually delineated involves the Jersey Meadows, which is to be a mix of 20,000 acres of housing, 4,400 acres of parks and 4,000 acres for industry. (Johnson)
- Dec. 12, 1931 Grand Trunk-Pennsylvania Transportation Company incorporated in Wisconsin to operate joint car ferry between Grand Haven, Mich., and Milwaukee. (Barnett)
- Dec. 13, 1931 Zanesville, Marietta & Parkersburg Railroad, once a property of the Little Kanawha Syndicate, is dissolved. (MB)
- Dec. 14, 1931 Railroad Credit Corporation incorporated in Delaware; is to use portion of proceeds of Jan. 1, 1932, rate increase as a fund to make emergency loans to weaker railroads; controlled by railroads; E.G. Buckland of New Haven, Pres. (, Rdg)
- Dec. 14, 1931 11,000 volt a.c. electrification between Manhattan Transfer and Sunnyside Yard energized. (CE)

- Dec. 14, 1931 Buffalo Interurban Bus Line, Inc., renamed Pennsylvania Greyhound Lines of New York, Inc.; Pennsylvania-Virginia General Transit Company renamed Pennsylvania Greyhound Lines of Virginia, Inc.; operates bus line Norfolk-Little Creek and Cape Charles-Maryland line. (MB)
- Dec. 14, 1931 PRR drops local New York-Washington coaches on *Havana Special*. (eff. date) (A-sheet)
- Dec. 14, 1931 Eastern Railroad Presidents meet at New York and appoint J. J. Pelley, Daniel Willard and C. E. Denney of the Erie Railroad to represent them in negotiations with the unions. (RyAge)
- Dec. 14, 1931 Wheeling & Lake Erie Coal Mining Company renamed the Hanna Coal Company. (Consol)
- Dec. 14, 1931 Sen. John G. Townsend (-), Republican of Delaware, introduces a resolution calling for an investigation of short selling on Wall Street. (Carosso)
- Dec. 14, 1931 Future PRR and PRRT&HS officer Francis Gibbons "Frank" Tatnall, Jr. (1931-) born at Philadelphia; son of Francis Gibbons Tatnall, Sr. (1896-1981) and Amelie d'Anquetil Vauclain (1907-2004), the granddaughter of Baldwin Locomotive Works Pres. Samuel M. Vauclain. (Crimmins)
- Dec. 14, 1931 Japan goes off the gold standard. (NYT)
- Dec. 15, 1931 In speech before Commercial-Merchants Club of Boston, Pres. W.W. Atterbury calls for revision of Sherman and Clayton Antitrust Acts, longer moratorium on war reparations and debts, and 10% wage reduction; supports Pres. Hoover's plan for a Reconstruction Finance Corporation. (NYT)
- Dec. 15, 1931 New through Chicago sleeping cars placed on the *Southland*: 2 cars to St. Petersburg, 1 to Miami, 1 to Tampa-Sarasota and 1 to Fort Myers. (PaNews)
- Dec. 15, 1931 *Pennsylvania News* runs an architect's rendering of the new power plant for the Chicago Union Station and Post Office to be located on the west bank of the Chicago River between Taylor Street and Roosevelt Road. (PaNews)
- Dec. 15, 1931 Heavy break in prices of railroad bonds. (NYT)
- Dec. 15, 1931 Standard Steel Car Corporation incorporated in Del. as a subsidiary of

- Pullman Incorporated to acquire the stock of the Standard Steel Corporation (Pa.) and its subsidiaries. (Moody's)
- Dec. 1931 PRR and Atlantic City Railroad cut Sunday excursion fares to southern New Jersey resorts from \$1.50 to \$1.00. (RyAge)
- Dec. 1931?? *Seaboard Florida Limited* Nos. 9-10 restored for the 1931-32 season after being discontinued in 1930-31. (Shrady - verify in Guide or NYT)
- Dec. 16, 1931 PRR appoints Herbert A. Enochs (1874-1954) to acting Chief of Personnel as well as Superintendent of Labor & Wage Bureau-Eastern Region; restores the office of Chief of Personnel. (MB)
- Dec. 16, 1931 VP Julien L. Eysmans, in speech to Great Lakes Regional Advisory Board in Detroit, expresses confidence that railroads can meet truck competition on all but short routes with faster trains and truck pick up and delivery.
- Dec. 16, 1931 City of Philadelphia bankrupt; banks refuse to extend credit, and city workers fail to receive wages. (verify)
- Dec. 17, 1931 Dow Jones industrial average bottoms at 73.79, down from 194.36 in Feb.; rails bottom at 31.42, down from 111.58 (Wyckoff)
- Dec. 1931 New model board for Power Director placed in service on 8th floor of Penn Station Service Building. (PaNews)
- Dec. 20, 1931 Standard Trust Company of Cleveland, backed by BLE and largest of the Brotherhood banks, fails; loss to union is \$2,000,000. (C&FC)
- Dec. 20, 1931 City of Philadelphia imposes salary cuts.
- Dec. 21, 1931 PRR gives notice it will impose 15% wage cut for engine and train crews. (LC)
- Dec. 21, 1931 Pres. L.F. Loree of Delaware & Hudson Company files with ICC opposing inclusion of its road under consolidation plan; Monon also files against inclusion in B&O and Chicago & Eastern Illinois against inclusion in C&O-NKP. (NYT)
- Dec. 22, 1931 ICC authorizes the Pere Marquette Railway to control and lease the Manistee & Northeastern Railway. (ICC)
- Dec. 23, 1931 N.J. PUC presents report to Gov. Morgan Foster Larson calling for the consolidation of PRR and Reading lines in southern New Jersey. (NYT)

- Dec. 23, 1931 PRR runs record number of extra parlor and sleeping cars out of New York; 165 extra sleepers for total of 465; operates 30 extra sections of main line trains. (NYT)
- Dec. 23, 1931 New Haven subsidiary Vermont Company dissolved. (AR)
- Dec. 27, 1931 Fire destroys Altoona Machine Shop buildings at 12th Street; damage estimated at \$1.5-\$2.2 million. (Loeb, NYT, RyAge)
- Dec. 28, 1931 Work begins on new Union Tunnel at Baltimore. (CE)
- Dec. 28, 1931 George Westinghouse Bridge, a major concrete arch viaduct over the Turtle Creek Valley and the PRR main line, opens on U.S. Route 30 east of Pittsburgh. (AmrcnDcDs)
- Dec. 29, 1931 *The Edison* established as a day train between New York and Washington. (tt)
- Dec. 30, 1931 PRR Board authorizes Eastern Railroad Presidents' Conference, headed by Daniel Willard of B&O, to represent PRR in negotiations with brotherhoods over unemployment and wages. (MB)
- Dec. 30, 1931 PRR Board authorizes cab signals between North Point, Md., and Washington; authorizes revising the 11th Street team yard in Pittsburgh and severing the connection between the Cleveland & Pittsburgh and Conemaugh Divisions, eliminate the grade crossing of 11th Street, and replace the PFW&C freight house between 10th & 11th Streets in the Penn Avenue team yard. (MB)
- Dec. 30, 1931 ICC authorizes Baltimore & Eastern Railroad to abandon 0.8 mile at Vienna, Md., including the bridge over the Nanticoke River; the War Dept. had demanded the draw span be lengthened from 57 to 80 feet by Jan. 1, 1932; freight and passenger service is to be rerouted over the PRR between Hurlock and Salisbury via Seaford. (ICC)
- Dec. 31, 1931 New England Governors Railroad Committee recommends either placing PRR's New Haven stock and Pennroad Corporation's Boston & Maine stock in separate trusts or merging New Haven and Boston & Maine without PRR control; opposes an NYC-Boston & Albany monopoly in New England and is lukewarm towards giving control of any New England property to the Van Sweringens. (NYT)
- Dec. 31, 1931 PRR submits plans for a new Atlantic City station to Mayor Harry Bacharach (1873-1947). (RyAge)

Dec. 31, 1931	In the fourth quarter, the average monthly earnings at the Altoona Works has fallen to \$74.31, down from \$139.85 in the first quarter; earnings rally in the first quarter of 1932 before resuming their downward slide to bottom at \$42.52 in the third quarter of 1932. (CMP)
Dec. 31, 1931	PRR makes a new agreement with the Erie Railroad for an interlocking at the crossing at Urbana, Ohio. (MB)
Dec. 31, 1931	Assistant Chief of Corporate Work Charles M. South (1867-1939) retires. (RyAge)
Dec. 31, 1931	Dow Jones Industrials average closes the year at 77.90, down a record 52% from a year ago. (Trager)
Dec. 1931	No. 7825, first of two Class L6 1-D-1 2500 HP a.c. electric freight locomotives built at Juniata; unsuccessful and used in switching service at New York.
Dec. 31, 1931	PRR agrees to buy the patent rights (patent no. 1,769,027) to double-decker passenger cars from the Pickwick Motor Coach Works, Ltd. and Albert E. Butt. (MB)
Dec. 31, 1931	O.G. Tietjens of the Westinghouse Research Laboratory reports on air resistance at high speeds using wind tunnel models of a streamlined train vs. a PRR Class O1 and P70 coaches. (RyAge)
Dec. 31, 1931	B&O and NYC pass dividends on their common stock; Erie Railroad passes dividends on preferred stock. (RyAge)
Dec. 31, 1931	Allegheny County Planning Commission approves buying the old Pittsburgh & West Virginia Railway tunnel and bridge to the old Wabash Terminal for highway use. (RyAge)
Late 1931	PRR attempt to float bonds to finance electrification rejected by banks.
1931	PRR pays 5.5% dividend; not earned but paid out of profit and loss. (press release says 6.5%!!)
1931	PRR increases its holdings of Norfolk & Western Railway preferred by \$1,075,000 to \$13,395,000. (NYT)
1931	PRR increases holdings of New Haven common from 265,025 to 319,925 shares; Pennroad Corporation acquires 148,800 shares common and 1,200 shares first preferred to make it second-largest New Haven stockholder after PRR; total PRR share of New Haven increases to 23%. (NYT)

- 1931 PRR begins second morning freight service between Pittsburgh and New England. (AR)
- 1931 Work begins on rearranging tracks in Penn Station to meet expansion of the Post Office. (AR)
- 1931 Work suspended on South Philadelphia Track Elevation.
- 1931 Company athletics and System Athletics Committee discontinued. (Personnel Dept. - last events held in spring?)
- 1931 MBA's company picnics discontinued because of Depression, resumed in 1935. (Outlaw)
- 1931 PB&W abandons Sparrows Point Branch between Sparrows Point and Penwood Park (2.15 miles). (C&C)
- 1931 Telephone dispatching circuits extended from Delmar to Cape Charles on NYP&N. (AR)
- 1931 Grade crossings eliminated at Cockeysville and Parkton, Md. (C&C)
- 1931 WNY&P abandons line between Carmona and Brent, Pa. (3.06 miles). (C&C)
- 1931 2.3 miles of first track between Lewis Run Jct. and Carnegie on the Panhandle Division reclassified as sidings. (C&C)
- 1931 Track elevation at Newark, Ohio, completed. (C&C)
- 1931 Enlargement of Grogan Yard at Columbus completed. (C&C)
- 1931 Government completes deepening the mooring basis for lake boats at Sandusky. (C&C)
- 1931 Indianapolis Union Railway completes track elevation of Belt Line with four tracks between White River Bridge and Madison Street. (C&C)
- 1931 Old line between Collinville and St. Jacob, Ill., (9.93 miles) abandoned. (C&C - recheck)
- 1931 Emerson water-tube firebox applied to Class L1s 2-8-2 No. 2861; first PRR experiment with water-tube locomotive boilers. (VPO)

- 1931 PRR VP Moorhead C. Kennedy elected to membership in the elite Philadelphia Club. (PhilaClub)
- c. 1931 NYC combines New York-Buffalo *Day Coach Deluxe* with another train to save passenger miles. (NYT 1932 - verify)
- 1931 New England Transportation Company trucks adopt slogan "Accept Today - Deliver Tomorrow" for LCL service. (NH AR)
- 1931 Lehigh Valley Railroad buys its first two 4-8-4 "Wyoming" type locomotives capable of handling fast freight trains from Jersey City to the Niagara gateway; leads to an order for 20 more. (AR)
- 1931 Starrett-Lehigh Building, Inc., completes a 16-storey warehouse over the Lehigh Valley Railroad yard in the block bounded by 26th Street, 11th Avenue, 27th Street and 13th Avenue in New York City. (AR - verify NYT)
- 1931 Reading Transportation Company adds 6 bus routes, including Philadelphia-Ocean City direct, and, with the Jersey Central Transportation Company, truck lines New York-Philadelphia and New York-Harrisburg. (AR)
- 1931 Philadelphia banking and brokerage house of Thomas A. Biddle & Co. merges with Townsend, Whelen & Co. to form Biddle, Whelen & Co. (HWest)
- 1931 Bethlehem Steel Corporation closes the former Worth Brothers mills at Coatesville, Pa. (Warren)
- 1931 Freshman Democratic Congressman Wright Patman (1893-1976) of Texas, who will serve long enough to bedevil the Penn Central in the 1970s, sets his sights on Treasury Secretary Andrew W. Mellon and begins amassing evidence of his financial dealings while Treasury Secretary and making speeches across the country. (Cannadine)