

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

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1933

April 2015 Edition

All data subject to correction and change

- Jan. 1, 1933 Last run of Sunday passenger service between Perryville and Columbia on the "Port Road" ending passenger service between Columbia and Octoraro; service remains between Oxford, Octoraro and Perryville.
- Jan. 1, 1933 Ethelbert W. Smith (1885-1958) appointed VP-System at Philadelphia on Pres. Atterbury's staff to work on consolidation matters after being ousted as receiver of Seaboard Air Line. (MB, NYT, RyAge)
- Jan. 1, 1933 Tuxedo, Md., station renamed Cheverly. (A-sheet)
- Jan. 1, 1933 General Motors Corporation merged its Electro-Motive Company subsidiary into the Winton Engine Corporation. (AR, Moodys)
- Jan. 3, 1933 Coaches added to consist of *Florida Special* between Washington and Miami for 1933 season. (Guide)
- Jan. 3, 1933 Pullman "recreation car" *Miami Biltmore* rebuilt from (combine or parlor?) placed on *Florida Special* operating southbound on Fridays and northbound Mondays; includes hostess, a three-piece Hawaiian band, dance floor, contract bridge tournaments, dancing, etc.; also had portable wading pool, which sloshed too much through motion of train and not used in later seasons; car is idea of Col. Henry L. Doherty of the Florida Year Round Clubs. (Guide, Bramson, NYT - see 1932 this is date Fla Spc starts)
- Jan. 4, 1933 Pennroad Corporation files answer in the Perrine Suit, denying PRR dictated the actions of Pennroad. (NYT)
- Jan. 4, 1933 Boston-St. Petersburg, Boston-Miami, and Boston-Tampa-Sarasota sleeping cars restored for the winter season on the *Havana Special*. (RyAge)

- Jan. 5, 1933 Former Pres. Calvin Coolidge (1872-1933), Chairman of National Transportation Committee, dies at Northampton, Mass.; post left vacant, and Vice Chairman Bernard M. Baruch (1870-1965) takes charge. (RyAge)
- Jan. 5, 1933 United Railways & Electric Company of Baltimore enters receivership. (Moody's)
- Jan. 6, 1933 Maryland & Delaware Seacoast Railroad requests Baltimore & Eastern Railroad to assume operation of its line between West Denton and Lewes. (MB)
- Jan. 6, 1933 Joint Committee of Railways & Highway Users meets in Pres. Atterbury's New York office; report progress in harmonizing rail and highway positions. (NYT)
- Jan. 6, 1933 House Committee on Interstate & Foreign Commerce concludes hearings on federal full-crew bill. (RyAge)
- Jan. 6, 1933 Democratic House passes a resolution at the insistence of Speaker and VP-elect John Nance Garner (1868-1967) requiring the publication of the names of banks receiving RFC loans between Feb. 2, 1932 and July 31, 1932; fear of exposure prevents banks most in need from seeking aid or precipitates runs on those that do; feeds developing crisis of confidence in banks. (NYT, Kindleberger - Wicker finds no evidence this contributed to further bank suspensions - Cleveland/Huertas claims it sparked runs that spread from state to state)
- Jan. 6, 1933 Sharp recovery of stocks after a three-day decline. (NYT)
- Jan. 7, 1933 ICC Commissioner Joseph B. Eastman writes confidentially to Harold G. Moulton of the Brookings Institution, who is consultant to the National Transportation Committee, disclosing his plan for nationalization of the railroads by having the company sell their properties to the federal government, but stating that it probably is too radical for the moment. (Latham)
- Jan. 8, 1933 Iowa framers halt foreclosure sale of farms by an insurance company with threats of lynching. (NYT)
- Jan. 9, 1933 Baltimore & Eastern Railroad Board accepts offer to operate Maryland & Delaware Seacoast Railroad. (MB - unclear if carried out)
- Jan. 10, 1933 U.S. Circuit Court of Appeals affirms PRR's right to begin store-door pick-up and delivery without approval of ICC in suit brought by four

Brooklyn freight terminals. (NYT)

- Jan. 10, 1934 United New Jersey Railroad & Canal Company stockholders approve the disposition of the Delaware & Raritan Canal to the state. (MB)
- Jan. 10, 1933 PRR agrees with the Transportation Securities Corporation, a holding company formed by John H. Rodgers (1864-1940) and Fergus Reid of Norfolk, and George Benn Junkin (1889-1971) of Bryn Mawr, the son-in-law of ex-Pres. Samuel Rea; Rodgers and Reid are to get \$85,000 cash and \$75,000 (25%) in stock of Virginia Ferry Corporation in return for abandoning the Peninsula Ferry Corporation and ending lawsuits against the PRR; Junkin, who controls the Wilson Line, Inc., and the Delaware-New Jersey Ferry Company, operating between Pennsville, N.J., and New Castle, Del., will buy another 25% of VFC and assume its management; Junkin is chosen by Rodgers and Reid because of his successful management of the Delaware River ferry, plus the fact that he can use that ferry's advertising to steer traffic down to Cape Charles; Rodgers and Reid withdraw in 1938, and Junkin then has 50% of VFC. (MB, CCW)
- Jan. 11, 1933 PRR Board approves the reorganization plan of the Pennsylvania Dock & Warehouse Company, which has built Harborside Terminal in Jersey City; authorizes the abandonment of "HOLLIDAYSBURG" Interlocking and "WU" Interlocking at Walnut, Pa., on the PFW&C. (MB)
- Jan. 11, 1933 United New Jersey Railroad & Canal Company stockholders approve the abandonment of the Delaware & Raritan Canal. (MB)
- Jan. 11, 1933 ICC Commissioners Joseph B. Eastman and Charles D. Mahaffie meet with Pres.-elect Roosevelt and his "brain trust" advisors Rexford G. Tugwell (1891-1979) and Raymond Moley (1886-1975) in New York City to discuss the financial crises facing the railroads and proposals for government operation. (Latham)
- Jan. 13, 1933 PRR test train with P5a runs New York to Philadelphia in 1:22. (NYT)
- Jan. 15, 1933 New Haven reroutes all Fall River and Newport trains via Myricks instead of via Dighton. (Guide)
- Jan. 1933 Pullman introduces "restaurant cars" to replace full diners on certain runs; have 6 to 10 standard sections plus 8-24 café seats; PRR has 6 assigned to New York-Philadelphia and 2 running between Wilkes-Barre and Pittsburgh. (RyAge)
- Jan. 1933 PRR places new Pullman 10 open section-4 private section sleeping

cars on the *Manhattan Limited*; the private sections are closed off by a permanent curtain and contain private lavatories in an alcove. (Mutual)

- Jan. 1933 Association of Railway Executives and the National Highway Users Conference create a joint committee headed by Alfred P. Sloan of General Motors; it recommends that motor carriers require a certificate of necessity, but split on whether motor carriers should be subject to rate regulation. (Latham)
- Jan. 16, 1933 A.C. electrification completed between New Brunswick and Trenton, permitting first long-distance electric service between New York and Philadelphia; 11,000-volt a.c. catenary replaces 650-volt third rail between Sunnyside and Manhattan Transfer; d.c. retained between Sunnyside and Bergen tunnel portal for LIRR and wire trains; first electric train No. 207 leaves New York 9:00 AM behind P5a No.4757, inaugurated by Mayor John P. O'Brien (1873-1951) and VP George LeBoutillier and arrives at Broad Street Station at 10:57 AM; first eastbound trip, No. 214, leaves Philadelphia 1:00 PM behind No. 4764; only four round trips of Clockers electrified on Jan. 16; will expand as locomotives are delivered; expect all trains to be electrified on Feb. 1. (CE, NYT, Middleton, Mutual - Westing has Sunnyside-MT on 1/23/32)
- Jan. 16, 1933 Automatic cab signals replace automatic train control between Camden and Atlantic City, between Delair and West Haddonfield and between Pittsburgh and Newark, Ohio.
- Jan. 16, 1933 PRR and NYP&N agree with Virginia Ferry Corporation for dock facilities at Cape Charles and Little Creek. (MB)
- Jan. 1933 Reporter Fulton Lewis, Jr. (1903-1966), mails William Randolph Hearst a report of his investigation of the awarding of air mail contracts by Walter F. Brown; Hearst refuses to publish it and embarrass the Republicans. (Serling)
- Jan. 1933 Rep. Fiorello LaGuardia introduces a bill to revise the bankruptcy act that better reflects the plans of the Roosevelt brain trust than simply the interests of the railroads and bankers. (Latham - verify NYT)
- Jan. 17, 1933 Reading completes both tracks of track elevation between Germantown and Chestnut Hill. (AR)
- Jan. 17, 1933 Baldwin Locomotive Works stockholders approve refunding \$12 million in gold note falling due on Mar. 1. (NYT)
- Jan. 18, 1933 ICC announces it will require power reverse gear on all steam

- locomotives built after Apr. 1. (RyAge)
- Jan. 19, 1933 Virginia Ferry Corporation contracts with PRR for use of facilities at Cape Charles and Little Creek. (MB, CCW)
- Jan. 20, 1933 PRR extends reduced-rate weekend round trip tickets to be sold on trains leaving up to 12:00 N on Sundays as well as on Fridays and Saturdays. (Mutual)
- Jan. 20, 1933 K4s No. 20 turned out of Juniata Shops equipped with roller bearings on engine truck, driving wheels and trailer truck. (CMP)
- Jan. 20, 1933 Felix Frankfurter, then of the Harvard Law School, writes to ICC Commissioner Joseph B. Eastman with plans to increase the power of the ICC to enable it to force the elimination of wasteful competition and duplication of service. (Latham)
- Jan. 22, 1933 Baldwin Locomotive Works reports 1932 sales of \$10.6 million, down from \$30.4 million in 1931. (NYT)
- Jan. 23, 1933 PRR assigns electric locomotives to four more New York-Philadelphia round trips. (NYT)
- Jan. 23, 1933 Engineering Dept. begins first series of tests to determine stresses on bridges from high-speed running at New Brunswick; tests end Mar. 3. (CE)
- Jan. 23, 1933 Having failed to break the deadlock in the Reichstag and form a government, Chancellor Kurt von Schleicher proposes to rule by decree, which Pres. Paul von Hindenburg opposes; Schleicher then concludes that his only option is to consent to Hitler's becoming Chancellor with the hope that he will prove weak or inept when in actual power. (Morris)
- Jan. 1933 Karl Bitter's "Spirit of Transportation" terra cotta sculpture is removed from Broad Street Station and installed in the north waiting room of 30th Street Station. (Mutual)
- Jan. 24, 1933 PRR officials, including Pres. Atterbury, Elisha Lee, Julien L. Eysmans, and Chicago Traffic Manager J. E. Weller, leave on great circle trip to St. Louis, Kansas City, Oklahoma City, Brownsville, Mexico City, San Antonio, Los Angeles, San Francisco, Salt Lake City, Denver and Chicago. (NYT)
- Jan. 24, 1933 Reorganization plan of Pennsylvania Dock & Warehouse Company signed; PRR loans \$3.5 million to the American Contract & Trust

- Company to carry out its obligations under the plan. (MB)
- Jan. 24, 1933 PRR Chief Chemist Frederick N. Pease (1850-1933) dies at Altoona. (ancestry.com)
- Jan. 24, 1933 Assistant New York City District Attorney and Tammany Democrat Ferdinand J. Pecora (1882-1971) is appointed counsel to the Senate Banking & Currency's investigation of the stock market, replacing Irving B. Cooper, resigned; the Subcommittee under Pecora's guidance, becomes much more aggressive, subpoenaing leading bankers and industrialists and attempting to brand them for causing the Depression; the investigation is highly partisan, with non-cross examination, and even Sen. Carter Glass at times feels it descends into "spectacle"; under prodding from Sen Peter Norbeck of South Dakota, whose rural constituents have been pressured into investing in Insull stocks, Pecora's first target is the public utilities empire of Samuel Insull of Chicago. (NYT, Carosso)
- Jan. 25, 1933 PRR declares 50-cent dividend; Delaware & Hudson Company passes dividend for first time since 1880. (NYT)
- Jan. 25, 1933 PRR Board approves \$323,555 for air-conditioning cars in service between New York and Washington and to New England points; authorizes the retirement of "FZ" Interlocking east of Frazer. (MB)
- Jan. 25, 1933 PRR signs a new agreement with the Lehigh Valley Railroad covering the joint Newark Bay Bridge. (MB)
- Jan. 25, 1933 L.F. Loree announces that Delaware & Hudson Company has purchased 10% of NYC in 1932 at a cost of about \$11.065 million, paid for out of surplus from sales of LV and Wabash to PRR. (NYT)
- Jan. 26, 1933 Pres. Atterbury and party arrive in St. Louis; Atterbury praises L.F. Loree for his recent large investment in NYC; states "the day of the railroad's greatness is not over." (NYT)
- Jan. 28, 1933 ICC publishes the examiner's report in the New York Lighterage Case; maintains that free lighterage hurts development in New Jersey and gives New York City unfair advantages over Boston; recommends a separate charge of 60 cents per ton instead of free lighterage or trucking between New Jersey and New York but upholds the traditional port differentials between Boston, New York, Philadelphia and Baltimore. (NYT, RyAge)
- Jan. 30, 1933 Last New York-Philadelphia "Clockers" converted to electric operation. (Mutual)

- Jan. 30, 1933 Joint Committee of Railroads & Highway Users issues report to National Transportation Commission; agrees on taxation of motor vehicles, reciprocal state licensing of interstate trucks and buses, and right of railroads to operate motor vehicles; unable to agree on rate regulation of common or contract highway carriers or on length limits for trucks. (NYT)
- Jan. 30, 1933 ICC Commissioner Joseph B. Eastman replies to Felix Frankfurter noting that his scheme simply imposes a government bureaucracy over private management bureaucracies, which is wasteful and must be done through time-wasting judicial procedures; Eastman has come around to the idea that the wastes of competition outweigh any advantages; competition can be eliminated by operating the railroads as a single unit, but politically, this can only be done by the federal government. (Latham)
- Jan. 30, 1933 Worn down by the constant factional intrigue, the aging German Pres. Paul von Hindenburg (1847-1934) gives in and appoints Adolf Hitler (1889-1945), head of the National Socialist German Workers (Nazi) Party, Chancellor of Germany. (Morris)
- Jan. 31, 1933 Secretary of Agriculture-designate Henry A. Wallace (1888-1965), speaking for the Midwestern debtor interest, urges going off the gold standard. (Kindleberger)
- Jan. 31, 1933 Pres. Atterbury's party arrives in Mexico City. (NYT)
- Jan. 31, 1933 New York Life Insurance Company suspends the foreclosure of farm mortgages in Iowa. (NYT)
- Feb. 1, 1933 Increased hoarding of gold and bank failures; City of Detroit defaults, first major city to do so; insurance companies suspend foreclosures of owner-occupied farms following farm strikes in Iowa. (NYT)
- Feb. 1, 1933 PRR establishes ticket delivery service at Chicago using Western Union telegraph messengers. (RyAge)
- Feb. 1, 1933 New York's Independent (IND) 8th Avenue Subway is extended from Chambers Street in Manhattan to Jay Street, Brooklyn. (Feinman)
- Feb. 1, 1933 Bellefonte Central Railroad ends service over its Fairbrook Extension between State College and Stover, plus use of the PRR between Stover and Tyrone. (ICC)
- Feb. 2, 1933 Senate Finance Committee invites 55 business leaders, including W.W.

- Atterbury to appear at hearings beginning Feb. 15 to give their views on problems of Depression. (NYT)
- Feb. 2, 1933 Charles DeMoss Emmons (1871-1933), Pres. of Hudson & Manhattan Railroad, dies of heart attack in his suite at the Waldorf-Astoria Hotel. (NYT)
- Feb. 3, 1933 Hollins, Md., station destroyed by fire. (MB)
- Feb. 4, 1933 Pres.-elect Roosevelt, speaking from his winter vacation home in Warm Springs, Ga., announces that he has plans for the regulation of all forms of transportation. (Latham)
- Feb. 5, 1933 Reading inaugurates electrified suburban service to Chestnut Hill and Elm Street, Norristown; plans for electrification to Jersey City are dropped because of the Depression. (AR)
- Feb. 7, 1933 LIRR places the first, westbound Far Rockaway elevated track and high-level platform in service on the Valley Stream track elevation. (RyAge)
- Feb. 7, 1933 Postmaster General James A. Farley calls for bids for carrying the mail between Philadelphia, Baltimore, Liverpool and Manchester. (Moyer/Keystone)
- Feb. 8, 1933 John J. Bernet, Pres. of Chesapeake & Ohio Railway and Pere Marquette, elected Pres. of Nickel Plate as well. (RyAge)
- Feb. 10, 1933 The Pecora Committee begins a new round of hearings with testimony from officials of the National City Bank. (NYT - Carosso implies this was after the Insull investigation??)
- Feb. 12, 1933 New York-Washington and New York-Cape Charles trains electrified between New York and Wilmington with change to steam locomotives on southern trains moved from Manhattan Transfer to Wilmington; first northbound train to make the engine change at Wilmington is the train leaving Washington at 12:25 AM; first southbound train is *The President*; Class P5a's begin handling 15-18 car southern trains; two round trips between Broad Street Station and Cape Charles remain steam powered. (Mutual, C&C, NYT, Westing)
- Feb. 12, 1933 Pres. Herbert Hoover calls on Pres.-elect Roosevelt to commit to a stable currency and not issue paper money in response to calls for inflation from the West and Southwest. (Kindleberger)
- Feb. 13, 1933 National Transportation Committee makes its final report; main body

of the report is written by Dr. Harold G. Moulton (1883-1965), Pres. of the Brookings Institution; urges consolidation into a single national railroad system, stating that competition among railroads is no longer necessary; recommends that railroads be allowed to diversify into other modes of transportation; recommends that inland waterways be self-supporting; condemns crack passenger trains operating nearly empty; calls for consolidation of metropolitan terminal facilities, revision of the bankruptcy laws, repeal of the Recapture Clause; urges a united industry-wide R&D effort; urges the ICC be reorganized into separate executive, legislative and judicial divisions and condemns its passive, judicial organization; Al Smith makes a separate dissenting report saying that the effects of competition from other modes is exaggerated and that drastic regulation is not needed; urges the abolition of the ICC and the substitution of regulation by a cabinet department or bureau and a new method of railroad valuation that favors shippers and is not based on replacement cost less depreciation; he demands that railroad stockholders and creditors scale down the value of railroad securities; like a good New Yorker, he opposes the St. Lawrence Seaway. (Rept, NYT, Latham)

Feb. 14, 1933

By midnight this date, 44 trains each way between New York and Wilmington are electric powered. (Mutual)

Feb. 14, 1933

Gov. William A. Comstock (1877-1949) of Michigan declares an eight-day bank holiday after negotiations between the RFC, Henry Ford and the Guardian Trust Company group of banks is stalemated; Ford refuses RFC demand he contribute \$4 million in capital; Guardian National Bank in Detroit fails with deposits of over \$90 million; Ford, his rival and onetime partner Sen. James G. Couzens, RFC, Federal Reserve, Pres. Herbert Hoover and New York banks are unable to agree on a plan to organize two new solvent banks in Detroit; failure to stabilize the situation in Detroit touches off a nationwide banking collapse, as withdrawals shift to states where banks are still open, and each state government acts to protect its own interests; by Mar 4, banks are closed in 33 states and restricted in all others; over the same period U.S. gold reserves fall by \$735 million. (Kindleberger, Wyckoff, Wicker)

Feb. 15, 1933

Outgoing Postmaster General Walter Folger Brown dedicates the new Chicago Post Office, billed as the largest in the world; designed by Graham, Anderson, Probst & White and located on air rights over the south approach to Union Station between Van Buren and Harrison Street; an opening allows Congress Street to run through the center of the building. (ChiTrib)

Feb. 15, 1933

Ferdinand J. Pecora begins his investigation into the Insull public

utilities empire; witness state that the complexity of the organization had grown beyond even Insull's ability to understand it; more damning is the testimony of his bankers, Halsey, Stuart & Co., that they used high-pressure radio advertisements to lure small investors, while failing to inform them of their own large stake in the companies; the discoveries lead Sen. Norbeck to press for an investigation of the National City Company and National City Bank for similar peddling of billions in securities to small investors. (Carosso)

- Feb. 15, 1933 Giuseppe Zangara (-), an unemployed Italian anarchist who hates "all presidents," fires five shots at Pres.-elect Roosevelt's car as it is about to leave an American Legion convention in Miami, mortally wounding Chicago Mayor Anton Cermak (-1933), who is standing next to Roosevelt; a spectator has managed to strike the assassin's arm with her handbag, spoiling his aim; Zangara is executed; Roosevelt's calm in the face of danger is a boost to public confidence at a point at which the economy is in free-fall. (Smith/FDR)
- Feb. 1933 City of Philadelphia is bankrupt and unable to borrow for 11 years. (PhilInq)
- Feb. 1933 Charles Townsend Ludington and Nicholas Saltus Ludington sell the New York, Washington & Philadelphia Airway Corporation (Ludington Air Lines), into which they have poured \$1 million of their own money, to Eastern Air Transport, Inc., for \$250,000; sale was done under pressure from Postmaster General Walter F. Brown and fear of the pending merger of North American Aviation, Inc., the holding company for Eastern Air Transport, and General Aviation Corporation, which controls Western Air Express and Transcontinental Air Transport, Inc. (Time)
- Feb. 16, 1933 Committee of Eastern Railroad Presidents' Conference headed by W.W. Atterbury presents report on eliminating waste in New York lighterage and floating operations. (NYT)
- Feb. 17, 1933 Committee of Eastern Railroad Presidents' Conference on waste considers cutting prices and standardizing and simplifying meals to cut dining car losses. (NYT)
- Feb. 17, 1933 Northwestern Coal & Iron Company dissolved. (MB)
- Feb. 17, 1933 United States Steel Corporation offers 200,000 shares of its common stock to its employees at 27. (NYT)
- Feb. 18, 1933 New Haven's New York-Boston *Knickerbocker Limited* makes last run, a Depression casualty. (RyAge)

- Feb. 1933 Renewed fears that President-elect Roosevelt will devalue the dollar causes renewed flight from the dollar to gold; the Federal Reserve's gold reserves are drained by \$363 million over the month; precipitates a new banking crisis as depositors rush to convert their bank accounts to cash. (NYT,)
- Feb. 20, 1933 W.W. Atterbury appears on cover of *Time*.
- Feb. 20, 1933 Virginia Ferry Corporation Board authorizes the construction of a new ferry and contracting with a bus operator for Little Creek-Norfolk service. (MB)
- Feb. 20, 1933 New Haven cuts schedule of *Merchants Limited* from 5:00 to 4:55. (Guide - RyAge says Merch Ltd and Yankee Clipper to 4:45)
- Feb. 21, 1933 Michigan extends bank holiday indefinitely; New York and New Jersey pass laws limiting bank withdrawals. (Wicker)
- Feb. 21, 1933 Ferdinand J. Pecora begins the probe of the National City Bank with testimony of Chairman Charles E. Mitchell; the new counsel, Ferdinand J. Pecora, is determined to convict all banks in the court of public opinion by showing that the largest banks engaged in speculation before the Crash and succeeds in tarring Mitchell with peddling vast quantities of dubious securities without providing investors with facts about their quality and for manipulating the share price of the bank by trading in its stock; the inquisitorial air of the hearings actually exacerbates the bank panic by stoking fears. (Cleveland/Huertas, Carosso)
- Feb. 23, 1933 PRR Board appropriates additional \$608,000 for Norristown electrification; authorizes widening Paoli Yard; revising alignment at m.p. 114 on the Williamsport Division. (MB)
- Feb. 23, 1933 PRR Board approves the following retirements: "FURNACE" Interlocking at Union Furnace, Pa.; "IROQUOIS" Interlocking at Iroquois, Pa.; "F" Interlocking at 12th Street, Washington, D.C.; Sharpsville engine house; eastbound freight track between "BO" Block Station at West Salem and Beloit, Ohio. (MB)
- Feb. 23, 1933 Philadelphia Mail Steamship Company incorporated in Del. to operate shipping line between Philadelphia, Baltimore and Norfolk and Liverpool; Hubert J. Horan elected Pres.; PRR Foreign Freight Traffic Agent Alfred J. Ball is VP; PRR to put up \$250,000 and B&O and Reading \$125,000 each; are to buy two ships from International Mercantile Marine Company; purchase depends upon the passage of

- the Post Office appropriation bill of 1933, which earmarks \$28.5 million for ocean mail subsidies. (MB, Moyer/Keystone)
- Feb. 23, 1933 Indiana passes law limiting bank withdrawals. (Wicker)
- Feb. 1933 Gov. A. Harry Moore (1879-1952) declares a bank holiday in New Jersey. (Kindleberger - verify NYT)
- Feb. 1933 FDR travels from Miami to Hyde Park to prepare his inaugural address. (verify movement in NYT)
- Feb. 24, 1933 Philadelphia Mail Steamship Company Board approves agreement to purchase freighters *American Traveler* and *American Importer* from United States Lines Company; appoints Roosevelt Steamship Company, Inc., as agent, and is to apply for mail contract route 58b. (MB)
- Feb. 24, 1933 League of Nations adopts a report rejecting recognition of the Japanese puppet state in Manchuria and advocating that it be made an autonomous region of China; Japan withdraws from the League, revealing the League's impotence in international crises. (Burg)
- Feb. 25, 1933 Dow Jones rail average hits bottom for year of 23.43, well above the Depression low of July 1932. (Wyckoff)
- Feb. 25, 1933 Maryland Gov. Albert C. Ritchie declares a three-day bank holiday after bank runs in Baltimore. (NYT, Wicker, Burg)
- Feb. 25, 1933 Pres. W. W. Atterbury testifies before Senate committee investigating economic conditions; urges reduced government expenditures, balanced budgets, abolition of capital gains tax, reciprocal tariff reduction and scaling down of international debts; predicts much branch line trackage will be abandoned in favor of trucks and buses, but railroads will be healthier for it. (RyAge)
- Feb. 26, 1933 Budd-Michelin two-unit railcar No. 4869-4869 placed in service between Norristown and Pottsville; last new PRR motor cars; unsuccessful because of design problems with rubber tires and early, crude diesel engine. (Keystone)
- Feb. 26, 1933 Having become an embarrassment from his Senate testimony and the superior spin-doctoring of the Democrats on the committee, Charles E. Mitchell resigns as Chairman of the National City Bank and is replaced by James Handasyd Perkins (1876-1940), a homespun figure from a Boston Brahmin family who is a friend of Pres.-elect Roosevelt; Mitchell is one of the first of the 1920s entrepreneurs to be

scapegoated, but he later reestablishes himself as a respected private banker. (Cleveland/Huertis)

- Feb. 27, 1933 PRR informs New Jersey PUC that it will not reopen the Delaware & Raritan Canal on March 1, but will abandon it as of that date; state then sues for abandoning without permission. (Rept)
- Feb. 27, 1933 New Jersey PUC begins hearing on consolidation of West Jersey & Seashore and Atlantic City Railroad lines. (NYT)
- Feb. 27, 1933 Dow Jones industrials hit annual bottom at 50.16, above Depression low of July 1932, indicating the end of the bear market. (Wyckoff)
- Feb. 27, 1933 Ohio passes law limiting bank withdrawals. (Wicker)
- Feb. 27, 1933 Continuing his long crusade against J.P. Morgan & Co., Samuel Untermyer, speaking before the University Club of Los Angeles, says now is the perfect time for the government to purchase the railroads at low prices and get rid of numerous overpaid railroad executives; blames bankers led by J.P. Morgan & Co. for blocking any solution to the railroad problem. (NYT)
- Feb. 27, 1933 Fire guts the German Reichstag building in Berlin; the apprehended arsonist, a mentally unbalanced Dutch ex-Communist, is guillotined, and Hitler uses the fire as a pretext to declare a state of emergency and suspend all civil liberties next day. (Morris)
- Feb. 28, 1933 Pennsylvania and West Virginia pass laws limiting bank withdrawals. (Wicker)
- Mar. 1, 1933 PRR imposes furlough of six days off per month without pay to spread work. (was 4 days per month earlier); cuts all salaries a further 10% and reduces hours of all employees; extends wage cut to Oct. 31, 1933.
- Mar. 1, 1933 PRR cuts officers salaries by further 10% and classified employees must take six unpaid furlough days off per month, up from four; total cut since 1929 is 31% for officers and 28% for white collar employees. (PR, NYT, RyAge)
- Mar. 1, 1933 Lame duck Postmaster General Walter F. Brown awards a mail contract to the Philadelphia Mail Steamship Company; Sen. Hugo L. Black (1886-1971) of Alabama had introduced a resolution calling for an investigation of this contract, on which there were no other bidders; Pennsylvania Sen. Reed ties up the resolution in a filibuster until the contract is signed; PRR was to contribute \$500,000 and City of Philadelphia \$5 million; PRR, Reading, B&O and the International

- Mercantile Marine Company were to put up a total of \$300,000 to get ships, but the Shipping Board would not sell the ships. (NYT)
- Mar. 1, 1933 Alabama, Kentucky, Tennessee and Nevada declare bank holidays, closing banks to end panic withdrawals; State of Arkansas defaults; some PRR long distance trains are cancelled as business comes to a standstill in some areas. (NYT)
- Mar. 1, 1933 PRR announces it will not open the Delaware & Raritan Canal this year. (NYT)
- Mar. 2, 1933 California, Arizona, Louisiana, Mississippi, Oklahoma and Oregon declare bank holidays. (NYT)
- Mar. 2, 1933 Pres. Hoover rejects the advice of Secretary of the Treasury Ogden L. Mills and Federal Reserve Chairman Eugene Meyer that he invoke emergency powers and issue a proclamation closing all banks, embargoing the export of gold and banning the conversion of dollars into foreign currency. (Smith/FDR)
- Mar. 2, 1933 Pres.-elect Roosevelt travels from New York to Washington via B&O; some claim that FDR's supposed preference for the B&O probably reflects his antipathy to Pres. Atterbury and his politics, but in fact, FDR's trips are generally divided equally between the PRR and B&O. (Burg, Fortune, CMP)
- Mar. 2, 1933 New Jersey PUC rules that PRR must continue to operate the Delaware & Raritan Canal. (NYT)
- Mar 2, 1933 McKim, Mead & White publishes a rendering of the Penn Station Post Office Annex, extending the building over PRR tracks back to 9th Avenue. (NYT)
- Mar. 2, 1933 PRR grants trackage rights to the Norfolk & Western Railway between East Norwood and Queen City Avenue, between "CLARE" and Pennsylvania Jct., and the use of the Winton Place Station to access the new Cincinnati Union Terminal. (MB)
- Mar. 2, 1933 The Pecora hearings on the National City Bank and National City Company conclude; by now it is clear that the Roosevelt Administration will continue the hearings. (Carosso)
- Mar. 2, 1933 Federal Reserve Bank of New York raises discount rate from 2.5% to 3.5%; runs begin on Chicago banks in anticipation of a bank holiday; panic conditions mount in New York. (NYT, Wicker, Cleveland/Huertas)

- Mar. 3, 1933 Georgia, Idaho, New Mexico, Texas, Utah and Washington all declare bank holidays. (NYT)
- Mar. 3, 1933 Pres. Hoover signs the Bankruptcy Act of 1933, allowing for reorganizations without foreclosure; Section 77 covers railroads; replaces the older system of state receiverships with trustees appointed by the federal courts from lists provided by the ICC; the ICC is to hold public hearings on reorganization plans and approve them, instead of having plans worked out in private by bankers and committees; two-thirds of each class of creditor must also approve, before a plan can go to the judge for final approval; bars bankruptcy judges or trustees from using company funds to maintain company unions. (NYT, Latham, Grant - check labor provision)
- Mar. 3, 1933 Post Office Dept. defers action on \$1 million annual mail contract to the proposed Philadelphia Mail Steamship Company to give the decision to the Roosevelt Administration; Board postpones application; contracts to acquire vessels are abrogated; nothing else is done, although company exists as a shell until 1948. (MB, NYT)
- Mar. 3, 1933 PRR runs all New York-Washington trains in at least two sections and midnight train in at least 16 sections for inauguration traffic; runs 11 special trains for New York Democratic Party organizations. (NYT)
- Mar. 3, 1933 Gov. Harrison of the Federal Reserve Bank of New York and the heads of major New York Clearing House banks meet to request Gov. Herbert H. Lehman (1878-1963) to declare a bank holiday; it had been hoped that Pres. Hoover would declare a national bank holiday on his last day in office, but Hoover refuses without Roosevelt's consent, which is not forthcoming. (Cleveland/Huertas)
- Mar. 4, 1933 In the early morning, Pa. Gifford Pinchot, in Washington for the inauguration, declares a bank holiday after being prodded by George W. Norris, head of the Federal Reserve Bank of Philadelphia and leading bankers. (Wainwright)
- Mar. 4, 1933 New York Gov. Herbert H. Lehman unexpectedly declares a two-day bank holiday at 4:30 AM; Illinois follows; bank crisis peaks with state-imposed moratoria in all 48 states; all securities and commodities markets closed, including the New York Stock Exchange and Chicago Board of Trade. (NYT, Wicker)
- Mar. 4, 1933 Pres. Franklin D. Roosevelt inaugurated; his inaugural address contains the memorable statement, "We have nothing to fear but fear itself" as an attempt to quell the banking panic; at the same time, he blames

“unscrupulous money changers” for ruining the economy through “their own stubbornness and their own incompetence” and notes, “the money changers have fled from their high seats in the temple of our civilization”; business leaders, including United States Steel Chairman Myron C. Taylor and NYC Pres. Frederick E. Williamson endorse the speech and pledge support. (NYT, Cleveland/Huertas, Smith/FDR)

- Mar. 4, 1933 Ex-Pres. Herbert Hoover travels to New York on special PRR train; wife Lou Henry Hoover detrains at Philadelphia and takes "*Spirit of St. Louis*" en route to home in Palo Alto, Calif. (NYT)
- Mar. 5, 1933 Pres. Roosevelt calls special emergency session of Congress and declares a national bank holiday from Mar. 6 to Mar. 13, to allow for the passage of emergency legislation; solvent banks will reopen, while unsound ones remain closed and go into liquidation; as the Federal Reserve observes the bank holiday, gold payments are suspended; this stops the export of gold. (Kindleberger, Wicker, Smith/FDR)
- Mar. 5, 1933 In the last, semi-free elections to the Reichstag, the Nazi Party secures only 43.9% of the vote; the strength of the Communists, Socialists remain unchanged; however, the Nazis proclaim a victory. (Morris)
- Mar. 6, 1933 A Class P5a electric locomotive displayed at Penn Station. (PR)
- Mar. 7, 1933 PRR commuters are trying to redeem their tickets for cash as they can no longer access their bank accounts; railroads decide to issue vouchers only and to extend credit to responsible parties during emergency. (NYT)
- Mar. 7, 1933 ICC orders 1932 freight rate surcharges extended from Apr. 1, 1933 to Sep. 30, 1933. (AR)
- Mar. 8, 1933 New Haven annuls *Yankee Clipper, Merchants Limited* and some locals temporarily because of the bank holiday. (NYT)
- Mar. 8, 1933 Federal Reserve Board calls for the names of all gold hoarders; money in circulation reaches a record of \$7.54 billion. (NYT)
- Mar. 9, 1933 Special session of Congress convenes with the banking legislation the first order of business; during the "Hundred Days" ending June 16, it passes the core of New Deal legislation; Pres. Roosevelt extends the bank holiday and gold embargo indefinitely. (Wicker, Smith/FDR)
- Mar. 9, 1933 Emergency Banking Relief Act, introduced and passed in only 6 hours, grants Pres. Roosevelt the power to reopen banks, restrict gold exports and penalize domestic gold hoarding; it also authorizes the RFC to buy

preferred stock from banks; the only opposition comes from western populists and progressives led by Sen. Robert M. La Follette who want to further towards nationalizing the banks. (Wicker, NYT, Smith/FDR, Cleveland/Huertas)

- Mar. 9, 1933 Committee of Association of Railway Executives, consisting of Frederick E. Williamson of NYC, Carl Gray of the Union Pacific, and J. J. Pelley of the New Haven, meets with committees of investment bankers, savings banks and insurance companies at University Club in New York to discuss consolidation plans and the recent report of the National Transportation Committee. (NYT)
- Mar. 9, 1933 PRR announces it will begin store-door pick-up and delivery between Camden, Philadelphia and Baltimore and points on Delmarva Peninsula on Mar. 20. (NYT, RyAge)
- Mar. 10, 1933 NYC and PRR announce service cuts and consolidation of long-distance trains, as travel has fallen 30% because of the Bank Holiday; westbound *Rainbow* cancelled and *The American* and *The Manhattan Limited* combined east of Pittsburgh. (PR, NYT)
- Mar. 10, 1933 ICC approves abandonment of Muncie Branch between Converse and Matthews, Ind. (26 miles) on 30 days' notice. (ICC, MB, C&C)
- Mar. 10, 1933 Pres. Roosevelt sends a message to Congress requesting a bill to balance the budget, cut government salaries by 15% in line with the reduced cost of living, and curtail veterans' benefits, which now account for 25% of the federal budget. (Smith/FDR)
- Mar. 11, 1933 Boston-St. Louis sleeping car discontinued. (A-sheet)
- Mar. 11, 1933 PRR announces it is adding lunch counters with 5 seats on each side of the aisle at one end of the car to four dining cars on New York-Philadelphia "Clockers"; "tray service" features combination platters for 40-75 cents; first car has been in service several weeks; another four dining cars will have conventional dining car tables for regular meals served by the course. (PR, RyAge)
- Mar. 11, 1933 NYC announces it was only railroad whose employees were able to obtain 100% cash for their pay checks last week, despite the Bank Holiday; in Philadelphia, scrip is in use, and the PRR is both accepting and paying it as change for freight bills, tickets and dining car meals. (NYT)
- Mar. 11, 1933 West Philadelphia Station closes at midnight; last northbound train is *The Federal Express* at 10:57 PM; last southbound train is *The*

Crescent Limited at 11:49 PM. (PR)

- Mar. 11, 1933 ICC Commissioner Joseph B. Eastman writes to Pres. Daniel Willard of the B&O, soft-pedaling his ideas about nationalization and saying that they require considerable modification to be practicable. (Latham)
- Mar. 12, 1933 30th Street Station lower level opens for New York-Washington trains at 12:01 AM; only two tracks and Platform 5 are in service, out of a projected 10 tracks; first train southbound is *The Havana Special* at 12:05 AM; first train northbound is *The Southern Express* at 3:33 AM; cab signals installed on "River Line" (officially, New York-Wilmington Connection) through 30th Street between "ZOO" and "ARSENAL"; first use of US&S system of operating both cab and wayside signals from same interrupted code current in rails; all but 0.5 mile of south end of old Schuylkill River Branch abandoned. (PR, CE, RTL)
- Mar. 12, 1933 PRR consolidates *The Pittsburgher* with *The Rainbow* eastbound and makes some cuts in local service because of Bank Holiday. (PR, NYT)
- Mar. 12, 1933 Pres. Roosevelt holds his first "fireside chat" radio broadcast to the nation to explain the banking situation and to allay fears when the banks begin to reopen tomorrow; unlike his predecessors, Roosevelt is a master of the new medium for direct contact with the voters. (Burg, Smith/FDR)
- Mar. 13, 1933 Banks begin to reopen; 75% have reopened by end of month; 5% of national banks close permanently. (Wicker)
- Mar. 13, 1933 Class P5a electric locomotive placed on display at Broad Street Station. (PR)
- Mar. 13, 1933 Backers of Philadelphia Mail Steamship Company, including PRR, B&O and Reading, announce they will proceed with the plan to begin bi-monthly rather than weekly sailings to Liverpool, despite the delay in issuing the \$1 million annual mail subsidy caused by change of administration. (NYT)
- Mar. 14, 1933 Sir Henry Worth Thornton (1871-1933), former Chairman of Canadian National Railways and PRR alumnus, dies in New York City of infections from an abdominal operation. (NYT)
- Mar. 15, 1933 New York Stock Exchange and many other markets reopen. (NYT)
- Mar. 15, 1933 All railroads entering New York City sign agreement for consolidated ticket office at 3 West 47th Street in Rockefeller Center area. (MB)

- Mar. 15, 1933 PRR pays 1% dividend for year, maintaining unbroken dividend record. (MB)
- Mar. 15, 1933 LIRR temporarily suspends passenger service between Port Jefferson and Wading River and substitutes a bus connection through May 15. (A-sheet)
- Mar. 15, 1933 John W. Barriger III (1899-1976), on leave from a job as railroad analyst for Kuhn, Loeb & Co., releases his plan for the voluntary consolidation of all railroads into 7 large systems under government oversight and with government financial aid; his development of the plan is paid for by Frederick H. Prince (1859-1953), a Boston banker and former Pres. of the Pere Marquette Railway, who doubtless sees opportunities in financing such consolidations, from whom it is known as the "Prince Plan"; the Roper Committee reviews the Prince Plan, but the New Dealers are hostile to it. (Latham, NYT)
- Mar. 1933 Pullman rebuilds 2 compartment-drawing room-solarium observation cars *Texas City* and *Texas Route*, originally built in 1927 for the *Texas Special* as *The Broadway* and *Broadway Limited* for service on that train. (Wayner)
- Mar. 1933 American Railway Association holds final round of Power Brake Investigation tests of "AB" air brakes over two months on PRR at Sang Hollow; AB valve becomes the AAR standard in 1936. (WABCO - tests were Feb.-Apr.)
- Mar. 1933 After his inauguration, Pres. Roosevelt meets with Joseph B. Eastman, Charles D. Mahaffie, and ___ Porter of the ICC to discuss transportation legislation. (Latham)
- Mar. 1933 Pres. Roosevelt turns over to his new Secretary of Commerce Daniel C. Roper (1867-1943) the responsibility for framing new transportation legislation; Roper appoints a committee consisting of Joseph B. Eastman, Chairman, E. Lane Cricher, head of the Transportation Division of the Commerce Dept., and Walter M. W. Splawn, advisor to the House Committee on Interstate & Foreign Commerce. (Latham)
- Mar. 16, 1933 Eastern Railroad Presidents' Conference Committee on Waste recommends ending contracting of lighterage services at New York; reports progress on plans for pooling all railroad marine services at New York, on reducing dining car costs and elimination of surplus perishable terminal space at New York, Philadelphia, Buffalo, Baltimore, Pittsburgh, Cleveland and Detroit. (NYT)
- Mar. 16, 1933 Funeral of Sir Henry W. Thornton held at St. Thomas Episcopal

- Church in New York; body taken by PRR to Newtown, Bucks County, for burial. (NYT)
- Mar. 16, 1933 Flood in Ohio River drainage basin inundates Pittsburgh and Wheeling. (NYT)
- Mar. 16, 1933 New York Cotton Exchange and Chicago Board of Trade reopen. (NYT)
- Mar. 16, 1933 Pres. Roosevelt sends the first true New Deal measure to Congress, a bill to raise farm prices by paying farmers not to produce crops beyond a fixed allotment; the money will come from taxes on those who broker or process farm products. (Smith/FDR)
- Mar. 17, 1933 Central Pennsylvania Coal Producers' Association and other representatives of Northern Appalachian Coal Fields bring proceedings against PRR, B&O, et al. before the ICC charging rates prevent them from meeting competition from Pocahontas roads; coal handled at New York, Philadelphia and Baltimore has declined by 34% from 1919 to 1929, while coal at Hampton Roads has increased 18%. (196 ICC 242, Lambie)
- Mar. 19, 1933 Last run of No. 644-645 between Cleveland and Columbus. (A-sheet)
- Mar. 19, 1833 Floods drive railroads using Cincinnati's old Central Union Station into new Union Terminal before formal opening date; first departure is Southern Railway No. 15; first arrival is Chesapeake & Ohio Railway No. 5, the *Sportsman*; PRR station is not affected by flood. (RyAge, Trains)
- Mar. 20, 1933 PRR begins wider use of trucks for pick-up-and-delivery in N.Y., N.J., Pa., Del., Md., and Va. (NYT)
- Mar. 20, 1933 PRR begins store-door pick-up and delivery service using Railway Express Agency trucks in N.J., Pa., Del., Md. and Va. (NYT)
- Mar. 20, 1933 PRR begins store-door pick-up and delivery truck service between Philadelphia/Baltimore and points on the Delmarva Peninsula as far south as Crisfield and Pocomoke City. (PR)
- Mar. 20, 1933 PRR restores *The Rainbow* as a separate train east of Pittsburgh. (PR)
- Mar. 20, 1933 Pennroad Corporation announces it is reducing the nominal value of its capital stock from \$90.9 million with \$10 shares to \$9.09 million with \$1 shares to cut transfer and franchise taxes. (NYT)

- Mar. 20, 1933 Pres. Roosevelt signs the Economy Act cutting government salaries and veterans' benefits. (Smith/FDR)
- Mar. 22, 1933 PRR Board votes further 10% salary cut retroactive to Feb. 28; approves an additional \$350,453 for the Newark Improvements. (MB)
- Mar. 22, 1933 PRR Board approves the following retirements: Waverly Transfer freight station at Newark; coaling station at Long Branch, N.J.; freight stations at Downingtown and Steelton, Pa.; passenger station at Wilmington Jct., Pa.; "GH" Interlocking at Glen Loch; "RHEEMS" Interlocking; "MA" Interlocking at Leaman Place; ___ Pleasantville Interlocking; "ADAM" (formerly "MD") Tower east of Sunbury; No. 2 main track between Johnsonburg and Ridgway, Pa.; "GLASS" Interlocking at Mill Creek, Pa.; "WR" Interlocking at Johnetta, Pa.; "FO" Block Station east of Blairsville; "BO" Interlocking at West Salem, Ohio
- Mar. 22, 1933 VP Elisha Lee informs the Road Committee that the Franklin Institute has requested a loan of PRR relics for exhibition. (MB)
- Mar. 22, 1933 Pennroad Corporation net income for 1932 of only \$793,897 vs. \$4.495 million in 1931. (NYT)
- Mar. 22, 1933 NYC places a diner-lunch counter car on the *Day Coach De Luxe* serving blue plate lunches up to 65 cents. (NYT, RyAge)
- Mar. 22, 1933 Beer-Wine Revenue Act amends the Volstead Act and legalizes the sale of 3.2 beer and wine, effective Apr. 7; this provides a stop-gap measure until the 21st Amendment fully repeals the 18th Amendment and ends Prohibition. (Smith/FDR, EAH)
- Mar. 23, 1933 Contact Committee of the Association of Railway Executives, consisting of Carl R. Gray of the Union Pacific, Frederick E .Williamson of the NYC, and John J. Pelley of the New Haven, having met with Pres. Roosevelt, reports to the full ARE, concerning whether one man should be appointed "dictator" to oversee the railroad situation; the Committee's counsel, Robert V. Fletcher, has drafted the plan for a "federal coordinator" at the suggestion of Joseph B. Eastman of the Roper Committee and brain truster Adolph A. Berle, although the plan as drafted favors management as much as possible; it calls for exemption from antitrust laws, a federal coordinator of transportation, and three regional coordinating committees appointed through the ARE; the Roper Committee balks at giving this much power to a small group of railroad executives. (Latham - get full from NYT)
- Mar. 23, 1933 German Reichstag grants Chancellor Adolf Hitler dictatorial powers,

opening the way for the creation of a Nazi state. (Morris)

- Mar. 1933 PRR introduces budget diners on New York-Philadelphia run with \$0.40-\$0.75 lunch counter or tray meals at two 5-person counters in one section and regular diner in another, separated by a curtain. (RyAge, Mutual)
- Mar. 1933 Class P5a electrics exhibit rough lateral tracking or "nosing" at speeds over 70 MPH; large motors produce torque that causes slipping and fine cracks in driving axles; at first PRR reduces speeds to 70 MPH on passenger tracks and 55 MPH on freight tracks. (Westing)
- Mar. 1933 Depression bottoms out; 43-month contraction ends, and economic expansion begins; however, deflation of 1930-1933 has been so drastic that recovery does not reach 1929 levels until ___ and unemployment remains over 10% (?) until rearmament in (1940?). (NBER,)
- Mar. 24, 1933 Former National City Bank Chairman Charles E. Mitchell is indicted for tax fraud on the basis of the testimony at the Pecora hearings that he transferred stock to his wife to create a capital loss; Mitchell is eventually acquitted. (Cleveland/Huertas)
- Mar. 25, 1933 General Electric Company begins first road tests of the Class P5a electric locomotive No. 4720 on train No. 120 between Wilmington and New York to investigate lateral forces at high speed; tests run through Apr. 4. (Test Dept)
- Mar. 25, 1933 Boston banker Frederick H. Prince (1859-1953) goes to the White House with Donald R. Richberg, counsel for the Railway Labor Executives Association to explain to Pres. Roosevelt his "Prince Plan" to restructure the nation's railroads by leasing all existing railroads to one of seven new operating companies at a formula based on the average expenses for the last 12 years; there would be two systems in Official Territory, a northern one created by having the NYC absorb the Van Sweringen system, and a southern one by having the PRR absorb the B&O; there would be two systems in the Southeast and three in the West. (RyAge)
- Mar. 25, 1933 Fearing that the U.S. will go off the gold standard, Italy withdraws \$8.5 million in gold from the Federal Reserve. (NYT)
- Mar. 1933 The first Roper Committee issues its report, rejecting the Prince Plan as requiring further study and accepting a version of the ARE Fletcher Plan with less power given to railroad executives and input from the unions on issues affecting labor. (Latham - verify NYT)

- Mar. 26, 1933 Model of Class P5a electric locomotive at 1/16 scale is displayed in Suburban Station for the week; built by Westinghouse Electric & Manufacturing Company for display at the Century of Progress Exposition in Chicago. (PR)
- Mar. 26, 1933 A conference arranged by the Newman Club of Columbia University features a series of presentations by Ivy Lee, Socialist Norman Thomas (1884-1968), Rev. John A. Ryan, a Catholic Christian Socialist, and Matthew Woll of the AFL; while Lee alone defends capitalism, all agree on the need for some form of planned economy. (NYT)
- Mar. 26, 1933 Adolf Hitler orders a boycott of all Jewish businesses, starting Apr. 1, the first step in his anti-Semitic program; it is called off on Apr. 4 because of fears of foreign economic retaliation; other laws depriving Jews of civil rights and expelling them from schools and the professions follow. (Morris)
- Mar. 28, 1933 Frederick H. Prince continues meetings at the White House with John W. Barriger III (1899-1976), Mark W. Potter, and Democratic National Committee Secretary Robert H. Jackson (1892-1954). (RyAge)
- Mar. 29, 1933 NYC borrows additional \$2 million from Railroad Credit Corporation. (AR)
- Mar. 29, 1933 Pres. Roosevelt asks Congress for a new securities law providing for full disclosure in all corporate issues; he stops well short of demands that the federal government guarantee the soundness of securities; the bill will be drafted with the help of Felix Frankfurter (1882-1965), then a professor at the Harvard Law School, by two of his proteges, James M. Landis and Benjamin V. Cohen. (Carosso, Smith/FDR)
- Mar. 30, 1933 Railway Labor Executives Association issues statement against railroad consolidation unless under direct government control as costing thousands of jobs and cutting service to small communities; farmers' organizations meet with Pres. Roosevelt and state opposition to regulation of motor vehicles in interstate commerce, noting farmers own 26% of all trucks; National Highway Users Conference opposes bill drafted by railroads and common carrier truckers to regulate rates of contract truckers. (NYT)
- Mar. 30, 1933 United Air Lines places first Boeing 247 in commercial service; 10-passenger plane is the first all-metal streamlined monoplane. (Aviation)
- Mar. 30, 1933 The Nazi regime opens its first large concentration camp for political enemies at Dachau near Munich; it is established by the *Schutzstaffeln* or S.S., originally Hitler's personal bodyguard, headed by Heinrich

Himmler (1900-1945). (Morris)

- Mar. 31, 1933 Opening ceremony held at Cincinnati Union Terminal between 2:00 and 3:00 PM, followed by dinner in Rotunda at 7:00 PM; station designed by Fellheimer & Wagner of New York, architects for New York Central; consulting architect Paul Cret (1876-1945) of Philadelphia is responsible for distinctive polychrome art deco treatment; semicircular domed Rotunda 176' wide x 125' deep x 106' high in red Verona marble features two mosaics by Winold Reiss on the history of transportation and the history of Cincinnati; 16 Reiss mosaic murals in Concourse show industries of Cincinnati and map of U.S.; pylons flanking Rotunda entrance have bas relief figures by Maxfield H. Keck (1883?-1943) depicting "Transportation" and "Commerce"; Concourse is 78'-8" wide x 410' long; smaller rooms and shops have art deco murals and decorations by Pierre Bourdelle (1903-1966); station has 8 platforms and 16 tracks; Tower "A" is built into station above east end of Concourse; project includes 26 track coach yard and 20-stall roundhouse; terminal project costs \$41.5 million; however, passenger service has collapsed during the period of the terminal's design and construction, and it never operates at 50% of capacity, even during World War II. (CE, CUT, Condit)
- Mar. 31, 1933 Chesapeake & Ohio Railway's *George Washington* is first regular train out of new Cincinnati Union Terminal; revenue service started a few days early because of flooding of its old station. (Turner - see 3/19)
- Mar. 31, 1933 Missouri Pacific Railroad is the first railroad to file for reorganization under Section 77 of the new Bankruptcy Act. (RyAge, Wheeler)
- Mar. 31, 1933 Reforestation Relief Act creates Civilian Conservation Corps; young men, ages 18-25, coming out of school with no job prospects or already on the road, are given work under paramilitary conditions in camps run by the Army in national forests; generates many special trains to move urban youths to sites in the Appalachians and Far West; a total of over 3 million will pass through the program before it ends in 1941. (EAH, CMP, millercenter.org, Smith/FDR)
- Mar. 31, 1933 *Pioneer* makes last crossing between Norfolk and Cape Charles for the Peninsula Ferry Corporation. (Baxter)
- Spring 1933 Within three months of Hitler's coming to power, Ivy L. Lee is engaged by I.G. Farben AG, the German Dye Trust, to improve its image in the U.S.; Lee has done some work for I.G. Farben's U.S. affiliates. (NYT, Hiebert)
- Apr. 1, 1933 ICC permits each railroad to retain money from the extension of the

1932 freight rate surcharges rather than turning them over to the Railroad Credit Corporation. (AR)

Apr. 1, 1933

Virginia Ferry Corporation begins auto ferry service between Cape Charles and Little Creek with old NYP&N steamboat *Pennsylvania*, one tug and a barge chartered from PRR; *Pennsylvania* makes three round trips; large trucks have to be carried on car floats, which make two round trips; VFC needed to establish a makeshift service because the Peninsula Ferry Corporation's option on its ferry *Pioneer* was set to expire; Peninsula Ferry Corporation discontinues service; Virginia court awards franchise to Virginia Ferry Corporation, but with fixed low fare originally applied to Peninsula Ferry Corporation. (BdF, CCW, CMP)

Apr. 1, 1933

W.H. Sechrist named Manager of the Insurance Dept., replacing Robert H. Newbern, retired at age 70. (PR)

Apr. 1, 1933

Pres. Roosevelt holds a conference in Washington to consider the report of the first Roper Committee; attended by representatives of government, management, security owners and labor union executives; includes Daniel C. Roper and Walter M. W. Splawn of the Roper Committee, Secretary of Labor Frances Perkins; Democratic National Committee Secretary Robert H. Jackson (?); Henry Bruere of the Bowery Savings Bank representing investors; J. J. Pelley of the New Haven, Carl R. Gray of the Union Pacific and Frederick E. Williamson of the NYC representing management; Frederick H. Prince the Prince Plan; Adolph A. Berle and Raymond Moley the President's brain trust; Donald Richberg represents the unions; labor opposes any changes that will cut jobs or wages; Roosevelt then appoints a second Roper Committee with Roper, Secretary of the Treasury William H. Woodin (1869-1934), Rep. Sam Rayburn of Texas, Sen. Clarence Dill (1884-1978), Joseph B. Eastman and Walter M. W. Splawn. (Latham, RyAge - verify names in NYT)

Apr. 1, 1933

United Mine Workers of America, that had been soundly defeated in the bituminous fields in 1925-28, begins an industry-wide organizing drive under the umbrella of the NIRA, including in the previously anti-union Southern Appalachian, Connellsville Coke, and Westmoreland County Fields. (McDonald)

Apr. 2, 1933

Cincinnati Union Terminal opens to the public at 12:01 M; old Pennsylvania Station at Pearl Street and Court Street station abandoned; PRR trains rerouted into Union Terminal over B&O from East Norwood; PRR opens new art deco suburban "Cincinnati-Norwood" station at Harris place in Norwood as B&O refuses use of its East Norwood station; trains begin using new Duck Creek line (2.03

miles) connecting old Richmond-Cincinnati line near McCullough to B&O at East Norwood; PRR trains also begin using B&O suburban station at Winton Place; the new connection is controlled by CTC from "CLARE" Interlocking at Red Bank, which also assumes the function of Rendcomb Jct. Tower. (CE, RyAge)

- Apr. 2, 1933 Passenger service discontinued over ex-CL&N between East Norwood and Court Street, Cincinnati; last mixed train rerouted into Union Terminal over B&O; Cincinnati Division trains rerouted from Red Bank and passenger service discontinued over old line from Red Bank to Pearl Street Station. (tt)
- Apr. 2, 1933 PRR cancels trackage rights granted to the Norfolk & Western Railway between Clare and the old PRR station at Cincinnati. (MB)
- Apr. 2, 1933 PRR and Wabash begin coordinated through service between Chicago and Detroit via Fort Wayne (three round trips), saving 40,000 passenger train-miles per month; schedule shortened from 6:35 to 6:00 flat; through Detroit cars carried on regular PRR trains between Chicago and Fort Wayne; eastbound cars are carried on the *New Yorker* (morning), the new ___ (afternoon) and the *Southland* (night); westbound on the *Mercantile Express* (noon), the new *Union* (afternoon), and *Southland* (night); Wabash abandons its service between Fort Wayne and Chicago and between Detroit and Buffalo; *The Union* inaugurated as an afternoon train between Cincinnati and Chicago via Logansport on a 6:30 schedule with a parlor-cafe-lounge car. (PR, Mutual, RyAge, NYT)
- Apr. 2, 1933 New through Pullman lounge and coach service inaugurated with Norfolk & Western between Chicago and Norfolk, Va., via *The Union/Pocahontas* eastbound and *Pocahontas/Chicago Daylight Express* westbound. (RyAge)
- Apr. 3, 1933 PRR begins installing the Brinnell ties on a 440-foot section of track near Claymont, Del., to test the lateral stresses exerted by the new Class P5a electric locomotives at high speed, to include comparative tests of other locomotive types; the PRR Test Dept. uses the same mechanical testing devices that it used for its original electric locomotive tests in 1906-1907; in contracts, Westinghouse and General Electric use modern on-board sensors, Westinghouse measuring lateral forces at the rail and GE at the wheel hub. (Test Dept, Westing)
- Apr. 3, 1933 Conferences continue in Washington with L. F. Loree, John W. Barriger and Robert W. Jackson representing the Prince Plan. (RyAge)
- Apr. 3, 1933 Labor representatives meet with the Roper Committee. (Latham)

- Apr. 3, 1933 L. F. Loree issues a public statement that the railroads could save \$1.46 billion by eliminating unnecessary competitive services, abandoning 30,000 route-miles and by cutting taxes. (RyAge)
- Apr. 3, 1933 Van Sweringens announce that W. G. Bernet has succeeded M.U. Moyer of Pennroad Corporation as Pres. of National Carloading Corporation as part of a move by the Van Sweringens to acquire Pennroad's 51% interest in National Carloading. (NYT)
- Apr. 4, 1933 Senate resolution continues the Pecora investigation of Wall Street and to extend the inquiry to private bankers. (Carosso)
- Apr. 1933 Chamber of Commerce of the USA sends a note advising Pres. Roosevelt of its views on transportation policy. (Latham - citing RyAge)
- Apr. 1933 General Motors Corporation Pres. Alfred P. Sloan leads a delegation from the National Highway Users' Conference to meet with the Roper Committee. (Latham - citing RyAge)
- Apr. 5, 1933 Pres. Roosevelt orders all private holdings of gold bullion and coin turned in to the Federal Reserve and exchanged for paper money. (NYT)
- Apr. 5, 1933 Pres. Roosevelt creates the Emergency Conservation Work agency by executive order; succeeded by the Civilian Conservation Corps in 1937. (NARA - see above)
- Apr. 5, 1933 PRR and Reading file brief with ICC to unify lines in southern New Jersey. (NYT)
- Apr. 5, 1933 Virginia Ferry Corporation agrees with Chesapeake Ferry Company and Transportation Securities Corporation that their landings at Sewells Point, Newport News and Old Point Comfort will not be used for a rival ferry between Little Creek/Norfolk and Cape Charles. (MB)
- Apr. 6, 1933 Waynesburg & Washington Railroad ends steam freight service; LCL freight, express and mail are then carried in a gasoline track car No. 6590 to maintain franchise. (Koehler, Mutual)
- Apr. 6, 1933 Senate passes a bill sponsored by Hugo Black of Alabama calling for excluding from interstate commerce any product produced in factories with more than a 30-hour (6-hour days and 5-day weeks) work week; Black holds it will create 6 million jobs, and it has the support of organized labor, but is opposed by Pres. Roosevelt as unrealistic.

(Smith/FDR, RyAge, Burg)

- Apr. 7, 1933 Sale of 3.2 beer resumes at 12:01 AM, ending Prohibition, although legitimate breweries are hard-pressed to resume production; Lehigh Valley Railroad is the first railroad at New York to resume selling beer in dining cars; PRR delays. (NYT)
- Apr. 7, 1933 Sen. Hugo Black of Alabama introduces a bill drafted by the railroad unions calling for a 6-hour day in transportation with no cut in pay. (RyAge)
- Apr. 9, 1933 East-west trains electrified with electric-to-steam change at Paoli, replacing change at Manhattan Transfer for trains operating via New York-Pittsburgh Subway; change is made at Broad Street Station for trains operating in and out of center city; Paoli platforms lengthened for main line trains; no long distance passenger trains are now hauled by steam east of Philadelphia. (CE, NYT, Westing)
- Apr. 10, 1933 U.S. Supreme Court rejects the argument of the New York Transit Commission and refuses to overturn the lower District Court ruling which declined to set aside the ICC's approval of the LIRR's new Penn Station rent contract. (RyAge)
- Apr. 10, 1933 Port of New York Authority sends a memo on the benefits of consolidation and joint terminals at New York to the President's Committee on Railroad Legislation, urging a coordinator with broad plenary powers to force the railroads to comply with government plans. (Bard)
- Apr. 11, 1933 PRR stockholders' meeting marked by more cries from small stockholders to cut executive salaries amid denunciations of Pennroad; Pres. W. W. Atterbury notes that PRR has earned fixed charges in 1932, while NYC and B&O failed to do so; PRR has earned 2% on stock; notes officers have accepted voluntary 30% cut; Atterbury's salary is now \$109,000; Atterbury expresses optimism that the New Deal will suspend some provisions of Sherman and Clayton Acts, resulting in the reduction of competition and improved services; Atterbury endorses the merger plan prepared by John W. Barriger III, a former PRR employee and later a financial analyst for Kuhn, Loeb & Co., and financed by Boston financier Frederick H. Prince, that calls for seven or eight great systems: a New England system, a one-system South, a three-system West, and a two-system East, in which the PRR would absorb the B&O, and the NYC and Van Sweringen systems would merge; Atterbury says that 50,000 employees now out of work are getting relief from the Women's Aid and that there is "no suffering" at Altoona. (PR, NYT)

- Apr. 11, 1933 Pres. Atterbury and VP M. W. Clement rush to New York from the stockholders' meeting for a conference with other Trunk Line presidents on coordination of facilities in New York, Philadelphia and Baltimore. (NYT)
- Apr. 11, 1933 N.J. Legislative joint resolution appoints a committee to consider the state's acquiring and operating the Delaware & Raritan Canal. (MB)
- Apr. 11, 1933 PRR delivers \$85,000 cash and \$75,000 in Virginia Ferry Corporation stock to Transportation Securities Corporation. (CCW)
- Apr. 11, 1933 N.J. PUC approves the merger of the PRR and Reading line in southern New Jersey. (MB)
- Apr. 11, 1933 General American Tank Car Corporation renamed General American Transportation Corporation, reflecting its diversification into refrigerator cars and other freight car types. (Moody's)
- Apr. 12, 1933 PRR Board approves the following retirements: "CD" Office Building at Erie, Pa.; "HN" Block Station at Hunker, Pa.; second track on the Radebaugh Branch; Edensburg, Pa., station on the Erie & Ashtabula Division. (MB)
- Apr. 12, 1933 Ferryboat *Philadelphia* replaces steamer *Virginia* on Love Point ferry.
- Apr. 13, 1933 Atlantic City Railroad signs an agreement to use the PRR's Camden Terminal and Pavonia Yard as part of the consolidation of South Jersey lines. (MB)
- Apr. 13, 1933 London, Midland & Scottish Railway's *Royal Scot* luxury train of locomotive No. 6100, also named *Royal Scot*, and 8 cars leaves London on the freighter *Devonshire* bound for Montreal; is to make a 3,200-mile trips to 40 cities before being displayed at the Century of Progress Exposition in Chicago; in fact, the original No. 6100, a three-cylinder, simple 4-6-0, swaps its number with No. 6152, *Royal Dragoon Guardsman*, the newest of the class, for the trip and is never renumbered. (PR, rlhsgroup)
- Apr. 14, 1933 Committee of operating officials headed by PRR's M.W. Clement meets in New York to consider reducing terminal costs by coordination of lighterage at New York Harbor. (NYT)
- Apr. 14, 1933 ICC Commissioner Joseph B. Eastman writes to the Roper Committee that Roper, Rep. Sam Rayburn and Sen. Clarence Dill have grave doubts as to pressing the railroad coordination bill at the present time;

Eastman says the proposed bill will not solve the railroad problem but is a good first step; Roper in the meantime is working to break up the ICC and transfer its functions to the Commerce Dept. (Latham)

- Apr. 15, 1933 Ivy Lee notes he is working on Pres. W.W. Atterbury's upcoming speech to the Chamber of Commerce of the United States of America on May 4; wants to be sure that the speech does not provoke Pres. Roosevelt. (IvyLeePapers)
- Apr. 16, 1933 Ethelbert W. Smith named Acting VP-Eastern Region, replacing Charles S. Krick, given a one-year leave for health. (MB)
- Apr. 16, 1933 Shipping company Pres. Hans J. Isbrandtsen (1891-1953) denounces the proposed Philadelphia Mail Steamship Company as an unwanted intrusion by railroads into an already-glutted shipping market; says that existing service is more than ample. (NYT)
- Apr. 17, 1933 George B. Junkin, John H. Rodgers and Fergus Reid are elected to the Virginia Ferry Corporation Board; George B. Junkin named VP in Charge of Operation. (MB)
- Apr. 17, 1933 Railroads begin moving 310,000 CCC boys between the ages of 18 and 25 from old Army camps where they have been trained, to reforestation work; the movements employ 850 Pullman tourist sleeping cars; one 22-car train runs from Camp Dix in N.J. to Clarkia, Idaho. (RyAge)
- Apr. 18, 1933 Pres. Roosevelt accepts Thomas Amendment to the farm bill allowing the issue of \$3 billion in paper money without specie backing and giving the Pres. the power to fix the price of silver and gold by decree. (Kindleberger)
- Apr. 18, 1933 Chicago & Eastern Illinois Railway enters receivership. (Moodys)
- Apr. 18, 1933 France withdraws \$4 million in gold from the Federal Reserve and gives notice it will withdraw another \$3 million. (NYT)
- Apr. 19, 1933 Pres. Roosevelt announces that he has taken the U.S. off the gold standard and embargoed all gold exports. (Smith/FDR, NYT)
- Apr. 19, 1933 The Brinnell ball test track at Claymont is given a set up test with regular trains drawn by P5a's or of MU cars. (Test Dept)
- Apr. 19, 1933 ICC authorizes the Reading to substitute cab signals for ATC and automatic train stop between Camden and Atlantic City; also the CNJ between Elizabeth Avenue and Winslow Jct. (RyAge)

- Apr. 20, 1933 First run of the Claymont Trials begin at Claymont, Del., begin with K4s No. 5342 for comparative purposes; in the first series of tests, 17 runs are made by a K4s. (Test Dept)
- Apr. 21, 1933 First runs of P5a's No. 4719 and 4720 in the Claymont Trials; No. 4720 become the main test subject, although other P5a's are tested as well; the first runs are "as built," and modifications will be made over the course of the tests. (Test Dept)
- Apr. 21, 1933 Pres. Roosevelt makes his first trip in a POTUS special after becoming Pres., running over the CNJ-Reading-B&O from Jersey City to Washington in 4:30. (Withers)
- Apr. 1933 Budd-Michelin railcar reassigned to Norristown-Reading service; later rebuilt with steel wheels and gasoline engine. (Keystone)
- Apr. 22, 1933 Lock Haven & Altoona RPO cut back to Williamsport & Altoona RPO. (Kay)
- Apr. 23, 1933 Harrisburg & Erie RPO cut back to Williamsport & Erie RPO. (Kay)
- Apr. 24, 1933 PRR files with ICC to begin store-door pick-up and delivery between New York City and points as far west as Rahway and South Amboy, effective May 1, over opposition of Brooklyn terminal companies. (NYT)
- Apr. 24, 1933 PB&W Board authorizes \$6 million for the Philadelphia Improvements; \$3.5 for Media-West Chester electrification; relocating the Port Road between "CRESSWELL" and "PEQUA"; retiring and removing Pier No. 50, South Wharves. (MB)
- Apr. 24, 1933 U.S. Attorney General Homer Cummings announces that "financial crimes ... banking irregularities and income tax evasions" have been committed in high places that the Justice Dept. will investigate, including that former Treasury Secretary Andrew W. Mellon has evaded \$6.7 million in income taxes. (Cannadine)
- Apr. 25, 1933 Class M1a No. 6750 is run in the Claymont Trials; the M1a makes 4 runs. (Test Dept)
- Apr. 26, 1933 PRR Board authorizes the following retirements: "SZ"/"EAGLE" Tower at Devon, Pa.; transfer shed at Northumberland, Pa. (MB)
- Apr. 26, 1933 30th Street Station is officially named Pennsylvania Station (30th Street). (A-sheet)

- Apr. 27, 1933 Addressing the National Industrial Conference Board, VP A. J. County asks businessmen to send Pres. Roosevelt suggestions as to how to reduce unemployment; County calls for using relief money to eliminate railroad grade crossings, making 20-year loans to railroads for capital improvements, and extending the present 3-year RFC loans to 20 years with reduced collateral requirements. (PR)
- Apr. 28, 1933 Representatives of PRR, Brooklyn Chamber of Commerce, and Port of New York Authority meet in Penn Station; decide to shelve the plan for a freight tunnel between Greenville and Bay Ridge pending further development of Pres. Roosevelt's plans for the railroad industry. (NYT, PtAuth)
- Apr. 28, 1933 Pres. Roosevelt releases the text of the railroad relief bill prepared by the Roper Committee; organized labor protests immediately over the possible loss of jobs; shippers also fear reduced service to local communities. (Latham - verify NYT)
- Apr. 29, 1933 ICC authorizes the Monogahela Railway to acquire the Scotts Run Railway, Monogahela & Ohio Railroad, and Indian Creek & Northern Railway. (ICC)
- Apr. 29, 1933 Last run of passenger service between Manumuskin and Maurice River, N.J. (tt)
- Apr. 29, 1933 One round trip, Nos.447-482, makes last run between Philadelphia and Cape Charles, leaving two express and one local round trips; effective May 1, number of Cape Charles-Norfolk steamboat trips reduced from three to two, so the service can be performed with one boat; a second boat covers the Virginia Ferry Corporation service, while the third is kept in reserve. (CCWk, Guide)
- Apr. 29, 1933 Last run of No. 424-475 between Pittsburgh and Erie, leaving a single round trip. (tt)
- Apr. 29, 1933 Last run of passenger service between Cadiz and Cadiz Jct., Ohio, and between East Weirton and Chester, W.Va.
- Apr. 29, 1933 General Manager-Eastern Region W.C. Higginbottom receives a extortion letter threatening to blow up PRR passenger trains with nitroglycerine unless paid \$75,000. (NYT)
- Apr. 30, 1933 *Mercantile Express* (Pittsburgh-Chicago, westbound only) renamed *The Progress Limited* for world's fair traffic; connection from New York and Philadelphia via *The St. Louisian* and *The Pittsburgh Night Express*; *Broadway Limited* and *Twentieth Century Limited* cut from

18:00 to 17:45; *Commodore Vanderbilt*, *Gotham Limited* (eastbound), *Exposition Flyer* (eastbound) and *Lake Shore Limited* (westbound) cut from 21:00 to 20:30; *American* cut by 0:27 eastbound; new Pittsburgh-New York parlor car and coach placed on *The Gotham Limited* eastbound. (tt, Mutual, PR, NYT)

- Apr. 30, 1933 No. 111, *The Legislator*, changed from Monday-only to daily, New York to Washington. (Guide)
- Apr. 30, 1933 Night train between New York and Cape Charles renamed *The Cavalier*; day train renamed *The Del-Mar-Va Express*. (This is first time the names shown in Guide -named earlier in tts)
- Apr. 30, 1933 Cleveland-Columbus day train No. 604-605 cut back to Akron-Columbus and rail motor car assigned. (tt, Wallis)
- Apr. 30, 1933 PRR abandons the former Chicago, Indiana & Eastern Railway trackage between Converse and Muncie, Ind. (26.0 miles), after arrangements are made to use the track of the CCC&StL Railway between Anderson and Muncie. (PennsyWest, C&C)
- May 1, 1933 PRR and LIRR begins store-door pick up and delivery for all shippers, both carload and LCL, in New York City area. (PR, NYT)
- May 1, 1933 LIRR establishes lower round trip fares as an experiment to retain passengers; previous cut-rate round trip tickets were only good within the New York City limits; also introduces a 10-trip bearer ticket, a 12-trip weekly commuter ticket, and a 20-trip monthly ticket; LIRR passengers have fallen from 118 million in 1930 to 91 million in 1932. (PR)
- May 1, 1933 VP-New York Zone Jesse F. Patterson (1871-1935) retires after 49 years service; George LeBoutillier named VP-New York as well as General Manager-New York Zone. (MB, Mutual)
- May 1, 1933 PRR and B&O open a joint station at Pier 21, East River, the PRR abandoning Pier 22. (PtAuth)
- May 1, 1933 PRR files certificate of abandonment of Delaware & Raritan Canal with Secretary of State of New Jersey. (MB)
- May 1, 1933 Waynesburg & Washington Railroad agrees with the Pennsylvania Transfer Company of Pittsburgh to perform LCL freight service with trucks. (MB)
- May 1, 1933 NYC borrows additional \$7 million from Reconstruction Finance

Corporation. (AR)

- May 2, 1933 LIRR places the eastbound Far Rockaway track in service on the Valley Stream track elevation. (RyAge)
- May 3, 1933 “14th STREET” Interlocking remoted from “JK” (“ALTO”) Tower. (Loeb)
- May 4, 1933 Pres. W. W. Atterbury addresses the Chamber of Commerce of the United States of America on the subject of “The Railroads’ Relation to Business Recovery”; calls for nationwide railroad consolidations. (IvyLeePapers, RyAge)
- May. 4, 1933 Pres. Roosevelt sends a message to Congress with a draft of a bill creating the office of Federal Coordinator of Transportation; the bill has been drafted by ICC Commissioner Joseph B. Eastman and Dr. Walter M.W. Splawn on an original plan of Prof. Adolph A. Berle (1895-1971) one of Pres. Roosevelt’s leading academic “brain trust” advisers. (RyAge)
- May 5, 1933 Congressman Louis T. McFadden (1876-1936) of Pennsylvania, an anti-Hoover Republican, charges former Treasury Secretary Andrew W. Mellon with fraudulent tax evasion on the floor of the House; he can only have obtained his evidence from Roosevelt appointees at the IRS. (Cannadine)
- May 6, 1933 U.S. output of electric power for the week exceeds that of the preceding year for the first time since 1929. (NYT)
- May 7, 1933 In a radio address, Pres. Roosevelt announces the end of gold redemption on government and private sector bonds; markets react unfavorably next day. (NYT)
- May 7, 1933 PRR reported taking locomotives out of storage in Youngstown District where steel activity is now up to 35% of capacity. (NYT)
- May 8, 1933 Underpass opens from the Concourse level of the Journal Square Station to the west side of the Hudson County Boulevard bridge. (CE)
- May 8, 1933 Peninsula Ferry Corporation surrenders its franchise for service between Norfolk and Cape Charles. (CCWk)
- May 8, 1933 Westinghouse discontinues its series of the Claymont Trials. (Test Dept)
- May 10, 1933 PRR Board authorizes selling back to the Philadelphia & Camden Ferry

- Company 3,506 shares of its stock owned by the United New Jersey Railroad & Canal Company; altering the Debrosses Street ferry station for use as a freight receiving station; rearranging facilities between the passenger station and 7th Avenue, Pittsburgh, for the construction of the new Federal Building. (MB)
- May 10, 1933 PRR Board approves contract with Cumberland Valley Transit Company to operate bus service in lieu of trains between Chambersburg and Waynesboro, Pa. (MB)
- May 10, 1933 PRR Board abolishes the offices of VP-New England, VP-Pittsburgh, and VP-Chicago. (MB)
- May 10, 1933 PRR Board approves the following retirements: Clayton, Md., office building; restaurant and two bunk houses at Shire Oaks; Tidioute freight station; Ravenna engine house; eastbound freight track, Homewood Jct. to Walnut, and signal on east and westbound freight tracks. (MB)
- May 10, 1933 PRR Board extends congratulations to the London, Midland & Scottish Railway on the visit of the *Royal Scot*. (MB)
- May 10, 1933 Class D16sb No. 4049 takes part in the Claymont Trials for comparative purposes. (Test Dept)
- May 11, 1933 Over the next 3 days, Westinghouse recalibrates its test track at Claymont. (Test Dept)
- May 11, 1933 Philadelphia police arrest James Vanderslice, 32, an unemployed truck driver, at a ransom drop in a \$75,000 extortion plot against the PRR; Vanderslice admits his bomb threat was a "bluff" to get money for his starving family. (NYT)
- May 11, 1933 London, Midland & Scottish Railway's *Royal Scot* train arrives in New York on the NYC, having traveled from Montreal by way of Buffalo and Boston. (PR)
- May 11, 1933 Yelloway Eastern Lines, Inc., ceases operating cut-rate bus service for Greyhound system between New York and Chicago. (Cards)
- May 12, 1933 Federal Emergency Relief Administration established to provide direct aid to the states, not simply loans; Harry L. Hopkins (1890-1946), who has managed relief efforts for Roosevelt when Gov. on New York, is named administrator on May 22; in its first year, it disburses \$1.5 billion; Thomas Amendment authorizes Pres. Roosevelt to reduce gold content of the dollar by up to 50%. (EAH, NYT, millercenter.org,

Smith/FDR)

- May 12, 1933 *Royal Scot* train displayed at Grand Central Terminal; at the end of the day, it is towed by 2 New Haven electric locomotives with 6 coaches for braking to Penn Station via the Hell Gate Bridge. (PR)
- May 12, 1933 Pres. Roosevelt signs the Agricultural Adjustment Act, which transfers income to farmers in return for curtailing production and provides federal funds to refinance farm mortgages; to ease its passage over the opposition of food processors, Roosevelt agrees that all government jobs created to administer the act will be patronage jobs outside civil service. (Smith/FDR)
- May 13, 1933 Peninsula Ferry Corporation Board votes to withdraw lawsuits against PRR. (CCWk)
- May 13, 1933 Last PRR passenger train (Nos. 408-409) operates between Cambridge Shop and Marietta, Ohio. (tt)
- May 13, 1933 London, Midland & Scottish Railway *Royal Scot* train, consisting of locomotive No. 6100 and 8 cars, displayed in Penn Station. (PR)
- May 13, 1933 The week ending this date is the first since Oct. 1929 in which the increase in production and commerce is greater than that of the same week in the preceding year. (RyAge)
- May 14, 1933 LIRR renames Steeplechase Station at Beach 99th Street "Playland". (A-sheet)
- May 14, 1933 London, Midland & Scottish Railway *Royal Scot* train exhibited at the CNJ's Broad Street Station in Newark, N.J. (PR)
- May 15, 1933 Westinghouse resumes participation in the Claymont Trials, this time running at lower speeds; Westinghouse tests continue through May 24; PRR tests on the Brinnell track continue for another year. (Test Dept)
- May 15, 1933 London, Midland & Scottish Railway *Royal Scot* train is exhibited at Trenton and Atlantic City. (RyAge)
- May 15, 1933 U.S. Supreme Court refuses to hear appeal of New York Dock Railway and other Brooklyn terminals against PRR's door-to-door truck service to Brooklyn and Queens. (NYT)
- May 15, 1933 LIRR restores passenger service between Port Jefferson and Wading River. (A-sheet)

- May 15, 1933 Manual block system removed from service between Cambridge and Marietta, Ohio. (GO)
- May 1933 Pullman-Standard builds *George M. Pullman*, first full-size lightweight (aluminum) passenger car; 1 drawing room-3DB-buffet-observation lounge; exhibited at Century of Progress; later used on PRR's *Florida Arrow* among other trains. (RyAge,)
- May 1933 Pullman rebuilds heavyweight baggage-club cars *Adair* and *Seaside Park* to 16 duplex single room cars *Nocturne* and *Eventide*; tested in Northeast Corridor service. (Wayner, Barger)
- May 16, 1933 PRR drops offices of VP-Pittsburgh, VP-Chicago, and VP-New England; VP-New England George D. Ogden appointed Assistant VP in Charge of Traffic at New York; continues Boston office with lower level staff. (MB, NYT)
- May 16, 1933 *Royal Scot* of London, Midland & Scottish Railway arrives at Broad Street Station for one-day display en route to Century of Progress Exposition. (NYT, RyAge)
- May 16, 1933 Cleveland & Marietta RPO cut back to Cleveland & Cambridge RPO. (Kay)
- May 17, 1933 NJ PUC approves discontinuance of all weekday passenger service on Philadelphia & Beach Haven Railroad between Manahawkin and Beach Haven because of losses from bus competition; leaves one summer-only Sunday round trip. (Brinckmann)
- May 17, 1933 London, Midland & Scottish Railway *Royal Scot* train is exhibited at Wilmington, Del, and Baltimore. (RyAge)
- May 17, 1933 Former PRR Chief Engineer of Maintenance of Way and Consulting Engineer Joseph T. Richards (1845-1933) dies at Cape May at age 88. (NYT)
- May 17, 1933 To head off the Black 30-hour bill, Pres. Roosevelt sends to Congress that will allow businesses to establish production codes fixing prices and output free of antitrust action, as well as minimum wages and maximum hours; in return, labor will be granted a guarantee of the right to collective bargaining; the bill also includes \$3.3 billion in government spending allotted to gain maximum Congressional support; it will become the National Industrial Recovery Act. (Smith/FDR)
- May 18, 1933 Pres. Roosevelt signs Tennessee Valley Authority Act for the public development of the water power of the Tennessee River basin of

640,000 square miles and rural electrification, long blocked by Republicans; the bill unites two disparate elements of the Roosevelt coalition, white Southern Democrats and Republican Progressives who have long advocated public ownership of electric utilities. (Burg, Smith/FDR)

- May 18, 1933 London, Midland & Scottish Railway *Royal Scot* train is exhibited at Union Station in Washington. (RyAge)
- May 19, 1933 Last PRR passenger train operates between Zanesville and Lancaster, Ohio; last run of Trinway & Lancaster RPO. (tt, Kay)
- May 19, 1933 London, Midland & Scottish Railway *Royal Scot* train is exhibited at York and Harrisburg. (RyAge)
- May 20, 1933 ICC order permits LIRR to substitute automatic cab signals for automatic train stop between "HAROLD" Tower and Port Washington and between Jamaica and Babylon. (RyAge)
- May 21, 1933 London, Midland & Scottish Railway *Royal Scot* train is exhibited at Pittsburgh, Youngstown and Akron. (RyAge)
- May 22, 1933 PRR begins exhibiting two of the latest Pullman cars, a 3-compartment, 2-drawing room, observation lounge and a 10-section, 2-double bedroom car at various cities in northern New Jersey; tours arranged for school children. (PR)
- May 22, 1933 London, Midland & Scottish Railway *Royal Scot* train is exhibited at Columbus. (RyAge)
- May 23, 1933 The Pecora hearings resume with J. P. Morgan, Jr., on the stand; Morgan is generally a friendly and cooperative witness; like the Pujo Committee and Samuel Untermyer 20 years earlier, Pecora has no tolerance for the clubby world of the private bankers and their select, elite clients; the committee condemns Morgans' role in launching three big holding companies, United Corporation, Alleghany Corporation and Standard Brands, Inc., and in offering common stock to its private "preferred list." (Carosso)
- May 23, 1933 London, Midland & Scottish Railway *Royal Scot* train is exhibited at Dayton. (RyAge)
- May 24, 1933 PRR Board authorizes the following retirements: stations at Liddonfield, Johnetta, and Westmoreland on the Chestnut Hill Branch, "N" Tower at Northumberland; "Molly"/"KS" Tower east of Kapp; "DROCTON"/"CH" Tower east of Renovo; "PARKTON" Interlocking

west of Mahantango; "GORGE" Block Station at Cuyahoga Falls; mechanical interlocking at Thompson, Pa., on the Erie & Ashtabula Division; all property between m.p. 8.2 east of Shadyside, Ohio, and Gravel Jct. (1.76 miles). (MB)

- May 24, 1933 Class O1c No. 7856 participates in the Claymont Trials. (Test Dept)
- May 24, 1933 London, Midland & Scottish Railway *Royal Scot* train is exhibited at Cincinnati. (RyAge)
- May 24, 1933 Union Pacific Railroad announces it is developing the first lightweight "streamliner" passenger train in the U.S. (C&C)
- May 25, 1933 At the Senate Banking & Currency Subcommittee hearings (the Pecora hearings), Morgan partner George Whitney (1885-1963) testifies that J.P. Morgan & Co. had "great faith" in the Van Sweringens; is also forced to admit that people on the "preferred list" got Alleghany Corporation stock for \$20, while the general public paid \$24; the existence of the preferred list and the fact that the Morgan partners have avoided income taxes for 1931 and 1932 create more criticism that anything else revealed. (NYT, Carosso)
- May 25, 1933 PRR displays a 12-1 sleeping car named *Calvin Coolidge* for the late President at Broad Street Station for three days prior to being placed on *The Broadway Limited*. (PR)
- May 27, 1933 Federal Securities Act signed; requires federal registration and approval of all publicly-offered stock and bond issues in excess of \$100,000 with the Federal Trade Commission (after 1934 with the new Securities & Exchange Commission); there is to be a 20-day cooling off period between registration and issue, and the government has the power to stop the distribution of misleading prospectuses; the strict personal liability provisions alarm investment bankers, who successfully agitate to have the penalties lessened in 1934; the law does nothing to stop speculation, as the more extreme New Dealers want, nor prevent people from making bad investments; the net effect of the new regulations is to make corporations switch from public offerings to private sales of new securities; regulation of railroad securities remains with the ICC. (EAH, Carosso)
- May 27, 1933 London, Midland & Scottish Railway *Royal Scot* train arrives in Chicago; newsreel footage of the *Royal Scot* running alongside the *Broadway Limited* across the Rockville Bridge shown in Philadelphia theaters as part of nationwide release. (PR, RyAge)
- May 27, 1933 ICC approves Reading request to acquire control of CNJ stock placed

with trustees under 1920-1923 antitrust settlement; becomes effective June 17. (Rdg)

- May 27, 1933 Century of Progress Exposition opens in Chicago; PRR exhibits *John Bull* and train, ex-Cumberland Valley *Pioneer*, model railroad, and participates in outdoor pageant "Wings of a Century" written by Edward Hungerford featuring the two PRR locomotives, the *Tom Thumb* and *DeWitt Clinton* replicas, stagecoaches, autos and an airplane; (press release for 1933 says only features a full-size locomotive cab, modern 82" driver and 152-lb. rail contrasted with *John Bull* driver and 1830 T-rail, O-scale models and murals). (RyAge)
- May 27, 1933 The General Motors Corporation's exhibit at the Century of Progress is powered by two Winton 201 600-h.p. inline 8-cylinder engines; Pres. Ralph Budd (1879-1962) of the CB&Q see the engines and realizes that they can be made to power a lightweight train. (Boyd/NRHS)
- May 28, 1933 Cab signals placed in service between Jersey City and Manhattan Transfer. (CE)
- May 29, 1933 NYC borrows an additional \$1.7 million from Railroad Credit Corporation. (AR)
- May 29, 1933 Gold clause, requiring repayment of U.S. bonds in gold, repudiated. (NYT)
- June 1, 1933 Roy B. White resigns as Pres. of the CNJ and NY&LB to be Pres. of Western Union Telegraph Company. (MB, AR)
- June 1, 1933 John W. Barriger III, currently VP of International Carriers, Ltd., named Chief Examiner of the Railroad Division of the RFC, replacing Miles C. Kennedy (1893-1965) who becomes Executive Secretary of the Eastern Regional Coordinating Committee. (RyAge, pennsywest)
- June 1, 1933 United Air Lines Boeing 247 flies coast to coast in 19:45, vs. 26:00 for Ford Trimotors of Transcontinental & Western Air, Inc. (Aviation)
- June 2, 1933 General Motors Corporation authorizes a 5% wage increase; stocks rise 1-10 points on this and other news that the economy seems to be turning around. (NYT)
- ca. June 1933 Stockholders Joseph W. and Julia A. Perrine sue Pennroad and its officers in Delaware Court of Chancery charging that they manage the affairs of the company in the interest of the PRR and against the interests of the stockholders. (NO - suit begun in Oct. 1932)

- June 4, 1933 PRR announces it has air conditioned an additional 35 coaches, 17 smoker-combines, 34 parlor cars and 5 dining cars for New York-Washington service, covering all regular trains. (PR, RyAge)
- June 4, 1933 In a speech to the National Farm School near Doylestown, a hopelessly out-of-touch Baldwin Locomotive Works Chairman Samuel M. Vauclain tells American Jews that Hitler is “foolish” and that they should not “take him seriously.” (NYT)
- June 5, 1933 Pres. Roosevelt signs the Congressional resolution formally voiding the gold payment clause in all bonds and contracts. (NYT)
- June 5, 1933 O.P. Van Sweringen begins two days of testimony before the Pecora Committee. (RyAge)
- June 6, 1933 United States Steel Corporation signs new code of employee relations, forming company unions on its subsidiaries under the pending National Industrial Recovery Act. (NYT)
- June 7, 1933 Model of Horseshoe Curve with east and westbound *Broadway Limiteds* built by the Lionel Corporation is placed on display in the Exit Concourse of Penn Station. (PR)
- June 7, 1933 NY&LB Board approves retiring the Long Branch coaling trestle. (MB)
- June 7, 1933 Chicago, Rock Island & Pacific Railway files for Section 77 bankruptcy after begin denied further RFC loans. (Hayes)
- June 8, 1933 Muskingum Watershed Conservancy District established in Ohio for purposes of flood control; to build a system of dams and reservoirs on the upper Muskingum and release water in times of drought. (OhioCorps)
- June 9, 1933 Speaking at 25th anniversary dinner of Harvard Business School, Pres. W.W. Atterbury calls for having railroad rates and wages regulated by the same agency, so that they can move in tandem; also calls for repeal of the Recapture Clause, freedom for railroads to engage in other modes of transportation, and abandonment of plans for the St. Lawrence Seaway; reaffirms his support of the Prince Plan for a two-system East. (NYT)
- June 10, 1933 Class P5a’s Nos. 4720 and 4736 tested in the Claymont Trials at over 90 MPH. (Test Dept)
- June 10, 1933 ICC approves consolidation of the PRR (West Jersey & Seashore) and

- Reading (Atlantic City Railroad) lines in southern New Jersey, effective June 25, along with the abandonment of duplicate trackage and the construction of connecting tracks; combined passenger revenue has fallen from \$11 million in 1925 to \$2.9 million in 1932, and freight revenue from \$6.5 million to \$3.27 million because of motor vehicles using the Delaware River Bridge. (ICC, MB, VPO, RyAge)
- June 10, 1933 West Jersey & Seashore abandons lines from a point 2.5 miles east of Woodbine Jct. to Cape May, also 9.81 miles of WJ&S Ocean City Branch (53rd -15th Street and 14th Street to end of track), WJ&S Stone Harbor Branch (Sea Isle City-Stone Harbor), and portion of WJ&S Wildwood Branch from Wildwood Jct. to Shellinger Avenue. (Val)
- June 1933 Pres. W. W. Atterbury and VP Elisha Lee endorse the proposal of the Prince Plan drawn up by John W. Barriger III for a two-system East, with PRR absorbing B&O and NYC absorbing the Van Sweringen System; B&O rejects absorption by its long-time enemy, and as in 1950s, the profitable C&O has no desire to be merged with the NYC. (NYT)
- June 1933 Joseph B. Eastman has arranged with unions to discontinue new wage demands and agree that 10% cut will be continued through June 30, 1934. (LC)
- June 12, 1933 LIRR begins testing a lightweight Austro-Daimler rubber-tired railcar between Jamaica and Babylon. (NYT)
- June 12, 1933 World Economic Conference begins in London; the conference had been arranged under Hoover, and Roosevelt does not feel bound by its purpose. (Kindleberger)
- June 12, 1933 National City Company, the securities affiliate of the National City Bank, renamed The City Company of New York, Incorporated, preparatory to liquidation. (Peach)
- June 13, 1933 Congress repeals "Recapture Clause" of Transportation Act of 1920 and orders payments made under it returned to the railroads. (NH AR)
- June 14, 1933 PRR Board authorizes \$105,268 for air conditioning equipment for New York-Philadelphia service, plus \$12,965 for air conditioning five diners; 3 Ohmer registers for collecting fares at the Cortlandt Street and Atlantic Avenue, Brooklyn, ferry stations in New York; authorizes President Atterbury to restore any salaries that have been reduced at his discretion. (MB)
- June 14, 1933 PRR Board authorizes the following retirements: Mahoning Branch

between Dunbar and Mahoning Works (1.8 miles); second track on the west leg of the wye, Hunker to Scottdale; former Sharpsville Railroad station, office and water station at Sharpsville; Bellefonte engine house; "MH" Interlocking east of Fort Hill, Pa.; "NZ" Interlocking east of Bird-in-Hand; "EY" Interlocking east of Columbia, Pa.; "Q" Interlocking at Quarryville, Pa.; old "UI" Interlocking at Summit, Pa.; "QA" Interlocking west of Mountville, Pa.; "SOCK"/"JK" Interlocking east of Loyalsock, Pa.; "CANAL" Interlocking at Frankstown, Pa.; "A" Block Station at Phillipston, Pa. (MB)

- June 14, 1933 Class M1a No. 6750 runs in the Claymont Trials but burns up the front end of its radius rod on the first run. (Test Dept)
- June 15, 1933 France defaults on war debts to U.S. (Kindleberger)
- June 15, 1933 Pres. W. W. Atterbury notes that carloadings for the first two weeks of June are up 14% over 1932; PRR will post profit for first half of 1933. (NYT)
- June 15, 1933 Sir Ernest William Moir (1862-1933), partner in S. Pearson & Co. and engineer for Penn Station tunnels, dies in London at 71. (NYT)
- June 1933 Westinghouse Electric & Manufacturing Company issues a memorandum on its series of the Claymont Trials; finds that the P5a performs about the same as the K4s at speeds up to 90 MPH on good track; on rougher track, the performance of the P5a falls below that of the Pacific at lower speeds; at speeds over 90 MPH, the P5a exerts much stronger lateral forces than a K4s. (Test Dept)
- June 1933 June earnings put PRR in black for first six months of 1933. (NYT)
- June 1933 PRR completely air conditions all New York-Washington trains. (RyAge)
- June 1933 PRR and NYC begin printing advertisements on dining car menus. (RyAge)
- June 16, 1933 Congress passes the National Industrial Recovery Act establishing the National Recovery Administration under Gen. Hugh S. "Iron Pants" Johnson (1882-1942) and the Public Works Administration under Harold L. Ickes (1874-1952); in the NRA, the government attempts to establish de facto cartelization and price stabilization by having all firms in each industry subscribe to "codes of fair competition"; the PWA is to fund pump-priming projects to stimulate industry, including \$400 million appropriation for highway projects distributed in proportion to population; unfortunately, the hard-drinking and reckless

Johnson and the abstemious, cautious Ickes cannot work together.
(EAH, Smith/FDR)

June 16, 1933

Pres. Roosevelt signs Banking Act of 1933 (Glass-Steagall Act) establishing the Federal Deposit Insurance Corporation to restore confidence in the security of bank deposits; it embodies the popular idea that speculation during the 1920s caused panics and the Depression; the object is thus to make each bank safe and profitable, first by separating banking from other financial activities and then creating a cartel among the surviving banks; it hews to the “real bills” doctrine that commercial bank assets should be limited to short-term commercial loans and government bonds; the act separates commercial from investment banking; interstate branching is prohibited; competition among banks is to be limited by restrictions on interest paid on deposits, and interest is prohibited on demand deposits; bank boards are to be limited to 25 members; the FDIC is to insure accounts up to \$2,500. (NYT, EAH, Cleveland/Huertas)

June 16, 1933

Emergency Railroad Transportation Act establishes the Federal Coordinator of Transportation to plan the orderly reduction of railroad debts, consolidation of railroad facilities and elimination of waste and duplication; ban on reducing railroad employment, which is to be cut no more than 5% a year from May 1933, nullifies any potential savings from consolidation; act also prohibits management from opposing organizing efforts of national unions or spending money to maintain company unions; eliminates fair-return-on-value standard as the sole criterion for setting rates and the Recapture Clause established by the Transportation Act of 1920; orders ICC to consider effect of rates on movement of traffic as well as cost to shippers; labor-protection provisions effectively put an end to the consolidation movement begun in 1920; railroad holding companies are brought under ICC regulation, but with a grandfather clause that exempts holding company purchases already made; the ICC is no longer required to revise all valuations, but the valuation data is to be stored so that future revisions can be made, this brings the main part of the valuation project to a close, although railroads must continually update their valuation maps and accounting. (NYT, EAH, Latham, Hoogenboom)

June 16, 1933

U.S. Circuit Court of Appeals at Philadelphia overturns ICC order of 1930 and allows Pennsylvania Company to retain stock in Wabash Railway and Lehigh Valley Railroad, ruling that stock holdings in Wabash and Lehigh Valley are for investment only and do not violate the Clayton Act. (Wheeler, NYT)

June 16, 1933

U.S. District Court orders the trustees holding the Reading's CNJ stock to return it to the Reading in the interest of consolidation. (Rdg AR)

- June 16, 1933 Special session of Congress adjourns, ending "The Hundred Days" of New Deal legislation; after signing bills, Pres. Roosevelt departs for vacation on PRR special train operated as second section of *The Federal Express* to Boston en route to his summer home at Campobello Island, New Brunswick. (NYT)
- June 16, 1933 U.S. Circuit Court of Appeals upholds the right of the CNJ and Lehigh Valley Railroad to seek relief from New Jersey taxes in the federal courts; notes they are taxed at 100% valuation while others are taxed at 65%. (RyAge)
- June 17, 1933 Pres. Roosevelt appoints ICC Commissioner Joseph Bartlett Eastman (1882-1944) to post of Federal Coordinator of Transportation. (NYT)
- June 17, 1933 VP A.J. County writes to Pres. W. W. Atterbury calling the court decision on the Lehigh Valley Railroad and Wabash Railway a "great victory" but noting that it circumscribes the PRR's future action; it can't reduce competition and can't use its ownership of either road to change policy. (Wheeler)
- June 17-18, 1933 PRR operates 23 extra sections with 3,000 passengers to and from Chicago for the Century of Progress Exposition. (PR)
- June 17, 1933 Trustees C.S.W. Packard and R.E. McCarty return the Reading's CNJ stock to the company, allowing for economies of joint officers between the two lines. (Rdg AR)
- June 17, 1933 CB&Q orders a Electro-Motive Division Model 201A diesel engine to power its new lightweight streamlined train being built by the Edward G. Budd Manufacturing Company at Philadelphia; although this decision delays the train's debut slightly, it makes it the first of the new lightweight streamliners to have diesel, rather than distillate, engines. (Overton)
- June 18, 1933 Lock Haven-Tyrone and Snow Shoe Branch transferred from Williamsport Division to Middle Division. (prrfax - verify)
- June 19, 1933 PRR makes contract for a new Pier No. 1 at 7th Avenue, Canton, Baltimore to Sinclair & Gregg of Philadelphia; to be done by Aug. 1, 1934 to replace three piers burned in 1932. (PR)
- June 20, 1933 Federal Coordinator Joseph B. Eastman announces suspension of the railroad wage cut for eight months; the present 10% cut is to be extended until June 30, 1934 under orders from Pres. Roosevelt. (NYT, MB)

- June 21, 1933 PRR General Counsel Henry Wolf Bikle correctly predicts that the U.S. Supreme Court will split and since Justice Owen J. Roberts (1875-1955) will excuse himself as having once worked for the PRR as a special counsel, the deadlock will mean that the lower court ruling allowing the Pennsylvania Company to control the Wabash Railway and Lehigh Valley Railroad will stand. (Wheeler)
- June 22, 1933 Federal Coordinator Joseph B. Eastman divides railroads into Eastern, Western and Southern groups. (NYT)
- June 22, 1933 First and only DC-1 passenger plane rolled out at Douglas Aircraft Company for Transcontinental & Western Air, Inc.; the DC-1 is TWA's answer to the Boeing 247, Boeing being part of a rival aviation conglomerate whose operating arm is United Airlines. (TWA, wiki)
- June 22, 1933 B&O Pres. Daniel Willard named Chairman of the Reading Company, replacing Edward T. Stotesbury, resigned; Reading Company Pres. Charles H. Ewing also elected Pres. of the CNJ, replacing Roy B. White, resigned to be Pres. of the Western Union Telegraph Company, bringing the Reading and CNJ back under a common Pres. for the first time since 1914; Ewing also replaces C.S.W. Packard, who had been trustee of the Reading's CNJ stock, on the CNJ Board; Edward W. Scheer named VP of Operation & Maintenance of the CNJ as well as the Reading, uniting the Operating Depts. of the two companies. (AR)
- June 23, 1933 PRR opens Fishermen's Information Bureau in Penn Station. (PR)
- June 23, 1933 PRR carloadings for week reach a level last reached in Oct. 1932. (NYT)
- June 24, 1933 Westbound *Pennsylvania Limited* operates in three sections, and four other Chicago trains operate in two sections; PRR passenger traffic out of New York has increased substantially in past two months, particularly to the Century of Progress. (NYT)
- June 24, 1933 Last runs of passenger service over PRR between Harbor Branch Jct. and Cape May and between 55th and 8th (?) Streets, Ocean City, preparatory to consolidation of PRR and Reading lines.
- June 25, 1933 PRR cuts schedule of *The Rainbow* and through Chicago cars carried on *The Pittsburgher/Progress Limited* to 19:30; *Golden Arrow* cut from 20:45 to 20:10; NYC cuts *Commodore Vanderbilt* to 20:10. (RyAge, PR, NYT)
- June 25, 1933 LIRR inaugurates summer Sunday "Fishermen's Special" between New

York and Great South Bay. (PR - indicates this was at least second year)

- June 25, 1933 LIRR begins special low \$1.50 excursion fares to Greenport and Montauk on Sundays through Sep. 17; also offered Saturdays between July 8 and Sep. 2, and Wednesdays between July 12, and Aug. 30; advertised as "Travel the Blues Away - Go Somewhere - See Something - Visit the East End of Long Island." (PR, NYT)
- June 25, 1933 PRR orders air conditioning of all New York-Philadelphia "Clockers." (PR)
- June 25, 1933 PRR and Reading Company lines in southern New Jersey consolidated with approval by the ICC granted this date; West Jersey & Seashore Railroad leased to Atlantic City Railroad in return for PRR obtaining a 66% stock interest; connections are to be built to ACRR north of Harbor Branch Jct. and 51st Street, Ocean City; PRR Cape May terminals and PRR Ocean City track abandoned; most other duplicate lines continue to operate through the summer season; buses replace rail service between 51st Street, Ocean City and Sea Isle City for summer; the fact that consolidation takes place at the height of the summer season and connecting tracks are unfinished creates operating problems; plan was to concentrate Atlantic City service on ex-PRR tracks and Ocean City-Cape May service on ex-Reading; in 1933, the opposite is done since main Atlantic City terminal is to be on ex-Reading line; therefore all Atlantic City expresses are run on ex-Reading line; Ocean City bridge trains operate over PRR to Winslow Jct. and then over Reading; all trains at Cape May use ex-Reading station; as there are no PRR-Rdg connections at Cape May Court House, company is unable to restore summer rail service to Stone Harbor via ex-Reading line as planned. (PR, Rdg, C&C)
- June 26, 1933 New Haven electric locomotives begin operating into Penn Station instead of changing to DD1's at "S.S. 2" in Sunnyside; original plan calls for New Haven locomotives to run through to Manhattan Transfer, but PRR's Philadelphia electrification is finished first and New Haven locomotives are not powerful enough to start stalled trains on tunnel grades; engine change takes place in Penn Station. (CE)
- June 26, 1933 Atlantic City Railroad Board meets; PRR directors elected; officers appointed retroactive to June 25; Charles H. Ewing as Pres. and Elisha Lee as VP; authorizes the construction of tracks to connect the PRR and Reading lines at various points. (MB)
- June 27, 1933 Otto H. Kahn begins four days of testimony before Senate Subcommittee on Banking & Currency (Pecora hearings). (Collins)

June 27, 1933 LIRR places Montauk and Long Beach tracks in service on the Valley Stream track elevation. (RyAge)

June 27, 1933 Air conditioned dining cars placed on *Bar Harbor Express*, which make its first trip of the season in four sections. (PR)

June 27, 1933 PRR recalls 2,000 shopmen at Altoona. (NYT)

June 27, 1933 Class P5a No. 4736 and Class M1a No. 6750 are run in the Claymont Trials. (Test Dept)

June 28, 1933 Last run of PRR passenger service on Waynesboro Branch to Waynesboro and Mount Alto Park, Pa. (tt)

June 28, 1933 Pres. W. W. Atterbury briefs the PRR Board urging repayment of 5½% Reconstruction Finance Corporation loan due in 1935; recent bank legislation has suspended interest payments on company's demand bank deposits and authorized very low rates on time deposits; Atterbury believes that NIRA will soon make money available; A. J. County reports on the banking crisis; Board also authorizes additional \$500,000 for Baltimore Improvements and \$41,796 for air conditioning cars for New York-Washington and New York-Philadelphia service; authorizes new docking facilities for the Virginia Ferry Corporation at Cape Charles and Little Creek. (MB)

June 28, 1933 PRR Board authorizes the following retirements: Enola YMCA; station at Crabtree, Pa.; "CZ" Tower south of Nadine; "MARION" Block Station one mile south of Columbia, Pa. (MB)

June 28, 1933 Class L6 No. 7826 participates in the Claymont Trials. (Test Dept)

June 29, 1933 Senate Banking & Currency Subcommittee grills Otto H. Kahn, head of Kuhn, Loeb & Co.; Kahn admits a willingness to give the New Deal a chance. (NYT)

June 29, 1933 Eastern Railroad Presidents' Conference meets at Bankers Club in New York; appoints two committees on ways to improve operating efficiency; W. W. Atterbury, J. J. Bernet, Daniel Willard and J. J. Pelley of the New Haven are named to a Coordinating Committee to work with Federal Coordinator Joseph B. Eastman; also a General Committee to replace Committee on Preventable Wastes; this General Committee is not authorized under the Emergency Railroad Transportation Act and is therefore not subordinate to the Federal Coordinator of Transportation or the requirements not to reduce the number of employees below May 1933 levels; Eastman therefore

opposes these committees and later forces their abolition; this in turn pushes the railroads into organizing the Association of American Railroads to govern the industry. (NYT, Latham)

- June 29, 1933 At the Pecora hearings, Otto Kahn of Kuhn, Loeb & Co. reveals the existence of their "preferred list" of elite clients who are given advance opportunities to invest in new issues, including Pennroad Corporation; unlike the Morgans' preferred list for Allegheny Corporation, which was composed of their own friends and connections, the Pennroad list was prepared by the PRR; Pecora shows that Kuhn, Loeb made \$18 million in profits from securities issues between 1927 and 1931; the firm's assets have lost 50% of value during 1932; Pennroad stockholders have lost \$106 million based on decline of value of shares to current price of 3½; Kahn admits "we were all sinners" during the 1929 bubble, and hopes Wall Street has learned its lesson; however, Kahn denies that Kuhn, Loeb's profits were excessive, considering the risk and the value of their advice in launching Pennroad; in the afternoon, the Committee grills Pennroad Pres. Henry H. Lee. (Pecora Rept, NYT, Carosso)
- June 30, 1933 Pennroad Corporation Pres. Henry H. Lee reveals a "preferred list" of persons who were allowed to subscribe to 23,963 Pennroad certificates at 15 to the Pecora Committee. (NYT)
- June 30, 1933 PRR make first repayment of \$5 million of its \$27.5 million RFC loan; at same time PRR withdraws application for \$600,000 as yet undisbursed from \$2 million for equipment. (RyAge)
- June 30, 1933 PRR dispatches 10 trains totaling 100 sleeping cars to Maine resorts; 4 from Philadelphia, 3 from Washington and 3 from New York. (PR)
- June 30, 1933 PRR announces that it will repair 505 box and gondola cars at Pitcairn and recall over 250 men for a 5-day week. (PR)
- Summer 1933 New York-Virginia Beach sleeping car revived for summer season, then cut back to Norfolk again. (PassDept)
- July 1, 1933 Riverview station discontinued on Philadelphia Division.
- July 1, 1933 Douglas DC-1 makes first flight test. (Serling)
- July 1, 1933 Number of PRR furlough days for office forces cut from six to four per month. (PR)
- July 1, 1933 J.O. Hackenberg, formerly General Superintendent of Philadelphia Terminal Division, made General Manager of Atlantic City Railroad;

J.S. Goodman from Superintendent of Atlantic City Railroad to Assistant to General Manager; Benjamin H. Hudson from Superintendent of WJ&S to Superintendent of Atlantic City Railroad. (PR)

- July 1, 1933 H.H. Garrigues named General Superintendent of Central Pennsylvania General Division, replacing H.M. Carson, retired; J.A. Appleton to General Superintendent of Eastern Pennsylvania General Division; F.L. Dobson to General Superintendent of Lake General Division; J.C. White to General Superintendent of Philadelphia Terminal Division; H.T. Frushour to Superintendent of Eastern Division; J.G. Sheaffer to Superintendent of St. Louis Division; F.C. Wilkinson to Superintendent of Logansport Division; T.C. Herbert to Superintendent of Pittsburgh Division, replacing I.B. Sinclair; C.E. Adams to Superintendent of Panhandle Division; E.C. Geggenheimer to Superintendent of Toledo Division; C.G. Grove to Superintendent of Wilkes-Barre Division; G.S. West to Superintendent of Maryland Division; C.W. Van Nort to Superintendent of Erie & Ashtabula Division; F.H. Krick to Superintendent of Cleveland Division. (MB)
- July 1, 1933 E.R. Comer named New England Passenger Agent, replacing Rodney McDonough, retired at age 70. (MB, PR)
- July 1, 1933 PRR and Reading cut Philadelphia commuter fares by 10% and introduce monthly 50-trip, 25-trip and 60-trip tickets with a 6-month limit. (RyAge)
- July 1, 1933 Waynesburg & Washington Railroad withdraws from the Pension Dept.; Waynesburg & Washington Railroad and Ohio River & Western Railway withdraw from the Voluntary Relief Dept. (MB)
- July 1, 1933 Federal Coordinator of Transportation Joseph B. Eastman issues General Order No. 1, requesting all railroads to supply him with employment data in order to be able to enforce the anti-job loss requirements of the Emergency Railroad Transportation Act. (Latham)
- July 3, 1933 Pres. Roosevelt delivers a message to the World Economic Conference meeting in London, rejecting its plan for stabilizing the dollar, pound and franc and making any agreement on gold or compromising his plan to raise commodity prices; refers to existing arrangements as the “old fetishes of so-called international bankers”; torpedoes the Conference after seeming to support it in May; France, the Netherlands, Belgium and Switzerland, the only countries remaining on the gold standard, form the Gold Bloc. (NYT, Kindleberger)
- July 3, 1933 PRR makes first installment of repayment of RFC loan; PRR refused to

disclose salary levels and other data demanded by RFC in return for cutting interest from 6% to 5%.

- July 3, 1933 Work resumes on new Union Tunnel at Baltimore after 18 month suspension. (CE, NYT)
- July 4, 1933 Angie Latimer Lee, wife of VP Elisha Lee, dies after an emergency intestinal operation at the American Hospital near Paris at age 56. (NYT)
- July 5, 1933 PRR makes second repayment of \$4.5 million of RPC loan. (NYT)
- July 5, 1933 L.F. Loree, Chairman of Eastern Railroad Presidents' Conference, announces membership of new General Committee, including Elisha Lee of PRR. (NYT)
- July 5, 1933 Port of New York Authority sends a letter to the Eastern Regional Coordinating Committee outlining its program for coordinating railroad operations in its area, including replacement of Manhattan pier stations with union freight terminals and store-door delivery, unified operation of all belt lines by a joint terminal company similar to the Terminal Railroad Association of St. Louis, including the Greenville-Bay Ridge Tunnel and the New York Connecting Railroad, consolidation of all railroad marine freight facilities into a single boat holding company, and consolidation of lighterage terminal and rival produce terminals. (PtAuth)
- July 6, 1933 Pecora hearings resume with testimony of Henry H. Lee, A.J. County, and Frank E. Taplin, the last of whom had been evading their subpoena; Taplin admits that sale of P&WV to Pennroad earned \$11.5 million profit, and that he has an option to repurchase it. (Pecora Rept, NYT)
- July 8, 1933 PRR and CNJ establish new round-trip bargain fares in New York commuter zone and on NY&LB to stimulate ridership; are also good on CNJ's Sandy Hook Route steamboats; are a one-day round trip and a round trip good for 30 days. (PR)
- July 8, 1933 Pres. Roosevelt appoints Interior Secretary Harold L. Ickes (1874-1952) administrator of the Public Works Administration; the PWA will expend over \$6 billion and employ 1.2 million men on over 34,000 projects through Mar. 1939; however, Ickes is overly cautious and determined that his money be spent wisely rather than quickly and spends only \$110 million during 1933; this hamstringing the efforts of the NRA, as without economic expansion, it proves impossible to enforce the NIRA codes and both business and labor realize they are being

shortchanged. (Burg, Smith/FDR)

July 9, 1933 LIRR carries 107,200 passengers to and from Rockaways, Long Beach and Jones Beach, up 14% from same weekend last year. (NYT)

July 9, 1933 PRSL establishes a new daily round trip to Atlantic City over the ex-Reading line, leaving Philadelphia at 4:30 PM and Atlantic City at 2:30 PM. (PR)

July 9, 1933 Pres. Roosevelt signs the first of the NIRA “codes of fair competition” covering the textile industry. (NYT)

July 10, 1933 PRR repays another \$9 million of RFC loan. (NYT)

July 10, 1933 PRR begins container car service between Erie and New York with second morning delivery.

July 10, 1933 PRR restores third boat to Cortlandt Street ferry because of increase in traffic. (FerryDept)

July 10, 1933 Pres. W. W. Atterbury informs the State of New Jersey that the PRR is agreeable to selling the Delaware & Raritan Canal for a nominal amount. (MB)

July 10, 1933 PRR agrees to use the Pottstown engine terminal of the Reading Company from Apr. 21, 1933. (MB)

July 10, 1933 Federal Coordinator of Transportation Joseph B. Eastman announces his organization and calls a meeting of the regional coordinating committees in Washington on July 14. (RyAge)

July 11, 1933 Atlantic City Railroad establishes bus service between Cape May Court House and Stone Harbor. (No! Was operating earlier)

July 11, 1933 PRR offers Delaware & Raritan Canal as a free gift to New Jersey providing PRR retains all rights to use for railroad easements. (PR)

July 11, 1933 Eastern Railroads' Coordinating Committee holds first meeting in New York; Walter C. Kennedy of Coverdale & Colpitts and future author of PRR's Centennial History is Executive Secretary; PRR represented by W.W. Atterbury and Elisha Lee. (NYT)

July 11, 1933 Pres. Roosevelt announces that Federal Coordinator of Transportation Joseph B. Eastman will be a member of the “Recovery Council” that will meet with him every Tuesday. (RyAge)

- July 12, 1933 Steel output for the month is at 50% of capacity, the highest for the year; Automobile Chamber of Commerce announces automobile production is up 154% over June 1932. (NYT)
- July 13, 1933 PRR General Passenger Agent at New York A.H. Shaw reports that a recovery in passenger traffic at New York is under way; beach travel to Long Island is up 14% and to the North Jersey Coast is up 12% over July 1932. (NYT)
- July 13, 1933 Stocks rise sharply in heavy trading in response to good economic news. (NYT)
- July 14, 1933 Federal Coordinator Eastman in addressing regional coordinating committees suggests further cutting top executive salaries as a preventable waste and “symptoms of the boom disease”; most top executives present are paid \$80,000 and up; W.W. Atterbury was paid \$121,500 in 1932; Daniel Willard \$120,000. (RyAge, NYT)
- July 14, 1933 Last run of Atlantic City Railroad passenger service between Williamstown Jct. and Glassboro, N.J. (tt)
- July 14, 1933 German Chancellor Adolf Hitler issues a decree banning all other political parties. (Morris)
- July 15, 1933 Atlantic City Railroad (Reading subsidiary) renamed Pennsylvania-Reading Seashore Lines (PRSL); PRSL becomes a separate operating unit with its own general manager; is subtracted from Atlantic Division which is reduced to Camden-Bay Head Jct. and branches, but Atlantic Division and PRSL retain common staff at divisional level; Pres. and VP are alternately from Reading or PRR each year; PRR is generally responsible for operations and finance, while Reading staffs the Secretary’s and Legal Departments. (MB, C&C, Rdg)
- July 15, 1933 Benjamin H. Hudson, Superintendent of the PRR’s Atlantic Division, also named Superintendent of the PRSL. (RyAge)
- July 15, 1933 Grand Central Parkway opens from Kew Gardens to the border of Nassau County, and the Northern State Parkway opens from there to Mineola, improving motor vehicle access between New York City and Long Island points in competition with the LIRR; the parkways are part of a series planned by Robert Moses (1888-1981), Pres. of the Long Island Park Commission. (NYT)
- July 15, 1933 Steel industry NIRA code approved giving skilled workers a 15% pay increase. (NYT)

- July 1933? LIRR begins low-fare service between New York and Jones Beach with a bus transfer at Wantagh. (PR)
- July 17, 1933 PRSL closes Pine Valley (Golf Club) station. (MB)
- July 17, 1933 Work begins on the new 3,394-foot double-track Union Railroad tunnel, located 51 feet south of the 1873 tunnel as part of the Baltimore Improvements. (C&C)
- July 17, 1933 Michigan terminal of Grand Trunk Western Railroad's Lake Michigan car ferry moved from Grand Haven to Muskegon. (Barnett)
- July 18, 1933 First National Transportation Conference begins at Chicago with 32 representatives of railroads, steamship lines, truck lines, business and finance, under the leadership of Harry A. Wheeler (1866-1960), Pres. of the Railway Business Association, an organization of railway supply companies; the conference concludes on July 20 with a call for preserving private ownership of the railroads and securing equality of regulation for all transportation modes. (NYT, Latham)
- July 18, 1933 Stock prices peak for the year; the Dow is up to 98.05 from 46.85 on March 2. (NYT)
- July 19, 1933 Dollar reaches extreme depreciation of 31.5%; severe break in the stock market; first weekly downturn since March; stocks continue falling. (NYT)
- July 19, 1933 ICC publishes its report on Seatrains Lines, Inc., ruling that it is a carrier by water and not a railroad or an extension of a railroad, and thus not subject to ICC regulation. (RyAge)
- July 20, 1933 PRR repays another \$4 million of RFC loan, leaving only \$5 million of electrification loan, plus \$1.4 million equipment repair loan. (NYT)
- July 21, 1933 Chicago grain markets close for two days; stocks hit bottom for summer; Dow 7.55 or 7.84%, its seventh worst drop so far. (NYT, Trager)
- July 22, 1933 Heavy break in prices. (NYT)
- July 24, 1933 In response to Coordinator Joseph B. Eastman's call for salary cuts, Pres. Atterbury orders the accounting firm of Price, Waterhouse & Co. to study the PRR's executive salaries. (PR)
- July 24, 1933 ICC decision rejects the contention of the Central Pennsylvania Coal Producers Association and finds that the rates from coal fields in

Maryland, Pennsylvania and northern West Virginia to points in Trunk Line territory and New England are not unreasonable, as the Trunk Lines have more passenger and general freight traffic and run fewer all-coal trains than the Pocahontas Roads, thus increasing operating costs; finds rates between the Cumberland District and Chambersburg-Greencastle, Pa., unreasonable in the future. (176 ICC 203)

- July 25, 1933 Pennsylvania-Indiana General Transit Company dissolved. (MB)
- July 26, 1933 New York Stock Exchange trading cut to three hours a day; stock and wheat prices recovering. (NYT)
- July 27, 1933 Daniel Willard and other B&O officials declare opposition to any moves to merge the B&O into the PRR under the Prince Plan. (NYT)
- July 27, 1933 ICC approves the abandonment of the Montgomery Branch between Blue Ash and Montgomery, Ohio (1.35 miles). (ICC, MB)
- July 27, 1933 World Economic Conference ends without any action after Pres. Roosevelt torpedoed it by refusing to go along with European demands for currency stabilization. (NYT, Kindleberger)
- July 28, 1933 PRR completes repayment of \$6.4 million on two RFC loans totaling \$28.9 million, \$27.5 million for electrification and \$1.4 million in "work loans." but is now without funds to prosecute electrification; loans were repaid to prevent the Roosevelt Administration from intruding on PRR affairs; RFC had requested PRR's salary list just before decision to repay. (NYT, RyAge)
- July 29, 1933 Gov. Gifford Pinchot sends the National Guard to keep order in Fayette County during the coal strike of the United Mine Workers of America against the H.C. Frick Coke Company. (NYT)
- July 29, 1933 ICC approves abandonment between Blue Ash and Montgomery, Ohio. (MB)
- Aug. 1, 1933 PRSL discontinues weekday service between Townsends Inlet and Stone Harbor, N.J. and establishes bus service between Cape May Court House, Stone Harbor and Avalon with six rented Pennsylvania Greyhound Lines buses; Sunday and Labor Day train service to Avalon and Stone Harbor continues. (tt, Rdg)
- Aug. 1, 1933 Number of PRR stockholders continues to fall; at 242,133 vs. 252,142 at peak in Sep. 1932; evidence of people selling out on rising prices. (NYT)

- Aug. 1, 1933 LIRR continues its experimental low fares of May 1 for the rest of the year. (RyAge)
- Aug. 1, 1933 N.Y. PSC orders the LIRR to continue to operate passenger service between Port Jefferson and Wading River between May 15 and October 15 annually. (ICC)
- Aug. 1, 1933 NYC's new West Side Freight Line opens for revenue service between 35th & 20th Streets. (RyAge)
- Aug. 1933 In declining health, Ivy L. Lee makes his assistant Thomas Joseph Ross (1893-1975) a full partner and changes the name of the firm to "Ivy Lee & T.J. Ross." (Hiebert)
- Aug. 4, 1933 PRR grants the receiver of the Pittsburgh, Shawmut & Northern Railroad the use of the passenger station at St. Marys, Pa. (MB)
- Aug. 5, 1933 ICC refuses by a vote of 7-3 to make further cuts in rates. (RyAge)
- Aug. 5, 1933 Gen. Hugh S. Johnson establishes the National Labor Board within the National Recovery Administration; consists of three representatives each from management, labor and government headed by New York Sen. Robert F. Wagner (1877-1953), a champion of organized labor. (Burg, NARA)
- Aug. 5, 1933 Last run of PRR bus service between Sunbury and Lewistown, Pa. (A-sheet)
- Aug. 6, 1933 VP Elisha Lee (1870-1933), Pres. W.W. Atterbury's chief lieutenant and heir apparent, dies of a stroke in New York City at age 64, while returning from a weekend at Saratoga Springs; his train had been diverted by a derailment to the NYC's West Side Freight Line, and Lee collapsed while walking from the train to a shuttle bus at 96th Street. (NYT)
- Aug. 7, 1933 Local bus line between New Brunswick and Millstone, N.J., stops honoring PRR tickets. (A-sheet)
- Aug. 9, 1933 Elisha Lee interred at his summer home at Tioga Center, N.Y.; no funeral services at Philadelphia; mourners take PRR special train via Elmira, and the Erie Railroad provides a special parlor car from New York; PRR General Office closes at 1:00 PM. (PR, NYT)
- Aug. 9, 1933 William Gilbertson and J. Jackson, the engine driver and stoker (fireman) of the *Royal Scot* are treated to a round trip from Chicago to New York on *The Broadway Limited*, returning on Aug. 11; on the

westbound leg, they get cab rides in a P5a and K4s from New York to Harrisburg. (PR - check direction)

- Aug. 9, 1933 Federal Coordinator Joseph B. Eastman orders railroad companies to refrain from making any cuts that would imperil the Administration's recovery program of job creation and boosting purchasing power. (NYT)
- Aug. 10, 1933 PRR contracts Newark station to George A. Fuller Construction Company. (NYT)
- Aug. 10, 1933 Second National Transportation Conference is held at New York, adding representatives of airlines, bus lines and the coasting trade. (NYT)
- Aug. 12, 1933 Northbound *Cavalier* derails south of Salisbury, Md., on track that had been tampered with; 4 killed and 4 injured. (NYT)
- Aug. 12, 1933 PRR discontinues miners' trains between Windber and Eureka Nos. 35, 36, 41 & 42. (eff. date - last 8/11 Fri?) (A-sheet)
- Aug. 12, 1933 Toeing the Stalinist line, *New York Times* Moscow correspondent Walter Duranty denounces a report by White Russian emigres stating that the famine in the Soviet Union is as bad as that of 1921; the report authors are tarred as paid stooges of Hitler; the famine eases by the end of the year. (NYT, Conquest)
- Aug. 14, 1933 Pres. W.W. Atterbury sends a letter to Federal Coordinator Joseph B. Eastman protesting his asking for a cut in official salaries; refuses to make any counter-offer pending completion of a study commissioned by the PRR from Price, Waterhouse & Co. (PR)
- Aug. 16, 1933 Philadelphia ordinance authorizes a high-speed extension of the subway over the Delaware River Bridge to Camden. (SEPTA)
- Aug. 17, 1933 Rail labor executives ask Pres. Roosevelt to put railroads under provisions of NRA, but Roosevelt says existing laws are adequate. (NYT)
- Aug. 17, 1933 New York Stock Exchange brokers organize a movement to open a stock exchange across the river in New Jersey to avoid a proposed city emergency tax of 5% on brokers' incomes; one of the possible sites will be the PRR's underutilized Jersey City Terminal at Exchange Place. (NYT)
- Aug. 18, 1933 ICC approves the abandonment of the Mahoning Branch between

- Dunbar and Mahoning Works, Pa. (1.08 mile), unused since mining was discontinued about 12 years earlier. (ICC, MB)
- Aug. 18, 1933 Queens Boulevard Line of New York City's Independent subway (IND) opens from 8th Avenue under 53rd Street and the East River to Roosevelt Avenue in Queens; provision is made for a connection to the LIRR from the 63rd Drive station to White Pot Jct. for rapid transit service on the LIRR to the Rockaways; the line also offers the first non-transfer service between Penn Station and the developing East Side office district. (Feinman)
- Aug. 20, 1933 PRR announces that all New York-Philadelphia "Clockers" are now completely air conditioned; have 250 cars in this service. (PR)
- Aug. 20, 1933 Two days of heavy rains and gales strike the Delmarva and N.J. coast as a hurricane approaches directly from the vicinity of Bermuda. (Schwartz)
- Aug. 21, 1933 Pennsylvania-Reading Motor Lines, Inc., incorporated to combine bus operations of Pennsylvania Greyhound Transit and Reading Transportation Company in PRSL territory; wholly-owned subsidiary of PRSL. (C&C, Rdg)
- Aug. 22, 1933 PRR makes known its plans for store-door pick-up and delivery at Presidents' Traffic Conference, Eastern Territory; NYC opposes; consensus is that PRR should wait pending Federal Coordinator Eastman's studies; PRR announces it will proceed. (NYT)
- Aug. 23, 1933 Category 2 hurricane makes landfall at Nags Head, N.C.; cuts a new channel between the ocean and bay, separating Assateague Island from Ocean City; destroys the Ocean City, Md., railroad bridge; Baltimore & Eastern abandons passenger service between Salisbury and Ocean City; heavy flooding in the Lehigh, Delaware, Schuylkill and lower Susquehanna watersheds; the low-lying Eastwick section of Philadelphia is under 5-10 feet of water. (Schwartz, Hayman, A-sheet)
- Aug. 23, 1933 PRR's plan of expanded door-to-door collection-and-delivery service made known in meeting of Presidents' Traffic Conference, Eastern Territory; consensus of meeting is that PRR should wait until conclusion of Federal Coordinator's investigations; PRR announces it will go ahead. (NYT)
- Aug. 23, 1933 Ernie Adamson, a lawyer and LIRR commuter writes to Coordinator Joseph B. Eastman urging that LIRR be merged into PRR as a division to save money, including executive salaries and Penn Station rent. (NYT)

- Aug. 23, 1933 PRR begins replacing the wooden trestle approach to the north side of the Ohio Connecting Railway bridge at Cats Run with concrete and steel spans. (PR)
- Aug. 24, 1933 Flood-damaged bridge over Anacostia River at Cheverly, Md. collapses under southbound *Crescent Limited* No. 147; engine crew killed, 17 injured. (RyAge)
- Aug. 24, 1933 300 Cumberland County workers at Enola Yard sue to prevent being bumped from jobs by men from closed Harrisburg Yard under BRT seniority rules. (NYT)
- Aug. 25, 1933 Federal Coordinator of Transportation Joseph B. Eastman issues a press release in his feud over Pres. Atterbury's salary stating that "money is by no means the only compensation" available to railroad executive, as it also includes "the joy of creative work well done"; proposes that the maximum salary be \$60,000. (Latham, RyAge)
- Aug. 25, 1933 The legendary race between the B&O's *Tom Thumb* and a horse is reenacted on its supposed 103rd anniversary on the Illinois Central Railroad tracks between 35th and 39th Streets in Chicago as part of the Century of Progress Exposition. (RyAge)
- Aug. 26, 1933 Eastern Railroads Coordinating Committee prepares formula for reducing top executive salaries. (NYT)
- Aug. 26, 1933 PRR announces joint ticketing with Grace Line for "circle trips" to west coast points from Los Angeles to Vancouver, going one way by train and the other via Panama Canal and Caribbean in 17-20 days. (PR, Mutual)
- Aug. 26-27, 1933 PRR posts a new record weekend at Chicago Union Station with 41 extra sections and special trains; *The Pennsylvania Limited* arrives in Chicago in 5 sections on Aug. 27. (PR)
- Aug. 27, 1933 Automakers except for Henry Ford adopt NIRA Code, one of the last mass-production industries to do so. (Burg)
- Aug. 28, 1933 Pres. W. W. Atterbury seeks Federal Coordinator Eastman's opinion on proposed extension of door-to-door collection-and-delivery service and whether it conflicts with any of his plans. (NYT)
- Aug. 29, 1933 ICC asks U.S. Supreme Court to order Pennsylvania Company to divest Wabash Railway and Lehigh Valley Railroad. (NYT)

- Aug. 29, 1933 Pres. Roosevelt authorizes the Treasury to sell gold on the world markets at the best prices to those countries buying U.S. manufactures; increases the penalties for domestic gold hoarding. (NYT)
- Aug. 30, 1933 Federal Coordinator Eastman informs Pres. Atterbury that he approves of PRR's collection-and-delivery plan for LCL freight; PRR then suggests other Eastern railroads offer similar service. (NYT)
- Aug. 30, 1933 All New York-Philadelphia trains fully air conditioned. (NYT - see above)
- Aug. 30, 1933 PRR notifies the Lake Erie & Eastern Railroad that it is ending the use of its tracks between Struthers and Girard, Ohio, under the old agreement of 1916. (MB)
- Aug. 31, 1933 Pennroad Corporation voting trustees file demurrer with Delaware Court of Chancery in the Perrine Suit. (NYT)
- Sep. 1, 1933 Price, Waterhouse & Co. makes a report on executive salaries to the Eastern Regional Coordinating Committee, of which W.W. Atterbury is Pres.; draws conclusions opposite to those of Federal Coordinator Eastman; advocates higher salaries in the middle management range, more rapid promotions and earlier retirements; railroads rely almost entirely on promotion instead of raises as incentives, and all but a few management salaries are lower than their counterparts in other industries. (PR)
- Sep. 1, 1933 PB&W contracts with the B&O for the use of its Mount Clare Elevator "E" at Pratt & Poppleton Streets in Baltimore. (MB)
- Sep. 2-4, 1933 Labor Day weekend travel sets new records at Chicago Union Station; PRR operates a total of 110 extra sections with 43,863 passengers. (PR)
- Sep. 3, 1933 In a Labor Day message broadcast on the NBC network, Pres. Atterbury supports the NRA and praises Pres. Roosevelt for bold action; urges that question of open and closed shop and union recognition be set aside in interest of setting wages and returning people to work, i.e., that the system of the 1920s be restored as quickly as possible; many business executives share this early support for the cartelizing aspects of the NRA, but will soon turn against FDR as the NRA system fails to work, and the Administration shows its pro-labor colors more aggressively. (NYT)
- Sep. 3, 1933 PRR operates 47 extra sections in and out of Chicago, with about 20,000 passengers; 26 trains arrive between 8:00 AM and 10:00 AM; *The Fort Dearborn* operates in 8 sections and *The Liberty Limited* in 5

sections. (PR)

- Sep. 4, 1933 Outbound Labor Day travel at Chicago peaks; between 11:25 and 11:45 PM, PRR has 14 regular departures and 30 extra sections outbound. (PR)
- Sep. 5, 1933 Federal Coordinator Eastman forwards suggestion for merger of LIRR into PRR, which is being urged by a New York lawyer named Ernie Adamson, to Pres. W.W. Atterbury for comment. (NYT, Latham)
- Sep. 7, 1933 PRR completes grade crossing elimination at Norristown, Pa. (RyAge)
- Sep. 7, 1933 Harrisburg Warehouse Company incorporated in Pa. to take over the operations of the Duquesne Warehouse Company in Harrisburg; controlled by PRR. (MB)
- Sep. 8, 1933 Federal Coordinator of Transportation Joseph B. Eastman makes public the plan of the PRR to offer store-door pick-up and delivery of LCL freight. (Latham)
- Sep. 8, 1933 Pres. Roosevelt raises the price of gold from \$20.67 an ounce, its historic level for 100 years, to \$29.82 an ounce; stock and commodity prices rise, but soon fall again. (Kindleberger)
- Sep. 9, 1933 VP in Charge of Finance & Corporate Relations A.J. County reports that he has repaid \$28.9 million in government loans and returned collaterals. (MB)
- Sep. 9, 1933 Last run of *The Sun Tan* No. 1057, non-stop summer-only, weekend train from Philadelphia to Cape May. (Guide, tt)
- Sep. 9, 1933 Last run of New Haven gasoline railcars between Poughkeepsie and Copake and between Beacon and Pine Plains via Stissing Jct. (ICC)
- Sep. 11, 1933 Price, Waterhouse & Co. makes report on executive salaries to PRR Board; notes that as of July 31, the PRR has 14 executives who make over \$20,000 and one (Atterbury) who makes over \$50,000; notes that Atterbury made \$150,000 in 1929 and \$103,882 in 1932 but after taxes the numbers were \$123,000 and \$71,500; because of inflation and increased taxation in the upper brackets, the salary of the PRR Pres. has actually declined in constant dollars from \$75,000 in 1912 to \$72,300 in 1929 to \$55,700 in 1933; considers a \$100,000 gross salary fair compensation. (PR)
- Sep. 11, 1933 Last run of *The Ra* No. 1056, non-stop summer-only Monday train from Cape May to Philadelphia. (Guide, tt)

- Sep. 11, 1933 In flight test, Transcontinental & Western Air, Inc., DC-1 takes off from Winslow, Arizona, on one engine and flies at 8,000 feet to Albuquerque; TWA accepts the plane, but 25 production models are an improved design designated DC-2; DC-1 is used for tests and publicity. (TWA)
- Sep. 12, 1933 ICC dismisses application of Pittsburgh & West Virginia Railway to acquire Western Maryland Railway, killing old plan for the Taplin system. (NYT, Wheeler)
- Sep. 12, 1933 New York City Board of Estimate votes city tax of 4 cents per share on stock transfers; 5% on brokers' gross profits, and 1/4% on investments of all savings banks and insurance companies. (NYT)
- Sep. 12, 1933 Pennsylvania bituminous miners threaten to strike unless operators agree to an NIRA Code. (Dubofsky)
- Sep. 13, 1933 PRR Board considers request of Federal Coordinator Joseph B. Eastman that no railroad official receive more than \$60,000 per year; at Pres. Atterbury's request, Board cuts his salary to \$60,000 effective Sep. 1; Atterbury notes that since 1929 PRR has cut number of officers by 46% and officers' compensation by 52.5%; as of March 1, Atterbury's salary had been \$109,000. (MB, NYT)
- Sep. 13, 1933 PRR Board approves an additional \$550,000 for the Newark Improvements. (MB)
- Sep. 13, 1933 PRR Board authorizes the following line abandonments: Montgomery Branch at Blue Ash, Ohio; Converse to Matthews, Ind. (MB)
- Sep. 13, 1933 PRR Board authorizes the following retirements: water stations at Rahway, N.J., Bristol, Pa., and Radnor, Pa.; track pans on tracks No. 1 & No. 4 at Glenolden; telegraph and telephone lines between Frazer and West Chester; Cresson Transfer station; coaling station at Georgetown, Del.; passenger stations at Rochester, N.Y., South Duquesne, Pa., Reynoldsville, Pa., Wilcox, Pa., Rosemont, Ohio, Ellsworth, Ohio, 3rd Street-Wellsville, Ohio, North 3rd Street Station at Logansport, and old passenger station at Savannah Avenue, Canton; coach yard east of Dennison, Ohio. (MB)
- Sep. 13, 1933 PRR Board authorizes the retirement of the following block stations and interlockings: "VANDYKE" Interlocking; "DEER" Interlocking west of Huntingdon; "SAND" Interlocking at Vineyard, Pa.; "VAIL" Interlocking east of Tyrone; "POST" Block Station west of Lock Haven; "VI" Interlocking east of East Liberty on the Brilliant Branch;

“BU” Block Station at Rathbun, Pa.; “ELKTON” Interlocking in Maryland; “CK” Block Station at Rock Stream, N.Y.; “DYKE” Interlocking east of Dennison, Ohio; old “NA” Tower at New Alexandria, Pa.; “DINSMORE” Interlocking at Bertha, Pa.; “LYNCH”/”MS” Block Station at Mansfield; “ROSS”/”OX” Block Station at the east end of Mansfield Yard; “CLARK”/”NS” Interlocking at New Salisbury, Ohio; “AGNEW”/”HN” Interlocking at Glenfield, Pa.; interlocking at Sharpsville. (MB)

- Sep. 13, 1933 Frank J. Fell elected a PRR director; M. W. Clement is elected a director replacing Elisha Lee. (MB)
- Sep. 13, 1933 Pres. Roosevelt proclaims “NRA Day”; 250,000 New Yorkers parade in support, with another 1.5 million spectators. (Trager)
- Sep. 13, 1933 Limited foreign gold sales resumed. (NYT)
- Sep. 14, 1933 Presidents' Traffic Conference, Eastern Territory convenes meeting called by PRR to consider collection-and-delivery of LCL freight; only Wheeling & Lake Erie, Boston & Maine, Maine Central, and Grand Trunk, which have similar services, support the PRR plan. (NYT)
- Sep. 14, 1933 Pittsburgh Coal Company lets contract for barge-to-rail terminal at mouth of Little Beaver Creek for its new railroad to Youngstown. (NYT)
- Sep. 15, 1933 New York Stock Exchange begins plans to move part of operations to Newark, N.J. to escape new New York City taxes. (NYT)
- Sep. 15, 1933 Last run of Washington-Oquossoc sleeper on *Bar Harbor Express*. (tt) (or 1934?)
- Sep. 15, 1933 Transcontinental & Western Air, Inc., takes delivery of first Douglas DC-1, 12-seat streamlined plane that is Douglas's answer to the Boeing 247. (wiki)
- Sep. 1933 Federal Coordinator of Transportation Joseph B. Eastman suggests having the railroads purchase more rails to stimulate the steel industry; rail prices have been stable at \$43 per ton for a decade. (Latham)
- Sep. 1933 Federal Coordinator of Transportation Joseph B. Eastman sends a questionnaire of 53 questions on company unions to all railroads for a response. (Latham)
- ca. Sep. 1933 PRR suspends all electrification work south of Wilmington.

- Sep. 1933 Baldwin Locomotive Works donates its three-cylinder 4-10-2 No. 60,000, which has proved a commercial failure, to the Franklin Institute; it is hauled on temporary tracks through the streets and into the new museum building on the Parkway. (Crimmins)
- Sep. 1933 Hitler's Germany begins construction of the first autobahn, the world's first high-speed, limited access highway. (Morris - verify)
- Sep. 16, 1933 P.W. Sullivan appointed to new post of Assistant to the General Manager-Central Region; W.R. Triem to Superintendent of Monongahela Division, replacing Sullivan; Edgar E. Earnest from Superintendent of Passenger Transportation-Central Region to Superintendent of Freight Transportation-Central Region; W.W. Patchell to Superintendent of Passenger Transportation-Central Region, replacing Earnest. (MB, RyAge)
- Sep. 17, 1933 Second section of westbound *Liberty Limited* derails at speed at Whiting, Ind.; no serious injuries. (NYT)
- Sep. 17, 1933 *The Pennsylvania Limited* runs in 5 sections. (PR)
- Sep. 17, 1933 Last run of Sunday & holiday train service on PRSL over ex-PRR line between Townsends Inlet and Stone Harbor via Avalon. (Rdg)
- Sep. 19, 1933 Federal Coordinator Eastman asks whether PRR refusal to set maximum executive salary at \$60,000 is deliberate, hinting that he can then eliminate any such excess as "avoidable waste"; PRR was last holdout. (NYT)
- Sep. 19, 1933 The Monte Alban jewels, discovered at Oaxaca, Mexico, in 1932, are placed on display in the Savarin dining room at Penn Station for several weeks after arriving from the Century of Progress in the Mexican presidential train. (PR, NYT)
- Sep. 19, 1933 Louisville Union Bus Station Company renamed Greyhound Terminal of Louisville, Inc.; 9% owned by Pennsylvania Greyhound of Indiana. (Compt)
- Sep. 20, 1933 Pres. Atterbury telegrams Eastman informing him of Sep. 13 salary cut, but asserting right of Board to set whatever salaries it deems proper. (NYT)
- Sep. 20, 1933 Harborside Warehouse Company, Inc. incorporated as subsidiary of American Contract & Trust Company to reorganize Pennsylvania Dock & Warehouse Company. (MB)

- Sep. 20, 1933 NYC Pres. Frederick E. Williamson writes to Federal Coordinator Eastman protesting PRR plan for expanded collection-and-delivery of LCL freight; wants approval delayed until the NYC can complete its own study. (NYT, Latham)
- Sep. 21, 1933 Eastern Railroad President's Conference appoints committee to negotiate with western roads on reducing passenger fares to stimulate travel. (NYT)
- Sep. 21, 1933 Monongahela Railway acquires property of Scotts Run Railway (Randall-Blacksville) and Indiana Creek & Northern Railway (Lowsville-Arnettville). (C&C)
- Sep. 21, 1933 Bituminous coal NIRA Code approved by Pres. Roosevelt; provisions include 8-hour day, 40-hour week and checkoff of union dues but not closed shop; wages raised to \$4.60 north and \$4.20 south and payment in company store scrip is ended; the first Appalachian Agreement covers both northern and southern mines, but captive mines of steel companies refuse to recognize the union. (Dubofsky, McDonald)
- Sep. 21, 1933 Stock prices break on fears of uncontrolled currency inflation. (NYT)
- Sep. 22, 1933 Officials of New York Stock Exchange inspect the under-maintained PRR Jersey City Terminal at Exchange Place as a potential site for a stock clearing center to escape the new proposed New York City 4-cent tax on stock transfers and a tax on brokers' profits. (NYT)
- Sep. 23, 1933 PRSL operates last day of service at former ACRR terminal at Kaighns Point, Camden, although only 10 years old; property is sold back to the Reading Company for freight use, although trains for 4 special excursion parties run into the terminal between now and 1936; ferry service from terminal continues for vehicles and local transit passengers; passenger service discontinued on former Camden, Gloucester & Mt. Ephraim Railway west of West Jersey connection in Gloucester; also last runs of passenger service over ex-PRR lines between Sea Isle City Jct. and Sea Isle City. (AR, MB, tt, SEPTA)
- Sep. 23, 1933 Federal Coordinator Joseph B. Eastman announces he will study the so-called Prince Plan of consolidation drawn up by John W. Barriger III that would create a two-system East with a separate New England system. (NYT)
- Sep. 23, 1933 B&O Pres. Willard denounces the Prince Plan, which would route traffic over PRR and reduce the B&O to single-track branch lines. (NYT)

- Sep. 23, 1933 PRR unveils a plaque in the Penn Station Exit Concourse honoring Col. John R. Slattery, Deputy Chief Engineer & General Manager of the Independent Subway. (PR)
- Sep. 24, 1933 PRR puts all hourly "Clocker" service between New York and Broad Street Station on a 1:50 schedule; 18 of 44 New York-Washington trains put on 4:15-4:30 schedules; New York-Washington trains scheduled hourly between 7:00 AM and 8:00 PM leaving Washington on the hour and New York on the half-hour. (PR, RyAge)
- Sep. 24, 1933 *The Constitution* inaugurated as an evening train between New York and Washington (southbound only), leaving at 6:30 PM; *The Legislator* inaugurated northbound, leaving at 7:00 AM; *The Senator* placed on a 4:15 schedule to match *The Congressional*; a total of 18 New York-Washington trains placed on schedules between 4:15 and 4:30; as of this date, the *Congressional*, *Senator*, *President*, *Representative*, *Potomac*, *Constitution*, *Mount Vernon* and *Arlington* are completely air conditioned. (PR, RyAge)
- Sep. 24, 1933 With increasing numbers of air conditioned cars, PRR discontinues the pre-cooling of passenger equipment at New York and Philadelphia; discontinued at all other points on Oct. 1.
- Sep. 24, 1933 14-room sleeping cars placed on *The Statesman* between Washington and Pittsburgh; through Pittsburgh-Philadelphia parlor car restored on No. 24. (PR)
- Sep. 24, 1933 PRSL restores rail passenger service between 51st Street, Ocean City, and Sea Isle City; buses operated by Reading Transportation Company begin Sunday service from Cape May Court House to Stone Harbor and Avalon, replacing Sunday trains on ex-PRR route from Townsends Inlet and Stone Harbor. (tt)
- Sep. 24, 1933 The eastbound *Rainbow* cut from 21:55 to 20:30; eastbound *Manhattan Limited* cut by 15 minutes and westbound *Pennsylvania Limited* by 35 minutes. (PR)
- Sep. 24, 1933 New Haven adds a New York-Boston round trip leaving Boston at 6:00 AM and New York at 4:00 PM; cuts 0:30 from the *Colonial*. (RyAge)
- Sep. 25, 1933 Pres. Atterbury testifies before Senate Finance Committee; repeats his arguments for deregulation and allowing railroads to become multi-modal transportation companies; in contrast to Rea's optimistic valedictory of only eight years earlier, he states, "If under these conditions the railroads cannot survive, they will have to suffer as have all other obsolete methods in our advancing civilization."

- Sep. 25, 1933 "Pennsylvania Day" at the Century of Progress Exposition. (PR)
- Sep. 26, 1933 Pres. Atterbury replies to Federal Coordinator Joseph B. Eastman that PRR will eventually absorb LIRR under consolidation plan, but "time is not ripe"; no economies to be gained through duplicate salaries, and Penn Station would have to be paid for in any event; also questions Eastman's authority to force any merger. (NYT)
- Sep. 26, 1933 Special Senate Committee under chairmanship of Alabama populist Hugo L. Black begins hearings on supposed corruption and favoritism in awarding of air and ocean mail contracts by Hoover's Postmaster General Walter F. Brown; the Committee subpoenas the financial records of all major aviation companies and individual officers. (Rept, Berg - prob date committee org - hearings start 9/28?)
- Sep. 26, 1933 Martin W. Clement elected a director of the Norfolk & Western Railway, replacing Elisha Lee, deceased. (AR)
- Sep. 26, 1933 New York City Mayor John P. O'Brien announces he will veto the stock transfer and brokers' fee tax bills, ending the threat of the New York Stock Exchange moving to New Jersey. (NYT)
- Sep. 27, 1933 Work on modifying Exchange Place Terminal for a stock transfer center stops. (NYT)
- Sep. 27, 1933 PRR Board authorizes \$516,207 for air conditioning cars for east-west trains; extending Platform No. 6 at Penn Station for 19-car trains; orders the Delaware, Maryland & Virginia Railroad to purchase the Maryland & Delaware Seacoast Railroad between Ellenville and Milton (8.5 miles) for \$10,000 and rescinds authorization for the purchase of Maryland & Delaware Seacoast Railroad shares. (MB)
- Sep. 27, 1933 PRR Board appoints Edgar C. Felton, Effingham B. Morris, John Zimmermann and Thomas S. Gates a Special Committee on Corporate Organization. (MB)
- Sep. 27, 1933 PRR Board authorizes the following retirements: Cornwells, Pa., station; passenger & freight stations at Primrose, Pa.; manual block signals at Georgetown, Del.; freight shed at Muskegon Dock; "MAPLE"/"BQ" Interlocking at Bedford, Ohio; "FORD"/"MR" Interlocking at Richmond, Ind.; "OA" Interlocking at Cincinnati. (MB)
- Sep. 27, 1933 Committee of U.S. railroad presidents meets in office of NYC Pres. Frederick E. Williamson to settle dispute between Eastern and Western railroads on proposed fare cuts to stimulate travel; eastern roads want 3

cent per mile fare for both coach and Pullman, with 2 cent return and no Pullman surcharge; western roads want 2 cent coach fare and 3 cent Pullman fare with 2 cent return and no surcharges. (NYT)

- Sep. 27, 1933 Property of Pennsylvania Dock & Warehouse Company (Harborside Terminal) sold at foreclosure to bondholders. (NYT)
- Sep. 27, 1933 Capital Transit Company incorporated by Congress to acquire the properties of the Capital Traction Company and the transportation properties of the Washington Railway & Electric Company. (Moody's)
- Sep. 28, 1933 Pres. W. W. Atterbury announces that the PRR will implement system-wide store-door pick-up and delivery. (RyAge)
- Sep. 28, 1933 Federal Coordinator Joseph B. Eastman make public his support for PRR's proposed store-door pick-up and delivery system for LCL freight; notes NYC has no reason to complain, since it does the same thing indirectly through the Universal Carloadings & Distributing Company. (NYT)
- Sep. 28, 1933 Monongahela Railway acquires property of Monongahela & Ohio Railroad (Blacksville-Brave). (C&C)
- Sep. 28, 1933 Waynesburg & Washington Railroad agrees with Monongahela Railway for it to provide switching service at Waynesburg, retroactive to Apr. 7, 1933. (MB)
- Sep. 29, 1933 At postal contract hearings, Sen. Hugo Black reveals Export Steamship Corporation has received \$26.7 million in federal subsidies since 1928; Pres. and sole owner is Henry Herberman, a former PRR official; Black tries to tie Export Steamship Corporation to PRR, but only interest is that PRR sought Export as a tenant for Harborside Terminal because it was then loading more cargo than any company at New York. (NYT)
- Oct. 1, 1933 NRA announces the beginning of a "Buy Now" campaign to stimulate spending. (NYT)
- Oct. 2, 1933 Federal Court denies PRR plea for injunction to block Pittsburgh Coal Company from completing its line from Smiths Ferry, Pa., to Negley, Ohio, holding it is a private line, not a common carrier, and does not need ICC approval: Pittsburgh Coal Company then resumes construction. (NYT)
- Oct. 2, 1933 Federal Coordinator of Transportation Joseph B. Eastman issues his objections to the Pere Marquette Railway violating the Emergency Transportation Act of 1933 by giving financial support to its company

unions on complaints filed by the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express & Station Employees and the Railway Employees Dept. of the AFofL. (NYT)

- Oct. 3, 1933 Federal Coordinator Joseph B. Eastman refuses Ernie Adamson's request for merger of LIRR into PRR; says as the PRR is almost the only stockholder, a merger is a matter of PRR management policy. (NYT)
- Oct. 4, 1933 PRR announces that it has carried 368,751 passengers to Chicago since the Century of Progress Exposition opened. (PR)
- Oct. 4, 1933 PRR and other railroads entering New York agree for a consolidated ticket office in the Waldorf Building at 2-16 West 33rd Street. (MB)
- Oct. 4, 1933 Charles H. Ewing (1866-1935) elected Pres. of the NY&LB, replacing Roy B. White, resigned; Board authorizes the retirement of the cabin formerly used as a signal tower at Morgan Draw. (MB/AFE)
- Oct. 4, 1933 Federal Coordinator of Transportation Joseph B. Eastman reports that the railroads are ready to buy 844,525 tons of rails if the price were to fall below \$40 per ton; the government is prepared to advance the money to the railroads to make the purchases. (Latham, NYT)
- Oct. 5, 1933 Traffic officers of eastern railroads meet at New York to arrange cuts in passenger fares; eastern railroads want 3 cents per mile rate one way with 2 cents return and no Pullman surcharge; western railroads want flat 2 cent coach rate and 3 cent Pullman rate. (NYT)
- Oct. 5, 1933 Federal Coordinator of Transportation Joseph B. Eastman announces that the Pere Marquette Railway has agreed to drop financial support for the Pere Marquette General Office Employees Association and the Pere Marquette Shop Crafts Association, its version of the Employee Representation Plan. (NYT)
- Oct. 6, 1933 Class O1c No. 7856 participates in the Claymont Trials. (Test Dept)
- Oct. 6, 1933 Western Railway Association cuts passenger fares from 3.6 cents to 3 cents per mile and round trips to 2.5 cents; abolishes Pullman surcharge. (NYT)
- Oct. 7, 1933 South Brooklyn Line of New York City's Independent (IND) subway is completed to its terminal at Church Avenue. (Feinman)
- Oct. 9, 1933 U.S. Supreme Court again refuses to hear appeal of Brooklyn terminal companies to block PRR's store-door pickup and delivery service in

New York City area. (NYT)

- Oct. 9, 1933 Baltimore & Eastern Railroad Board authorizes purchase of that portion of Maryland & Delaware Seacoast Railroad between West Denton and Denton only, instead of whole property; purchase not closed until Jan. 8, 1935. (MB)
- Oct. 10, 1933 PRR announces it has added 11,000 jobs since June 1. (NYT)
- Oct. 11, 1933 PRR Board authorizes the construction of 500 X31 automobile box cars. (MB)
- Oct. 11, 1933 PRR Board retires the Lockport water station west of Conpitt Jct.; Montandon freight house, and the 100-foot turntable at the Waldo Avenue engine house. (MB)
- Oct. 11, 1933 PRR Board authorizes the retirement of: "GI" Block Station at Vandergrift, Pa.; "RL" Block Station south of Brandon, Pa.; "BRODHEAD" Interlocking at Crafton, Pa.; "AY" Block Station at Marion Avenue, Pittsburgh; "BUCKEYE" Block Station east of East Palestine, Ohio. (MB)
- Oct. 11, 1933 B&O General Counsel John J. Cornwell denounces the Prince Plan calling for a merger of the B&O into the PRR; says the Prince Plan would cost 300,000 railroad jobs and stifle many smaller communities (of which there are many on the B&O) and ruin industries that would lose main line service; Cornwell denounces W. W. Atterbury and John W. Barriger III as "conspirators," noting that Barriger has worked for the PRR and is now chief railroad examiner for the RFC, which controls railroad credit; calls the Prince Plan a "racket"; Barriger has projected an annual saving of \$135 million from a PRR-B&O merger, and \$700 million for the Prince Plan overall. (NYT, RyAge)
- Oct. 11, 1933 London, Midland & Scottish Railway's *Royal Scot* train leaves Chicago on a tour of the western states and Canada. (RyAge)
- Oct. 14, 1933 Rumors of dissension between PRR and Van Sweringens on one side and NYC and B&O on the other on PRR's plan for system-wide door-to-door service; unclear what role freight forwarding companies would play in PRR plan. (NYT)
- Oct. 14, 1933 Nazi Germany announces that it is withdrawing from the Geneva disarmament conference and will quit the League of Nations in two years. (Morris, millercenter.org)
- Oct. 1933 Federal Coordinator of Transportation Joseph B. Eastman sends out a

- questionnaire and survey to the railroads on passenger traffic. (Latham)
- Oct. 1933 Federal Coordinator of Transportation Joseph B. Eastman persuades the Scientific Advisory Board of the National Resource Council to appoint a committee to study scientific research on the railroads. (Latham)
- Oct. 16, 1933 Number of furlough days for PRR office workers cut from four to two per month. (PR)
- Oct. 16, 1933 VP in Charge of Traffic Julien L. Eysmans appointed VP-Assistant to the President because of failing health; Martin W. Clement promoted to VP (Executive) at \$65,000 to succeed the late Elisha Lee; John F. Deasy to VP in Charge of Operations at \$50,000; Walter S. Franklin returns to PRR as VP in Charge of Traffic at \$55,000; Ethelbert W. Smith to VP-Central Region; Charles S. Krick returns from leave as VP-Eastern Region. (MB)
- Oct. 16, 1933 U.S. Supreme Court agrees to hear ICC appeal in case of Pennsylvania Company control of Lehigh Valley Railroad and Wabash. (NYT, RyAge)
- Oct. 16, 1933 PRSL Board authorizes retiring the old electric line tracks between 2nd Street and the Delaware River and shifting tracks and installing third rail as part of the revision of tracks at the Camden Terminal station at Federal Street. (MB)
- Oct. 18, 1933 PRR announces it has withdrawn door-to-door tariff, despite the fact it was approved by Coordinator Eastman, because NYC would not join and other railroads would not follow without NYC; Pennroad Corporation's sale of National Carloading to the Van Sweringens becomes known. (NYT)
- Oct. 18, 1933 Class M1a's Nos. 6750 and 6743 again participate in the Claymont Trials. (Test Dept)
- Oct. 19, 1933 PRR announces it will file revised tariff for door-to-door collection & delivery of LCL freight with ICC and state commissions to take effect system-wide on Dec. 1. (NYT)
- Oct. 19, 1933 Norman B. Pitcairn, Pres. of Detroit, Toledo & Ironton Railroad, named receiver of Wabash Railway and Ann Arbor Railroad, effective Oct. 23, to succeed Walter S. Franklin, who returns to PRR as VP in Charge of Traffic. (NYT)
- Oct. 20, 1933 Fanny Blackburn Lee, mother of the late VP Elisha Lee, dies at New York at age 85. (NYT)

- Oct. 20, 1933 Asked by the government for competitive bids, the steel companies submit identical bids of \$37.75 a ton for rail orders from 47 companies; to be financed by 4% WPA loans. (Latham)
- Oct. 21, 1933 Steel companies cut price of rails from \$40 to \$37.75 a ton to spur sales. (NYT)
- Oct. 22, 1933 Pres. Roosevelt announces U.S. will buy gold on the open market in order to increase foreign trade, devalue the dollar and raise commodity prices. (Kindleberger, Burg)
- Oct. 24, 1933 Pennsylvania Dock & Warehouse Company property deeded to new Harborside Warehouse Company, Inc.; United New Jersey Railroad & Canal Company deeds property to Harborside Warehouse Company, Inc.. (MB)
- Oct. 24, 1933 Budd 2-car stainless steel gas-electric car for the Texas & Pacific Railway leaves Philadelphia under its own power; first lightweight stainless steel train. (RyAge)
- Oct. 25, 1933 PRR Board authorizes negotiations with federal government to secure a loan of up to \$84 million over three years to complete electrification to Washington, the Union Tunnel in Baltimore, and build 7,000 freight cars; Chief Engineer-Philadelphia Improvements Robert Farnham made to report to the Chief Engineer instead of the late Vice President Elisha Lee. (MB)
- Oct. 25, 1933 PRR Board authorizes the construction of 500 XL31 box cars and 2,000 X29 box cars; change of line at Elkton, Md.; rebuilding the Virginia Avenue Tunnel in Washington; \$901,749 for rearranging the Camden Terminal to serve all PRSL trains; track elevation and second track on the Englewood Connecting Railway. (MB)
- Oct. 25, 1933 PRR Board authorizes the following retirements: 75-foot turntable at Waverly Yard; engine house and turntable at Millville, Pa.; "PA" Interlocking, signals and crossovers at East Palestine, Ohio. (MB)
- Oct. 25, 1933 In casual remarks, Federal Coordinator Joseph B. Eastman expresses his antipathy to Alleghany Corporation and Pennroad Corporation. (NYT)
- Oct. 25, 1933 Government begins devaluating the dollar. (NYT)
- Oct. 26, 1933 PRR announces that the movement of iron ore from the Lake Ports has been the heaviest since 1930; PRR has hauled 4.5 million tons, vs. 1.09

million tons in 1932 and 4.2 million tons in 1931. (PR)

- Oct. 26, 1933 Pullman Car & Manufacturing Corporation's "Railplane" lightweight railcar makes a first test run at Dearborn, Mich., on the Detroit, Toledo & Ironton Railroad; designed by the Stout Engineering Laboratories, Inc.; it is basically a streamlined Stout aircraft fuselage on wheels; William B. Stout (1880-1956) has filed for a patent on Sep. 2, which will be issued (no. 2,093,579) on Sep. 21, 1937. (RyAge, wiki, googlepatents)
- Oct. 27, 1933 PRR announces it will reconfigure Camden terminal yards as part of PSRL consolidation. (NYT)
- Oct. 27, 1933 PRR announces temporary withdrawal of all P5a's to correct unspecified mechanical defects (in the axles); almost all units sent to Wilmington Shops for heavier axles; to be returned to service at the rate of about four per day; all returned to service by mid-December; most passenger trains revert to steam operation in interim. (PR, Westing)
- Oct. 27, 1933 PRR signs revised agreement with the Western Maryland Railway for the use of the WM station and tracks at Cumberland, Md. and trackage rights between Cumberland and State Line. (MB)
- Oct. 28, 1933 PRR files tariff with ICC for intermodal store-door collection and delivery service of LCL freight over whole system effective Dec. 1, 1933; to charge an additional \$0.50 per shipment under 260 miles and \$0.02-0.12 on sliding scale for distances over 260 miles. (press release - check when approved)
- Oct. 29, 1933 LIRR operates last Montauk excursion of the season. (PR)
- Oct. 30, 1933 PRR establishes second round trip between Broad Street Station and Bordentown via the Delair Bridge; leaving Bordentown at 9:28 AM and leaving Broad Street at 1:03 PM. (PR)
- Oct. 30, 1933 Steel companies and the government reach a compromise price of \$36.375 per ton on rails to be bought with government loans. (Latham)
- Oct. 30, 1933 Pres. Roosevelt brokers an agreement between the operators and United Mine Workers of America to end wildcat strikes at the captive mines of the steel companies in return for local elections for union representatives; the UMW wins representation at four mines of the H.C. Frick Coke Company, cracking the anti-union bastion of the Coke Region for the first time. (McDonald)

Oct. 31, 1933 Last run of passenger service (Nos. 408-409) between Valley Jct. and Cambridge Shop, Ohio, and between Dover and New Philadelphia. (GO)

Oct. 31, 1933 PRR announces that the Board has approved \$360,000 to continue the Englewood Connecting Railway track elevation; 22 street crossings have been eliminated already. (PR)

Oct. 31, 1933 Last trip of Lehigh & Hudson River Railway passenger service between Belvidere, N.J., and Warwick, N.Y. (A-sheet)

Nov. 1, 1933 PRR VP A.J. County writes to Harold Ickes, head of the Public Works Administration, for a government loan of \$84.9 million. (MB)

Nov. 1, 1933 A giant "Peace Book" is placed in the General Waiting Room of Penn Station for public signing by World Peaceways, Inc., for two weeks; was first unveiled in Union Square on Oct. 16; the book measures 10 feet tall by 7.5 feet wide by 3 feet thick and has 200 pages; the collected signatures are to be sent to the Peace Conference in Geneva. (PR)

Nov. 1, 1933 Cleveland & Cambridge RPO cut back to Cleveland & Valley Jct. RPO. (Kay)

Nov. 1, 1933 Transcontinental & Western Air, Inc., replaces Fleetsters with Lockheed Vegas on Flight Nos. 7-8 between St. Louis and Amarillo. (A-sheet)

Nov. 1, 1933 J. L. Gressitt appointed General Superintendent of the Northwestern Division; H. W. Jones appointed General Superintendent of the Southwestern Division; M. R. Reed appointed General Superintendent of Motive Power-Central Region; H. H. Haupt appointed Superintendent of Motive Power of the Eastern Region and Central Region. (MB, RyAge - verify last one??)

Nov. 2, 1933 Public Works Administration (PWA) approves \$84 million loan at 4% to PRR to complete electrification and create jobs; RFC was required to charge 5.5-6% for relatively short-term loans; while PWA loans are long-term. (NYT)

Nov. 3, 1933 New York Chamber of Commerce comes out against the New Deal devaluation and calls for a return to the gold standard. (NYT)

Nov. 4, 1933 Last runs of PRSL passenger service over ex-PRR lines between Woodbine Jct. and Harbor Branch Jct. (Cape May) and between Wildwood Jct. and Wildwood. (tt)

- Nov. 7, 1933 Raffaele "Fiorello" H. La Guardia (1882-1947), a liberal Republican Congressman, is elected Mayor of New York City on a Republican-City fusion ticket, defeating Tammany Mayor John P. O'Brien (1873-1951) and ending a long period of Tammany Hall rule; the election is marred by widespread violence as college athletes and amateur boxers recruited by the reformers brawl with Tammany goons and thugs hired by gangster Dutch Schultz (1902-1935) to keep access to the polls open; La Guardia becomes the voice of the city during the Depression and World War II, in large measure through his alliance with Pres. Roosevelt. (EncyNYC. Trager)
- Nov. 7, 1933 Democrats sweep the local Pittsburgh and Allegheny County elections, as many Republican voters switch allegiance; in Philadelphia, a fusion ticket of Democrats organized by Joseph F. Duffey and Republican Gov. Gifford Pinchot defeats the disintegrating Vare machine; many Vare lieutenants defect to the Democrats. (Cannadine)
- Nov. 7, 1933 Pres. Roosevelt extends diplomatic recognition to the Soviet Union at a White House ceremony with Maxim Litvinov (1876-1951), People's Commissar for Foreign Affairs; Stalin is looking for potential allies against Hitler's Germany; he also makes overtures to France, Czechoslovakia and Romania; Depression-wracked American companies and banks are also eager for trade with the Soviet Union. (NYT, Service, Smith/FDR - verify not 11/17??)
- Nov. 7, 1933 Retired Superintendent of Telegraph Andrew Keiser (1861-1933) dies at Tulsa, Okla. (NYT)
- Nov. 8, 1933 Most other eastern railroads, including NYC, B&O, C&O, N&W, and D&H, file with ICC in opposition to PRR's plan for store-door pick-up and delivery service. (NYT)
- Nov. 8, 1933 PRR Board votes to proceed with building 500 XL31 box cars with autoloading at Altoona without waiting for government loan; announces it will also purchase 100,000 tons of rails. (MB, PR)
- Nov. 8, 1933 PRR Board authorizes the following retirements: passenger shelter at Heinz, Pa.; passenger & freight stations at Kennerdell, Pa.; Driftwood engine house; 6 stalls of the roundhouse at "OD" Yard, Erie; connection with the Potato Creek Railroad at Liberty, Pa.; station at Martins Ferry, Ohio; 100-foot turntable at Wellsville, Ohio; engine terminal at Du Bois, Pa.; Chase Avenue yard office at Columbus, Ohio. (MB)
- Nov. 8, 1933 PRR Board authorizes the retirement of the following interlockings and

block stations: “RU” Interlocking at Jersey City; “SD” Interlocking southeast of Shocks Mills; “AK” Block Station south of Barking, Pa.; “BOLES” Block Station at New Brighton, Pa. (MB)

- Nov. 8, 1933 Secretary of War George H. Dern denies a permit for the North River Bridge Company bridge at 57th Street, now or at any time in the future, as it runs counter to the plans of the Port Authority; this finally kills the project. (NYT, PtAuth)
- Nov. 8, 1933 Pres. Roosevelt establishes the Civil Works Administration under Harry L. Hopkins (1890-1946) by executive order because the Public Works Administration is moving too slowly in providing emergency jobs and because of a slowdown in business revival; Roosevelt hopes to create 4 million temporary jobs to tide the unemployed over the winter; he appropriates \$400 million, some of it unexpended PWA money; before expiring in Apr. 1934, it pumps \$1 billion into the economy and employs over 4 million through direct employment rather than relief. (EAH - Smith/FDR has 11/9 - verify NARA)
- Nov. 1933 Work begins on new Newark, N.J., station building.
- Nov. 10, 1933 Future railroad historian and Smithsonian curator John Hoxland “Jack” White (1933-), who will supervise the restoration of the *John Bull* to operating condition, born at Cincinnati. (RRH204)
- Nov. 11, 1933 PRR operates 12 extra trains carrying 6,000 persons from New York to Princeton for the Princeton-Dartmouth game at a \$1 round trip fare. (RyAge)
- Nov. 11, 1933 Last run of Jamaica Central Railways trolley service on Rockaway Boulevard and New York Avenue between Jamaica and Hook Creek, being the balance of its Far Rockaway line; converted to bus operation. (Seyfried)
- Nov. 11, 1933 Huge dust storm ravages the Great Plains from Texas to Canada. (Gregory)
- Nov. 12, 1933 Century of Progress Exposition closes. (PR)
- Nov. 13, 1933 Chicago businessmen call for an end to currency experiments and a return to the gold standard. (NYT)
- Nov. 14, 1933 Meeting of 60 leading bankers, insurance company presidents and railroad presidents held at Metropolitan Club in New York under auspices of Security Owners Association; Pierre S. du Pont announces he will appoint a nine-man committee on railroad recovery; although

they state they intend to cooperate with Federal Coordinator Joseph B. Eastman, the purpose is to form a united organization (the Association of American Railroads) that can either work with government or mount united political opposition if necessary. (NYT, Latham)

- Nov. 1933 Federal Coordinator of Transportation Joseph B. Eastman sends a 24-page ballot to 200,000 random railroad travelers asking their evaluation of railroad passenger service. (Latham - may be 12/33)
- Nov. 1933 Leaders of the Railway Labor Executives Association meet with Pres. Roosevelt to present their demands, which include revising the Railway Labor Act of 1926, the 6-hour day, a train limit law, a full crew law, and amendments to the hours-of-service law and employers' liability act. (Latham)
- Nov. 16, 1933 PRR agrees with the CNJ for the reciprocal use of the tracks purchased from the West End Coal Company at Mocanaqua, Pa. (MB)
- Nov. 16, 1933 Secretary of War George Dern finally announces the Department's decision banning the North River Bridge because it would compete with the Port Authority's Lincoln Tunnel, which has secured \$37.5 million on PWA funds; confirms the Port Authority's claim to control all trans-Hudson crossings. (Johnson)
- Nov. 16, 1933 Pres. Roosevelt establishes diplomatic relations with the Soviet Union. (Burg - NYT has 11/17)
- Nov. 16, 1933 U.S. District Court rules that the government confiscation of private gold is constitutional. (NYT)
- Fall 1933 Baltimore passes smoke-abatement ordinance, hoping to force electrification of all railroads within city limits; impacts PRR operations in the Calvert Station area.
- Nov. 17, 1933 PRR presents brief to the ICC in support of its proposed collection-and-delivery tariff. (PR)
- Nov. 18, 1933 Henry Herman Westinghouse (1853-1933), youngest brother of the late George Westinghouse and Chairman of the Westinghouse Air Brake Company, dies at Goshen, N.Y. (RyAge)
- Nov. 18, 1933 New York Chapter of the Railway & Locomotive Historical Society established by Thomas T. Taber (1899-1975) of Madison, N.J., and others. (Taber)
- Nov. 19, 1933 Railroad Marine Service, sponsored by the Port Authority and the

- Federal Coordinator of Transportation, establishes a central tug dispatching center for all railroads in New York Harbor. (PtAuth)
- Nov. 20, 1933 Chamber of Commerce of the USA calls for a return to the gold standard. (NYT)
- Nov. 21, 1933 ICC holds hearing on applications of the PRR, Erie Railroad and Grand Trunk Railway for store-door pick-up and delivery service. (NYT, RyAge)
- Nov. 21, 1933 PRR begins running additional trains between Aladdin and Pittsburgh, Freeport, and Kittanning for workers at the enlarged Schenley distillery, timed to the shift changes. (PR)
- Nov. 21, 1933 NYC announces it has sold 50,000 shares of Lehigh Valley Railroad in the open market. (NYT)
- Nov. 22, 1933 PRR Board authorizes the following retirements: wye and old coach yard at Bristol, Pa.; engine house and car shop at Kane, Pa.; remaining narrow gauge facilities between the engine house and the junction with the Pittsburgh, Ohio Valley & Cincinnati Railroad at Bellaire and east of Main Street at Washington, Pa.; freight house at Decatur, Ill. (MB)
- Nov. 22, 1933 PRR Board authorizes the retirement of the following interlockings and block stations: "HORN" Interlocking at Sunbury, Pa.; "UJ" Interlocking at Pitcairn; "S" Block Station at Salina; "GROWL" (formerly "FG" and then "RS") Interlocking at Reed, Pa. on the Shamokin Branch. (MB)
- Nov. 22, 1933 First specially-designed vehicular ferry *Del-Mar-Va* launched at Pusey & Jones shipyard at Wilmington, Del., for the Virginia Ferry Corporation; designed by George Sharp, naval architect for the Wilson Line; capacity of 80 automobiles. (Baxter)
- Nov. 23, 1933 Philadelphia, Cedar Brook & Atlantic City RPO and Winslow & Cape May RPO combined to Philadelphia & Ocean City RPO. (Kay)
- Nov. 23, 1933 PRR runs 16 specials from New York to Philadelphia to Army-Navy Game at Franklin Field; also private trains for teams, students and alumni. (NYT)
- Nov. 23, 1933 PRR opens exhibit on sharks by noted shark hunter William E. Young in Exit Concourse of Penn Station; includes motion pictures. (NYT)
- Nov. 24, 1933 New England Governors and the Port of Boston ask the ICC to investigate the PRR/Pennroad holdings in the New Haven and Boston

& Maine Railroad. (RyAge)

- Nov. 25, 1933 Last run of Jamaica Central Railways trolley service between 160th Street, Jamaica, and Belmont Park; converted to bus operation. (Seyfried)
- Nov. 26, 1933 PRR moves the Lehigh Valley Railroad steam-to-electric locomotive change point from Manhattan Transfer to the connecting ramp at West Newark Jct. (MB)
- Nov. 27, 1933 Borrowed New Haven Class __ No. 0351, an electric locomotive with a 2-C+C-2 wheel arrangement is first tested in the Claymont Trials in comparison with P5a No. 4736; the daily report notes that the 0351 is good for speeds in excess of 100 MPH; its superior performance provides the basis for the design of the PRR's first experimental Class GG1 the following year. (Test Dept)
- Nov. 27, 1933 ICC rules in favor of PRR, Erie and Grand Trunk plans for collection-and-delivery for LCL freight over opposition of other Eastern Trunk Lines; approves tariffs for one year effective Dec. 1. (NYT, RyAge)
- Nov. 27, 1933 At NJ PUC hearing on PRSL's application to permanently abandon ex-PRR trackage between Townsends Inlet and Stone Harbor, local government lawyers object that buses may be inadequate for peak summer Sunday travel; as condition of abandonment, PRSL agrees to run through train service on Sundays & holidays next summer to test ridership. (Rdg)
- Nov. 29, 1933 PRSL Board authorizes (removing?) cab signals between "BROWN" Tower in Camden and "WINSLOW" Tower; abandoning Woodbine-Cape May, Sea Isle Jct.-Sea Isle City, Wildwood Jct.-Wildwood, and Sea Isle City-Stone Harbor; authorizes building connections between the ex-Atlantic City Railroad Williamstown Branch and the ex-PRR Bridgeton and Cape May Branches at Glassboro and abandoning the segment of ex-ACRR line between the two ex-PRR branches; authorizes the Pennsylvania-Reading Motor Lines, Inc., to purchase certificates, 6 New Jersey routes, and 10 parlor buses from the Reading Transportation Company. (MB)
- Nov. 29, 1933 Merchant Tradesmen's Bureau of New York sends a letter to Pres. Roosevelt protesting the ICC's refusal to suspend the store-door tariffs of the PRR and Erie Railroad. (NYT)
- Dec. 1, 1933 PRR extends door-to-door truck collection-and-delivery service for LCL freight to entire system up to 260 miles after ICC grants approval; Erie Railroad and Grand Trunk Railway also begin service; previously

offered in New York-Philadelphia-Atlantic City-Baltimore area and on Eastern Shore; service is performed by National Carloading Company. (NYT)

- Dec. 1, 1933 PRR signs an agreement with the Detroit, Toledo & Ironton Railroad for joint use of the engine house and freight station at Springfield, Ohio. (MB)
- Dec. 1, 1933 Richard Beatty Mellon (1858-1933), PRR director since Dec. 8, 1926, dies of pneumonia in New York at 75; his son, Richard King Mellon (1899-1970) becomes Pres. of the Mellon National Bank. (B&K, NYT, Cannadine)
- Dec. 1, 1933 Mary Black Rea (1856-1933), widow of ex-Pres. Samuel Rea, dies; their daughter Ruth Rea Junkin (1891-1983) and her husband George B. Junkin (1889-1971) continue to live at "Waverly," the family estate in Gladwyne. (LMHS)
- Dec. 1, 1933 Richmond, Fredericksburg & Potomac Railroad reduces passenger fares and eliminates Pullman surcharges to bring its rates into line with the new rates on southern railroads. (AR)
- Dec. 1, 1933 Western railroads cut fares from 3.6 cents per mile to 3 cents and 2 cents per mile, plus eliminate Pullman surcharge to stimulate travel. (NYT)
- Dec. 1, 1933 Capital Transit Company acquires the transportation properties of the Capital Traction Company and the Washington Railway & Electric Company, as per resolution of Congress, to reorganize and unify the Washington, D.C., streetcar system. (Moody's)
- Dec. 1, 1933 Government ends active manipulation of the gold value of the dollar until Dec. 18. (NYT)
- Dec. 1, 1933 Adolf Hitler issues a decree unifying the German State with the Nazi Party. (Morris)
- Dec. 2, 1933 PRSL closes ex-ACRR station in Atlantic City in favor of ex-PRR station; last run of passenger trains over ex-ACRR line between Winslow Jct. and Atlantic City. (tt)
- Dec. 2, 1933 Last run of PRSL passenger trains on ex-PRR lines to Anglesea and North Wildwood. (VPO)
- Dec. 3, 1933 LIRR expands service in the electrified zone, adding 71 trains to give every-15 minute service between Penn Station and Jamaica and

- Flatbush Avenue and Jamaica, and every half hour service between 12:00 M and 6:00 AM. (PR, RyAge)
- Dec. 3, 1933 LIRR establishes station at Massapequa Park. (A-sheet)
- Dec. 3, 1933 PRSL completes last connections linking former Reading and PRR lines, permitting full restructuring of service; connections are at Bulson Street (Camden), 51st Street (Ocean City), Winslow Jct., Hammonton, Egg Harbor, Germania, Pleasantville, "PENRED," and Glassboro. (Rdg, MB)
- Dec. 3, 1933 PRSL abandons passenger service on the ex-ACRR line between Winslow Jct. and Atlantic City and abandons the track between Winslow Jct. and Pleasantville and West Atlantic to "PENRED"; begins operating all Ocean City/Cape May trains over ex-ACRR line between Camden and Winslow Jct. and all Townsend Inlet/Sea Isle City trains into ex-ACRR station at 51st Street, Ocean City; through trains from Philadelphia to Ocean City and Sea Isle City discontinued. (tt, Butler)
- Dec. 3, 1933 Last run of Jamaica Central Railways trolley service on Liberty Avenue between Jamaica and 100th Street, Ozone Park. (Seyfried)
- Dec. 4, 1933 Mary Black Rea (-1933), widow of Samuel Rea, dies at their estate, "Waverly Heights" in Gladwyne. (NYT - see 12/1?)
- Dec. 5, 1933 Prohibition ends with Utah's ratification of the 21st Amendment, repealing the 18th (Prohibition) Amendment; control of alcohol is given to the states, resulting in a patchwork quilt of regulation that, among other things, affect the serving of drinks in railroad dining cars as they pass from state to state; many state continue to ban sale of liquor-by-the-drink in order to suppress the return of saloons. (Burg,)
- Dec. 5, 1933 Representatives of Port of New York Authority and Brooklyn Chamber of Commerce meet with Federal Coordinator of Transportation Joseph B. Eastman to seek support for Greenville-Bay Ridge railroad tunnel. (NYT)
- Dec. 5, 1933 Union Bus Terminal, Inc., renamed Greyhound Terminal of St. Louis, Inc.; operates bus terminal on Delmar Boulevard; 10% owned by Pennsylvania Greyhound Lines of Illinois. (Compt)
- Dec. 5, 1933 First meeting of a B&O Cooperative Traffic Program committee at Cumberland, Md.; the B&O plan calls for employees to solicit traffic. (Vrooman)

- Dec. 6, 1933 PRR installs four automatic doors operated by “electric eyes” between the General Waiting Room and Concourse in Penn Station; economy-minded passengers are traveling lighter and more are carrying their own bags. (VPF, PR)
- Dec. 7, 1933 PRR announces it is increasing the number of air conditioned cars to almost 700 by next summer; Seaboard Air Line Railway is to air condition its principal Florida trains this winter. (NYT)
- Dec. 7, 1933 New England governors ask ICC to order PRR and Pennroad Corporation to sell stocks of New Haven and Boston & Maine. (NYT)
- Dec. 7, 1933 Manual block system taken out of service between Dover and New Philadelphia, Ohio. (GO)
- Dec. 7, 1933 Federal Coordinator of Transportation Joseph B. Eastman offers seven suggestions to end company unions. (RyAge)
- Dec. 8, 1933 Federal Coordinator Joseph B. Eastman reports on the results of his company union questionnaire and warns railroad managers to abide by provisions of Emergency Railway Transportation Act outlawing company unions by Jan. 1 or face legal action; tells them to “keep hands off”; says his questionnaire has revealed 12 types of violating the labor provisions of the Emergency Railroad Transportation Act. (NYT, Latham)
- Dec. 9, 1934 Ivy Lee sends Pres. Atterbury the transcript of his recent confidential talk with Pres. Roosevelt. (IvyLeePapers)
- Dec. 13, 1933 PRR Board authorizes negotiations with federal government for \$84 million PWA loan to complete Washington electrification; reduces the request to \$77 million. (MB, NYT)
- Dec. 13, 1933 PRR Board rejects the request of Robert Gray Taylor and Miss Emily L. Blackburne that he be made VP in Charge of Public Relations and Publicity. (MB)
- Dec. 13, 1933 PRR Board authorizes the following retirements: station, platform and stairs at Marion Station, Jersey City; turntable at Lambertville, N.J.; portion of the Pomeroy & Newark Branch that parallels the Octoraro Branch at Avondale, Pa.; station at Severn, Md.; passenger & freight station at Hulton, Pa. (MB)
- Dec. 13, 1933 PRR Board authorizes retiring the following interlocking and block stations: “BR” Block Station at Braeburn, Pa.; “SR” Block Station at Sarah Furnace, Pa.; “SPRING”/”RS” Interlocking at Roaring Spring,

- Pa.; "LAREDO" Block Station at Westerville, Ohio. (MB)
- Dec. 13, 1933 PRR announces that last of 60 P5a's are being returned to service after having heavier axles installed. (NYT)
- Dec. 13, 1933 PRR grants the B&O trackage rights between Valley Jct. and Dover, Ohio. (MB)
- Dec. 13, 1933 Port of New York Authority submits a memo to the Eastern Regional Coordinator of Transportation urging building the Greenville-Bay Ridge Tunnel as a joint project so that it can qualify for PWA funding; however, it proves impossible to make the project self-liquidating, so PWA funding is lost. (Bard)
- Dec. 14, 1933 PRR discontinues Marion Station on the west side of Jersey City. (A-sheet)
- Dec. 15, 1933 Main waiting room and concourse at 30th Street Station opens but still only two tracks on lower level used by 41 trains; Main Concourse is 295 x 134 and 97 feet high with 10 art deco chandeliers each 18 feet tall; the temporary facility in the northwest corner of the building is closed, and the east portico entrance opens. (MB, CE, PR, Mutual, NYT)
- Dec. 15, 1933 Eastern Railroad Presidents' Conference appoints a committee to consider W. W. Atterbury's proposal that rail management and labor present a united plan for rail legislation, including railroad pensions, regulation of other transportation modes, and finding work for displaced railroad workers on railroad-owned bus and truck lines; at the same meeting, M.W. Clement announces that Wallabout Basin (Brooklyn) merchandise piers of Lehigh Valley Railroad and B&O have been consolidated with those of PRR and NYC; the committee is also considering the consolidation of the PRR and B&O grain elevators at Baltimore. (NYT)
- Dec. 15, 1933 Eastern Region Coordinating Committee, consisting of W. W. Atterbury, J. J. Bernet, J. J. Pelley, Daniel Willard and Frederick E. Williamson, tells Federal Coordinator of Transportation Joseph B. Eastman that they have consulted their lawyers who say that he has no jurisdiction over the employee representation question; Eastman replies on Dec. 19 that he finds this hard to believe. (Latham)
- Dec. 15, 1933 *Royal Scot* train returns to Euston Station, London, after its American tour. (RyAge)
- Dec. 1933 Railroad committee of the Scientific Advisory Board holds its first

- meeting to study the state of scientific research and development on the railroads at it compares to other industries. (Latham)
- Dec. 1933 New York City is in technical default on bills totaling \$4.5 million. (Trager)
- Dec. 16, 1933 Speaking at Pennsylvania Society dinner at Waldorf-Astoria Hotel, Pres. Atterbury remarks that country is out of the trough of the Depression and that business is improving. (NYT)
- Dec. 19, 1933 Officials of PRR shop crafts Employee Representation Plan, the Association of Shop Craft Employees of the PRR, ask Federal Coordinator of Transportation Joseph B. Eastman for a hearing before he acts to abolish company unions. (NYT)
- Dec. 20, 1933 Railway Labor Executives Association begins a three-day meeting at Chicago; George M. Harrison, Pres. of the clerks union, calls for Congress to create a Federal Railroad Credit Corporation to “remove the bankers” from railroad finance and permit \$2 billion of refinancing to be made “without profit”; notes that railroads had cut 300,000 jobs through technical improvements during the Twenties, and another 500,000 jobs have been lost in the Depression, with the likelihood that, even with recovery, only a fraction of them will ever return. (NYT)
- Dec. 22, 1933 New York City files with Board of Estimate to purchase LIRR Rockaway lines for \$10.3 million; contingent upon PRR eliminating grade crossings prior to transfer. (NYT)
- Dec. 22, 1933 Illinois Supreme Court dismisses an appeal of local communities and upholds the Illinois Commerce Commissions approval of the PRR discontinuing passenger trains Nos. 908-909 between Decatur and Peoria. (loislaw)
- Dec. 22, 1933 Railway Labor Executives Association convention concludes with a formal condemnation of the Prince Plan as likely to cost 335,000 jobs; call for public and labor representatives to have input on all railroad consolidations, for amending the Railway Labor Act of 1926 to abolish the four regional Boards of Adjustment and replace them with a single national one, for an end to company unions, and for all railroad reorganizations to reduce fixed charges. (NYT)
- Dec. 24, 1933 Kirby Jackson (1832-1933), oldest PRR retiree, dies at Fort Wayne at 101; joined PRR in 1858. (NYT)
- Dec. 26, 1933 Public Works Administration announces it has reached terms with PRR for \$84 million loan for electrification. (NYT)

- Dec. 27, 1933 PRR Board authorizes securities to be exchanged for federal loan; \$45 million in 30-year, 4% bonds backed by securities of PCC&StL, PFtW&C, WNY&Pa. and New York Bay Railroad for electrification; \$15 million Equipment Trust F certificates for 101 electric locomotives, and \$17 million Equipment Trust E certificates for 7,000 freight cars. (MB)
- Dec. 27, 1933 PRR Board authorizes the following retirements: connection between the Harsimus Branch and the NYC at Point of Rocks, Jersey City; Fair Hill freight station in North Philadelphia; Nescopeck engine house; freight transfer platform at Ridgway, Pa.; passenger station at Ashtabula, Ohio; old car shop and turntable at Columbus; Cincinnati Union Passenger Station tracks Nos. 2, 4 & 5; East Washington Street Shop at Indianapolis; interlocking at Glen Jct. east of Rock Glen, Pa. (MB)
- Dec. 27, 1933 Bids received for third time on Penn Station Post Office annex; earlier bids thrown out because of bank holiday and then exceeding PWA limits. (NYT)
- Dec. 27, 1933 PB&W makes new contract with the Susquehanna Power Company and Philadelphia Electric Power Company deeding old right of way at Conowingo Dam to the Philadelphia Electric Power Company and providing for the relocation of PRR tracks. (MB)
- Dec. 27, 1933 Federal Coordinator of Transportation Joseph B. Eastman begins two days of meetings at Chicago to obtain union elections and abolish company unions for the shop crafts. (NYT)
- Dec. 29, 1933 West Jersey & Seashore Railroad Board authorizes sale of 425 freight cars and 4 pieces of work equipment to the PRR. (MB)
- Dec. 29, 1933 PRR approves PWA terms for loan; principal reduced to \$77 million with one-year moratorium on interest payments. (MB)
- Dec. 29, 1933 Public Works Administration signs \$77 million loan agreement with PRR; \$45 million for Wilmington-Washington electrification and \$32 million of 7,000 freight cars and 100 electric locomotives; \$7 million cut by reducing work at Union Tunnel in Baltimore and Virginia Avenue Tunnel in Washington. (MB, NYT, RyAge)
- Dec. 29, 1933 New York City Board of Estimate approves contract for purchase of LIRR Rockaway Beach lines for \$10 million; not approved by outgoing Mayor O'Brien before leaving office.

- Dec. 30, 1933 Erie & Pittsburgh Railroad agrees with the Commonwealth of Pennsylvania to relocate its line south of Linesville where it must cross the new Pymatuning Reservoir to be built on the Shenango River. (MB)
- Dec. 30, 1933 Chicago, Indianapolis & Louisville Railway (Monon) files for Chapter 77 bankruptcy. (Moody's)
- 1933 Federal Coordinator Eastman extends existing 10% pay cut through June 30, 1934. (see above)
- 1933 Eastman attempts to prosecute (?) PRR, which spends \$330,000 funding Employee Representation Plan, for violating Emergency Transportation Act; Henry Wolf Bikle in brief for PRR maintains Emergency Transportation Act merely restates Railway Labor Act of 1926. (Fortune - check)
- 1933 Pres. W. W. Atterbury is elected a director of the Girard Trust Company. (GrdTrst)
- 1933 Union Pacific Railroad buys additional 8,100 PRR shares. (NYT)
- 1933 LIRR carries 79,947,258 passengers vs. 91,713,868 in 1932. (NYT)
- 1933 LIRR discontinues trolley service between Garden City and Salisbury Plain; (also MU service between Salisbury Plain and Mitchell Field??)
- 1933 LIRR completes track elevation and new station at Valley Stream. (C&C)
- 1933 LIRR pays last dividend. (Trains)
- 1933 Rearrangement of tracks in Penn Station required by changes in Post Office completed.
- 1933 Penn Station traffic decline bottoms out at 47,741,058; still at 72% of 1930 peak, although overall passenger traffic and revenue have fallen by half. (Condit)
- 1933 PRR borrows New Haven Class EP-3a No. 0354, a 2-C+C-2 box cab electric locomotive, for mainline testing to develop a replacement for the P5a with better tracking. (ClsscTrains)
- 1933 Jersey Shore Commuters Club formed; leases a PRR P70 running between Jersey City and Bay Head Jct.; eventually becomes the last surviving commuter club at New York. (NYT)

- 1933 PRSL abandons 1.23 miles of Gloucester Branch. (AR)
- 1933 Passenger service discontinued on Green Spring Branch between _____ and Hollins, Md.
- 1933 Hollins, Md., station destroyed by fire. (Gunnarsson)
- 1933? “WILMINGTON” Interlocking remoted from “WEST YARD,” “HAVRE DE GRACE” remoted from “PERRYVILLE,” “MAGNOLIA” remoted from “EDGEWOOD,” “McCALLS” remoted from “MIDWAY,” “ELWYN” and “LENNI” remoted from “WAWA,” “ANDERSON” remoted from “ODENTON,” “SEABROOK” remoted from “LANDOVER,” “ CONESTOGA” remoted from “LANCASTER” (“CORK”??), and “BRIDGE” from “BUTTONWOOD.” (RySig)
- 1933 Lehigh & Hudson River Railway abandons Hudson Yard at Phillipsburg except for interchange of local traffic; servicing of L&HR locomotives in through service moved to CNJ's Bethlehem Engine Terminal. (Lee)
- 1933 Portion of South-West Branch abandoned between Dunbar and Mahoning Works (1.08 miles). (C&C)
- 1933 WNY&P reclassifies Pioneer Branch as main track between Petroleum Center and Titusville and abandons old main line (11.0 miles) on the west bank of Oil Creek. (C&C)
- 1933 3.27 miles of Wegee Branch of the Pittsburgh, Ohio Valley & Cincinnati Railroad (formerly part of the Ohio River & Western Railway) abandoned. (C&C)
- 1933 Portion of the Mill Run Branch, Lawton to Deffenbaugh, Ohio) abandoned (6.0 miles). (C&C)
- 1933 Pittsburgh Coal Company completes independent line between Smiths Ferry and Negley, Ohio. (Cards - verify)
- 1933 Last PRR wooden passenger cars retired from revenue service.
- 1933? AB air brakes developed, permitting quick set on long trains and making 125-car freights feasible. (Fortune - verify)
- 1933 Edward Noonan reports on passenger terminal problem to Committee on Terminal Railway of Chicago City Council. (Young)

- 1933 Transcontinental Air Transport, Inc., sells its interest in Northwest Airways, Inc., United Parcel Service of America, Inc., and Western Air Express, Inc.; Western Air Express, Inc., continues to operate old routes San Diego-Los Angeles-Salt Lake City and Albuquerque-Cheyenne. (Moody's, AircraftYrBk)
- 1933 PRR through subsidiaries buys \$317,000 par value Norfolk & Western Railway preferred stock at 83. (NYT)
- 1933 General Motors Corporation merges Winton Engine Corporation as Winton Engine Division. (AR)
- 1933 Baldwin Locomotive Works builds only 33 locomotives, the lowest number since 1848. (Brown)
- 1933 Federal Coordinator of Transportation Joseph B. Eastman turns over the Prince Plan to William B. Poland, an experienced railroad engineer and administrator and to Leslie Craven of the Duke University Law School for their opinions as to its practicality; Prince had projected an annual savings in operating costs of \$743,489,000; Eastman fears that the Prince Plan might cost the government \$2 billion in loans and guarantees; Poland's study is made with the cooperation of railroad committees from the East, West and South; Poland estimates an annual saving of \$218 million, although according to John W. Barriger, some railroad members are violently opposed to government-mandated consolidation, and the figures are purposely low-balled so all members will approve; Craven finds ample legal warrant for government to force consolidations; Craven calls for a permanent Federal Coordinator to oversee consolidations. (Latham)
- 1933 Horace W. Pontin founds a group of railroad enthusiasts in the Boston area interested in contemporary railroad photography and travel; it is incorporated as the Railroad Enthusiasts, Inc., in 1935. (Taber, MassCorps)
- 1933 Barclays Bank, Ltd., of London passes the Chase National Bank of New York to take the title of world's largest private bank. (Peach)