

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

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**1935**

**April 2015 Edition**

**All data subject to correction or change**

- Jan. 1, 1935                      Union wage cuts reduced from 7½% to 5%. (LC)
- Jan. 1935                         PRR establishes "Unit Train Committee" of representatives from Pullman, Loewy, GE, Westinghouse and Gibbs & Hill to consider developing lightweight articulated streamliners for New York-Chicago (13 cars) and New York-Washington (14 cars) routes similar to those being adopted on western railroads. (possibly very late Dec. 1934) (CMP)
- Jan. 2, 1935                      PRR forms System Board of Adjustment for miscellaneous forces with the Association of Miscellaneous Forces, Railway Employees of America, PRR System Division, a new "national union" formed from old employee representation plans. (PR)
- Jan. 2, 1935                      *The Florida Arrow* established as a tri-weekly winter train between Chicago and Miami via Louisville and Montgomery over PRR/L&N/ACL/FEC. (tt, RyAge)
- Jan. 2, 1935                      Robert K. Cassatt (1873-1944) announces that Cassatt & Co. will abandon the brokerage business and incorporate as dealers in investment securities; to be partly owned by Merrill, Lynch & Co.; E.A. Pierce & Co. will take over the brokerage offices. (NYT)
- Jan. 3, 1935                      First session of the Seventy-fourth Congress convenes. (wiki)
- Jan. 4, 1935                      With unprecedented majorities, Pres. Roosevelt in State of the Union message calls for social security, better housing, farm assistance and other long-term social programs, launching the so-called "Second New Deal"; this "turn to the left" is partly an attempt to reduce the appeal of Louisiana Sen. Huey P. Long, who threatens to challenge his reelection. (EAH, wiki)

- Jan. 7, 1935 U.S. Supreme Court in *Panama Refining Co. v. Ryan* deals the first setback to the New Deal when it holds part of the NIRA unconstitutional because it delegates powers to the Executive without limitations. (Burg)
- Jan. 7, 1935 ICC denies the Lehigh Valley Railroad's request to abandon the State Line & Sullivan Railroad between Bernice and Monroeton, Pa. (ICC)
- Jan. 8, 1935 Bankrupt Maryland & Delaware Seacoast Railroad sells former Maryland, Delaware & Virginia Railway line between West Denton (Denton Jct.) and Denton, Md., (1.05 miles) to the Baltimore & Eastern Railroad and the portion between Ellendale and Milton, Del., to Delaware, Maryland & Virginia Railroad; Milton-Lewes and Ellendale-Greenwood portions abandoned; Denton-Greenwood remains in service until B&E can rebuild the Choptank River bridge and reestablish connection at West Denton. (C&C, BdF)
- Jan. 9, 1935 ICC reverses decision that Pennroad Corporation should guarantee a loan of \$500,000 from RFC to Pittsburgh & West Virginia Railway. (NYT)
- Jan. 10, 1935 Robert V. Fletcher, VP & General Counsel of the AAR, addresses the Atlantic States Shippers Advisory Board at the Hotel Pennsylvania; says there is no support for government ownership of the railroads except for holders of railroad securities who would be happy to trade them for government bonds; there is no need for further railroad regulation or creating a Secretary of Transportation. (NYT)
- Jan. 10, 1935 Former PRR engineer Thomas Thornburg Wierman, Jr. (1850-1935), dies at Harrisburg. (findagrave)
- Jan. 11, 1935 Retired LIRR Agricultural Director Hal B. Fullerton (1857-1935) dies at Patchogue, N.Y. (PR)
- Jan. 11, 1935 Reading 4-6-2 No. 108, rebuilt with an English-style smooth boiler jacket and cap stack runs Philadelphia-Jersey City with 4 coaches and 2 parlor cars in 1:28 with 3 stops. (NYT, RREmply)
- Jan. 12, 1935 Altoona & Punxsutawney RPO discontinued. (Kay)
- Jan. 12, 1935 Federal Coordinator of Transportation Joseph B. Eastman addresses 1,500 representatives of 21 railroad unions at Chicago; opposes the 6-hour day, train-limit and full-crew bills as too costly and liable to drive traffic to other modes of transportation. (Latham)

- Jan. 14, 1935 Truckers performing door-to-door delivery for PRR and Erie at New York refuse to testify before ICC examiner; Merchant Truckmen's Bureau had charged they are providing service for less than actual cost. (NYT)
- Jan. 14, 1935 Stockholder of Maryland & Delaware Coast Railway sues PRR for \$477,000 damages in New York Supreme Court, charging it illegally obtained \$152,000 M&DC First Mortgage bonds, forced a foreclosure, and bought M&DC at low price, making the stock worthless. (NYT)
- Jan. 15, 1935 New York City Mayor Fiorello La Guardia and the Long Island Committee call on the Port of New York Authority to take action on the Greenville-Bay Ridge Tunnel. (Bard)
- Jan. 15, 1935 Engineer Frank Pearl of train No. 202 knocked unconscious at his controls south of Trenton when a pheasant smashes through the windshield at 70 MPH; after being revived and getting a new locomotive at Trenton, Pearl arrives at New York only 14 minutes late. (NYT)
- Jan. 15, 1935 Democrat George H. Earle (1890-1974) inaugurated as Gov. of Pennsylvania; his "Little New Deal" will include a civil rights bill and a law banning the maintenance of private "coal & iron police" by mining companies. (Sobel)
- Jan. 15, 1925 Reading stream-styled 4-6-2 No. 108 exhibited at the CNJ's Jersey City Terminal; features a smooth boiler jacket and British-style cap stack; to be assigned to New York-Philadelphia expresses. (NYT)
- Jan. 1935 PRR begins demolition of Waldo Avenue roundhouse and coaling station, rendered obsolete by electrification. (CE)
- Jan. 17, 1935 Greyhound Terminal of Detroit, Inc., incorporated in Michigan to operate bus terminal on Monroe Street; 17% owned by Pennsylvania Greyhound Lines, Inc. (Compt)
- Jan. 19, 1935 LIRR opens track elevation at Middle Neck Road in Great Neck. (PR)
- Jan. 20, 1935 *New York Times* reports that the PRR leads with a total of 680 air-cooled or air-conditioned cars; 232 ice-cooled and 43 mechanically-cooled cars are owned by the PRR and 405 ice-cooled cars owned by the Pullman Company; NYC is second with about 500 cars, while the B&O has 260 and the New Haven 152. (NYT)
- Jan. 21, 1935 Federal Coordinator of Transportation issues a report on passenger traffic by John R. Turney. (Latham)

- Jan. 23, 1935 PRR Board approves retirement of coal dumping and storage facilities at Coalport, N.J.; approves dividend of 50 cents a share (1%), payable Mar. 15. (MB)
- Jan. 23, 1935 Heavy snowstorm hits New York City area; LIRR suffers delays of over one hour in electrified territory, further aggravating passengers already exercised about fare issue; all service at Flatbush Avenue terminal suspended between 8:30 and 9:42 PM. (NYT, RyAge)
- Jan. 25, 1935 "FG" Interlocking remoted from "JK" ("ALTO") Tower at Altoona. (Loeb)
- Jan. 25, 1935 Morris Williams (1855-1935), director and former Pres. of the PRR anthracite coal companies, dies at Ardmore. (MB)
- Jan. 26, 1935 PRR recognizes National Organization of Masters, Mates & Pilots of America as representative of licensed deck forces in Norfolk harbor, men having repudiated the company union. (LC)
- Jan. 28, 1935 Special nine-car train makes first electric run from Washington to Philadelphia and back for guests, including Secretary of the Interior Harold L. Ickes; leaves Washington at 10:00 AM and arrives at 12:08 PM; prototype GG1 No. 4800 hits maximum of 102 MPH near Seabrook, Md.; breaks record of "Lindbergh Special" of 1927; electrification has been financed in part by the sale to the federal government of \$30 million in 4% Serial bonds and of equipment trust certificates for the GG1's. (PR, MB, NYT, Mutual)
- Jan. 30, 1935 Federal Coordinator of Transportation Joseph B. Eastman issues third report for 1934; asserts that railroads can cut costs by unification of terminals, pooling of freight cars, introduction of diesels and other modern equipment, joint use of shops and substitution of buses and trucks for lightly-traveled lines; urges railroads to end competition at major traffic centers and raise auxiliary service charges there; notes, however, that companies, unions, shippers and communities will all oppose potential loss of profits, jobs or services. (FCT)
- Jan. 30, 1935 Former Lines West, B&O, and Delaware & Hudson Company official Clifford Stanley Sims (1868-1935) dies. (WwasW)
- Jan. 30, 1935 City of Louisville receives \$700,000 Public Works Administration grant for track elevation, but no work begun and allowed to lapse. (CE)
- Jan. 31, 1935 Union Pacific Railroad places lightweight streamliner No. M-10000, which had been on display at the Century of Progress in Chicago, in

- service as *City of Salina* between Kansas City and Salina. (C&C, AAR)
- Feb. 1, 1935 Transcontinental Air Transport, Inc., dissolved, having long since conveyed its assets to Transcontinental & Western Air, Inc., and TWA, Inc. (Moody's)
- Feb. 1, 1935 Buses replace streetcars on the old New York & Harlem Railroad street railroads, including the tunnel in Park Avenue between 34<sup>th</sup> & 41<sup>st</sup> Streets; the last vestige of the railroad south of Grand Central Terminal is removed and the tunnel later paved for automobile traffic. (NYT)
- Feb. 4, 1935 GG1 No. 4800 and modified P5a No. 4775 placed on display at Penn Station for Postmaster General James A. Farley, Mayor Fiorello H. La Guardia, et al. (PR)
- Feb. 4, 1935 Sen. Burton K. Wheeler introduces Senate Resolution 71 calling for an investigation of railroad financing and management. (RyAge)
- Feb. 6, 1935 GG1 No. 4800 and modified P5a No. 4775 placed on display at Philadelphia prior to start of revenue electric service to Washington. (PR, Guide)
- Feb. 6, 1935 Lightweight observation car *George M. Pullman* placed on the *Florida Arrow*. (RyAge)
- Feb. 6, 1935 Pennsylvania Greyhound Lines of New York, Inc., (Buffalo-Olean) sold to Eastern Greyhound Lines, Inc., out of the PRR system. (MB)
- Feb. 7, 1935 Philadelphia *Public Ledger* carries an interview with PRR Electrical Engineer J.V.B. Duer in which he defends the PRR policy of opting for electric locomotives over diesels, which he notes are still small, lightweight trains suitable for the West where there are relatively few passengers per route-mile; notes the PRR uses more electrical power per day between Philadelphia and Paoli than the Milwaukee Road uses over 600 miles; Duer's remarks betray a fixation on large, 5,000-HP single units that he will eventually carry over into the ill-fated duplex steam locomotives. (PubLdgr)
- Feb. 7, 1935 Cleveland & Alliance RPO established as separate line from Pittsburgh & Chicago RPO. (Kay)
- Feb. 9, 1935 Baltimore Mail Steamship Company inaugurates Baltimore-London service. (Vexler)
- Feb. 10, 1935 Revenue electric passenger service begins between New York and Washington; *Congressional* is first and only regular train to run

through, departing at 4:00 PM northbound and 4:30 PM southbound; runs through in 4:15; 11 cars each; other trains gradually converted to electric power over two months. (PR, MB, NYT)

- Feb. 10, 1935 Populist radio priest Father Charles Coughlin ( - ), who has hitherto supported Pres. Roosevelt, now charges that his appointees are leading the country to socialism and mounting an “onslaught against private property.” (NYT)
- Feb. 11, 1935 Chief of Motive Power F.W. Hankins writes a memo to VP in Charge of Operations John F. Deasy putting the savings from electrification of passenger trains between New York and Paoli over steam operation from May 1, 1933 to Apr. 30, 1934 at \$1,799,630; estimates the saving from electric freight and passenger service to Washington at \$5,439,000; the net savings after fixed charges will be \$2,248,779. (CMP)
- Feb. 12, 1935 Atlantic City terminal project completed.
- Feb. 12, 1935 New Haven takes delivery of the last of 50 semi-streamlined passenger cars from the Osgood-Bradley works of the Pullman-Standard Car Manufacturing Company (Pullman-Bradley Car Corporation); the cars have turtleback roofs and fixed windows; they become known as “American Flyer” cars after the A.C. Gilbert Company produces a copy for its S-gauge American Flyer toy trains. (NYT, Dubin, Railpace)
- Feb. 12, 1935 ICC finds Seatrains Lines, Inc., service between Hoboken and New Orleans to be in the public interest. (RyAge)
- Feb. 13, 1935 PRR Board authorizes \$410,900 for air conditioning 70 passenger cars. (MB)
- Feb. 13, 1935 General Motors Corporation Pres. Alfred P. Sloan (1875-1966) announces they will build a new plant for the manufacture of diesel locomotives by the Electro-Motive Corporation near Chicago. (Trains, Kirkland)
- Feb. 14, 1935 Testimonial dinner held for William H. "Big Bill" Egan, Stationmaster of Penn Station on occasion of his 50th anniversary with PRR; given an automobile and a gold service medal. (NYT)
- Feb. 15, 1935 Alfred Pembroke Thom, Sr. (1854-1935), Associate General Counsel of the Association of American Railroads, dies at Washington, D.C. (NYT)
- Feb. 15, 1935 General Motors Corporation receives 81,204 shares of Transcontinental

- & Western Air, Inc., as a stock dividend from North American Aviation, Inc.; GM now holds 13.03% of TW&A, Inc. (AR, Moodys)
- Feb. 18, 1935 N.Y. Assemblyman Maurice A. Fitzgerald of Queens introduces resolution for investigation of LIRR and its relationship with PRR. (NYT)
- Feb. 18, 1935 Work begins on a new Pennsylvania Greyhound Lines terminal between 33<sup>rd</sup> & 34<sup>th</sup> Streets and between 7<sup>th</sup> & 8<sup>th</sup> Avenues opposite Penn Station; Thomas W. Lamb, architect. (RyAge)
- Feb. 18, 1935 PRSL Board authorizes block stations and signals at 51<sup>st</sup> Street, 10<sup>th</sup> Street & 4<sup>th</sup> Street in Ocean City; a bus station at 96<sup>th</sup> Street in Stone Harbor; also the following abandonments: "OWEN" & "LIBBY" Interlockings at Glassboro and the intervening section of the old Williamstown Branch; "TIMBER" Interlocking at Westville; Camden grain elevator; wye at Cape May Court House; second track and electrification between Newfield and Pleasantville; branch between Medford and Freeman. (MB)
- Feb. 19, 1935 NYC places the streamlined 4-6-4 *Commodore Vanderbilt* in regular service on the *Twentieth Century Limited* between Chicago and Toledo. (RyAge)
- Feb. 21, 1935 PRR holiday travel at New York more than double that of 1934; 40 extra trains, 130 extra sleeping cars, 110 extra parlor cars and 150 extra coaches. (NYT)
- Feb. 21, 1935 NY&LB Board approves the retirement of Como, N.J., station. (MB/AFE)
- Feb. 21, 1935 PRR NY&LB express No. 711 rams a gasoline truck at high speed at a grade crossing in Woodbridge at 11:25 AM; truck explodes in a fireball, killing 2 employees, including the crossing tender who left the gates up, and 6 passengers; 4 others injured; fire badly damages the station; leads to pressure to elevate the tracks. (RyAge)
- Feb. 21, 1935 New Haven receives the last of 50 new lightweight air conditioned coaches; financed by equipment trust through Federal Emergency Administrator of Public Works. (AR)
- Feb. 23, 1935 Pres. Roosevelt makes his first trip from Washington to Boston since the electrification behind GG1 No. 4800 hauling 7 cars, including the president's preferred private car *Robert Peary*; special runs Washington to New York in 3:53, then on to Boston for the initiation of his son, Franklin D. Roosevelt, Jr. (1914-1988) into Harvard's Fly Club; the

- PRR uses the occasion to blitz the presidential party with statistics on the electrification and the beneficial results of PWA loans, including the fact that they have created 14,867 jobs; New York Mayor La Guardia boards the train at Philadelphia to jawbone Roosevelt for \$1 billion in relief projects, Roosevelt then travels from Boston to Hyde Park on the 24<sup>th</sup> and from Hyde Park to Washington on the 25<sup>th</sup>. (CMP)
- Feb. 25, 1935      Greyhound Garage of Washington, Inc., incorporated in Del. to operate bus garage in Washington, D.C.; 50% owned by Pennsylvania Greyhound Lines, Inc. (Compt)
- Feb. 25, 1935      Baldwin Locomotive Works files for Chapter 77 bankruptcy brought on by the debt incurred to build the Eddystone Plant and its diversification efforts. (Moody's, Hirsimaki)
- Feb. 26, 1935      PRR announces it will air condition all cars used on through trains to St. Louis by next summer; will increase number of cars to 350 PRR and 537 Pullmans. (NYT)
- Feb. 27, 1935      PRR Board authorizes additional \$5 million for Newark Improvements. (MB)
- Feb. 1935          Publicity Dept. begins distributing illustrated pamphlet called *Train Talks* on car seats; originally done in connection with electrification; issued irregularly thereafter. (TrnTlks)
- Feb. 1935          Industrial designer Raymond Loewy is paid \$119.31 for his design of a modern wastebasket for Penn Station, his first PRR commission. (SMPE)
- Feb. 28, 1935      PRR recognizes Marine Engineers Beneficial Association as representatives of licensed engine room forces at Philadelphia, but keeping Employee Representation Plan organization as local grievance committee. (LC)
- Mar. 1, 1935        PCC&StL acquires trackage rights over Indiana Harbor Belt Railroad between Western Avenue and Morgan Street near Dolton Yard. (C&C)
- Mar. 1, 1935        Kuhn, Loeb & Co. announces it has purchased the Pittsburgh Aviation Industries Corporation's 29,485 shares of Transcontinental & Western Air, Inc., the second-largest block. (NYT)
- Mar. 3, 1935        Populist radio priest Father Charles Coughlin openly denounces the New Deal as still captive to "high finance" and "big business," calling it two years of failure, and saying "you cannot have a new deal without a new deck." (NYT)



- Mar. 4, 1935 VP C.D. Young for PRR engages exclusive railroad services of industrial designer Raymond Loewy for \$20,000 per year plus expenses; Loewy is to design for no other railroad or railroad equipment manufacturers without PRR's consent and PRR is to have use of all Loewy's railroad designs; PRR not to employ another designer; Loewy's first big assignments are to streamline a K4s and work on the New York-Chicago Unit Train. (SMPE)
- Mar. 4, 1935 Former NRA administrator Gen. Hugh S. Johnson makes a speech attacking both Father Charles Coughlin and Louisiana Sen. Huey P. Long, and claiming they have formed an alliance to foment revolution. (NYT)
- Mar. 5, 1935 ICC dismisses complaint of Newark Chamber of Commerce against PRR for making loading charges at Port Newark while absorbing them at Philadelphia, Chester, Wilmington and Baltimore. (NYT)
- Mar. 5, 1935 PRR announces it carried 1,671 vehicles for winter vacationers between Nov. and Jan., three times the number last year. (NYT)
- Mar. 7, 1935 In a CBS radio talk, J. J. Pelley says that the Federal Coordinator of Transportation is no longer needed after the creation of the AAR. (RyAge)
- Mar. 8, 1935 PRR and Reading agree to consolidation of engine house facilities at Lebanon, Pa. (Rdg)
- Mar. 8, 1935 ICC approves the abandonment of the portion of the Bridgeville & McDonald Branch between Cecil and McDonald (1.87 miles). (MB)
- Mar. 9, 1935 NYC announces that it will air condition 235 additional cars for a total of 537. (NYT)
- Mar. 12, 1935 Maddux Air Lines Company, subsidiary of Transcontinental Air Transport, Inc., dissolved. (PRR Corps)
- Mar. 13, 1935 PRR Road Committee discusses the NY&LB electrification contract; CNJ agrees for PRR to extend catenary to Louisa Street in South Amboy. (MB)
- Mar. 14, 1935 In dividend statement, PRR admits it has dropped plans to electrify the Pittsburgh Division. (NYT)
- Mar. 15, 1935 Ohio River & Western Railway Company dissolved. (MB)

- Mar. 20, 1935 Subcommittee of Senate Committee on Interstate & Foreign Commerce, headed by Burton K. Wheeler (1882-1975) of Montana begins hearings into railroad finance, mergers and holding companies; committee is dominated by agrarians from the South and West, and investigation is in many ways the culmination of the movement begun by the Grangers in the 19th century; service on the committee brings national attention to Sen. Harry S. Truman (1884-1972) of Missouri; other members are Alben W. Barkley, Henrik Shipstead, Vic Doheny and Wallace H. White; first witness is the Progressive historian Charles A. Beard (1874-1948) of Columbia University, who gives partisan testimony on behalf of the minority bondholders of the Missouri Pacific putting the blame on New York bankers; committee first turns to scandals in members' districts, such as the bankruptcies of Missouri Pacific, Frisco, Milwaukee Road, etc.; the Wheeler investigation lasts five years, and its investigators subpoena and digest huge quantities of railroad documents covering developments since the late 1890s. (Wheeler)
- Mar. 20, 1935 N.J. PUC approves the PRSL's purchase of the Wildwood & Delaware Bay Short Line Railroad. (C&C)
- Mar. 21, 1935 PRR establishes new newspaper and express train of 13 cars from New York to Washington, leaving at 1:30 AM. (NYT)
- Mar. 22, 1935 U.S. Court denies the petition of minority bondholders to remove the Baldwin Locomotives Works management for contributing to the company's failure. (NYT)
- Mar. 23, 1935 VP Martin W. Clement dedicates first stage of new Pennsylvania Station at Newark, N.J., at ceremony held in main waiting room; guests arrive in 11-car train drawn by a GG1, which remains on display in the station (NYT, Guide)
- Mar. 24, 1935 First stage (three westernmost tracks) of new Pennsylvania Station in Newark, N.J., opens for revenue service at 10:17 AM; "DOCK" Tower placed in service at east end of station; 3-track "Dock" lift bridge replaces old swing draw. (NYT, Guide, CE)
- Mar. 25, 1935 PRSL completes merger of Wildwood & Delaware Bay Short Line Railroad. (PRSL/Rdg, C&C)
- Mar. 26, 1935 Cab signals placed in service between Rahway and Woodbridge Jct. (CE)
- Mar. 26, 1935 ICC denies railroads' request for permanent rate increase in Ex Parte 115 but approves temporary increase from Apr. 18, 1935 to June 30,

1936. (AR)

- Mar. 27, 1935 VP-Eastern Region Charles S. Krick granted one-year leave of absence at full pay; Richard C. Morse named Acting VP-Eastern Region. (MB)
- Mar. 27, 1935 Federal Coordinator of Transportation Joseph B. Eastman appears before the Wheeler Committee and favors passage of S.R. 71 and an investigation "to clear the air." (RyAge)
- Mar. 27, 1935 Electro-Motive Corporation Pres. Harold L. Hamilton and Chief Engineer Richard M. Dilworth (1885-1968) break ground for a new diesel locomotive factory at McCook, Ill., although its post office address is in the neighboring town of La Grange, Ill. (Trains, Kirkland)
- Mar. 28, 1935 PRR and LIRR form seventh Board of Adjustment with Brotherhood of Railroad Signalmen of America. (PR)
- Apr. 1, 1935 J.A. Appleton named General Manager-New York Zone, replacing R.C. Morse, named acting VP-Eastern Region, in place of C.S. Krick, who is ill; J.C. White named Superintendent of LIRR; Daniel M Sheaffer named Assistant to VP in Charge of Operations; E.E. Ernest named Chief of Passenger Transportation, replacing Schaeffer (NYT); J.C. White named Superintendent of LIRR, replacing Ernest; W.D. Wiggins named Acting Chief Engineer (what date).
- Apr. 1, 1935 PRR drops collection & delivery charges on freight carried over 260 miles. (No - 1936)
- Apr. 1, 1935 Union wages restored to 1931 levels. (LbrChron)
- Apr. 1, 1935 Boston & Maine Railroad and Maine Central Railroad place the *Flying Yankee*, a Budd-built near-duplicate of the original *Zephyr*, in service between Boston and Bangor; the first lightweight streamliner in New England. (C&C)
- Apr. 2, 1935 PRR reports increase in LCL traffic in 1934 for first time since 1925. (NYT)
- Apr. 3, 1935 Cab signals placed in service between Landover and Virginia Avenue Tunnel on Washington freight line. (CE)
- Apr. 4, 1935 PRR tests first EMC 900 HP type "NC" diesel switcher demonstrator No. 518 at Baltimore through July 21; proves too light. (Hirsimaki)
- Apr. 1935 Pennsylvania-Reading Motor Lines, Inc., PRSL bus subsidiary, sold to Public Service Interstate Transport. (MB)

- Apr. 1935 PRR completes installation of cab signals and respacing wayside signals to 8,000-foot blocks for high-speed operation between New York and Washington. (RyAge, CE)
- Apr. 7, 1935 PRR completes electrification of all New York-Washington passenger trains; runs 639 electrified trains daily, of which 191 are locomotive-hauled and 448 are MU trains; 47 daily freight trains are to be electrified in a few weeks, for a total of 686 trains and 34,740 train-miles; delivery of the first 57 GG1's has begun. (PR, CMP, Guide, ClsscTrains)
- Apr. 7, 1935 PRR announces increase of nearly 3 million passengers in 1934, first increase in 10 years; passenger-miles up nearly 10%. (NYT)
- Apr. 8, 1935 Senate resolution S.R. 71 for an investigation of railroad financing is filed with the full Senate. (RyAge)
- Apr. 8, 1935 Emergency Relief Appropriation Act of 1935 creates Works Progress Administration (WPA); appropriates \$200 million to Public Works Administration for elimination of rail-highway grade crossings; also \$200 million for road construction; WPA expends \$11 billion and employs 8.5 million different persons through its termination in June 1943; builds 651,087 miles of highways and streets and 125,110 public buildings. (EAH - millercenter.org has WPA est by exec order 5/6 with \$ from ERA, which appropriates \$5 billion for FDR's social programs - verify NARA - Smith/FDR has \$4.8 billion - i.e. the act merely appropriates \$4.8 billion the WPA came later)
- Apr. 9, 1935 Pres. Atterbury misses annual meeting because of poor health; several small stockholders question involvement in Pennroad Corporation; A.J. County reiterates that Pennroad has nothing to do with the PRR; W.H. Nunamacher of Newark moves that 70-year age limit be waived so Atterbury may continue as Pres. into 1941. (MB, NYT)
- Apr. 9, 1935 Pres. Roosevelt travels in a PRR POTUS special en route from Jacksonville, Fla., to New York to attend the funeral of his cousin, Warren Delano Robbins (1885-1935), U.S. Minister to Canada. (CMP)
- Apr. 10, 1935 New "FULTON JCT." Interlocking placed in service at Baltimore. (CE)
- Apr. 10, 1935 Securities & Exchange Commission releases a report accusing the Baldwin Locomotive Works management of making misleading statements in connection with its default on the Consolidated Mortgage bonds in 1934. (NYT)

- Apr. 11, 1935 Columbia & Perryville RPO discontinued. (Kay)
- Apr. 12, 1935 U.S. Supreme Court upholds constitutionality of Wagner Act. (which? - Wagner act not passed - should be 1937??)
- Apr. 13, 1935 Bellefonte Central Railroad files brief with ICC accusing PRR of trying to destroy it by denying reasonable through rates. (NYT)
- Apr. 14, 1935 Sen. Burton K. Wheeler of Montana introduces a bill to create a federal corporation called United States Railways to take over the railroads on Jan. 1, 1936, either by merger of existing companies or by condemnation under eminent domain with compensation in US Railway debentures; the bill embodies the thinking of Federal Coordinator of Transportation Joseph B. Eastman, although Wheeler claims that Eastman has not suggested it. (NYT, Latham)
- Apr. 15, 1935 Passenger service discontinued between Columbia and Perryville on the "Port Road." (except for Sunday-only trip from Oxford to Perryville?)
- Apr. 15, 1935 CB&Q dedicates twin consists of *Twin Cities Zephyrs* Nos. 9901 and 9902 at Chicago Union Station; placed in revenue service Apr. 21. (Trains, PR)
- Apr. 1935 First tests of electric locomotives in freight service south of Wilmington. (CMP)
- Apr. 1935 Juniata Shops turns out its first Class GG1, No. 4815. (Edson)
- Apr. 1935 Reading announces it will air-condition all Philadelphia-New York trains this year. (Guide)
- Apr. 17, 1935 Pres. W.W. Atterbury drafts a letter of resignation for the Board, noting that he has been absent most of the time since July 1934 and noting that Executive VP Martin W. Clement is the only possible successor; he declines to name a successor for Clement, and the post of (Executive) Vice President is dropped. (Wheeler)
- Apr. 18, 1935 Temporary rate increases on certain commodities go into effect under Ex Parte 115. (RyAge)
- Apr. 21, 1935 PRR Easter weekend traffic, Apr. 17-21, in the Northeast Corridor is up 27% from last year. (RyAge)
- Apr. 21, 1935 CB&Q inaugurates its first streamlined *Twin Zephyrs* between Chicago

- (Union Station) and Minneapolis; two Budd train sets of 3 cars. (C&C)
- Apr. 22, 1935 PT&T Board authorizes \$275,000 for team tracks and break-bulk tracks on PT&T at Secaucus; a project that was never completed. (MB)
- Apr. 22, 1935 National Mediation Board begins elections for representation of shop crafts on LIRR, after holding LIRR is a separate railroad; union majority on LIRR can thus not be swamped by non-union majority on whole PRR system and opens door to piecemeal re-unionization. (LC)
- Apr. 22, 1935 Erie & Pittsburgh Railroad Board authorizes the sale of 160 shares of the Pittsburgh, Bessemer & Lake Erie Railroad. (MB)
- Apr. 23, 1935 Speaking to the Utica Chamber of Commerce, NYC Pres. Frederick E. Williamson denounces the Wheeler-Eastman plan of nationalization on the grounds that party patronage rather than merit will then determine railroad employment. (Latham)
- Apr. 24, 1935 Pres. W.W. Atterbury attends his first Board meeting since his illness, which is also his last one; announces to Board that he will not stand for reelection because of poor health; nominates Martin W. Clement, who is elected his successor; Clement had been running the company since Atterbury's operation in July 1934. (MB)
- Apr. 25, 1935 Robert S. Binkerd, VP & Director of Sales of the Baldwin Locomotive Works, makes a presentation to the New York Railroad Club using the Biblical text, "Muzzle not the Ox that Treadeth out the Corn," in which he asks that railroads not desert tried-and-true steam locomotives for diesels and displaying a one-man, oil-fueled 0-4-0 steam switcher used at its Standard Steel Works Division as an answer to the diesel; the speech is a public relations disaster. (Kirkland)
- Apr. 26, 1935 Pres. Martin W. Clement gives his first public interview; in contrast to Atterbury, states, the PRR "is not in politics" and evades questions on the New Deal; says the Depression has ended the consolidation movement; streamliners like the *Zephyr* are for roads with thin traffic; Clement ends the close ties between the PRR and the State Republican Party that characterized Atterbury's administration. (NYT, Fortune)
- Apr. 27, 1935 PRR delivers the lightweight streamlined railcar *The Comet*, arriving from Akron, to the New Haven at Long Island City; travels via the B&O from Akron to Pittsburgh and PRR to New York. (NYT, RyAge)
- Apr. 27, 1935 New Haven takes delivery of *The Comet*, a lightweight, three-car, bi-directional, streamlined railcar built by Goodyear-Zeppelin Corporation of Akron, which is looking for a new market in the wake of the failure

of big airships, and Westinghouse; the streamlined body and fish-scale finish are the work of Westinghouse industrial designer Donald Dohner based on wind tunnel tests at Columbia University. (AR, Wayt/ClassTrains, Railpace)

- Apr. 28, 1935 *Broadway Limited* and *Twentieth Century Limited* both cut from 17:45 to 17:00 and extra fare surcharge cut from \$10.00 to \$7.50; *Cincinnati Limited* cut by 25 minutes; NYC cuts *Commodore Vanderbilt* to 18:20 eastbound and 18:55 westbound and *Empire State Express* from 8:30 to 8:15; Postmaster General James A. Farley cuts ribbon for first westbound departure of *Broadway Limited*. (Guide, NYT)
- Apr. 28, 1935 PRR withdraws trains Nos. 950-951 between Buffalo and Corry, Nos. 9351-9356 between Olean and Warren, and Nos. 9050-9057 between Oil City and Buffalo; adds Nos. 902-903 Buffalo-Oil City and Nos. 9352-9355 Olean-Warren. (GO)
- Apr. 28, 1935 PRR renames Chicago-Columbus day train Nos. 33-34 *The Fort Hayes* and night train Nos. 108-109 *The Ohioan*; *Chicago/Louisville Night Express* Nos. 306-307 renamed *The Kentuckian*. (PR)
- Apr. 28, 1935 Afternoon trains between Chicago and Detroit named *The Detroit Arrow* and night trains named *Mid-City Express*; *Detroit Arrow* has second-fastest schedule for a U.S. steam train, running 64 miles east of Plymouth, Ind. at 75.4 MPH; uses E6s 4-4-2. (tt, CMP)
- Apr. 28, 1935 *Congressional* running time reduced from 4:15 to 3:55. (PR)
- Apr. 28, 1935 Lehigh Valley Railroad passenger trains begin stopping at Pennsylvania Station, Newark; Meeker Avenue station remains open for local trains. (Greenberg)
- Apr. 28, 1935 New Haven restores the *Narragansett*, a night train between New York and Boston, taken off last fall. (RyAge)
- Apr. 28, 1935 B&O cuts the running time of the *Columbian*, its premier Jersey City-Washington train, to 4:00. (RyAge)
- Apr. 29, 1935 New Haven stages first public run of the *Comet* between Boston and Providence; reaches maximum speed of 109.1 MPH. (RyAge, Doughty)
- Apr. 30, 1935 D.W. "Tommy" Tomlinson (1897-1996) of Transcontinental & Western Air, Inc., sets new transcontinental record of 11:05 in the experimental DC-1. (TWA)

- May 1, 1935 Martin W. Clement elected Pres. of LIRR, succeeding W.W. Atterbury. (PR)
- May 1, 1935 NYP&N and Chesapeake & Ohio Railway establish joint baggage and ticketing office at Brooke Avenue station, Norfolk. (MB)
- May 1, 1935 Two Van Sweringen holding companies, Vaness Company and Cleveland Terminals Building Company, default on interest payments to J.P. Morgan & Co.; the Van Sweringens' \$39.5 million loan from J.P. Morgan & Co. comes due, and they are unable to repay it. (Wheeler)
- May 1, 1935 AAR adopts an "average per diem plan for car hire settlement" for box cars, preserving individual railroad ownership of the cars and nullifying Federal Coordinator of Transportation Joseph B. Eastman's call for a national box car pool. (Latham)
- May 1, 1935 New York Shipbuilding Corporation sells its controlling interest in the Export Steamship Corporation to the Daeland Corporation, a syndicate headed by Lehman Brothers. (Moody's, theshiplist.com)
- May 2, 1935 First of 57 production models of GG1 with Loewy Brunswick Green and gold pinstripe livery placed in service; first lot of 14 (Nos. 4801-4814) are built by BLW/GE; Nos. 4815-4839 are built by BLW and finished at Juniata (?) and Nos. 4840-4857 are built at Juniata; P5a's transferred to freight service as GG1's arrive. (PR, RyAge)
- May 2, 1935 Franco-Soviet pact signed in Paris as Stalin seeks better ties with the West to counter the threat from Nazi Germany. (Preston)
- May 3, 1935 PRR Jersey City-Atlantic Avenue, Brooklyn ferry service makes last run. (HC prob. correct - ferry dept. notes says 5/31!!)
- May 5, 1935 First crash of a Transcontinental & Western Air, Inc., DC-2 in heavy fog near Kirksville, Mo., kills cockpit crew and four passengers, including New Mexico Sen. Bronson Cutting (1888-1935); blamed on poor weather and ground control. (Serling)
- May 6, 1935 U.S. Supreme Court overturns the Railway Pension Act of 1934 as unconstitutional by a 5-4 vote in the case of *Railway Retirement Board v. Alton Railroad*; \$2.5 million withheld from PRR employees between Aug. 1, 1934 and May 1, 1935 to be refunded, along with \$5 million contributed by PRR. (AR, NYT)
- May 6, 1935 Works Progress Administration (WPA) established by executive order under the Emergency Relief Appropriations Act of Apr. 8 to create jobs



and stimulate the economy through public works spending; headed by presidential confidante Harry L. Hopkins (1890-1946); because Hopkins's staff at the old Emergency Relief Administration is too small, the Army Corps of Engineers agrees to provide him with people skilled in public works management; the WPA employs 8.5 million over 8 years and pumps \$11 billion into the economy; its projects include 572,000 miles of highways, and through the Federal Writers, Art, Music and Theater Projects it gives work to unemployed artists and writers; the Federal Writers Project produces the American Guide Series of guidebooks to each of the states and major cities. (Burg, Smith/FDR)

- May 6, 1935                      New Haven exhibits the *Comet* at Grand Central Terminal. (RyAge)
- May 7, 1935                      Maddux Air Lines/TAT Ford Tri-motor No. 1, displayed in Penn Station since Sep. 1930, is dismantled and removed, having been donated to the Henry Ford Museum in Dearborn, Mich. (NYT)
- May 7, 1935                      PRSL Board authorizes acquiring and dissolving the Stone Harbor Railroad; authorizes issuing 50-year service buttons; also the following abandonments: ex-West Jersey & Seashore line from 14<sup>th</sup> Street to end of track at Ocean City; stations and other facilities between East Gloucester and Grenloch; part of the electric MU car barn at Camden; wye and "JN" Interlocking at Williamstown Jct.; station buildings at Mullica Hill, Richwood and Richland. (MB)
- May 10, 1935                     PRR announces it will repay \$2.5 million or 2% withheld from pay between Aug. 1, 1934 and May 1, 1935 under Railroad Retirement Act, now ruled unconstitutional; 4% contribution to be returned to company; Railroad Retirement maximum was \$120 per month, while ex-Pres. Atterbury receives \$33,000 a year under company pension plan. (NYT)
- May 10, 1935                     Unattended Block Station "CY" renamed "HC" on the Buffalo Division. (GO)
- May 11, 1935                     Pres. Roosevelt establishes the Rural Electrification Administration by executive order; it makes low-interest loans to rural nonprofit cooperatives to extend distribution lines to areas where density cannot support for-profit operation; by the end of 1941, the number of farms electrified rises from 11% to 50%. (Smith/FDR)
- May 15, 1935                     PRR starts container service between DuBois and the East in both directions and eastbound from Ridgway, with second morning delivery eastbound and third morning westbound. (PR)
- May 15, 1935                     Alton Railroad lightweight streamliner *Abraham Lincoln* dedicated at

- Springfield, Ill. (RyAge)
- May 15, 1935 Chicago, Milwaukee, St. Paul & Pacific Railroad's new streamliner *Hiawatha* hits 111.5 MPH on a test run between Milwaukee and New Lisbon, Wisc. (RyAge)
- May 1935 Pennroad Corporation resumes buying back its voting trust certificates. (Wheeler)
- May 16, 1935 D.W. Tomlinson of Transcontinental & Western Air, Inc., flies an experimental DC-1 equipped with Sperry Autopilot on triangular course from Floyd Bennett Field (Brooklyn) to Bolling Field (Washington) to Willoughby Spit (Norfolk) at record average speed of 169.03 MPH; over next two days sets two new world records and breaks five old world records. (TWA)
- May 17, 1935 PRR announces formation of eight System Board of Adjustment for dining car stewards. (PR)
- May 20, 1935 PRR begins electric freight service between Baltimore and Greenville; the *Speed Witch* is the first freight train to be electrified. (PR, RyAge) (also Greenville and Waverly & Passaic Branches to Harsimus Cove in N.J.? listed only as 1935). 6/20 - Hirsimaki says is date for New Haven-Balt. with electrification of Speed Witch; ext. to Pot. yard by end of June)
- May 21, 1935 N.J. Board of Tax Appeals denies the railroad appeals from the 1934 tax assessment. (RyAge)
- May 22, 1935 Pennsylvania Company Board votes to \$100,000 to a working capital fund for the Baltimore Mail Steamship Company, along with contributions from other stockholders. (MB)
- May 23, 1935 New Greyhound bus terminal opens at 242 West 34<sup>th</sup> Street between 7th & 8th Avenues in New York City on the cross-block site of the smaller terminal of 1929; located just west of the Penn Station escalator kiosk leading to the LIRR Concourse; building in the art moderne style by Thomas W. Lamb (1871-1942) with a curved front of glossy enameled steel panels costs only \$140,000 and stands in stark contrast to the Classical bulk of Penn Station across the street; used by Pennsylvania Greyhound Lines and a number of independent companies. (NYT, BusTrans)
- May 23, 1935 PRR exhibits new 70-ton covered cement hopper built at Altoona on Liberty Avenue across from Pittsburgh station. (PR)

- May 24, 1935 Congressional committee hears testimony for and against a canalization of the Mahoning River from Beaver, Pa., to Struthers, Ohio. (RyAge)
- May 26, 1935 New Haven cuts schedules of *Merchants Limited* and *Yankee Clipper* from 4:45 to 4:30; running time of the *Senator* cut by 10 minutes. (AR, Guide, RyAge)
- May 26, 1935 Public Service Coordinated Transport opens Newark City Subway (trolley cars) between Heller Parkway and Public Service Terminal on Broad Street on old Morris Canal bed; portion west of Lock Street is a surface line on private right of way; cuts running time of streetcar lines serving the northwestern part of city and suburbs to downtown. (ElctRyJrnl)
- May 27, 1935 U.S. Supreme Court in *Schechter Poultry Corp. v. United States*, the so-called "sick chicken case", unanimously declares the National Industrial Recovery Act unconstitutional and any federal attempt to legislate prices, wages and working conditions to be in violation of the Commerce Clause; Pres. Roosevelt then turns to antitrust to stimulate competition and production; since the decision also removes the collective bargaining provisions of the act, Pres. Roosevelt abandons his previously neutral position and comes out in favor of the labor relations bill sponsored by New York Sen. Robert F. Wagner. (Burg, Chalmers, Smith/FDR)
- May 27, 1935 National Mediation Board announces result of LIRR shop crafts elections; machinists, blacksmiths, helpers and apprentices choose Brotherhood of Railroad Shop Crafts of America; boilermakers, sheet metal workers, carmen and electricians choose AFL unions. (LbrChron)
- May 27, 1935 Over 1,000 Communist Party members and sympathizers hold demonstration in Penn Station, complete with red banners and harangues, to welcome Robert Minor and David Levinson, who had been beaten by mine guards in a labor dispute in Gallup, N.M.; group then marches to a rally in Madison Square Garden; PRR representative states that it does not interfere with welcoming demonstrations. (NYT)
- May 27, 1935 U.S. Supreme Court rules in *Humphrey's Executor v. United States* that while executive officers serve at the pleasure of the Pres., those of quasi-legislative and quasi-judicial bodies may only be removed under the Congressional legislation establishing them; overturns Pres. Roosevelt's attempt to fire on political grounds the late William Humphrey (1862-1934), the conservative head of the Federal Trade Commission appointed by Pres. Coolidge. (justia.com, 295 US 602)

- May 28, 1935 PRR announces it has redeemed last \$1.72 million of 4% notes sold to PWA in spring of 1934 to buy steel rail. (NYT)
- May 28, 1935 ICC rules that practice of railroads paying shippers to operate their own switching facilities amounts to a rebate; involves several companies on PRR, including Ford Motor Company and Detroit Edison. (NYT)
- May 29, 1935 Penn Station receives its first Loewy-designed trash can from the production run, placed in the Arcade by the fruit store. (MWC/Porter)
- May 29, 1935 New Haven begins operating the *Comet* between Providence and Provincetown on Sundays during the summer through Sep. 8. (RyAge)
- May 29, 1935 Chicago, Milwaukee, St. Paul & Pacific Railroad inaugurates steam-powered streamliner *Hiawatha* between Chicago (Union Station) and Minneapolis on a 6:30 schedule, using equipment built or rebuilt in its own shops; streamlined 4-4-2's and 7 cars. (C&C, RyAge)
- June 1, 1935 Pullman Company porters, maids and attendants choose the Brotherhood of Sleeping Car Porters as their representatives under Wagner Act, defeating the Pullman company union, although Pullman does not sign a contract with it until 1937. (wiki, Trains - Wagner act not passed yet?? NIRA? - according to Roberts, the Brotherhood was also admitted to the AFL as its first non-white union)
- June 2, 1935 *Detroit Arrow* schedule reduced to 5:00, Detroit-Chicago; NYC cuts its *Twilight Limited* to 5:00. (PR, Guide)
- June 2, 1935 Fire, believed to be arson, destroys two PRR piers at Erie. (NYT)
- June 2, 1935 CB&Q increases *Twin Zephyr* service to two round trips. (C&C, Overton)
- June 3, 1935 PRR inaugurates overnight LCL freight service between New York and Pittsburgh on trains LCL-1/LCL-2; runs 40-50 cars, running non-stop between Harrisburg and Altoona. (RyAge)
- June 3, 1935 PRR and LIRR employees hold flower show in YMCA auditorium in Penn Station. (NYT)
- June 3, 1935 French Line's *Normandie* arrives in New York on its maiden voyage after a record crossing in 4:11:42; the 1,029-foot largest liner in the world is an art deco masterpiece and sets a new standard for speed and luxury in transatlantic travel, but it will never operate at a profit and is doomed to a short four-year life because of World War II. (Trager)

- June 5, 1935 NY&LB Board notes that electrification and street changes at South Amboy have been delayed by taxpayers' suits; considers a plan (not carried out) to combine Sea Girt and Manasquan stations. (MB)
- June 5, 1935 New Haven places *Comet* in regular revenue service between Boston and Providence, making five round trips weekdays, stopping only at Back Bay en route; runs in excursion service on Sundays. (AR, C&C)
- June 6, 1935 Union Pacific Railroad places lightweight streamliner No. M-10001 in regular revenue service as *City of Portland* between Chicago and Portland on a 39:45 schedule; first transcontinental streamliner and first to carry sleeping cars. (C&C, RyAge)
- June 7, 1935 PRR begins advertising extra-low coach fares on No. 101, the 12:35 AM train from New York to Washington; \$5.85 to Washington, or 30% saving. (NYT)
- June 7, 1935 PRSL Board authorizes retirement of stations at Gloucester and Paulsboro. (MB)
- June 7, 1935 Pres. Roosevelt sends a transportation message to Congress calling for extending the Federal Coordinator of Transportation one year and extending ICC regulation to cover highway, air and coastwise shipping services. (RyAge)
- June 7, 1935 Federal Coordinator of Transportation Joseph B. Eastman sends the first two volumes of his report on freight traffic to the regional coordinating committees; says that the car is obsolete except for bulk commodities; emphasizes the use of containers and trucks for pick-up and delivery. (NYT, Latham)
- June 9, 1935 NYC cuts running times of *Southwestern Limited* (St. Louis) and *Ohio State Limited* (Cincinnati) by 30 minutes. (Guide)
- June 10, 1935 Pres. Martin W. Clement receives an honorary degree from Dickinson College at Carlisle. (NYT)
- June 10, 1935 PRR agrees with the Muskingum Watershed Conservancy District to relocate 5.5 miles of the Cleveland & Pittsburgh Railroad between Valley Jct. and Dover that will be submerged by reservoirs and to relocate tracks of the B&O near Mineral City; because of mortgage restrictions, the B&O is given a half-interest in 0.66 mile of the new line and a one-half perpetual lease of 0.83 mile, for which the PRR receives \$52,000. (C&C)
- June 12, 1935 PRR Board approves \$145,000 for escalators at Penn Station. (MB)

- June 12, 1935 PRR announces inauguration of electric freight service south of Baltimore to Potomac Yard. (PR, MB)
- June 14, 1935 New England governors committee meets in Boston with Pres. Clement, Palmer of the New Haven, French of the Boston & Maine, and F.E. Williamson of the NYC; report is already a month overdue. (NYT)
- June 14, 1935 Washington, Baltimore & Annapolis Electric Railroad sold at foreclosure. (Moody's)
- June 14, 1935 Congress extends the Federal Coordinator of Transportation for one year. (RyAge)
- June 1935 Unit Train Committee also explores possibility of converting surplus P70's into high-speed (90 MPH) MU cars to be operated in combinations of 2- or 3-unit articulated sets; eventually rejected as requiring expensive modifications; also consider high-speed MP54's for use between New York and Trenton and Baltimore and Washington; Raymond Loewy does styling for both proposals. (CMP)
- June 1935 Clay models of Loewy's designs for a streamlined K4s and conventional K4s are tested in wind tunnel for smoke-lifting ability by Alexander Klemin of the Daniel Guggenheim School of Aeronautics of New York University (CMP); of 24 variations, 4 are chosen for wind tunnel tests to determine the final design. (Guide)
- June 1935 Two-unit Electro-Motive Corporation 3,600 h.p. box cab road passenger diesel demonstrators No. 511-512 completed at Erie works of General Electric Company; designed by Richard M. Dilworth to be capable of replacing steam locomotives on 14-car heavyweight limiteds; each unit is powered by two V-12 900 h.p. Winton 201A engines. (Kirkland, Boyd/NRHS)
- June 1935 PRR establishes overnight door-to-door service for merchandise between East Coast and Pittsburgh, cutting one day off schedule; establishes second morning service to Toledo, Detroit, Fort Wayne and Grand Rapids. (AR, Guide)
- June 1935 PRR carries 4,302 passengers' automobiles in first six months of 1935, up from 1,986 in first six months of 1934. (RyAge)
- June 1935 Railway Labor Executives Association appoints a committee to coordinate a nationwide campaign on behalf of Sen. Wheeler's railroad nationalization bill. (Latham - see NYT 6/21)

- June 15, 1935      Eight-car lightweight aluminum streamlined train built by American Car & Foundry for B&O displayed at Springfield, Ill.; then begins display trip to Washington. (Glendinning, Wayner)
- June 17, 1935      Baltimore & Eastern Railroad Board authorizes rebuilding of bridge over Choptank River between West Denton and Denton, out of service for some time, to reestablish connection with customers at Denton on line purchased from Maryland & Delaware Seacoast Railroad. (BdF)
- June 17, 1935      Radio commentator Harlan Eugene Reed and his wife ride from New York to Washington and back in the cab of a GG1, going south on *The President* and north on *The Constitution*. (PR)
- June 20, 1935      Union Transfer Affiliated Company incorporated in Pa.; operates trucking business New York-Washington and to Atlantic City and other South Jersey points and performs pick-up and delivery service for the PRR in the Philadelphia area. (MB, C&C)
- June 20, 1935      New interlocking placed in service at "VIRGINIA" Tower in Washington, D.C. (CE)
- June 20, 1935      Pres. Roosevelt travels in a PRR POTUS special, including his favorite private car *Robert Peary*, from Washington to New London, Conn., to watch the annual Yale-Harvard crew race on the Thames; returns to Washington on June 24. (CMP)
- June 20, 1935      Railway Labor Executives Association calls for immediate government ownership of the railroads, claiming that regulation has failed and the roads are still subject to "banker control," which has allowed them to deteriorate and become uncompetitive. (NYT)
- June 21, 1935      *The Northland* (summer-only, Cincinnati to Mackinaw City) renamed *The Northern Arrow*; air conditioned equipment assigned. (tt)
- June 24, 1935      Philadelphia Post Office at 30th & Market Streets dedicated; direct connection to PRR tracks beneath; 2 through and 6 stub mail tracks placed in service, and mail loading removed from Broad Street Station and a temporary facility at West Philadelphia. (PR, AR)
- June 24, 1935      B&O *Royal Blue*, 8-car lightweight aluminum steel streamlined train drawn by light 4-6-4 No. 2 *Lord Baltimore*, placed in service between Jersey City and Washington on 3:59 schedule. (Guide, B&O AR, RyAge)
- June 24, 1935      PRR recognizes Marine Engineers Beneficial Association as

representative of licensed engine room forces in Norfolk marine service; Brotherhood of Ferry Employes continues to represent unlicensed workers. (LbrChron)

- June 25, 1935 American Airlines begins non-stop DC-3 flights between Newark and Chicago. (Trager)
- June 25, 1935 PRR agrees with American Airlines to honor airline tickets when planes are forced to land because of bad weather. (MB)
- June 25, 1935 New Greyhound bus terminal opens on New York Avenue in Washington, D.C.; designed in Moderne style by Thomas Lamb. (BusTrans)
- June 25, 1935 Sen. Robert F. Wagner and Rep. \_\_\_ Crosser introduce a new Railroad Retirement Bill. (RyAge)
- June 26, 1935 PRR Board authorizes abandonment of the Walhonding Branch between Brink Haven and Warsaw Jct., Ohio, in lieu of relocating line for flood control dams of Muskingum Conservancy District. (MB)
- June 26, 1935 Rolland H. Spaulding, Chairman of New England governors' committee, announces after another meeting with railroad presidents that they may consent to PRR retaining control of New Haven if it gives up the Boston & Maine. (NYT)
- June 28, 1935 Air conditioned equipment assigned to PRR summer-only weekend train between Washington and Atlantic City; also other Atlantic City sleeper and parlor runs from New York, Philadelphia, and the West.
- June 29, 1935 Chicago, Milwaukee, St. Paul & Pacific Railroad files for bankruptcy. (Wheeler)
- July 1, 1935 John Van Buren Duer promoted from Electrical Engineer to Chief Electrical Engineer on the staff of VP in Charge of Operations John F. Deasy; Deasy and Duer are already becoming very close, and together they will lead the PRR into experiments with large, high-horsepower steam locomotives, trying to duplicate the success of the GG1; Harvey C. Griffith (1890- ) is promoted from Assistant Electrical Engineer to Electrical Engineer. (MB)
- July 1, 1935 PRR signs first union contract with deck officers at Norfolk. (LC)
- July 1, 1935 B&O subsidiary Alton Railroad places eight-car Cor-ten steel streamliner *Abraham Lincoln*, a duplicate of the *Royal Blue* drawn by light 4-4-4 No. 1 *Lady Baltimore*, in service between Chicago and St.



- Louis on a 5:30 schedule. (Guide, RyAge, Wayner)
- July 1, 1935 NYC changes advertising term from “New York Central Lines” to “New York Central System.” (RyAge)
- July 1, 1935 Union Pacific introduces the *Challenger*, a low-fare train of coaches and tourist sleepers, between Chicago and Los Angeles on a 60:00 schedule; later given a number of amenities, including stewardesses and special cars for women only; becomes the model for other deluxe overnight coach trains, including PRR's *Trail Blazer* of 1939. (C&C)
- July 4, 1935 PRR reports holiday travel about 25% greater than in 1934. (NYT)
- July 4, 1935 Heavy rains in Ohio; PRR bridge washed out between Mount Vernon and Danville. (NYT)
- July 5, 1935 Pres. Roosevelt signs National Labor Relations Act (Wagner Act); permanently establishes the National Labor Relations Board to oversee elections for union representation and collective bargaining; outlaws company unions and gives unions more protection than Section 7a of the NIRA and its National Labor Board; gives formal government sanction to union organizing. (EAH, Dubofsky)
- July 5, 1935 Federal Coordinator Eastman, in letter to committee chairman Burton K. Wheeler, selects 18 "typical" railroads and the banking houses of J.P. Morgan & Co. and Kuhn, Loeb & Co. to be subjects of Senate investigation under S.R. 71; railroads include Van Sweringen lines, PRR, Wabash Railway and Delaware & Hudson Company; Burton J. Wheeler of Montana is Chairman; Max Lowenthal (1888-1971) counsel to the committee. (NYT, RyAge)
- July 5, 1935 John J. Bernet (1868-1935), Pres. of Chesapeake & Ohio Railway, Pere Marquette Railway, and Nickel Plate, and the Van Sweringens' chief operating man, dies at Cleveland. (Guide, Wheeler)
- July 7, 1935 Heavy rains sweep across Southern Tier and central New York State causing major flooding in upper Allegheny, Susquehanna and Delaware River watersheds. (NYT, LV AR)
- July 8, 1935 In a radio address, Louisiana Sen. Huey P. Long (1893-1935) calls Pres. Roosevelt “a liar and a faker.” (NYT)
- July 9, 1935 Heavy rains hit northeastern Pennsylvania and Maryland; PRR line washed out near Havre-de-Grace and blocked by landslide near Phoenixville. (NYT)

- July 9, 1935 American Car & Foundry Company streamlined railcars for the *Rebel* of the Gulf, Mobile & Ohio Rail\_\_ travel over the PRR from Kearny Jct. to Washington. (RyAge)
- July 9, 1935 United Railways & Electric Company of Baltimore emerges from reorganization as The Baltimore Transit Company. (Farrell, Moodys)
- July 11, 1935 Senate begins hearings on new Railroad Retirement Bill introduced by Sen. Robert F. Wagner of New York; by lowering retirement age to 65 will force older men to retire, making jobs for younger men. (RyAge)
- July 11, 1935 Virginia Ferry Corporation Board authorizes the construction of a second modern boat. (MB)
- July 11, 1935 Union Pacific Railroad introduces coaches and tourist sleeping cars on the second section of the *Los Angeles Limited* between Omaha and Los Angeles. (RyAge)
- July 12, 1935 Railway Labor Executives call on Pres. Roosevelt to pressure him into supporting Railroad Retirement Bill. (RyAge)
- July 14, 1935 Atlantic City & Shore (Shore Fast Line) electric trains rerouted between the Thorofare and Atlantic and Virginia Avenues using PRSL tracks on Georgia, Mississippi and Atlantic Avenues instead of the old Central Passenger Railway tracks on Virginia and South Carolina Avenues. (Butler)
- July 16, 1935 House begins hearings on Railroad Retirement Bill introduced by Rep. Robert Crosser (1874-1957) of Ohio. (RyAge)
- July 17, 1935 PRR reports slight decline in income for first five months of 1935 compared with 1934. (NYT)
- July 18, 1935 Long Island Consolidated Electrical Companies, LIRR's traction holding company, dissolved. (MB)
- July 18, 1935 Bankruptcy judge rejects PRR offer to buy Washington, Baltimore & Annapolis line between Odenton and Annapolis for \$283,500; approves sale of Baltimore-Annapolis section to Annapolis Short Line effective Aug. 20. (NYT)
- July 1935 W. F. Kiesel designs a 2,100 HP dual diesel/electric locomotive similar to a modified P5a to meet Baltimore's anti-smoke ordinance; proves too expensive and PRR converts two B6sb steam 0-6-0's to burn oil. (Hirsimaki)

- July 20, 1935 New "ODENTON" Interlocking placed in service, along with remote interlocking at "ANDERSON". (CE)
- July 21, 1935 New Haven cuts schedules of New York-Boston trains *The Puritan*, *The Bay State*, and *The New Yorker* from 5:15 to 5:00. (AR, Guide)
- July 23, 1935 William J. Harahan (1867-1937) elected Pres. of Chesapeake & Ohio Railway and Pere Marquette Railway, replacing John J. Bernet, deceased. (RyAge)
- July 25, 1935 New "UNION JCT." Interlocking placed in service at Baltimore. (CE)
- July 25, 1935 Faced with Hitler's coming to power in Germany and Roosevelt's support of the traditional American labor movement, the Seventh, oft-postponed and last World Congress of the Comintern convenes in Moscow; officially drops its former doctrine that there is no difference between fascism and "bourgeois democracy"; decrees a change in the party line in favor of a "Popular Front" with other labor and anti-fascist groups on its political right; while the Communist Party of the USA had been moving in this direction for the past year, it now formally abandons its opposition to the New Deal, ends its policy of dual unions, and subsequently provides many organizers for the Congress of Industrial Organizations; during the Popular Front period, the party greatly increases its influence among Western artists and intellectuals. (NYT, Ottanelli, Service)
- July 30, 1935 Sportswriters, including Damon Runyon (1884-1945) of Hearst's New York *American*, leave New York for Chicago on *The Broadway Limited* to cover the Aug. 7 heavyweight match between Joe Louis (1914-1981) and King Levinsky (1910-1991). (PR)
- July 30, 1935 William J. Harahan elected Pres. of Nickel Plate. (RyAge)
- July 31, 1935 Gustav Lindenthal (1850-1935), engineer of the Hell Gate Bridge, dies at Metuchen, N.J., at age 85 following a long illness; his assistants attempt to keep the North River Bridge Company alive, but its charter expires naturally in 1937. (NYT, Johnson)
- Summer 1935 All major PRR east-west trains now fully air-conditioned.
- Aug. 2, 1935 PRR tests a motor truck fitted with retractable railroad wheels that can operate on either railroad tracks or highways; developed by General Transportation Company of Boston; leaves Akron by rail to Altoona; on second day proceeds to Philadelphia, and on Aug. 5 to New York and Boston. (PR)

- Aug. 2, 1935 Western Pacific Railroad files for bankruptcy. (Wheeler)
- Aug. 4, 1935 Heavy rains hit western Pennsylvania; PRR main line washed out near Beatty, causing passenger trains to be detoured. (NYT)
- Aug. 7, 1935 Columbus & North Madison RPO discontinued. (Kay)
- Aug. 8, 1935 ICC approves abandonment of 25 miles of branches in Pennsylvania bituminous coal fields. (NYT)
- Aug. 9, 1935 Motor Carrier Act places regular truck and bus lines under ICC regulation, effective Oct. 1, on lines drawn up by Federal Coordinator of Transportation Joseph B. Eastman; the ICC can proscribe employee qualifications, maximum hours worked, equipment and safety standards; common carriers are placed under relatively full regulation, requiring certificates of public convenience and necessity; contract carriers are subject only to certification, minimum rate and accounting regulation, and private carriers are exempt from all but the safety and hours provisions that apply to all truckers; haulers of livestock and unprocessed agricultural products are exempt. (EAH, Hoogenboom)
- Aug. 9, 1935 Wagner-Crosser Bill (Railroad Retirement) passes both houses of Congress. (RyAge)
- Aug. 13, 1935 The *New York Times* reports that Louisiana Senator Huey P. Long has told a number of senators that he will run for the presidency in 1936, either by beating Roosevelt for the nomination or running as a third party candidate. (NYT, CongBio)
- Aug. 14, 1935 Pres. Roosevelt signs Social Security Act providing old age pensions and unemployment compensation; imposes a 1% payroll tax on employers to fund unemployment benefits, effective Jan. 1, 1936, increasing to 3% in 1938. (EAH, AR)
- Aug. 16, 1935 Second series of PRR high-speed bridge stress tests begins at Chester, Pa.; tests end Oct. 9. (CE)
- Aug. 16, 1935 Last run of gas-electric railcar between North Madison and Columbus, Ind. (rivertorail - implies goes to mixed train this date?)
- Aug. 17, 1935 MBA resumes company picnics after four-year suspension; a total of 8,000 attend picnics at Rock Springs Park in Chester, W.Va., and Idlewild Park in the Ligonier Valley. (Outlaw)
- Aug. 20, 1935 Last day of service on Washington, Baltimore & Annapolis Electric Railroad between Washington, Baltimore and Annapolis; Baltimore-

Annapolis service via north shore continued by Baltimore & Annapolis Railroad.

- Aug. 20, 1935 General Manager Capt. L.H. Garrison of the Virginia Ferry Corporation, local business owners and the American Automobile Association form the Ocean Hiway Association to promote north-south travel on U.S. Route 13 and both the Delaware-New Jersey Ferry Company and the Virginia Ferry Corporation. (Baxter)
- Aug. 21, 1935 Virginia Ferry Corporation contracts for new ferry *Princess Anne* to be built by the Sun Shipbuilding & Dry Dock Company; is similar to the *Del-Mar-Va* but streamlined by Raymond Loewy. (CMP)
- Aug. 21, 1935 B&O acquires former Washington, Baltimore & Annapolis Electric Railway branch between Fort Meade Jct. and Odenton. (B&O AR)
- Aug. 22, 1935 B&O assigns Electro-Motive Corporation box-cab No. 50, a duplicate of EMC demonstrator No. 511, to lightweight *Royal Blue*, replacing light 4-6-4 *Lord Baltimore*; its B-B trucks cause extreme nosing at high speed (B&O Mag, Kirkland)
- Aug. 23, 1935 Pres. Roosevelt signs Banking Act of 1935 enlarging powers of Federal Reserve System. (Burg)
- Aug. 25, 1935 PRR cuts schedule of "*The Spirit of St. Louis*" by 52 minutes eastbound and 20 minutes westbound; *Liberty Limited* cut from 18:20 to 17:40. (PR, Guide, RyAge)
- Aug. 25, 1935 NYC cuts 20 minutes from schedule of *The Wolverine*. (Guide)
- Aug. 25, 1935 Southern Railway cuts 2:45 from schedule of *No. 37-38* (former *Crescent Limited*) between New York and New Orleans. (Guide)
- Aug. 26, 1935 United Automobile Workers (UAW) founded within the AFL.
- Aug. 28, 1935 Pres. Roosevelt signs Public Utility Holding Company Act of 1935 (Wheeler-Rayburn Act) breaking up pyramiding of public utility holding companies by outlawing holding companies two or more steps removed from operating companies; requires registration with the SEC. (EAH, Burg)
- Aug. 28, 1935 First session of the Seventy-fourth Congress adjourns. (wiki)
- Aug. 29, 1935 Railroad Retirement Act of 1935 establishes national system of railroad pensions with retirement at age 65, unlike the voided 1934 act, the pensions are to be paid out of the Federal Treasury. (AR)

- Aug. 29, 1935 Taxing Act imposes 3½% excise tax on railroad companies to fund railroad pensions and a 3½% income tax on railroad employee salaries over \$300 a month; the railroads challenge both acts in the Federal courts. (AR)
- Aug. 29, 1935 Kuhn, Loeb & Co. offers new \$50 million issue of Pennsylvania Company 4% bonds at 100; to redeem an equal amount of bonds issued at 4-3/4% on Nov. 1 at 105. (NYT)
- Aug. 30, 1935 Revenue Act of 1935 sharply increases corporate and personal income taxes and inheritance taxes; however, it is whittled down in Congress and neither generates new revenue nor redistributes wealth; only John D. Rockefeller, Sr., pay the top rate of 75%; the act is a gesture of revenge against business. (EAH, Cannadine - verify terms)
- Aug. 30, 1935 Guffey-Snyder Bituminous Coal Stabilization Act reapplies NRA regulations to bituminous coal industry; establishes National Bituminous Coal Commission to set quotas and price fixing; guarantees collective bargaining and uniform wages and hours; continues protection of Pennsylvania coal industry relative to competition from Southern Appalachia. (EAH, Burg, Turner)
- Aug. 30, 1935 PRR files new fare schedule for LIRR with N.Y. Transit Commission; to raise fares 15-20% on Oct. 1. (NYT)
- Aug. 31, 1935 LIRR files for 15-20% increase in commuter fares, effective Oct. 1. (RyAge)
- Aug. 31, 1935 Last run of weekend-only, summer-only *Pocono Limited* between Philadelphia and East Stroudsburg; last through service on Bel-Del Branch to and from points south of Trenton. (tt)
- Sep. 1, 1935 New York, Philadelphia & Norfolk Railroad Ferry Company assumes operation of Cape Charles-Norfolk steamers from NYP&N Railroad; Cape Charles-Norfolk fare cut from \$1.30 to \$0.90. (AR, PR)
- Sep. 1, 1935 PRR establishes Cash on Delivery as part of its pick-up and delivery service; will collect invoice price of merchandise on delivery and remit it to shipper. (NYT, Mutual)
- Sep. 1, 1935 Pennsylvania Company terminates the Dec. 1916 agreement for the use of the Lake Erie & Eastern Railroad between Struthers and Girard, Ohio. (MB)
- Sep. 1, 1935 William C. Downing (1865- ), General Agent at Indianapolis, retires

after 50 years of service. (PR)

- Sep. 2-3, 1935 Major hurricane hits the Florida Keys area killing 577; damages 40 miles of Florida East Coast overseas line to Key West, ending through passenger service to points south of Miami; first Category 5 storm (155+ MPH winds) ever recorded in the U.S.; an FEC rescue train evacuating highway construction workers from the Keys is swept from the track at Isla Morada by a storm surge with great loss of life; FEC is not restored because of light traffic, and bridges are converted to carry U.S. Route 1. (Schwartz, Bramson, NYT)
- Sep. 5, 1935 D.W. Tomlinson flies Transcontinental & Western Air, Inc. DC-1 from Kansas City to New York non-stop at 30,000 feet, navigating solely by radio; proves sub-stratosphere flight permit greater speeds with less expenditure of power. (AcrftYrBk)
- Sep. 6, 1935 The remnants of the "Great Labor Day Hurricane" move out to sea off Norfolk, where they briefly regain hurricane strength; heavy rains hit the Delmarva Peninsula; locomotive of freight train falls into a stream at an undermined culvert north of Harrington, Del., killing the engine crew; through passengers detoured via Washington and Richmond, and local passengers bused between Harrington and Dover. (Schwartz, NYT)
- Sep. 6, 1935 PRR, CNJ and NY&LB agree with the City of South Amboy, N.J., re closing streets and building a new station in connection with electrification; City demands that more trains stop there. (VPO)
- Sep. 8, 1935 William H. "Big Bill" Egan celebrates 25th anniversary as station master at Penn Station. (NYT)
- c. Sep. 8, 1935 Electric MU service extended from Rahway to South Amboy Jct. with 7 round trips from Jersey City, with 3 round trips on Sundays. (VPO - late 8/35-9/8/35)
- Sep. 8, 1935 Louisiana Senator Huey Long (1893-1935) is shot by an assassin at the Capitol in Baton Rouge; he dies two days later, ending a radical populist threat to Pres. Roosevelt's reelection; leadership of his Share Our Wealth movement passes to his lieutenant Rev. Gerald L. K. Smith (1898-1976), who unlike Long, embraces racism and anti-Semitism and quickly drifts to the lunatic fringe where he is shunned even by other conservative and isolationist organizations; Long's state organization makes peace with Pres. Roosevelt, while the administration quashes prosecutions of Long's lieutenants for income tax evasion; the Long family establishes a political dynasty in Louisiana. (AmrcnDcnds, Smith/FDR, wiki)

- Sep. 9, 1935 NYP&N leases passenger steamboats *Maryland*, *Pennsylvania* and *Virginia Lee* to New York, Philadelphia & Norfolk Railroad Ferry Company, retroactive to Sep. 1. (MB)
- Sep. 10, 1935 Port of New York Authority holds hearings on proposed Greenville-Bay Ridge tunnel, pitting supporters in Brooklyn and on Long Island against opponents in N.J. and Staten Island; B&O naturally favors Staten Island tunnel; J.M. Symes testifies for the PRR that the 1924 estimate was \$56.9 million cost and \$5.7 million annual savings; present cost would be \$54.4 million, but the saving only \$735,800; projected traffic would half that of earlier estimates, and the floating equipment would have to be retained for other operations. (NYT, PtAuth, Bard)
- Sep. 11, 1935 Nassau County Village Officials' Association votes to oppose LIRR fare increase. (RyAge)
- Sep. 12, 1935 Ex-Pres. W.W. Atterbury reenters Bryn Mawr Hospital for additional tests. (NYT)
- Sep. 14, 1935 Last run of LIRR passenger service between Mineola and West Hempstead, ending loop service; passenger service discontinued to avoid state-mandated elimination of grade crossings.
- Sep. 14, 1935 Cleveland & Alliance RPO extended to Cleveland & Pittsburgh RPO. (Kay)
- Sep. 1935 PRSL single-tracked between Glassboro and Newfield and electrification removed.
- Sep. 16, 1935 New York and Philadelphia maritime unions agree to form System Board of Adjustment. (LC)
- Sep. 16, 1935 Santa Fe twin-unit road passenger diesel completes trial run from Chicago to Los Angeles and back with 9-car heavyweight train; units 1<sub>1</sub> & 1<sub>A</sub> are duplicates of EMC Nos. 511-512. (RyAge)
- Sep. 18, 1935 William H. Egan promoted from Stationmaster to General Stationmaster at Penn Station; Thomas L. Hawkes (1888- ) named Stationmaster. (PR)
- Sep. 19, 1935 PRR and CNJ agree to build a new station at South Amboy. (MB)
- Sep. 19, 1935 Philadelphia & Ocean City RPO cut to Philadelphia & Winslow Jct. RPO. (Kay)



- Sep. 20, 1935 Ex-Pres. W.W. Atterbury (1866-1935) suffers a fatal stroke a little after 3:00 PM while talking with his wife in his room at Bryn Mawr Hospital and dies at 3:30; at his death, he is still director of the PCC&StL Railroad and other subsidiaries. (NYT, MB)
- Sep. 22, 1935 Last run of Sunday-only through passenger cars between Camden and Beach Haven, N.J.; last passenger service between Manahawkin and Beach Haven, N.J. (Brinckmann)
- Sep. 22, 1935 New York City announces that it will host a World's Fair in 1939 to be located in Flushing Meadow, a wetland used as a dump for coal ashes (for a description of its pre-fair condition, see Fitzgerald's *The Great Gatsby*) that is easily reached by the LIRR, rapid transit and express highways. (Feinman)
- Sep. 23, 1935 Funeral of ex-Pres. W.W. Atterbury held at 3:00 PM at the Church of the Redeemer at Bryn Mawr with about 1,000 mourners; private interment follows at St. David's Churchyard in Radnor; 8-car special train run from New York to Bryn Mawr bringing many leaders of industry, finance and, politics, and extra cars added to Paoli locals; PRR offices close at 1:00 PM. (NYT)
- Sep. 23, 1935 Passenger traffic arriving at New York from Midwest is heaviest in six months because of school openings and Max Baer-Joe Lewis heavyweight fight; 1,400 passengers arrive over NYC. (NYT)
- Sep. 23, 1935 Bituminous coal strike begins. (Dubofsky)
- Sep. 26, 1935 Pres. Roosevelt leaves Washington in the private car *Robert Peary* on a B&O POTUS special for East St. Louis, en route to view Boulder (Hoover) Dam and visit Los Angeles; he returns via the Panama Canal. (Withers)
- Sep. 27, 1935 W.W. Atterbury's will probated, leaving estate valued at "over \$257,000" to his wife and children. (NYT)
- Sep. 27, 1935 NYC and Greyhound Corporation announce that NYC has agreed to acquire a half interest in Eastern Greyhound Lines, which will be renamed Central Greyhound Lines, and establish coordinated service over 5,000 miles of bus routes between Boston/New York and Chicago. (NYT)
- Sep. 28, 1935 Van Sweringens incorporate Midamerica Corporation, a new top holding company, in Ohio with backing of George A. Tomlinson and George A. Ball (1862-1955) of Muncie, heir to the Mason jar fortune,

in an effort to obtain new capital to save their railroad and real estate empire. (Wheeler, Moodys)

- Sep. 29, 1935      General speed-up of 44 New York-Washington trains; *The Congressional* running time reduced to 3:45; *The Senator* to 3:53; *The Representative* (southbound only) and *The President* to 4:00; fastest New York-Philadelphia "Clockers" to 1:40. (PR, Guide)
- Sep. 29, 1935      *Broadway Limited* running time reduced from 17:00 to record 16:30 hours; now runs at an average 72 MPH between Liverpool, Ind., and Fort Wayne; following tradition, NYC makes similar reduction on *Twentieth Century Limited*; *Liberty Limited* cut to 17:25; *The Union* scheduled to offer first six-hour service between Chicago and Cincinnati; at the time *The Union* is the fastest scheduled U.S. steam train, covering 40 miles east of Valparaiso at 75.6 MPH. (speed is from Fortune - verify route) (PR, Guide)
- Sep. 29, 1935      *Senator*, *Colonial* and *Shore Line Express* placed on 5:00 schedule between New York and Boston. (Guide, PR)
- Sep. 29, 1935      NYC's New York-Buffalo *Day Coach Deluxe* No. 1-2 renamed *The Cayuga*. (Guide)
- Sep. 29, 1935      New Haven increases Boston-Providence *Comet* service from 5 to 6 round trips on weekdays. (C&C, RyAge)
- Sep. 30, 1935      PRSL Board rescinds plans for branches between Quinton and Bayside and between Penns Grove and Salem; abandons ex-PRR South Carolina Avenue station and Virginia Avenue station on the ex-Atlantic City Railroad's Baltic Avenue Branch at Atlantic City; Palatine station; Penns Grove freight station; portion of Grenloch Branch between Fairview Street, Camden, and Gloucester east of Fillmore Street. (MB)
- Sep. 30, 1935      West Jersey & Seashore Railroad Board approves a long list of abandonments, many of which were made starting at the merger in 1933; includes: retiring the old electric terminal tracks at Camden and shifting the electrification to other tracks, removing the separate electric line tracks between 4<sup>th</sup> Street & 6<sup>th</sup> Street, Camden, abandoning the old Broadway station at Camden, retiring 30 MP1 and 2 MB1 wooden MU cars; retiring gasoline railcar No. 5134 and 4 buses operated by the Atlantic City & Shore, retiring stations at South Camden and Richland, retiring the grain elevator at Coopers Point, Camden, retiring "TIMBER" Interlocking at Westville, and abandoning the ex-Reading Williamstown Branch between the Cape May and Bridgeton Branches at Glassboro, including "OWEN" and "LIBBY" Interlockings at the former crossings; rescinds the 1931 approval of

branches between Quinton and Bayside and between Carney's Point and Salem. (MB)

Sep. 30, 1935

Midamerica Corporation purchases most of the assets of Vaness Company and Cleveland Terminals Building Corporation, including Alleghany Corporation, Pittston Company, etc., for \$3.12 million at New York auction sale of collaterals held by J.P. Morgan & Co.; Van Sweringens and George A. Ball retain control of most of their empire; J.P. Morgan & Co. and related banks lose \$34.75 million or 90% of their investment; under agreement with Ball, Van Sweringens are to have the management of the properties for 10 years, during which time they hope to pay off their \$70 million in debt, and may repurchase by paying Ball cost plus 5% interest; however, both Van Sweringens die before they can buy back their properties; Ball thus acquires control of the \$3 billion Van Sweringen empire for a \$300,000 down payment. (Wheeler)

Sep. 30, 1935

Washington, Baltimore & Annapolis Realty Company incorporated to dispose of the property of the defunct Washington, Baltimore & Annapolis Electric Railroad. (Moody's)

Oct. 1, 1935

J.R. Downes appointed Assistant to the President, having returned from leave as VP in Charge of Operations & Maintenance of AAR; James M. Symes to VP of AAR, replacing Downes; John C. Rill to Chief of Freight Transportation, replacing Symes; Chief Engineer T.J. Skillman given leave for health; William D. Wiggins named acting Chief Engineer; William B. Wood from Engineer of Baltimore Improvements to acting Chief Engineer-Central Region, replacing Wiggins. (Guide, MB)

Oct. 1, 1935

Reconstruction Finance Corporation makes public correspondence with NYC in which NYC, J.P. Morgan & Co., and First National Bank of the City of New York object to RFC suggestion to fund \$90 million temporary RFC loan into a public issue on grounds it could not be sold; NYC and banks propose that RFC loans be treated as demand loans, and in return, banks will treat their temporary loans on same basis, to be repaid when funds are available. (RyAge)

Oct. 1, 1935

ICC begins actual regulation of truck and bus lines. (RyAge)

Oct. 1, 1935

Bituminous coal strike ends. (Dubofsky)

Oct. 1, 1935

Carnegie Steel Company, Illinois Steel Company and Lorain Steel Company, all operating subsidiaries of the United States Steel Corporation, merge to form the Carnegie-Illinois Steel Corporation. (RyAge)

- Oct. 2, 1935 NY&LB Board authorizes installing pre-cooling circuits for air conditioned cars at the Bay Head Jct. Yard. (MB/AFE)
- Oct. 2, 1935 Oral arguments begin before ICC on its proposal to lower passenger fares to stimulate travel; all eastern railroads except B&O opposed; B&O wants lower fares at discretion of company. (RyAge)
- Oct. 4, 1935 Railroad Enthusiasts, Inc., incorporated in Mass. (MassCorps)
- Oct. 5, 1935 Penn-Princeton football game is played at Princeton; PRR runs 12 specials from Broad Street Station direct to Princeton, leaving Philadelphia about every 5 minutes starting at 11:30 AM; trains run against the current of traffic from "MO" to Princeton Jct. using 3 temporary intermediate block stations; PRR proposes to electrify additional tracks in the Upper and Lower Yards at Princeton to eliminate the use of steam power on football specials. (CMP)
- Oct. 7, 1935 Mussolini invades the independent African country of Ethiopia. (Morris)
- Oct. 11, 1935 New Haven applies for RFC loan of \$5 million to meet taxes and fixed charges, but has no unpledged assets for collateral; opinion holds RFC will not consent without PRR guarantee of loan; New England Governors said to have approached PRR to plead for guarantee and offering to end opposition to PRR control. (NYT)
- Oct. 12, 1935 In a letter to *Railway Age*, railroad enthusiast and historian Thomas T. Taber ( - ) of Madison, N.J., suggests a railroad ferry boat race on the Hudson River for publicity purposes; the railroads object, citing the fact that the ferries don't carry enough coal. (RyAge)
- Oct. 14, 1935 National Railway Historical Society (NRHS) is founded at Philadelphia by the merger of the Lancaster Railway & Locomotive Historical Society and the Interstate Trolley Club. (Cinders, Taber)
- Oct. 15, 1935 New "B&P JCT." Interlocking placed in service at Baltimore. (CE)
- Oct. 17, 1935 Twin unit 3,600 HP Santa Fe EMD diesel locomotive arrives in Chicago with 9 standard heavyweight cars, having run from Los Angeles in 39:34, 15:00 less than the *Chief* and compared to 44:54 for the Death Valley Scotty special of 1905. (RyAge)
- Oct. 18, 1935 Frank F. Kolbe (1892-1977), representing [Frank] Donaldson Brown (1885-1965) and John Thomas Smith of General Motors Corporation, meets with George A. Ball to discuss the situation of the Van

Sweringen properties; Kolbe and his partner Robert R. Young (1897-1958) and others associated with GM then go into the market and buy about 75,000 shares of Alleghany Corporation preferred at between 8¾ and 12½. (Wheeler)

- Oct. 22, 1935 PRR announces it has contracted for four escalators between Exit Concourse and platforms used by long-distance trains at Penn Station and one between Exit Concourse and main floor; to be done in early Dec. (PR)
- Oct. 22, 1935 Trial begins to test constitutionality of Wagner-Connery Industrial Disputes Act as five employees at Pennsylvania Greyhound Lines' Pittsburgh garage testify they were fired for joining Amalgamated Association of Street, Electric Railroad & Motor Coach Employees of America (AFL) and that the company supports the "Employees Association, Pennsylvania Greyhound Lines," a company union formed in 1933. (NYT)
- Oct. 22, 1935 ICC refuses approval of additional \$5 million in RFC loans to the New Haven as it has no ability to repay. (NYT)
- Oct. 22, 1935 Walter S. Franklin elected a director of the Norfolk & Western Railway, replacing W.W. Atterbury. (AR)
- Oct. 23, 1935 New Haven Board meets and files for Chapter 77 bankruptcy; had \$15.5 million in obligations falling due by Jan. 1, and cash balance of only \$3 million; Pennroad stock holding is eventually wiped out in reorganization. (NH AR, Sutherland)
- Oct. 24, 1935 At far increase hearing LIRR VP George LeBoutillier testifies that LIRR faces \$1 million passenger train deficit in 1935. (NYT)
- Oct. 24, 1935 Bacharach Boulevard is dedicated at Atlantic City on the bed of the former Camden & Atlantic Railroad line. (Butler)
- Oct 28, 1935 VP in Charge of Operations John F. Deasy informs Pres. Clement that there is currently no need to build a third set of tunnels under 31st Street from Penn Station to Sunnyside, but there is room to pass under new 6th Avenue Subway in the future. (CE)
- Oct. 29, 1935 PRR announces program to build 10,000 new freight cars and remodel 1,000 cars. (NYT)
- Oct. 30, 1935 Pres. Roosevelt appoints Railroad Retirement Board; management representative is James A. Dailey, Secretary of NYC's Pension Board. (RyAge)

- Oct. 31, 1935 Former Assistant to General Manager, Eastern Region, Frank C. Hoff (1855-1935) dies at St. Luke's Hospital in Philadelphia at age 80. (NYT, RyAge - check Phila or NY?)
- Oct. 31, 1935 New Haven subsidiary Connecticut Company files for bankruptcy. (AR)
- Nov. 1, 1935 Electrified MU service extended from South Amboy Jct. to South Amboy station; train No. 3750 is first to leave at 5:46 AM. (VPO)
- Nov. 1, 1935 PRR signs union contracts with engine room officers and unlicensed marine employees at Norfolk. (LC)
- Nov. 1, 1935 William Elmer (1865-1947), Special Engineer on the staff of the Chief Engineer, retires at age 70. (PR)
- Nov. 1, 1935 Pittsburgh Division Superintendent H.T. Frushour (1882-1958) appointed Superintendent of LIRR, replacing J.C. White, who becomes General Manager-Western Region; D.K. Chase to Superintendent of the Eastern Division; C.F. Lingenfelter to Superintendent of the Toledo Division, replacing Chase; J. T. Ridgely to Superintendent of the Columbus Division, replacing Lingenfelter; W.W. Patchell from special duty to Superintendent of the Indianapolis Division, replacing Ridgely. (PR, RyAge)
- Nov. 1, 1935 Consolidation Coal Company, Inc., incorporated in Delaware as a reorganization of the old Maryland company; stock control eventually passes into the hands of the M.A. Hanna interests of Cleveland. (Consol)
- Nov. 1935 Between 8:00 AM and 9:00 AM, 78 PRR trains enter and leave Penn Station, not counting those on the LIRR, or one every 46 seconds. (RyAge)
- Nov. 2, 1935 PRR operates two football specials from Philadelphia to Princeton for the Princeton-Navy game. (CMP)
- Nov. 2, 1935 PRR operates 12 specials and extra sections for the Notre Dame-Ohio State football game at Columbus. (RyAge)
- Nov. 4, 1935 Taxicab and trucking entrepreneur John D. Hertz (1879-1961) announces he has arranged to buy General Motors's 81,204 shares, the largest block of Transcontinental & Western Air, Inc., on behalf of Lehman Brothers and Atlas Corporation. (NYT)

- Nov. 5, 1935 Republican S. Davis Wilson (1881-1939) is elected Mayor of Philadelphia to succeed J. Hampton Moore over Democrat John B. "Jack" Kelly, Sr. (1889-1960), the father of actress Grace Kelly (1929-1982). (wiki)
- Nov. 6, 1935 Court appoints Pres. Howard S. Palmer Trustee for the New Haven reorganization; New England governors oppose any appointment that smacks of PRR or other "outside" domination. (Sutherland, RyAge, NYT)
- Nov. 8, 1935 Court appoints Prof. Winthrop M. Daniels (1867-1944) of Yale, and James Lee Loomis (1878-1971), Pres. of Connecticut Mutual Life Insurance Company, as additional Trustees for the New Haven reorganization. (NYT, Sutherland)
- Nov. 9, 1935 PRR runs two specials from Philadelphia to Princeton for the Princeton-Harvard game. (CMP)
- Nov. 9, 1935 John L. Lewis (1880-1969), John Brophy (1883-1963) and Philip Murray (1886-1952) of the United Mine Workers, Sidney Hillman (1887-1946) of the Amalgamated Clothing Workers, David Dubinsky (1892-1982) of the International Ladies Garment Workers Union, and others establish the Committee for Industrial Organization (CIO) within the AFL to push organizing on an industrial rather than craft basis. (EAH, Dubofsky)
- Nov. 13, 1935 Office of Valuation Engineer moved from Engineering Dept. to Accounting Dept.
- Nov. 13, 1935 Pennroad Corporation Board votes to declare dividend of 20 cents a share; first dividend since Sep. 15, 1931. (NYT)
- Nov. 13, 1935 New Haven Board appoints Reorganization Plan Committee. (Sutherland)
- Nov. 14, 1935 PRR and CNJ agree to relocate the South Amboy, N.J., freight house. (MB)
- Nov. 15, 1935 Passenger service discontinued between Stanley and Sodus Point, N.Y. (tt)
- Nov. 15, 1935 Service from Baltimore to Bowie Race Track provided by B&O and Baltimore & Annapolis Railroad over otherwise abandoned Washington, Baltimore & Annapolis Electric Railroad; service ends Nov. 30; for first time, B&O has exclusive use of grandstand spur; Washington passengers must take buses, and PRR uses shuttle buses

- from Odenton. (NYT, )
- Nov. 1935 Edward G. Budd meets with Pres. Clement; offers to lease 5-car *Zephyr*-type diesel streamliners to PRR; Budd suggests Philadelphia-Pittsburgh service. (VPO)
- Nov. 1935 ICC begins an investigation of the Van Sweringens and Midamerica Corporation. (Wheeler)
- Nov. 17, 1935 Nor'easter destroys Philadelphia & Beach Haven Railroad trestle across Barnegat Bay, resulting in abandonment of entire line between Manahawkin and Beach Haven. (Brinckmann)
- Nov. 17, 1935 Philadelphia begins allowing movies and sports events on Sundays, as blue laws relaxed, leading to increased travel to Center City. (SEPTA)
- Nov. 18, 1935 New Haven disaffirms lease of Connecticut Railway & Lighting Company, which resumes operation of its properties. (Sutherland)
- Nov. 19, 1935 PRR begins work on new Pitcairn Machine Shop to replace buildings burned in late summer. (PR)
- Nov. 19, 1935 PRSL agrees to purchase the remaining property and franchise of the Stone Harbor Railroad. (MB)
- Nov. 21, 1935 Pres. Clement orders VP in Charge of Operations John F. Deasy to conduct feasibility study for a Budd lightweight diesel streamliner in Broad Street-Atlantic City service. (VPO)
- Nov. 21, 1935 PT&T, Gimbel Brothers, Hudson & Manhattan Railroad and City of New York agree to temporarily relocate and revise the Hudson & Manhattan station at 33rd Street, including its connection to the Pennsylvania passage under 33rd Street, to permit construction of the new Independent Subway under 6th Avenue, which at Herald Square has to be sandwiched between the existing H&M, PRR and BMT tunnels; the original plan is for the City's IND subway to use the H&M as local tracks and build two express tracks between 8<sup>th</sup> Street and 33<sup>rd</sup> Street, but it proves too expensive to rebuild the low and narrow H&M tubes, so the subway consists of a local track on each side of the H&M; two express tracks are built below the H&M in the 1950s. (Agrmt, Feinman)
- Nov. 21, 1935 ICC authorizes cutting rates on carloads of Florida citrus on an experimental basis. (RyAge)
- Nov. 22, 1935 Agreement with Tuckerton Railroad covering operation of Philadelphia



- & Beach Haven cancelled by mutual consent. (MB)
- Nov. 23, 1935 PRR carries 15,947 passengers in 27 sections totaling 298 cars between New York and Princeton for the Dartmouth-Princeton football game; largest football movement since the 1928 Yale-Princeton game; runs at least two scheduled specials from Broad Street Station. (PR, CMP)
- Nov. 27, 1935 PRR obtains trackage rights over W&LE between Rush Run and Dun Glen, Ohio, via Connor. (C&C)
- Nov. 29, 1935 New York, Westchester & Boston Railway enters Chapter 77 bankruptcy, precipitated by the bankruptcy of the New Haven. (NH AR)
- Nov. 30, 1935 Army-Navy Game played at Franklin Field in West Philadelphia; PRR operates 21 extras totaling 287 cars from New York, 10 extras totaling 231 cars from Washington, and two trains for the Army team from Wet Point. (PR)
- Nov. 30, 1935 Norfolk & Western Railway's Norfolk-Columbus sleeping car on *Pocahontas* extended to Cleveland via Big Four. (Guide)
- Dec. 1, 1935 Dana O. Lyle (1878- ) appointed Valuation Engineer, replacing J.W. Stone, retired. (MB, NYT)
- Dec. 2, 1935 PRR places new mail-handling system in operation at the New York Post Office, including new 19-car platform for 2nd-4th class mail on the 31<sup>st</sup> Street side; Post Office Annex now covers "A" Tower, which had previously been in an open cut. (PR)
- Dec. 5, 1935 Postmaster James A. Farley (1888-1976), for whom the building will be named in 1982, dedicates the new New York Post Office Annex, extending back to 9th Avenue over western approach to Penn Station, New York, with a new mechanical mail-handling system and direct connection to new mail-handling platforms below; government had paid \$2 million to PRR for air rights, and PRR spent \$1.5 million in track changes. (PR, NYT, RyAge)
- Dec. 5, 1935 Railway Labor Executives Association meeting in Washington endorses a single federal unemployment insurance plan for the entire transportation industry. (Latham)
- Dec. 6, 1935 First modern escalator and first other than original one from the LIRR Concourse to 34th Street, opens between Platform 7 and the west side of the Exit Concourse in Penn Station. (CE)

- Dec. 6, 1935 Merchants Refrigerating Company of New York brings suit against PRR and Harborside Warehouse Company, Inc., under Sherman Act asking damages of \$4.4 million for losses suffered by PRR loans and favoritism to Harborside. (NYT)
- Dec. 6, 1935 Transcontinental & Western Air, Inc., graduates first "hostess" class of 22 women; American Airways had introduced stewardesses in 1930; Fred Harvey has recommended them for TAT in 1929. (Serling, TWA)
- Dec. 7, 1935 *Congressional* celebrates 50th anniversary; ceremonies include cutting a birthday cake in the Penn Station dining room before southbound departure. (Guide, NYT)
- Dec. 7, 1935 New Haven Trustees assume operation of the property. (AR)
- Dec. 8, 1935 Charles Henry Ewing (1866-1935), Pres. of the Reading, CNJ and NY&LB, dies. (MB)
- Dec. 8, 1935 National Labor Relations Board orders Pennsylvania Greyhound Lines, Inc., from interfering with employees joining other than a company union. (NYT)
- Dec. 8, 1935 CB&Q agrees to place firemen on its previously engineer-only *Zephyr* streamliners to avert BLF&E strike set for next day; in return, union drops demand for firemen on yard diesels. (RyAge)
- Dec. 1935 George Harrison, Chairman of Railway Labor Executives Association, offers to refrain from lobbying for the Wheeler-Crosser Bill if railroads will negotiate the question of job protection directly; railroads choose PRR Chief of Personnel H.A. Enochs to negotiate with Harrison.
- Dec. 10, 1936 *Florida Arrow* restored for season as a daily, rather than tri-weekly, train. (tt, Key)
- Dec. 11, 1935 PRR places order for 3,000 automobile box cars, 4,700 box cars, 2,000 gondola cars of new design and 300 covered hopper cars; 6,000 to be built in own shops and rest divided among outside builders. (NYT)
- Dec. 12, 1935 Atlantic Coast Line Railroad begins running air conditioned cars between New York and Florida. (Hoffman, NYT)
- Dec. 12, 1935 Nickel Plate Chairman M.J. Van Sweringen (1881-1935) dies of heart disease complicated by flu brought on by stress and exertion. (RyAge)
- Dec. 13, 1935 Last of five escalators placed in service at Penn Station; serve Platforms 3, 5, 6 & 7 on west side of Exit Concourse, plus one from

- Exit Concourse to Main Concourse; provide 80% of PRR inbound passengers with ride to street level. (CE)
- Dec. 15, 1935 Original PRR-City agreement for Philadelphia Improvements expires. (LegalDept)
- Dec. 1935 The Frick Collection opens in New York City in the former Henry Clay Frick mansion at \_\_\_ Street & 5<sup>th</sup> Avenue, with new galleries and an indoor garden court added by John Russell Pope ( -1937). (Cannadine - verify NYT)
- Dec. 18, 1935 PRR Board authorizes increasing indebtedness by \$75 million; approves abandonment of Philadelphia & Beach Haven Railroad and Pennsylvania Western Railway; does not declare dividend for 1935. (MB)
- Dec. 18, 1935 Connecticut Company disaffirms lease of Connecticut Railway & Lighting Company. (NH AR)
- Dec. 18, 1935 Railway Labor Executives Association sends a mailing to every member of Congress in favor of nationalization of the railroads in order to liberate them from banker control. (Latham)
- Dec. 20, 1935 PRR and maritime unions establish System Board of Adjustment for all marine employees without any representatives of Brotherhood of Ferry Employes at Norfolk. (LC)
- Dec. 20, 1935 PRR places 14 dining cars in service, each with interior decorations of the crests of one of the 13 states through which the PRR operates or the District of Columbia. (PR)
- Dec. 20, 1935 It is announced that the Railway Labor Executives Association and Association of American Railroads will meet to consider economy moves that affect employment; the railroads blame the Federal Coordinator law for barring any cost savings by eliminating jobs through the consolidation of duplicate facilities. (NYT)
- Dec. 20, 1935 Transcontinental Air Transport, Inc., pays partial liquidating dividend. (PRR Corps)
- Dec. 22, 1935 Appalled by the media frenzy around his son's kidnaping and the subsequent murder trial and continuing invasions of privacy and threats, Charles A. Lindbergh departs New York incognito with his family on an ordinary freighter to self-imposed expatriation in England and France until Apr. 1939. (Berg)

- Dec. 23, 1935 Under pressure from Mayor-elect S. Davis Wilson, outgoing city council fails to pass 10-year extension of Philadelphia Improvements agreement; Wilson claims the old contract obligates the city to spend large sums that only benefit the PRR; leaves city's participation in Philadelphia Improvements in limbo until 1946; the only part of Pennsylvania Boulevard completed is the partial repaving of Filbert Street as far west as 18<sup>th</sup> Street; subway tunnel under the Schuylkill River between 23<sup>rd</sup> & 32<sup>nd</sup> Streets remains isolated and unusable. (CE, LegalDept, CDYoung)
- Dec. 1935 PRR begins operating "Snow Trains" for skiers to Poconos and New England resorts. (Mutual)
- Dec. 25, 1935 Former General Manager of LIRR and New York Zone Jesse F. Patterson (1871-1935) dies at New York Hospital at age 65 after a long illness. (PR, NYT)
- Dec. 27, 1935 Edward Waldemar Scheer (1875-1949) elected Pres. of the Reading and CNJ, replacing Charles H. Ewing, deceased; CNJ VP & General Manager Revelle W. Brown (1883-1980) elected VP-Operations & Maintenance of both Reading and CNJ. (AR)
- Dec. 29, 1935 Services of PRR and Delaware, Lackawanna & Western coordinated between Sunbury and Wilkes-Barre; through PRR sleeping car between Pittsburgh and Wilkes-Barre shifted to DL&W between Sunbury and Scranton; sleeper runs south to Harrisburg, where it is placed on main line trains instead of via Lock Haven and Tyrone; PRR grants trackage rights to DL&W between Northumberland and Sunbury. (Guide, tt)
- Dec. 31, 1935 PRR offers special low fare to encourage people from the suburbs to celebrate New Year's Eve in New York, running special trains inbound from Princeton, New Brunswick and Bay Head Jct., arriving about 9:00 PM and leaving about 3:00 AM New Year's morning. (PR)
- Dec. 31, 1935 Employment at the Altoona Works reaches a Depression bottom of 10,107, down from 12,148 in the first quarter of 1929. (CMP)
- Dec. 31, 1935 Charles B. Darrow (1889-1967), a heater salesman from Mount Airy, Philadelphia who has lost his job in the Depression, secures a patent on the board game, "Monopoly"; the game board is based on the streets of Atlantic City, and PRR is one of the four railroad properties, the others being the B&O, Reading, and "Short Line," possibly derived from the "Shore Fast Line"; Darrow has been selling home-made versions of the game since 1933 and has finally succeeded in selling the rights to Parker Brothers earlier in the year; in fact, the game has evolved gradually from the 1903 "Landlord's Game," designed to teach the

theories of single land-tax advocate Henry George; the Atlantic City setting originated around 1932 with Ruth Hoskins and then Charles Todd, who in turn taught the game to the Darrows. (wiki, Gregory)

- Late 1935 PRR establishes third morning service to Boston from Chicago, Logansport and East St. Louis for perishables.
- 1935 Pres. Clement scales back efforts of PRR's Publicity Dept. and relies more heavily on industry-wide public relations effort conducted through Association of American Railroads.
- 1935 Pres. Clement moves offices of Mutual Beneficial Association (MBA) into the former presidential suite at Broad Street Station. (Outlaw)
- 1935 Differential ocean freight rates between New York and Boston on the one hand and Middle and South Atlantic ports on the other abolished; rail rate differentials remain in force.
- 1935 PRR sells to U.S. government \$8.41 million in 30-year, 4% Serial bonds and \$13.024 million in 20-year, 4% Equipment Trust to pay off \$6.043 million Equipment Trust and \$3.648 million Government Serial notes of 1934; buys back and cancels \$8 million 15-year 6.5% Gold bonds, thus reducing interest charges. (AR)
- 1935 NYC and B&O begin honoring each other's tickets between New York and major Midwestern cities. (Is in RyAge)
- 1935 PRSL single-tracks Newfield Branch between Newfield and Pleasantville and removes electrification. (AR - see 1934?)
- 1935 PRR abandons the Tangascootac Branch (5.81 miles), Queens Run station to North Fork Jct. (C&C)
- 1935 1.87 miles of the Bridgeville & McDonald Branch abandoned on the Panhandle Division. (C&C)
- 1935 PFW&C abandons part of former Massillon & Cleveland line between Clinton and Canal Fulton, Ohio (1.28 miles). (C&C)
- 1935 Government makes further improvements in the mooring basin for lake boats at Sandusky Harbor. (C&C)
- 1935 New Haven orders its first 10 diesel switchers. (AR)
- 1935 NYC air conditions 11 dining cars and 46 coaches and obtains 194 air conditioned Pullmans. (AR)

- 1935 Pa. House and Senate have appointed committees to study plan of Secretary of Highways Warren S. Van Dyke to convert the old South Penn Railroad right-of-way and tunnels into a superhighway. (NYT)
- 1935 Greyhound Terminal of Toledo, Inc., opens new bus terminal at 420 Jefferson Street. (Compt)
- 1935 Last trolley cars operate over the upper deck of the Eads Bridge. (Jackson)
- 1935 Pres. Martin W. Clement elected a director of the Girard Trust Company in place of W. W. Atterbury, deceased. (GrdTrst)
- 1935 Future PRR Pres. Walter S. Franklin is elected to membership in the elite Philadelphia Club. (PhilaClub)
- 1935 Industrial designer Donald R. Dohner (1892-1943) leaves the Westinghouse Electric & Manufacturing Company and Carnegie Institute of Technology to develop the industrial design program at Pratt Institute in Brooklyn; Dohner, the first designer of the GG1, is a modest man who devotes the rest of his life to education, and his work is soon overshadowed by that of flamboyant practitioners such as Raymond Loewy, Henry Dreyfuss and Norman Bel Geddes. (Wayt/ClsscTrains)
- 1935 A mutual friend, Walter Orr, introduces Robert R. Young (1897-1958) to Allan Price Kirby ( - ), an heir to the Woolworth chain store fortune from Wilkes-Barre, Pa.; Kirby will provide the money and Young the bravado in their life-long partnership. (Borkin)
- 1935 Michael J. Quill (1906-1966), 28, is elected Pres. of the Transport Workers Union, founded in 1934, a post he will hold until his death; originally based on the New York transit system, by the 1960s, the TWU will become the bargaining agent for the railroad shop crafts, and in 1960 Quill will be the only labor leader who can claim to have shut down the PRR. (Trager, wiki - see other years)
- 1935 Republic Steel Corporation acquires the Corrigan, McKinney Steel Company of Cleveland, giving it a modern plant on Lake Erie and dock space for all its lake ore imports; around this time, it also acquires the Truscon Steel Company of Youngstown, a manufacturer of light prefab steel building components. (Seely - verify Moodys)