

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

By Christopher T. Baer

1937

April 2015 Edition

All data subject to correction or change

- Jan. 1, 1937 PRR raises Pres. Martin W. Clement's salary to \$100,000, ending the \$60,000 maximum set by Coordinator of Transportation Joseph B. Eastman. (Wheeler)
- Jan. 1, 1937 Pennsylvania Greyhound Lines, Inc. becomes an operating company and assumes operation of all subsidiaries except those in Illinois, Indiana and Virginia, which require that intrastate service be performed by a domestic corporation; Greyhound Corporation changes from holding company to operating company upon absorbing its chief operating subsidiary, Greyhound Management Company. (Moody's, C&C)
- Jan. 1, 1937 R.C. Morse named VP-Eastern Region; John L. Gressitt (1887-1965) named Chief Engineer, Maintenance of Way-Western Region, replacing Porter Allen, deceased; W.W. Finley, Jr., named Freight Traffic Manager at New York. (MB)
- Jan. 1, 1937 Pennroad Corporation moves offices from Philadelphia to Wilmington, Del.; Joseph Wayne, Jr., William M. Potts and Mark Willcox replaced as Pennroad voting trustees by John K. Garrigues, Wilmer Stradley and Elwyn Evans, who are Delaware residents. (Wheeler, NYT)
- Jan. 1, 1937 GR&I acquires trackage rights over Grand Trunk Western Railroad between Muskegon and Muskegon Heights and over Muskegon Railway & Navigation Company track between Muskegon and Muskegon Heights under agreement of Oct. 28, 1931. (C&C)
- Jan. 1, 1937 Taxing act to fund Railroad Retirement takes effect; 2¾% on payrolls paid by employer and equal amount by employee. (RyAge. AR)

- Jan. 1, 1937 Jackson E. Reynolds (1873-1958) resigns as Pres. of the First National Bank of the City of New York and is succeeded by VP Leon Fraser (1889-1945), who had earlier been head of the Bank for International Settlements at Basle, Switzerland, that had been set up under the Young Plan. (Logan)
- Jan. 2, 1937 Judge Edward S. Black issues an injunction against the General Motors Corporation sit-down strikers at Flint, Mich.; they ignore it and reveal that the judge owns 3,665 shares of GM stock. (Dunbar)
- Jan. 3, 1937 Having retired after the drubbing of the Union Party, radio priest Father Charles Coughlin returns to the airwaves with his Sunday broadcasts; he is becoming more stridently anti-Semitic; like many right-wing zealots, he deduces from the facts that some Jews have been bankers and other Jews Communists that these represent the twin heads of a unified, worldwide Jewish conspiracy; Coughlin is, not surprisingly, a Catholic traditionalist at heart, one uncomfortable with many aspects of modernity and horrified at the fact that leftist revolutionaries in places like Mexico and Spain have been closing churches, confiscating Church property and killing priests and nuns. (NYT, wiki)
- Jan. 4, 1937 PCC&StL Railroad Board adopts a new location between Tylerdale and Hackney. (MB)
- Jan. 5, 1937 Old Colony Railroad disaffirms lease of Providence, Warren & Bristol Railroad. (Sutherland)
- Jan. 1937 NYC places radios in lounges of *Twentieth Century Limited*, *Southwestern Limited*, *Commodore Vanderbilt* and *Water Level Limited*. (Guide)
- Jan. 7, 1937 Heavy rain, dropping 1.5 to 3 inches, moves up the Ohio Valley over three days during a mild winter; a stationary Bermuda High deflects all storm tracks directly up the Ohio and west of the Appalachians. (Floods)
- Jan. 1937 Cincinnati, Lebanon & Northern Railway is the only line open into Cincinnati from the north; Union Terminal and Undercliff Yard are flooded; passenger service terminates at Norwood. (Hauck)
- Jan. 11, 1937 Police storm Fisher Body Plant No. 2 in Flint, Mich., hoping to dislodge United Auto Workers sit-down strikers, but are driven back. (Dubofsky)
- Jan. 12, 1937 Pro-union Michigan Gov. Frank Murphy (1890-1949) sends the National Guard to Flint, but then begins direct negotiations between

General Motors and the strikers. (Dubofsky)

- Jan. 13, 1937 PRR Board authorizes \$36.3 million for electrification of lines between Paoli and Harrisburg, Trenton and Enola Yard via Low Grade Line, "Port Road" between Royalton and Perryville, Monmouth Jct. and South Amboy, CV between Harrisburg and Lemoyne, Frazer to West Chester, Greenwich Yard line, Trenton/Coalport Yard, and Meadows Yard, permitting electrification of all main passenger and freight routes east of Harrisburg; financed by regular bond issue through banks; Board also approves \$13.4 million for modifying and new electric locomotives and \$95 million increase in funded debt; approves expanding mail facilities at Penn Station. (MB)
- Jan. 13, 1937 PRR Board approves retirement of Grapeville station; "GREENWOOD" Interlocking and removing crossing of the Maryland & Delaware Seacoast Railroad. (MB)
- Jan. 13, 1937 A second storm moves up the Ohio Valley, fed by extremely warm air over the Gulf of Mexico. (Floods)
- Jan. 14, 1937 Pres. Clement forwards Raymond Loewy's ideas for refurbishing Penn Station, including cleaning and painting Arcade, cleaning and lighting murals, installing floodlights in Arcade and General Waiting Room, painting the Concourse steel light grey instead of black and providing portable chrome arches and train signs to be set up for boarding more important trains; most are shot down by either PRR or McKim, Mead & White, which still retains some control over the design of the main spaces above the Exit Concourse level. (CE)
- Jan. 15, 1937 PRR issues report calling for new lightweight trains on New York-Chicago, Washington-Chicago and New York-St. Louis runs, a modernized coach train for New York-Chicago service, and a high-speed coach train to run between Pittsburgh and Cleveland in 2:27; will cost \$3.5 million to upgrade tracks on main line, plus \$71,108 between Alliance and Cleveland. (CMP)
- Jan. 15, 1937 PRR establishes new freight route to western points via Grand Trunk Western Railway's Lake Michigan car ferry between Muskegon and Milwaukee; ferry is *Grand Rapids* of Grand Trunk Milwaukee Car Ferry Company. (PR, Mutual, Hilton)
- Jan. 15, 1937 PRR announces completion of the 10,000-freight car order placed in 1936. (PR)
- Jan. 15, 1937 Washouts south of Columbus, Ind., cut service on the Indianapolis-Louisville line. (Floods)

- Jan. 1937 B&O builds 22 streamlined, air conditioned buses to a special design of the White Motor Company for its New York service. (RyAge)
- Jan. 1937 Westinghouse Electric & Manufacturing Company turns out its last diesel locomotive at its Southwest Philadelphia plant and becomes simply a manufacturer of electric transmission and control apparatus, its former partner Baldwin Locomotive Works having gone into full diesel production. (Kirkland)
- Jan. 16, 1937 A one-day lull breaks the heavy rain in the Ohio Valley; by now rivers in southern Indiana and Ohio are above floor stage; the rain resumes for another three days. (Floods)
- Jan. 17, 1937 Service restored between Indianapolis and Louisville. (Floods)
- Jan. 18, 1937 120 tons of gold worth \$120 million is sent from the New York Assay Office to the new gold depository at Fort Knox on a special 10-car train from Penn Station with 50 soldiers as guards; trains are to run every Monday and some Thursdays through about May 1. (NYT)
- Jan. 18, 1937 Baldwin Locomotive Works officials meet with PRR committee of Kiesel, Duer and Elsey; PRR informs BLW that contrary to earlier thoughts, it will probably not be possible to exceed clearances of Class M1a; therefore proposed 4-4-4-4 might have to be 6-4-4-6, eliminate domes, etc. (CMP)
- Jan. 18, 1937 Floodwaters overtop the riverfront railroad yards in Cincinnati, which remain covered until Feb. 5. (Floods)
- Jan. 18, 1937 Virginian Corporation incorporated in Delaware by Koppers Company, an integrated coal, coke and chemicals concern, to hold 40% of the common stock of the Virginian Railway; Koppers also controls the Eastern Gas & Fuel Associates, a bituminous coal company with mines along the Virginian. (Moody's)
- Jan. 20, 1937? New daily record at for ticket sales at Penn Station to FDR's second inaugural, nearly 72,000 tickets. (Diehl - verify - is this tot. NEC ridership - Trains says total was 68,000)
- Jan. 20, 1937 PRR operates low-fare excursion trains to Pres. Roosevelt's second inaugural; the first leaves New York at 12:01 AM, and the second at 7:30 AM. (PR)
- Jan. 20, 1937 In his second inaugural address, Pres. Roosevelt calls attention to "one-third of a nation ill-housed, ill-clad, ill-nourished"; boasts that the New

Deal has established “practical controls over blind economic forces and blindly selfish men,” and that, “we are fashioning an instrument of unimagined power for the establishment of a morally better world”; all this suggests further movement to the left and broad new social programs, scaring markets and small businesses. (NYT, Phllnq, Smith/FDR, Burg)

- Jan. 20, 1937 The 5 Operating Brotherhoods submit demands for 20% increase; non-operating employees ask for increase of 20 cents an hour. (NYT, RyAge)
- Jan. 20, 1937 After another one-day lull, a third storm brings another five days of constant rain, totaling 10-14 inches, to the Ohio Valley. (Floods)
- Jan. 20, 1937 Catholic Bishop of Detroit Michael J. Gallagher (1866-1937), the superior and protector of radio priest Charles Coughlin, dies; the new Archbishop, Edward A. Mooney (1882-1958), who is installed on May 31, is less sympathetic and works with the Vatican hierarchy to eliminate a situation that is rapidly becoming an embarrassment for the Church. (NYT, wiki)
- Jan. 22, 1937 Flood waters in the Little Miami River force the suspension of service between Xenia and Cincinnati; trains rerouted via Dayton, Hamilton and Norwood; Ohio River at Cincinnati exceeds the crest of the 1913 flood; by noon, passenger service terminates at Norwood, as tracks at Cincinnati Union Terminal are under water; flood crests at Louisville at 10.5 feet above previous records; lines cut at Niles and Warren on the Erie & Ashtabula Division, on the Zanesville Branch, the Wheeling Branch, the River Branch and the Marietta Branch. (Floods)
- Jan. 22, 1937 Effingham B. Morris (1856-1937), Chairman of Girard Trust Company and senior PRR director, dies of a heart attack at his home in Ardmore. (NYT)
- Jan. 23, 1937 Floodwaters disable the PRR lift bridge over the Ohio River at Louisville; *The Florida Arrow* is detoured between Chicago and Jacksonville via Washington. (Floods)
- Jan. 24, 1937 PRR evacuates its offices in the old Cincinnati station, which has water 8 feet deep in the waiting room; flood waters cover the tracks near “ORE” Tower in Jeffersonville, cutting service to Louisville; service terminates at Boyd, Ind.; flood waters cut the Panhandle Division near the Point in Pittsburgh for several hours. (Floods)
- Jan. 25, 1937 New "EDGEWOOD" Interlocking placed in service on Maryland Division. (CE)

June 25, 1937 Rain finally abates in the Ohio Valley. (Floods)

Jan. 25, 1937 PRR announces it will carry all relief supplies that are consigned to the Red Cross into the Ohio River flood zone free of charge; has carried 2,200 refugees from Louisville and Jeffersonville to higher ground; flood waters close the PRR's Louisville Bridge, and service terminates at Boyd, north of Jeffersonville. (PR)

Jan. 26, 1937 Flood peaks at Cincinnati at 4:00 AM with a record crest of 80 feet and with the PRR yards under 24-27 feet of water. (Floods)

Jan. 27, 1937 PRR announces electrification to Harrisburg and of all freight main lines east of Harrisburg, to be financed by a \$52.7 million bond issue; includes the Trenton Cut-Off, the Port Road, Monmouth Jct.-Jamesburg-South Amboy, and Coalport Yard in Trenton. (PR, RyAge)

Jan. 27, 1937 PRR Board authorizes a 200-ton concrete coaling station at Warren, Pa.; rebuilding Dock Street freight station in Philadelphia; approves the retirement of the engine house, turntable, etc. at Coalport, N.J.; abandoning Warehouses B & C at Buffalo; abandoning old type LIRR train control on Tracks 12-21 at Penn Station; abandoning shelter sheds at the old Cincinnati Union Passenger Station. (MB)

Jan. 28, 1937 Service restored on the Erie & Ashtabula Division, the River Branch and Wheeling Branch. (Floods)

Jan. 28, 1937 Ohio River crests at new record level of 80 feet at Cincinnati. (FactsStates)

Jan. 29, 1937 PRR restores service to Zanesville. (Floods)

Jan. 30, 1937 At 10:37 AM, the first PRR train crosses the Louisville Bridge since last Monday, passing through 27 inches of water. (PR)

Jan. 30, 1937 Second show trial of accused Trotskyites in Moscow concludes with death sentences for Georgi Pyatakov (1890-1937) and other Old Bolsheviks. (wiki, Service)

Jan. 31, 1937 Ohio River crests at all-time high level in Indiana. (FactsStates)

Feb. 1, 1937 J.B. Baker appointed Chief Engineer, Maintenance of Way; Raymond Swenk (1886-) appointed Chief Engineer, Maintenance of Way-Central Region, replacing Baker; Harry W. Jones (1884-1946) to General Superintendent of Eastern Pennsylvania General Division, replacing Swenk; G.S. West to General Superintendent of

Southwestern General Division, replacing Jones; C.E. Adams to Superintendent of Pittsburgh Division, replacing West; C.G. Grove to Superintendent of Panhandle Division, replacing Adams; C.W. Van Nort to Superintendent of Williamsport Division, replacing Grove; C.D. Merrill to Superintendent of Wilkes-Barre Division, replacing Van Nort. (MB)

- Feb. 1, 1937 John Dickinson (1894-1952), formerly a federal judge, Assistant Secretary of Commerce (1933-1935) and Assistant U.S. Attorney General (1935-1937), joins PRR as General Solicitor. (PR, MB)
- Feb. 1, 1937 PRR resumes service to 14th Street Station in Louisville and to Marietta. (PR, Floods)
- Feb. 1, 1937 United Auto Workers Communist militants create a diversion at Chevrolet Plant No. 9 to attract police while they seize the more vital Chevrolet Plant No. 4, which produces most Chevy engines, and drive off the non-union majority. (Dubofsky, Ottanelli)
- Feb. 2, 1937 PRR resumes service to Union Station in Louisville. (PR, Floods)
- Feb. 2, 1937 U.S. Circuit Court issues injunction against sit-down strikers occupying Fisher Body Plants No. 1 and No. 2, but Gov. Frank Murphy refuses to enforce it with the National Guard. (Dubofsky)
- Feb. 3, 1937 PRR resumes passenger service between Xenia and Norwood. (Floods)
- Feb. 4, 1937 PRR resumes passenger service into Cincinnati Union Terminal; restores *The Southland* and *The Flamingo* to Florida. (PR)
- Feb. 4, 1937 U.S. Court approves Baldwin Locomotive Works reorganization plan over the objections of 500 small stockholders. (NYT)
- Feb. 5, 1937 Pres. Roosevelt, flushed by his election victory and frustrated by a conservative Supreme Court invalidating important New Deal legislation, sends a message to Congress proposing revision of the federal courts, including the appointment of six additional Supreme Court justices to give a pro-New Deal majority; this attempt at "court-packing" splits the New Deal coalition and further New Deal projects lose momentum; in fact, the Hughes Court is relatively liberal, especially in the area of civil rights, and the problem lies primarily in quickly-drawn and quickly-passed legislation that ignores existing court precedents and poor preparation by the government's lawyers; by basing his program on the fiction that the justices are old and feeble, and springing his decision on Congress and the Court with no warning, Roosevelt raises a storm of opposition, particularly from old

Progressives like Burton K. Wheeler, and George Norris. (EAH, Smith/FDR)

- Feb. 6, 1937 Petoskey, Mich., holds its 10th annual Winter Carnival; PRR operates “snow trains” from Grand Rapids only, not from Chicago as in 1936. (PR)
- Feb. 7, 1937 *Florida Arrow* resumes its regular route through Louisville; new washout occurs at “ORE” Tower, cutting the line again. (PR, Floods)
- Feb. 7, 1937 PRR announces a program to replace all arch-bar freight car trucks with cast steel trucks by Jan .1, 1938. (PR)
- Feb. 8, 1937 PRR restores all freight service at its Cincinnati yards; a former main track at Jeffersonville is reactivated as a detour line, restoring service to Louisville. (Floods)
- Feb. 8, 1937 Pinkerton officials appearing before the La Follette subcommittee refuse to disclose the identity of their operatives. (NYT)
- Feb. 9, 1937 New Jersey State Board of Tax Appeals dismisses the railroads’ appeal of 1936 taxes; railroads appeal to the U.S. District Court. (CNJ AR)
- Feb. 9, 1937 New York’s West Side Elevated Highway opens between 48th & 57th Streets, completing the roadway from Canal Street to 72nd Street. (NYT)
- Feb. 11, 1937 Main track restored at “ORE” Tower and detour line abandoned. (Floods)
- Feb. 11, 1937 New Haven disaffirms lease of Providence, Warren & Bristol Railroad. (AR)
- Feb. 11, 1937 Pressured by Pres. Roosevelt, and aided by the mediation of Gov. Frank Murphy, General Motors Corporation recognizes the United Auto Workers (CIO) as sole bargaining agent, and the Flint sit-down strike ends; GM agrees to drop injunctions, not discriminate against union members and establish grievance procedures satisfactory to the UAW. (Dubofsky, Ottanelli)
- Feb. 13, 1937 PRR restores service on the New Albany, Ind., branch. (Floods)
- Feb. 15, 1937 Harry W. Anderson, Director of Labor Relations for General Motors Corporation, testifies to the La Follette subcommittee that GM has ended labor espionage in Jan. 1937; La Follette introduces evidence that GM spent \$839,764 on labor spies between Jan. 1, 1934 and July

1, 1936. (NYT)

- Feb. 16, 1937 PRR agrees with Southern Railway and Richmond, Fredericksburg & Potomac Railroad to remove the ground level station at 7th Street, Washington; in return, RF&P and Southern commuters had demanded an enclosed waiting room on the platform; each company to pay costs based on percentage of total passengers; demolition had been delayed until after inauguration. (CE)
- Feb. 16, 1937 Herbert Fitzpatrick (1872-1962), Pres. of Midamerica Corporation, named to the new post of Chairman of the Chesapeake & Ohio Railway and Pere Marquette Railway. (NYT)
- Feb. 17, 1937 PRR Board authorizes removing the two channel piers of the Delaware River Bridge of the Pennsylvania & Newark Railroad. (MB)
- Feb. 17, 1937 PRR Board approves the following retirements: "GILL" ("RN") Interlocking at Julian, Pa.; Watkins Glen freight house; Pomeroy Branch between Landenberg and Thompson. (MB)
- Feb. 17, 1937 Work on Harrisburg electrification begins in Chester County; Paoli-Thorndale and Trenton Cutoff contracted to Vare Brothers Construction Company; Thorndale-Harrisburg/Enola to McCloskey & Co.; Monmouth Jct.-South Amboy to James McGraw & Co.; Philadelphia area to Loucheim, Brown & McDonough; Port Road to Arundel Corporation. (CE)
- Feb. 17, 1937 General Motors Corporation witnesses before the La Follette subcommittee disclose the existence of the Special Conference Committee consisting of the labor relations officers of General Motors, United State Steel, Bethlehem Steel, Standard Oil Company (N.J.), United States Rubber Company, International Harvester, American Telephone & Telegraph, Goodyear Tire & Rubber Company, E.I. du Pont de Nemours & Co., General Electric, Westinghouse Electric & Manufacturing Company and the Irving Trust Company; the committee meets monthly to discuss labor issues and formulate common policies; the witnesses deny that the committee has ever discussed labor espionage. (NYT)
- Feb. 19, 1937 F.W. Hankins, Paul W. Kiefer and __ Parke meet at Pullman Company in Chicago to view Southern Pacific articulated *Daylight* coach. (CMP)
- Feb. 19, 1937 Baldwin Locomotive Works officials meet with PRR and present design for 6-4-4-6 high speed passenger locomotive. (CMP)
- Feb. 19, 1937 At 5:00 AM, a second shipment of \$120 million in gold leaves Penn

- Station for Fort Knox, Ky., having been brought overnight from the Assay Office in the Financial District under heavy guard. (NYT)
- Feb. 24, 1937 Congress extends time for completion of Pennsylvania & Newark bridge over Delaware River below Trenton to Aug. 24, 1940. (MB)
- Feb. 24, 1937 Court relieves Winthrop M. Daniels as New Haven Trustee because of ill health. (Moody's)
- Feb. 25, 1937 PRR begins test of Westinghouse 1,600 HP diesel demonstrator No. 18 at Baltimore. (Hirsimaki)
- Feb. 25, 1937 New interlocking placed in service at "BAY VIEW" east of Baltimore. (CE)
- Feb. 27, 1937 New Haven receives first of 10 streamlined Class I-5 4-6-4's for Shore Line service between Boston and New Haven from the Baldwin Locomotive Works; they are delivered via the Belvidere Delaware Branch and the Maybrook gateway and will be its last new steam locomotives. (AR, Trains, Cinders)
- Feb. 27, 1937 Stalin has his former ally and recent critic Nikolai Bukharin arrested as he accelerates the pace of his program to purge any and all rivals who might threaten him; his fellow Georgian and longtime associate Grigori "Sergo" Ordzhonikidze (1886-1937), Commissar of Heavy Industry, has either committed suicide or been murdered on Feb. 18 after a violent row with Stalin, leaving no potential opponent who might moderate his policies on the Politburo. (Service)
- Mar. 1, 1937 Port Authority receives a report on "Suburban Transit for Northern New Jersey" which envisions a branch of the Hudson & Manhattan Railroad running south via the CNJ to Staten Island over the Bayonne Bridge, and extending the H&M Uptown line north to 51st Street and through a new tunnel under the Hudson River and on to Paterson over the Erie Railroad main line, intersecting all the railroad north of it; future expansions include a tunnel between the CNJ at Communipaw and the LIRR at Atlantic Avenue, and a connection from the LIRR at Sunnyside to Grand Central Terminal; the cost would be \$187.5 million, and the projects would not be self-sustaining, requiring subsidies that no one has power to levy. (PtAuth, Bard)
- Mar. 2, 1937 PRR signs new contract with The Savarins, Inc., for operation of restaurants in stations in New York, Philadelphia, Baltimore and Pittsburgh and at the Baltimore Produce Terminal. (MB)
- Mar. 2, 1937 PRR signs Authorization for Expenditure for 21 PRR-built lightweight

and rebuilt cars for *Broadway Limited*, *Liberty Limited*, and *The American* at cost of \$1.35 million and 51 lightweight Pullman sleepers for same service for \$3.9 million. (CMP)

- Mar. 2, 1937 John F. Finnegan, head of Dining Car Dept., hosts luncheon at Sunnyside Yard to test six entrees prepared to specifications of Mr. & Mrs. Raymond Loewy; anticipating the "nouvelle cuisine" of the 1980s, the meals are designed to be both appetizing and make color-coordinated presentations on the plate. (CMP)
- Mar. 2, 1937 United States Steel Corporation's Carnegie-Illinois Steel Company, long a bastion of anti-unionism, signs a preliminary agreement with the Steel Workers Organizing Committee (CIO) after the success of the sit-down strike and the results of the 1936 election convince executives that they can no longer count on government support; U.S. Steel agrees to a 40-hour week, 8-hour day, and 10% wage increase without a strike but refuses to eliminate the open shop; quick success against two of the largest anti-union corporations greatly increases the prestige of the CIO, and its membership soars; however, the smaller steel companies remain resolutely anti-union. (Dubofsky, Warren)
- Mar. 3, 1937 Southern New Jersey Railroad Company, Inc., incorporated by H.E. Salzberg for the purpose of operating the portion of the former Tuckerton Railroad between Barnegat and Tuckerton. (Brinckmann)
- Mar. 4, 1937 National Railway Historical Society holds its annual banquet in a PRR dining car parked in Broad Street Station. (RRStories)
- Mar. 4, 1937 Strike spreads to the Lebanon plants of the Bethlehem Steel Company. (NYT)
- Mar. 7, 1937 Westchester Model Club, Inc., of New Rochelle, N.Y., and Railroad Enthusiasts, Inc., sponsor an excursion to Eddystone and Wilmington to tour the shops of Baldwin and the PRR; trip is organized by Edward P. Alexander (1905-1981) of the Model Club, later an author of PRR picture books and a collector of PRR models and memorabilia. (PR)
- Mar. 7, 1937 Regular equipment replaces rail motor car on Akron-Columbus day train No. 604-605; reverts to railcar by end of year. (Wallis)
- Mar. 8, 1937 *The Governor* established as an early morning train between Philadelphia and Harrisburg (westbound only) on a 1:58 schedule. (Mutual, tt)
- Mar. 9, 1937 PRR signs new Pullman Company agreement. (MB)

- Mar. 9, 1937 Press release from PRR, NYC and Pullman contains first public announcement that companies are working on new streamlined *Broadway* and *Twentieth Century*. (PR)
- Mar. 10, 1937 Pres. Clement recommends purchase of a single lightweight passenger car without interior for experimental purposes; also to complete the unfinished electric locomotives and build new ones; Board authorizes \$10,567 for additional tracks at the South Philadelphia engine yard for the Army-Navy Game. (MB, CMP)
- Mar. 10, 1937 PRR Board approves the following retirements: "NAVY" Interlocking at Broad Street on the Delaware Extension; shop buildings at Verona, Pa.; grandstand and bleachers at Lock Haven; third rail in Sunnyside Yard; 0.79 mile of Plum Creek Branch at Unity, Pa., to allow the Bessemer & Lake Erie to fill in the bridge. (MB)
- Mar. 10, 1937 Henry B. Sawyer (1871-1950) appointed New Haven Trustee, replacing Winthrop M. Daniels, resigned for health. (AR)
- Mar. 10, 1937 Dow Jones industrials hit 194.40, marking peak of Roosevelt boom that started in 1933; business expansion that began in 1936 ends and companies that had been building inventory realize that commodity prices won't keep rising; stagnation continues through Aug. (Kindleberger, Wyckoff)
- Mar. 10, 1937 The Senate begins hearings on Pres. Roosevelt's "court packing" bill. (Smith/FDR)
- Mar. 11, 1937 State of New Jersey extends time for completion of Pennsylvania & Newark Railroad to Mar. 11, 1939. (MB)
- Mar. 1937 George A. Ball explores selling the holdings of Midamerica Corporation, the former Van Sweringen empire, to a group of General Motors Corporation executives, and also to United States Steel executive John G. Coakley of Cleveland. (Wheeler)
- Mar. 1937 ___ inaugurates first mainline train telephone communications between Albion, Pa., and North Bessemer Yard in Pittsburgh. (AAR)
- Mar. 16, 1937 Railroads and 21 rail unions agree on terms of retirement plan clearing way for new Railroad Retirement Act; railroads agree to drop lawsuits against act of 1935.
- Mar. 16, 1937 PRR and NYC hold joint conference on new lightweight trains at Pullman. (CMP)

- Mar. 17, 1937 Dow Jones rails index peaks at 64.46; government warnings about inflation and concern over auto workers settlement cause Dow Jones industrials to drop to 179.82 over next five days. (Wyckoff)
- Mar. 18, 1937 Montgomery Bus Company, Inc., dissolved. (MB)
- Mar. 20, 1937 George A .Ball incorporates the George & Frances Ball Foundation to shelter any profits from the Van Sweringen empire from taxes. (Wheeler)
- Mar. 20, 1937 U.S. Supreme Court upholds constitutionality of a minimum wage law for women and minors in Washington State, 5-4. (- Smith/FDR has 3/29?? verify)
- Mar. 24, 1937 Lawyer Robert T. McCracken (1883-1960) elected a PRR director, replacing Effingham B. Morris, deceased. (MB, PR)
- Mar. 24, 1937 PRR Board approves the sale of the ferry boat *Washington* to the Delaware-New Jersey Ferry Company. (MB -check if more)
- Mar. 24, 1937 Speaking to the Bond Club of New York, William O. Douglas (1898-1980), SEC commissioner and former law professor at Yale, states that there is too little competition in the investment banking industry; he denounces the “destructive domination of bankers on industry” and calls for competitive bidding on all securities issues, and an end to non-voting stock, which he calls “corporate kidnapping”; on other occasions, Douglas denounces “financial termites” who siphon money from investors and academic economists who teach that business cycles are natural phenomena, and thus not the fault of greedy financiers. (NYT, Carosso)
- Mar. 25, 1937 Keystone Container Car Company dissolved. (MB)
- Mar. 26, 1937 Strike ends at the Lebanon Plant of the Bethlehem Steel Company. (NYT)
- Mar. 27, 1937 Motive Power Dept. committee submits report on modernizing *The Congressional* in place of the Unit Train of 1936; calls for a 14-car train of modernized heavyweight equipment, which can be reduced to 11 cars in periods of light traffic; total cost \$717,200; includes two diners and cafe-coach. (CMP)
- Mar. 29, 1937 U.S. Supreme Court upholds the constitutionality of the anti-company union clause of the Railway Labor Act in the suit of *Virginian Railway v. System Federation No. 40*, AFL. (300 US 515)

- Mar. 31, 1937 Alexander Holley Rudd (1867-1949) retires as Chief Signal Engineer at age 70. (PR)
- Mar. 31, 1937 Pennsylvania Democrats pass an act replacing the 7-member Public Service Commission with a 5-member Public Utility Commission, which becomes the state agency charged with railroad regulation; its main charge is to reduce gas and electric rates. (puc.state.pa, Wainwright)
- Spring 1937 *New York Times* Weekly Business Index shows output at 10% higher than the same week in 1929, the first time that it has passed pre-Depression levels. (Smith/FDR - verify NYT)
- Apr. 1, 1937 Chief Electrical Engineer J.V.B. Duer rejects the offer of Electro-Motive Corporation to provide a twin-unit, 3,600 HP EA passenger road diesel for limited trains between Paoli and Chicago or St. Louis; says would need a third unit of 1,800 HP for mountain running and fluctuating loads; claims first cost, use of oil rather than coal, and operating costs will all be more expensive than the proposed (but aborted) General Electric steam turbine-electric locomotive now under development; instead, EMC makes a sale to the B&O which introduces streamlined road diesels in the East. (CMP)
- Apr. 1, 1937 H.L. Stanton (1887-) named Assistant Chief Engineer-Signals, replacing Chief Signal Engineer Alexander Holly Rudd, retired; post of Chief Signal Engineer abolished. (PR, MB)
- Apr. 1, 1937 PRR adopts more modern uniforms for stewards and waiters on *The Broadway Limited*. (PR)
- Apr. 1, 1937 Ferryboat *Washington* sold to Pennsylvania & New Jersey Ferry Company for use between Pennsville, N.J., and New Castle, Del. (MB, Clark/StmbtBII)
- Apr. 1, 1937 George A. Ball transfers all 14,050 shares of common stock of Midamerica Corporation, controlling the Van Sweringen empire, to the George & Frances Ball Foundation as a tax shelter; Ball retains the preferred stock of Midamerica Corporation. (Wheeler)
- Apr. 1, 1937 Richmond, Fredericksburg & Potomac Railroad receives its first 5 heavy Northern 4-8-4 types for freight service; Nos. 551-555 are named for Confederate generals. (AR, BldwnLocos)
- Apr. 2, 1937 Henry B. Sawyer named New Haven Trustee, replacing Winthrop M. Daniels, resigned for health. (Sutherland - see 3/10)

- Apr. 4, 1937 In the wake of last month's fan trip to Eddystone and Wilmington, the *New York Times* runs a feature on the emerging subculture of railroad fans and their "strange hobby." (NYT)
- Apr. 5, 1937 PRR begins one-week test of EMC 900 HP Model NW switcher No. 647 at Chicago. (Hirsimaki)
- Apr. 5, 1937 PRSL Board authorizes the following abandonments: Grenloch wye; shelters at Winslow; Bulson Street shops and engine house; station buildings at North Woodbury, McKee City, Irving Avenue-Bridgeton and Manumuskin; "MW" Interlocking at Minotola; tracks on the Chelsea Branch at Atlantic City. (MB)
- Apr. 5, 1937 ICC issues a report on the New Haven bankruptcy, tracing its roots to the manipulations of the Mellen era ca. 1900-1914. (Wheeler)
- Apr. 6, 1937 PRR completes enclosed waiting room on platform of 7th Street Station in Washington. (CE)
- Apr. 10, 1937 Two escalators, one from Platform 4 to the Exit Concourse and one from the Exit Concourse to the Main Concourse, open at Penn Station. (CE)
- Apr. 10, 1937 PRR ends Baldwin Locomotive Works' consultation on developing high-speed duplex passenger locomotive and assigns work to a consortium of Baldwin, American Locomotive Company and Lima Locomotive Works under a joint contract; they go on to develop the Class S1 6-4-4-6. (CMP)
- Apr. 11, 1937 NYC runs its third "Wonder Trip" in cooperation with the New York Chapter of the Railway & Locomotive Historical Society, the New England Division of the Railroad Enthusiasts, Inc., the American Locomotive Company and *Railroad Stories* magazine; two section each with a total of about 3,000 passengers run from Boston and New York to Schenectady for a tour of the ALCO plant; hosted by NYC Pres. Frederick E. Williamson, who is a member of the R&LHS. (NYT)
- Apr. 12, 1937 West Jersey & Seashore Railroad Board authorizes the purchase of 5 new buses for the Atlantic City-Longport line; abandoning the electrification on the middle track between North Woodbury and Cooper Street, Woodbury; retiring station buildings at Heislerville, Pomona and Yorktowne. (MB)
- Apr. 12, 1937 U.S. Supreme Court in *NRLB v. Jones & Laughlin Steel Corp.* upholds the constitutionality of the National Labor Relations Act of 1935 (Wagner Act) by a 5-4 vote; ends the Court's invalidation of New Deal

legislation; causes an upsurge in union organizing and fears of inflation driven by wage increases. (Kindleberger)

- Apr. 13, 1937 Conference held between representatives of George A. Ball and the Alfred P. Sloan-Donaldson Brown-Robert R. Young group from General Motors Corporation in the General Motors Building; Young has been buying Alleghany preferred since 1933 for General Motors Pres. Alfred P. Sloan and VP's Donaldson Brown and Albert Bradley. (Wheeler)
- Apr. 14, 1937 PRR Board authorizes additional money to air condition 100 passenger cars; additional quarters for red caps at Penn Station; rail-to-river transfer at Verner Yard, Pittsburgh; approves the retirement of "CHESTNUT HILL" Tower, "MILLS" Tower and passing siding at Bridgeville, Del.; Williamson station on the Southern Pennsylvania Railway & Mining Company. (MB)
- Apr. 14, 1937 U.S. House passes the Pettengill Bill to repeal the long-haul-short-haul clause by 268-120, despite violent opposition from the ICC, waterway operators and users, and farm groups. (NYT, RyAge)
- Apr. 1937 House again passes the Pettengill Bill to repeal the long-haul-short-haul clause. (RyAge)
- Apr. 16, 1937 Lloyd B. Jones (1882-) appointed Engineer of Tests replacing F.M. Waring named Resident Inspector; J.M. Henry names Assistant to the General Manager-Western Region; Carleton K. Steins to Assistant Chief of Motive Power-Locomotive, replacing Henry. (MB)
- Apr. 16, 1937 The General Motors group declines to go ahead with the deal to acquire the Alleghany Corporation because of the fear of a full government investigation of Alleghany; when the GM group drops out, Allan P. Kirby's share of the pool increases from \$1 million to \$3 million; Midamerica Corporation then distributes most Alleghany stock to the George & Frances Ball Foundation as a stockholder. (Wheeler)
- Apr. 19, 1937 Northern Central Railway Board authorizes electrification between Wago Jct. and Enola Yard; rearrangement of the eastbound hump yard and installing car retarders. (MB)
- Apr. 23, 1937 Rochester & Olean RPO discontinued. (Kay)
- Apr. 24, 1927 Last run of gas-electric railcar between Rochester and Olean and the Nunda Branch, leaving a single mixed train. (alleganycountynyhistory)
- Apr. 24, 1937 Last run of *Indiana Arrow* between Chicago, Louisville and Richmond;

last run of Chicago-Logansport local No. 430-431 with rail motor car.
(tt)

- Apr. 24, 1937 IND Queens Boulevard Subway is extended from Union Turnpike to 169th Street in Jamaica, sparking a building boom in the shopping district there. (Feinman, Trager)
- Apr. 24, 1937 The George A. & Frances Ball Foundation signs an agreement of sale for all of the stocks in its portfolio, carrying control of the \$3 billion Van Sweringen empire, to a syndicate of Robert R. Young (1897-1958), Frank F. Kolbe (1892-1977) and Allan P. Kirby (1892-1973) for \$6,375,000; the General Motors executives including Alfred P. Sloan and Donaldson Brown withdraw from the deal when it is clear their entry into the railroad industry will draw the attention of government investigators; Young and Kolbe, who have both worked for General Motors, are to provide the management, and Kirby, a Wilkes-Barre Woolworth five-and-dime store heir, has put up most of the money; the Foundation sells 4,653 shares Alleghany prior preferred, 43,550 shares of Alleghany preferred, 2,064,492 shares of Alleghany common and \$280,000 Alleghany bonds; 93.67% of Midamerica Corporation common or 93.67% of the assets of the Van Sweringen Corporation and the Vaness Company. (Wheeler, Moodys, Borkin)
- Apr. 24, 1937 Robert R. Young, Allan P. Kirby and Frank F. Kolbe sign a syndicate agreement, the banking house of Young, Kolbe & Co. to be syndicate manager. (Wheeler)
- Apr. 25, 1937 Pres. Clement retires "Standard Railroad of the World" motto with the spring timetable change; continues to be used by *Mutual Magazine* until Nov. 1939. (Guide)
- Apr. 25, 1937 *The General*, named for General Atterbury, inaugurated between New York and Chicago on 17:15 schedule, second only to *Broadway Limited*; with coaches and no extra fare, it siphons traffic from the *Broadway*, worsening its already poor showing; westbound *St. Louisian* rerouted from via Piqua to via Dayton; westbound *American* rerouted from via Dayton to via Piqua; *The Union* rerouted from via Fort Wayne to via Logansport and adds sleeping cars to Jacksonville and Norfolk. (PR, Mutual, Welsh)
- Apr. 25, 1937 Friday-only train No. 1085 between New York and Atlantic City named *The Flying Spray*. (tt)
- Apr. 25, 1937 PRSL speeds up the "Fisherman's Special" to Schellengers Landing and Cold Spring to run in 1:40; *Atlantic City Angler* runs in 1:15 from the ferry. (RyAge)

- Apr. 25, 1937 Logansport-South Bend passenger service cut from two to one round trip. (Sanders)
- Apr. 25, 1937 B&O replaces the lightweight *Royal Blue* with an 8-car heavyweight consist modernized and streamlined by industrial designer Otto Kuhler; because the new train is heavier than the old *Royal Blue*, it is hauled by President-class 4-6-2 No. 5304 streamlined by Kuhler with a bullet nose; Kuhler also introduces a new color scheme of royal blue, gray, and black with yellow striping that becomes the B&O standard on streamlined passenger cars and diesel locomotives; B&O also renames Nos. __ the *Shenandoah*; nurse-stewardesses placed on the *Shenandoah* between New York and Chicago. (Harwood, Wayner, RyAge)
- Apr. 25, 1937 B&O establishes Stewardess Corps on principal long distance trains. (B&O Mag)
- Apr. 25, 1937 Olean & Oil City RPO discontinued. (Kay)
- Apr. 26, 1937 Commodity prices plunge to new lows. (Wyckoff)
- Apr. 26, 1937 Guffey-Vinson Bituminous Coal Act signed to replace Guffey-Snyder Act of 1935, excluding minimum wage and maximum hours provisions that the Supreme Court had found unconstitutional. (EAH)
- Apr. 26, 1937 PT&T Board authorizes alteration to shops 21 & 23 in Penn Station; \$95,000 for putting escalator in center of Grand Staircase between Arcade and Main Waiting Room; \$74,000 for escalator from Platform No. 4 to Exit Concourse and from Exit Concourse to Main Concourse over Platform No. 8. (MB)
- Apr. 26, 1937 Young-Kirby-Kolbe syndicate makes a public announcement of its purchase of Alleghany Corporation and the Van Sweringens' Cleveland real estate. (Wheeler)
- Apr. 26, 1937 German Condor Legion bombs the city of Guernica in the northern Basque Country of Spain to destroy morale and hasten the surrender of Bilbao; it is the first destruction of a city by sustained aerial bombing, a technique that will become part of the German blitzkrieg. (Preston)
- Apr. 27, 1937 Hartford & New Haven Transportation Company conveys all assets to the New Haven Trustees. (nhrhta.org)
- Apr. 28, 1937 PRR Board authorizes \$300,000 for experimental high-speed passenger locomotive capable of hauling a 1,000-ton passenger train at 100 MPH; to be a 4-4-4-4 non-articulated duplex; concept being promoted by

Ralph P. Johnson of Baldwin on grounds would have lighter reciprocating parts and smaller cylinders than a 4-8-4 of equal size; PRR forms advisory committee including Johnson, William Winterwood and H. Glaenger of Baldwin, Dan Ennis of American Locomotive Company and William E. Woodard and Samuel Allen of Lima and headed by T.W. Demarest, General Superintendent of Motive Power of Western Region; result is Class S1 duplex of 1939. (MB, CMP)

- Apr. 28, 1937 PRR Board approves retirement of stations at Mt. Gretna, Pa., and Lewes, Del. (MB)
- Apr. 29, 1937 Courts rule that New York, Westchester & Boston Railroad cannot be reorganized on a paying basis. (NH AR)
- May 3, 1937 B&O opens another bus station at Rockefeller Plaza in New York. (RyAge)
- May 4, 1937 Raymond Loewy writes to Pres. Clement asking to participate in PRR exhibits for New York World's Fair of 1939-40. (MWC)
- May 4, 1937 PRSL Board authorizes abandonment of station building at Egg Harbor; Belleplain block station. (MB)
- May 4, 1937 Gen. Douglas MacArthur departs New York on *The Broadway Limited* en route to the Philippines; MacArthur has been made Field Marshal to command the Philippine Army, which is distinct from the U.S. forces in the Philippines. (PR, Smith/FDR)
- Mar. 5, 1937 Pennsylvania Coal & Coke Corporation brings ICC proceedings against the PRR and other Northern railroads asking for a 30-cent reduction on Clearfield coal to New York, or 15 cents lower than Hampton Roads, instead of 15 cents higher. (222 ICC 526, Lambie)
- May 5, 1937 The George & Frances Ball Foundation closes the sale 93.67% of the stock of Alleghany Corporation to stockbrokers Robert R. Young and Frank F. Kolbe and their silent partner, Allan Price Kirby (1892-1973) a dime-store heir from Wilkes-Barre, Pa; Young, Kolbe and Kirby purchase 1,933,810 shares (43%) Alleghany Corporation common for \$4 million cash down and a two-year note for \$2,375,000 secured by 1.2 million shares of Alleghany common; Allan P. Kirby puts up \$3 million; Robert R. Young contributes \$700,000 cash; \$3.15 million is raised by a loan from Manufacturers Trust Company and additional money is raised by selling other railroad stocks; the Ball Foundation acquires 6.33% of the Alleghany common held by the Midamerica Corporation; Midamerica Corporation is subsequently renamed the

- Terminal & Shaker Heights Realty Company. (Wheeler, Moodys)
- May 5, 1937 Robert R. Young, Allan P. Kirby and Frank Kolbe are elected directors of Alleghany Corporation, and Young is elected Chairman; Young and Kolbe are elected directors of Chesapeake Corporation; the Chesapeake & Ohio Railway management is left intact. (Wheeler, Borkin)
- May 5, 1937 Duncan J. Kerr (1883-1940) elected Pres. of Lehigh Valley Railroad, replacing Edward E. Loomis, made Board Chairman. (RyAge, NYT)
- May 6, 1937 Robert R. Young testifies to the Wheeler Committee that he intends to reorganize Alleghany Corporation, simplify the Van Sweringen's pyramid and reduce its debts. (Wheeler, Borkin)
- May 6, 1937 German dirigible *Hindenburg* explodes and burns while attempting to land at Lakehurst, N.J., on its sixth transatlantic flight, killing 36 and ending the era of commercial lighter-than-air craft. (millercenter.org)
- May 7, 1937 Report filed with the ICC reveals that the PRR has paid the Railway Audit & Inspection Company, Inc. \$9,173 in 1936, presumably for labor spies; also \$45,823 to Pinkerton's National Detective Agency, \$20,550 to Ivy Lee & T.J. Ross for publicity, \$39,004 to the Osborne Company for calendars and posters and \$446,802 to Lefton & Co. for ordinary advertising. (NYT)
- May 7, 1937 PRR Special Agent, New York Zone George W. Curtiss makes a presentation on traffic densities to the New York Chapter of the Railway & Locomotive Historical Society at the Engineering Societies Building on East 44th Street; shows movies of PRR electrified territory between New York and Washington. (NYT)
- May 10, 1937 Transport Workers Union of America joins the CIO; Mike Quill (1905-1966) is now Pres. (wiki)
- May 11, 1937 Public Service Railroad Company ends service over the Short Line between New Brunswick and Trenton; the company is liquidated in 1941, and the right of way is used by Public Service for transmission lines. (Moodys)
- May 11, 1937 Steel Workers Organizing Committee begins the "Little Steel" Strike against Republic Steel Corporation and other independents that have refused to sign a contract in violation of the Wagner Act; management opposition is led by the virulently anti-union Tom M. Girdler (1877-1965), Chairman of Republic Steel. (Seeley)
- May 12, 1937 Unit Train Committee makes final report in favor of modernizing two

- 14-car trains for *The Congressional* instead of a lightweight articulated train; total cost \$707,150; 463 seats vs. 446 in Unit Train. (CMP)
- May 12, 1937 PRR Board retires Keating Summit station. (MB)
- May 12, 1937 Pennsylvania Company Board approves an advance of \$80,000 to the Baltimore Mail Steamship Company. (MB)
- May 12, 1937 Steel Workers Organizing Committee strikes Jones & Laughlin Steel Corporation over failure to sign a contract and violation of the Wagner Act. (HistPitts)
- May 13, 1937 ICC authorizes the PRR to abandon 0.79 mile of its Plum Creek Branch. (ICC)
- May 13, 1937 Tuckerton Railroad dissolved. (Brinckmann)
- May 14, 1937 In memo to VP John F. Deasy, Chief of Passenger Transportation E.E. Ernest notes PRR-NYC joint committee has settled on car bodies and structure; PRR cars to be standard Tuscan Red; NYC cars to be standard olive green (later changed to gray and blue by Henry Dreyfuss); neither *Broadway Limited* nor *Twentieth Century Limited* are to have traditional upper and lower berths; NYC is to order 52 Pullmans to equip two sections of the *Century* each way; PRR is to equip one *Broadway* each way, plus enough cars for other Blue Ribbon trains to make 52 lightweight Pullmans, plus 19 remodeled open section sleepers. (CMP)
- May 15, 1937 New England Steamship Company, a New Haven subsidiary, discontinues the Providence Line of steamboats from New York. (NH AR)
- May 1937 Final report on Greenville-Bay Ridge tunnel made to Port of New York Authority; estimated traffic of 670,448 cars per year is inadequate to cover cost of \$57 million for a single track tunnel. (RyAge)
- May 1937 Economic recovery stalls and downturn begins without recovery to 1929 levels. (NBER)
- May 16, 1937 PRR operates what is probably one of the largest railfan fan trips ever staged as part of its "Off the Beaten Track" series; the trip runs from New York to Altoona with a tour of the shops and test plant; sponsored by the New York Chapter of the R&LHS, the NRHS and *Railroad Stories* magazine; runs in 5:50 or about as fast as the *Broadway Limited*; two 13-car sections run from New York, one with streamlined K4s No. 3768 and unstreamlined No. 5417 west of Paoli; the other

section runs from North Philadelphia behind K5s No. 5699; the two trains carry a total of 1,763 passengers; a separate excursion leaves Chicago for Altoona on May 15 on a regular train with 390 passengers and departs Altoona before the New York excursion arrives; 11 classes of steam locomotive are on display at Altoona; the trains appear to have carried fewer people than the NYC ALCO excursion in April, but run much longer distances and with a greater variety of motive power. (CMP, Railpace)

- May 17, 1937 Santa Fe's new nine-car Budd lightweight streamlined *Super Chief* makes record run from Los Angeles to Chicago in 36:49 for press; enters revenue service next day. (C&C, Wayner)
- May 18, 1937 Supreme Court Justice Willis Van Devanter (1859-1941), appointed by Pres. Taft, announces his retirement as a means of settling the court-packing crisis; on the same day, the Senate Judiciary Committee reports the "court packing" bill with the recommendation that it not pass; however, Pres. Roosevelt refuses to back down and tries to force the bill through Congress; as a result, New Deal legislation stalls. (EAH, Smith/FDR)
- May 19, 1937 B&O receives first Electro-Motive Corporation streamlined two-unit EA/EB 3,600-h.p. passenger road diesel No. 51; No. 52 follows in June; features A-1-A Blomberg 3-axle trucks, which eliminates the earlier box cabs' nosing at high speed; raised cab and raked shovel-nose designed by Leland Knickerbocker and Chris Klein; painted in the Otto Kuhler *Royal Blue* color scheme of blue and gray with black and yellow striping. (RyAge, Cinders, Boyd/NRHS, Harwood)
- May 20, 1937 B&O EA/EB No. 51 runs from Chicago to Washington from which it goes on the *Royal Blue*. (RyAge)
- May 20, 1937 New York, Ontario & Western Railway files for Chapter 77 bankruptcy. (NH AR)
- May 20, 1937 Employees of Jones & Laughlin Steel Co[rporation?] vote for Amalgamated Association of Iron, Steel & Tin Workers (CIO) as bargaining representative. (HistPitts)
- May 21, 1937 Representatives of PRR, BLW, Gibbs & Hill, GE and Westinghouse meet in Philadelphia to outline design of new electric freight locomotive, which becomes Class DD2. (Westing)
- May 21, 1937 Pennsylvania Turnpike Commission created. (HistPitts)
- May 22, 1937 First B&O EA/EB diesel runs into CNJ Jersey City Terminal; goes into

service on *Royal Blue*, although when No. 52 arrives in June, both are placed on the *Capitol Limited*; the *Royal Blue* is not permanently dieselized until 1938. (RREmpl, Harwood, RyAge - see below - verify NYT)

- May 23, 1937 John D. Rockefeller, Sr. (1839-1937), last survivor of his generation of entrepreneurs, dies at his winter home at Ormond, Fla., at age 97; he leaves an estate of only \$26.4 million, having given most of his billion-dollar fortune to foundations and philanthropies. (Trager)
- May 1937 First Scheme 6 modernized P70's placed in service. (CMP)
- May 24, 1937 U.S. Supreme Court upholds the constitutionality of the Social Security Act. (Burg)
- May 24, 1937 PRR and NYC representatives hold conference at Pullman's Calumet Shops; both Raymond Loewy for PRR and Henry Dreyfuss for NYC attend and agree to coordinate their designs with those of Pullman. (CMP)
- May 25, 1937 The diesel-powered southbound *Royal Blue* is paced into Washington by the "Tom Thumb" replica. (RyAge)
- May 26, 1937 United Auto Workers organizers, including Walter Reuther, are repulsed by Ford's plant guards in a confrontation, the so-called "Battle of the Overpass," staged for the media at the River Rouge Plant. (thehenryford.org)
- May 26, 1937 Under pressure from its militant locals, Steel Workers Organizing Committee (CIO) begins the "Little Steel" strike against Republic Steel Corporation, Inland Steel Company, and Youngstown Sheet & Tube Company. (Dubofsky, BethStl - see 5/11 - verify NYT)
- May 26, 1937 Tenth Communist Party Convention in New York endorses a Popular Front with the New Deal and drops the idea of forming a new Farmer-Labor coalition party. (Ottanelli)
- May 27, 1937 Stalin has Marshal Mikhail Tukhachevsky (1893-1937), Deputy People's Commissar for Defense and the country's best military commander, along with most members of the military Supreme Command, arrested. (Service)
- May 28, 1937 PRR Board retires 4 bays of the Phillipsburg, N.J., roundhouse. (MB)
- May 30, 1937 B&O EA/EB passenger diesels leave Chicago on first run to Washington with train No. 8, *The Fort Pitt*; assigned to *Capitol Limited*

and *Royal Blue* in June. (if this is correct, this must be No. 52 - the diesels are assigned to the Royal Blue and on the Capitol on alternate days)

- May 30, 1937 Police fire on Steel Workers Organizing Committee union demonstrators at Republic Steel plant in South Chicago; 10 demonstrators killed and 30 injured or beaten; this time, governors of Ohio and Indiana use National Guard to break picket lines, and Pennsylvania remains neutral, as public opinion turns against the strikers; independent steel companies remain non-union until 1941. (Dubofsky, Wyckoff)
- May 30, 1937 George F. Baker, Jr. (1878-1937), Chairman of the First National Bank of the City of New York, dies at Honolulu of peritonitis after an emergency appendectomy performed on his yacht *Viking* while bound for a vacation in the South Seas; former Pres. Jackson E. Reynolds comes out of retirement to serve as Chairman through the end of 1938; Reynolds remains a director through 1947. (Logan)
- June 1, 1937 Pennsylvania passes Full Crew Law; blocked immediately by injunction; PRR leads opposition to the law in Pennsylvania courts. (AR)
- June 1, 1937 New freight station opens at Dock Street, Philadelphia. (Mutual)
- June 1, 1937 New Haven files first reorganization plan with District Court. (AR)
- June 1, 1937 Connecticut Company discontinues freight operations. (NH AR)
- June 1, 1937 Transcontinental & Western Air, Inc., begins "Skysleeper" service between New York and Los Angeles with its first Douglas DST/DC-3's; interiors designed by Raymond Loewy; planes are fitted with eight Pullman-type berths and nine reclining seats. (Serling, TWA)
- June 1, 1937 Port Authority releases the committee report on the proposed Greenville-Bay Ridge tunnel; claims that it would cut car floatage by one-third and save \$1.08 million a year, it would not earn enough to justify the \$57 million cost. (NYT)
- June 1, 1937 New York, Susquehanna & Western Railroad files for Section 77 bankruptcy. (RyAge)
- June 2, 1937 Pres. Clement announces development of the "Pennsylvania Type" high-speed passenger locomotive that will become Class S1. (PR)
- June 2, 1937 NY&LB Board discusses replacing the existing Branchport and Long

Branch stations with an intermediate station at Broadway in Long Branch; it is not carried out; the number of stations in Long Branch is reduced in 1954. (MB)

- June 3, 1937 B&O's Class N-1 4-4-4-4 duplex No. 5600 *George H. Emerson* leaves Mount Clare Shops for road tests prior to display at the AAR convention in Atlantic City; has Emerson's water-tube firebox and rear cylinders mounted under the firebox; develops 65,000 lbs. of tractive effort. (Trains)
- June 3, 1937 Gen. Emilio Mola is killed in a plane crash, leaving Gen. Francisco Franco the undisputed leader of the Spanish Nationalists. (Preston)
- June 4, 1937 *Northern Arrow* completely air conditioned. (tt)
- June 4, 1937 CIO extends the "Little Steel" Strike to the Cambria Works of the Bethlehem Steel Company at Johnstown. (NYT)
- June 5, 1937 Ex-VP in Charge of Traffic George Dallas Dixon (1857-1937) dies his home in Philadelphia at 80. (MB, NYT)
- June 7, 1937 Connecting Railway Board approves the funding for its share of the electrification program, abandoning signals and rearranging track circuits for 80 MPH operation between Liddonfield and "SHORE" Interlocking at Frankford Jct. (MB)
- June 8, 1937 PRR serves notice on Ohio Gov. Martin L. Davey (-) demanding he prevent further interference with the movement of freight cars in and out of the steel strike zone and protect railroad property; local and county governments in Stark, Trumbull and Mahoning Counties have refused to prevent harassment of PRR crews. (PR)
- June 8, 1937 ICC denies the 30-cent rate reduction on Clearfield coal to tidewater in *Pennsylvania Coal & Coke Corporation v. Pennsylvania Railroad Company, et al.* (222 ICC 526)
- June 10, 1937 PRR Board authorizes a new coal dock at Sandusky; retires the wye at Arcade, N.Y., and Bodine station on the Elmira & Williamsport. (MB)
- June 10, 1937 Brotherhood of Locomotive Firemen & Enginemen and Brotherhood of Railroad Trainmen strike the Conemaugh & Black Lick Railroad, a Bethlehem Steel Corporation subsidiary that serves its Cambria Works at Johnstown, cutting off supplies. (NYT)
- June 11, 1937 New Haven inaugurates *Night Cape Codder* as a summer-weekend-only train between Grand Central and Woods Hole/Hyannis; carries

Washington-Hyannis sleeper from *Montrealer* at New Haven. (Guide)

- June 12, 1937 The Soviet Union announces that Marshal Mikhail Tukhachevsky (1893-1937), Deputy People's Commissar for Defense and the country's best military commander, as well as other military leaders, have been executed for "wrecking" and espionage on behalf of the fascist powers; Stalin then conducts a purge of the military down to the level of regimental commanders, crippling the military leadership, promoting incompetent or green officers, and destroying morale; potential opposition to Stalin's rule from the military has been eliminated, but at the price of leaving it unable to resist the first stages of a German attack. (Conquest)
- June 13, 1937 New York Chapter of the Railway & Locomotive Historical Society and the CNJ run an excursion from Jersey City to the Baldwin Locomotive Works at Eddystone with *Blue Comet* equipment, including an observation car; runs over the Reading's Chester Branch. (NYT)
- June 14, 1937 PB&W Board authorizes electrifying the Port Road. (MB)
- June 15, 1937 Demolition of Manhattan Transfer Station begins while still in service. (CE)
- June 15, 1937 Forty anthracite coal producers file with the ICC for a reduction of 40 cents a ton in the rate on coal to New York Harbor. (CNJ AR)
- June 1937 Anthracite coal operators file ICC Docket 27766, *Alden Coal Company, et al. v. Central Railroad Company of New Jersey, et al.*, charging that the rates on anthracite to New York tidewater are excessive and threaten the survival of the industry. (Rdg AR)
- June 1937 PRR and NYC prepare studies for a New York-Los Angeles passenger train on a 56:45 schedule running via Chicago and either the Santa Fe or Overland Route; railroads involved are unable to reach agreement; prior to the advent of air-conditioned cars and diesel locomotives, it was not considered practicable to run equipment for such long distances without cleaning inside and out because of soot. (PassDept)
- June? 1937 Reading places a CNJ *Blue Comet* observation car on No. 602, the *Wall Street Special*. (RREmply - may be 5/37 tt change)
- June 1937 Pres. Roosevelt, thinking the economy has recovered sufficiently, slashes federal spending in an attempt to balance the budget by 1939, thus knocking the props out from under the economy; Social Security taxes suck up \$2 billion in purchasing power; the Federal Reserve

Board raises reserve requirements by 50%. (Douglas, Smith/FDR - verify NYT?)

- June 16, 1937 PRR begins tests of K4s No. 5341 on Altoona Test Plant as speeds over 85 MPH for anticipated 100 MPH running; tests show high fuel loss through stack, pressure losses in steam piping, draft loss through the flues and heavy rail blows, convincing staff that a new type of locomotive is needed for high-speed passenger service. (Hirsimaki)
- June 17, 1937 PRR replies to a questionnaire from Sen. Robert M. La Follette, Jr's Committee on Education & Labor; reports that it has used Pinkerton's National Detective Agency for at least 30 years ending in Oct. 1936; on the line requesting "were the results satisfactory (explain fully)" the answer is simply "yes." (Wheeler)
- June 17, 1937 Most workers are returning at the Cambria Works of Bethlehem Steel Company, and pickets are dwindling; many workers support the company union, and townspeople view the CIO organizers as outside "foreign" agitators. (NYT)
- June 18, 1937 Unit Train Committee considers merits of articulated vs. non-articulated high-speed MU trains for Corridor service; 6-car all articulated with 368 passengers, 6-car train of twin units for 432 passengers, 6-car train of individual cars for 528 passengers, and 8-car all articulated for 480 passengers. (CMP)
- June 19, 1937 Stage Two (Zone B) of PRR's Newark station (eastbound tracks) opens at 11:30 AM. (GO)
- June 19, 1937 PRR operates low-cost excursion from Pittsburgh to Atlantic City and return to permit railroad fans to attend and photograph the annual AAR expo at Atlantic City; train leaves Pittsburgh at 9:50 PM and departs Atlantic City at 9:50 PM on June 20; PRR exhibits a GG1, streamlined K4s No. 3768, a modernized P70, a cement hopper, and a new mill car. (PR)
- June 19, 1937 Pa. Gov. George H. Earle (1890-1974) declares martial law at Johnstown from the threat of UMW miners marching on the town in support of the CIO strikers and of anti-CIO vigilantism on the part of town officials and residents; closes and evacuates the Cambria Works of Bethlehem Steel Company, which aids the strikers, who are otherwise faltering; Mayor Shields and a citizens' committee are pushing a national "right to work" movement as a response to the CIO. (NYT)
- June 19, 1937 Guards battle strikers at Republic Steel Corporation works at

Youngstown, Ohio; two killed and 27 wounded. (FactsStates, Smith/FDR)

- June 20, 1937 Hudson & Manhattan trains begin operating into PRR's new Newark station, and Park Place Station abandoned at 3:00 AM; "PB" Interlocking and H&M track between "HUDSON" Interlocking and Park Place taken out of service; new H&M Harrison station opens; Manhattan Transfer station closed; "N" Interlocking closed and "HUDSON" Interlocking reconfigured; Public Service's Newark (trolley) Subway extended from Market Street to loop station in basement of Penn Station; Lehigh Valley begins stopping trains at PRR station and abandons own station at Meeker Avenue except for commuter trains; projected extension of H&M to an enlarged station at South Street abandoned after City proves unable to acquire necessary property; the two tracks built west of the PRR as far as South Street are used for car storage. (CE, GO)
- June 21, 1937 New Haven inaugurates *Day Cape Codder* as summer-weekend-only train between Grand Central and Woods Hole/Hyannis; no PRR cars. (Guide)
- June 21, 1937 Future transit and Amtrak executive David L. Gunn (1937-) born at Boston. (WhosWho)
- June 23, 1937 PRR Board authorizes \$1.4 million for 21 lightweight passenger cars; also air conditioning 2 P70 coaches and 1 lightweight dining car; authorizes purchasing the Shackamaxon Street Warehouse from the Merchants Warehouse Company. (MB)
- June 23, 1937 PRR Board approves the following retirements: second track, Conewago-Lebanon, Pa.; Marietta, Pa., storage yard; station at Maples, Ind., on the PFW&C. (MB)
- June 23, 1937 ICC authorizes the PRR to abandon its Black Legs Creek Branch (0.76 mile) near Saltsburg, Pa., unused since 1936. (ICC)
- June 24, 1937 Railroad Retirement Act of 1937 passed; embodies compromise between management and labor brokered by Pres. Roosevelt; provides for non-compulsory retirement at age 65 or at 60 after 30 years service; railroad's voluntary pensions to be turned over to Railroad Retirement on July 1. (RyAge)
- June 24, 1937 Philadelphia & Beach Haven Railroad Company dissolved. (MB)
- June 24, 1937 At EMC request, PRR begins test of EMC 600 HP Model SW diesel switcher at yards on New York Division. (Hirsimaki)

- June 25, 1937 New Haven inaugurates *The Neptune* as a summer-weekend-only day train between Grand Central and Woods Hole/Hyannis; no PRR cars. (Guide)
- June 25, 1937 Gov. Earle lifts martial law at Johnstown, and thousands of UMW miners arrive to bolster the CIO picket lines at the Cambria Works of Bethlehem Steel Company, but the strike is failing. (NYT)
- June 25, 1937 NYC Pres. Frederick E. Williamson dedicates a room on the 4th floor at the southeast corner of Grand Central Terminal in perpetuity as a library of railroad history; known as the Williamson Library, it is maintained by the New York Division of the Railroad Enthusiasts, Inc.; it is initially open two evenings a week, and is open one evening a week into the 1970s; it is still open to members by appointment and also used for meetings of the New York Chapter of the Railway & Locomotive Historical Society. (NYT, Taber, RRE)
- June 26, 1937 Delaware Park Race Track opens in Stanton, Del.; located between the PRR and B&O lines; served by tracks of both railroads, which are used to bring horses and supplies; PRR runs race trains from Philadelphia; the B&O builds a station on its main line for race trains; the track is built by horseman William du Pont, Jr. (1896-1965). (Baumgardt, B&O AR)
- June 27, 1937 PRR runs an “Off the Beaten Track” excursion from Philadelphia via Belvidere Delaware Branch and Maybrook, over Poughkeepsie Bridge to Danbury, Conn., and returning via Shore Line. (PR, RyAge)
- June 27, 1931 Frank E. Taplin of the North American Coal Corporation writes to PRR Assistant VP Charles D. Young; feels it is better if all coal fields are unionized and would rather deal with a stable union than irregular competition; the United Mine Workers is better to deal with than the Communist National Miners Union. (Wheeler)
- June 27, 1937 NYC opens last part of West Side Freight Line between 34th & 64th Street in New York; track in open cut replaces line on 11th Avenue. (RyAge)
- June 28, 1937 Depressed tracks of NYC West Side Improvement open between 34th and 64th Streets. (NYT, AR)
- June 28, 1937 Walter Kidde and Hudson J. Bordwell are appointed trustees of New York, Susquehanna & Western Railroad under Section 77, after bondholders defeat plan to extend the maturity of the bonds. (Lucas)

- June 28, 1937 Bethlehem Steel Company reports that the “Little Steel” strike at Johnstown is broken. (NYT)
- June 29, 1937 Carriers Taxing Act signed; provides for funding Railroad Retirement.
- June 29, 1937 Sensing which way the wind is blowing, Pres. Roosevelt castigates both Tom M. Girdler of Republic Steel Corporation and John L. Lewis of the CIO in a press conference on the Little Steel Strike; Lewis breaks with Roosevelt. (Dubofsky, Smith/FDR)
- June 30, 1937 Delaware & Raritan Canal deeded to the State of New Jersey. (C&C, MB)
- June 30, 1937 Port of New York Authority closes hearings on Greenville-Bay Ridge tunnel. (RyAge)
- June 30, 1937 Pres. Roosevelt travels in a B&O-Reading POTUS special from Washington to Montchanin, Del., on the Wilmington & Northern Branch and return, to attend the wedding of Franklin D. Roosevelt, Jr. (1914-1988), and Ethel du Pont (1916-1965), daughter of Eugene du Pont (-), at nearby Christ Church, built by the du Ponts in the 19th century. (NYT)
- June 1937 First Scheme 4 modernized P70's placed in service. (CMP)
- June 1937 PRR considers operation of through train between New York and Los Angeles via either Santa Fe or the Overland Route on a 56:45 schedule; Union Pacific expresses an interest in 1938, but various railroads unable to agree before World War II. (Welsh)
- June 1937 PRR purchases its first off-the-shelf diesel locomotive, a SW1 switcher from EMD. (Hirsimaki)
- June 1937 B&O dieselizes the *Capitol Limited* between Washington and Chicago.
- July 1, 1937 Federal Railroad Retirement Act goes into effect, replacing voluntary disability and retirement benefits of the railroad companies; all persons on the pension rolls as of Mar. 1 are transferred to the rolls of the Railroad Retirement Board, with a maximum payment of \$120 per month. (AR, AAR)
- July 1, 1937 Platform 4 placed in service at 30th Street Station for northbound traffic, and the former northbound track on the east side of Platform 5 is taken out of service. (GO)
- July 1, 1937 The “Wednesday Culture Club that Meets on Friday,” an organization

of New York writers and others, runs a special excursion billed as the first and last passenger train over the NYC's West Side Freight Line (although passenger trains used it prior to 1871); leaves Grand Central Terminal to Spuyten Duyvil, then down the old freight line in 11th Avenue (preceded by a cowboy with flag) to 36th Street, then back up to 61st Street and down the new line to St. Johns Park, then back to 30th Street, from which they disperse; members of the club include journalist Heywood Broun (1888-1939), boxer Gene Tunney (1898?-1978), composer Deems Taylor (1885-1966), now best remembered as the human host of Disney's *Fantasia*, and journalists Rose Wilder Lane (1886-1968), and Thomas B. Costain (1885-1965). (NYT)

- July 1, 1937 "Little Steel" strike broken after five weeks when Inland Steel Company workers return to work without any gains. (Wyckoff)
- July 1, 1937 Port Authority closes the record of hearings on the Greenville-Bay Ridge railroad freight tunnel, allowing the project to die. (PtAuth)
- July 2, 1937 Robert R. Young and Frank F. Kolbe announce their plan to merge the Chesapeake Corporation into Alleghany Corporation; subsequently blocked by the Maryland courts. (Wheeler)
- July 2, 1937 Old NYC tracks on 11th Avenue ("death avenue") are cut north of 42nd Street. (NYT)
- July 2, 1937 Pioneer aviator and former PRR consultant Amelia Earhart (1897-1937) disappears in the South Pacific while trying to be the first woman to fly around the world. (Burg)
- July 3, 1937 Marine Parkway Authority opens the Marine Parkway and bridge from Flatbush Avenue, Brooklyn, to Rockaway Point, improving vehicular access to the Rockaways in competition with LIRR. (TBTA)
- July 4, 1937 LIRR inaugurates the *Long Island Seabreeze*, a summer Sunday-only excursion train from Penn Station to Montauk with a two-hour sail to New London and back on *The Yankee*; \$2 round trip fare; runs through Sep. 6. (PR)
- July 7, 1937 Japan launches Second Sino-Japanese War with an attack near Beijing; advances to occupy much of northern and eastern China.
- July 11, 1937 No. 79 withdrawn on New York Division. (GO)
- July 11, 1937 Local sleeping car line established between New York and Emporium, Pa.. (PassDept)

- July 11, 1937 Frankfort (?) - South Bend passenger train replaced by mixed train. (Sanders - verify)
- July 11, 1937 Lehigh Valley Railroad Chairman Edward Eugene Loomis (1864-1937) dies. (AR)
- July 12, 1937 Both the PRR and CNJ begin building Linden Branches to access new industries, the CNJ from the east and the PRR from the west up to N.J. Route 25; CNJ then files to stop the PRR from crossing the highway. (RyAge)
- July 13, 1937 New Haven subsidiary New England Steamship Company discontinues the famous Fall River Line from New York and the Fall River Boat Train between Fall River and Boston. (NH AR)
- July 14, 1937 New England Steamship Company discontinues New Haven Line from New York. (NH AR)
- July 1937 PRR sells New York ferries *Pittsburgh* and *Washington* to Delaware-New Jersey Ferry Company for New Castle-Pennsville service; *Philadelphia* replaces *Pittsburgh* on the Love Point run. (HC, Clark/StmbtBII - verify)
- July 1937 Maryland & Delaware Seacoast Railroad dissolved. (Cards)
- July 1937 Electro-Motive Corporation delivers the first model E1A/E1B streamlined road diesels to the Santa Fe to power the *Super Chief*; General Motors stylist Leland Knickerbocker creates the dramatic red, yellow and silver "Warbonnet" paint scheme that becomes a Santa Fe signature. (Boyd/NRHS)
- July 1937 Railroad employment peaks at 1,174,434, then falls because of the recession; over 100,000 jobs lost by the end of the year. (RyAge)
- July 18, 1937 PRR runs "Off the Beaten Track" excursion with Western Maryland, Philadelphia to Baltimore, then over WM to Pen Mar, York, Gettysburg, and Columbia, returning via Lancaster. (RyAge)
- July 18, 1937 Strike brought on by jurisdictional dispute between ___ forces the "temporary" suspension of New England Steamship Company's venerable Fall River Line. (RyAge - see above)
- July 20, 1937 New "JERSEY" Interlocking placed in service at Delair; 38-lever CTC-type machine replaces four old interlockings. (CE)
- July 20, 1937 ICC begins hearings on New Haven reorganization plan; PRR among

protestors. (Sutherland)

- July 20, 1937 PRR, B&O and Pittsburgh & Lake Erie Railroad ask the ICC to reconsider its earlier ruling that the Pittsburgh Coal Company's Youngstown & Southern Railway is an exempt electric interurban; the Pittsburgh Coal Company's independent railroad between Youngstown and Smiths Ferry has cost the PRR 200,000 tons of coal and the B&O 109,000. (Cole)
- July 22, 1937 Congress sends the Supreme Court "Packing" Bill back to committee in the first major legislative defeat for Pres. Roosevelt. (EAH)
- July 22, 1937 La Follette subcommittee issues a report on the "Memorial Day Massacre" at Republic Steel Corporation in Chicago, contradicting the coroner's jury that the shootings were "justifiable homicide"; shows that the police carried axe handles instead of night sticks, fired first, and then clubbed strikers when they were down. (NYT)
- July 26, 1937 B&O reassigns original 8-car aluminum lightweight *Royal Blue* to Chicago-St. Louis service on the Alton as the *Ann Rutledge*. (C&C, RyAge)
- July 26, 1937 Senate passes 70-car Train Limit Bill sponsored by Sen. Patrick A. McCarran (1876-1954) of Nevada, who calls it a safety measure and denies it has any "make-work" aspect; estimated cost to railroads is \$90-\$100 million per year; railroads further charge that it will require an additional \$300 million in new equipment and undo all the efficiency gains of recent years; House later postpones consideration until next year. (RyAge)
- July 26, 1937 Aviation pioneer John Luther "Jack" Maddux (1888-1937) dies.
- July 27, 1937 U.S. District Court authorizes abandonment of Fall River Line. (RyAge)
- July 28, 1937 ICC authorizes the LIRR to abandon the outer part of the Manhattan Beach Branch between Avenue J and Manhattan Beach, last used in July 1925. (ICC)
- July 28, 1937 N.J. PUC orders the PRSL to raise tracks and eliminate grade crossings at Absecon. (MB)
- July 29, 1937 Southbound traffic at 30th Street Station shifted to the west side of Platform 4, and Platform 5 taken out of service. (GO)
- July 29, 1937 Chesapeake Steamboat Company's *City of Baltimore*, bound from

- Baltimore to Norfolk, takes fire just after leaving the Patapsco River; the captain manages to run it aground off Bodkin Point, where the entire wooden superstructure is consumed; PRR's *Maryland* on the Love Point ferry also grounds while trying to pick up passengers; four persons are killed; the fire increases pressures for fire suppression systems on the Bay's passenger boats, an expense that drives the remaining smaller lines out of business. (Burgess)
- July 29, 1937 Japanese forces occupy Beijing.
- July 31, 1937 Coal miners of the Industrial Collieries Company, a subsidiary of Bethlehem Steel Corporation, vote to return to work next week. (NYT)
- July 31, 1937 Stalin's Politburo orders a purge of all anti-Soviet elements and adopts a scheme for assigning arbitrary arrest and execution quotas for each region of the Soviet Union; the Great Terror reaches its peak, lasting until the end of 1938; the total death toll is probably between 1 and 1.5 million. (Service)
- Aug. 1, 1937 Non-operating forces receive a 5-cent per hour increase, equivalent to 7½%. (RyAge, AR)
- Aug. 1, 1937 PRR operates "Off the Beaten Track" excursion from Philadelphia to Poughkeepsie Bridge, going via Belvidere and Maybrook and returning via Danbury, Norwalk and New York. (NRHS - was 6/27, was there a second?)
- Aug. 2, 1937 PRR withdraws the third boat from the Cortlandt Street ferry. (FerryDept)
- Aug. 2, 1937 Waynesburg & Washington Railroad Board authorizes a change to standard gauge between Hackneys and a connection with the PCC&StL at Tylerdale near Washington (17.76 miles) and also a change of alignment for better grades; while some preliminary work is done and most right of way acquired, the project is never finished and finally abandoned in 1962. (MB)
- Aug. 2, 1937 Court appoints receivers for liquidation of New York, Westchester & Boston Railroad. (NH AR)
- Aug. 3, 1937 Raymond Lowey and Warren R. Elsey of PRR patent the design for the streamlined electric locomotive and observation car from the never-to-be-built Unit Train. (CMP)
- Aug. 3, 1937 Southern New Jersey Railroad resumes freight service on the portion of the old Tuckerton Railroad between Barnegat and Tuckerton; new

- connection to CNJ built at Barnegat to replace the old line through the Pine Barrens between Whitings and Barnegat. (Brinckmann)
- Aug. 6, 1937 LIRR opens station at site of New York World's Fair for construction workers. (RyAge)
- Aug. 7, 1937 Lowey and Eley patent an observation car interior with raised, rear-facing amphitheater-type seats from the Unit Train design. (CMP)
- Aug. 8, 1937 Japan occupies Beijing, increasing its control of northeastern China. (Burg)
- Aug. 9, 1937 PRR purchases EMC SW1 demonstrator No. 680, its first off-the-shelf diesel locomotive; renumbered No. 3908, Class AA5; assigned to yard serving GM auto plant at Linden, N.J. (Hirsimaki)
- Aug. 10, 1937 New York & Queens Transit Corporation ends trolley service between Flushing and Jamaica; the private right-of-way is sold to the city for conversion to a street; bus substitution on all lines by successor Queens-Nassau Transit Lines is completed on Oct. 30 with the last run of trolley cars between Long Island City and Metropolitan Avenue . (Seyfried)
- Aug. 11, 1937 Wheeler Committee concludes hearings into the Van Sweringen System by condemning the activities of the Chesapeake & Ohio Railway back to 1926; Robert R. Young testifies on his plan to merge Chesapeake Corporation into Alleghany Corporation to create one top holding company for all the former Van Sweringen lines. (NYT)
- Aug. 12, 1937 ICC announces it will begin investigation of activities of Robert R. Young, Frank F. Kolbe and Allan P. Kirby, thereby delaying merger of Alleghany Corporation and Chesapeake Corporation. (RyAge)
- Aug. 12, 1937 PRR begins 5-day test of Pullman roomette car *Roomette I*, first exhibited at AAR Mechanical Dept. convention in June, between Pittsburgh and New York; features 18 private roomettes with fold-down beds and individual private lavatories. (RyAge)
- Aug. 12, 1937 Pres. Roosevelt appoints Hugo L. Black (1886-1971) of Alabama to the U.S. Supreme Court, replacing Justice Willis Van Devanter, resigned, giving him a pro-New Deal majority without recourse to the "court-packing" bill. (Burg)
- Aug.? 1937 Southbound traffic at 30th Street Station shifted from the west side of Platform 4 to the west side of Platform 5, which is returned to service; northbound traffic shifted from the east to west side of Platform 4.

(GO)

- Aug. 1937 Economic downturn accelerates with sell-offs and collapse of stock and commodity prices; the term "recession" is used to describe the phenomenon of a relapse without full recovery; by Oct., all gains since 1935 have been wiped out; contractions and layoffs are greatest in the heavy industries organized by the CIO, leading to a decline in membership and internal disputes in CIO unions; Brandeisian liberals blame big business for deliberately halting investments (a "strike of capital") to stop further New Deal reforms; this is apparently the view of Pres. Roosevelt and Treasury Secretary Morgenthau. (Dubofsky, Carosso, Douglas/GoEast - move strike of capital down?)
- Aug. 1937 Baltimore & Eastern ends freight service between Claiborne and McDaniel, Md. (ICC)
- Aug. 1937 B&O diesels Nos. 51 & 52 are now both assigned to the *Capitol Limited*. (RyAge)
- Aug. 16, 1937 LIRR opens first temporary station on site of New York World's Fair in Flushing Meadows to serve the new administration building and employees who have previously been located in the Empire State Building. (PR)
- Aug. 16, 1937 Bowie & Popes Creek RPO discontinued. (Kay)
- Aug. 16, 1937 U.S. Circuit Court at Baltimore issues injunction against merger of Alleghany Corporation and Chesapeake Corporation. (RyAge)
- Aug. 17, 1937 Pullman roomette car switched from New York-Pittsburgh to New York-Washington run. (RyAge)
- Aug. 18, 1937 Chief of Motive Power F.W. Hankins orders a new round of Brinnell track and strain gauge tests of the Class P5a (modified) compared with the GG1 and K4s to test running on rougher track than the earlier tests; the Claymont test track is suitably modified. (TestDept)
- Aug. 19, 1937 ICC authorizes the Lehigh Valley Railroad to abandon its line between Fair Haven and North Fair Haven, N.Y. (1.55 miles), the export coal having been diverted to the PRR coal pier at Sodus Point. (ICC)
- Aug. 20, 1937 Modernized Trenton, N.J., station opens; new interior designed by J. Gordon Carr of Raymond Loewy's office; plans for a new building rejected as too expensive. (concourse extended over local platform later - AR, RyAge says passenger bridge extended in 1937). (CE)

- Aug. 20, 1937 Scott Truck Lines Corporation incorporated in N.Y.; originally was to perform PRR's pick up & delivery in New York metropolitan area to meet objection that service required a N.Y. charter and not merely a certificate; service actually provided by Scott Brothers, Incorporated. (Cards)
- Aug. 21, 1937 First experimental Pullman roomette car, *Roomette I*, switched from New York-Washington run to service on *The General*. (RyAge)
- Aug. 21, 1937 Receiver assumes operation of the New York, Westchester & Boston Rail __. (NH AR, RyAge)
- Aug. 23, 1937 Hudson & Manhattan train derails in tube between New York and Exchange Place during morning rush; PRR runs extra shuttle trains between Newark, Journal Square and Jersey City. (FerryDept)
- Aug. 25, 1937 Grand Trunk-Pennsylvania Transportation Company (Lake Michigan car ferry) dissolved; service performed by Grand Trunk Milwaukee Car Ferry Company. (MB)
- Aug. 25, 1937 Brotherhood of Sleeping Car Porters wins its first contract with the Pullman Company. (highwayhistory, Trains)
- Aug. 26, 1937 Signal Inspection Act authorizes ICC to order any railroad to provide automatic signals and interlockings, automatic train control, automatic train stop or cab signals. (AR)
- Aug. 26, 1937 Former PRR director and Secretary of the Treasury Andrew W. Mellon (1855-1937) dies of pneumonia at the country home of his daughter and son-in-law in Syosset, N.Y., after a long bout with cancer; he leaves a residual estate valued at only \$36.6 million. (Cannadine)
- Aug. 27, 1937 The body of Andrew W. Mellon is taken by special Pullman, ironically the same one in which Pres. Roosevelt traveled to Hyde Park the previous day, from Syosset to Penn Station, where it is attached to the *Pittsburgher* for the overnight run to Pittsburgh. (Cannadine)
- Aug. 27, 1937 First Pullman roomette car placed on *20th Century Limited* for a two-week test. (RyAge)
- Aug. 28, 1937 The body of Andrew W. Mellon arrives at Pittsburgh for funeral services at the East Liberty Presbyterian Church and interment in Allegheny Cemetery. (Cannadine)
- Sep. 2, 1937 Wabash Railroad Company incorporated in Ohio for the purpose of reorganizing the Wabash Railway. (Moody's)

- Sep. 3, 1937 ICC grants governors of Maine, New Hampshire, Vermont and Massachusetts the right to intervene in New Haven reorganization; governors state objection to PRR interests having more than 5% interest and against New Haven control of Boston & Maine. (NYT)
- Sep. 3, 1937 CIO head John L. Lewis admits failure to organize "Little Steel" and blames Pres. Roosevelt. (Burg)
- Sep. 7, 1937 NYC places No. 5405 the first of 40 Class J-3a "Super Hudson" 4-6-4's designed by Paul W. Kiefer and built by the American Locomotive Company (ALCO) in service; 25% greater drawbar pull at 70 MPH than the earlier J-1a; 10 others are built in 1938 for the *Twentieth Century Limited* with streamlining by Henry Dreyfuss; the NYC now has a basic main line passenger locomotive that outperforms those of the PRR. (NYT, Steinbrenner)
- Sep. 7, 1937 Dow Jones falls 8.16 points on war scares in Europe. (Wyckoff)
- Sep. 8, 1937 PRR Board authorizes purchase of 1 lightweight dining car and 1 600-HP diesel switcher; Savarins lunchroom on the Exit Concourse of Penn Station; a wye from the Akron Branch to the north side of Grogan Yard at Columbus, Ohio. (MB)
- Sep. 8, 1937 PRR Board approves the following retirements: tracks at the former Pine Hill Breaker at Lytle, Pa.; stations at Mont Clare, Pa., and Cooks Run, Pa.; passenger wye at Frankfort, Ind. (MB)
- Sep. 10, 1937 Another decline of 9.65 points on the stock market. (Douglas - verify NYT)
- Sep. 11, 1937 *Anne Arundel*, last of the old Weems Line steamboats, now running for the Western Shore Steamboat Company, leaves Baltimore on a last ceremonial round trip to Fredericksburg; the cost of fireproof bulkheads and sprinkler systems in the wake of the *City of Baltimore* fire is too great for the company to bear. (Burgess, Holly)
- Sep. 12, 1937 PRR operates "Off the Beaten Track" excursion from Philadelphia to Baltimore, thence by steamboat *Maryland* to Love Point, and return to Philadelphia via Hillsboro, Clayton, and New Castle. (NRHS)
- Sep. 13, 1937 West Jersey & Seashore Railroad Board authorizes retirement of Egg Harbor passenger station, "BELLEPLAIN" Block Station. (MB)
- Sep. 13, 1937 Frank F. Kolbe sells his interest in Alleghany Corporation to Mrs. Robert R. Young and Seaboard Company, Ltd., a company chartered in

- the Bahamas; Robert R. Young becomes the sole syndicate manager. (Moodys, Wheeler, RyAge)
- Sep. 13, 1937 Strike against the Conemaugh & Black Lick Railroad ends. (NYT)
- Sep. 13, 1937 Further declines on Wall Street. (Douglas - verify NYT)
- Sep. 1937 Motive Power Dept. still calling for modernizing *The American* instead of "*The Spirit of St. Louis*". (CMP)
- Sep. 1937 Baltimore & Eastern Railroad ends operation between Queenstown and Centreville, Md. (ICC)
- Sep. 1937 With this month's issue, the "pulp" magazine *Railroad Stories* becomes *Railroad* magazine. (wiki)
- Sep. 16, 1937 Work on Philadelphia Improvements formally suspended after expenditure of \$77 million; post of Chief Engineer-Philadelphia Improvements abolished; Robert Farnham made Assistant to Chief Engineer-Eastern Region. (CE)
- Sep. 18, 1937 Edgar Conway Felton (1858-1937), PRR director since 1921 and former Pres. of Pennsylvania Steel Company, dies at home at Haverford, Pa., at age 79. (MB)
- Sep. 18, 1937 CNJ assigns coach No. 1182, rebuilt with air conditioning, reclining seats and smoking lounges with wicker chairs, on the *WilliamSPORTer*; No. 1183 follows on Sep. 25. (CNJ)
- Sep. 1937 B&O announces design of 4-8-4 with each pair of drivers powered by an independent Besler steam motor; streamlined design by Otto Kuhler; is to haul 14 standard Pullmans at 100 MPH, similar to PRR Class S1. (RyAge)
- Sep. 21, 1937 ICC begins investigation of Alleghany Corporation and Chesapeake Corporation. (RyAge)
- Sep. 21, 1937 Pres. Roosevelt names William O. Douglas to head the Securities & Exchange Commission, replacing James M. Landis. (NYT)
- Sep. 22, 1937 PRR Board approves the following retirements: north end of Plum Creek Branch at Verona, Pa.; Black Legs Creek Branch at Saltsburg, Pa.; station at Brooklandville, Md. (MB)
- Sep. 23, 1937 NYC installs first General Railway Signal Company "entrance-exit" ("NX") interlocking machine at Girard Jct., Pa.; operator lines up route

- with knobs located a switches on model board. (RyAge)
- Sep. 25, 1937 Last run of passenger service between North Madison and Columbus, Ind. (tt - several sources say that service was restored and finally ended in Aug. 1938 - not shown in tt)
- Sep. 25, 1937 Leechburg Collieries Company, Inc., incorporated; acquires 4,185 acres of coal land in Armstrong and Westmoreland Counties. (MB)
- Sep. 26, 1937 *The Pilgrim* inaugurated between Philadelphia and Boston via Hell Gate Bridge Route. (Guide)
- Sep. 26, 1937 Philadelphia & Winslow Jct. RPO extended to Philadelphia & Cape May RPO via Cedar Brook. (Kay)
- Sep. 26, 1937 PRSL applies names to all Philadelphia/Camden-Atlantic City trains carrying parlor or lounge cars, not just the *Boardwalk Flyer*. (tt)
- Sep. 26, 1937 PRR exhibits *John Bull* coach at the New Jersey State Fair near Trenton. (PR)
- Sep. 26, 1937 NYC extends *Empire State Express* from Buffalo to Cleveland. (RyAge)
- Sep. 26, 1937 New Haven restructures Boston-Providence service; *The Comet* begins making local stops and honoring commutation tickets, making 5 round trips on weekdays and 4 on Sundays; replaces three local steam trains each way. (C&C)
- Sep. 26, 1937 New Haven routes all Fall River, New Bedford and Newport service from Stoughton Branch to via Braintree. (Humphrey - Guide says via Mansfield)
- Sep. 26, 1937 B&O replaces first heavyweight *Royal Blue* with a new 8-car "streamstyled" heavyweight train styled by Otto Kuhler and rebuilt at Mount Clare Shops, including bullet-nosed "President" class 4-6-2 No. 5304; first consist reassigned to the *The Columbian*; the old *Columbian* consist becomes the *Marylander*. (RyAge)
- Sep. 26, 1937 B&O and Illinois Central Railroad inaugurate new New York-New Orleans sleeping car via Louisville. (Guide)
- Sep. 27, 1937 PRR Board authorizes \$98.3 million to pay for New York-Washington electrification, electrifying freight lines to Potomac Yard, South Philadelphia, Perth Amboy, and Pavonia Yard (Camden), and to buy locomotives and MU cars. (MB)

- Sep. 27, 1937 PRR Board authorizes spending up to \$500,000 for exhibits at New York World's Fair of 1939-1940, either alone or jointly with other railroads. (MB)
- Sep. 27, 1937 Speaking to an MBA banquet at the Bellevue-Stratford Hotel, VP John F. Deasy denounces "experimental" rail legislation. (RyAge)
- Sep. 28, 1937 Robert Wardrop (1850-1937), oldest commuter on PRR, who has been traveling since 1868, dies; father of W. Miller Wardrop, Assistant to the General Manager, Central Region. (RyAge)
- Sep. 28, 1937 Old Colony Railroad files reorganization plan. (NH AR)
- Sep. 28, 1937 Radio soap opera "Grand Central Station" debuts on the NBC Network, featuring stories of people who pass through the terminal; it runs through 1953; features sound effects of steam locomotives, which come nowhere near the real Grand Central Terminal. (NYT, Roberts)
- Sep. 30, 1937 New "BO" (? or "DO?") Interlocking placed in service at Harrisburg. (see "STATE" below)
- Oct. 1, 1937 ICC authorizes the CNJ to build a 1.87 mile spur from near East 33rd Street, Bayonne, to the proposed new Port Terminal being created by filling offshore on deep water in New York Bay, providing that it will also handle traffic of the Lehigh Valley Railroad over this line; the terminal project late fails and is taken by the government for a Navy base as part of the rearmament program. (ICC)
- Oct. 2, 1937 Freight carloadings peak after increasing since 1935, then fall well into 1938 because of the recession. (RyAge)
- Oct. 3, 1937 National Mediation Board awards operating Brotherhoods 44-cent per day increase, equal to about 6½%, instead of the 20% increase sought, retroactive to Oct. 1. (RyAge, AR)
- Oct. 3, 1937 PRR operates second "Mountains & Mines" trip as part of its "Off the Beaten Track" series; Philadelphia to Scranton via Bel-Del and DL&W, returning via Wilkes-Barre, Hazleton and Reading. (NRHS)
- Oct. 4, 1937 PRSL Board authorizes abandoning signals and power circuits on the ex-Atlantic City Railroad main line between "BROWN" Tower and Winslow Jct.; also 12 MP1 MU cars. (MB)
- Oct. 6, 1937 Eastern railroads decide to seek increase of coach fare from 2 cents to 2.5 cents per mile to cover wage increases; B&O and its allies had

- pushed fare cut, but now gives way to PRR and New Haven demands. (NYT)
- Oct. 1937 Second pair of tracks and platform opens on lower level of 30th Street Station. (CE)
- Oct. 8, 1937 *Grand Central Station*, a dramatic series set at the “crossroad of a million private lives,” makes its radio debut on the NBC Blue Network; it moves to CBS in 1944 and to ABC in 1956. (On the Air, Trager)
- Oct. 9, 1937 PRR operates “Steeplechase Special” between Pittsburgh and Ligonier to International Gold Cup race at the Mellons’ Rolling Rock Hunt & Racing Association. (PR)
- Oct. 11, 1937 Heavy selling begins on New York Stock Exchange. (NYT, Burg)
- Oct. 13, 1937 PRR offers New England governors to place its New Haven stock and any New Haven security it might receive in reorganization in a 10-year trust with two trustees to be named by the governors and the third to be a bank or trust company; made public in statement to ICC on Oct. 15. (MB, NYT)
- Oct. 13, 1937 PRR Board authorizes track and interlocking changes at Harrisburg needed for electrification, including abandoning “DO” and “V” Interlockings; retires “__” Interlocking at Star City, Ind., on the PCC&StL. (MB)
- Oct. 13, 1937 Pennsylvania Company Board authorizes the purchase of 5,000 shares of Norfolk & Western Railway common. (MB)
- Oct. 1937 New Haven assigns first six hostesses to Shore Line trains between New York and Boston. (NYHTrib)
- Oct. 1937 Ingersoll-Rand Company completes a 400 HP switcher for the Milwaukee Coke & Gas Company and exits the locomotive business. (Kirkland)
- Oct. 1937 CIO holds its first national convention in Atlantic City; now claiming 4 million members, it is larger than the AFL. (Ottanelli)
- Oct. 18, 1937 Dow Jones industrial average drops 10.57 points to 125.73. (Wyckoff)
- Oct. 18, 1937 In his budget message, Pres. Roosevelt directs the RFC to cease making further commitments, including loans to railroad companies. (NYT, RyAge)

- Oct. 19, 1937 Another "Black Tuesday" on Wall Street, the worst trading day since 1929; Dow falls another 10 points before rallying; 7.3 million shares traded. (Kindleberger, Wyckoff)
- Oct. 19, 1937 Motive Power Dept. reports on comparison tests of riding qualities of new Pullman lightweight cars vs. P70's; made with four-car test trains between Fort Wayne and Valparaiso. (CMP)
- Oct. 19, 1937 Ticket offices at Pittsburgh Station remodeled with 12 windows replacing 9 old ones (by Loewy??).
- Oct. 19, 1937 ICC grants general rate revision requested by railroads in Oct. 1936, but not on anthracite coal, in Ex Parte 115, reopened; increases are effective Nov. 15 and raise railroad revenues by \$475 million per year. (AR, RyAge)
- Oct. 20, 1937 Wheeler Committee resumes hearings with an investigation of all pending railroad reorganizations, starting with Missouri Pacific; Sen Harry S. Truman presides in absence of Sen Wheeler. (NYT)
- Oct. 26, 1937 J.P. Morgan & Co. and the First National Bank of the City of New York issue a statement that they do not dominate any anthracite coal company or anthracite railroad in response to a report to the Pennsylvania government by W. Jett Lauck. (RyAge)
- Oct. 27, 1937 PRR Board approves retirement of track between Manahawken and Beach Haven; "AU" Tower at Hamburg, Pa. (MB)
- Oct. 31, 1937 Last run of service on New York, Westchester & Boston Railroad's Port Chester Branch between New Rochelle and Port Chester. (RyAge, NH AR)
- Fall 1937 Columbia Broadcasting System begins the construction of its first television broadcasting studio on the 6th floor of the 42nd Street front of Grand Central Terminal over the Waiting Room; it remains in use until 1964, and is used for CBS news broadcasts. (NYT, Roberts)
- Nov. 1, 1937 "PENN" Interlocking placed in service at 30th Street Station; located in Room 477. (CE)
- Nov. 1, 1937 Effective this date, railroads comply with ICC orders that locomotives be equipped with seats for the head brakeman. (Rdg AR)
- Nov. 5, 1937 Railroads petition ICC for further 15% increase in freight rates and increase in base passenger fare from 2 cents to 2.5 cents per mile as Ex Parte 123. (AR, RyAge)

- Nov. 5, 1937 Adolf Hitler announces to his military and civilian officers his program of conquering “living space” for the German Reich in Eastern Europe and orders preparing the nation for war by about 1943. (Morris)
- Nov. 6, 1937 Six New England governors call on PRR and Pennroad Corporation to place all their New Haven and Boston & Maine stock in hands of public trustees. (NYT)
- Nov. 6, 1937 Railroads file for further rate and fare increases of 15% on most freight, averaging 12.1% in Eastern District; also file for an increase of the standard coach fare in the East from 2 cents to 2.5 cents per mile. (RyAge)
- Nov. 6, 1937 Mussolini joins the Anti-Comintern Pact of Germany and Japan. (Morris)
- Nov. 9, 1937 South Bend & Terre Haute RPO changed to South Bend & Indianapolis RPO. (Kay)
- Nov. 10, 1937 PRR Board authorizes relocating the 60th Street Branch at Hog Island for the Philadelphia Municipal Airport; retired Bradford, Ohio, railroad YMCA. (MB)
- Nov. 10, 1937 New Haven exhibits first of five grill cars at Grand Central Terminal. (NYHTrib)
- Nov. 11, 1937 Chinese Army begins evacuation of Shanghai after suffering 270,000 casualties. (Burg)
- Nov. 12, 1937 At New Haven reorganization hearing before ICC, PRR presses for better treatment of common stock, which it owns; asks that common stockholders receive 1/5 share of new common for each old share, plus 4/5 share of non-voting Class B stock. (MB)
- Nov. 15, 1937 Congress convenes in extra session called by Pres. Roosevelt to address a range of social issues, including crop control, wages & hours, antitrust, and the train limit bill; conservative Southern Democrats join with Republicans to block the program and no additional legislation is passed. (RyAge, Smith/FDR)
- Nov. 15?, 1937 New Haven places grill cars in service on Shore Line trains between New York and Boston; offer cafeteria-style meals at lower prices. (NYHTrib)
- Nov. 15, 1937 Brotherhood of Railroad Trainmen calls a strike of 1,300 bus drivers on

- the 8 Greyhound companies operating in 16 states of the Northeast and Midwest, including Pennsylvania Greyhound Lines, Inc.; demands include a 40% wage increase, a maximum 200-mile day and a closed shop. (CJackson, NYT)
- Nov. 1937 Pullman Company files to increase sleeping and parlor car fares by 10%. (RyAge)
- Nov. 1937 NY&LB complete new Scherzer rolling lift bridge over the Shark River at Belmar, N.J. (MB)
- Nov. 1937 Guaranty Trust Company announces that as the market value of the collateral, including Chesapeake & Ohio Railway stock, backing the Alleghany Corporation bonds has fallen below 150%, it is impounding all income and surplus cash; the setback throws Robert R. Young into a deep depression, and he is placed under psychiatric care in a Newport, R.I., rest home. (Borkin)
- Nov. 16, 1937 Reading leases surplus former Camden ferry *Chelsea* to Tolchester Lines, Inc., for service between Baltimore and Tolchester Beach on the Eastern Shore. (AR)
- Nov. 17, 1937 Electric freight service begins between Arsenal and Greenwich Yard in Philadelphia.
- Nov. 17, 1937 The final round of Claymont Trials begins with Class P5a (modified) No. 4752; locomotives tested include five GG1's No. 4800, 4808, 4819, 4858 and 4865, old GG1's perform better than one from newest lot of Jan. 1938; also test DD2 No. 5800 for five days against P5a and GG1; for comparison, test K4s's No. 16, 3739 and 3807. (Test Dept, CMP)
- Nov. 18, 1937 Electrification placed in service Monmouth Jct.-South Amboy. (C&C)
- Nov. 18, 1937 Six-year old Gertrude Kelly arrives at Broad Street Station on the Philadelphia sleeper of the *Manhattan Limited*, having traveled by herself 2,000 miles from Belle Fourche, S.D., to live with her grandmother in Philadelphia. (Mutual)
- Nov. 19, 1937 *Pennsylvania Limited* celebrates its 56th birthday. (Mutual)
- Nov. 1937 P5a No. 4702 is rebuilt with traction motors on engine trucks, increasing HP to 5,310; reclassified as P5b; not duplicated. (Edson)
- Nov. 20, 1937 PRR signs Authorization for Expenditure for a deluxe New York-Chicago coach train of rebuilt equipment to cost \$537,600. (CMP)

- Nov. 23, 1937 Memo to Chief of Motive Power F.W. Hankins notes that Raymond Loewy is developing a new exterior color scheme for both lightweight Pullmans and Budd diners; becomes distinctive two-tone red "Fleet of Modernism" scheme with Futura sans-serif lettering first used in 1938. (CMP)
- Nov. 24, 1937 PRR Board approves the retirement of the bunkhouse and wash house at Enola. (MB)
- Nov. 24, 1937 Pennsylvania Company Board authorizes the purchase of \$500,000 Lehigh Valley Railroad General Consolidated Mortgage bonds. (MB)
- Nov. 26, 1937 New "CALN" Interlocking placed in service on Philadelphia Division; remotely operated from "THORN". (CE)
- Nov. 27, 1937 Army-Navy Game held at Philadelphia Municipal Stadium for the second year; PRR runs 33 special and 6 regular trains, 28 of which run direct to the Stadium. (PR)
- Nov. 28, 1937 New "PARK" Interlocking placed in service at Parkesburg. (CE)
- Nov. 29, 1937 Reading takes delivery of 5-car Budd streamlined train, later named *The Crusader*, at Reading Terminal. (AR, RyAge)
- Nov. 29, 1937 ICC opens hearings on Ex Parte 123 rate increase case. (RyAge)
- Nov. 30, 1937 PRR removes Hudson & Manhattan jumpover bridge at west end of Manhattan Transfer in 12 hours by pivoting on one end while busy main line remains in service. (RyAge)
- Nov. 30, 1937 Hartford & New York Transportation Company deeds all remaining property to New Haven Trustees. (NH AR)
- Nov. 30, 1937 National Bituminous Coal Commission announces minimum prices for railroad fuel, effective Dec. 16; increases railroads' fuel bill for \$20 million a year. (RyAge)
- Dec. 1, 1937 Representatives of PRR, Pullman and RCA meet at Chicago on matter of radio-Victrola system for diner, lounge and observation cars of *Broadway Limited*. (CMP)
- Dec. 1, 1937 Florida National Exhibits, Inc., opens a display in the East End Concourse of 30th Street Station promoting Florida vacations, to run through Apr. 1, 1938. (MB)
- Dec. 1, 1937 Greyhound bus drivers' strike ends with a 7% wage increase.

(CJackson)

- Dec. 2, 1937 Loewy-styled dining cars placed on *The Pittsburgher*. (Mutual)
- Dec. 4, 1937 Reading's five-car Budd streamlined train begins three-day public display at Reading Terminal. (Guide)
- Dec. 5, 1937 "STATE" Interlocking placed in service controlling the east end of the Harrisburg station trackage and replacing "V," "DO," and "FH" Towers. (CE, RySig)
- Dec. 7, 1937 Reading's five-car Budd streamlined train placed on public display at CNJ's Jersey City Terminal. (Guide)
- Dec. 7, 1937 U.S. Board of Tax Appeals throws out the Roosevelt Administration's charges against the late Andrew W. Mellon, finding no evidence of tax fraud. (Cannadine)
- Dec. 8, 1937 PRR Board authorizes \$100,000 for exhibit at Golden Gate International Exposition in San Francisco; approves retirement of Pier No. 2 at Jacksons Wharf, Baltimore. (MB)
- Dec. 9, 1937 B&O places new 8-car Otto Kuhler-styled heavyweight consist with more stylish decor on the *Royal Blue*; features a full diner and a 14-seat lunch counter installed in one of the coaches; old *Royal Blue* cars are used to reequip the *Columbian*. (Harwood, Wayner)
- Dec. 9, 1937 Railroads file an extraordinary petition with the ICC asking to make the proposed 15% rate increases at once because of a rapid fall-off in income; not accepted. (RyAge)
- Dec. 10, 1937 At a press conference, Pres. Roosevelt states his belief in private ownership of the railroads and against nationalization; he prefers that debts and excess capitalization be pared down to permit profitable operation on a sound basis but also implies that he would see institutional and individual investors lose their funds invested in railroad bonds and stocks. (NYT, RyAge)
- Dec. 10, 1937 ICC approves Chesapeake & Ohio Railway control of the Nickel Plate and Erie Railroad through purchase of shares from Virginia Transportation Corporation and Alleghany Corporation. (RyAge)
- Dec. 12, 1937 Pennroad Pres. Henry H. Lee makes public his replay to the New England governors that Pennroad will not place its New Haven and Boston & Maine shares in trust during the New Haven reorganization, as it is not a common carrier. (NYT)

- Dec. 12, 1937 Japanese planes sink U.S. gunboat *U.S.S. Panay* and two Standard Oil boats in the Yangtze River near Nanjing, killing five; Japan apologizes and eventually pays indemnity to defuse the crisis. (Burg)
- Dec. 13, 1937 Reading places its new 5-car Budd streamlined train in New York-Philadelphia service making two round trips per day except Sundays, one in the rush hours and one at midday; designed by Philadelphia architect Paul Cret (1876-1945), Budd's usual design consultant; hauled by 4-6-2's Nos. 117 and 118 with stainless steel bathtub shrouds; train has an observation car at each end for fast turnaround and a full diner in the middle; train is later christened *The Crusader* after a naming contest; new train and air conditioning of older equipment increases Reading's New York-Philadelphia business by 21% in 1938. (Rdg)
- Dec. 13, 1937 Japan occupies Nanjing, the Chinese Nationalist capital. (Burg)
- Dec. 14, 1937 PRR stages public demonstration of shortwave radio communication between caboose and locomotive between Philadelphia and Harrisburg; equipment provided by RCA. (RyAge)
- Dec. 14, 1937 ICC concludes hearings on Ex Parte 123. (RyAge)
- Dec. 14, 1937 William Johnson Harahan (1867-1937), Pres. of Chesapeake & Ohio Railway, Pere Marquette Railway and Nickel Plate, dies at the C&O hospital at Clifton Forge, Va. (RyAge)
- Dec. 15, 1937 Senate Subcommittee on Interstate Commerce resumes hearings with Burton J. Wheeler in chair, begins its investigation of the PRR; Pres. Clement begins three days of testimony, stating that the affairs of the PRR are "an open book"; committee had halted investigation of Chicago, Milwaukee, St. Paul & Pacific Railroad the day before; PRR was chosen as subject of investigation by Joseph Eastman; Wheeler announces he will look at the matter of the New Haven; Wheeler picks up on the old 1874 Stockholders' Investigating Committee report that the PRR is too large and that the stockholders have little influence; A.J. County also testifies. (Wheeler, NYT, RyAge, MB)
- Dec. 15, 1937 Kanawha & Michigan Railway, Kanawha & Western Virginia Railroad, and Middleport & North Eastern Railway merged into Toledo & Ohio Central Railway (Cards - check eff date)
- ca. Dec. 1937 Two new ore unloaders installed at Erie, Pa., added to three existing machines. (Mutual, RyAge has 1937 - AR has completion 1938)

- Dec. 1937 About 23% of the non-farm labor force is now unionized, a high-water mark for organized labor; rapid success of the CIO causes AFL to mount competing organizing drives, increasing divisions in the labor movement, while the presence of Communists and other radicals in the CIO energizes countervailing conservative movements. (Dubofsky)
- Dec. 16, 1937 National Bituminous Coal Commission sets minimum coal prices resulting in an increase of locomotive fuel costs of nearly 200% over prices before the first NRA Code in 1933. (AR)
- Dec. 17, 1937 Wheeler hearings reveal that PRR has \$934,374 book surplus, largest of any U.S. corporation with Ford Motor Company a distant second at \$582,977; is from a complete system-wide balance sheet prepared since 1934; published consolidated statement gives surplus as \$485,533; gross assets are \$3.3 billion vs. \$2.28 billion in published report; by this measure and excepting banks, PRR is exceeded only by AT&T, Metropolitan Life Insurance Company and the Prudential Insurance Company. (Wheeler)
- Dec. 17, 1937 Federal court orders New Haven to discontinue all service on New York, Westchester & Boston Railway. (Moody's)
- Dec. 18, 1937 The Wheeler Committee's fourth day of its PRR investigation focuses on VP in Charge of Traffic Julien L. Eysmans and the supposed wasteful expenditure of \$25 million on rival produce terminals; Eysmans says \$15 million total spent for perishables and merchandise terminals and \$10 million for concrete grain elevators at Philadelphia, Baltimore, Buffalo and Erie. (Wheeler)
- Dec. 18, 1937 New Union Pacific diesel streamliner *City of Los Angeles* displayed at Grand Central Terminal; next day is towed out by an electric locomotive and run as a special excursion to UP's new resort at Sun Valley, Idaho. (RyAge)
- Dec. 1937 Juniata Shops turns out No. 4858, first of the second lot of 11 Class GG1 electrics. (Edson)
- Dec. 20, 1937 ICC dismisses the complaint of the Master Truckmen of America, Inc., against the PRR's pickup and delivery service at New York City; the PRR service does not violate Section 6. (225 ICC 516, RyAge)
- Dec. 20, 1937 Railroads raise rates on a second group of commodities under Ex Parte 115, extended; makes up for about half the revenue lost through the expiration of emergency increases in 1936. (RyAge)
- Dec. 21, 1937 Special session of Congress called by Pres. Roosevelt to deal with

conservation, agriculture, fair labor standards and similar issues adjourns without passing any legislation, another sign that New Deal momentum is ending.

- Dec. 21, 1937 The La Follette subcommittee issues its first of four reports, this one devoted to its investigation of labor espionage; notes that big companies have spent \$9.4 million on labor spies and infiltrating unions between 1933 and 1936. (NYT)
- Dec. 22, 1937 PRR Board authorizes a spur at Linden, N.J., to reach the Standard Oil Company and Warner-Quinlan Company; approves retirement of Cordova, Md., station. (MB)
- Dec. 22, 1937 First (center) tube of Lincoln Tunnel opens for traffic in both directions between Weehawken and Midtown Manhattan; north tube is left unfinished because of low traffic. (PtAuth)
- Dec. 23, 1937 ICC begins hearings on the passenger fare increase proposal in Ex Parte 123. (RyAge)
- Dec. 23, 1937 ICC announces that the total reproduction cost of U.S. railroads is \$26.24 billion. (RyAge)
- Dec. 24, 1937 Sen. Wheeler announces he will call a series of labor-management conferences prior to introducing new rail legislation next year. (RyAge)
- Dec. 25, 1937 Boulder falling on tracks derails second section of *Gotham Limited* at Elliott, Pa., four miles west of Pittsburgh, causing it to fall down a 70-foot embankment, killing the engine crew; not carrying revenue passengers. (RyAge)
- Dec. 26, 1937 Hudson & Manhattan Railroad "temporarily" closes 33rd Street & 6th Avenue terminal to permit construction of Sixth Avenue Subway; fixes new terminal at 28th Street; IND local tracks are to be built on either side of the H&M; plan was for H&M tracks to become center express tracks, but it proved too expensive to rebuild the H&M tunnels for larger cars. (PtAth, Guide, ElectricRR)
- Dec. 27, 1937 LIRR places two experimental double-deck MU cars (motor-trailer) in service. (Mutual)
- Dec. 27, 1937 ICC orders mechanical stoker installed on all new steam locomotives with 160,000 lbs. or more on drivers for passenger service and 175,000 lbs. for freight service; stokers to be installed on pre-July 1, 1938 locomotives over the next 5 years. (Rdg AR)

- Dec. 27, 1937 Union Pacific Railroad places its second, 14-car diesel streamliner *City of Los Angeles* in service on the Overland Route. (Guide, C&C)
- Dec. 28, 1937 Toledo & Mansfield RPO extended to Detroit & Mansfield RPO. (Kay)
- Dec. 28, 1937 New Haven files with Massachusetts Dept. of Public Utilities to discontinue service to 88 passenger stations on the East End. (Sutherland)
- Dec. 29, 1937 ICC approves Chesapeake & Ohio Railway acquiring controlling interest in Nickel Plate from Alleghany Corporation. (Rehor, Miller - see above)
- Dec. 29, 1937 Assistant Attorney General, head of the Antitrust Division blames the recession on a “strike of capital against reform.” (Leuchtenburg)
- Dec. 30, 1937 In a nationwide radio broadcast, Secretary of the Interior Harold Ickes blames the recession on the machinations of “America’s Sixty Families,” using the title of a recent book by Ferdinand Lundberg, and suggests that Big Business purge itself of its most conservative leaders, such as Henry Ford and Tom Girdler. (Leuchtenburg, Giebelhaus)
- Dec. 31, 1937 PB&W agrees with the City of Philadelphia for relocating the 60th Street Branch, the Chester & Philadelphia Branch, and the wye at Hog Island for the new Philadelphia Airport. (MB)
- Dec. 31, 1937 96 railroads in receivership or 28.1% of total mileage; largest percentage ever. (AR) date may be later?
- Dec. 31, 1937 Hartford & Connecticut Western Railway files reorganization plan. (NH AR)
- Dec. 31, 1937 New York, Westchester & Boston Railway ceases all remaining service between Willis Avenue and White Plains at midnight; portion between 180th Street and Dyre Avenue later reopens as part of the New York subway system. (NH AR)
- 1937 96 companies with 71,386 route-miles are in receivership, 28.1% of the total U.S. railroad mileage, the greatest amount to date. (RyAge)
- 1937 Freight traffic has recovered to less than 6% below 1930 levels, and passenger traffic less than 8%, but revenue is more than 20% under 1930 level because of declining revenue per traffic unit. (RyAge)
- 1937 Shipments of anthracite coal to the New York City area, which accounts for about 20% of the market, have fallen to 9,451,083 tons,

down from 18,764,380 tons in 1907 and 13,313,427 tons in 1921; shipments of Northern Appalachian bituminous coal to the area have fallen from 11,911,972 tons in 1921 to 7,585,865 tons in 1937. (256 ICC 401)

- 1937 LIRR sells the remaining 2.85 miles of the Manhattan Beach Branch. (C&C)
- 1937? PRR opens new "PARK" Tower at Parkesburg and closes old mechanical interlocking tower at Coatesville. (RySig)
- 1937 PRR abandons Verona-Unity, Pa. (1.29 miles); 1.49 miles at Kroger, Pa.; Warsaw Jct.-Mohawk Dam, Ohio (5.0 miles); 0.76 miles of Black Legs Creek Branch at Saltsburg, Pa. (RyAge)
- 1937 Cab-signal system completed between Philadelphia and Harrisburg.
- 1937 PRR installs CTC on 4.5 miles of single track between Huntley and Sterling Run, Pa., controlled from "DRIFTWOOD" Tower. (RyAge)
- 1937 Bulk cargo barge-to-rail terminal opens at Baden, Pa., near Conway Yard. (C&C, RyAge - probably early in year)
- 1937 NYC installs first U.S. button-type route control interlocking machine at Girard Jct., Pa., the junction with the Erie & Pittsburgh Railroad. (RyAge)
- 1937 PRR installs CTC, Girard, Ohio, to Youngstown. (RyAge)
- 1937 Passenger service discontinued between Oil City and Warren, Pa.; Olean, N.Y.-Warren, Pa. mixed train extended to Oil City.
- 1937 PRR cancels plan to complete the 29 L6's as Class L6b; opts instead to build 20 more GG1's and demote all P5a's to freight service.
- 1937 PRR completes new yard at Linden, N.J. to serve new General Motors plant; builds 2.66 miles of branch line at Linden. (AR, RyAge)
- 1937 Grade separation completed at Woodville Street on the Toledo Terminal Railroad. (C&C)
- 1937 New electric interlocking plant installed at Reed City on the GR&I. (C&C)
- 1937 Test Dept. adds a squeeze test machine at Altoona for testing the longitudinal strength of new lightweight passenger cars by applying a

- 40-ton compression load to the couplers. (Loeb, Altoonaworks.info)
- 1937 On protest of B&O, P&LE and NYC, ICC blocks construction of new PRR coal branch to Hackney, Pa. (Mutual - verify)
- 1937 NYC pays off last portion of Railroad Credit Corporation loans. (AR)
- 1937 Pennroad Corporation sells all 500 shares of B&O common, 8,200 shares of Lehigh Valley Railroad common, all 1,000 shares of Kansas City Southern common for loss of \$432,574; sells \$400,000 of Southern Pacific bonds for profit of \$12,377. (NYT)
- 1937 Raymond Loewy wins gold medal in transportation at Exposition Internationale des Arts et Techniques at Paris for design of GG1. (Loewy)
- 1937 Exposition Greyhound, Inc., dissolved. (Compt)
- 1937 Reading Transportation Company and Jersey Central Transportation Company discontinue joint bus and truck service between New York and Philadelphia. (Rdg AR)
- 1937 U.S. Maritime Commission decides that the Baltimore Mail Steamship Company's Baltimore-Hamburg run is not an essential service; the five ships are then run between New York and San Francisco via the Panama Canal by the United States Lines Company under the name Panama Pacific Line. (theshipslist.com)
- 1937 Number of days lost to strikes, largely because of CIO activity, is 28 million, double that in the election year of 1936.
- 1937 President's Committee on Administrative Management (aka the Brownlow Committee) reports; among other things, it recommends that the ICC be placed in the Dept. of Commerce or a new Dept. of Transportation and divided so that the administrative and policy functions are under the control of a cabinet member and the president, while the judicial function remains independent; the ICC Commissioner close ranks on this threat to their power and independence; the fact that the report comes out about the same time as the "court packing" scheme, makes it look even more like a power grab by Roosevelt, and changes to the ICC are defeated. (Hoogenboom)