

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

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1938

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All data subject to correction or change

- Jan. 1, 1938 ICC reports that the PRR ranks number one in valuation cost at \$1.95 billion; NYC is number two at \$1.52 billion. (NYT)
- Jan. 1, 1938 Formal agreement takes effect covering New Haven's operation of New York Connecting Railroad, including trackage rights over LIRR between Fresh Pond Jct. and Bay Ridge; agreement dated Dec. 29, 1939. (MB, C&C)
- Jan. 2, 1938 Atlantic Coast Line Railroad shows movies in recreation cars of *Florida Special*; 45 minute program of cartoons, shorts, newsreels and sports footage is synchronized to a phonograph, which is also used for dance music. (Guide, NYT)
- Jan. 2, 1938 Chicago & North Western Railway, Union Pacific and Southern Pacific place the first, 14-car lightweight streamliner *City of San Francisco* in service on the Overland Route. (C&C)
- Jan. 3, 1938 Preliminary report on the last round of Claymont Trials finds that Class P5a is safe on relatively rough track at its maximum speed of 70 MPH. (Test Dept)
- Jan. 3, 1938 Erie Railroad defaults on six bond issues. (Grant)
- Jan. 3, 1938 In his State of the Union address, Pres. Roosevelt begins to switch emphasis from New Deal social programs to defense and rearmament; he does not mention the Recession. (millercenter.org, Smith/FDR)
- Jan. 4, 1938 Wheeler Committee resumes hearings on PRR and the D&H-Wabash episode; Sen. Burton K. Wheeler condemns “investment banking monopoly” and attacks J.P. Morgan & Co. and Kuhn, Loeb & Co.

(RyAge, NYT)

- Jan. 5, 1938 Senate Committee on Interstate Commerce under Sen. Burton K. Wheeler begins hearings on Pennroad Corporation; Committee asserts that Pennroad is nothing more than a device to let the PRR circumvent the Transportation Act of 1920; Wheeler jousts with VP A.J. County, trying in vain to get him to admit that the PRR sets Pennroad policies. (Wheeler)
- Jan. 5, 1938 Pres. Roosevelt confers with business and labor leaders on the Recession. (Gregory)
- Jan. 6, 1938 First test run of train of 10 MU cars, Paoli to Harrisburg. (CE)
- Jan. 6, 1938 New Haven closes its Readville Shops indefinitely for lack of work. (NYT)
- Jan. 8, 1938 House Ways & Means Committee releases a list of the highest salaries in 1937; Alfred P. Sloan (1875-1966) of General Motors is number one at \$561,331; Gary Cooper (1901-1961) is the highest paid Hollywood star at \$370,214; PRR Pres. M.W. Clement is relatively low down on the list at \$60,470. (NYT)
- Jan. 9, 1938 Harold Ickes approves PWA grant of \$750,000 to City of Louisville for track elevation. (CE)
- Jan. 9, 1938 Sen. Wheeler chastises ICC Finance Division for approving RFC loans to weak roads like the Erie and B&O; demands reorganization of ICC. (RyAge)
- Jan. 9, 1938 Reading runs a snow train from Philadelphia to Bear Mountain, N.Y., via the CNJ and West Shore Railroad. (RREmply)
- Jan. 10?, 1938 LIRR places two more double-deck MU cars in service, running on eight trips to Port Washington, Hempstead and Babylon; are 80 feet long and 136 seats, vs. 72 feet and 120 seats on prototype. (RyAge)
- Jan. 10, 1938 U.S. House defeats the Ludlow Amendment, which would have required a referendum to declare war except in cases of direct attack on the U.S., 209-188; ironically, the Midwestern and Western Progressives and Farmer-Laborites who have generally supported Pres. Roosevelt on the New Deal are isolationists who support the Amendment, while Republicans and Southern Democrats who are now united in opposition to the New Deal support a strong national defense. (Smith/FDR)
- Jan. 11, 1938 Double-headed GG1 and P5a run over new lines between Paoli and

- Harrisburg as a test. (CE)
- Jan. 11, 1938 House begins hearings on Train Limit Bill (S-69) which would limit freight trains to 70 cars. (RyAge)
- Jan. 11, 1938 Frank E. Taplin testifies before the Wheeler Committee in its Pennroad investigation. (Wheeler)
- Jan. 12, 1938 PRR Board authorizes modernizing and air conditioning 2 dining cars. (MB)
- Jan. 13, 1938 Wheeler Committee charges Kuhn, Loeb & Co. began selling Pennroad Corporation short on July 16, 1929 and making a profit of \$2.7 million; George W. Bovenizer (1879-1961) of Kuhn, Loeb testifies that his firm fairly earned its profit and commissions of \$6 million by assuming the risks of underwriting Pennroad securities; Wheeler claims Kuhn, Loeb & Co. has made a total of \$11.8 million out of the consolidation movement and sales of associated securities. (NYT, Wheeler)
- Jan. 15, 1938 Regular electric passenger service begins between Paoli and Harrisburg with one round trip; first train is westbound *Metropolitan* arriving at 12:16 PM; GG1 No. 4859 was attached at Broad Street Station; no ceremony at Philadelphia, but all whistles sounded as train passes through the West Philadelphia yards; first eastbound is *Pennsylvania Limited*. (PR, Guide, RyAge, NYT, Blardone)
- Jan. 15, 1938 Gerald P. Nugent, Jr., son of the owner of the Philadelphia Phillies, gets a cab ride in a GG1 for his 10th birthday present; young Nugent is allowed to sound the bell and horn, but says he would rather be a ball player than a railroad engineer. (NYT)
- Jan. 15, 1938 Erie Railroad defaults on equipment trust certificates. (RyAge)
- Jan. 15, 1938 Pres. Roosevelt appoints his Solicitor General Stanley F. Reed (1884-1980) of Kentucky to the U.S. Supreme Court, replacing Harding appointee Justice George Sutherland (1862-1942) of Utah. (NYT)
- Jan. 1938 Pennsylvania Truck Lines, Inc., asks for a modification of the Alko Express Lines acquisition agreement, which requires Alko to furnish service only at PRR stations; meant discontinuing interstate service at 44 points; PTL wants to restore service to 11 stations. (RyAge)
- Jan. 1938 B&O receives two pairs of EA/EB diesels which are used to dieselize the *National Limited* east of Washington, Ind. (RyAge, Cinders 1978)
- Jan. 1938 B&O, which has been hurt by the recession, obtains another RFC loan

of \$8,233,000, some of which is needed to meet payrolls; the B&O pledges collaterals including the abandoned Chesapeake & Ohio Canal. (Stover - verify Moodys)

- Jan. 1938 New Haven establishes TOFC service between New York and Boston using own trailers; special 40-foot, one-trailer cars are confined to New Haven lines. (AR, RyAge)
- Jan. 17, 1938 Pa. Gov. George Howard Earle (1890-1974) calls on Pres. Roosevelt to investigate and break up the alleged monopoly in the anthracite coal industry. (NYT)
- Jan. 18, 1938 Number of electric round trips to Harrisburg increased. (CE)
- Jan. 18, 1938 NYC cuts passenger service because of the recession; *Empire State Express* cut back from Cleveland to Buffalo; eastbound *Mohawk* discontinued between Chicago and Toledo; eastbound *Genesee* discontinued between Buffalo and Syracuse; westbound *Cayuga* combined with local No. 163 between New York and Albany. (RyAge)
- Jan. 18, 1938 Erie Railroad files for Section 77 bankruptcy after Chesapeake & Ohio Railway refuses to deposit \$3 million collateral required for an RFC loan; it is the Erie's fourth bankruptcy. (RyAge, Grant)
- Jan. 19, 1938 Car retarders placed in service in east classification yard at Clearing on Belt Railway of Chicago. (RyAge)
- Jan. 20, 1938 At Wheeler hearings, Sen. Harry S. Truman condemns PRR control of Pennroad Corporation as the "holding company evil in reverse." (NYT)
- Jan. 20, 1938 Ferryboat *Philadelphia* leaves Hoboken for Baltimore to resume service on the Love Point ferry. (FerryDept)
- Jan. 22, 1938 Former Superintendent Alexander P. Gest (1853-1938) dies at Philadelphia. (NYT)
- Jan. 24, 1938 William Pedrick, Jr. (1870-1938), former Passenger Traffic Manager of PRR and LIRR at New York and Special Representative of the Passenger Dept. at New York, dies. (Guide)
- Jan. 24, 1938 ICC concludes hearings on Ex Parte 123. (RyAge)
- Jan. 24, 1938 PRR lays off 800 men or one-quarter of the force at the Wilmington Car Shops. (NYT)
- Jan. 26, 1938 PRR Board approves electrification of Delair Bridge Line between

- Frankford Jct. and Pavonia and the freight branch from Millham Jct. to Coalport Yard and a connection with the Belvidere Delaware Railroad east of Trenton Station. (MB)
- Jan. 28, 1938 Five railroad presidents, including M.W. Clement, Frederick E. Williamson of the NYC, and J.J. Pelley of the AAR, announce that the recession is broken; call for a rate increase so the railroads can resume buying. (NYT)
- Jan. 28, 1938 Louisville Mayor Joseph D. Scholtz informs Pres. Clement that he will proceed unilaterally with track elevation and bill PRR if he does not respond within five days; after Clement declines, city sues PRR. (CE)
- Jan. 28, 1938 Joseph B. Hutchinson, Jr. (1876-1938), Assistant to the General Manager-Eastern Region, dies of a heart attack at his farm in Phoenixville. (PhlInq, RyAge)
- Jan. 28, 1938 Railroads begin their presentation to the U.S. House opposing the Train Limit Bill, which would set a maximum length of 70 cars per train. (RyAge)
- Jan. 28, 1938 Pres. Roosevelt, reacting to growing German and Japanese aggression, calls for buildup of armed forces, including a "two-ocean" navy. (NYT)
- Jan. 29, 1938 PRR discontinues Saturday night service on Cortlandt Street ferry. (FerryDept)
- Jan. 29, 1938 Chesapeake & Ohio Railway assumes direct control of Erie Railroad and Nickel Plate through the purchase of stock from Alleghany Corporation and Virginia Transportation Corporation. (RyAge)
- Jan. 30, 1938 *The Golden Triangle* established as an overnight Blue Ribbon train between Pittsburgh and Chicago on an 8:40 schedule, replacing *The Fort Dearborn*; *The Duquesne-Fort Dearborn* renamed *The Duquesne* operating between Philadelphia and Pittsburgh only; the combined eastbound *Fort Dearborn-Mid City Express* becomes the *Mid-City Express*, operating Chicago-Detroit only; *The Juniata* restored as a New York-Pittsburgh day train; "*The Spirit of St. Louis*" cut to 20:42; *Red Arrow* cut by 0:35. (Mutual, tt, Guide, RyAge)
- Jan. 30, 1938 Electric MU cars take over all Philadelphia-Lancaster local service; Philadelphia-Harrisburg passenger service fully electrified. (CE)
- Jan. 31, 1938 Oral arguments begin before the ICC in Ex Parte 123. (RyAge)
- Feb. 1, 1938 The Willett Company assumes operations of Metzger Cartage

- Company, reducing it to shell company. (MB)
- Feb. 1, 1938 United Mine Workers of America secedes from the American Federation of Labor. (NYT)
- Feb. 2, 1938 Sen. Wheeler resumes the Pennroad Corporation investigation with testimony of VP A.J. County. (RyAge)
- Feb. 3, 1938 Sen Wheeler continues hearings, now focusing of Pennroad Corporation's ill-fated venture into the freight forwarding business in which properties purchased for \$4.4 million were eventually sold for \$400,000; Pennroad Corporation VP S.H. Ogden testifies to Wheeler Committee that PRR had dictated some of Pennroad's investments for its own profits; states PRR causes Pennroad to lose \$4 million in National Freight episode. (Wheeler, NYT)
- Feb. 4, 1938 Sen. Wheeler grills Pennroad Corporation voting trustees; calls the voting trust a "dictatorship"; concludes the hearings on Pennroad. (Wheeler, RyAge)
- Feb. 4, 1938 U.S. District Court rules that the Hudson & Manhattan Railroad is a transit line, not a railroad, and is exempt from the Railway Labor Act. (RyAge)
- Feb. 4, 1938 American Federation of Labor revokes the charters of the United Mine Workers of America, the International Union of Mine, Mill & Smelter Workers and the Federation of Flint Glass Workers as part of the growing AFL-CIO split. (NYT)
- Feb. 4, 1938 Adolf Hitler takes personal command of the German armed forces with Gen. Wilhelm Keitel (1882-1946) as Chief of Staff. (Morris)
- Feb. 1938 New engine terminal at Harrisburg completed for steam-to-electric transfer at a cost of \$2 million; includes a 125-foot turntable, new 30-stall roundhouse, 3-track concrete coaling station; replaces old Engine House No. 2 of 1887. (RyAge)
- Feb. 7, 1938 Experimental Class DD2 2-B+B-2 electric freight locomotive No. 5800 built at Juniata as potential prototype for Mountain Electrification freight locomotive; recession and fall-off in traffic releases GG1's for freight service, particularly Nos. 4801-4857; GG1 proves superior in freight service, and the DD2 is not duplicated. (CMP, Westing)
- Feb. 9, 1938 Oral arguments in Ex Parte 123 concluded. (RyAge)
- Feb. 9, 1938 Ground broken for American Railroads exhibit at New York World's

Fair. (RyAge)

- Feb. 10, 1938 Kevin Butler, 33, son of Supreme Court Justice Pierce Butler (1866-1939), is fatally injured when he falls from the washroom window of an eastbound PRR train at Penn, Pa. (NYT)
- Feb. 11, 1938 New Jersey State Delaware & Raritan Canal Commission reports; proposes turning it into a federal waterway, deepening it to 131 x 14 x 75 prism with 310 x 45 locks. (Rept)
- Feb. 11, 1938 National Bituminous Coal Commission rescinds its minimum price order, giving the railroads relief in the purchase of locomotive fuel. (AR)
- Feb. 13, 1938 Improvements at Enola Yard completed; eastbound classification yard enlarged and consolidated into one hump; pneumatic car retarders installed. (CE)
- Feb. 15, 1938 Wabash Railway files new reorganization plan. (RyAge)
- Feb. 1938 U.S. railroad earnings for the month fail to cover operating expenses and taxes; are lower than at the pit of the Depression in 1932-33. (RyAge)
- Feb. 18, 1938 Wheeler hearings reveal that the PRR lost \$1.5 million in guaranteeing loans to shippers of fruits and vegetables. (RyAge)
- Feb. 18, 1938 Pres. Roosevelt directs RFC to resume making loans to railroads; over \$76 million in new loans made during 1938. (RyAge)
- Feb. 20, 1938 Santa Fe places second *Super Chief* train set in service. (C&C)
- Feb. 22, 1938 Santa Fe inaugurates two Budd streamlined *El Capitans*; 5-car luxury coach trains operating on the same 39:45 schedule as the *Super Chief* between Chicago (Dearborn Station) and Los Angeles twice a week. (C&C, RyAge)
- Feb. 23, 1938 PRR Board cancels 1936 authority for a branch from Avenel, N.J., across the Rahway River to Linden; authorizes retirement of Auburn, Pa., station and "D" Block Station and signals at Blairsville, Pa. (MB)
- Feb. 23, 1938 Reading's five-car Budd streamliner is christened the *Crusader* by opera star Lily Pons (1898-1976) at a ceremony in Reading Terminal; brings a 21% increase in Reading passengers between New York and Philadelphia. (Guide, Rdg AR)

- Feb. 23, 1938 Hill Transfer Company incorporated in Ohio to conduct common carrier trucking service between Dayton and Moraine City, Oh.; controlled by Union Station Transfer Company. (Compt)
- Feb. 28, 1938 Experimental Class DD2 electric locomotive No. 5800 begins tests on the Claymont Test Track. (Test Dept)
- Feb. 28, 1938 ICC modifies its 1937 order on power reverse gears on road locomotives, requiring that they be retrofitted during normal Class 1 or 2 heavy repairs. (CNJ AR)
- Mar. 1, 1938 AAR adopts anti-telescoping tight-lock couplers as alternate standard for passenger cars; became sole standard in 1946. (AAR)
- Mar. 2, 1938 Baltimore & Eastern Railroad ends freight service between Easton Jct. and Preston, Md. (ICC)
- Mar. 2, 1938 Josef Stalin begins the third and last Moscow show trial of 21 of the “Old Bolshevik” leaders, the so-called “right opposition,” who are charged with espionage for the imperialist powers, sabotage and seeking the restoration of capitalism; the most prominent victims are Nikolai Bukharin (1888-1938) and Genrikh Yagoda (1891-1938), disgraced former head of the NKVD or secret police; while the Communist Party of the USA under Earl Browder (1891-1973) toes the party line, some members begin defecting. (Conquest, wiki)
- Mar. 4, 1938 Railroads end their testimony against the Train Limit Bill. (RyAge)
- Mar. 5, 1938 In a case involving Scott Brothers, Inc., the ICC rules that a trucking company providing only railroad pickup & delivery service is to be regulated as a railroad and not under the Motor Carriers Act. (NYT)
- Mar. 7, 1938 Retired Assistant Chief Engineer George Herbert Brown (1867-1938) dies. (Cnl&RevFmlsPa)
- Mar. 8, 1938 In Ex Parte 123, ICC authorizes only a 5% rate increase on agricultural and animal products effective Mar. 28; also 10-cent per ton increase on anthracite coal and 10% on all other products except bituminous coal, coke and ore; leads railroad to abandon hope of getting needed revenues through rates and consider wage cuts as the only alternative. (RyAge, AR)
- Mar. 8, 1938 PRR officials inspect the first PRR dormitory car No. 1507, rebuilt from a P70 coach and outshopped at Altoona the day before; contains 51 berths, 2 showers and wash basins; operates between Altoona and Harrisburg carrying dining car crews that end their dinner runs at

Altoona between 10:00-11:30 PM back to Harrisburg, where they pick up westbound breakfast runs between 5:00 and 6:30AM; car deadheads westbound; other dormitory cars are built later. (CMP)

- Mar. 9, 1938 PRR Board approves the retirement of the grandstand at the Renovo baseball park and the southbound station at Principio, Md. (MB)
- Mar. 9, 1938 Sen. Wheeler resumes hearings with an investigation of the Wabash Railway. (RyAge)
- Mar. 10, 1938 Former New York Stock Exchange Pres. Richard Whitney (1888-1974), who has obstructed reforms demanded by the SEC, is indicted for embezzling over \$1 million from clients in an unsuccessful attempt to escape bankruptcy; Whitney enters Sing Sing Prison on Apr. 13, but is released in Aug. 1941 for good behavior after his brother pays back all the money he has borrowed or stolen. (Trager or 3/11? Carosso)
- Mar. 10, 1938 New Haven abandons the former Central New England line between Collinsville and East Canaan, Conn. (nhrhta)
- Mar. 11, 1938 Experimental Class DD2 electric locomotive No. 5800 concludes tests on the Claymont Test Track. (Test Dept)
- Mar. 11, 1938 AAR Board meeting in Washington votes to consider a 15% wage cut at its Mar. 18 meeting in Chicago. (RyAge)
- Mar. 12, 1938 German troops march unopposed into Austria, converting it into a province of Germany. (Morris - or 3/11?? - verify NYT)
- Mar. 13, 1938 The Moscow show trials end with Bukharin, Yagoda and most of the other defendants sentenced to death, the executions being carried out within the next two days; the trials deepen the division of Western leftists into apologists who follow the Stalinist line, despite the incredible aspects of the evidence and forced confessions on the one hand, and anti-Stalinists and anti-Communist liberals on the other. (Conquest, Service)
- Mar. 14, 1938 PT&T Board authorizes \$7,574 for Savarin lunch room on Exit Concourse at Penn Station. (MB)
- Mar. 14, 1938 Altoona & Hyndman RPO discontinued. (Kay)
- Mar. 15, 1938 PRR takes delivery of first lightweight Pullman sleeping car *City of New York*. (CMP)
- Mar. 15, 1938 New Haven bondholders protest terms of the reorganization plan.

(NYT)

- Mar. 15, 1938 At a press conference after meeting with 14 officials, security holders, regulators and labor leaders, Pres. Roosevelt says that the Federal government might have to force railroad consolidation and accept responsibility for displaced employees; the conferees include Sens. Burton K. Wheeler and Harry S. Truman and Rep. Clarence F. Lea (1874-1964) of California, Treasury Secretary Henry Morgenthau (1891-1967), George Harrison of the Railway Labor Executives Association, Henry J. Bruère (1882-1958) of the Bowery Savings Bank, SEC Chairman William O. Douglas (1898-1980), and RFC Chairman Jesse H. Jones (1874-1956); the only management representative, Carl R. Gray (1867-1939) of the Union Pacific, attends as an individual. (NYT, RyAge)
- Mar. 1938 "STATE" Tower opens at Harrisburg, electro-pneumatic plant of 112 levers replaces two old interlockings. (RyAge - CE has 1937)
- Mar. 1938 Committee developing PRR duplex steam locomotive tests C&NW Class E4 4-6-4 at Altoona; adopts 84" drivers and 300 p.s.i. pressure for S1; believes large diameter drivers can increase tractive effort without undue slipping. (CMP)
- Mar. 1938 Following Richard Whitney's removal as the head of the New York Stock Exchange, the Exchange adopts a new constitution that he had opposed, ending its "old boys' club" atmosphere and installing William McChesney Martin (1906-1998) of St. Louis as its first salaried Pres. (Carosso)
- Mar. 1938 Guaranty Trust Company refuses to let Robert R. Young vote Alleghany Corporation's impounded Chesapeake & Ohio Railway shares at the upcoming C&O election. (Borkin)
- Mar. 16, 1938 18-roomette car *City of New York* begins two days of public display at Broad Street Station. (CMP)
- Mar. 16, 1938 New Haven abandons the former Central New England line between Winsted and East Canaan, Conn. (nhrhta)
- Mar. 17, 1938 Last runs of the last round of Claymont Trials are held with Class P5a (modified) No. 4752 and K4s No. 3739; 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)

- Mar. 17, 1938 At the second meeting of his railroad conference, Pres. Roosevelt appoints a committee of ICC Commissioners Walter M.W. Splawn, Joseph B. Eastman and Charles D. Mehaffie, the so-called "Committee of Three," to submit a report to him on the railroad situation on Mar. 24. (RyAge)
- Mar. 17, 1938 Railway Labor Executives Association calls any wage cut "totally unwarranted" and unacceptable. (RyAge)
- Mar. 17, 1938 New York Stock Exchange votes to expel Richard Whitney and to add three public directors. (Douglas - verify)
- Mar. 18, 1938 NYC announces the delivery of the first of 10 Class J3a 4-6-4's streamlined by Henry Dreyfuss for *Twentieth Century Limited* service; unlike Loewy's sheet metal shrouding, Dreyfuss leaves the running gear and disc drivers completely exposed, resulting in one of the finest-looking steam locomotives of the streamlined era. (NYT)
- Mar. 18, 1938 AAR meeting at Chicago asks for a labor-management conference at Washington on Mar. 24. (RyAge)
- Mar. 18, 1938 U.S. House concludes hearings on the Train Limit Bill with end of labor testimony. (RyAge)
- Mar. 20, 1938 New York World's Fair Corporation Pres. Grover A. Whelen announces that hundreds of business leaders will serve on an advisory committee chaired by Walter S. Gifford of AT&T; will include J.A. Appleton and F.X. Quinn of the PRR. (NYT)
- Mar. 21, 1938 18-roomette car *City of Columbus* placed in service between New York and Washington on *The Edison*; *City of Newark* and *City of Cincinnati* placed in service between New York and Pittsburgh on *Iron City Express*. (CMP)
- Mar. 21, 1938 Railroad management delegation meets with the Splawn Committee; George M. Harrison of the Railway Labor Executives Association, J.J. Pelley of the AAR, Pres. Clement, Ralph Budd of the CB&Q, Judge R.V. Fletcher, and 21 labor leaders meet with Sen. Wheeler to consider proposals to tap general appropriations for railroad relief or have the WPA pay the wages of furloughed railroad workers. (RyAge)
- Mar. 22, 1938 Catenary energized on Atglen & Susquehanna line between Parkesburg and Columbia. (CE)
- Mar. 22, 1938 Lightweight Pullman 2-4-4 sleeping car *Imperial Pass* begins two days of public display at Broad Street Station. (CMP)

Mar. 23, 1938 Another break in the stock market. (Smith/FDR)

Mar. 23, 1938 18-roomette car *City of Washington* placed in service as extra car on *The Statesman* No. 50-51 between Washington and Pittsburgh. (CMP)

Mar. 23, 1938 PRR Board approves retirement of freight house at Roebling, N.J. (MB)

Mar. 25, 1938 Daniel J. Keleher (1875?-1938), recently retired veteran engineer of the *Congressional Limited*, dies. (NYT)

Mar. 26, 1938 Last run of PRR passenger train on Butler Branch between Butler and Freeport, Pa. (tt)

May 27, 1938 PRR's first stainless steel car from Budd, diner No. 4500, placed in revenue service between New York and Washington; later assigned to *Broadway Limited* and *Liberty Limited*. (or Mar???? - Wayner has No. 4500 built 12/37, No. 4501 3/38 - Mutual notes No. 4500 is designed by Paul Cret and is stainless steel with a Tuscan letterboard; No. 4501 is designed by Raymond Loewy and is in "Fleet of Modernism" - officially "Streamline Paint" colors - which consist of a Tuscan red body with a maroon widow band with semi-circular ends, gold striping and Futura sans-serif lettering)

Mar. 27, 1928 PRR places two *Imperial*-series 2 dwg. rm.-4 compartment-4 double bedroom lightweight sleeping cars in temporary service between Washington and New York and Baltimore and New York. (CMP)

Mar. 29, 1938 Last run of Baltimore & Eastern passenger service between Love Point and Hillsboro, Md.

Mar. 29, 1938 Eastern Air Lines, Incorporated, incorporated in Delaware to acquire the Eastern Air Lines Division of North American Aviation, Incorporated; World War I air ace Eddie Rickenbacker (1890-1973) purchases the company and becomes CEO; it controls the lucrative north-south routes along the East Coast. (Moody's, wiki)

Mar. 30, 1938 ICC dismisses complaint of commuters from Perth Amboy and South Amboy against the PRR's Penn Station fare surcharge. (NYT)

Mar. 30, 1938 Alleghany Corporation files in the U.S. District Court for the Southern District of New York for an injunction to block the Guaranty Trust Company from voting Alleghany's impounded Chesapeake & Ohio Railway stock. (Borkin)

- Mar. 31, 1938 Pa. Supreme Court refuses to dissolve the injunction against the Pennsylvania Full Crew Law and remands the PRR's suit back to the Dauphin County Court of Common Pleas. (AR)
- Mar. 31, 1938 House Committee on Interstate & Foreign Commerce votes 14-7 against reporting the Train Limit Bill, killing it for this session. (RyAge)
- Mar. 31, 1938 Leonor Fresnel Loree (1858-1940) is forced to resign as Pres. and director of Delaware & Hudson Company, a post he has held since 1907; the other directors led by E. Roland Harriman, have received an independent investigative report of the railroad and coal company losses since 1930. (NYT, RyAge)
- Mar. 31, 1938 Dow Jones industrials index bottoms at 98.95; rails at 19.00, marking the deepest point of the Recession. (Wyckoff)
- Mar. 31, 1938 PRR YMCA at 41st Street & Westminster Avenue in West Philadelphia closes and PRR contributions cease. (MB)
- Mar. 31, 1938 North American Aviation, Incorporated, sells its Eastern Air Lines Division to Kuhn, Loeb & Co. and Smith, Barney & Co. and becomes a manufacturing concern. (Moody's)
- Apr. 1, 1938 Wheeler Committee hearings finally conclude; Sen. Truman announces that any further hearings will be up to Sen. Wheeler. (RyAge, NYT)
- Apr. 1, 1938 Susquehanna Collieries Company makes the last interest payment and retires the last Susquehanna Coal Company First Mortgage bonds. (MB)
- Apr. 4, 1938 ICC in a 6-3 ruling, reverses its earlier ruling that the Pittsburgh Coal Company's Youngstown & Southern Railway is an exempt electric interurban line and revokes its 60-cent coal tariff. (Cole)
- Apr. 6, 1938 U.S. District Court rejects Robert R. Young and Alleghany Corporation's application for an injunction to block the Guaranty Trust Company from voting Alleghany's Chesapeake & Ohio Railway shares; Alleghany then gets a temporary restraining order on appeal. (Borkin)
- Apr. 11, 1938 Pres. Roosevelt sends Congress a message for "immediate relief for railroads" because of the recession; proposal, crafted by ICC Commissioners Splawn, Eastman and Mehaffie (the Splawn Report), calls for \$300 million additional funds for equipment, emergency RFC loans, and a single court for railroad bankruptcies; Splawn calls for a

two-year Federal Transportation Authority to examine all forms of transportation; in addition to the Splawn Report, the White House sends Congress a brief calling for merging all the railroads into a single company; Roosevelt's reaction to the Splawn Report is lukewarm, and labor fears that consolidation will cost 200,000 jobs. (Rept, RyAge, Hoogenboom)

- Apr. 11, 1938 ICC denies petition of the American Trucking Association to reopen the Scott Brothers case. (NYT)
- Apr. 12, 1938 At the PRR annual meeting, A.J. County denies that the PRR is controlled by any bank or banker. (NYT)
- Apr. 12, 1938 Sen. Wheeler delivers to the White House an anonymous brief prepared by "a member of the ICC" and recommending the merger of all railroads into a single company. (NYT)
- Apr. 13, 1938 PRR Board approves the retirement of the turntable at Oak Ridge, Pa. (MB)
- Apr. 14, 1938 To fight the recession, Pres. Roosevelt announces the adoption, after nine years of Depression, of a counter-cyclical deficit spending program as advocated by the British economist John Maynard Keynes (1883-1946); a total of \$3.4 billion in new spending is formally proposed on Apr. 16; about half of the Recession losses are made up by the end of the year. (Kindleberger, Smith/FDR)
- Apr. 14, 1938 First test of freight service on Harrisburg electrification. (CE)
- Apr. 14, 1938 By 6-5 vote, ICC denies Eastern Railroads' request to increase basic passenger fares from 2 cents to 2.5 cents per mile. (RyAge, NYT)
- Apr. 15, 1938 PRR makes first public announcement of new cars for the *Broadway Limited* (9 cars), *Liberty Limited* (8 cars), *The General* (12 cars), and *The "Spirit of St. Louis"* (10 cars); to be placed in service June 15; of its order for 52 lightweight Pullman cars, the PRR assigns 16 to the *Broadway* and 36 to the other three trains, which are a mix of lightweight and modernized heavyweight equipment; the PRR also buys two Budd diners. (NYT, RyAge)
- Apr. 15, 1938 Electric freight service begins between New York/Philadelphia and Enola via both main and low-grade lines, between Lancaster and Middletown via Columbia, between Enola and Perryville via "Port Road," between Frankford Jct. and Pavonia Yard via Delair Bridge, and between Monmouth Jct. and South Amboy; also electrify Harsimus Cove Branch, Waverly-Greenville, Meadows Yard, between Coalport

Yard and "MILLHAM" Tower and engine terminal spur at "FAIR" Tower at Trenton, "ARSENAL" to Greenwich in South Philadelphia, and tracks in 52nds Street Yard in West Philadelphia and Thurlow Yard near Marcus Hook, Pa. (Coxey has 6/15 for Pavonia); PRR now has about 33% of U.S. electrified mileage and 10% of world's electrified mileage; total cost of electrification since 1928 is \$176 million. (, RyAge, NYT, Middleton, Condit)

- Apr. 15, 1938 PRR, B&O, Reading and Philadelphia Belt Line Railroad sign new agreement for maintenance of municipal car yard at Delaware Avenue & Wolf Street. (Rdg)
- Apr. 15, 1938 Twenty rail unions reject a call by management for a 15% voluntary wage cut that will save them \$270 million a year. (NYT)
- Apr. 1938 ICC examiner finds that there is not enough evidence to proceed against the control of the Montour Railroad, Pittsburgh, Lisbon & Western Railroad and the Youngstown & Suburban Railway by the Pittsburgh Coal Company. (RyAge)
- Apr. 16, 1938 Five New England governors receive a copy of the PRR's proposed trust agreement; PRR's New Haven stock is to be placed in the hands of trustees chosen jointly by the governors and the PRR. (NYT)
- Apr. 16, 1938 Last run of passenger service on the Raritan River Railroad between South Amboy and New Brunswick. (Deibert)
- Apr. 16, 1938 PRSL abolishes separate offices of General Passenger Agent and General Freight Agent; J.C. Beame appointed General Passenger & Freight Agent; post of Superintendent abolished; Board approves the following abandonments: station buildings at Malaga and West Collingswood; second track on Baltic Avenue Branch; "WOODBINE JCT." Interlocking; Woodbine Block Station. (MB)
- Apr. 16, 1938 Federal Reserve System reduces reserve requirements of member banks. (Kindleberger)
- Apr. 19, 1938 Chesapeake & Ohio Railway annual meeting held; the anti-Robert R. Young committee organized by Guaranty Trust Company refuses to vote and prevents a quorum; the meeting is postponed to May 10, and then to May 19. (Borkin)
- Apr. 21, 1938 ICC approves New Haven abandoning the following portions of the old Central New England lines: State Line-Millerton, State Line-Lakeville, State Line-Rhinecliff, P&E Jct.-Silvernails, ND&C Jct.-Pine Plains, P&E Jct.-Ancramdale, P&E Jct.-Stissing Jct., Stissing Jct.-Hopewell

Jct., Stissing Jct.-Poughkeepsie Jct., Griffins-Tariffville-Agawam Jct. (ICC, RyAge)

- Apr. 23, 1938 Last run of No. 902-903, day trains between Pittsburgh and Buffalo; cut to *Oil City Express* between Pittsburgh and Oil City; leaves only one overnight round trip between Pittsburgh and Buffalo. (tt)
- Apr. 24, 1938 *The Duquesne* placed on new record schedule of 7:20 between Philadelphia and Pittsburgh; westbound, *Metropolitan* cut by 0:14, *Manhattan Limited* by 0:20, and *St. Louisian* by 0:10; eastbound, *Gotham Limited* cut by 0:25 and *Pennsylvania Limited* by 0:25. (Guide)
- Apr. 24, 1938 *The Susquehannock* No. 632-633 inaugurated as a through train between Philadelphia and Williamsport, Pa., via Harrisburg as an experiment in fast service between Philadelphia and central Pa.; No. 632 supersedes *The Flying Quaker* No. 600 between Harrisburg and Philadelphia. (Mutual, tt, RyAge)
- Apr. 24, 1938 PRR operates fan trip to Columbus Shops with cars from Chicago (326 fares), Detroit and Toledo (253 fares), and the St. Louis main line (167 fares); specials operate with open cars in rear. (RyAge)
- Apr. 25, 1938 West Jersey & Seashore Railroad Board authorizes abandoning certain facilities on the Chelsea Branch in Atlantic City; station buildings at North Woodbury, McKee City, and Manumuskin and the passenger station at Irving Avenue, Bridgeton; also Minotola Interlocking. (MB)
- Apr. 26, 1938 Last of a series of railroad labor-management conferences held in Washington; arranges for an emergency program of continuing RFC loans; the Senate Committee on Interstate Commerce reports the Pettengill Bill to repeal the long-haul-short-haul clause and a bill from Sen. Wheeler to have the government pay the full rate for transportation on land grant railroads. (RyAge)
- Apr. 27, 1938 *Liberty Limited* lightweight 10-5 sleeping car *Cascade Park* placed on display at Broad Street Station. (CMP)
- Apr. 27, 1938 Last run of PRR passenger service between Georgetown and Rehoboth, Del. (tt)
- Apr. 27, 1938 Delaware & Hudson Company announces that it will sell the 7% interest in the NYC that L.F. Loree bought in 1932 at 22.36; NYC now sells at 12 and pays no dividend; D&H has had to pass its first dividend since 1880; the stock is all sold by Aug. 1938. (NYT)

- Apr. 28, 1938 PRR reports to SEC that Pres. Clement's salary is \$100,000 a year, making him the highest paid U.S. railroad executive. (NYT)
- Apr. 28, 1938 *Cascade Park* and *Cascade Falls* placed on *Liberty Limited* in place of 10-3 sleeper and 18-roomette car being used temporarily. (CMP)
- Apr. 28, 1938 ICC examiner reports that New England Greyhound Lines can't support the acquisition of New England Transportation Company. (RyAge, NYT)
- Apr. 29, 1938 AAR Board meeting at Chicago votes to impose a 15% wage cut effective July 1. (NYT)
- Apr. 29, 1938 Pres. Roosevelt calls on Congress to have the SEC, Justice Dept. and Federal Trade Commission investigate monopoly practices, the concentration of power in industry, and the decline of competition; says the power of no group of private persons should exceed that of the government; results in the creation of the Temporary National Economic Committee (TENC) in June. Carosso)
- Apr. 29, 1938 Delaware River Ferry Company of New Jersey votes to sell its real estate and ferries *City of Reading* and *Atlantic City* to the Reading Company and go out of business. (MB)
- Apr. 30, 1938 Delaware River Ferry Company of New Jersey ferries make last runs between Chestnut Street and South Street, Philadelphia, and Kaighns Point, Camden, as charter expires at midnight; ferry slips and bridges are then removed from the Chestnut Street station. (MB, Rdg)
- Apr. 30, 1938 Three-day preview celebration begins on site of New York World's Fair at Flushing Meadow in Queens. (Guide)
- Apr. 30, 1938 Southern Railway restores the name of *The Crescent* to "No. 37-No. 38," the former *Crescent Limited*, running between New York and New Orleans; remains all-Pullman north of Atlanta. (tt, Dubin)
- Apr. 30, 1938 Railcar makes the last run of Lehigh Valley Railroad passenger service between Sayre and Auburn, N.Y. (Greenberg)
- May 1, 1938 Charter of Delaware River Ferry Company of New Jersey (Reading subsidiary) expires; Kaighns Point Terminal is demolished later in the year. (MB, NJCorp, Coxey, Rdg AR)
- May 1, 1938 PRR operates an "Off the Beaten Track" excursion on a circle trip from Philadelphia to Baltimore, Hagerstown (via Western Maryland), Winchester and return via Harrisburg. (RyAge)

- May 2, 1938 Shamokin Valley & Pottsville Railroad Board authorizes abandoning the part of the Fagely mine siding north of Sagon Jct. (MB)
- May 2, 1938 New Haven celebrates 50 years of electrification with display of a sequence of eight electric locomotives at Grand Central Terminal, including the first of its six new streamlined Class EP-4. (RyAge, NYT)
- May 2, 1938 American Federation of Labor revokes the charters of six more CIO unions, the Amalgamated Clothing Workers, the Amalgamated Association of Iron, Steel & Tin Workers, the United Textile Workers, the United Auto Workers, the United Rubber Workers, and the International Union of Oilfield, Gas & Petroleum Workers. (NYT)
- May 3, 1938 NYC announces that one of its new streamlined J3a's has reached 95 MPH in pre-service testing between Elkhart and Toledo. (NYT)
- May 10, 1938 Dauphin County Court of Common Pleas begins rehearing of the PRR suit against the Pennsylvania Full Crew Law. (Rdg AR)
- May 10, 1938 Joseph Henry Nuelle (1881-1964), formerly Pres. of the Lehigh Coal & Navigation Company, elected Pres. of the Delaware & Hudson Company, replacing L.F. Loree. (NYT)
- May 11, 1938 PRR Board approves seeking the abandonment of 3,344 feet of the Schenley Branch and the Pomeroy Branch between Thompson and Newark Center, Del. (MB)
- May 11, 1938 Pennsylvania Company Board hears a report that the Baltimore Mail Steamship Company is to discontinue service to the Baltic on May 26 unless the government increases its subsidy to \$1,035,000 per year; the Merchant Marine Act of 1936 has cut the subsidy from \$1,200,000 under the old contract to \$400,000. (MB)
- May 12, 1938 Railroads serve formal notice of their intention to impose 15% pay cuts on July 1. (NYT)
- May 13, 1938 PRR cancels its agreement for the use of the NYC's Central Station in Buffalo. (MB)
- May? 1938 "HJ" Tower at Bay Head Jct., N.J., made a seasonal operation. (RySig)
- May? 1938 Trenton station modernized with chimneys cut off; the upper concourse is extended to the south side of the cut. (RyAge)

- May 1938 PRR completes studies for transcontinental passenger trains running via Chicago to Los Angeles on both Santa Fe and Overland Routes and to San Francisco via Overland Route; also via St. Louis to Los Angeles via Missouri Pacific and Southern Pacific and to San Francisco via Wabash and Overland Route. (PassDept)
- May 1938 Sens. Burton K. Wheeler, Harry S. Truman and Henrik Shipstead (1881-1960) of Minn. issue a minority report against the Pettengill Bill to repeal the long-haul-short-haul clause. (RyAge)
- May 1938 Publicist Edward Hungerford publishes *Men and Iron*, a company history of the NYC. (NYT)
- May 16, 1938 Connecting Railway Board approves funding for its share of electrification between Frankford Jct. and Pavonia Yard over the Delair Bridge, including track changes in Pavonia Yard. (MB)
- May 16, 1938 Sens. Harry S. Truman and Robert M. La Follette (1895-1953) protest the proposed railroad wage cut. (NYT)
- May 16, 1938 Banker Edward Townsend Stotesbury (1849-1938), head of Drexel & Co. and of the Morgan interests in Philadelphia and director of the Reading and NY&LB, dies at his country estate "Whitemarsh Hall" northwest of Philadelphia at age 89. (MB, RyAge)
- May 17, 1938 Sen. Robert F. Wagner threatens to delay legislation for more RFC loans if the railroads cut wages. (NYT)
- May 17, 1938 Eastern Railroad Presidents' Conference elects Frederick E. Williamson of the NYC as Pres. in place of L.F. Loree. (NYT)
- May 17, 1938 ICC examiner recommends raising the base fare of the Hudson & Manhattan Railroad from 5 cents to 8 cents instead of 10 cents requested by the company. (NYT)
- May 17, 1938 Vinson Naval Act authorizes \$1.16 billion in federal spending for rearmament and development of a "two-ocean navy" in the face of German and Japanese threats; stimulates heavy manufacturing industries which had not yet recovered from the Depression collapse. (NYT)
- May 17, 1938 Radio Corporation of America and its broadcasting subsidiary, the National Broadcasting Company begin holding their first public demonstrations of television at its studios in the RCA Building in Radio City; 25-minute programs of films, plays and talk are carried by coaxial cable to an antenna on the Empire State Building and

- transmitted over the air to receivers back in the studios. (NYT)
- May 18, 1938 ICC authorizes the Lehigh Valley Railroad to abandon its line between Van Etten and Horseheads and to operate via trackage rights over the Erie Railroad between Waverly and Elmira. (ICC)
- May 18, 1938 The Robert R. Young and Guaranty Trust Company factions compromise on the new Chesapeake & Ohio Railway Board; all of Young's slate is to be retained, but three representatives from the opposition slate are to be added; on these terms, the election is held on May 19. (Borkin)
- May 21, 1938 Yale University announces that the PRR, NYC, Erie, New Haven, Boston & Maine and Delaware & Hudson will support a program in graduate studies in rail transportation it will introduce in the fall by giving students access to their facilities and operations for research. (NYT)
- May 23, 1938 Sen. Burton K. Wheeler threatens a filibuster to stop the Pettengill Bill. (RyAge)
- May 24, 1938 Pres. Roosevelt says that the government can do nothing to save the Baltimore Mail Steamship Company, which is losing \$40-50,000 per month. (NYT)
- May 25, 1938 PRR Board authorizes applying to abandon 2.21 miles of the Clover Creek Branch in Blair County, 4,282 feet of the Moshannon & Clearfield Branch and 12.3 miles of the Western New York & Pennsylvania Railway between Stoneboro and Houston Jct.; approves retirement of stations buildings at Parkerford, Pa., Eagleville, Pa., and Chapel, Md.; old fish dock at Perryville, Md., and car repair shop buildings at Crestline. (MB)
- May 26, 1938 In response to the leftward turn of the New Deal, the House creates the Un-American Activities Committee under Martin Dies (1890-1972) of Texas. (Burg)
- May 27, 1938 Revenue Act of 1938 becomes law without Pres. Roosevelt's signature; cuts taxes on large corporations, including eliminating excess profits tax and cutting capital gains tax, to fight recession. (EAH)
- May 27, 1938 Baltimore Mail Steamship Company threatens to stop transatlantic service unless federal subsidy is increased; Pres. John Franklin foresees a \$200,000 annual profit from the proposed intercoastal service between New York and San Francisco. (NYT)

May 28, 1938 NRHS North Jersey Chapter operates a one-coach farewell excursion over the Raritan River Railroad. (Deibert)

May 29, 1938 Excursion steamer *Mandalay*, formerly the New Haven train ferry *Express*, is rammed by the *Arcadia* while returning to New York from Atlantic Highlands in heavy fog; after the passengers are transferred, the *Arcadia* backs away, and the *Mandalay* breaks in two and sinks. (Hilton/StmbtBII)

May 30?, 1938 NYC places two air conditioned Budd coaches in service, running on the *Commodore Vanderbilt* and *Water Level Limited*. (RyAge)

May 31, 1938 Robert R. Young is named Chairman of the Nickel Plate, a post vacant since the death of M. J. Van Sweringen in 1935. (RyAge)

1938 PRR acquires full control of Scott Brothers trucking company.

Spring 1938 PRR operates its first "All Around the Town" fan trip, running Broad Street-Kensington, then up Kensington & Tacony Branch to Tacony and on to Bustleton, returning direct to Broad Street. (NRHS)

June 1, 1938 Kenneth S. Guiterman of New York, Robert E. Lee Marshall of Baltimore and Alexander Whiteside of Boston announce they have constituted themselves a committee of Pennroad Corporation stockholders looking to expiration of voting trust in 1939; hope to contact all holders of voting trust certificates. (NYT)

June 1, 1938 C.A. Gill, General Manager of the CNJ, appointed General Manager of the NY&LB. (MB)

June 1, 1938 Effective this date, the PRR and NYC are to provide the Superintendent of the Central Indiana Railway on alternating years; the PRR is to provide the Motive Power Dept., and the NYC the Freight and Maintenance of Way Depts. (MB)

June? 1938 Pennsylvania Supreme Court remands the Full Crew Case to the Dauphin County Court of Common Pleas. (RyAge)

June 2, 1938 Roy Greene, a consulting engineer from Pittsburgh, files with the ICC for permission to build a high-speed diesel railroad between Harrisburg and Pittsburgh on the bed of the old South Pennsylvania Railroad. (228 ICC 790, RyAge)

June 3, 1938 William H. Coverdale (1871-1949), Chairman of the Seaboard Air Line Railway since 1928, elected Pres. (RyAge)

- June 6, 1938 PRR VP Charles D. Young testifies to Sen. Wheeler's committee that the proposed railroad unemployment insurance bill will benefit workers with 1-2 years seniority and be unfair to older employees; say that the fund will be exhausted before layoffs move very far up the seniority ranks. (NYT)
- June 7, 1938 Frank E. Taplin (1875-1938), Chairman of North American Coal Corporation and Pittsburgh & West Virginia Railway, dies at Cleveland at age 62 after suffering a stroke 10 days earlier; had begun as office boy for John D. Rockefeller. (NYT)
- June 7, 1938 PRR holds press run of *Broadway Limited* consist behind streamlined K4s No. 3768 from Chicago to Fort Wayne and return; consist is a baggage-RPO, 2 double bedroom- bar-lounge cars *Harbor Springs* and *Harbor Point* with secretary's room, barber shop, and shower, two 18-roomette cars in the *City* series, a 4 compartment-2 drawing room-2 double bedroom cars in the *Imperial* series, a 13 double bedroom car *Allegheny County* or *New York County*, a rebuilt 1910 heavyweight diner in the 4420-series, and 2 master room-1 double bedroom-buffet lounge observations *Metropolitan View* or *Skyline View*. (VPO, Wayner, Dubin)
- June 8, 1938 PRR holds press run of *Broadway Limited* consist behind GG1 from New York to Philadelphia and return at 80 MPH and of "*Spirit of St. Louis*" consist from St. Louis to Terre Haute and return. (VPO, NYT)
- June 8, 1938 PRR Board authorizes the construction of 20 GG1's, 1,000 70-ton gondola cars and 6 120-ton well-hole flat cars and 2 200-ton special flat cars at Altoona; authorizes purchasing the B&O's interest in the Pittsburgh Joint Stock Yards Company; approves retirement of 107 portable pre-cooling units rendered obsolete by air conditioning; also machine shop at Pavonia, N.J., and station at Paxinos, Pa. (MB, Mutual)
- June 8, 1938 U.S. Maritime Commission authorizes Baltimore Mail Steamship Company to transfer its ships to U.S. coastal service between New York and California, despite the opposition of the American-Hawaiian Steamship Company and the Luckenbach Steamship Company. (NYT, Moyer/Keystone)
- June 8, 1938 Pres. Roosevelt signs the Federal-Aid Highway Act of 1938 which calls on the Bureau of Public Roads to report on the feasibility of a nationwide systems of transcontinental toll roads. (wiki)
- June 9, 1938 "*Spirit of St. Louis*" consist exhibited at Indianapolis. (VPO)

- June 9, 1938 District Court approves New Haven discontinuing 93 stations: on Old Colony Railroad, 53 in Mass. and 5 in R.I.; plus 25 in Mass. on New England Railroad and 10 on Boston & Providence Railroad. (Sutherland)
- June 9, 1938 U.S. Court of Appeals refuses to block the Guaranty Trust Company from voting the impounded Chesapeake & Ohio Railway shares belonging to Alleghany Corporation. (Borkin)
- June 10, 1938 *Broadway Limited* consist exhibited at Philadelphia; "*Spirit of St. Louis*" consist exhibited at Dayton. (VPO)
- June 10, 1938 Pittsburgh Coal Company, Pittsburgh, Lisbon & Western Railroad, and Youngstown & Southern Railway sue to overturn the ICC's April ruling that it must charge ICC-regulated steam railroad rates, but they are unsuccessful. (Cole)
- June 11, 1938 ICC examiner turns down New Haven reorganization plan; recommends no reorganization be attempted at this time, citing low earnings and unsettled questions over status of Old Colony and Boston & Providence. (NH AR, Sutherland)
- June 12, 1938 Railroad Enthusiasts, Inc., runs an excursion between Philadelphia and Hershey with the Reading's *Crusader*. (RyAge)
- June 13, 1938 New *Broadway Limited* consists begin two days of display at Chicago and New York; *Liberty Limited* consist at Chicago, and "*Spirit of St. Louis*" consist at St. Louis; *Liberty Limited* consist displayed one day at Baltimore; 23,000 view the 13-car *Broadway* consist and a GG1 spotted on Track 3 of Penn Station, which is decked with palms and bunting; the station is hung with banners announcing the "Fleet of Modernism." (VPO, RyAge)
- June 13, 1938 New *Twentieth Century Limited* train sets begin two days of display at Grand Central Terminal and La Salle Street Station; there are four train sets of 13 cars each; two sets are displayed on Tracks 36 & 37 of Grand Central and are visited by 65,000 persons, entertained by the 12-piece Grand Central Terminal Red Cap Orchestra; the NYC assigns all its lightweight car order, 52 Pullmans, 6 diners, and 4 baggage-mail cars, to the *Twentieth Century*, while the PRR spreads its order of 52 Pullmans over four different trains; typical consist is a baggage-RPO, dormitory-buffet-lounge with barber shop in the *Century* series, two 17-roomette cars in the *City* series, three 4 compartment-4 double bedroom-2 drawing room cars in the *Imperial* series, two diners, two 10 roomette-5 double bedroom cars in the *Cascade* series, one 13 double bedroom car in the *County* series, and 1 master room-1 double

- bedroom-observation lounge in the *Island* series. (Guide, RyAge, NYT, Dubin)
- June 13, 1938 Chicago Mayor Kelly presents plaques honoring the development of lightweight trains to Charles A. Liddle of the Pullman-Standard Car Manufacturing Company, D.A. Crawford of the Pullman Company, VP H.E. Newcoment of the PRR and VP W.F. Schaff of the NYC. (RyAge)
- June 14, 1938 *Liberty Limited* consist placed on display at Washington. (VPO)
- June 14, 1938 Chesapeake Corporation stockholders elect a Board favorable to the Guaranty Trust Company and hostile to Robert R. Young, who is not elected Chairman; Board votes to dissolve the company and distribute its assets. (RyAge)
- June 14, 1938 179 Class I railroads file in U.S. District Court for the Northern District of Ohio for an injunction to stop the ICC's order requiring automatic stokers. (Rdg AR)
- June 15, 1938 New lightweight, all-private-room *Broadway Limited* placed in service on 16:00 schedule; styled by Raymond Loewy; similar equipment also assigned to the *Liberty Limited*, *The General* and *Spirit of St. Louis*; formal christenings of all four trains held at New York, Washington, Chicago, and St. Louis; advertised as "The Fleet of Modernism"; *Broadway* and *20th Century* are first all-room trains without traditional open upper and lower berths; eastbound *Broadway* departs Chicago behind streamlined K4s No. 3768; writer Christopher Morley (1890-1957) rides cab of GG1 of westbound *Broadway* from New York to Harrisburg. (PR, Guide, RyAge, VPO)
- June 15, 1938 Three trains of the "Fleet of Modernism" are dedicated in succession at Penn Station; at 4:30 PM, *The General* is christened by the wife of Maj. Gen. Frank R. McCoy; at 5:45, *The Broadway Limited* is christened by Mary Adams Warner, the 10-year old granddaughter of former Gov. Al Smith, the ceremony being broadcast over the NBC Red Network; at 6:05 PM, "*The Spirit of St. Louis*" is christened by 7-year old Cortlandt F. Morrissey, the eighth-generation descendant of Stephanus Van Cortlandt (1643?-1700), New York's first native-born mayor; christenings at New York are hosted by VP George LeBoutillier with the Naval Militia Band, the "Keystone Trainmen's Quartette" and the "Singing Red Caps"; at Washington, Mrs. James A. Farley christens *The Liberty Limited*. (PR, Mutual)
- June 15, 1938 NYC places new lightweight, all-private room consists on *Twentieth Century Limited* on 16:00 schedule; styled by Henry Dreyfuss with

exterior in two-tone gray with blue and silver stripes; interiors in tones of rust, blue, tan and gray, are more subdued than Loewy's treatment of the *Broadway*; Dreyfuss also streamlines 10 Class J-3a 4-6-4's with bullet noses; unlike Loewy's designs, the running gear is left clear, resulting in a locomotive that is functional as well as stylish; NYC also streamlines *Commodore Vanderbilt* and *Southwestern Limited*; 50 cars for *Twentieth Century* and 12 for *Commodore Vanderbilt* and *Southwestern Limited*; unlike the *Broadway*, all *Twentieth Century* cars are lightweight. (Guide, Sanders)

- June 15, 1938 NYC inaugurates *The New England States* as a separate heavyweight train between Boston and Chicago, replacing Boston cars formerly carried on *Twentieth Century Limited*. (Guide, Sanders)
- June 15, 1938 Through cars inaugurated between Chicago and Mackinaw City via Fort Wayne.
- June 1938 Recession bottoms out; strong economic expansion begins with rearmament and carries through World War II. (NBER)
- June 1938 ICC authorizes abandonment of 2.21 miles of Clover Creek Branch in Blair County; 0.81 mile of Moshannon & Clearfield Branch at Moshannon, and 0.63 mile of Schenley Branch at Leechburg. (RyAge)
- June 1938 American Railway Engineering Association completes rail joint tests at Elkton, Md., using P5a No. 4779. (RyAge)
- June 1938 EMC introduces Model E3 2,000 HP passenger road diesels featuring new 567 engine designed specifically for railroad service; supersedes Winton 201A engine. (Boyd/NRHS)
- June 1938 Reading transfers its parlor-coach No. 699 from the *Scranton Flyer* to Jersey City-Philadelphia service. (Cinders)
- June 1938 B&O receives two more pairs of EA/EB diesels, Nos. 55 & 56, which are assigned to the *Royal Blue*, *Columbian* and trains Nos. 511-528 between New York and Washington; these are the last model EA's built and the last with Winton 201A engines. (RyAge, Boyd/NRHS, RREmply)
- June 1938 The American Car & Foundry Company has built 240 cylindrical containers for the L.C.L. Corporation for bulk commodities than can be unloaded by air pressure; containers fit in a gondola car. (RyAge)
- June 1938 Chandler Act places corporate reorganizations in the hands of disinterested court-appointed trustees, restricting the once-dominant

role of investment bankers. (Carosso)

- June 16, 1938 First westbound streamlined *Broadway Limited* and *Twentieth Century Limited* arrive at Englewood station together. (VPO)
- June 16, 1938 Parks Commissioner Robert Moses gets the New York City Board of Estimate to approve his \$23 million plan for depressing and/or covering the LIRR tracks in Atlantic Avenue between East New York and Jamaica, eliminating all intermediate stops except Woodhaven Jct. (NYT)
- June 16, 1938 N.J. PUC cancels PRR's plan to cut Camden-Toms River-Bay Head Jct. commuter service to a single round trip effective June 20. (NYT)
- June 16, 1938 Pres. Roosevelt leaves Washington on a PRR POTUS special, occupying the *Pioneer*, en route to Salem, Mass., via Worcester; at Salem, he transfers to the presidential yacht *Potomac* to Nahant, Mass., to attend the wedding of his youngest son, John Roosevelt (1916-1981) on June 16; later proceeds to Hyde Park directly in the yacht *Potomac*. (CMP, NYT)
- June 16, 1938 Joint resolution of Congress creates the Temporary National Economic Committee (TNEC) to investigate all aspects of concentration in business, a bugaboo of Southern and Western Democrats and Prairie Progressive Republicans since the 1890s; the Brandeisians and other antitrusters in the New Deal believe that concentration is retarding recovery, that the recession has been caused by a "strike of capital" against the New Deal, and that increased competition will generate growth and jobs; TNEC is headed by Wyoming Democrat Sen. Joseph C. O'Mahoney (1884-1962) and holds hearings starting in 1939. (NARA, Carosso)
- June 16, 1938 75th Congress adjourns with few significant pieces of legislation; a frustrated Pres. Roosevelt embarks on a campaign to purge dissident Democrats in the upcoming election. (Smith/FDR)
- June 21, 1938 Emergency Relief Appropriations Act passed to fight the Recession. (EAH)
- June 22, 1938 PRR Board approves extending Pier No. 5 at Canton, Baltimore. (MB)
- June 23, 1938 Civil Aeronautics Act of 1938 establishes the Civil Aeronautics Authority to regulate airlines, which are removed from ICC jurisdiction; CAA permission is needed for any other carrier to acquire control of an airline; the act also removes limits on federal funding of airport construction. (NYT, Locklin)

- June 24, 1938 Pres. Roosevelt's PRR POTUS special returns to Washington from Hyde Park. (CMP)
- June 24, 1938 United States Lines Company becomes the managing agent for the ships of the Baltimore Mail Steamship Company. (Moody)
- June 24, 1938 ICC authorizes the Lehigh Valley Railroad to abandon its line between Canastota and Camden, N.Y. (ICC)
- June 24, 1938 Pres. Roosevelt delivers a Fireside Chat attacking Democratic "Copperheads" who are blocking his New Deal legislation; however, Roosevelt's attempts to influence the choice in Democratic primaries against leading Senators and Representatives backfires and reduces his standing in Congress. (Smith/FDR)
- June 25, 1938 Fair Labor Standards Act raises minimum wage of workers engaged in interstate commerce from 25 cents to 40 cents per hour and cuts work week from 44 hours on Oct. 24, 1938, and to 40 hours in 1940; minimum wage will be 25 cents per hour in the first year and 40 cents per hour after 7 years; railroad workers are exempt from the maximum hour provisions but are covered by the minimum wage provisions; it is the last significant piece of New Deal legislation. (EAH, AR - verify date signed - Smith/FDR)
- June 25, 1938 Railroad Unemployment Insurance Act (Crosser-Wheeler Act) signed; becomes effective July 1, 1939; railroads contribute 3% of wage, but employees contribute nothing; railroad workers are removed from the unemployment provisions of the Social Security Act and state laws and a separate system is established; bill had been pushed by the unions and opposed by the railroads and the U.S. Treasury. (NYT, RyAge)
- June 25, 1938 Association of American Railroads extends the deadline for eliminating arch-bar trucks in interline service from July 1, 1938 to Jan. 1, 1939. (Rdg AR)
- June 26, 1938 2,500 members of 21 rail unions hold a rally at the Manhattan Opera House to protest the 15% wage cut; addressed by Mayor Fiorello La Guardia. (RyAge)
- June 26, 1938 Pres. Roosevelt travels on a PRR POTUS special from Washington to Wilmington, Del. (CMP)
- June 27, 1938 Pres. Roosevelt's PRR POTUS special travels from Wilmington to Hyde Park. (CMP)

- June 27, 1938 Union Railroad Company of Baltimore Board approves \$1.66 million for electrification. (MB)
- June 27, 1938 ICC grant Pullman Company a 5% fare increase instead of the 10% increase sought. (NYT)
- June 28, 1938 Railroads' Joint Conference Committee holds first meeting with representatives of 18 rail unions, excluding the Brotherhood of Railroad Trainmen over the 15% wage cut. (PMiddleton)
- June 30, 1938 State of New Jersey levies a total tax on railroads for 1938 of \$20.3 million; \$5.39 million for PRR and \$699,298 for PRSL. (NYT)
- June 30, 1938 Cincinnati Northern Railroad, Cincinnati, Sandusky & Cleveland Railroad, Cincinnati, Lafayette & Chicago Railroad, Columbus, Hope & Greensburg Railroad, Evansville, Mount Carmel & Northern Railway, Vernon, Greensburg & Rushville Railroad, Evansville, Indianapolis & Terre Haute Railway and Muncie Belt Railway merged into Cleveland, Cincinnati, Chicago & St. Louis Railway under an agreement of Dec. 15, 1937. (GrnBk)
- June 30, 1938 Kanawha & Michigan Railway, Kanawha & West Virginia Railroad, Zanesville & Western Railway, Bailey Run, Sugar Creek & Athens Railway and Middleport & Northeastern Railway merged into Toledo & Ohio Central Railway under agreement of Dec. 15, 1937. (GrnBk)
- June 30, 1938 Railroads' Joint Conference Committee holds first meeting with representatives of the Brotherhood of Railroad Trainmen over the 15% wage cut. (PMiddleton)
- July 2, 1938 District Court orders New Haven Trustees to disaffirm lease of Boston & Providence Railroad; rental payments stop. (Sutherland)
- July 3, 1938 Pres. Roosevelt leaves New York on a PRR POTUS special en route from Hyde Park to attend the 75th anniversary celebration of the Battle of Gettysburg; train travels from Harrisburg to Gettysburg via the Reading, then returns to Washington via the Western Maryland and PRR; Roosevelt occupies his favorite private Pullman *Pioneer*. (CMP)
- July 3, 1938 London & North Eastern Railway 4-6-2 *Mallard* No. 4468 sets the all-time, officially-timed world speed record for a steam locomotive of 126 MPH running with seven coaches and a dynamometer car between Grantham and Peterborough; runs 3 miles at a sustained speed of 120 MPH. (RyAge)
- July 4, 1938 PRR announces deal to sell the Long Island City Power House to

- Consolidated Edison in return for reduced rates for 290 million kilowatt-hours of power annually for the PRR and LIRR electrifications. (NYT - Condit has contract 6/15)
- July 5, 1938 Washouts between Kinkora and Columbus, N.J., force suspension of service on Kinkora Branch. (Wetzel)
- July 6, 1938 ICC reverses its April decision by 10-1 vote and grants the Eastern Railroads an experimental, 18-month increase in the coach fare from 2 cents to 2.5 cents per mile, effective July 25. (RyAge)
- July 6, 1938 Waynesburg & Washington Railroad Board authorizes the removal of the existing line between Hackney and Washington (13 miles). (MB)
- July 7, 1938 Pres. Roosevelt leaves Washington on a B&O POTUS special for the West Coast; the train is headed by EA No. 55, and Pres. Roosevelt occupies the *Marco Polo*. (Withers)
- July 9, 1938 U.S. Court overrules Massachusetts PUC and orders New Haven to discontinue 88 stations in Mass. and 5 in Rhode Island. including all service between Fall River and Newport. (NYT)
- July 13, 1938 PRR contracts with Westinghouse Electric & Manufacturing Company for the electrical components for 10 GG1's. (NYT)
- July 14, 1938 PRR obtains trackage rights over the DL&W between Buffalo and Black Rock, N.Y. (MB)
- July 1938 PWA grants \$513,000 to finance the PRSL grade crossing elimination at Absecon. (RyAge)
- July 1938 Baltimore Mail Steamship Company ceases operation between Baltimore and Europe because of poor business. (MB)
- July 1938? New engine house opens at Harrisburg. (CE)
- July 1938 Through his newspaper *Social Justice*, Right-wing radio priest Father Charles Coughlin (1891-1979) urges his readers to unite as a Christian Front Against Communism and fight the "Jewish-Communist conspiracy." (xroads.virginia.edu)
- July 16, 1938 Baltimore Division abolished and merged into Maryland Division; headquarters of Maryland Division moved from Wilmington to Baltimore; Southern General Division remains at Wilmington; saves \$94,000 per year. (MB, PSdP)

- July 16, 1938 Benjamin H. Hudson, Superintendent of Atlantic Division and of PRSL retires; position of Superintendent of PRSL abolished. (MB, RyAge - what about Atlantic Div? - for PRSL see 4/16)
- July 16, 1938 Lehigh Valley Railroad portion of No. 510-511 (gas-electric car) makes last run between Easton and Mount Carmel. (Greenberg, Guide)
- July 17, 1938 Last run of Wheeling & Lake Erie Railway passenger service between Cleveland and Wheeling; last passenger trains on Wheeling Terminal Railway and bridge; 2 coaches added for 300 people who ride the last run from Wheeling to Martins Ferry; W&LE is now freight-only. (RyAge, Rehor)
- July 17, 1938 Bankrupt New Haven Railroad makes massive cuts in branch line passenger service, including all Fall River-Newport, Norwood Central-Central Falls via Wrentham, Braintree Highlands-Randolph service. (Guide, Humphrey)
- July 18, 1938 Regular conferences between management and the Brotherhood of Railroad Trainmen over the proposed 15% wage cut begin at Chicago; H.A. Enochs of the PRR heads the 15-man management Joint Conference Committee. (RyAge, PMiddleton)
- July 18, 1938 At Altoona, payments from the unemployment compensation fund have ceased; most shopmen are Republican and claim that they have been told that they will not get WPA relief without changing their registration to Democratic. (NYT)
- July 18, 1938 LIRR agrees to a compromise plan whereby railroads will pay 15% rather than 50% of the cost of grade crossing eliminations; Robert Moses had wanted the railroads to be relieved of all costs. (NYT)
- July 19, 1938 Eight railroads protest New Jersey tax levies. (NYT)
- July 19, 1938 Old Colony Trustees repudiate lease of Boston & Providence Railroad. (NH AR)
- July 20, 1938 Regular conferences between management and other 18 rail unions over the proposed 15% wage cut begin at Chicago. (PMiddleton)
- July 21, 1938 Service resumes on Kinkora Branch, but with a single milk run instead of three round trips as before. (Wetzel)
- July 22, 1938 Pres. Clement questions whether PRR can have more private rooms for business meetings on a modernized *Congressional* similar to those common on British trains; Raymond Loewy later produces a design,

- but the plan is not implemented until 1952. (CMP)
- July 25, 1938 ICC raises base passenger fare to 2.5 cents per mile; PRR was leader in movement for higher fares. (AR, NYT)
- July 26, 1938 Altoona Machine Shops makes last locomotive repairs; all repair work and 300 workers transferred to Juniata Shops; over 1,200 transferred to Altoona Car Shops; only the brass foundry remains active in the 12th Street complex. (Loeb)
- July 27, 1938 Hartford & New York Transportation Company, New Haven steamboat subsidiary, dissolved. (NH AR)
- July 27, 1938 B&O announces it has contracted with the Pullman Company to streamline the *Capitol Limited* with mostly heavyweight cars. (NYT)
- July 29, 1938 Henry Clifford Crowell (1883?-1938), Assistant to the Chief Engineer of the New York Zone and Secretary to the New York Board of Trade, dies at Flushing, N.Y.; had been working on the PRR's World's Fair exhibit. (NYT)
- July 30, 1938 Lehigh Valley Railroad local Nos. 52-53 makes last run between PRR's Exchange Place Station at Jersey City and Flemington; last LV train to use Exchange Place. (Guide, Greenberg)
- July 30, 1938 RFC and Public Works Administration announce a grant of \$58 million financing for the Pennsylvania Turnpike between Harrisburg and Pittsburgh. (NYT)
- July 31, 1938 The Donohue League of Bayonne, a Democratic political organization independent of the Hague Machine in Jersey City, runs its annual excursion to Asbury Park via the CNJ-NY&LB, with 21 trains of 12 cars each (3 make 2 trips) carrying 19,233 people; all trains leave Asbury Park northbound between 2:45 and 9:00 PM. (RREmply)
- Summer 1938 The consulting firm of J.E. Greiner Company issues a report for the Maryland State Roads Commission calling for a system of north-south trunk highways, including improving U.S. 40 between the Delaware state line and Baltimore and a new Susquehanna River Bridge, a bridge or tunnel across the Baltimore Harbor, an improved highway from Baltimore to a new bridge over the Potomac River near Morgantown, and an alternate route from Delaware to Annapolis over a Chesapeake Bay Bridge to join the road to the Potomac. (RdBldgMd)
- Summer 1938 B&O agrees to sell the abandoned Chesapeake & Ohio Canal to the federal Public Works Administration; the portion nearest Washington is

to be restored by the National Park Service. (Stover - verify Moodys)

- Aug. 1, 1938 PRR cancels Lehigh Valley Railroad trackage rights into Exchange Place Station at Jersey City and use of Waldo Yard; LV's Flemington commuter train Nos. 52-53 begins operating to LV's Johnston Avenue Yard in Jersey City adjoining CNJ ferry, which passengers use to reach New York. (MB, Guide)
- Aug. 1, 1938 The H.H. Houston Estate trust files a valuation of \$13.18 million. (NYT)
- Aug. 1, 1938 Railway Express Agency, Inc., purchases property of Southeastern Express Company, the last independent railroad express company; Southeastern Express was a subsidiary of the Southern Railway, and its sale was long blocked by the late Pres. Fairfax Harrison. (NYT, C&C)
- Aug. 3, 1938 Railroads terminate deadlocked negotiations with the Brotherhood of Railroad Trainmen. (RyAge)
- Aug. 4, 1938 Railroads terminate negotiations with the Railway Labor Executives Association representing the other 18 unions; railroads invoke the services of the National Mediation Board; the 18 unions reject the offer of mediation, but the Brotherhood of Railroad Trainmen accepts. (RyAge, PMiddleton)
- Aug. 4, 1938 Boston & Providence Railroad files for bankruptcy following cancellation of lease by Old Colony Railroad. (NH AR)
- Aug. 6, 1938 Baltimore Mail Steamship Company begins new service between New York and San Francisco via Panama Canal with its five 8,000-ton ships. (MB, NYT)
- Aug. 8, 1938 PRR and WNY&P file with ICC to abandon line between Houston Jct. and Stoneboro, Pa. (NYT)
- Aug. 8, 1938 Samuel M. Rankin (1862-1938), former PRR Manager of Mail & Express Traffic, dies at Philadelphia on his 76th birthday. (NYT)
- Aug. 9, 1938 ICC approves the PRR abandoning 2.21 miles of the Clover Creek Branch east of Williamsburg, 0.8 mile of the Moshannon & Clearfield Branch south of Osceola Mills, and 0.63 mile of the Schenley Branch; the Moshannon Branch has been unused since 1924 and the Schenley Branch since 1932. (ICC, MB)
- Aug. 9, 1938 Reading grants PRR trackage rights over part of its Cedar Hollow Branch near Devault, Pa., to serve east end of plant of Charles Warner

Company. (Rdg)

- Aug. 11, 1938 National Mediation Board begins mediation of the railroad wage cut dispute at Chicago. (NYT)
- Aug. 12, 1938 New York Transit Commission begins hearings on elimination of LIRR grade crossings on Atlantic Avenue between East New York and Jamaica; taxpayer and civic groups are opposed. (NYT)
- Aug. 14, 1938 Philadelphia Rapid Transit Company places its first streamlined PCC car in service on the No. 53 Luzerne route. (SEPTA)
- Aug. 15, 1938 B&O adopts a voluntary refunding plan for its First Mortgage bonds, extending maturities and reducing the interest rate to avert bankruptcy; the B&O has borrowed heavily from the RFC at the beginning of the Depression to stave off bankruptcy; its RFC debt now stands at \$87.6 million, and it fails to meet fixed charges in 1938 by \$13.1 million; debts of \$185 million will fall due within the next 4 years. (B&O AR, R-W Co MB)
- Aug. 1938 National Mediation Board is to supervise the PRR shop crafts election dispute between the AFL Railway Employees Dept. and the Brotherhood of Railroad Shop Crafts of America, Pennsylvania System, successor to the company union. (RyAge)
- Aug. 17, 1938 Pres. Roosevelt leaves Washington in a PRR POTUS special, occupying the private Pullman *Marco Polo*, for Buffalo, en route to Kingston, Ont., to attend the dedication of the Thousand Islands Bridge. (CMP)
- Aug. 18, 1938 Pres. Roosevelt meets with Canadian Prime Minister William Lyon Mackenzie King (1874-1950) at Kingston, Ont.; at a speech at Queen's University, he pledges that the U.S. will defend Canada from foreign invasion; after attending the dedication of the bridge between Alexandria Bay and Clayton, N.Y., Roosevelt returns from Clayton to Hyde Park via the NYC. (NYT, CMP)
- Aug. 18, 1938 ICC approves abandonment of part of Missaukee Branch between Veneer Jct. and Merritt, 10.28 miles; the country around has been logged off and freight runs to Merritt and back on Tuesdays and Fridays. (ICC, MB)
- Aug. 22, 1938 Francis W. Conner (1877-1938), Assistant Passenger Traffic Manager at Philadelphia, dies at Allegheny General Hospital at Pittsburgh of heart disease while returning to Wayne from a Colorado vacation after 41 years service. (NYT)

- Aug. 22, 1938 Separate Trustees appointed for Boston & Providence Railroad. (NH AR)
- Aug. 22, 1938 ICC holds hearing on proposal by Roy Greene to build a high-speed diesel-powered railroad on the old South Pennsylvania Railroad right of way. (RyAge)
- Aug. 25, 1938 Lehigh Valley Railroad executes a voluntary plan to defer 75% of the interest on \$72,336,000 in bonds for 5 years without interest and to extend the maturities of other debts in order to avoid receivership; the company has borrowed almost \$23 million since 1932 to pay taxes and bond interest. (AR)
- Aug. 30, 1938 Pres Roosevelt's PRR POTUS special returns to Washington. (CMP)
- Aug. 31, 1938 National Mediation Board announces it has failed to settle the railroad wage cut dispute; railroads say they are willing to submit the issue to arbitration, but the unions refuse. (NYT, RyAge)
- Sep. 1, 1938 VP in Charge of Real Estate, Valuation & Taxation Thomas W. Hulme retires; title of Charles D. Young changed from VP in Charge of Purchases, Stores & Insurance to VP in Charge of Real Estate, Purchases & Insurance; Valuation Dept. placed under VP & Comptroller Frank J. Fell. (MB)
- Sep. 1, 1938 General Superintendent of Motive Power-Eastern Region Thomas W. Demarest (1868-1955) retires. (RyAge)
- Sep. 8, 1938 Fire destroys coal pier at the foot of Gates Avenue at Harsimus Cove; 50,000 tons of coal lost. (CE, NYT)
- Sep. 9, 1938 *The Commodore*, last summer through service between Philadelphia and Long Branch via Mount Holly and Delair Bridge, makes last run. (tt)
- Sep. 11, 1938 PRR runs an "Off the Beaten Track" excursion from Philadelphia to Pier D, Exchange Place, with a cruise aboard the Hudson River Day Line ship *Peter Stuyvesant* around Staten Island, up the East River and up the Hudson River beyond Spuyten Duyvil. (RyAge)
- Sep. 14, 1938 PRR Board authorizes track and station elevation at Woodbridge, N.J., ordered by NJ PUC on Sep. 26, 1934; signal and interlocking changes at "HAROLD" Tower for World's Fair traffic; applying to abandon 1.31 miles of the Derby Branch in Clearfield County. (MB)

- Sep. 14, 1938 PRR Board approves the following retirements: station at Matthews, Ind.; part of pier and freight station at Pier No. 10, South Delaware River Wharves and Walnut Street Freight Station; shop facilities at Bellwood, Pa. (MB)
- Sep. 14, 1938 Pennsylvania Company Board hears a report that under the reorganization plan, it has surrendered to the Baltimore Mail Steamship Company 9,000 shares preferred, 9,000 shares common and \$40,000 in demand notes, in return for 90 shares new common, \$900,000 income notes and \$40,000 4-year notes; the common stock has been sold to an affiliate of the International Mercantile Marine Company. (MB)
- Sep. 14, 1938 Electro-Motive Corporation outshops demonstrator No. 822, the first Model E3A, the first with the improved 567 V-12 engines; horsepower is raised to 2,000, from 1,800 on the earlier EA and E1A; a protruding vertical headlight replaces the flush headlights of earlier models. (Boyd/NRHS)
- Sep. 15, 1938 Railroads announce that they will impose the 15% wage cuts on Oct. 1. (PMiddleton)
- Sep. 16, 1938 PRR closes bids for new station and track elevation at Woodbridge, N.J. (RyAge)
- Sep. 16, 1938 West Jersey & Seashore Railroad Board authorizes purchasing one streetcar for Atlantic City & Shore service; retiring Malaga station, "WOODBINE" Block Station, and a portion of the Maurice River oyster houses. (MB)
- Sep. 16, 1938 American Scantic Lines, Inc., renamed Moore-McCormack Lines, Inc., to assume operation of both the old American Scantic Line service to the Baltic and the Moore-McCormack Lines (a new subsidiary Mooremack South American Line, Inc.) to operate ships leased from the government to the east coast of South America; PRR owns 25% through the American Contract & Trust Company. (Moodys, MB)
- Sep. 17, 1938 AAR calls for formally abandoning the ICC Consolidation Plan for 20 railroad systems and allowing each company to merge on its own initiative. (NYT)
- Sep. 18, 1938 Last run of Sunday-only through train between Penn Station and Camden via Jamesburg and Bordentown; last through service on old Camden & Amboy route between New York and Philadelphia. (tt)
- Sep. 18, 1938 Broad Street Subway extended from South Street to Snyder Avenue in South Philadelphia. (SEPTA, Cox)

- Sep. 18, 1938 Harry A. Worcester (1862-1938), former VP of Big Four and former Pres. of Cincinnati Union Terminal Company, dies. (RyAge)
- Sep. 19, 1938 Pres. Roosevelt summons John J. Pelley of the AAR, Pres. M.W. Clement, Carl Gray of the Union Pacific and Ernest E. Norris (1882-1958) of the Southern Railway to meet with representatives of labor at the White House on Sep. 20 to deal with the wage cut crisis. (NYT)
- Sep. 19, 1938 ICC approves abandonment of part of Pomeroy Branch between Newark Center and Thompson, Del. (3.07 miles). (MB)
- Sep. 1938 Car retarders placed in service in westbound classification yard at Clearing on Belt Railway of Chicago and departure yard eliminated. (RyAge)
- Sep. 20, 1938 Pres. Roosevelt appoints the Committee of Six, three members each from management and labor, to study the railroad industry; Pres. Martin W. Clement, Carl R. Gray and Ernest E. Norris constitute the management representatives; George M. Harrison of the Railway Labor Executives Association, D.B. Robertson of the Brotherhood of Locomotive Firemen & Enginemen, and Bert M. Jewell of the AFL Railway Employees Dept. are the labor members. (Rept, NYT)
- Sep. 21, 1938 Category 3 hurricane 200 miles wide with winds of 120 MPH, makes landfall on eastern Long Island at 4:45 PM; it crosses into New England and over the next 5 hours moves up the Connecticut River Valley into Canada; winds are still gusting at 100 MPH as far inland as New Hampshire; causes a severe storm surge from New York City through all of Eastern New England; downtown Providence, R.I., is swamped by the storm surge; 275 million trees blown down; 680 killed; residents receive no warning, as the Weather Bureau believes the storm would move out to sea, but a high-pressure system in the North Atlantic pushes it on shore. (Schwartz, AmHist)
- Sep. 21, 1938 The hurricane peaks at New York City between 4:00 and 5:30 PM, with winds of 75 MPH; at 2:30 a washout cuts the LIRR line at Manhasset, and all North Shore Branch service is suspended at 4:00 PM; flooding also closes the line between Jamaica and Springfield Gardens and the Rockaway Branches; the brunt of the storm closes the LIRR's South Shore line east of Speonk; a westbound train derails between Westhampton and Quogue, when the rails spread beneath it; the New Haven suspends all service east of Stamford at 3:55; at 5:20 the storm surge floods the Erie station of the Hudson & Manhattan tubes, cutting service between the northern and southern limbs of the system; the high tides block the various railroad ferry slips, and the Weehawken

- terminal of the West Shore is flooded; the storm strikes east of the PRR lines, which suffer only minor disruption. (NYT)
- Sep. 21, 1938 75 miles of New Haven lines washed out or buried by debris; at New London, a 300-foot lighthouse tender is beached with its bow driven through one of the main line tracks; passenger service not restored between Providence and Warren. (NH AR, RyAge)
- Sep. 21, 1938 The eastbound *Bostonian* is overtaken by a storm surge while stopped for orders at Stonington; the last three cars are overturned, while passengers panic; a passenger and a dining car employee are drowned; finally, the crew gets all of the passengers into the first car, which is uncoupled from the train with difficulty, and even onto the locomotive; the engineer of the streamlined 4-6-4 is able to tow the car to higher ground, plowing through a tangle of downed telegraph poles in the process and at one point having to push a house off the tracks. (NYT, RyAge)
- Sep. 22, 1938 The LIRR restores all service at 9:00 AM except for the Rockaway Branches and east of Speonk; the New Haven reopens as far east as New Haven; the *Yankee Clipper* arrives at Grand Central Terminal at 1:40 AM after a 12:40 passage and busing east of New Haven. (NYT)
- Sep. 22, 1938 ICC authorizes the LIRR to abandon its line and all service between Port Jefferson and Wading River; passenger service is now summer-only. (ICC)
- Sep. 22, 1938 Hitler gives British Prime Minister Neville Chamberlain his demand to annex the entire Sudetenland of Czechoslovakia and threatening to do so by force on Oct. 1, creating an international crisis; Czechoslovakia and France begin mobilization. (Morris)
- Sep. 23, 1938 All New Haven service is still out beyond New Haven and Hartford; LIRR is out east of Amagansett. (NYT)
- Sep. 23, 1938 Baldwin Locomotive Works leaves bankruptcy without foreclosure; at the same time, the Fisher Brothers sell their shares to the American Pulley Company of Philadelphia. (NYT, Kirkland)
- Sep. 24, 1938 PRR Central Region operates a float in the "Parade of Progress" at Pittsburgh marking the 150th anniversary of the founding of Allegheny County; features contrasting models of a 1852 train and the Loewy streamlined K4s with a Fleet of Modernism car. (Mutual)
- Sep. 24, 1938 New Haven reopens between New Haven and Saybrook and between Westerly and Boston; restores partial passenger service on Shore Line

- using bus detours between Saybrook and Westerly. (AR, NYT)
- Sep. 24, 1938 ICC denies the application of Roy Greene to build a high-speed railroad on the bed of the old South Pennsylvania Railroad. (228 ICC 790)
- Sep. 25, 1938 GR&I abandons and removes 10.28 miles of Missaukee Branch between Verneer Jct. and Merritt, Mich. (Guide, RyAge - may be 10/1938)
- Sep. 26, 1938 Heads of the 18 rail unions announce a nationwide rail strike for Sep. 30 unless the railroads withdraw the wage cut. (PMiddleton)
- Sep. 26, 1938 PRR reports a 14% decrease in passenger revenues for the month of Aug. 1938, first that higher coach fares are in effect. (NYT)
- Sep. 26, 1938 New Haven restores service between Hartford and Springfield, Saybrook and New London, Waterbury and Winsted, and Danbury and Caanan; resumes through service to Canada. (NYT)
- Sep. 27, 1938 Pres. Roosevelt appoints an Emergency Board to arbitrate the 15% wage cut deadlock; the first creation of an Emergency Board under the Railway Labor Act of 1926. (RyAge, PMiddleton)
- Sep. 27, 1938 New Haven restores passenger service between New York and Montreal via the Boston & Maine and Central Vermont. (RyAge)
- Sep. 28, 1938 PRR Board authorizes applying to abandon the Curry Mill Branch from the South Fork Branch to Arrow (1.08 miles), 1.81 miles of the Mayes Branch from Berwindale to Mayes, and the portion of the Missaukee Branch from Veneer Jct. to Merritt, Mich. (MB)
- Sep. 28, 1938 New Haven restores freight service between New York and Boston using the old Air Line via Willimantic, although it is a single-track line with manual block and heavy grades; Air Line is used eastbound; by Oct. 3, 23 trains a day are operated, as opposed to a single local freight before the storm; westbound freight runs via Willimantic and Hartford. (RyAge)
- Sep. 29, 1938 Pres. Clement announces that because of the recession, PRR posts deficit of \$895,502 for the first eight months of 1938 vs. an income of \$21 million in 1937, first since 1921. (NYT)
- Sep. 29, 1938 A public demonstration of television by the Radio Corporation of America at Radio City, New York, uses a model railroad diorama with *The Broadway Limited* entering the New Jersey tunnel portal; working studio model is televised to a screen in an adjoining room so that

visitors can see both at the same time; models are built by Edwin P. Alexander (1905-1981), formerly of the Mechanical Engineer's office and later author and compiler of several popular books on the PRR. (PR, Mutual - this demonstration could not be verified in the NY Times; it may have happened earlier)

- Sep. 29, 1938 Reading leases its 90 refrigerator cars to the NYC's Merchants Despatch Transportation Corporation. (AR)
- Sep. 30, 1938 William J. Latta (1852-1938), once the PRR's General Agent at Philadelphia, dies at Chestnut Hill at age 86. (NYT)
- Sep. 30, 1938 New Haven restores through passenger service between New York and Boston via Springfield. (RyAge)
- Sep. 30, 1938 France and Britain sign Munich Pact with Germany, allowing it to seize the Sudetenland, the area along the German border occupied by large numbers of ethnic Germans, from Czechoslovakia; height of prewar appeasement of the Axis Powers. (Morris, Burg - or Sep. 29??)
- Oct. 1, 1938 Regional Chief Engineers made to report to Regional VP's as well as Chief Engineer. (CE)
- Oct. 1, 1938 Pres. Roosevelt leaves Washington on a PRR POTUS special for Hyde Park, occupying the *Pioneer*; the trip has been postponed for a few days because of the Sudetenland Crisis. (CMP)
- Oct. 1, 1938 ICC denies the application of Roy Greene to build a railroad on the old South Pennsylvania Railroad grade between Harrisburg and Pittsburgh. (NYT)
- Oct. 1, 1938 Charles E. Brinley (1878-1963), Pres. of American Pulley Company is named Acting VP of Baldwin elected Pres. of the Baldwin Locomotive Works, replacing George H. Houston (1883-1949), resigned. (NYT, Kirkland - K notes William H. Winterrowd, formerly with the Franklin Railway Supply Company is named VP in Charge of Operations with orders to develop the diesel business - check NYT)
- Oct. 1, 1938 Boston Elevated Railway discontinues service on the Atlantic Avenue Elevated serving South Station. (MBTA)
- Oct. 3, 1938 NYC restores passenger service between Boston and Albany with three round trips. (RyAge, NYT)
- Oct. 4, 1938 New Haven's *Owl* resumes running between New York and Boston via Springfield; late in the day, the New Haven opens a second track

between New Haven and New London. (RyAge, NYT)

- Oct. 5, 1938 Pres. Clement tells the presidential fact finding board that labor must take a pay cut; railroad wages are higher than normal, and unless costs are brought down, railroad jobs will be lost permanently; Clement notes that all recent salary increases are the restoration of the 31% in cuts made during the Depression; notes his salary is now \$100,000, whereas the president's salary in 1929 was \$150,000. (NYT, RyAge)
- Oct. 5, 1938 NY&LB Board authorizes moving the Deal-Allenhurst station to Bay Head Jct. (MB/AFE)
- Oct. 5, 1938 New Haven reopens a second track between New London and Mystic. (RyAge)
- Oct. 5, 1938 New York & Middle Coal Field Railroad & Coal Company renamed Middle Coal Company. (LV Corp)
- Oct. 7, 1938 New York Transit Commission approves the plan for the elimination of LIRR tracks on Atlantic Avenue between East New York and Jamaica. (NYT)
- Oct. 8, 1938 Division Three of the ICC rules that red caps are railroad employees, not independent contractors, even if they receive only tips, and are thus subject to the Railway Labor Act; about two-thirds of red caps rely only on tips. (NYT, RyAge)
- Oct. 8, 1938 Last trip of mixed train coach between Madison and Columbus, Ind. (rivertorail - see 1937 - or 8/10?)
- Oct. 9, 1938 New Haven reopens the Shore Line to Boston, and PRR resumes all through services to Boston from the South and West, including the *Colonial*, *Senator*, *Pilgrim*, *Federal*, *New Englander* and *Quaker*, plus through sleeping cars between Boston, Pittsburgh and Chicago. (PR, NYT)
- Oct. 9, 1938 PRR begins road tests between Valparaiso and Fort Wayne sponsored by AAR Mechanical Section to develop a high-speed reciprocating steam engine capable of hauling 16-car (1,000-ton) passenger trains at 100 MPH on level track; test tracking and wear of two K4s, C&NW Class E4 4-6-4, and Union Pacific 4-8-4; tests show need more powerful locomotive than those in current use on PRR. (CMP)
- Oct. 10, 1938 Pres. Roosevelt's PRR POTUS special returns to Washington. (CMP)
- Oct. 11, 1938 Pres. Clement reports that last weeks carloadings were the highest for

- the year. (NYT)
- Oct. 11, 1938 ICC permits New Haven to file amended reorganization plan. (AR)
- Oct. 11, 1938 ICC reverses Division 5's finding and rules that freight forwarders are not brokers but are common carriers in respect to the public and shippers in respect to the railroads. (229 ICC 201,RyAge)
- Oct. 12, 1938 PRR Board authorizes the construction of 25 21,000-gallon tenders; approves the retirement of Engine House No. 1 at Altoona, engine house at Colehour, and old stations at Columbia City and Coesse, Ind. (MB)
- Oct. 12, 1938 Pennsylvania Company Board approves the Little Kanawha Syndicate giving an option on 11,000 acres in Monongalia and Marion Counties, W.Va., to the M.A. Hanna Company at \$350 an acre. (MB)
- Oct. 13, 1938 *Montrealer* and *Washingtonian* resume full operation. (PR)
- Oct. 15, 1938 Sen. Burton K. Wheeler, repeating the old allegations of Louis Brandeis, says that the railroads "waste" \$1 million a day by bad management, and that the 15% wage cut is unjust. (NYT)
- Oct. 15, 1938 NRHS holds its first two-day national convention in Philadelphia; program includes two trips on the Reading and a tour of the PRR's 46th Street Engine House. (RyAge)
- Oct. 1838 PRR installs first teletype switching unit in Philadelphia, linking Altoona, Williamsport, Harrisburg, Baltimore, Washington and Cape Charles.
- Oct. 1938 Last run of ex-Atlantic City club lounge cars on summer PRSL trains to Ocean City; cars remain in Atlantic City service. (Cinders - check)
- Oct. 1938 Richmond, Fredericksburg & Potomac Railroad receives and additional 6 4-8-4 locomotives for passenger or freight service; Nos. 601-606 are named for Virginia governors and are slightly less powerful than the "Generals" of 1937. (AR, BldwnLocos)
- Oct. 1938 Electro-Motive Corporation delivers the first of 14 Model E4 2,000-h.p. passenger cab units for the Seaboard Air Line Railway; they differ from the E3 in having nose doors for "elephant style" running; one unit each being used on the Miami and St. Petersburg sections which are combined north of Wildwood, Fla. (Boyd/NRHS)
- Oct. 17, 1938 Emergency Board concludes hearings on the 15% wage case. (RyAge)

- Oct. 18, 1938 LIRR opens track elevation over Sunrise Highway at Lynbrook. (NYT)
- Oct. 21, 1938 Southern Pennsylvania Railway & Mining Company sells its section of the old South Pennsylvania Railroad right of way, Cumberland County line to Mt. Dallas, to the Pennsylvania Turnpike Commission for \$1 million, which it uses to retire debts and repay advances made by PRR; Fulton, Bedford & Somerset also sells its share for \$1 million. (Watts)
- Oct. 24, 1938 Fair Labor Standards Act takes effect; sets minimum wage at 25 cents per hour; railroad employees are exempt from the limit on hours. (NYT)
- Oct. 26, 1938 PRR Board approves retirement of station building at Bethewan, Ind. (MB)
- Oct. 26, 1938 American Contract & Trust Company Board authorizes Pres. A.J. County to sell the company's 25% share of Moore-McCormack Lines, Inc., at any price equal or greater than par 100. (MB)
- Oct. 27, 1938 Construction of Pennsylvania Turnpike begins.
- Oct. 29, 1938 Emergency Board publishes its report and rejects railroads' call for a wage cut because of the recession, noting that the recession may be temporary and that wages have been increased in other industries. (NYT, PMiddleton)
- Oct. 29, 1938 International Brigades leave Barcelona for home; 16.7% have been killed and 12.9% badly wounded. (Preston)
- Oct. 31, 1938 Last run of LIRR passenger service between Port Jefferson and Wading River and line abandoned (10.5 miles) effective Nov. 1. (Guide, AR)
- Oct. 31, 1938 Eden B. Hunt (1868-), Superintendent of Voluntary Relief Dept. and Pension Dept., retires after 52 years service. (MB)
- Oct. 31, 1938 In conferring with J.J. Pelley of the AAR, Pres. Roosevelt asks the railroads to accept the report of the presidential fact finding board and abandon their proposed 15% wage cut. (NYT)
- Oct. 31, 1938 Seaboard Air Line Railway exhibits its new Electro-Motive Corporation E4 diesel units and the train set of its redesigned *Orange Blossom Special* at Washington Union Station; this "Diesel Exhibition Train" then makes a tour of the Seaboard system starting Nov. 1. (RyAge, Shrady)

- Oct. 1938 New Haven completes restoration of most lines damaged by hurricane except Woods Hole Branch. (AR)
- Nov. 1, 1938 ICC approves the B&O's debt modification plan. (AR)
- Nov. 4, 1938 ICC authorizes the Baltimore & Eastern Railroad to abandon Vienna-Mardella Springs (2.95 miles), Easton Jct.-Preston (9.62 miles), McDaniel-Claiborne (1.93 miles) and Queenstown-Centreville (5.37 miles), and formalizes the abandonment of the bridge to Ocean City. (ICC, MB)
- Nov. 4, 1938 Railroad managements formally announce they are abandoning their drive for a 15% wage cut. (RyAge)
- Nov. 4, 1938 Retired PRR Paymaster James C. Rogers (1854?-1938) dies at Paoli. (NYT)
- Nov. 6, 1938 Railroad unions on the Lehigh Valley Railroad protest an alleged plot by the PRR for big layoffs; 3,500 have been laid off since the PRR obtained stock control of the LV, and total employment has fallen from 22,000 in 1922 to 9,000 in 1938. (NYT)
- Nov. 8, 1938 Republicans make gains in Congress, electing seven Senators and doubling their number of House seats; first gains in 10 years; Democrats retain control, but many liberal candidates endorsed by Pres. Roosevelt are defeated; the Democratic majority in Congress is no longer a New Deal majority; Republicans win 18 of 33 contested governorships. (EAH, Burg - Smith/FDR has add 81 House and 7 Sen. and 13 govvs.??)
- Nov. 8, 1938 Republican Arthur H. James (1883-1973) is elected Gov. of Pennsylvania over Democrat Charles Alvin Jones in part of the backlash against the recession and the Second New Deal. (Sobel)
- Nov. 8, 1938 Former Republican Gov. Frank D. Fitzgerald (1885-1939) defeats Michigan Gov. Frank Murphy in a bitterly-fought election focusing on Murphy's refusal to act against the sit-down strikers; Fitzgerald promises to work for a law banning sit-down strikes but dies about three months after inauguration. (Sobel)
- Nov. 8, 1938 PRR Board authorizes the construction of 15 new dining cars and the conversion and air-conditioning of 9 D70 dining cars; construction of one experimental DD2 and one experimental L6a electric locomotive; approves the retirement of No. 2 freight house at Broad & Washington Streets, Philadelphia. (MB)

- Nov. 9, 1938 Nazi storm troopers and mobs attack Jews, vandalize Jewish properties and burn synagogues all over Germany in *Reichskristallnacht* (The Night of Broken Glass), accelerating their anti-Semitic program begun in 1933; it is presented as retaliation for the shooting by a Polish Jew of the Secretary of the German embassy in Paris. (Morris - or 11/10?? - anniversary of founding Weimar Republic?)
- Nov. 10, 1938 Hudson & Manhattan Railroad opens new 33rd Street Station, relocated because of construction of 6th Avenue Subway. (PtAuth)
- Nov. 11, 1938 In an event more likely to have happened 100 years earlier, a PRR locomotive and five freight cars are derailed at Lacrosse, Ind., in a collision with a 1,500-lb. bull. (NYT)
- Nov. 13, 1938 Last runs of passenger trains between Bordentown and Jamesburg on old Camden & Amboy route. (tt)
- Nov. 14, 1938 Florida East Coast Railway, Atlantic Coast Line Railroad, and Seaboard Air Line Railway cut one day from delivery time for Florida perishables; now third morning at Baltimore, Philadelphia and New York, and fourth morning at Boston. (RyAge)
- Nov. 15, 1938 ICC releases its final report on railroads and freight forwarders; recommends that the railroads handle the traffic directly; Commissioner Joseph B. Eastman calls for a law to make railroads pool their forwarding. (NYT)
- Nov. 15, 1938 Bethlehem Shipbuilding Corporation, Ltd., merged into Bethlehem Steel Company as its Shipbuilding Division. (BethStl)
- Nov. 1938 Old wooden "SA" Tower at South Amboy Jct. destroyed by fire. (Railpace)
- Nov. 1938 New Haven restores service on Woods Hole Branch. (AR)
- Nov. 1938 ICC approves a plan for the B&O to negotiate a suspension of interest payments with its bondholders. (Stover - verify)
- Nov. 16, 1938 American Car & Foundry Company exhibits a lightweight steel box car and refrigerator car in the PRR yards on West 37th Street in New York. (NYT)
- Nov. 16, 1938 At its convention at Pittsburgh, the Committee for Industrial Organization adopts a new constitution as the Congress of Industrial Organizations (CIO), completing its break from the craft unions of the AFL. (NYT)

- Nov. 17, 1938 Committee of Six begins meeting at New York. (NYT)
- Nov. 17, 1938 Association of American Railroads extends the deadline for eliminating arch-bar trucks in interline service from Jan. 1, 1939 to June 30, 1939. (Rdg AR)
- Nov. 18, 1938 “World’s Fair Night” at the New York Railroad Club opens with the PRR’s “Keystone Quartet” singing *Heigh Ho, Come to the Fair*. (RyAge)
- Nov. 20, 1938 Right-wing radio priest Father Charles Coughlin, commenting on Kristallnacht, says that the persecution of Jews began only after Christians had been persecuted in Soviet Russia; in response, mainstream stations in New York and Chicago cancel his program. (wiki)
- Nov. 21, 1938 Lehigh Valley Railroad inaugurates new express No. 25-26 between Pennsylvania Station, Newark, and Mauch Chunk, Pa., using gas-electric car No. 17 and trailer, streamlined by Otto Kuhler (1894-1977), a friend of Pres. Duncan J. Kerr; the train is painted in a new orange-and-black striped livery representing the colors of coal and flame. (Guide, Greenberg)
- Nov. 21, 1938 B&O exhibits new streamlined *Capitol Limited*, a mixture of lightweight and streamlined heavyweight cars styled by Otto Kuhler, at Washington Union Station. (RyAge)
- Nov. 21, 1938 ICC releases the total valuation of all Class I railroad property as of Jan. 1, 1938 as \$19.88 billion; at this valuation, the average rate of return was 3.36% in 1936 and an estimated 1.82% in 1938. (Commof6)
- Nov. 22, 1938 Lehigh Valley Railroad announces that over 80% of the bondholders have agreed to the debt reduction plan announced on Aug. 25. (NYT)
- Nov. 22, 1938 B&O exhibits new streamlined *Capitol Limited* on display at Baltimore and Chicago. (RyAge)
- Nov. 23, 1938 PRR Board approves retirement of the following: portion of the Pomeroy Branch between Thompson and Newark Center; station at Lincoln, Ind.; fruit auction house at Cincinnati. (MB)
- Nov. 23, 1938 B&O places reequipped *Capitol Limited* in revenue service; christened simultaneously at Chicago by __ and at Washington by actress Tallulah Bankhead (1902-1968); also fully dieselizes the *Royal Blue*; 2 *Capitol* train sets of 13 cars consist of RPO, buffet-lounge, 2 coaches, 3

- bedroom-section cars, 2 drawing room cars, 2 section sleepers, diner, and observation-lounge car. (RyAge, B&O Mag)
- Nov. 23, 1938 Stalin forces the resignation of Nikolai Yezhov (1895-1940), head of the secret police (NKVD) who has carried out the Great Terror for him; he is later arrested and executed; with growing threats from Germany and Japan on his borders and growing economic disruption, Stalin begins easing the terror. (Service - see below)
- Nov. 24, 1938 Contracts let for the Queens ventilator tower of the Queens-Midtown Tunnel at Borden Avenue in an area once occupied by part of the LIRR Long Island City terminal. (NYT)
- Nov. 25, 1938 Thanksgiving Blizzard drops 8 inches of snow on the Northeast, with drifts up to 5 feet. (NYT)
- Nov. 25, 1938 ICC dismisses the complaint of African American Congressman Arthur Wergs Mitchell (1883-1968) of Chicago, who had been forced to move to a Jim Crow car on the Rock Island in Arkansas, on the grounds that the train now has air conditioned coaches for both whites and blacks; the ICC refuses to tackle the explosive issue of state Jim Crow laws. (RyAge)
- Nov. 26, 1938 Second storm overnight between Nov. 26-27 adds an additional 6 inches of snow in the New York area. (NYT)
- Nov. 27, 1938 Despite the snow, the PRR operates 100 extra trains to handle homebound holiday traffic. (NYT)
- Nov. 28, 1938 PRSL Board authorizes the abandonment of the middle track between "BROWN" Tower in Camden and North Woodbury; also 24 open trolley cars. (MB)
- Nov. 30, 1938 VP in Charge of Finance & Corporate Relations Albert J. County (1871-1944) retires at 67 after 48 years service; VP-Assistant to the President Julien L. Eysmans (1874-1943) retires for health at age 64 after 47 years service. (PR, Guide)
- Nov. 30, 1938 ICC publishes its decision extending the rate increase on bituminous coal (Ex Parte 115) set to expire Dec. 31, 1938 indefinitely; Commissioners Joseph B. Eastman and William E. Lee dissent on the inclusion of the Pocahontas roads. (NYT, RyAge)
- Nov. 30, 1938 CNJ completes its Elizabethport track elevation, including a new station with high-level platforms on the main line and low level platforms for the Perth Amboy and Newark Branches. (AR)

- Dec. 1, 1938 Savarins, Inc., agrees with PT&T to lease additional spaces in Penn Station and to pay for air conditioning restaurants and bars. (CE)
- Dec. 1, 1938 George H. Pabst, Jr. (1888-1963), promoted from Treasurer to Assistant VP in Charge of Finance & Corporate Relations as well as Treasurer. (MB)
- Dec. 2, 1938 ICC approves abandonment of Western New York & Pennsylvania Railway line between Houston Jct. and Stoneboro, Pa., 12.3 miles. (MB, RyAge)
- Dec. 2, 1938 Harold Stanley of Morgan, Stanley, and Elisha Walker of Kuhn, Loeb & Co. are invited by Robert R. Young to attend a meeting of the Chesapeake & Ohio Railway Finance Committee; Young then tells them he has a firm offer for a \$30 million refunding issue and asking them to make bids; both respond that their firms don't bid on issues but later make a tentative price of 95½; after arm-twisting from Young, the Committee accepts the bid of Cyrus Eaton's Otis & Co. and Halsey, Stuart & Co. at 100; both are eager to wrest business from the old New York houses; Young proclaims a victory over his old *bête noir* the House of Morgan and claims he saved the C&O \$1.35 million, a figure subsequently disproved; Young and Eaton then embark on a high-pressure campaign of misinformation, political pressure and subterfuge (including pretending to be little old lady small shareholders) to force competitive bidding and block any underwriting by Morgan. (Carosso, Borkin)
- Dec. 3, 1938 William U. Moyer (1881-1938), former Assistant to Pres. Samuel Rea, VP of Pennroad Corporation and Comptroller of the Hotel Pennsylvania, dies at the University of Pennsylvania Hospital. (NYT, RyAge)
- Dec. 5, 1938 Service on the 6th Avenue Elevated ceases after the City buys it from the IRT to save the cost of shoring it up during construction of the 6th Avenue Subway; the scrap steel is sold to Japan; urban legend has it returned to the U.S. in the form of armaments and munitions during World War II. (Feinman)
- Dec. 8, 1938 At 1:25 AM a gang of thieves stop a westbound PRR freight train at Metuchen by cutting the air lines, then steal \$5,000 worth of tobacco from a box car. (NYT)
- Dec. 8, 1938 Baltimore & Eastern Railroad director Cyrus E. Woods (1861-1938) dies at Clearfield, Pa. (MB)

- Dec. 8, 1938 Josef Stalin removes Nikolai Yezhov (1895-1940) as People's Commissar for Internal Affairs, head of the NKVD or secret police, and replaces him with Lavrenti Beria (1899-1953); Yezhov, who has faithfully carried out the Great Terror at Stalin's command, has outlived his usefulness and is made to carry the weight of responsibility for the Terror; Beria conducts a purge of the NKVD; Stalin relaxes the purges, which could not have continued much further without implicating the entire population; the Party and people have been totally cowed into submission; since 1934, as many as 8 million people have been sent to the GULAG labor camps and about 3 million have either died there or been executed. (Conquest)
- Dec. 13, 1938 Pennroad Corporation stockholders' committee announces they have retained ex-Sen. Daniel O. Hastings (1874-1966) of Delaware as counsel to prosecute their claims against PRR. (NYT)
- Dec. 14, 1938 PRR Board authorizes a new Savarins restaurant, bar and cocktail lounge in the LIRR Concourse of Penn Station and enlarging the Savarins bar in the Arcade at Penn Station; PRR makes a \$12,000 contribution to the regular YMCA of Philadelphia to compensate for the closing of the PRR YMCA in West Philadelphia. (MB)
- Dec. 14, 1938 PRR Board authorizes applying to abandon 1.2 miles of the Leckie Branch, 0.35 mile of the Liveright Branch, the Derby Branch, Curry Mill Branch, Mayes Branch and Glen Campbell Branches. (MB)
- Dec. 14, 1938 PRR Board approves the following retirements: "KY" Block Station at Ebensburg Jct.; Longfellow (Pa.) Interlocking; "ELLIOTT" Interlocking plant at Point Bridge, Pa., on the PCC&StL Railroad; turntables at Point Pleasant, N.J., on the NY&LB and at Lebanon, Ohio; station at St. Clair, Pa. (MB)
- Dec. 14, 1938 Pennsylvania Company Board approves the sale of property of the Walhonding Coal Company to the Granite Improvement Company for \$3,843. (MB)
- Dec. 15, 1938 Virginia Ferry Corporation stockholders vote to increase stock from \$400,000 to \$500,000, which is now owned 50-50 by the American Contract & Trust Company and the Delaware-New Jersey Ferry Company. (MB)
- Dec. 15, 1938 *The Vacationer* inaugurated as deluxe winter-only, all-coach heavyweight train between New York and Florida points via Atlantic Coast Line Railroad; uses 15 new heavyweight coaches and economy diners; combined with *Gulf Coast Limited* north of Washington. (Guide, tt, Hoffman)

- Dec. 15, 1938 Beginning with 1938-39 season, Atlantic Coast Line Railroad drops movies from the recreation cars of the *Florida Special* in favor of an accordionist. (VPO)
- Dec. 15, 1938 Seaboard Air Line dieselizes the east coast section of the *Orange Blossom Special* south of Washington with A-B-A sets of E4 units; SAL locomotives run north of Richmond for the first time; cuts schedule by 3:40 northbound and 2:50 southbound. (Guide, NYT, RyAge)
- Dec. 15, 1938 Business on the *Twentieth Century Limited* has increased by 40% over the last six months because of the new streamlined equipment. (RyAge)
- Dec. 1938 No. 4869, first of a new lot of 20 GG1's, outshopped by Juniata. (Edson)
- Dec. 1938 Old PW&B passenger station at Broad & Washington Streets in Philadelphia demolished. (SawardsCoalAnnual)
- Dec.? 1938 PRSL replaces Hall signals with position light signals between Winslow Jct. and Woodbine Jct. on the ex-Reading line. (RySig)
- Dec. 1938 PWA grant permits completion of the Municipal (MacArthur) Bridge at St. Louis. (RyAge)
- Dec. 16, 1938 Kenneth Mackenzie Murchison (1872-1938), architect of Baltimore's Pennsylvania Station, the DL&W's Hoboken Terminal, 23rd Street, and Scranton stations and other railroad terminals, dies. (WwasW)
- Dec. 17, 1938 ICC denies Hudson & Manhattan Railroad's to reopen its case and approve a 10 cent rather than 8 cent fare. (NYT)
- Dec. 18, 1938 Thousands of supporters of radio priest Father Charles Coughlin picket New York radio station WMCA, shouting anti-Semitic slogans to protest his being barred from the station. (wiki)
- Dec. 19, 1938 Pres. Clement reports that gross revenues for the first 10 months of 1938 are down 24.9% from last year. (NYT)
- Dec. 19, 1938 General Electric Company holds its first public test of its two 2-C+C-2 2,500 HP oil burning steam turbine electric "Steamotives" for company and railroad officials; test on the NYC main line between Erie and Dunkirk; developed in cooperation with the Union Pacific Railroad over the last two years as an answer to EMC's diesels; A-units have a streamlined car body with a nose similar to UP's *City* locomotives;

- burn bunker oil; the twin-unit locomotive tests for a month on the NYC between Erie and Buffalo prior to delivery to the UP. (NYT, Lee, RyAge, Bruce)
- Dec. 20, 1938 PRR declares 1% annual dividend to maintain its unbroken record; not fully earned and charged to profit and loss. (MB)
- Dec. 21, 1938 Class S1 6-4-4-6 duplex No. 6100 completed at Altoona except for streamlined casing designed by Raymond Loewy; on same day makes first road test with two cars; runs backward to Huntingdon as there is no turntable there large enough to turn it; then forward back to Altoona at up to 50 MPH; stopped and checked for overhang on all tight curves; Assistant Chief of Motive Power-Locomotive Carleton K. Steins (1891-1973) notes superior riding and steaming qualities; at 145 ft. long, No. 6100 is the largest and most powerful passenger steam locomotive ever built; 140'-2-1/2" long; weight 526 tons; 76,400 lb. tractive effort. (CMP)
- Dec. 23, 1938 Committee of Six makes its final report to Pres. Roosevelt; recommends equalization between all modes of transportation, bringing all under ICC regulation; repealing the long haul-short haul clause of the ICC Act; repeal of the ICC's mandate to prepare and implement railroad consolidation plans; abolishing the Inland Waterways Corporation and placing tolls on waterways; the creation of a National Transportation Board to administer all transportation regulations; more RFC loans, including equipment loans at 2% interest; a separate court for all railroad reorganizations; tax relief for railroads and government assumption of all costs of grade crossing elimination or improving bridges over navigable waterways; deliberations result in the Transportation Act of 1940. (Rept, RyAge)
- Dec. 23, 1938 North Penn Coal Company dissolved and assets transferred to Manor Real Estate & Trust Company. (MB)
- Dec. 24, 1938 Sens. Burton K. Wheeler and George Norris oppose the repeal of the long haul-short haul clause proposed by the Committee of Six and say the Western states will never stand for it. (NYT)
- Dec. 27, 1938 Pennroad Corporation stockholders' committee announces it will seek to terminate the voting trust and prevent trustees from electing new directors before they retire; says A.J. County has denied them access to list of holders of voting trust certificates. (NYT)
- Dec. 27, 1938 Sen. Burton K. Wheeler meets with Pres. Roosevelt at the White House on the report of the Committee of Six; repeats his opposition to repealing the long-haul-short-haul clause, but considers the report a

- “working basis” for legislation. (RyAge)
- Dec. 1938 Pres. Clement orders Operating Dept. to consider a "businessman's car" with private meeting rooms for *The Congressional*; not finally implemented until new streamlined equipment is ordered in 1952. (MWC)
- Dec. 29, 1938 Leechburg Collieries Company, Inc., takes over some mines of bankrupt Saltsburg Coal Mining Company. (MB)
- Dec. 29, 1938 Walhonding Coal Company dissolved. (MB)
- Dec. 30, 1938 New Haven's Reorganization Plan Committee files a revised plan wiping out common stock and refusing to retain the Old Colony Railroad unless it discontinues passenger service and its capitalization is cut from \$475 million under old plan to \$400 million; cuts fixed charges to \$6.4 million a year vs. \$9.2 million under first plan; also excludes Boston & Providence and Providence, Warren & Bristol. (AR, NYT, Sutherland)
- Dec. 31, 1938 First test flight of Boeing 307 Stratoliner, the first pressurized passenger plane with ability to cruise at 14-20,000 feet above most weather. (Aviation)
- 1938 PRR is the fourth largest U.S. corporation in terms of assets at \$2.86 billion; Metropolitan Life Insurance Company is first with \$4.23 billion, then American Telephone & Telegraph Company at \$3.99 billion, and Prudential Insurance Company with \$3.12 billion; NYC is fifth at \$2.35 billion. (EAH)
- 1938 Pettengill Bill to repeal the long-haul-short-haul clause, which passed the House last year, is reported favorably by the Senate Committee on Interstate Commerce but is not brought to a vote. (RyAge)
- 1938 New interlocking plants installed at “HUDSON.” (RyAge)
- 1938? New “JERSEY” Tower built at the east end of the Delair Bridge, replacing the old “JERSEY,” “HATCH” at the connection of the southwest wye to the Camden line, “MINSON” at the connection of the northeast wye to the Bordentown line, and “DIVIDE” at the connection of the northeast wye with the Bridge line. (RySig)
- 1938 As part of the electrification of the Low Grade freight lines, new interlockings installed at “THORN,” “PARK” at Parkesburg, and “COLA”; “THORN” at Thorndale controls the line from “DALE” to Coatesville, including “DALE,” “GLEN,” “DOWNS,” and “CALN”

- Interlockings; “COLA” at Columbia operates remote interlockings at “SHOCKS,” “LAKE,” “MANOR,” “PORT,” and “CRESWELL”; one track of the Columbia Branch between Columbia and Shocks Mille is removed and one retained to serve industries; the parallel A&S Branch is electrified and signaled for both directions; Thorndale Yard is rearranged with two electrified freight running tracks. (RyAge - most prob. in 1937, including PARK and CALN)
- 1938 New “EDGEWOOD” Tower built with remote control of “MAGNOLIA” and “GUNPOW” Interlockings; replaces old tower at “GUNPOW.” (RySig - prob. about Mar.-Apr.)
- 1938 LIRR abandons Manhattan Beach Jct.-Sheepshead Bay. (RyAge - C&C has sold in 1937)
- 1938 LIRR terminal building at Long Island City is demolished for construction of Queens Midtown Tunnel; the few remaining rush-hour trains continue to load at the open platforms.
- 1938 MBA General Assembly meetings reduced from annual to biennial. (Mutual)
- 1938 PRSL abandons a connecting track in Camden (0.05 mile). (C&C)
- 1938 WNY&P abandoned between Mercer and Stoneboro, Pa. (12.3 miles). (C&C)
- 1938 PFW&C abandons 0.55 mile of the Fairhope-Bayard line at Bayard, Ohio. (C&C)
- 1938 Grade crossing elimination and change of line completed at Bucyrus. (C&C)
- 1938 Lunch and dining rooms at Chicago Union Station air conditioned; preventative measures to prevent the Chicago River from flooding the basement level baggage rooms. (C&C)
- 1938 Pennsylvania Greyhound Lines, Inc., acquires stock and franchises of Buckeye Stages, Inc., operating intrastate bus service Cleveland-Akron-Columbus, Toledo-Columbus-Cincinnati, etc. (MB)
- 1938 Pennsylvania Greyhound Lines, Inc., now operates express service between New York and Pittsburgh; fastest schedule is the *Dearborn Limited/Atlantic Limited* on a 12:10 schedule; runs via U.S. 22, stopping only for a rest stop at Duncansville between Harrisburg and Pittsburgh; fast runs are also made via U.S. 30, stopping only two times

between Gettysburg and Pittsburgh. (RyAge)

- 1938 New Haven establishes a Rail-Auto Plan; guaranteed advance rental car reservations with Hertz Driv-Ur-Self System. (AR)
- 1938 Lehigh Valley Railroad closes its Philadelphia General Office and relocates it to Bethlehem, Pa. (AR - late 1938 or 1/39 - RyAge - verify MB)
- 1938 Lehigh Valley Railroad abandoned between Canastota and Camden, N.Y. (RyAge)
- 1938 Pennsylvania Iron Works at Danville, Pa., closes; once a major rail rolling mill complex. (Paskoff ed - verify AI&SI?)
- 1938 United States Steel Corporation opens its Irvin Works at West Mifflin, Pa., the last steel-works to be built in the Monongahela Valley, to make strip steel for automobiles and appliances. (Hoerr - verify AI&SI)
- 1938 International Association of Machinists signs its first contract with an airline, Eastern Air Lines. (wiki)