

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

**By Christopher T. Baer**

**1922**

**December 2009 Edition**

- Jan. 1, 1922                      NYC leases Toledo & Ohio Central Railway. (GrnBk)
- Jan. 1, 1922                      Cleveland Union Terminals Company organizes Engineering Dept. with H.D. Jouett, Chief Engineer; construction begins. (MB, Rehor)
- Jan. 1, 1922                      Lines other than PRR and NYC reestablish differential fares between New York and Chicago abolished under USRA; are unable to retain traffic charging same fare for slower speeds. (RyAge)
- Jan. 1, 1922                      Delaware & Hudson Company begins offering company life insurance to employees with two years of service. (RyAge)
- Jan. 2, 1922                      Solid train of 100 PRR steel box cars with 500 Durant automobiles leaves Greenville Yard in Jersey City for California via Overland Route; largest transcontinental shipment of a single commodity; train runs intact as far as Ogden, Utah, as publicity stunt. (RyAge - elsewhere lv. 12/30/21?)
- Jan. 2, 1922                      Frank E. Haff, Secretary of LIRR, dies at 59. (RyAge)
- Jan. 6, 1922                      PRR announces it will retire its last wooden dining cars in next few months; 20 new steel diners on order. (PR)
- Jan. 6, 1922                      PRR train of 100 cars of Durant automobiles passes Horseshoe Curve with two helpers. (RyAge)
- Jan. 9, 1922                      Van Sweringens incorporate Vaness Company in Delaware as top of their holding company pyramid to finance further railroad purchases.
- Jan. 9, 1922                      PRR announces a 13% reduction in force at Olean Shops. (NYT)

Jan. 9, 1922 Alliance & New Castle RPO renamed Ashtabula & New Castle RPO. (Kay as corrected - was Alliance & Mahoningtown)

Jan. 10, 1922 Vaness Company acquires all stock of Nickel Plate Securities Corporation, and Cleveland Traction Terminals Company.

Jan. 11, 1922 ICC orders 49 railroads to each equip one division with automatic stop or speed control systems; PRR lines are Philadelphia-Pittsburgh, Philadelphia-Atlantic City, and Pittsburgh-Indianapolis. (RyAge, NYT)

Jan. 11, 1922 Special committee on Maryland, Delaware & Virginia Railway reports to Board on negotiations with bondholders. (MB)

Jan. 11, 1922 Van Sweringens agree to purchase Lake Erie & Western from NYC.

Jan. 11, 1922 ICC begins hearings on railroads' rate request. (RyAge)

Jan. 12, 1922 PT&T authorizes sale of air rights behind Post Office back to 9th Avenue to Post Office Dept. (MB)

Jan. 13, 1922 Publicity Department publishes first number of Central Region edition of *Pennsylvania News*, its first tabloid-style employee newspaper, published every two weeks; Northwestern Region edition follows; unlike the earlier newsletter, which have been mostly propaganda, these newspapers are intended to carry 90% news of employees and their families. (PaNews, RyAge - NB: PRR Publicity Dept. also published the *Pennsylvania Standard* newspaper in the early 1920s, with Ivy Lee's partner T.J. Ross as editor - move to 1921.)

Jan. 13, 1922 PRR cuts time of 1,000 employees at Wilmington Shops from 48 to 35 hours per week. (NYT)

Jan. 15, 1922 J.O. Hackenberg named Superintendent of Buffalo Division, replacing G.B. Beale, deceased; A.C. Watson to Schuylkill Division, replacing Hackenberg; W.C. Higginbottom from Peoria Division to Richmond Division, replacing Watson. (PR)

Jan. 1922 Lorain, Ashland & Southern Railroad discontinues regular passenger service and replaces with mixed train. (Church)

Jan. 1922 Kennett, Pa. station renamed Kennett Square on Octoraro Branch. (Guide)

Jan. 16, 1922 Solid train of 50 PRR steel box cars with 95,000 bu. of wheat from Buffalo arrives at Girard Point terminal in Philadelphia after 27-hour trip; new speed record for grain. (PR)

- Jan. 18, 1922 American Society of Civil Engineers bestows honorary membership, its highest honor, on Samuel Rea; limited to 20 living members. (NYT)
- Jan. 21, 1922 Transportation Dept. holds 23<sup>rd</sup> annual banquet at the Hotel Adelphia. (PR)
- Jan. 22, 1922 PRR Board authorizes a "Medal for Heroic Service" for acts of heroism performed after Feb. 1, 1922. (MB)
- Jan. 23, 1922 New York City Comptroller Charles L. Craig charges PRR is behind Port Authority's comprehensive plan for railroads in hearing by Board of Estimate; Mayor John F. Hylan charges British capital and railroads are behind plan to move port to New Jersey at expense of New York; City has own belt line scheme with tunnel under the Narrows and railroad yards on Staten Island. (NYT)
- Jan. 23, 1922 U.S. Railroad Labor Board announces new work rules for clerks over dissent of three management representatives. (RyAge)
- Jan. 24, 1922 Former USRA Director General Walker D. Hines, testifying before Senate Committee on Interstate Commerce, denies USRA returned railroads in deteriorated condition. (RyAge)
- Jan. 25, 1922 PRR Board authorizes improvement of line of Cumberland Valley between Lemoyne and Shippensburg. (MB, AR says completed in same year)
- Jan. 1922 Chicago Union Station Company authorizes construction of head house and other remaining work.
- Jan. 1922 PRR carries 100 cars of Durant automobiles from New York to Chicago in a single train; is largest single train devoted to a single shipper up to that time. (or 2/22?)
- Jan. 27, 1922 PRR announces it is negotiating to place advertising space in its New York and Philadelphia ferry boats and electric MU cars on Paoli, Chestnut Hill and Camden-Atlantic City lines. (PR)
- Jan. 28, 1922 Blizzard strikes Virginia and Washington, D.C., reaching almost to the latitude of New York City before moving out to sea; Rail travel south of Philadelphia crippled and through trains to South annulled; at 6:00 PM, PRR attempts to run a train from New York to Washington, but it is blocked south of Philadelphia; Southern Railway train leaves Penn Station at 12:10 AM of Jan. 29. (NYT)

- Jan. 29, 1922 PRR restores Northeast Corridor service; Atlantic City still cut off, and two WJ&S electric trains stranded at Clayton. (NYT)
- Jan. 30, 1922 New York City railroads, led by Samuel Rea, reject Mayor Hylan's plan for Staten Island-Brooklyn tunnel as unwarranted expense; city was to build tunnel and yard on Staten Island, but railroads were to have been responsible for belt line connecting to New Jersey. (NYT)
- Jan. 30, 1922 Ben W. Hooper and Glenn E. Plumb address annual meeting of National Civic Federation at New York on the railway question; Plumb, speaking as the representative of Bert M. Jewell of the AFL, denounces U.S. Railroad Labor Board and compulsory settlements. (RyAge)
- Feb. 1, 1922 PRR serves formal notice that it will not renew agreements granting B&O and Lehigh Valley Railroad use of Penn Station which expire effective Sep. 1, 1925; B&O deadline later extended; LV deadline extended to Jan. 1, 1928, by which time PRR has large interest in LV; however, PRR originally prefers that LV relocate to Exchange Place because of growing congestion in Penn Station. (CE)
- Feb. 1, 1922 PRR announces that it will sell advertising space in trains and stations, reversing a long-time policy; to be limited at first to MU cars out of Philadelphia and Camden and Camden and Jersey City ferryboats. (NYT)
- Feb. 1, 1922 William Gibbs McAdoo defends his actions as head of the USRA in two days of testimony before Senate Committee on Interstate Commerce; Sen. Cummins replies to McAdoo that extreme criticisms of the USRA are not an issue at the hearings, but rather whether railroads are correct in justifying large expenditures of 1920 on conditions created by USRA. (RyAge)
- Feb. 4, 1922 Pres. Rea denounces decision of ICC that outside repairs cost PRR \$3 million more than doing work in own shops as "unjust and unfair"; notes dissent of five ICC members and now defends decision as justified by a traffic increase, the threat of the "outlaw" strike, and neglect of USRA. (NYT)
- Feb. 8, 1922 PRR Board authorizes \$250,000 for experiments with Automatic Train Stop system; authorizes removal of arched train shed at Jersey City Terminal. (MB)
- Feb. 8, 1922 Last run of passenger trains on Central Indiana Railway between Anderson and Brazil; replaced by caboose on mixed trains. (Guide, Church)

Feb. 9, 1922                      New thawing shed placed in service at South Amboy coal piers. (PR)

Feb. 9, 1922                      Last run of Central Indiana Railway passenger service; thereafter carries passengers in caboose on local freight trains between Anderson and Brazil. (Sanders, Church)

Feb. 10, 1922                      PRR's *Atlantic City Limited* runs in 8 sections with 2,065 passengers for Lincoln's Birthday holiday; 8 sections run extra with 2,043 passengers on Feb. 11. (PR)

Feb. 13, 1922                      PRR and other railroads testify to committee of N.J. Legislature calling for repeal of state's Full Crew Law and in favor of new bill that would let PUC to prevent under-manning but give railroads discretion to set crew size. (NYT)

Feb. 13, 1922                      PRR's *New York Limited* returns from Atlantic City in 7 sections with 1,564 passengers; other eastbound trains carry 2,173. (RyAge)

Feb. 14, 1922                      ICC orders an increase in rate division going to New England lines. (RyAge)

Feb. 15, 1922                      Eastbound *Iron City Express*, No. 16, sideswiped when freight car derails in train it is overtaking at Allgrippus; one sleeping car damaged and train delayed two hours. (RyAge)

Feb. 15, 1922                      National Association of Owners of Railroad Securities petitions ICC to approve a plan for pooling all freight cars by the American Railway Service Corporation. (RyAge)

Feb. 16, 1922                      Alliance & Mahoningtown RPO discontinued. (Kay - or Ashtabula & New Castle?)

Feb. 16, 1922                      U.S. Railroad Labor Board sets new work rules for signalmen. (RyAge)

Feb. 16, 1922                      United Brotherhood of Maintenance of Way Employees & Railway Shop Laborers files for receivership. (RyAge)

Feb. 17, 1922                      Baltimore, Chesapeake & Atlantic Railway Board votes to dissolve subsidiary Kirby Wharf Company, which is now abandoned. (MB)

Feb. 1922                          Legislatures of New York and New Jersey approve Port Authority's comprehensive rail plan over opposition of Tammany Hall Democrats. (NYT - get dates)

Feb. 20, 1922                      U.S. Railroad Labor Board announces new national agreement for dispatchers, effective Mar. 1. (RyAge)

Feb. 20, 1922 Labor leaders meet at Chicago to plan united campaign to vote pro-business officials out of office. (RyAge)

Feb. 21, 1922 PRR Instructor in Americanization Vincent Colelli addresses the Bankers Forum at the Bellevue-Stratford Hotel; 12% of PRR employees (25,000) are foreign born; since 1913 have promoted 26 Italians to assistant foremen and eight to foremen. (PR)

Feb. 21, 1922 Fifteen rail unions, including the Brotherhoods, and United Mine Workers meet at Chicago to arrange an alliance for upcoming coal strike; mostly a bluff by UMW Pres. John L. Lewis to suggest complete shutdown of fuel distribution. (Dubofsky)

Feb. 23, 1922 L.F. Loree and W. Averell Harriman resign from B&O Board. (AR)

Feb. 23, 1922 Eastern Railways and BLE and BLFE begin bargaining sessions at Grand Central Terminal. (NYT)

Feb. 23, 1922 Senate passes amendment to Valuation Act eliminating necessity of determining and reporting separately the original and present cost of condemnation and damages or of purchases in excess of such original cost or present value. (RyAge)

Feb. 24, 1922 Gasoline rail car placed in service between Pemberton and Hightstown, N.J., by Union Transportation Company.

Feb. 25, 1922 Van Sweringens incorporate Clover Leaf Company in Delaware to hold stock of Toledo, St. Louis & Western; gives NKP access to St. Louis and Peoria gateways.

Feb. 25, 1922 LIRR General Superintendent John R. Savage (1869-1922) dies of meningitis at New York following an operation. (NYT)

Feb. 25, 1922 U.S. Railroad Labor Board announces rules for express company workers, effective Mar. 1. (RyAge)

Feb. 27, 1922 U.S. Supreme Court upholds power of ICC to set intrastate fares equal to interstate ones. (RyAge)

Feb. 28, 1922 U.S. Railroad Labor Board issues new work rules for supervisors of mechanics. (RyAge)

Mar. 1, 1922 PRR agrees with NYC to eliminate grade crossings in Erie, Pa. (MB)

Mar. 1, 1922 Baltimore, Chesapeake & Atlantic Railway defaults on interest

- payments. (AR)
- Mar. 1, 1922 PRR runs New York-Washington special for *New York Times* in 4:37 after newspaper strike ends; special is one baggage car and rider coach. (NYT)
- Mar. 1, 1922 Government guarantee for 6% return to railroads under the Transportation Act of 1920 expires. (RyAge)
- Mar. 1922 PRR contracts for fifth ferry slips at Camden and Market Street, Philadelphia. (RyAge)
- Mar. 4, 1922 Former VP of Lines West and PRR Director Joseph Wood (1846-1922) dies at Pittsburgh as a result of fall on an icy pavement several weeks earlier. (RyAge)
- Mar. 4, 1922 U.S. Railroad Labor Board announces rules for telegraphers, effective Mar. 16. (RyAge)
- Mar. 4, 1922 At a panel discussion on “The Railroads” held at the National Republican Club in New York, L.F. Loree calls for the repeal of the Adamson Act and the U.S. Railroad Labor Board and charges that the USRA padded the payrolls with 261,000 extra men after the war had ended in Nov. 1918; Maj. Henry T. Hunt (1878-1956), a former Democratic member of the Labor Board charges that the railroads have “snapped their fingers” at the Board’s rulings and that the PRR is the “chief offender.” (NYT)
- Mar. 5, 1922 PRR’s Olean Shops damaged by fire. (RyAge)
- Mar. 5, 1922 Maryland State Senate votes 19-7 to abolish the Full Crew Law. (PR)
- Mar. 6, 1922 Kane-Mt. Jewett Transit Company incorporated to operate bus line between Kane and Smethport, Pa. (MB)
- Mar. 6, 1922 New Jersey Legislature repeals its Full Crew Law. (PR)
- Mar. 6, 1922 U.S. Railroad Labor Board begins hearings on 205 railroads’ request for a further 10% wage cut; E.J. Manion (1872- ), Pres. of the Order of Railroad Telegraphers opens the arguments for labor; says management invites the operating Brotherhoods to “petting parties” while stonewalling with the other unions. (NYT)
- Mar. 7, 1922 Last span of Jersey City Terminal train shed truss removed. (CE)
- Mar. 7, 1922 U.S. Railroad Labor Board hears Bert M. Jewell of the Railway

- Employees Dept. who notes that the Erie, Western Maryland, Chicago Great Western, Pere Marquette, Bangor & Aroostook and NYC system has all leased their shops to outside, non-union contractors. (NYT, RyAge)
- Mar. 8, 1922 PRR Board authorizes extension of Wildwood Branch from Wildwood Crest to Cold Spring Inlet; authorizes members of Voluntary Relief Dept. who leave PRR service to continue death benefit by continuing to pay premium. (MB)
- Mar. 8, 1922 PRR Assistant General Counsel Henry Wolf Biklé representing the Eastern Railroads begins closing argument in ICC's general rate hearings; says there will be no general rate reduction. (RyAge)
- Mar. 8, 1922 O.P. Van Sweringen announces control of Toledo, St. Louis & Western Rail\_\_. (RyAge)
- Mar. 11, 1922 Van Sweringens incorporate Western Company in Delaware to hold stock of Lake Erie & Western Rail\_\_.
- Mar. 13, 1922 Cleveland Union Terminals Company names E.B. Katté of NYC consulting engineer for electrification; is to be 3,000 volt DC catenary. (MB, Rehor)
- Mar. 13, 1922 ICC concludes hearings on general rate increase. (RyAge)
- Mar. 13, 1922 At U.S. Railroad Labor Board wage reduction hearings, Bert M. Jewell charges that present system of joint conferences circumvent the Transportation Act of 1920. (RyAge)
- Mar. 1922 N.J. repeals Full Crew Law of 1913 and its amendment of 1917 over Democratic Gov. Edward L. Edwards' veto. (RyAge)
- Mar. 1922 Maryland Legislature repeals its Full Crew Law. (RyAge)
- Mar. 16, 1922 PRR arranges for installation of train control on 49 miles between Lewistown and Sunbury, Pa. (RyAge)
- Mar. 20, 1922 At ICC hearings, railroad representatives ask that the ICC not issue an order requiring automatic train stop, as it is not yet developed for such a large scale application and should concentrate on installing block signals. (RyAge)
- Mar. 22, 1922 PRR Board authorizes enlargement of Pitcairn shops and engine terminal, Enola car shops, next stage of Sharpsburg yard (begun 1918), fourth track between 30th Street and Sharpsburg, and track elevation at



Allegheny on Conemaugh Division. (MB)

- Mar. 22, 1922 PRR authorizes termination on notice of use of Conemaugh Division by Pittsburgh & Western under agreement of Mar. 8, 1890. (MB)
- Mar. 22, 1922 PRR forms committee on automatic train control under A.H. Rudd after three years of laboratory work. (ATO)
- Mar. 27, 1922 In U.S. Railroad Labor Board hearing, Bert M. Jewell demands recognition of a “living wage” as the basis of wage agreements; a “living wage” is defined as that needed to support a family of five or \$2,637 per year; management notes that the average family has 4.3 members and 1.7 wage earners. (RyAge)
- Mar. 30, 1922 PRR places orders with five builders for 190 P70 coaches, 35 PB70 combines, and 25 baggage-mail cars; 20 dining cars are being built at Altoona, and the LIRR has ordered 50 cars. (PR)
- Mar. 31, 1922 By 6-5 decision, ICC sustains AFL's charge that PRR's outsourcing of the repair of 200 locomotives to Baldwin Locomotive Works cost more than double what it would have cost to do the work in own shops or extra cost to PRR of \$3 million; with the exception of Commissioner Joseph B. Eastman, majority denies any evidence of a sinister motive on part of railroad. (PR, NYT)
- Apr. 1, 1922 United Mine Workers strike bituminous and anthracite coal mines simultaneously in largest coal strike in U.S. history by numbers of men (600,000); even men at non-union mines in Somerset, Fayette and Westmoreland Counties, Pa, join strike, but non-union mines in Southern Appalachia remain at work and expand to supply markets; stoppage of traffic aids coal roads in their determination to provoke and crush shop crafts before coal strike settled. (Dubofsky, Conlon)
- Apr. 1, 1922 WNY&P acquires trackage rights over Buffalo, Rochester & Pittsburgh Railway between Riverside Jct., N.Y., and Bradford, Pa. (C&C)
- Apr. 1, 1922 B&O trackage rights over former Cincinnati & Muskingum Valley Railroad between Crooksville and Spangler, Ohio, are cancelled. (Church)
- Apr. 1, 1922 VP W.W. Atterbury and Francis I. Gowen sail on White Star liner *Olympic* to attend International Railway Congress in Rome; in dockside interview Atterbury says the PRR has adequate coal stocks despite strike. (NYT)
- Apr. 1, 1922 Ralph Peters, Jr., promoted from LIRR Superintendent of

- Transportation to Assistant Superintendent. (PR)
- Apr. 3, 1922 Spencer C. Gilchrist of Harrisburg elected a PRR director in place of Joseph Wood, deceased. (PR)
- Apr. 4, 1922 Pres. Rea issues statement calling ICC decision in outsourcing of repairs case "unjust and unfair"; claims PRR exercised what it believed to be sound judgement in an emergency, and with hindsight, one could criticize recent government decisions just as easily. (PR, NYT)
- Apr. 8, 1922 Daniel Willard concludes a week of testimony before the Senate Interstate Commerce Committee; rebuts testimony of William G. McAdoo; says that the railroads were not broken down in 1917, and he and Samuel Rea were not "fired." (RyAge)
- Apr. 10, 1922 Cleveland Union Terminals Company approves contract with Graham, Anderson, Probst & White, architects, for design of Union Terminal and associated structures; 52 storey Terminal Tower is to be tallest building west of New York; station below grade has 12 tracks for steam railroads and 6 tracks for the Van Sweringens' rapid transit system reached from separate concourses. (MB, Rehor, )
- Apr. 10, 1922 AFL Railway Employees Dept. convention begins at Chicago. (Davis)
- Apr. 12, 1922 PRR Board authorizes construction of new pier and No. 3 grain elevator at Canton, Baltimore, and retirement of grain elevator No. 1. (MB)
- Apr. 12, 1922 Demolition of train shed of Jersey City Terminal completed. (CE)
- Apr. 13, 1922 Southern Pacific Chairman Julius Kruttschnitt testifies before Senate Committee on Interstate Commerce that USRA did not return railroads to private companies in a self-sustaining condition; Sens. Cummins and Pomerene agree. (NYT)
- Apr. 15, 1922 Three buildings at Meadows Shops destroyed by fire. (NYT)
- Apr. 15, 1922 Belt Railway of Chicago opens new icing facility. (Guide)
- Apr. 15, 1922 A.G. Mitchell named Secretary of the ATO; H.H. Garrigues named Superintendent of the West Jersey & Seashore Railroad, replacing Mitchell; I.B. Sinclair to Superintendent of Delaware Division, replacing Garrigues. (PR)
- Apr. 1922 Hanover Farms, N.J., station renamed Upton on Amboy Division. (Guide)

Apr. 16, 1922 Fire damages Meadows Shops. (RyAge)

Apr. 16, 1922 Seaboard Air Line establishes new drawing room sleeper between New York and Atlanta on *Atlanta-Birmingham Special*. (Guide)

Apr. 17, 1922 Committee of PRR officers recommends abandoning the Frontier Electric Railway project; line is now owned jointly by PRR and DL&W.

Apr. 17, 1922 NYC restores piecework in its shops. (RyAge)

Apr. 17, 1922 Union economist W. Jett Lauck begins three days of testimony before the Senate Interstate Commerce Committee attacking control of railroads by Wall Street financiers. (RyAge)

Apr. 1922 PRR sells 29,000 shares of Pacific Oil Company.

Apr. 20, 1922 PRR lays off 250 men at East Altoona roundhouse because of coal strike. (NYT)

Apr. 21, 1922 Pres. Samuel Rea and Board inspect facilities in the Pittsburgh-Youngstown area looking at proposed plans to ease congestion. (PR)

Apr. 21, 1922 At the AFL Railway Employees Dept. convention at Chicago; shopmen approve sending out strike ballots on the issues of contracting out and piecework but refuse to vote an assessment to finance strike and call only for voluntary donations. (RyAge, Davis)

Apr. 22, 1922 Judge George T. Page (1859-1941) of U.S. Circuit Court at Chicago upholds PRR and refuses to lift temporary injunction against U.S. Railroad Labor Board censuring PRR; preliminary injunction had been granted by Judge Kennesaw Mountain Landis in 1921; Judge Page holds that U.S. Railroad Labor Board is not an integral part of government and thus can sue and be sued; government appeals the ruling. (NYT, RyAge)

Apr. 22, 1922 1,500 PRR employees, including women, compete in system indoor athletic championships at Columbus, Ohio. (PR, NYT)

Apr. 24, 1922 ICC begins hearing on consolidation of southeastern railroads but discontinues them for lack of evidence. (RyAge)

Apr. 25, 1922 U.S. Railroad Labor Board concludes hearings on wage cuts.(RyAge)

Apr. 26, 1922 PRR and Ann Arbor Railroad agree to operate parallel lines between

- Galena Street, Toledo, and Alexis Jct. as a single double-track railroad. (Church)
- Apr. 26, 1922 Van Sweringens' Western Company purchases Lake Erie & Western from NYC for \$3 million. (NYC AR)
- Apr. 27, 1922 Ben W. Hooper elected Chairman of the U.S. Railroad Labor Board, replacing R.M. Benton. (RyAge)
- Apr. 28, 1922 Leaders of 16 railroad unions withdraw from U.S. Railroad Labor Board hearings in protest over appearance of trade associations like the National Industrial Conference Board and the National Industrial Traffic League. (RyAge)
- Apr. 29, 1922 New York-Macon sleeper operated via ACL and Georgia Railroad cut back to New York-Augusta on ACL. (Guide)
- Apr. 29, 1922 U.S. District Court at Chicago sustains PRR's contention it has the right to specify the manner of its employees representation. (RyAge)
- Apr. 30, 1922 *The Southland* begins operating year-round as a solid train over PRR between Chicago and Cincinnati via Logansport.
- Apr. 30, 1922 Atlantic City Railroad inaugurates *The Boardwalk Flyer*, *The Rocket*, *The Quaker City*, and *The William Penn* between Camden and Atlantic City. (tt)
- Apr. 30, 1922 PRR begins commuter train between Camden and the new Chelsea station in Atlantic City. (PR)
- May 1, 1922 Ivy Lee begins running employee profiles and other public relations articles on PRR dining car menu covers; campaign lasts through at least Aug. 1930. (Ivy Lee Papers)
- May 1, 1922 PRR discontinues its own refrigerator car lines and merges its 5,927-car refrigerator fleet with that of Fruit Growers Express. (PR)
- May 2, 1922 Pres. Rea writes to VP W.W. Atterbury to examine the question of cost and potential savings from electrifying the crossing of Allegheny Mountain; PRR then conducts engineering studies for electrification between Altoona/Hollidaysburg and Seward (near Johnstown) via both Horseshoe and Mule Shoe Curves and also for electrification in Pittsburgh suburban area. (SRea)
- May 2, 1922 PRR Board authorizes completion of concrete grain elevator at Canton, Baltimore, suspended during the war; will replace wooden Elevator No.

2. (PR)

- May 3, 1922 Cambria Bus Company incorporated in Pa. to operate bus lines Altoona-Chest Springs and Altoona-Cresson-Ebensburg-Barnesboro-Patton. (MB)
- May 5, 1922 VP Elisha Lee, in speech to Transportation Club at New York, calls for less government regulation; holds that motor trucks will find niche for short-haul traffic but not be competitors of railroads. (NYT)
- May 8, 1922 PRR experiences bottlenecks at its New York Produce Terminal piers because of flood of spring produce. (NYT)
- May 8, 1922 PRR Delaware River ferries *Haddonfield* and *Millville* launched at the Sun Shipbuilding Company in Chester, Pa. (PR)
- May 9, 1922 Connecting Railway Board authorizes a new turntable and car barn on the Bustleton Branch; siding for the Edward G. Budd Manufacturing Company at Hunting Park Avenue on the Chestnut Hill Branch. (MB)
- May 10, 1922 In a case involving the Indiana Harbor Belt Railroad, the U.S. Railroad Labor Board rules that its contracting out of repairs violates the Transportation Act of 1920 but says contracting out must be judged on a case-by-case basis; the IHB refuses to abide by the decision. (RyAge, NYT)
- May 10, 1922 PRR Board authorizes Enola Yard enlargement; second track and grade revision between "KN" Tower and Summitville on Cleveland & Pittsburgh Division; authorizes negotiations for PCC&StL to buy half interest in Chicago & Eastern Illinois line between Terre Haute and Otter Creek Jct. and full title to line from Otter Creek Jct. to Rockville. (MB)
- May 15, 1922 Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employes files in U.S. District Court in Philadelphia for injunction to block PRR election for Employee Representation Plan. (NYT)
- May 15, 1922 PRR changes terminal for southern potatoes from Pier No. 29, N.R., to new produce terminal at Meadows Yard, creating opposition from shippers and New York dealers; move then postponed to June 6. (NYT)
- May 1922 PRR closes Erie & Pittsburgh ore docks at Erie in favor of the Philadelphia & Erie docks. (Cole)
- May 1922 Work on Pennsylvania-Detroit Railroad's Detroit extension resumes.

- May 17, 1922 Safety message prepared by PRR Insurance Dept. broadcast on the Westinghouse network stations in Pittsburgh, Chicago, Newark and Springfield, Mass. (PR)
- May 18, 1922 LIRR Board authorizes a new station at Matawok for the Matawok Land Company; donates one year's salary of \$7,500 to widow of late Secretary Frank E. Haff, because he "wore out his life in the interests of the company." (MB)
- May 18, 1922 ICC authorizes NYC to purchase Chicago River & Indiana Railroad and Chicago River & Indiana Railroad to lease Chicago Junction Railway controlling access to Chicago Union Stock Yards district. (NYT, RyAge)
- May 19, 1922 Chief Mechanical Engineer Alfred Wolcott Gibbs (1856-1922) dies of heart attack at home in Wayne, Pa. (NYT, Guide)
- May 19, 1922 NYC acquires 100% control of Chicago River & Indiana Railroad, and on same day it leases Chicago Junction Railway. (NYC AR)
- May 20, 1922 Samuel Rea and other presidents of 19 largest railroads attend dinner at White House; Pres. Harding advises that ICC will probably lower rates and asks railroads' cooperation; railroad presidents respond that many roads have already cut rates to fight depression and press for cuts in wages and end to featherbedding work rules. (NYT, RyAge, Flynn, )
- May 21, 1922 Committee of railroad executives formed to confer with ICC over rates.
- May 23, 1922 PRR official opens enlarged Manhattan Produce Yard at Meadows; 11 tracks for 511 cars; first portion of yard was built in 1920 for watermelons; produce to be forwarded by trucks suing ferries and later through planned Holland Tunnel. (NYT)
- May 23, 1922 PRR trains begin operating Toledo-Detroit via temporary trackage rights over Ann Arbor Railroad, Pere Marquette, and Wabash; NYC is furious with this invasion of its territory and refuses to cooperate with PRR as it had during the "Community of Interest" period. (C&C, WWA 47/47)
- May 24, 1922 ICC makes public its ruling of May 16 cutting rates by 10% and setting 5-3/4% as fair rate of return for railroads. (RyAge)
- May 24, 1922 PRR Board authorizes change of line between Rochester and Beaver Falls, Pa. (MB)

- May 25, 1922 Pres. Rea announces PRR plans to enter Detroit to a meeting of the Detroit Board of Commerce. (NYT)
- May 25, 1922 New York City Transit Commission Chairman George McAneny, in hearings on proposed moving sidewalk under 42nd Street, proposes a union station for all suburban traffic at 32nd Street & Fourth Avenue by extending tunnel from Grand Central at tapping PRR tunnels; also calls for a subway loop between 42nd & 30th Streets serving Grand Central, Times Square, Penn Station and new union station. (NYT)
- May 25, 1922 U.S. Railroad Labor Board orders wage reductions for maintenance of way employees. (Davis)
- May 25, 1922 UMW rejects arbitration of anthracite strike. (AnthBurInfo)
- May 26, 1922 Baldwin "Prosperity Special" consisting of 20 2-10-2s being delivered to Southern Pacific leaves Eddystone via PRR behind doubleheaded L1s; runs via Port Road, Fort Wayne, Richmond and East St. Louis; four pushers, two on rear and two cut into middle, required over Allegheny Mountain on May 29. (Mutual, RyAge)
- May 1922 Rebutting Sen. Robert La Follette, Robert S. Binkerd, Assistant to the Chairman of the Association of Railway Executives, notes that labor leaders' charges of Wall Street banker control of railroads are based on exaggerating interlocking directorates by treating membership on boards of subsidiary companies as if they were competing lines; 64 of 99 companies listed as being controlled by 25 men are actually 12 large systems and 7 joint terminal facilities. (NYT)
- May 28, 1922 U.S. Railroad Labor Board, in Decision No. 1028, announces wages cut for maintenance of way employees by 13% effective July 1. (NYT, RyAge)
- May. 29, 1922 U.S. Supreme Court orders Southern Pacific Company to divest itself of the Central Pacific Rail\_\_, reversing the lower court ruling. (RyAge)
- May 31, 1922 Waynesburg & Washington Railroad Board authorizes equipping its locomotives with electric headlights. (MB)
- June 1, 1922 New York City Transit Commission holds hearing on PRR request to increase LIRR's rent at Penn Station from \$240,000 to \$300,000 a year; PRR says LIRR has 70% use of station for 35% of cost; citing LIRR growth, PRR has served notice on Lehigh Valley and B&O to vacate station by 1925. (NYT)
- June 1, 1922 Pres. Harding hosts meeting of representatives of UMW and anthracite

and bituminous coal operators in effort to end coal strike.  
(AnthBurInfo)

- June 3, 1922 Bert M. Jewell, head of the AFL's Railway Employes Dept., threatens nationwide strike if U.S. Railroad Labor Board cuts shops crafts' wages. (NYT)
- June 5, 1922 LIRR sells Prospect Park & Coney Island Railroad to South Brooklyn Railway, now part of the Brooklyn Rapid Transit system, under agreement of May 31. (MB)
- June 5, 1922 Atlantic City Railroad inaugurates *The Baltic*, a summer-only train between Camden and the Baltic Avenue Branch in Atlantic City; becomes sole train to serve this branch. (tt)
- June 5, 1922 "Prosperity Special" arrives in East St. Louis. (RyAge)
- June 5, 1922 ICC holds hearing on PRR's proposed embargo on potatoes to New York in favor of Meadows Yard; Port Authority appears on behalf of shippers; PRR had wanted to move potatoes as least perishable produce to make room for increase of more perishable items at New York piers; PRR cancels the embargo under pressure. (NYT)
- June 5, 1922 U.S. Supreme Court rules that unions can be sued. (RyAge)
- June 6, 1922 U.S. Railroad Labor Board, in Decision No. 1036, imposes cuts of 5-10 cents per hour on shop crafts effective July 1 with three labor members dissenting; they are rebuked by the majority who declare it the duty of all patriotic citizens to help get the railroads back on their feet; PRR ignores ruling. (RyAge, Flynn)
- June 6, 1922 Heads of 11 rail unions, excluding the five Brotherhoods, meet in Cincinnati in response to cuts ordered by U.S. Railroad Labor Board and draw strike plans. (RyAge)
- June 6, 1922 Through summer-only sleepers established between St. Louis and Mackinaw City via Illinois Central to Chicago, Michigan Central to Kalamazoo and GR&I *Northland Limited*. (Guide)
- June 8, 1922 Shop craft unions mail strike ballots. (Flynn - verify)
- June 10, 1922 Post Office Dept. contracts for annex in rear of 8th Avenue General Post Office over PRR tracks. (NYT)
- June 10, 1922 New York City Mayor John F. Hylan writes to Pres. Harding asking him to veto congressional bill ratifying Port Authority's comprehensive



rail plan. (NYT)

June 10, 1922 U.S. Railroad Labor Board, in Decision No. 1074, imposes wage cuts on clerks, freight handlers, stationary engineers, signal dept. employees and others, completing the wage cuts in all trades. (PMiddleton)

June 12, 1922 "Prosperity Special" delivered to Southern Pacific at Corsicana. (Guide)

June 12, 1922 PRR and other railroads enter objections with ICC over award of Chicago River & Indiana Railroad and Chicago Junction Railway to NYC. (NYT)

June 13, 1922 ICC issues final order to install automatic train control with automatic train stop by Jan. 1, 1925; substitutes Baltimore-Harrisburg for one division Philadelphia-Pittsburgh. (ATO, )

June 13, 1922 VP W.W. Atterbury arrives in New York on White Star liner *Majestic*. (NYT)

June 14, 1922 Tuckerton Railroad annuls contract for operating Barnegat Railroad and part of Philadelphia & Beach Haven Railroad effective Dec. 15.

June 15, 1922 ICC issues order requiring 49 railroads to install automatic train control by Jan .1, 1924. (RyAge)

June 15, 1922 Women's Aid of the Pennsylvania System has an enrollment campaign underway. (PR)

June 15, 1922 ICC resumes hearings on consolidation plans. (RyAge)

June 1922 Association of Railway Executives decides that effective Oct. 1, all questions of labor, publicity and accounting will be handled regionally; other functions turned back to American Railway Association. (NYT)

June 1922 CCC&StL Railway (Big Four) inaugurates *Sycamore* as deluxe all-steel train between Chicago and Indianapolis. (Sanders)

June 16, 1922 LIRR Board authorizes Safety Agent to make public relations speeches around Long Island and disseminate information compiled by the Association of Railway Executives' committee on Public Relations. (MB)

June 17, 1922 Heads of 11 rail unions write to U.S. Railroad Labor Board Chairman Ben W. Hooper protesting the recent decisions and informing him they are planning to strike. (Flynn)

- Jan. 17, 1922 U.S. Railroad Labor Board authorizes wage reduction for other than shopmen, effective July 1. (RyAge)
- June 18, 1922 Addressing American Railway Association convention at Atlantic City, Frank McManamy (1870-1944), former Manager of Dept. of Equipment under USRA, notes that there are 334,000 bad order cars and 13,128 locomotives out of service on U.S. railroads, and that repairing them would add 300,000-400,000 jobs. (NYT)
- June 20, 1922 U.S. Railroad Labor Board Chairman Ben W. Hooper replies to the railroad unions predicting that a strike will be a disaster for the public and predicting a backlash against the unions. (Flynn - verify)
- June 19, 1922 Atlantic City Railroad inaugurates *The Ocean City Special*, a summer-only commuter train between Ocean City and Camden, making the run to Philadelphia in 1:25. (tt)
- June 21, 1922 Gamble Latrobe ( -1922), General Superintendent of Southern Grand Division, dies at the Marlborough-Blenheim Hotel in Atlantic City. (PR)
- June 21, 1922 "Herrin Massacre" occurs in "Bloody" Williamson County, Ill., after United Mine Workers strikers overpower a group of Chicago steam shovel operators who are working at a strip mine as strikebreakers, then shoot and beat them as they are being marched to town; 19 killed; helps turn public opinion against the miners. (Dubofsky)
- June 22, 1922 PRR reaches agreement with shop crafts under Employee Representation Plan for average cut of 6 cents per hour effective July 16, or less than national agreement. (LC)
- June 22, 1922 ICC orders 49 railroads to install Automatic Traffic Control (ATC) on one division by Jan. 1, 1925. (NYC AR)
- June 22, 1922 Speaking to Freight Station Section of American Railway Association, VP W.W. Atterbury charges "so-called economists" with misleading public with false charges against the railroads and urges traffic men to give the railroad's view to shippers. (NYT)
- June 24, 1922 William Rockefeller (1841-1922), NYC director and member of Finance Committee, dies. (AR)
- June 25, 1922 W.T. Noonan, Pres. of Buffalo, Rochester & Pittsburgh Railway confirms that plans are afoot by the Iselin and Rockefeller interests to merge the BR&P, the Western Maryland, the Wheeling & Lake Erie

- and the Toledo, St. Louis & Western. (NYT)
- June 26, 1922 U.S. Railroad Labor Board begins hearing 28 disputes involving contracting out of repairs, including on NYC and DL&W but not PRR. (RyAge)
- June 27, 1922 PRR announces that it has negotiated wage cuts with maintenance of way, telegraph and signal employees through the Employee Representation Plan, effective July 1; cuts are generally smaller than those imposed by the U.S. Railroad Labor Board. (NYT)
- June 27, 1922 AFL Railway Employees Dept. counts ballots and authorizes strike of Federated Shopcrafts on July 1. (Flynn - verify)
- June 28, 1922 PRR Board authorizes enlargement of Pitcairn car shops; revision of 13th-16th street yards on Conemaugh Division in Pittsburgh; enlargement of Mosier Yard at Girard, Ohio. (MB)
- June 28, 1922 Bert M. Jewell telegrams T. DeWitt Cuyler that shopmen will strike on July 1 unless the railroads cancel the July 1 wage reduction, restore all USRA work rules and end contracting out of repairs. (RyAge, Flynn)
- June 29, 1922 Railroad managers, meeting in Chicago, reject last-minute ultimatum from AFL shop craft unions. (NYT)
- June 29, 1922 U.S. Railroad Labor Board summons leaders of shop craft unions to emergency meeting. (RyAge)
- June 30, 1922 U.S., now the world's chief creditor nation, holds 47% of world monetary gold stocks, twice that before World War I.
- June 30, 1922 U.S. Railroad Labor Board holds last-minute meeting between AFL leaders and managers of 23 railroads in effort to avoid strike; Jewell refuses to appear and is denounced by Chairman Ben W. Hooper; E.F. Grable of the United Brotherhood of Maintenance of Way Employees & Railroad Shop Laborers attends and agrees not to sanction a strike upon a promise that the Board will reconsider the wage reduction; this leaves the six shop craft unions to strike alone. (NYT, RyAge, Flynn)
- June 30, 1922 PRR announces that 5,500 clerical and station workers in Northwestern Region have agreed to wage cuts through Employee Representation Plan. (NYT)
- June 30, 1922 New York & Rockaway Beach Railway merged into LIRR. (Moody's)
- June 30, 1922 *Washington-Bar Harbor Express* runs northbound in a record four

sections with 29 extra sleeping cars; Washington section has three cars to Bar Harbor, three to Portland, and one for Danville Jct., Maine; three Philadelphia sections have a total of ten cars for Bar Harbor, eight for Portland, five for Rockland, two for Bretton Woods, and one to Kineo, Maine. (PR)

- June 30, 1922 Secretary of the Interior Albert B. Fall (1861-1944) is indicted on charges of bribery and conspiracy for secretly leasing U.S. oil reserves to cronies in the petroleum industry in the “Teapot Dome” scandal. (Burg)
- July 1, 1922 ICC's 10% rate cut goes into effect, along with US Railroad Labor Board's 10% wage reduction in certain trades. (B&O AR)
- July 1, 1922 National shop-craft strike begins in attempt to preserve union gains made under USRA; 256,435 shopmen strike nationwide, or about 75% of the total; however, only 22,630 or 37% of the PRR shopmen strike; PRR eventually employs 16,215 extra guards, or one for every 1.5 strikers; little disruption of holiday traffic; PRR takes lead in trying to break the strike; only 48 strike at Altoona; more severe in Pittsburgh area, except Conway; unions claim strike is 90% effective at Pittsburgh, PRR claims 45%; 1,300 men walk out on LIRR; strike also promises to interrupt flow of coal from non-striking mines in South. (LC, NYT, RyAge, Davis)
- July 1, 1920 Each Region of the PRR implements its “permanent strike organization” according to regular contingency plans in place for any strike; all engineering and supervisory employees assume assigned strike duties, such as commissaries, sanitary arrangements, etc.; labor agent offices are established throughout each Region to recruit strikebreakers, reporting to the Superintendent of the Labor & Wage Bureau in each Region; the PRR builds 100 commissaries and lodgings around the system; the Central Region alone serves 23,000 meals a day. (Davis, PrsnlDept)
- July 1, 1920 Freight rates reduced by 10%. (RyAge)
- July 1, 1920 PRR reduces rates on Hudson River and Delaware River ferries by 10%. (PR, NYT)
- July 1, 1922 PRR increases LIRR's rent for the use of Penn Station from \$20,000 to \$25,000 per month. (MB)
- July 1, 1922 PRR System acquires trackage rights over National Docks Railway between Waldo Avenue and Communipaw, Jersey City, under agreement dated May 2, 1923. (C&C)

- July 1, 1922 Philadelphia & Camden Ferry Company cuts vehicular rates. (AR)
- July 1, 1922 Northwestern Region edition of *Pennsylvania News* begins publication. (RyAge)
- July 1, 1922 W.M. Wardrop named General Superintendent of Southern General Division, replacing Gamble Latrobe, deceased; J.B. Hutchinson, Jr., to General Superintendent of Michigan General Division, replacing Wardrop; T.A. Roberts to Superintendent of Toledo Division and General Agent at Detroit, replacing Hutchinson; R.H. Pinkham to Superintendent of Fort Wayne Division, replacing Roberts; F.D. Davis to Superintendent of Norfolk Division, replacing Pinkham. (MB, PR)
- July 1, 1922 Nickel Plate begins operating Lake Erie & Western Rail\_\_.
- July 1, 1922 Tidewater coal rates revised; PRR rate to New York Harbor is now 22 cents higher than N&W rate to Hampton Roads; higher rate for shorter haul; combines with lower cost of Southern non-union mines to render Pennsylvania and northern West Virginia coal less competitive. (Lambie)
- July 2, 1922 Police cordon prevents striking shopmen from closing PRR power plant in Long Island City. (NYT)
- July 2, 1922 Atlantic City Railroad's late night Camden-Atlantic City express No. 33 derails at 70 MPH at Winslow Jct., N.J., when inadvertently switched to the curving Cape May Branch track; with poor visibility in storm, towerman had mistaken a train of coaches being deadheaded to Atlantic City for July 4 traffic for No. 33, which was late; 7 killed, 89 injured. (RyAge, MacDonald)
- July 3, 1920 U.S. Railway Labor Board passes resolution stating that the shop craft strikers are no longer employed by the railroads and no longer subject to the Transportation Act of 1920 and the Board; allows those who remain at work and others who take their places to form new organizations and to be protected in their work; railroads begin hiring replacements, including many African Americans from the deep South; the resolution makes seniority an issue in the strike, which it was not before, making it longer and more acrimonious, since the loss of seniority is devastating for skilled workers. (NYT, Conlon, Davis, Flynn)
- July 4, 1922 Maintenance of way union leaders meeting in Chicago agree to keep their men out of the strike, although a majority of the membership was in favor of a strike vote; instead, members were to bargain with each

railroad with disputes to be settled by U.S. Railroad Labor Board.  
(NYT, RyAge)

- July 4, 1922 All 11 railroads at New York issue a joint statement that the strikers have terminated their employment and forfeited their seniority rights. (Flynn - verify - as strike drags on, restoration of seniority, and not the original aims, becomes the focus of the strike)
- July 4, 1922 ICC issues priority orders governing movement of freight during the strike. (RyAge)
- July 1922 Railroads issue ultimatum that shop craft strikes must return by July 10 or lose seniority. (Conlon - CB&Q did on 7/4 - Flynn)
- July 4, 1922 At a Fourth of July speech in his hometown of Marion, Ohio, Pres. Harding proclaims that "a free American has the right to labor without any other's leave." (Flynn)
- July 5, 1922 By PRR accounts, most effective day of Shop Craft Strike on PRR; 22,625 of average of 55,000 men on strike. (PrsnlDpt, PR)
- July 5, 1922 General Manager C.S. Krick reports hiring 1,000 men in the Eastern Region since the strike began. (PR)
- July 5, 1922 Lawyers of lines entering Chicago begin two days of meetings to prepare response to the Shop Crafts Strike, including having individual railroads file for injunctions to prevent strikers from harassing non-strikers and strikebreakers. (Flynn)
- July 5, 1922 Camden-Market Street ferry handles record 3,504 vehicles returning from the shore between 3:00 PM and 11:00 PM; total for the day is 7,784. (PR)
- July 6, 1922 Responding to behind-the-scenes pressure from Ben W. Hooper and Walter L. McMenemy of the U.S. Railroad Labor Board, Pres. E.F. Grable of the United Brotherhood of Maintenance of Way Employees & Railroad Shop Laborers calls off the strike, even though his union had voted for it; this leaves the shopmen to stand alone. (Davis)
- July 6, 1922 Sheriff at Fort Wayne requests National Guard after rocks thrown and shots fired at PRR shopmen who refuse to join strike. (NYT)
- July 6, 1922 First of 20 new dining cars from Altoona placed in service on New York-Philadelphia "Clockers." (PR)
- July 8, 1922 Pres. Rea sails on the White Star liner *Majestic* for a month in London

and Paris. (NYT)

- July 8, 1922 Pres. Harding informs Ben W. Hooper that if the Shop Crafts are determined to resort to lawless means, then the government must suppress them by force. (Davis)
- July 8, 1922 First deaths of the strike occur in Cleveland and Buffalo where two strikers are shot and killed by railroad guards. (Davis)
- July 8, 1922 Attorney-General Harry M. Daugherty (1860-1941) directs U.S. District Attorneys and U.S. Marshals to use force where necessary to prevent interruption of interstate commerce or mail deliveries. (Flynn)
- July 9, 1922 Erie Railroad announces it is cancelling 19 trains on its suburban lines in New Jersey because of locomotive shortages caused by the strike, the first railroad to do so. (NYT)
- July 10, 1922 Pres. Harding calls for arbitration of coal strike under plan proposed by Secretary of Commerce Herbert Hoover; resumption at old wage scale and impartial investigation by a U.S. Coal Commission. (RyAge, AnthBurInfo)
- July 10, 1922 After meeting with Alfred P. Thom (1854- ), General Counsel of the Association of Railway Executives, for an hour, Attorney-General Harry M. Daugherty goes to the White House and reports to Pres. Harding on his orders against interruption of the mails. (NYT)
- July 10, 1922 At request of the railroads, Attorney-General Harry M. Daugherty orders appointment of 3,000 deputy marshals at various strike locations to prevent interference with interstate commerce and to protect private property. (Flynn)
- July 10, 1922 "Period of grace" which PRR allows strikers without losing seniority to return expires at noon. (NYT)
- July 10, 1922 ICC approves PRR lease of PCC&StL dated Mar. 26, 1921. (Church)
- July 11, 1922 Pres. Harding issues proclamation that railroads must be kept running and promising protection to non-striking shopmen; says both labor and management have repudiated the rulings of U.S. Railroad Labor Board and that strikebreakers have a right to work. (NYT, RyAge, Flynn, Davis)
- July 11, 1922 U.S. Railroad Labor Board Chairman Ben W. Hooper meets with executive council of AFL Railway Employees Dept. and suggests a compromise settlement that would include an end to contracting out of

- repairs, establishment of national boards of adjustment, rehearing of the wage decision, withdrawal of all lawsuits and rehiring of strikers with seniority; the council is evasive, but says will consider proposal if management agrees first. (Flynn - verify - Davis says 7/12)
- July 11, 1922 PRR issues a statement that 41,000 of an average of 55,000 shopmen are working, up 4,100 from last week. (PR)
- July 12, 1922 Chairman Ben W. Hooper of the U.S. Railroad Labor Board meets with management representatives in Chicago; briefs them on union demands in order of priority: an end to contracting out of repairs, national bargaining, old work rules, and wage increase; management issues formal statement that no terms will be considered until men return to work; committee is L.F. Loree, Samuel M. Felton of the Chicago Great Western, S.F. Bush of the Missouri Pacific, and Whitford Cole of the Nashville, Chattanooga & St. Louis; the committee rejects Hooper's proposals; on the same day, the committee agrees with the operating Brotherhoods that they will not be required to do the work normally performed by the strikers. (NYT, RyAge)
- July 12, 1922 AFL's Railway Employes Dept. writes an open letter to Pres. Harding citing managements' refusal to negotiate and offering its cooperation in a negotiated settlement. (Flynn)
- July 12, 1922 Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employes sues PRR in U.S. District Court seeking injunction to stop wage cuts negotiated under Employee Representation Plan. (NYT)
- July 13, 1922 LIRR Board authorizes the removal of the Chestnut Street rapid transit ramp abandoned in 1918; authorizes track elevation from Hollis to the Nassau County line and third and fourth tracks between Hillside Avenue and Floral Park. (MB)
- July 13, 1922 Secretary of War John W. Weeks (1860-1926) promises federal protection in event of failure of states to maintain law and order. (RyAge)
- July 13, 1922 Bert M. Jewell sends telegram to Pres. Harding saying there are no interruptions of the mails; charges railroads with numerous violations of the Transportation Act of 1920. (NYT, RyAge)
- July 14, 1922 Some union and management leaders meet through the intercession of U.S. Railroad Labor Board Chairman Ben W. Hooper. (Flynn - verify)
- July 14, 1922 PRR reports that no trains have been cancelled in the first week of the



- strike. (PR)
- July 14, 1922 Reports of scattered instances of strikes by clerks in various places. (RyAge)
- July 14, 1922 Timothy Healey, Pres. of International Brotherhood of Stationary Firemen & Oilers authorizes a strike effective July 17. (RyAge)
- July 15, 1922 Ben W. Hooper reports fundamental differences between management and labor; management agrees to end contracting out, promises regional instead of national board of adjustment, and agrees that the unions can take the wage and work rules issues back to the U.S. Railroad Labor Board, but they will not restore seniority to the strikers. (RyAge)
- July 15, 1922 Deputy federal marshals sworn in to protect passage of U.S. mail at strike centers; PRR issues announces it has not yet cancelled any trains and 95.5% have run on time; PRR no longer holds trains at Washington for southern cars, which may arrive up to two hours late. (NYT)
- July 15, 1922 Pres. E.F. Grable of the United Brotherhood of Maintenance of Way Employes & Railroad Shop Laborers meets with Pres. Harding for two hours and urges him to call a conference between Bert M. Jewell and railroad executives. (RyAge)
- July 15, 1922 Sen. \_\_ Cummins confers with Pres. Harding; announces that the Senate Interstate Commerce Committee will hold hearings on amendments to strengthen the labor provisions of the Transportation Act of 1920. (RyAge)
- July 15, 1922 United Mine Workers rejects Harding's arbitration plan. (AnthBurInfo, Dubofsky)
- July 15, 1922 American Railway Association shows the number of serviceable locomotives at 48,639, down 1.8% from the start of the strike; the number of locomotives repaired has fallen by 48%, but there are still 6,332 locomotives in reserve. (Davis)
- July 1922 PRR contracts with Philadelphia Electric Company to supply electricity for Camden-Atlantic City service instead of Westville Power House. (RyAge)
- July 1922 NYC introduces "green cap" messengers at Grand Central Terminal to take and relay telephone messages and letters or deliver bags and parcels. (RyAge)

- July 16, 1922 Mob of men and women rush PRR train carrying strikebreakers at Olean, N.Y.; one railroad guard beaten. (NYT)
- July 16, 1922 Reduced wages for PRR shopmen negotiated under Employee Representation Plan go into effect. (LC)
- July 16, 1922 *Gotham Limited* established between New York and Chicago on 22:00 schedule; gives four Chicago trains running in under 24 hours; also No. 154 St. Louis-Pittsburgh section with Louisville-New York sleeping car via Indianapolis. (Guide, PR)
- July 16, 1922 New record for Camden-Market Street ferry of 9,492 vehicles in one day. (PR)
- July 17, 1922 AFL leaders issue proclamation that strike is directed against Wall Street interests and railroad management, not government but that government has taken a consistent anti-union stance. (NYT)
- July 17, 1922 Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employees on PRR threaten to join strike unless demands met. (NYT)
- July 17, 1922 By this date, 2,000 deputy U.S. marshals have been appointed to deal with the Shop Crafts Strike. (Flynn)
- July 17, 1922 PRR suggests travelers arrange in advance to be met in Men's or Women's Waiting Room and Penn Station to avoid confusion created by multiplicity of exits, particularly now that IRT and Hotel Pennsylvania passages are open. (NYT)
- July 18, 1922 Pres. Harding orders all coal state governors to prepare to protect any miners who may return to work. (RyAge, Dubofsky)
- July 18, 1922 PRR announces agreement with those shopmen who have stayed on the job. (RyAge)
- July 19, 1922 New York & Rockaway Beach Railway merged into LIRR. (Cards have 6/30)
- July 19, 1922 LIRR announces formation of Committee on Public Relations headed by George Flatow (1895-1968), Publicity Agent. (RyAge)
- July 19, 1922 Railroad management issues statement that they are prepared for a long strike and will not yield. (NYT)
- July 19, 1922 U.S. Railroad Labor Board Chairman Ben W. Hooper announces that

his mediation efforts have failed and won't be continued. (NYT, Flynn - verify - Davis says he tells Harding that the refusal of the railroads to reinstate seniority is sound and that each road should make its own settlement)

- July 19, 1922      Senators Cummins, Kellogg and Watson of the Senate Interstate Commerce Committee summon a management delegation consisting of T. DeWitt Cuyler, W.W. Atterbury, Alfred P. Thom, L.F. Loree, E.J. Pearson of the New Haven, and Frank P. Alfred (?) of the Pere Marquette to a evening conference in Washington. (NYT)
- July 20, 1922      After midnight, the Senate-management conference breaks up with no results. (NYT)
- July 20, 1922      PRR secures temporary restraining order against strikers from U.S. District Court for Eastern District of Illinois in case of PCC&StL vs. International Association of Machinists.
- July 20, 1922      U.S. Circuit Court of Appeals supports labor's position and overturns Judge George T. Page's ruling in lower court upholding PRR injunction against U.S. Railroad Labor Board publishing an order stating that PRR has violated Decision 218 calling for new shop crafts elections. (RyAge, LC)
- July 20, 1922      Postmaster General Hubert Work announces that any danger that the Shop Crafts Strike had posed to mail deliveries has passed. (Flynn)
- July 20, 1922      PRR signs agreement with City of Pittsburgh covering track elevation of Conemaugh Division between Fort Wayne connection and "BN" Tower. (MB)
- July 20, 1922      B&O, which has been more affected by strike than PRR, announces it is ready to confer with men on a settlement. (NYT)
- July 20, 1922      Chairman Ben W. Hooper states that seniority of strikers will not be destroyed. (RyAge)
- July 20, 1922      Operating Brotherhoods issue instructions to their members not to take unsafe equipment out on the road. (Davis)
- July 21, 1922      PRR announces it will appeal Circuit Court decision in shop craft election case and will stand by agreements made under Employee Representation Plan; announces that 42,284 of 55,000 shopmen are at work, largest number since strike began; armed guards deployed in Sunnyside Yard. (NYT)

- July 21, 1922 L.F. Loree, as Chairman of the Eastern Railroad Presidents Conference, announces that the majority of eastern railroads will form company unions and conduct individual, not national, negotiations in the future. (Flynn)
- July 21, 1922 Bert M. Jewell issues statement insisting on restoration of all seniority rights as condition for ending strike. (NYT)
- July 21, 1922 By this date, the National Guard has been called out in seven states to deal with the Shop Crafts Strike. (Flynn)
- July 21, 1922 Denver & Rio Grande Western Rail\_\_ enters receivership. (RyAge)
- July 22, 1922 Pres. Harding and Chairman Hooper meet at the White House from 10:00 AM to 3:00 PM to discuss Shop Crafts Strike. (NYT)
- July 22, 1922 Bert M. Jewell meets with Secretary of Labor James J. Davis at Mooseheart, Ill.; Davis later reports to Pres. Harding that seniority is the main sticking point. (Flynn, NYT)
- July 22, 1922 ICC approves PRR lease of GR&I dated Mar. 26, 1921. (Church)
- July 23, 1922 J. Cleve Dean, who signs himself Chairman of Railway Employees Publicity Association at Chattanooga, sends telegram to Pres. Harding defending the patriotism of the strikers, many of whom are veterans, and repeating all the Southern Populist attacks against big business. (NYT)
- July 23, 1922 ICC issues two orders, one directing railroads to forward traffic by the most available routes and expedite shipments, and the other giving priority to the transportation of coal, first to railroads, then to electric utilities, and then to food. (Davis)
- July 24, 1922 Grand Chief Engineer Warren S. Stone issues a letter each BLE division noting that the BLE does not engage in sympathetic strikes and that management has been keeping its agreements with the Brotherhoods; also lists numerous grievances with the AFL Railway Employes Dept., which over the years has taken several job classifications away from the BLE. (Flynn)
- July 24, 1922 L.F. Loree, Chairman of Eastern Railroad Presidents' Conference, issues statement that threat of tie-up by shop strike has passed; unions charge Atterbury and Loree with blocking a settlement. (NYT)
- July 24, 1922 LIRR train from Rockaway stalls in East River tunnel at 8:00 AM, fouling rush hour traffic for about one hour; LIRR blames battery

- trouble; unions blame inadequate inspection by strikebreakers. (NYT)
- July 25, 1922 ICC reports that a transportation emergency exists as Shop Crafts Strike is interfering with movements of food and coal. (NYT)
- July 25, 1922 After lengthy Cabinet meeting, Pres. Harding makes a public reply to Dean's telegram, saying that he is not impugning the patriotism of the strikers and that he won't draft men to take over the railroads or coal mines, but that all Americans have a right to work; asks that the strikers return to work and submit their grievances to the U.S. Railroad Labor Board. (NYT)
- July 25, 1922 Pres. Harding meets with W.W. Atterbury and T. DeWitt Cuyler at the White House in a continuing effort to mediate the Shop Crafts Strike. (NYT)
- July 25, 1922 B&O begins negotiating separately with its System Federation at Baltimore. (RyAge)
- July 25, 1922 Martial law declared in Texas because of violence associated with the Shop Crafts Strike. (Flynn)
- July 26, 1922 New ICC regulations for preference in handling freight east of the Mississippi go into effect to deal with fuel and food shortages. (NYT)
- July 26, 1922 Senate Committee on Interstate Commerce under Sen. Cummins completes hearings on railroad situation. (RyAge)
- July 26, 1922 Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employees meets at Chicago, and while airing certain grievances to members of the U.S. Railroad Labor Board, decline to join the strike. (RyAge)
- July 26, 1922 Alfred Victor du Pont, 23, disinherited son of Alfred I. du Pont and a student at Harvard, begins working as strikebreaker at Wilmington Shops. (NYT)
- July 27, 1922 Pres. Harding meets with T. DeWitt Cuyler and puts forward his proposal for settling the strike to be presented to a meeting of the railroad executives in New York on Aug. 1; after Cuyler leaves, Harding meets with Bert M. Jewell, William H. Johnston and other labor leaders. (NYT, RyAge)
- July 27, 1922 Association of Railway Executives calls for a program where northeastern railroads send skilled shopmen to the C&O, N&W and L&N to ensure coal supplies; coal loadings on the C&O have dropped

68%, on L&N by 52%, and on N&W by 25%. (Davis)

July 27, 1922 Negotiations between the B&O and its Federated Shop Crafts broken off until Bert M. Jewell can confer with the union. (NYT)

July 27, 1922 Stock market stages recovery on hopes of settlements in the coal and railroad strikes. (NYT)

July 28, 1922 U.S. District Court for Eastern District of Illinois grants PRR temporary injunction against shop craft unions.

July 28, 1922 Bert M. Jewell is summoned back to the White House after the Cabinet meeting for more meetings with Pres. Harding. (NYT)

July 28, 1922 Negotiations between the B&O and the Federated Shop Crafts fail. (RyAge)

July 28, 1922 PRR reports 44,446 shopmen are working. (PR)

July 29, 1922 Attorney-General Daugherty submits a memo to Pres. Harding summarizing strike conditions in each state. (Flynn - verify)

July 31, 1922 U.S. District Court for Indiana grants PRR temporary injunction against the shop crafts unions.

July 31, 1922 Eastern Railroad Presidents Conference agrees to supply shopmen to the C&O, N&W and L&N. (Davis)

July 31, 1922 Pres. Harding writes to Pa. Sen. George Wharton Pepper and Sen. Atlee Pomerene of Ohio criticizing the actions of Pres. Atterbury and noting that the railroads have defied the decisions of the U.S. Railroad Labor Board. (Flynn)

July 31, 1922 Pres. Harding sends T. DeWitt Cuyler and Bert M. Jewell his terms for a proposed settlement of the Shop Craft Strike; calls for recognition of all decisions of U.S. Railroad Labor Board; railroads to withdraw all lawsuits and men are to return to work with seniority intact; to Cuyler, he writes that if the railroads reject this proposal, they will have to open direct negotiations or be held responsible for future developments. (RyAge, LC, Conlon, Flynn)

July 31, 1922 PRR Board briefed on situation in Shop Craft Strike; authorizes continuation of same policy and grants VP W.W. Atterbury full power to act. (MB)

July 31, 1922 AFL Railway Employees Dept. Executive Council meets to consider

- Pres. Harding's settlement offer. (Davis)
- July 31, 1922 Toledo coal docks are nearly shut down by the combination of the coal strike and Shop Crafts Strike. (Davis)
- Aug. 1, 1922 Secretary of Commerce Herbert Hoover (1874-1964) travels to New York and meets with a group of New York bankers at the Federal Reserve Bank in the hope they will use their influence with the railroad presidents, but they refuse; bankers present are Charles A. Peabody (1849-1931) of the Mutual Life Insurance, Edward R. Stettinius (1865-1925) and Thomas Cochran (1871-1936) of J.P. Morgan & Co., Jackson E. Reynolds (1873-1958) of the First National Bank, Charles E. Mitchell (1877-1955) of the National City Bank, Charles H. Sabin (1868-1933) of the Guaranty Trust Co., Frederick Strauss (1865-1937) of J. & W. Seligman & Co., George W. Davison (1872-1953) of the Central Union Trust Co., John J. Pulleyn of the Emigrant Industrial Savings Bank, Mortimer L. Schiff of Kuhn, Loeb & Co., and James S. Alexander (1865-1932) of the National Bank of Commerce; Hoover, a Progressive engineer from Iowa, has imbibed that section's longstanding dislike of Wall Street investment bankers and views them as old fossils when they veto his "rationalist" solution. (Davis)
- Aug. 1, 1922 Railroad executives meet in the New Haven Board Room at Grand Central Terminal to consider Pres. Harding's offer of settlement; at 12:00 N, Herbert Hoover arrives after meeting with the bankers and is greeted with applause; Hoover personally delivers Harding's plan; after Hoover leaves, the executives reject the plan by a vote of 265 to 2; T. DeWitt Cuyler of Association of Railway Executives sends telegram rejecting Harding's plan for strikers to return with seniority. (NYT)
- Aug. 1, 1922 Secretary of Labor Davis attends meeting of AFL Railway Employees Dept. unions at Chicago. (NYT)
- Aug. 1, 1922 VP W.W. Atterbury issues statement to employees that agreements made under Employee Representation Plan will be carried out and that the PRR will protect both new and old loyal men in their seniority. (PR)
- Aug. 1, 1922 PRR restores open-platform observation cars to *Broadway Limited* and *The St. Louisian/New Yorker*; to operate from Apr. 1 through Nov. 30 thereafter; NYC also restores observations to *Twentieth Century Limited*. (Guide)
- Aug. 1, 1922 Glenn E. Plumb (1866-1922), counsel for the AFL railroad unions and author of the Plumb Plan of nationalization, dies of heart disease in Georgetown University Hospital in Washington, D.C.; Plumb had

already lost a leg to gangrene on May 18. (NYT)

- Aug. 1, 1922 Six-day Chicago transit strike begins, putting further stress on local railroads. (RyAge)
- Aug. 1, 1922 Southbound Cincinnati, Lebanon & Northern Railway train No. 11 from Lebanon collides head-on with a northbound excursion train en route to an African American church picnic at Highland Grove just south of Lester Road station; 6 killed and 68 injured; because of telescoping of wooden cars, Ohio Public Service Commission orders assignment of steel cars, but the cost of steel coaches with declining ridership brings the end of excursion trains within two years. (Hauck)
- Aug. 1, 1922 U.S. Railroad Labor Board concludes hearings on maintenance of way employees wages. (RyAge)
- Aug. 2, 1922 AFL Railway Employees Dept. accepts Harding peace plan that management has rejected, but with reservations; the unions leave all the main issues of the strike, wages, piecework and contracting out, to be resolved later and focus on restoring seniority. (RyAge, LC)
- Aug. 2, 1922 After the railroads reject his compromise settlement, Secretary of Commerce Hoover threatens to seize the coal-carrying railroads to ensure the nation's coal supply. (Davis)
- Aug. 3, 1922 Eastern railroads begin sending new skilled shop workers to C&O, N&W, Virginian and Louisville & Nashville to ensure that non-union coal traffic keeps moving; PRR supplies the greatest number, 288 to the C&O, 50 to the N&W. (NYT)
- Aug. 4, 1922 Pres. Harding replies to T. DeWitt Cuyler condemning the positions of both management and the strikers and calling on both to abide by the decisions of the U.S. Railroad Labor Board. (Flynn)
- Aug. 4, 1922 Operating Brotherhoods repeat their instructions to members not to operate unsafe rolling stock. (Davis)
- Aug. 4, 1922 NYP&N Cape Charles-Norfolk car ferry sets new southbound record of 592 cars. (RyAge)
- Aug. 5, 1922 Traffic on Delaware Division halted by strike sympathizers cutting air hoses on trains of cantaloupes near Seaford. (NYT)
- Aug. 5, 1922 A striker and a guard are killed in a shootout in Joliet, Ill., and National Guard units arrive. (Davis)



- Aug. 5, 1922                      Brotherhoods write to Pres. Harding stating that strike is forcing them to go on the road with defective rolling stock and that armed guards intimidate all employees. (Flynn)
- Aug. 5, 1922                      In a general memo, Chief of Motive Power James T. Wallis describes the PRR policy at Altoona of replacing strikers by promoting loyal helpers and then hiring unskilled workers as helpers. (Davis, PersDept)
- Aug. 6, 1922                      Solid PRR train of 47 grain cars leaves Buffalo in early morning as part of a movement of 7,500 bu. of wheat from its Buffalo grain elevator to Philadelphia for export. (RyAge)
- Aug. 7, 1922                      PRR secures restraining order against shop craft unions from U.S. District Court for the Southern District of Ohio.
- Aug. 7, 1922                      Pres. Harding writes to T. DeWitt Cuyler of the Association of Railway Executives expressing “disappointment” that they have refused his terms and noting he now plans to call on the shopmen to return to work with the seniority question referred to the U.S. Railroad Labor Board; Harding underestimates both the importance of seniority to skilled union men and the strikers view that the Labor Board is stacked against them. (Davis)
- Aug. 7, 1922                      Pres. Harding calls for management and unions to accept his mediation proposal and submit questions in dispute, particularly seniority, to the U.S. Railroad Labor Board; Board agrees to hear seniority question; Harding is becoming frustrated by the intransigence of the railroads. (RyAge, Flynn)
- Aug. 7, 1922                      Grain train from Buffalo arrives at Girard Point in Philadelphia in late afternoon; wheat is loaded onto International Mercantile Marine freighter *Maryland* by Aug. 9. (RyAge)
- Aug. 8, 1922                      Detroit ordinance permits Pennsylvania-Detroit Railroad to use Fort Street Union Depot; Depot Company to enlarge elevated approach from two to four tracks. (Church)
- Aug. 9, 1922                      T.H. Davis, General Chairman of Pennsylvania Shop Crafts, Eastern Region, calls on Pres. Harding to urge that seniority rights of loyal shopmen be protected in any settlement.
- Aug. 9, 1922                      Strike leaders in New York district reject Pres. Harding's offer of mediation; PRR issues statement that loss of seniority does not affect pension rights. (NYT)
- Aug. 9, 1922                      Troops in Joliet, Ill., fire on pickets; operating Brotherhoods vote to

stop work until troops are removed from town. (Davis)

- Aug. 9, 1922 R.A. Knoff, General Chairman of the Brotherhood of Railroad Trainmen complains to I.W. Geer, General Manager of the Southwestern Region, that guards are harassing the operating men in the yards and threatens to join the strike unless these incidents stop. (Davis, PersDept)
- Aug. 10, 1922 Leaders of six Shop Crafts unions and stationary engineers meet in Washington to consider Pres. Harding's proposal. (RyAge)
- Aug. 10, 1922 Operating Brotherhoods on the Santa Fe announce they will no longer work in areas where there are armed guards and tie up the system at several important division points in Arizona and California, stranding many passenger and mail trains in desert communities; the westbound *Navajo* is stopped at Seligman, Ariz., the eastbound *California Limited* at Barstow, and the westbound *Scout* and eastbound *Navajo* and No. 8 at Needles, Calif.; although the passengers are put up in good conditions in the famous Harvey House station restaurants, the event sparks middle-class outrage and the fear that the Brotherhoods may join the strike. (NYT, Davis)
- Aug. 10, 1922 Benjamin Strong of the New York Federal Reserve Bank reports to Secretary of Commerce Herbert Hoover that coal supplies nationwide are down to a two-week supply because of the miners' and Shop Crafts strikes. (Davis)
- Aug. 11, 1922 T. DeWitt Cuyler of Association of Railway Executives issues statement after 9-hour ARE conference at Grand Central Terminal; Harding's proposal of Aug. 7 is referred to a committee of W.W. Atterbury, Robert S. Lovett, W.R. Cole, Hale Holden, C.H. Markham, A.H. Smith and Julius Kruttschnitt; reject compromise on seniority issue but appoint committee to meet Pres. Harding on Aug. 12; in fact, executives vote in favor of acceptance 195-71, so two proposals are prepared for Pres. Harding, minority report signed by W.W. Atterbury representing companies who have filled their ranks with strikebreakers (57,222 miles) rejecting call to take back strikers; majority report by those companies who have been unable to replace all strikers (151,824 miles) accepting the return of strikers with seniority to be settled by U.S. Railroad Labor Board; southern and western roads, plus B&O, generally favored a settlement. (NYT, RyAge, Flynn)
- Aug. 11, 1922 All 17 rail unions meet under chairmanship of Warren S. Stone of BLE; after an acrimonious session, AFL declines Pres. Harding's terms offered on Aug. 7, particularly on the seniority issue, which they say cannot be left to a future decision of the U.S. Railroad Labor Board;

management is made aware of the proceedings by the presence of an undercover informant. (Flynn)

- Aug. 11, 1922 Superintendent of Labor & Wage Bureau-Eastern Region H.A. Enochs writes to \_\_\_ E.T. Whiter that the situation is becoming serious and he fears that the Brotherhoods in the major rail centers will join the strikers. (Davis, PersDept)
- Aug. 11, 1922 Huntington Railroad on Long Island is dissolved. (MB)
- Aug. 12, 1922 Bert M. Jewell prevails upon the leaders of the non-striking unions to try to mediate the Shop Crafts Strike; heads of the nine non-striking unions, who have offered their services as mediators, meet with Pres. Harding, Secretaries Hoover and Davis, Ben W. Hooper and Sen Cummins at 2:30; executives headed by T. DeWitt Cuyler meet with Harding separately at 4:30; late in the evening, some Brotherhood and management leaders hold a conference at the Willard Hotel, at which executives reject outside arbitration; labor representatives prefer a special panel to rule on seniority rather than the U.S. Railroad Labor Board, and some call for abolition of the Board; management demands seniority question be handled by the Labor Board; with union rejection of his proposals, Harding ends his mediation efforts and comes more and more under the influence of Attorney-General Daugherty, who believes the strike is part of a Red revolutionary conspiracy. (NYT, RyAge, Flynn)
- Aug. 13, 1922 Maintenance of way employees in New York district call on national leaders for a strike vote, citing PRR's and Erie's refusal to honor Chicago agreement of July 4. (NYT)
- Aug. 14, 1922 Eastern Railroad Presidents' Conference meets at New York office of its Chairman, L.F. Loree; strike committee rejects settlement based on Association of Railway Executives' latest proposal to Pres. Harding. (NYT)
- Aug. 14, 1922 A solid train of 196 Buicks consigned to a local dealer arrives at 52<sup>nd</sup> Street Yard, having left Flint, Mich., on Aug. 11; part of an ongoing PRR experiment of operating "solid trains," an early version of unit trains. (PR)
- Aug. 14, 1922 LIRR Board approves removing the shed over Front Street between the station and ferry slips and removing the frames and loading ramps on the Annex Dock at Long Island City. (MB)
- Aug. 15, 1922 ICC sends report to Pres. Harding expressing safety concerns over deteriorated rolling stock. (Flynn)

- Aug. 15, 1922 PRR denies union charges that its rolling stock is deteriorating; states car repairs are “practically normal.” (RyAge)
- Aug. 15, 1922 Bituminous coal strike settled with operators agreeing to keep working under old rates til Apr. 1, 1923; United Mine Workers fails to gain a single contract covering the Central Competitive Field; strikers at non-union mines in southwestern Pennsylvania hold out until Sep., but are abandoned by UMW. (RyAge, Dubofsky)
- Aug. 15, 1922 Shop Crafts reject Pres. Harding’s second proposal as not guaranteeing seniority. (RyAge)
- Aug. 15, 1922 First trainload of anthracite coal to reach New York harbor since the strike began arrives at Perth Amboy via the Lehigh Valley Railroad. (RyAge)
- Aug. 1922 NYC, B&O, DL&W and Lehigh Valley Railroads impose embargoes of off line traffic; Erie Railroad also embargoes Pacific Coast perishables, of which it carries over 25% of the total reaching New York. (RyAge - check NYT)
- Aug. 16, 1922 Representatives of the Fruit & Produce Trade Association meet with PRR officials at New York to see if PRR will take over the Pacific Coast produce traffic now embargoed by the Erie; Erie Railroad offers the use of Piers No. 20 & 21, N.R., to any railroad that can carry the traffic; meeting adjourned to Aug. 18. (RyAge)
- Aug. 17, 1922 Representatives of Brotherhoods and management meet in New York to continue negotiations in Shop Craft Strike; still deadlocked on seniority issue. (NYT)
- Aug. 17, 1922 VP A.J. County issues a statement that since 1914, wages have increased 82%, the cost of living has increased 67%, but dividends have declined from 6% to 4% or a 33% drop. (PR)
- Aug. 17, 1922 PRR applies to ICC to merge Wheeling Terminal Rail\_\_, Indianapolis & Frankfort Railroad, Ohio Connecting Railway, South Chicago & Southern Rail\_\_ and Cleveland, Akron & Cincinnati Rail\_\_. (NYT)
- Aug. 17, 1922 Meetings of UMW and anthracite coal operators begin in Philadelphia through mediation efforts of Sen. George Wharton Pepper. (AnthBurInfo)
- Aug. 18, 1922 Pres. Harding issues message to Congress on the coal and railroad strikes; calls for a government commission to investigate the coal

industry and a National Coal Agency to handle distribution, which has been deranged by the strike; says that the decisions of the U.S. Railroad Labor Board must be made enforceable but can probably be done through existing laws against conspiracy and governing the ICC; denounces lawlessness and violence in the Shop Crafts Strike. (RyAge, Flynn, Davis)

- Aug. 18, 1922      AFL issues statement purporting to show 4,200 men on strike at Altoona Works and 28,366 on rest of PRR system.
- Aug. 18, 1922      A PRR spy reports that the threat of a sympathy strike from the operating Brotherhoods has passed. (Davis, PersDept)
- Aug. 19, 1922      PRR issues statement that 48,789 of 55,000 men are still at work; that on July 5, the most effective day of the strike, only 22,625 men were on strike; never more than 506 out of 10,400 men at Altoona on strike.
- Aug. 19, 1922      PRR calls meeting of engine & train service leaders at Broad Street Station and warns them against consequences of a sympathy strike; reaches agreement with operating Brotherhoods covering situations that may arise during coal and shop strikes; there will be no deviations from normal grievance procedures; if a crew finds a defective engine or car, they are to report it to the proper officer, who will pronounce it safe or unsafe; crews will not be required to perform mine run duty in areas where there are threats of violence and will only run to mines in daylight; PRR recognizes right of the operating men to refuse to operate unsafe rolling stock and promises to better discipline its guards. (PR, Davis, PersDept, RyAge)
- Aug. 19, 1922      Executive Council of AFL appeals to all member unions for financial contributions to aid Shop Crafts Strike. (Flynn)
- Aug. 19, 1922      Railroad executives meet with officers of the operating Brotherhoods over strike issues. (RyAge)
- Aug. 20, 1922      NYP&N Cape Charles-Norfolk car ferry sets a new northbound record of 620 cars. (RyAge)
- Aug. 21, 1922      Samuel Gompers of the AFL condemns Pres. Harding's strike message as anti-labor. (Flynn)
- Aug. 21, 1922      Work resumes on Mosier Yard improvements suspended in 1920. (CE)
- Aug. 22, 1922      L.F. Loree, Chairman of the Eastern Railroad Presidents' Conference and one of the no-compromise leaders, dismisses reports of strike's immanent settlement as "bunk." (NYT)

- Aug. 22, 1922 PRR claims its active shop forces have exceeded 50,000 for first time since July 1. (RyAge)
- Aug. 22, 1922 PRR notes it has furnished its guards with an additional 1,751 revolvers, 218 shotguns, 7,700 shells, 34,700 cartridges, 640 clubs and 39 blackjacks. (PersDept.)
- Aug. 22, 1922 Santa Fe signs agreement with the Santa Fe Shop Employees Association, a company union. (RyAge)
- Aug. 22, 1922 Anthracite strike talks end when UMW again rejects arbitration. (AnthBurInfo)
- Aug. 23, 1922 T. DeWitt Cuyler convenes a general meeting of the Association of Railway Executives (258 members present) to hear the Brotherhood mediators proposal: all strikers to be returned in Sep. at current wages with seniority status to be determined by negotiation with individual managements and unsettled disputes to be referred to the U.S. Labor Board; no intimidation of strikers and all lawsuits to be dropped; unions drop demand for higher wages, that was the cause of the strike, and the demand that seniority question be settled before ending the strike; sensing victory, ARE votes 254-4 to demand loss of seniority and an end to mediation on any other terms; the four dissenting votes are cast by S. Davies Warfield of the Seaboard Air Line Railway ; the Brotherhoods then try to arrange separate settlements with individual railroads; in the evening, a committee representing 52 railroads and chaired by Hale Holden ( - ) of the CB&Q is formed to continue negotiations with the Brotherhoods. (Flynn, Conlon, LC - NYT says in evening Warfield holds meeting with Jewell to seek an individual settlement)
- Aug. 23, 1922 Pres. Rea returns from England on the White Star liner *Majestic*. (NYT)
- Aug. 23, 1922 N.Y. Transit Commission approves Apr. 20 agreement raising LIRR's rent for the use of Penn Station and approaches from \$20,000 to \$25,000 per month. (MB)
- Aug. 24, 1922 Pres. Harding writes to T. DeWitt Cuyler and informs him that he will make no further suggestions to mediate the Shop Crafts Strike. (Flynn)
- Aug. 25, 1922 Attempt by 52 railroads led by B&O's Daniel Willard and CB&Q's Hale Holden to negotiate separate contracts with the shop crafts fails; Brotherhoods reject management proposal to preserve strikers' seniority relative to each other as it existed on June 10 but making them

junior to non-strikers or new hires, since this violates a general principle that strikers do not quit their jobs; the Brotherhoods announce that mediation has failed, and that they are will make no further efforts. (RyAge, NYT, Flynn)

- Aug. 26, 1922 Pres. Harding begins a three-day cruise on the Potomac River aboard the presidential yacht *Mayflower* with Attorney General Daugherty, Secretary of Commerce Hoover, Secretary of the Interior Albert Fall, and Senators \_\_ Cummins and Frank B. Kellogg; Daugherty apparently convinces Harding that the Shop Crafts Strike is a conspiracy that must be crushed. (Davis, Flynn, Conlon)
- Aug. 28, 1922 S. Davies Warfield of the Seaboard Air Line Railway meets with Bert M. Jewell to attempt a separate settlement; Executive Council of the Railway Employes Dept. meets with Warfield in Baltimore over the next two weeks; other railroad leaders participating include Daniel Willard of the B&O and A.H. Smith of the NYC. (Flynn - see 9/1 for negotiations)
- Aug. 28, 1922 Maintenance of way employees demand a 48 cent minimum wage as a "living wage." (RyAge)
- Aug. 28, 1922 Radio station WEAJ in New York City makes first commercial broadcast. (Gregory)
- Aug. 29, 1922 ICC reports to Senate that violations of boiler inspection and other safety laws are increasing because of the use of less-skilled new hires; 4,085 locomotives (5% of the national total) have been inspected in July, of which 60% are in serious condition. (Flynn, Davis)
- Aug. 29, 1922 Pennsylvania Senators George Wharton Pepper (1867-1961) and David A. Reed (1880-1953) propose extending existing miners' wage scale until Aug. 31, 1923, while a U.S. Coal Commission investigates the anthracite industry as a formula for ending the anthracite coal strike. (AnthBurInfo)
- Aug. 29, 1922 PRR reports that 51,132 shopmen, or over 93%, are now at work. (PR)
- Aug. 29, 1922 U.S. Railroad Labor Board rejects the "living wage" argument in the maintenance of way case. (RyAge)
- Aug. 29, 1922 Bituminous coal strike ends. (Shalloo)
- Aug. 30, 1922 House of Representatives denies Pres. Harding the power to seize the railroads. (NYT)

Aug. 30, 1922 Chicago & Alton Railroad enters receivership. (RyAge)

Aug. 31, 1922 VP W.W. Atterbury announces shop force at 94% normal; PRR will fill places of all strikers and hire and additional 10,000 men this fall; company has increased efficiency as is doing more business with fewer box cars. (NYT)

Aug. 31, 1922 Strikers dynamite a PRR bridge near Wilmington, Del., but no damage is done. (RyAge)

Sep. 1, 1922 U.S. Attorney General Harry M. Daugherty secures a temporary restraining order against the striking shop craft workers from Judge James H. Wilkerson (1869-1948) of U.S. District Court for Northern District of Illinois, who had been appointed on July 23 at Daugherty's request; the bill of complaint, prepared with the secret assistance of railroad company lawyers, includes 28 pages listing specific acts of violence, that has been compiled with the help of railroad lawyers; no union representatives are present; the injunction restrains 250 union leaders from any interference in railroad operations, trespassing on railroad property or intimidating men at work; also prevents picketing; strike continues until summer of 1923 when unions completely broken. (RyAge, LC, Flynn, Davis, Conlon)

Sep. 1, 1922 B&O Pres. Willard and Seaboard Air Line Railway Pres. Warfield meet union leaders at Emerson Hotel in Baltimore seeking compromise to end strike. (Conlon)

Sep. 1, 1922 Coal strike ends at old wage rates. (NYC AR)

Sep. 1, 1922 PRR creates new Division Passenger Agent at Detroit.

Sep. 1, 1922 Erie & Western Transportation Company leases Erie grain elevator to Export Elevator Company.

Sep. 2, 1922 Pres. Harding writes to Attorney-General Daugherty congratulating him on his actions. (Flynn)

Sep. 2, 1922 S. Davies Warfield begins four days of meetings with Bert M. Jewell in Baltimore; joined by Daniel Willard of B&O; reach a tentative compromise to abandon attempt to secure a national agreement and make settlements with individual railroads; A.H. Smith of the NYC then joins the meeting. (RyAge, NYT)

Sep. 2, 1922 PRR operates a total of 883 trains and 6,587 cars at Penn Station, including 40 extras for Labor Day weekend; 300,000 people handled for new record; LIRR operates 35 extra trains from Penn Station.



(NYT)

- Sep. 3, 1922 Building at 33rd Street Shops in Pittsburgh being used as commissary and sleeping quarters for strikebreakers burns; 8 killed and 10 injured; many jumped from second floor; blamed on strikers; caused by greasy waste stored in building; coroners jury blames PRR for housing men in a building with much inflammable waste and narrow exits. (RyAge)
- Sep. 3, 1922 Separate anthracite coal strike settlement brokered by Sens. George Wharton Pepper and David A. Reed. (PMH&B 93)
- Sep. 4, 1922 James H. "Jimmy" Doolittle flies coast-to-coast in 23:45. (Gregory)
- Sep. 5, 1922 Conference of union leaders and presidents of B&O, SAL and NYC meet in Pres. Warfield's office in Baltimore to arrange settlement. (Conlon - Davis says 9/2-4 are Willard of B&O, Warfield of SAL and A.H. Smith of NYC - NYC says conclude 9/5)
- Sep. 6, 1922 Special excursion train for shop employees leaves Altoona for Atlantic City to attend the second annual Atlantic City Pageant. (RyAge)
- Sep. 7, 1922 PRR gives all employees at Pavonia Shops in Camden day off and excursion to Atlantic City. (RyAge)
- Sep. 7, 1922 Reading takes first prize with for its float of *Boardwalk Flyer* in the annual Atlantic City boardwalk parade; Reading Shops Band takes first prize over Altoona Shop Band at contest on Steel Pier. (RyAge)
- Sep. 7, 1922 PRR alumnus Sir Harry W. Thornton elected Pres. of Canadian National Railways. (RyAge)
- Sep. 11, 1922 Hearings begin before Judge Wilkerson for making anti-strike injunction permanent with four days of government testimony on thousands of acts of violence and intimidation; Attorney-General Daugherty defends his actions as an extension of the 1894 Debs case, only his injunction is "a little more elaborate and accommodatingly exquisite." (RyAge)
- Sep. 11, 1922 Congressman Oscar E. Keller of Minnesota calls for Attorney-General Daugherty's impeachment. (Flynn)
- Sep. 11, 1922 PRR begins negotiating one-year extensions of contracts with Brotherhoods at Philadelphia. (NYT)
- Sep. 11, 1922 Anthracite coal strike ends after contract signed on Sep. 3 embodying solution proposed by Sens. Pepper and Reed; operators forego wage

cut, while UMW postpones demand for increase, 8-hour day for all employees, and check-off of union dues; strike is only one day shorter than the Strike of 1902; causes 29 million ton shortfall and some coal shortages. (AnthBurInfo)

- Sep. 11, 1922 Several eastern railroads impose an embargo on all but perishables. (NYT)
- Sep. 11, 1922 AFL National Agreements Committee convenes to rule on making separate settlements with willing railroads instead of a national agreement. (Davis)
- Sep. 13, 1922 AFL Railway Employes Dept. approves by close 46-34 the so-called "Baltimore Agreement" authorizing Bert M. Jewell make separate agreements with individual railroads on the basis of : all strikers to return at present rate of pay with seniority as of June 30; disputes to be referred to a commission of six representatives of management and labor; no intimidation or reprisals; all lawsuits to be dropped; this divides the strikers, leaving 75% without an agreement. (NYT, Flynn, Davis)
- Sep. 13, 1922 Secretary of Labor Davis announces that between 65 and 75 railroads have signed "Baltimore Agreements"; eventually 111 roads sign "Baltimore Agreements," and 72 sign on some other basis; on the 123 that sign no agreement, the strike continues until it peters out. (Flynn)
- Sep. 13, 1922 Fifty railroads, led by Daniel Willard of the B&O sign agreement with shop craft unions, ending strike; so-called "Baltimore Agreement" calls for joint labor-management commission to rule on questions of seniority for strikers; principal holdouts include PRR, D&H, SP, UP, Santa Fe, Kansas City Southern. IC and Burlington.
- Sep. 13, 1922 Four strikers at Wilmington arrested for dynamiting 14th Street Bridge and plotting to blow up Wilmington Shops and Bellevue jumpover bridge. (NYT)
- Sep. 14, 1922 Brotherhood of Railway Clerks, Freight Handlers and Station Employes calls for strike ballot on PRR. (NYT)
- Sep. 15, 1922 NYC signs extended contracts with Order of Railway Conductors and Brotherhood of Railroad Trainmen without recourse to U.S. Railroad Labor Board. (NYT)
- Sep. 1922 PRR announces it will build a new erecting shop, 340 x 670, and a storehouse, 60 x 400, at Juniata Shops; present erecting shop is to become paint shop, and paint shop is to become machine shop No. 2.

(RyAge)

- Sep. 1922 PRR has built an automatic track cleaning car, No. 491503, which removes ashes, cinders and coal dust; used on pusher grades between Altoona and Johnstown. (RyAge)
- Sep. 1922 PRR contracts for completion of No. 3 Yard at Canton. (RyAge)
- Sep. 1922 PRR contracts with Baldwin Locomotive Works for 100 I1s 2-10-0's to be delivered at the rate of two a day beginning in the first week of Dec. 1922.
- Sep. 1922 New plans for Chicago Union Station head house presented. (RyAge)
- Sep. 16, 1922 LIRR Board authorizes track and signal changes at "VA" Interlocking at Valley Stream; completing Yard "D" west of Jamaica; purchase of 20 Class T54b trailers, 20 Class P54d steam trailers, 40 Class MP54c MU cars, 10 Class P54a steam coaches, and 2 Class BM62 baggage-mail cars to replace last wooden passenger equipment; also 6 heavy passenger locomotives. (MB)
- Sep. 16, 1922 PRR signs one-year extension of contracts with Brotherhood of Railroad Trainmen on Lines East and Order of Railway Conductors system-wide without recourse to U.S. Railroad Labor Board. (NYT)
- Sep. 16, 1922 Pres. A.H. Smith of the NYC repudiates the Baltimore Agreement after the unions refuse his demand to retain piecework and contracting-out at certain locations; the unions eventually agree to refer the issue of contracting-out to the U.S. Railroad Labor Board. (Davis)
- Sep. 18, 1922 PRR concludes agreements with BLE, BLFE, BRT and ORC. (NYT)
- Sep. 18, 1922 Defense begins its presentation in the Daugherty injunction proceedings; Donald R. Richberg ( - ), the law partner of the late Glenn E. Plumb, represents unions, arguing that the strike is legal, that the court is conducting a criminal prosecution without a jury, and that the injunction violates the constitutional rights of the defendants. (RyAge, Flynn)
- Sep. 19, 1922 In affidavit in court hearings on Daugherty injunction, shop crafts leader Bert M. Jewell repeats old charges that inner circle of New York bankers and 17 other interlocking railroad directors control 99 railroads amounting to 82% of railroad network; names inner circle of eight as Robert S. Lovett of UP, William Rockefeller, Henry W. De Forest, A.H. Smith of NYC, George F. Baker, Harold S. Vanderbilt, Samuel Rea and L.F. Loree; says the dominant group of the Association of

- Railway Executives has conspired to crush unions. (NYT)
- Sep. 19, 1922 Shop Craft Strike ends on NYC. (AR)
- Sep. 20, 1922 Association of Shop Craft Employes of the Pennsylvania System, Southwestern Region, organized. (ByLaws)
- Sep. 21, 1922 Fordney-McCumber Tariff raises duties on manufactured goods and farm products to new highs. (Burg)
- Sep. 22, 1922 Bert M. Jewell, Pres. of Railway Employes Dept. of AFL, and William H. Johnston, Pres. of International Association of Machinists, meet PRR officials at Broad Street Station regarding re-employment of strikers by PRR; Jewell is briefed on Employee Representation Plan.
- Sep. 23, 1922 PRR holds third annual outdoor athletic meet at Cricket Field at Altoona, including events for women employees and sons of employees; swimming events held at Tyrone and tennis at Altoona Golf Club; this year add golf tournament at Blairmont Country Club; Eastern Region wins overall. (RyAge)
- Sep. 23, 1922 Justice Dept. wins case against striking shopmen; Judge Wilkerson announces he will grant a preliminary nationwide injunction against interference with railroad operations citing "Reign of Terror," particularly in West. (RyAge)
- Sep. 25, 1922 Judge Wilkerson formally issues the "Daugherty Injunction" against the Shop Craft strikers. (Flynn)
- Sep. 25, 1922 Second conference with union leaders held at Broad Street Station. (LC)
- Sep. 26, 1922 Killbuck & Trinway RPO discontinued. (Kay)
- Sep. 28, 1922 PRR announces 10-day embargoes on all but food and other essentials bound for points west of Altoona and Renovo because of traffic glut. (NYT)
- Sep. 29, 1922 Third and last conference with union leaders held at Broad Street Station. (LC)
- Fall 1922 LIRR begins track elevation through Hollis, Queens, to the Nassau County line and extension of third and fourth track to Floral Park. (RyAge)
- Oct. 1, 1922 J.W. Stone appointed Valuation Engineer, replacing Cecil A. Preston,

- retired. (RyAge)
- Oct. 2, 1922 Valley Real Estate Company dissolved after transferring assets to Manor Real Estate & Trust Company. (MB)
- Oct. 4, 1922 U.S. Railroad Labor Board deadlocks on wages of common maintenance of way laborers; public members want 2 cents per hour increase; labor members want more, and management wants no increase. (RyAge)
- Oct. 5, 1922 ICC approves PRR leases of Toledo, Columbus & Ohio River Railroad, Cincinnati, Lebanon & Northern Railway, and Cleveland, Akron & Cincinnati Railway dated Mar. 26, 1921; PRR assumes operation of Cincinnati, Lebanon & Northern as part of Cincinnati Division. (Church, MB)
- Oct. 6, 1922 Former PRR official Henry W. Thornton appointed Pres. & Chairman of the Canadian Government Railways. (PR)
- Oct. 7, 1922 U.S. Railroad Labor Board rules against outside contracting or repairs in 12 cases, including Erie and NYC. (RyAge)
- Oct. 9, 1922 Former Valuation Engineer Cecil A. Preston (1852-1922) dies at Philadelphia nine days after retirement. (PR)
- Oct. 9, 1922 U.S. Supreme Court denies Southern Pacific Company's petition for a rehearing of its antitrust case. (Moody)
- Oct. 11, 1922 PRR Board notes that financial conditions are improving; issues notice of appreciation to all officers and employees for bringing the company through the depression. (MB)
- Oct. 11, 1922 Fort Wayne Union Railway incorporated in Indiana; jointly owned by PRR, Nickel Plate, NYC and Wabash (25% each); to build a switching line to serve International Harvester plant east of Fort Wayne. (MB)
- Oct. 12, 1922 Arno Zillger, Chief Engineer of E-D Manufacturing Company of Philadelphia demonstrates radio reception without an external aerial on *Broadway Limited* westbound between New York and Chicago; PRR is interested in radio as a communication system between the locomotives and cabin cars of freight trains. (PR, NYT)
- Oct. 12, 1922 Women's Aid of the PRR holds a grand ball at the 71<sup>st</sup> Regiment Armory at 34<sup>th</sup> Street, New York City, with special trains from Philadelphia; entertainment by the Car Service Dept. Glee Club and door prize of a 1922 Hayes automobile; Women's Aid now has 7,500

- members. (RyAge)
- Oct. 12, 1922 Chicago Union Station Company lets contracts for granite and stone work to George A. Fuller Company. (RyAge)
- Oct. 14, 1922 Sixteen railroads besides PRR, including Southern Pacific, CB&Q, Lehigh Valley, and New Haven, have signed contracts with company shop crafts unions. (NYT)
- Oct. 14, 1922 U.S. Railroad Labor Board awards 2 cent increase to maintenance of way employees. (NYT)
- Oct. 15, 1922 During week ending this day, U.S. railroads experience worst freight car shortage in history, 152,034 cars. (RyAge)
- Oct. 1922 Platform canopies completed at Jersey City Terminal.
- Oct. 1922 PRR replaces last wooden dining cars; dining car fleet can now serve 4,236 people at one sitting; 1,555 employees of Dining Car Dept. serves 3,515,500 meals a year. (RyAge)
- Oct. 1922 Percentage of defective rolling stock nationwide peaks; shop forces now exceed the numbers employed before the strike. (Davis)
- Oct. 16, 1922 AFL Railway Employees Dept. asks for a jury trial over the Wilkerson Injunction. (RyAge)
- Oct. 17, 1922 Southern Pacific Company applies to ICC to retain control of Central Pacific Rail\_\_ under the Consolidation Plan. (RyAge)
- Oct. 19, 1922 Donald R. Richberg files a motion to repeal the “Daugherty Injunction.” (Flynn)
- Oct. 21, 1922 AFL Railway Employees Dept. reopens dealings with the U.S. Railroad Labor Board. (RyAge)
- Oct. 22, 1922 (Monon) restores second round trip between Lafayette and French Lick Springs, Ind. with through coaches and parlor car from Indianapolis via PRR at Gosport. (Guide)
- Oct. 25, 1922 PRR restores dividend to 6% annual basis for first time since Apr. 1921; stock price rises to 49½, highest since fall of 1918. (NYT)
- Oct. 28, 1922 PRR places new 34-stall roundhouse and 110-foot turntable in service at Pitcairn. (PR)

- Oct. 30, 1922 In speech to Chamber of Commerce at Norfolk, Elisha Lee announces a \$3 million project to build a new freight station at St. Julian Avenue and a yard at Little Creek to shorten ferry from Cape Charles. (RyAge)
- Oct. 30, 1922 Benito Mussolini (1883-1945), leader of the *fascisti*, arrives in Rome at invitation of King Victor Emmanuel II to form a government; creates the first fascist state. (Burg)
- Nov. 1, 1922 PRR assumes operation of New York, Philadelphia & Norfolk under lease; operated as Norfolk Division.
- Nov. 1, 1922 PRR begins operating Cumberland Valley & Martinsburg Railroad under lease of Mar. 15, 1921.
- Nov. 1, 1922 William P. Herod named receiver of Central Indiana Railway. (Church)
- Nov. 2, 1922 Large brick passenger station opens at Asbury Park - Ocean Grove on NY&LB. (Gallo)
- Nov. 2, 1922 Noted Philadelphia lawyer T. DeWitt Cuyler (1854-1922) is found dead of a stroke in his private car as it arrives at Broad Street Station from Rochester, where he had made a speech to a commercial organization; PRR director since 1899; Chairman of Road Committee since June 12, 1911; Chairman of Association of Railway Executives since May 1, 1918. (Guide, WwasW, NYT)
- Nov. 5, 1922 Funeral of T. DeWitt Cuyler held at Second Presbyterian Church in Philadelphia; Samuel Rea, W.W. Atterbury, Ralph Peters and Francis I. Gowen among honorary pallbearers; private interment in the churchyard of the Church of the Redeemer in Bryn Mawr, final resting place of many PRR greats. (NYT)
- Nov. 5, 1922 Frankford Elevated opens as extension of Market Street Subway from Arch to Bridge Streets; built by city and operated by Philadelphia Rapid Transit Company. (Cox)
- Nov. 7, 1922 Republicans lose 70 seats in House and 7 in Senate but retain majorities, partly as a result of an organized labor backlash from the strikes. (Gregory, Davis)
- Nov. 7, 1922 Progressive Republican Gifford Pinchot (1865-1946), an Ivy League reformer who had been first Chief of U.S. Division of Forestry, is elected Gov. of Pennsylvania over candidates of the Vare Machine in Philadelphia and the Mellons in Pittsburgh; Pinchot is an inflexible Prohibitionist, and owes his victory in part to newly-enfranchised women, particularly the teetotalers of the Woman's (?) Christian

Temperance Union. (PaHertge, Davis)

Nov. 8, 1922 Francis I. Gowen submits resignation as VP & General Counsel. (NYT)

Nov. 8, 1922 Former VP of Lines West Edward B. Taylor (1850-1922) dies at home at Sewickley, Pa. (NYT)

Nov. 9, 1922 LIRR Board authorizes the purchase of 12-15 Class H6sb 2-8-0's from the PRR for freight, and the transfer of 6-8 Class G54 4-6-0's from freight to passenger service; authorizes retirement of turntables at Manhattan Beach and Sag Harbor and of old "B" Tower at Long Island City. (MB)

Nov. 11, 1922 Railroads signing the Baltimore Agreement announce they have set up the joint commission to hear seniority disputes.

Nov. 11, 1922 PRR grain elevator at 57<sup>th</sup> & Leavitt Streets in Chicago destroyed by fire. (RyAge)

Nov. 13, 1922 300 freight handlers strike at Waverly Transfer in Newark, N.J., over Sunday work. (NYT)

Nov. 14, 1922 130 new men, half of them African Americans, brought to Waverly as strikebreakers. (NYT)

Nov. 1922 PRR is elevating tracks between Whitman Street, Camden, and White Horse Pike. (RyAge)

Nov. 17, 1922 In speech to Commercial Club of Chicago, Pres. Rea calls on lawmakers to stop "tinkering" with railroads and allow them to earn a reasonable return on investment so they can attract capital for improvements. (NYT)

Nov. 18, 1922 PRR runs 41 special trains to Princeton for Princeton-Yale game. (PR)

Nov. 20, 1922 U.S. Supreme Court announces it will review case of PRR vs. U.S. Railroad Labor Board. (NYT)

Nov. 21, 1922 West Jamaica Land Company, Limited, dissolved. (LIRR AR)

Nov. 22, 1922 Arthur W. Thompson, Pres. of the Philadelphia Company, elected a PRR director in place of T. DeWitt Cuyler, deceased. (PR)

Nov. 23, 1922 Madison Street bridge and viaduct opens at Chicago Union Station. (DeRouin)



- Nov. 23, 1922 PRR contracts with Toledo, Peoria & Western Railway for joint use of passenger cars in service between Logansport and Keokuk. (MB)
- Nov. 23, 1922 Railway clerks apply to U.S. Labor Board for large wage increase. (RyAge)
- Nov. 24, 1922 Governing Board of ATO holds first meeting since Nov. 1917 to revive organization under presidency of C.S. Krick; adds new Committee on Personnel. (ATO)
- Nov. 25, 1922 Army-Navy Game is played at Franklin Field; PRR operates four specials from Washington, four from New York and one from Annapolis to the South Street Station; also two trains to Broad Street and one to South Street for the Army team and two specials to West Philadelphia for the Navy team; guests include Lord Louis Mountbatten ( - ) and Lady \_\_ Mountbatten, who are on a honeymoon tour in a private car. (PR)
- Nov. 26, 1922 French Premier Georges Clemenceau leaves Penn Station for Chicago on *The Manhattan Limited* on a tour of the West. (PR)
- Nov. 26, 1922 A 15-minute short film of the PRR begins a five-day run at the Stanley Theatre in Philadelphia; part of a series on "Philadelphia - The World's Greatest Workshop"; shows Girard Point, Greenwich coal piers, "A" & "B" Towers at Broad Street, the High Line, *The Broadway Limited*, Pres. Rea boarding a commuter train at Ardmore, and VP Atterbury talking to an engineer at Broad Street. (PR)
- Nov. 27, 1922 Sen. George Wharton Pepper and officials of System Federation No. 90 (the AFL shop crafts union) meet VP Atterbury; Pepper asks to question representatives of the Employee Representation Plan about election of 1921 in effort to obtain settlement between PRR and System Federation No. 90; VP Atterbury issues statement that PRR will not back down and all men must return as new hires; meetings continue into Jan. 1923. (NYT, RyAge)
- Nov. 27, 1922 U.S. Railroad Labor Board approves piecework on the NYC. (RyAge)
- Nov. 28, 1922 PRR releases figures for Oct. 1922; maintenance of equipment expense up \$1.9 million from 1921 and wages up \$4.9 million. (NYT)
- Nov. 28, 1922 Sen. Cummins announces he won't introduce legislation to prohibit railroad strikes or force consolidations this session. (RyAge)
- Dec. 1, 1922 After several days of hearings, Judge Wilkinson denies Donald R. Richberg's motion to dissolve the "Daugherty Injunction." (Flynn)

- Dec. 1, 1922 Francis I. Gowen relieved as VP & General Counsel at own request and appointed Special Counsel; Clarence B. Heiserman promoted to General Counsel; Henry Wolf Biklé (1877-1942) promoted from Assistant General Counsel to new post of General Attorney. (MB)
- Dec. 1, 1922 R.S. Hurd appointed Special Assistant on staff if VP-Eastern Region to make study of motor truck services and if PRR should engage in same. (MB)
- Dec. 1, 1922 Mail tracks and terminal open between Harrison & Van Buren Streets at Chicago Union Station.
- Dec. 1, 1922 Keystone Association of Miscellaneous Force Employees, Pennsylvania System, Southwestern Region, organized. (Bylaws)
- Dec. 3, 1922 Seven-story mail building opened between Van Buren & Harrison Streets on east side south of Union Station, Chicago; largest mail-handling building in world. (RyAge)
- Dec. 4, 1922 PRR places Pullman parlor cars rebuilt as smoking or club cars with 50 moveable seats in service between New York and Philadelphia. (Guide)
- Dec. 4, 1922 Reading obtains trackage rights over PRR (0.62 mile) at Gilberton, Pa., to reach a mine of the Harleigh-Brookwood Coal Company. (Rdg)
- Dec. 4, 1922 French Premier Georges Clemenceau returns to New York in Charles M. Schwab's private car *Bethlehem*. (PR)
- Dec. 5, 19122 LIRR Board authorizes continued negotiations with the PT&T over the rent for the use of Penn Station; LIRR accounts for 70% of the passengers and 34% of the locomotives and cars using the station. (MB)
- Dec. 5, 1922 *Floridan* inaugurated as winter-only, all-Pullman train between Chicago/St. Louis and Florida via IC and Central of Georgia via Albany. (Key)
- Dec. 7, 1922 PRR grants increases of 1-5 cents to maintenance of way employees, retroactive to Nov. 1. (NYT)
- Dec. 8, 1922 In annual message to Congress, Pres. Harding suggests giving the work of the U.S. Railroad Labor Board to an enlarged ICC; blames Shop Crafts Strike on extremists in both management and labor; he also notes, "we live in a motor age." (RyAge)
- Dec. 9, 1922 300 railroad union members, mostly shopmen, attend a three-day

convention at Chicago with (Communist?) leader William Z. Foster and others aimed at amalgamating all 16 rail unions. (RyAge - check)

- Dec. 9, 1922 M.A. Hanna Company incorporated in Ohio as successor to M.A. Hanna & Co.
- Dec. 13, 1922 PRR Board authorizes dissolution of Northern Central Connecting Railway as charter has expired; proposed line from Aqueduct to Lewisburg up west bank of Susquehanna River with branch to Selinsgrove Jct. is to be hereafter treated as a branch of the Northern Central. (MB)
- Dec. 13, 1922 PRR Board appoints a committee of three to design a medal for heroic service. (MB)
- Dec. 13, 1922 Alfred H. Smith elected to NYC Finance Committee, replacing William Rockefeller, deceased. (AR)
- Dec. 15, 1922 Tuckerton Railroad ends operation of Barnegat Railroad and parts of Philadelphia & Beach Haven Railroad. (MB- check if done - service cont. into 1923)
- Dec. 15, 1922 U.S. Railroad Labor Board issues new work rules for maintenance of way employees. (RyAge)
- Dec. 1922 PRR introduces "green cap" messengers at Penn Station to match a service offered by the NYC at Grand Central Terminal. (RyAge)
- Dec. 1922 WJ&S completes last track elevation in southeastern part of Camden. (Boyer)
- Dec. 1922 PRR reports 12,907 foreign-born employees of 48 nationalities on the Eastern Region, of whom 70% have become U.S. citizens. (RyAge)
- Dec. 1922 PRR leases use of Ann Arbor Railroad terminals at Toledo. (RyAge)
- Dec. 16, 1922 Chicago-St. Petersburg sleeping cars added to *The Southland*. (PassDept)
- Dec. 16, 1922 Van Sweringens purchase the 30% of the C&O held by Henry E. Huntington. (Miller)
- Dec. 1922 ICC orders railroads to show cause why they should not cooperate with Port of New York Authority in its plans to unify terminal facilities; most railroads hope to maintain competitive advantages. (NYT)

- Dec. 21, 1922 Pres. Rea tells New York Mayor Hylan and Board of Transit Commissioners that LIRR traffic is growing too fast to be handled at Penn Station; urges construction of subway under 34th Street from Long Island City to 9th Avenue with a new rapid transit line to Jamaica to take the business from western Queens. (NYT)
- Dec. 23, 1922 International Association of Machinists Pres. William H. Johnston files with the ICC to force investigation of railroads' expenditures for repairs of equipment since the start of Shop Crafts Strike. (RyAge)
- Dec. 27, 1922 PRR Board approves lease for a consolidated ticket office at 114 West 42nd Street and 107-109 West 41st Street in New York; authorizes filing for abandonment of Browns Mills and Island Heights Branches in N.J. (MB)
- Dec. 30, 1922 NYP&N modifies its Norfolk joint station agreement so that it and Chesapeake & Ohio Railway have separate ticket and baggage facilities, ending joint office established by USRA. (MB)
- Dec. 30, 1922 Pennsylvania-Detroit Railroad opens Toledo-Alexis Jct. and Carleton-Ecorse Jct., Mich.; with trackage rights over Pere Marquette between Alexis Jct. and Carleton and over Pere Marquette and Wabash between Ecorse Jct. and Detroit. (double-check map)
- Dec. 31, 1922 Pennsylvania Company transfers its shares of Monongahela Railway to PRR. (Church)
- 1922 PRR stock bottoms at 32¼. (NYT - prob. early in year, as recover in fall)
- 1922 PRR resumes 6% dividend; net railway operating income nearly doubles from 1921; return on investment increases from 1.88% in 1921 to 3.72% in 1922. (AR)
- 1922 Mutual Beneficial Association (MBA) has enrolled 9,000 of 206,000 PRR employees. (Outlaw)
- 1922 Brotherhood of Railway Clerks retaliates against PRR's refusal to recognize it by having union members on western roads direct unrouted freight away from PRR and to B&O or other lines more sympathetic to labor; practice continues for over a decade. (Fortune)
- 1922 PRR orders 475 Class I1s 2-10-0s from Baldwin; largest-ever U.S. order for a single locomotive type; cost over \$31 million. (Trains)
- 1922 LIRR acquires ferry *Pennsylvania* from \_\_\_\_\_. (AR)

- 1922 New delivery yard opens at Kearny. (AR)
- 1922 Philadelphia & Camden Ferry Company receives *Haddonfield* and *Millville*. (AR)
- 1922 PB&W abandons Brandywine Summit Branch (1.63 miles). (C&C)
- 1922 Line improvements completed between Lemoyne and Shippensburg. (AR)
- 1922 New engine terminal opens at Hagerstown, Md. (AR)
- 1922 Enlarged yard opens at Sharpsburg, Pa. (AR)
- 1922 New engine terminal opened at Mosier Yard on PY&A. (C&C)
- 1922 PRR discontinues (freight) service between Strasburg and Harwalk, Ohio.
- 1922 Bryn Mawr Hotel and 25 acres sold to the Baldwin School, a private school for girls which has been operating there between October and May since 1896 and year-round since 1912. (PhilInq)
- 1922 Work resumed on Spruce Street Engine Terminal at Columbus. (PaNews)
- 1922 Track elevation, Kentucky Avenue to Noble Street, and new 930-foot Bush train shed completed at Indianapolis Union Station; 12 station tracks and 2 bypass tracks. (AR)
- 1922 Future PRR historian Miles Coverdale Kennedy (1893-1965) joins the PRR's Engineering Dept. at Pittsburgh. (WwasW)
- 1922 NYC begins container service between New York and Buffalo with 5 cars and 30 containers. (AR)
- 1922 Secretary of Commerce Herbert Hoover calls air industry congress in Washington; develops idea of private air mail carriers. (TWA)
- 1922 A total of 1,807 strikes in Pennsylvania alone, involving 389,000 workers. (Shaloo)