

**PRR CHRONOLOGY
1923**

June 2004 Edition

- Jan. 1, 1923** PRR leases Pennsylvania-Detroit Railroad. (verify - if so is retroactive date)
- Jan. 1, 1923** PRR changes basis of LIRR's rent for use of Penn Station from a flat payment of \$25,000 per month to 4-1/2% per year on total cost of investment in line from "H" ("HAROLD") Tower to Penn Station. (MB)
- Jan. 1, 1923** PRR establishes new schedule of executive salaries for levels below VP's; President and VP's have pre-depression rates restored; Samuel Rea to \$75,000 and W.W. Atterbury to \$40,000.
- Jan. 1, 1923** Seaboard Air Line begins running sleepers between Boston and Miami on *The Colonial Express* and *The Florida-Cuba Special* southbound and *The Seaboard Florida Limited* northbound. (Guide)
- Jan. 5, 1923** VP A.J. County, addressing the Bond Club of New York, calls for taking railroad situation out of politics, allowing railroads to earn a fair return and ending wasteful Congressional investigations, fair tax policy and right to set wages and working conditions. (NYT)
- Jan. 9, 1923** VP Elisha Lee, in address to Foremen's Club of the Philadelphia Industrial Association, calls government unfit to run railroads and 5: % "fair" return too low to attract investment. (NYT)
- Jan. 10, 1923** PRR embargoes grain to Baltimore as elevators are full; New York, Boston and Philadelphia already under embargo. (NYT)
- Jan. 11, 1923** National leaders of operating Brotherhoods write to VP Atterbury requesting a meeting to discuss alleged deplorable conditions of equipment on PRR, which endangers their members, and to offer mediation.
- Jan. 11, 1923** PRR's appeal against U.S. Railroad Labor Board argued before U.S. Supreme Court. (NYT)
- Jan. 11, 1923** French and Belgian troops occupy the Ruhr, Germany's industrial heartland, over default in war reparations, provoking riots and

sabotage; value of the German mark begins to drop.

- Jan. 13, 1923** Local No. 807 makes last run, Terre Haute to St. Louis, and No. 803, Columbus to Indianapolis. (Sanders)
- Jan. 14, 1923** Local passenger service between Richmond and Columbus, Ind., reduced from two to one round trips. (Sanders)
- Jan. 17, 1923** Girard Trust Company files to foreclose mortgage on Maryland, Delaware & Virginia Railway. (NYT)
- Jan. 18, 1923** George LeBoutillier elected VP of LIRR to take work load off Pres. Peters, who is in failing health. (NYT)
- Jan. 18, 1923** ICC approves application of NKP to issue securities to cover merger of Clover Leaf and Lake Erie & Western by vote of 7-3.
- Jan. 20, 1923** Work suspended for a second time at Mosier Yard. (CE)
- Jan. 24, 1923** PRR Board authorizes enlargement of Renovo Yard for 120-car trains. (MB)
- Jan. 24, 1923** Southwestern Region branch of Women's Aid of the Pennsylvania Railroad System organized.
- Jan. 24, 1923** U.S. withdraws last occupation troops from Germany. (or 9/23)
- Jan. 26, 1923** Two days of meetings held in New York attended by leading railroad executives, including Pres. Rea, Secretary of Commerce Herbert Hoover and representatives of manufacturers and shippers under the sponsorship of the Chamber of Commerce of the U.S.A. to discuss transportation problems; call for nation-wide study to examine government regulations, rates, railroad consolidations, and coordination with motor vehicles and waterways. (NYT)
- Jan. 29, 1923** Van Sweringens close deal to buy 12% of C&O from Henry E. Huntington for \$7.3 million; C&O controls Hocking Valley, which connects with NKP at Fostoria, Ohio; gives C&O access to Lake Erie for first time; Van Sweringens continue purchases of both C&O and Hocking Valley through 1924. (Wheeler)
- Jan. 29, 1923** PRR tests Brill gas-electric car on Flemington Branch. (Lee)
- Jan. 30, 1923** Subcommittee of Finance Committee discusses proposed Employe Provident & Loan Association. (MB)

- Feb. 1, 1923** **John Carlisle Bland (-1927) retires as Engineer of Bridges & Buildings; replaced by ____**
- Feb. 3, 1923** **Ivy Lee and Assistant Secretary of Labor E.J. Henning, in speeches at the Republican Club in New York, call for abolition of U.S. Railroad Labor Board. (NYT)**
- Feb. 8, 1923** **Gasoline railcar replaces steam train on Berwick Branch; first assignment in Eastern Region. (CMP)**
- Feb. 9, 1923** **Gasoline railcar assigned to all passenger service on Flemington Branch. (PRR; Lee says eff. with 4/29 tt. change)**
- Feb. 11, 1923** **Gasoline railcar assigned to Bustleton Branch. (CMP)**
- Feb. 15, 1923** **First number of Eastern Region edition of *Pennsylvania News* published. (Guide)**
- Feb. 1923** **Locomotive production at Juniata Shops resumes after two-and-a-half year hiatus with K4s No. 3800. (Edson)**
- Feb. 19, 1923** **U.S. Supreme Court decides case of PRR vs. U.S. Railroad Labor Board in dispute over Board's power to order new shop crafts election; holds that the Board does have the authority to publish its opinions that PRR has violated its orders, but has no enforcement powers beyond "the court of public opinion," so the PRR is not obligated to obey its rulings. (NYT)**
- Feb. 21, 1923** **PRR purchases former foundry at 49th Street & Merion Avenue in West Philadelphia from Standard Real Estate Company; buildings later become company's main records warehouse. (MB)**
- Feb. 21, 1923** **PRR announces record level of export grain traffic for January, 10.9 million bu. vs. 6.3 million bu. in Jan. 1922. (NYT)**
- Feb. 23, 1923** **Joint Committee on Postal Service recommends purchasing PRR air rights site behind present New York Post Office for expansion. (NYT)**
- Feb. 27, 1923** **VP Atterbury begins two days of meetings with representatives of the operating Brotherhoods regarding their charges of unsafe equipment, etc.**
- Feb. 27, 1923** **PRR mails notices with dividend checks calling on stockholders to use their influence to oppose further regulatory legislation. (NYT)**

- Mar. 1, 1923** Peoria Division abolished and merged into St. Louis Division; Superintendent T.C. Herbert to Superintendent of Schuylkill Division. (MB)
- Mar. 1, 1923** R.E. McCarty appointed Assistant to VP-Central Region; Martin W. Clement appointed General Manager-Central Region, replacing McCarty; H.E. Newcomet appointed General Superintendent of Lake General Division, replacing Clement; Guy Scott to Superintendent of Cleveland & Pittsburgh Division; Otto Schroll to Superintendent of Wheeling Division; O.C. Shaad to Superintendent of Akron Division; J.H. Redding to Superintendent of Erie & Ashtabula Division; W.C. Higginbottom to Superintendent of Panhandle Division; G.R. Barry to Superintendent of Richmond Division; W.L. Elkin to Superintendent of Philadelphia Division, replacing E.J. Cleve, reassigned for ill health; A.C. Watson to Superintendent of Conemaugh Division. (MB)
- Mar. 5, 1923** PRR Board creates Pennsylvania Railroad General Equipment Trust Series "A"; authorizes purchase of an additional 200 IIs 2-10-0's; authorizes additional \$60,000 for Automatic Train Stop experiments. (MB)
- Mar. 8, 1923** PRR lawyers and officials meet with U.S. Railroad Labor Board Chairman Hooper to discuss Supreme Court verdict. (LC)
- Mar. 13, 1923** Kuhn, Loeb & Co. offers \$31.5 million 5% PRR equipment trust certificates. (NYT)
- Mar. 14, 1923** Chairman Hooper writes to Pres. Rea urging compliance with Supreme Court decree and with Decision 218 ordering a new shop crafts election. (LC)
- Mar. 14, 1923** PRR signs revised agreement with Equitable Life Assurance Society of the United States for constructing office building on east side of 7th Avenue between 31st and 32nd Street. (MB)
- Mar. 14, 1923** PRR sells \$31.5 million Series "A" Equipment Trust certificates to Kuhn, Loeb & Co. (MB)
- Mar. 14, 1923** South Philadelphia Track Elevation contract modified; extends time for completion to 1928; changes location of joint line from Point Breeze Ave. to south of Penrose Avenue from 29th to 25th Street.
- Mar. 14, 1923** PRR Board subscribes \$100,000 to Sesqui-Centennial Exhibition

- Association, which is planning world's fair for Philadelphia in 1926. (MB)
- Mar. 16, 1925** **Service on Indianapolis & Vincennes Branch suspended by washout near Vincennes. (NYT)**
- Mar. 17, 1923** **N.P. Good, Pres. of System Federation No. 90, writes to VP Atterbury for assurance that PRR will abide by Decision 218 and allow strikers to return with seniority. (LC)**
- Mar. 19, 1923** **Pres. Rea responds to Chairman Hooper stating he wishes to consult the employee representatives before making a formal reply. (LC)**
- Mar. 20, 1923** **Dow Jones industrials index hits recovery high of 105.38. (Wyckoff)**
- Mar. 24, 1923** **Brooklyn Rapid Transit Company reorganized as Brooklyn-Manhattan Transit Corporation; holding company for subway, elevated, trolley and bus companies, including South Brooklyn Railway and track along Atlantic Avenue used by LIRR. (Moody's)**
- Mar. 28, 1923** **PRR special committee discusses design of Heroic Service Medal. (MB)**
- Mar. 28, 1923** **PRR contracts with Toledo Terminal Railroad for use of tracks in Toledo.**
- Mar. 29, 1923** **Management meets with regional representatives of Employee Representation Plan on reply to Hooper's letter of Mar. 14; they resolve that the Employee Representation Plan be continued. (LC)**
- Apr. 1, 1923** **H.R. Leonard appointed to new position of Chief Engineer of Bridges & Buildings on staff of Chief Engineer; Robert Farnham appointed Engineer of Bridges & Buildings, replacing Leonard; James F. Leonard also named Engineer of Bridges & Buildings, replacing J.C. Bland, retired. (PaNews)**
- Apr. 1, 1923** **Erection of steelwork for headhouse begins at Chicago Union Station.**
- Apr. 2, 1923** **Van Sweringens propose to PRR that Virginian Railway be jointly leased by their C&O and N&W; N&W opposes as will give C&O access to Norfolk. (Lambie, Wheeler)**
- Apr. 1923** **PRR abolishes dredge service in Philadelphia harbor.**

- Apr. 6, 1923** Meeting of all 775 local shop craft representatives of Employee Representation Plan held at PRR YMCA in West Philadelphia; W.W. Atterbury offers them the choice of simply ratifying the regional meeting, of calling for a referendum to choose between Employee Representation Plan or System Federation No. 90, or of a referendum simply asking if present system is satisfactory; delegates chose first proposal (which ensures that they stay in power) and unanimously endorse the regional meeting; however, they also pass resolution that employees should have the choice to accept or refuse piecework, with no discrimination against those that refuse. (LC, NYT)
- Apr. 10, 1923** At annual meeting, Pres. Rea calls on stockholders to lobby against further regulation. (NYT)
- Apr. 10, 1923** PRR announces new record for freight cars handled in first quarter of 1923: 1,980,713 vs. 1,674,485 in 1922 and 1,793,522 in 1920. (NYT)
- Apr. 11, 1923** VP-Northwestern Region John Gilmour Rodgers (1862-1923) dies after 41 years service while playing golf at Camden, S.C. (NYT)
- Apr. 16, 1923** PRR appoints Edward Tait Whiter VP-Northwestern Region, replacing John G. Rogers, deceased. (NYT)
- Apr. 16, 1923** Work resumed at Mosier Yard. (CE)
- Apr. 17, 1923** PRR, Public Service Corporation and Newark City officials confer on plan to extend Hudson & Manhattan Tubes from Park Place to an underground station under the apex of Military Park with direct connection to Public Service Terminal; also for a new PRR station and completing third and fourth tracks through Newark. (NYT)
- Apr. 20, 1923** PRR, B&O and other railroads sue to set aside ICC order giving NYC right to buy Chicago River & Indiana Railroad and to lease the Chicago Junction Railway, which controls access to the Chicago Union Stock Yards. (NYT)
- Apr. 23, 1923** PRR announces wage increases from 12 cents to 32 cents per hour. (NYT)
- Apr. 25, 1923** Pres. Rea makes formal response to Chairman Hooper, informing him of results of meetings and noting that conditions have changed since Decision 218 was issued in 1921; says management has no

choice but to follow the wishes of its employees. (LC- NYT has 4/27, possibly day reply made public)

- Apr. 25, 1923** **PRR Board creates Pennsylvania Railroad Employees Provident & Loan Association, with VP in Charge of Personnel as President of P&LA and Secretary of Voluntary Relief Dept. as Secretary; in addition to savings and loans, employees can buy increased pension coverage or PRR stock; supersedes Employees' Saving Fund. (MB)**
- Apr. 27, 1923** **U.S. Railroad Labor Board Chairman Ben W. Hooper announces it will publish its decision citing PRR for failure to hold new Shop Crafts election. (NYT)**
- Apr. 29, 1923** **NYC cuts running time of New York-Detroit-Chicago *Wolverine* to 22:00. (Guide)**
- Apr. 29, 1923** ***Piedmont Limited* inaugurated between New York and New Orleans on Southern/L&N route via Atlanta and Montgomery, superseding the *Atlanta Special*; Howard E. Rondthaler, Pres. of Salem College at Winston-Salem, N.C., wins \$200 prize for naming train. (Guide)**
- Apr. 29, 1923** **PRR withdraws all passenger service between Lewistown, N.J., and Camp Dix and joint operation contract cancelled, leaving local service provided by Union Transportation Company; PRR Camden locals cut back to Pemberton. (Brinckmann)**
- Apr. 30, 1923** **J.J. Turner, VP in Charge of Corporate Work for Western Lines retires at age 70 after 53 years of service and office abolished.**
- Apr. 30, 1923** **Retired VP W. Hayward Myers (1856-1923) dies in Redlands, Calif. (NYT)**
- May 1, 1923** **AFL Shop Crafts leaders abandon their case in hearings to continue federal injunction. (NYT)**
- May 1, 1923** **Title of A.J. County changed from VP in Charge of Accounting to VP in Charge of Accounting & Corporate Work. (MB)**
- May 1, 1923** **Thomas Benton Hamilton (-) named General Manager-Northwestern Region, replacing E.T. Whiter. (Guide)**
- May 1, 1923** **PRR grants 3 cent wage increases to shop crafts, miscellaneous forces, etc.**
- May 4, 1923** **Heavy purchases drive price of Pittsburgh & West Virginia**

- Railway up to 442; identity of buyers unknown. (NYT)
- May 6, 1923 Through Washington cars on *Broadway Limited* expanded to a separate train called the *Washington Broadway Limited* to meet competition of B&O's *Capitol Limited*; runs through to Chicago in 19:00 with same equipment and amenities as *Broadway Limited*. (Guide)
- May 7, 1923 Maryland, Delaware & Virginia Railway Company sold at foreclosure at Love Point; railroad and Love Point steamer *Lancaster* to E.B. Leaf Company, a scrap dealer; and steamers and docks of Potomac and Rappahannock Lines to William B. Skelton of Lewistown, Maine; Chester & Patuxent River Lines and steamers to Noel W. Smith of PRR to be liquidated. (AJC)
- May 9, 1923 PRR Board appropriates \$606,000 for a new low-grade cutoff from 0.2 miles west of Radebaugh to 0.7 miles west of Derry (aka the Derry-Donohoe low grade line); appropriates \$1 million to complete Spruce Street passenger engine terminal at Columbus, Ohio. (MB)
- May 9, 1923 PRR signs agreement for consolidated ticket office at 57 Chambers Street in lower Manhattan. (MB)
- May 11, 1923 PRR adopts new regulations on piecework for shops in response to workers' complaints. (LC)
- May 13, 1923 B&O inaugurates *Capitol Limited* as its first all-first class train between New York, Washington, and Chicago to match competition of *The Washington Broadway Limited*; also runs Washington-Chicago in 19:00; eventually gives B&O dominance in Baltimore/ Washington to Chicago passenger market. (Guide, Stegmaier)
- May 14, 1923 Montauk Steamboat Company, Ltd. resumes Sag Harbor-New London service for year; this year does not stop at Shelter Island. (Guide)
- May 16, 1923 ICC begins hearings on railroad consolidation; in Tentative Plan, NYC is System No. 1; PRR is System No. 2; calls for NYC to receive Central Indiana Railway, Pittsburgh, Chartiers & Youghioghney, Monongahela Railway, and Cherry Tree & Dixonville; PRR to lose N&W. (Wheeler)
- May 17, 1923 Montgomery Bus Company incorporated in Pa. to operate bus lines in western suburbs of Philadelphia. (MB)

May 1923 **Wreck Lead, N.Y., station on Long Beach Branch of LIRR renamed Island Park. (Guide)**

May 1923 **Economic expansion peaks; year-long contraction begins. (NBER)**

May 19, 1923 **VP W.W. Atterbury sails for Europe on the White Star Liner *Olympic*. (NYT)**

May 20, 1923 **PRR makes public a reply from Pres. Rea to U.S. Railroad Labor Board declining to be represented at hearing in Chicago on May 21 on complaint of Brotherhood of Railway & Steamship Clerks on grounds they do not represent PRR employees. (NYT)**

May 21, 1923 **U.S. Railroad Labor Board Chairman Ben W. Hooper calls on Pres. Rea to appear before it on May 28 in hearing clerk's' case. (NYT)**

May 21, 1923 **PRR announces raise of 2 cents per hour for shopmen and 3 cents in Chicago area because of higher cost of living. (NYT)**

May 22, 1923 **Pres. Rea agrees to appear before U.S. Railroad Labor Board without formal subpoena. (NYT)**

May 22, 1923 **U.S. District Court approves third modified Reading Company segregation plan; calls for Reading Company to sell Coal & Iron Company stock, merge Philadelphia & Reading Railway and 11 other subsidiaries and become an operating railroad company.**

May 23, 1923 **PRR special committee approves design of Heroic Service Medal, removing the skeletal figure representing the threat of death. (MB)**

May 27, 1923 **PRR makes public announcement of creation of Pennsylvania Railroad Employees Provident & Loan Association, to go into effect on July 1; will offer building loans, personal loans, and permit employees to buy PRR stock on the installment plan. (NYT)**

May 28, 1923 **Pres. Rea, in hearing before U.S. Railroad Labor Board, refuses to back down and allow names of Brotherhood of Railway & Steamship Clerks, Freight Handlers & Express & Station Employees on ballot; claims Labor Board is merely advisory and has no power to dictate railroad policy. (NYT)**

May 28, 1923 **Columbus Belt Railway incorporated to build belt railway around Coulmbus according to proposal of John E. Bleekman, a civil engineer of New York. (CE)**

- May 29, 1923** **Scotts Run Railway incorporated in W.Va. in interest of Monongahela Railway to build from Morgantown to Wheeling. (Church)**
- May 31, 1923** **34th Street Board of Trade holds meeting to seek a new zoning amendment to protect area around Penn Station for high-grade retail stores and similar uses. (NYT)**
- June 1, 1923** **Hyperinflation begins in Germany because of inability to pay war reparations; mark drops 50% against the dollar over next three weeks.**
- June 3, 1923** **VP W.W. Atterbury and Pres. Edward W. Beatty of the Canadian Pacific Railway arrive in Vienna to examine the post-war rehabilitation of Central and Eastern European railroads and industries. (NYT)**
- June 4, 1923** **Antitrust decree of 1914 modified to permit New Haven to regain direct control of Boston Railroad Holding Company, which controls Boston & Maine. (Splawn, AR)**
- June 6, 1923** **Rebuilt ferry *Cincinnati* placed in service on Debrosses Street at New York; reduced to single deck for motor vehicles only. (HC)**
- June 6, 1923** **Tuckerton Railroad surrenders lease of Barnegat Railroad at midnight and passenger service makes last run between Surf City and Barnegat City on Long Beach Island, N.J. (Brinckmann)**
- June 10, 1923** **Fire begins under tracks of Broad Street Station at 11:45 PM; spreads and destroys train shed as well as large quantity of the company's older records stored underneath tracks; about 30 trains were in the shed at the time, and most were pulled to safety; around 3:00 AM, a locomotive and two cars crash through the weakened floor of the shed; total of eight coaches, three MU cars and three locomotives damaged; Paoli and Chestnut Hill trains resume using temporary platforms just beyond shed at 6:00 PM on June 11; service fully restored in five days; train shed replaced by wooden umbrella platforms. (CE, NYT)**
- June 12, 1923** **PRR signs final settlement for period of federal operation; pays government \$90 million for improvements made by USRA, over and above sums claimed by PRR for undermaintenance, etc. (MB, NYT)**
- June 12, 1923** **U.S. Railroad Labor Board issues decision stating that PRR has violated Decision 218 and thus denied its employees fundamental**

- rights under the Transportation Act. (LC)
- June 13, 1923** **New eastbound hump opens at Morrisville Yard. (CE)**
- June 13, 1923** **Board authorizes installation of automatic block signals between Point Isabella and Undercliff Yard on Cincinnati Division. (MB)**
- June 13, 1923** **Baltimore & Eastern Railroad incorporated as PRR subsidiary for purpose of operating viable portions of Maryland, Delaware & Virginia Railway, Love Point to West Denton. (filed 7/15)**
- June 15, 1923** **70% of normal 530 trains have been restored to Broad Street Station.**
- June 1923** **PRR advertises choice of four \$1.00 combination platters for lunch and dinner in dining cars, as well as usual a la carte meals. (NYT)**
- June 1923** **PRR proposes to continue operating Claiborne-Easton, Queenstown-Centreville and Queenstown-West Denton passenger service through Dec. 31 on trial basis. (AJC)**
- June 17, 1923** **U.S. Railroad Labor Board issues public rebuke of PRR for its labor policy of refusing to deal with AFL unions, calling it "unfair, unjust and inconsistent," and for failing to comply with Decision 218, even after U.S. Supreme Court upheld the Labor Board's right to issue it. (NYT)**
- June 17, 1923** **PRR violates a second U.S. Railroad Labor Board order by refusing to recognize the Brotherhood of Railway & Steamship Clerks, _____. (NYT)**
- June 17, 1923** **PRR inaugurates Chicago-Atlantic City drawing room/compartments sleepers on *The Pennsylvania Limited*.**
- June 1923** **Four-track system completed between Etna (30th Street) and Sharpsburg on Conemaugh (?) Division. (CE)**
- June 22, 1923** **Pres. Rea testifies in favor of consolidations at ICC hearing in Philadelphia, but demands that weak roads be abandoned or have their capitals reduced before merger or else government should compensate strong roads for taking on their burdens. (NYT)**
- June 22, 1923** **First 50 of 200 college students from Purdue, Penn State, and other technical schools arrive in Olean to take place of shopmen who have been on strike since July 1, 1922; PRR had recruited students through radio advertising. (NYT)**

- June 22, 1923** In speech at Kansas City, Pres. Harding pushes railroad consolidation and indicates he will ask Congress for a bill to make consolidation mandatory; chides PRR without mentioning it by name for failing to heed rulings of U.S. Railroad Labor Board. (NYT)
- June 23, 1923** Pres. Rea responds to Pres. Harding's message on consolidation by advocating voluntary consolidation as opposed to make everything wait on central planning by ICC. (NYT)
- June 24, 1923** Shop crafts and miscellaneous forces on Northwestern Region complete elections for Employee Representation Plan. (NYT)
- June 24, 1923** Maryland, Delaware & Virginia Railway operates last passenger train between Greenwood, Md., and Lewes, Del.; substitutes mixed train three times a week. (AJC)
- June 24, 1923** Reading restores every-hour-on-the-hour service between New York and Philadelphia between hours of 6:00 AM and 6:00 PM for first time since World War I cuts. (Guide)
- June 27, 1923** At board meeting, Pres. Rea raises question of rebuilding Broad Street Station; notes increasing congestion in city will probably require building a main station at 30th Street in West Philadelphia with an underground electrified terminal for suburban trains at 16th Street. (MB)
- June 27, 1923** PRR leases Pennsylvania-Detroit Railroad (retroactive to Jan. 1, 1923). (Church)
- June 27, 1923** U.S. Railroad Labor Board issues second rebuke of PRR for ignoring its orders in the Clerks' case. (NYT)
- June 27, 1923** U.S. Circuit Court at Chicago upholds NYC's sole possession of Chicago River & Indiana Railroad and Chicago Junction Railway serving the Union Stock Yards, dismissing objections of other railroads, including PRR. (NYT)
- June 28, 1923** Pres. Rea issues open letter to employees regarding the U.S. Railroad Labor Board's "misleading and unwarranted" statements about the PRR Employee Representation Plan and defending plan; says PRR obeys "valid laws." (LC, NYT)
- June 28, 1923** Basil M. Manly, Director of the Peoples Legislative Service, a Progressive organization allied with Sen. Robert LaFollette, sends

a telegram to Pres. Harding calling on him to declare a federal boycott of the PRR until it obeys the U.S. Railroad Labor Board rulings. (NYT)

- June 30, 1923** Fort Wayne Union Railway begins construction.
- July 1, 1923** Pennsylvania Railroad Employees' Provident and Loan Association organized as a mutual savings and loan association open to all PRR employees and officers; to replace Employees Saving Fund; pays 4% interest; members may also buy increased pensions and PRR securities on installment plan. (MB, NYT)
- July 1, 1923** Board drops separate Comptroller at Pittsburgh with integration of former Lines West offices; Comptroller James W. Orr named Assistant Comptroller.
- July 1, 1923** VP in Charge of Personnel G.L. Peck announces program of Heroic Service Medals for acts of heroism, following suggestion of Henry M. Crossman, a machinist at the Ebenezer Shops near Buffalo; medal is 2-3/4" dia. with K4s on face with quotation from Livy "All Honor Attend You in Your Valor"; has keystone and laurel wreath on back; keystone contains facsimile of the PRR corporate seal and recipients name; first medals awarded in ceremony on May 28, 1924. (PaNews)
- July 1, 1923** Southwestern Region edition of *Pennsylvania News* first published. (PaNews)
- July 1, 1923** Clover Leaf and Toledo, St. Louis & Western merged into NKP.
- July 2, 1923** Baltimore, Chesapeake & Atlantic Railway Board authorizes purchasing all stock of Baltimore & Eastern Railroad and operating it under lease. (MB)
- July 4, 1923** VP W.W. Atterbury leaves Southampton on the White Star Liner *Majestic* after his tour of Central and Eastern Europe. (NYT)
- July 5, 1923** PRR announces setting a new record for movement of freight cars in May 1923. (NYT)
- July 5, 1923** Scotts Run Railway organized. (Church)
- July 6, 1923** Scotts Run Railway purchases property of Morgantown & Wheeling Railway, including stock of Monongahela & Ohio Railroad at foreclosure sale; property consists of railroad from Randall, W.Va., to Brave, Pa. (Church)

- July 7, 1923** **Monongahela Railway leases Scotts Run Railway (Randall-Blacksville) and Monongahela & Ohio Railroad (Blacksville-Brave); lease not approved by ICC until Jan. 6, 1925. (Church)**
- July 9, 1923** **First use of PRR over-the-road trucks to replace local freight trains between Pittsburgh and Rochester, Pa. (by Scott Bros.??)**
- July 11, 1923** **Three-speed continuous train control with cab signals placed in service between Lewistown and Sunbury on Northern Central as experiment and use of block signals and train orders discontinued; first such installation in U.S.; installed by Union Switch & Signal Company. (US&S)**
- July 12, 1923** **U.S. District Court for the Northwestern District of Illinois issues final decree making the federal injunction against the striking shopmen permanent. (NYT)**
- July 14, 1923** **Local committee of 100 publishes a report calling for service improvements on LIRR for commuters; urge that LIRR be made an operating division of PRR; assigning more electric locomotives to haul steam trains between Penn Station and Jamaica to reduce or eliminate change at Jamaica; run trains from eastern points non-stop west of Jamaica; limit smoking cars to that service and ban smoking in stations; put mail and express on separate trains. (NYT)**
- July 14, 1923** **Last run of PRR mixed train service between Lewes and Greenwood, Del. (AJC)**
- July 15, 1923** **PRR employment for 1923 peaks at 250,112; reductions in shop forces follow as shops get caught up on repairs delayed by strike. (NYT)**
- July 15, 1923** **Baltimore & Eastern Railroad incorporated in Md. to operate viable portions of Maryland, Delaware & Virginia Railway between Love Point and West Denton, plus Centreville Branch. (MB)**
- July 16, 1923** **Speaking to Long Island Press Association, VP George LeBoutillier promises that PRR will make \$84 million in improvements on LIRR over next 10 years; takes aim at Sen. LaFollette and the Valuation Act of 1913, which forced railroads to spend \$63 million and government \$22 million, "merely to satisfy one man's whim and prove a fallacious theory." (NYT)**

July 16, 1923 Lewes & Love Point RPO cut to Greenwood & Love Point RPO. (Kay)

July 17, 1923 Van Sweringens, N&W and PRR sign an agreement whereby none is to try to acquire direct or indirect control of the Virginian Railway before Jan. 1, 1924. (Lambie)

July 1923 PRR first begins advertising itself as "The Broad Way to and from the West"; however, the train name is still *Broadway Limited*, except in Philadelphia. (Guide)

July 18, 1923 Baltimore & Virginia Steamboat Company incorporated to conduct steamboat lines on Chesapeake Bay and tributaries formerly operated by Maryland, Delaware & Virginia Railway. (MB)

July 20, 1923 Rail franchises and property of Maryland, Delaware & Virginia Railway conveyed by Girard Trust, trustees, by deed to E.B. Leaf Company for \$225,000. (AJC)

July 25, 1923 Enola Steel Freight Car Shop opens.

July 1923 Class G5s 4-6-0 introduced; designed by William F. Kiesel; used primarily on suburban trains.

July 1923 Mutual Beneficial Association holds first system-wide picnic. (Mutual)

July 27, 1923 State of Maryland appoints Eastern Shore Railroad Commission to study service between Baltimore and Eastern Shore. (AJC)

July 31, 1923 William E. Canning, Superintendent of LIRR, dies. (AR)

July 31, 1923 Michigan State Highway Dept. begins operating vehicular ferries across the Straits of Mackinac.

Aug. 1, 1923 PRR announces favorable results of automatic train control tests on Lewistown Branch. (NYT)

Aug. 2, 1923 Ralph Peters, Jr., named Superintendent of LIRR. (AR)

Aug. 2, 1923 United States Steel Corporation abolishes 12-hour, 7-day week in favor of 8-hour day under pressure from Pres, Harding.

Aug. 2, 1923 Pres. Harding dies of an embolism in San Francisco after a trip to Alaska. (EAH)

- Aug. 3, 1923** Pres. Harding's touring train, converted to a funeral train, leaves San Francisco for Washington via SP-UP-C&NW-B&O routing. (Withers)
- Aug. 3, 1923** VP Calvin Coolidge (1872-1933). vacationing in rural Vermont, is sworn in early in morning; arrives in Washington at 9:10 PM on special five-car PRR train from New York, having made run in 4:28. (NYT)
- Aug. 7, 1923** Pres. Harding's funeral train arrives in Washington over B&O for lying-in-state at the Capitol. (Withers)
- Aug. 8, 1923** Pres. Harding's funeral train leaves Washington at 6:05 PM via PRR to Mansfield, Ohio, and Erie to Marion; large crowds along right of way result in reduced speed; General Passenger Agent Oliver T. Boyd is son of George W. Boyd, who arranged McKinley's funeral train. (Withers, NYT)
- Aug. 9, 1923** Pres. Harding's funeral train arrives at Marion, Ohio, at 12:40 PM. (NYT)
- Aug. 1923** Penbryn, Pa. station on Elmira Branch renamed Leolyn. (Guide)
- Aug. 20, 1923** Eastern Shore Railroad Commission reports; considers car float ferry between Canton and Love Point. (AJC)
- Aug. 27, 1923** Public hearing held on North River Bridge Company's request for War Dept. approval for its proposed bridge at 57th Street. (NYT)
- Aug. 29, 1923** Gov. Pinchot presents his terms for settling threatened anthracite coal strike: 10% wage increase, 8-hour day, and recognition of the UMW; would add 60 cents per ton to cost of coal, all of which is to be absorbed by operators, railroads and coal dealers. (NYT)
- Sep. 3, 1923** Atlantic City experiences record Labor Day weekend crowds; PRR carries 200,000 and Reading 165,000; returning, PRR trains leave every 15 minutes and Reading every 20 minutes. (NYT)
- Sep. 5, 1923** Transit Commission holds hearings on PT&T application to increase LIRR's rent for use of Penn Station and tunnels from about \$200,000 to \$1.8 million, based on increasing use of facilities. (NYT)
- Sep. 6, 1923** Cars of Atlas smokeless powder catch fire while entering South Amboy Yard on trestle over road and NY&LB main; although

smokeless powder does not explode, it burns fiercely and creates a pressure wave if in a confined space; two separate bursts occur while cars are on trestle being towed into yard, raining flaming boxes like incendiary bombs on surrounding area, particularly on cars stopped on street to watch fire; many motorists burned severely and at least one killed; southbound NY&LB passenger train is engulfed in explosions, but while passengers flee in panic, none are seriously injured. (NYT)

- Sep. 9, 1923** Through sleeping car inaugurated between New York and Columbus, Ga. via Seaboard, Atlanta & West Point and Central of Georgia. (Guide)
- Sep. 1923** PRR wins grand prize for its two floats in the Atlantic City National Beauty Tournament Parade (later the Miss America Pageant); the first features a map of the PRR system showing all lines leading to Atlantic City with a model railroad controlled by automatic signals around the base; the second features an E6 and P70 coach emerging from a rotating world globe. (Guide)
- Sep.? 1923** Concerned over declining market share, coal operators of Ohio, Pennsylvania and northern West Virginia petition ICC to increase Lake Cargo differentials established in 1917; case decided in 1925. (Lambie)
- Sep. 14, 1923** PRR announces that in first eight months of 1923 it has handled a record 5,956,046 freight cars, vs. 4,907,704 in 1922. (NYT)
- Sep. 15, 1923** Victor J. Bradley, Chief of Mail Service & Traffic, dies. (Guide)
- Sep. 17, 1923** Railroads and Port of New York Authority clash at ICC hearing over PA's plan to combine portions of private railroads along Hoboken shore into a joint terminal called Belt Line 13; this would be first step in turning all terminal trackage to joint terminal status. (NYT)
- Sep. 18, 1923** Pres. Rea denies charges that PRR intends to control either New Haven or Boston & Maine. (NYT)
- Sep. 1923** New Cumberland Jct., W.Va., station renamed Weirton Jct. (Guide)
- Sep. 1923** Ground broken for Cleveland Union Terminal; Graham, Anderson, Probst & White, architects; project includes a 52-story office tower that will be the tallest building west of New York, the Cleveland Hotel, and a Higbee's department store.

- Sep. 22, 1923** Pittsburgh & Nemaquin RPO rerouted to Pittsburgh & Fairmont RPO. (Kay)
- Sep. 24, 1923** New "UY" Tower opens at Aspinwall on Conemaugh Division. (CE)
- Sep. 26, 1923** PRR special committee approves regulations governing award of Heroic Service Medals. (MB)
- Sep. 29, 1923** Last run of summer-only passenger service on Walloon Lake Branch in Michigan; last regular service of any kind on branch. (tt)
- Sep. 29, 1923** ICC approves PRR lease of Pennsylvania-Detroit Railroad. (Church)
- Sep. 30, 1923** PRR restores full operation into Broad Street Station. (Guide)
- Sep. 30, 1923** NYC and Michigan Central inaugurate *Detroiter* between New York and Detroit. (Guide)
- Oct. 1, 1923** First issue of Southwestern Region edition of *Pennsylvania News* published. (? See above?)
- Oct. 2, 1923** Baltimore & Virginia Steamboat Company organized; Turnbull Murdoch Pres. & General Manager; A.H. Seth Superintendent of Steamer Lines; acquires steamers *Anne Arundel*, *Calvert*, *Middlesex*, *Northumberland*, *Potomac*, and *Three Rivers*, plus two scows, from Maryland, Delaware & Virginia Railway. (MB)
- Oct. 2, 1923** ICC authorizes merger into PRR of Englewood Connecting Railway, Indianapolis & Frankfort Railroad, Louisville Bridge & Terminal Railway, Ohio Connecting Railway, Pittsburgh, Ohio Valley & Cincinnati Railroad, South Chicago & Southern Railroad and Wheeling Terminal Railway. (Church - check 1922 or 1923; also Cincinnati, Lebanon & Northern Railway, Cleveland, Akron & Columbus Railway and Toledo, Columbus & Ohio River Railroad?)
- Oct. 3, 1923** BC&A sells steamboat *Old Point Comfort* for scrap. (MB)
- Oct. 3, 1923** Track elevation opens between Pennsylvania and Davidson Streets in Indianapolis. (CE)
- Oct. 8, 1923** Gasoline railcar assigned to Smyrna Branch. (CMP)

- Oct. 9, 1923** **Ralph Peters (1853-1923), Pres. of LIRR, dies at Garden City of heart disease after 49 years of service with PRR. (AR, NYT)**
- Oct. 9, 1923** **PRR and CCC&StL (Big Four) offer Central Indiana Railway for sale at auction; no bidder; has not earned fixed charges since 1903. (Church)**
- Oct. 1923** **PRR offers \$1,000 in prizes to employees for best essay on "The Benefits of Employe Ownership of Stock and Securities of the Pennsylvania Railroad through the Employes Provident & Loan Association." (NYT)**
- Oct. 11, 1923** **New station at Vandalia, Ill., dedicated.**
- Oct. 11, 1923** **Oil City & Mahoningtown RPO discontinued. (Kay)**
- Oct. 15, 1923** **New freight depot opens at 3rd & Larned Streets, Detroit.**
- Oct. 15, 1923** **PRR employment now at 242,336; 7,976 jobs lost since July, mostly shop crafts. (NYT)**
- Oct. 1923** **N.W. Smith still operating Chester River Line of steamboats, but wants to sell. (AJC)**
- Oct. 16, 1923** **Pres. Rea meets privately with Pres. Coolidge at the White House to discuss the railroad situation; Coolidge suggests lowering export grain rates and reducing difference on coal shipped to Great Lakes for export and that used for domestic consumption; producers want export rates lowered to make them more competitive in an international market already glutted with staples and basic raw materials. (NYT)**
- Oct. 17, 1923** **VP-Central Region James Alexander McCrea (1875-1923) dies of pneumonia in a Pittsburgh hospital after a short illness; 29 years of service. (MB, NYT)**
- Oct. 18, 1923** **NYC settles USRA claims with payment of \$23 million to government for cost of betterments above claims made by company. (NYT)**
- Oct. 20, 1920** **Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employes sue in U.S. District Court for an injunction to bar PRR from dealing with company union or from paying company union's expenses. (NYT)**

- Oct. 20, 1923** Funeral of James A. McCrea held at St. Marks Episcopal Church, Philadelphia. (NYT)
- Oct. 1923** Sleeping car line established between New York and Knoxville via Washington and Bristol. (Guide prob. 9/24/23)
- Oct. 24, 1923** Elisha Lee named VP-Central Region replacing James A. McCrea, deceased; Charles S. Krick named VP-Eastern Region replacing Lee; R.V. Massey named General Manager-Eastern Region. (MB)
- Oct. 25, 1923** First Class M1 4-8-2 completed at Juniata Shops; designed by William F. Kiesel; dual-service but used primarily in freight service on Middle and Pittsburgh Divisions.
- Oct 27, 1923** French troops occupy the Rhineland.
- Oct. 31, 1923** PRR Employes Saving Fund closed to further depositors.
- Oct. 31, 1923** Erie & Western Transportation Company liquidated by transfer of all remaining assets to PRR. (MB)
- Nov. 1, 1923** Railroad executives reject Pres. Coolidge's call for reductions in rates on export grain and coal in presentation to ICC; claim Western railroads are too weak to support a cut, and Canada and Argentina would simply match any rate cut, nullifying any benefit to American farmers. (NYT)
- Nov. 1, 1923** Steamboats *Northumberland*, *Three Rivers*, *Middlesex*, *Potomac*, *Anne Arundel* and *Calvert* and docks of former Maryland, Delaware & Virginia Railway conveyed to Baltimore & Virginia Steamboat Company by William B. Skelton.
- Nov. 2, 1923** System Federation No. 90 sues PRR and several officers in U.S. District Court to force compliance with U.S. Railroad Labor Board's decision to recognize Federation No. 90 and recover alleged underpayment of wages of \$15 million; asks injunction to prevent PRR from paying at a scale below that of June 30, 1921, from refusing to recognize old seniority rights, from continuing piece-work and from recognizing the company union. (LC, NYT)
- Nov. 5, 1923** Sen. Albert B. Cummins announces his revised bill will contain a provision for compulsory consolidation to save weak roads; predicts farm bloc will try to change method of valuation as a means of obtaining lower rates rather than repeal the fair rate of return clause. (NYT)

- Nov. 8, 1924** Erie & Western Transportation Company dissolved. (MB)
- Nov. 9, 1923** PRR announces its intention to electrify between Altoona and Conemaugh on the Pittsburgh Division; power to be generated at mine mouths. (CE, NYT)
- Nov. 9, 1923** In speech to the High Twelve Club in Philadelphia, Reading's Assistant General Passenger Agent George F. Ingram states that NYC is in process of buying control of Reading in order to "clean up" PRR in its home base; raises fear of loss of local control and diversion of traffic to New York; denied by NYC officers. (NYT)
- Nov. 10, 1923** PRR moves 22,907 people to Harvard-Princeton game at Princeton in 28 specials from Penn Station, 6 from Jersey City, 6 from Philadelphia and 6 from Washington, 42 trains in 3 hours; Princeton has 30 tracks in 3 yards; overflow stored at Monmouth Jct. (RyAge)
- Nov. 10, 1923** ICC denies railroads' request for increase in express rates. (NH AR)
- Nov. 11, 1923** PRR inaugurates *Washington Express No. 52* between Pittsburgh and Washington with through sleepers from Chicago, Detroit, Cleveland, Cincinnati and Columbus. (Guide)
- Nov. 11, 1923** Separate Boston section of ACL *Everglades Limited*, No. 181-184, inaugurated; runs non-stop between New York and Washington; new service includes Springfield, Mass.-Jacksonville sleeping car. (Guide)
- Nov. 13, 1923** Clifford Thorne, longtime Plains States crusader for low rates, dies of pneumonia in London at age 45 while on a trip around the world to regain health. (NYT)
- Nov. 14, 1923** Last canal boat crosses rope ferry between Delaware & Raritan Canal and Delaware Division Canal at New Hope-Lambertville; ends use of D&R feeder for revenue traffic. (Lee)
- Nov. 15, 1923** Auction held of 21 parcels owned by the Estate of John Wells north and south of Penn Station, part of active construction of loft buildings and offices for the garment trade. (NYT)
- Nov. 15, 1923** Hyperinflation reaches new heights in Germany with a dollar worth 130 billion marks; a loaf of bread costs 200 billion marks.
- Nov. 16, 1923** PRR Board approves first 27 Heroic Service Medals. (MB)

- Nov. 16, 1923** ICC begins hearings on application of NYC to acquire CNJ and develop a new trunk line running through Pennsylvania to Ashtabula, Ohio. (NYT)
- Nov. 1923** Truck pick-up-and-delivery of local freight begins between Overbrook and Downingtown; provided by Scott Bros. Company under contract.
- Nov. 1923** Van Sweringens meet with George F. Baker of First National Bank of New York; Baker/Morgan group controls both LV and Erie; Van Sweringens want the LV for access to East Coast; Baker and Morgan prefer to sell the Erie, which is the worse property at the time; Baker agrees to help finance the Erie sale. (Wheeler)
- Nov. 21, 1923** PRR orders all shops closed until Dec. 5 and 70,000 shop workers furloughed. (NYT)
- Nov. 23, 1923** Brotherhood of Railway & Steamship Clerks ___ argue case against PRR in U.S. District Court; claim PRR officers are engaged in conspiracy to violate labor provisions of Transportation Act of 1920 by forming company unions. (NYT)
- 1923** New York State passes Kaufman Act outlawing use of steam locomotives within New York City limits by Jan. 1, 1926.
- Dec. 1, 1923** Detroit-Florida sleeping car added to *Washington Express* No. 52. (Guide)
- Dec. 1, 1923** Chicago-Miami sleeping cars added to *The Southland*.
- Dec. 1, 1923** Water station completed at Mosier Yard. (CE)
- Dec. 1, 1923** Charter of Western Transit Company, NYC Great Lakes line dormant since Mar. 1916, expires. (NYC AR)
- Dec. 2, 1923** *Dixie Limited* restored as winter-only, all-Pullman train between Chicago and Florida via C&EI-L&N Dixie Route. (Key)
- Dec. 3, 1923** PRR and CCC&StL (Big Four) again offer Central Indiana Railway for sale at auction; no bidders. (Church)
- Dec. 4, 1923** Block of 10,000 PRR shares sold at 41, or near low point for last two years, caps wave of recent selling, although small in relation to total of 8 million shares. (NYT)

- Dec. 4, 1923** Joint Engineering Committee of railroads entering Columbus issues report on proposed Columbus Belt Line Railway; topography rules out complete circle in northwest quadrant; PRR decides it will obtain little benefit, as it has relatively direct routes and would have to contribute to expensive new yards on outskirts; CCC&StL and Hocking Valley Rail__ favor plan, but it is never built. (CE)
- Dec. 5, 1923** Samuel Rea elected President of LIRR, replacing Ralph Peters, deceased. (AR)
- Dec. 5, 1923** In Port Authority hearing on Hudson River crossings, Pres. Rea continues to favor North River Bridge at 57th Street; tide of public opinion has shifted to tunnels with exception of a bridge at 178th Street. (NYT)
- Dec. 7, 1923** E.E. Loomis, Chairman of Committee on Public Relations of Eastern Railways makes public a report stating that the lowest possible accurate valuation for U.S. railroads by computation is \$22.35 billion, vs. ICC's tentative valuation of \$20.88 billion; done to counter campaign by Sens. LaFollette and Brookhart that ICC's tentative valuation is \$7-10 billion too high. (NYT)
- Dec. 1923** PRR announces contract with a trucking company to perform local freight service between Philadelphia and Wilmington. (NYT)
- Dec. 12, 1923** PRR Board appoints Special Committee on Passenger Terminals in Philadelphia. (MB)
- Dec. 12, 1923** Baltimore & Eastern Railroad organized; controlled by Baltimore, Chesapeake & Atlantic Railway. (MB)
- Dec. 15, 1923** During the last month, PRR has discharged 26,183 employees, mostly shop crafts; other railroads have also trimmed shop forces and backlog of repairs from strike are completed. (NYT)
- Dec. 15, 1923** Pres. Coolidge appoints Charles G. Dawes to head committee to arbitrate question of German war reparations and finances and stabilize German currency.
- Dec. 15, 1923** Number of PRR stockholders reaches new high of 143,406, up more than 5,000 since beginning of year as economy improves. (NYT)
- Dec. 17, 1923** First U.S. diesel locomotive, Ingersoll-Rand/GE 300 HP demonstrator No. 8835 begins operating at Ingersoll-Rand's

Phillipsburg, N.J., plant.

- Dec. 21, 1923** Judge John Dickinson of U.S. District Court rules against Brotherhood of Railway & Steamship Clerks, Freight Handlers & Railroad Station Employees (get correct form) in their suit to have courts compel PRR to obey the U.S. Railroad Labor Board; rules that the Labor Board has no power to enforce its decisions other than an appeal to public opinion, and the courts have no power to enforce its decrees. (NYT); Dickinson later becomes General Counsel for the PRR.
- Dec. 21, 1923** PRR agrees to abandon Delaware & Raritan Canal feeder for navigation in Ewing Township and replace moveable bridges with fixed ones by Apr. 1, 1924. (MB)
- Dec. 22, 1923** Attorneys for Brotherhood of Railway & Steamship Clerks state that Judge Dickinson's ruling misunderstands case, which union claims is not about power of U.S. Railroad Labor Board but company unions violate the labor provisions of the Transportation Act of 1920. (NYT)
- Dec. 26, 1923** Gibbs & Hill incorporated in New Jersey. (G&H)
- Dec. 27, 1923** PRR appoints special committee on Philadelphia Terminal Improvements. (or first meeting?) (MB)
- Dec. 27, 1923** Last run of miners' train between Bushrod and Dugger, Ind. (Sanders - verify)
- Dec. 27, 1923** PRR Board approves \$10,500 to modify former foundry at 4950 (?) Merion Avenue near 46th Street Yard as General Office records warehouse. (MB)
- Dec. 29, 1923** Work suspended at Mosier Yard. (CE)
- Dec. 31, 1923** PRR Employes Saving Fund stops paying interest and balances transferred to Provident & Loan Association.
- Dec. 31, 1923** BC&A contracts with Stone's Express, Inc., for connecting truck service between Cambridge, Easton, Salisbury, etc. (MB)
- 1923** Maximum number of passenger cars, 8,301 system-wide with 347,843 seats; maximum gross earnings, \$721 million.
- 1923** Number of PRR employees falls to 235,000, down from 243,459 in 1922 and 280,733 in Dec. 1920.

- 1923** PRR has 12,895 African American employees, up substantially since 1917; about half are part of wartime "Great Migration" from deep South. (Brown Railroader)
- 1923** J.P. Morgan & Co. completes sale of last of 279,620 shares of PRR held in 1916; was down to 175,400 shares in 1922; Frick Estate has also sold all shares, most in 1919-20. (NYT)
- 1923** Long Island Railroad Athletic Association established.
- 1923** *B&O Magazine* runs article favorable to Gustav Lindenthal's North River Bridge. (CE)
- 1923** Enlargement of 52nd Street Yard in West Philadelphia completed. (AR)
- 1923** Canton Company of Baltimore extends Canton ore pier.
1923 Canton grain elevator and pier completed. (AR)
- 1923** Lancaster Colliery Branch extended 1.12 miles on Shamokin (?) Division.
- 1923** Renovo Division assumes responsibility for Erie, Pa., facilities formerly part of the Erie & Ashtabula Division of Lines West.
- 1923** New freight car repair shop opens at Pitcairn. (AR)
- 1923** PRR relocates Eastern Division main line through New Brighton. (AR?)
- 1923** Woodland Avenue freight station at Cleveland abandoned; new facility later opened in 1927.
- 1923** Pittsburgh, Youngstown & Ashtabula Railway opens two-track low grade line along river between Kenwood and West Rochester for heavy coal and ore trains, diverting them from PFW&C track in 5th Avenue, New Brighton. (CE - appears to have opened bet. July and Dec.)
- 1923** New yard and engine terminal open at Mingo Jct. (AR)
- 1923** New yard enlargement opens (?) at Canton, Ohio. (AR)
- 1923** New yard opens (?) at Crestline, Ohio. (AR)

- 1923 Additional freight tracks completed between Crestline and Toledo Jct. (AR)**
- 1923 New engine terminal opens at Columbus. (AR)**
- 1923 Willett Company reincorporated in New Jersey to operate interstate trucks and buses.**
- 1923 Fort Street Union Depot Company viaduct in West Jefferson Avenue, Detroit, widened from 2 to 4 tracks.**
- 1923 PRR begins running freight trains on schedule; previously were simply run from one division to next as needed. (Fortune - verify - what about fast lines?)**
- 1923 State of Maryland purchases ex-PRR Perryville-Havre-de-Grace road bridge from private operators for \$585,000. (NYT)**
- 1923 Baltimore, Chesapeake & Atlantic Railway discontinues Pocomoke River Line. (AR)**
- 1923 Baltimore, Chesapeake & Atlantic Railway cuts Choptank River Line service from Denton to Windy Hill. (AR)**
- 1923 Baltimore, Chesapeake & Atlantic Railway cuts Nanticoke River Line service from Seaford to Sharpstown. (AR)**
- 1923 Ohio River & Western Railway discontinues operation over B&O between Mill Run Station and Zanesville. (ICC)**
- 1923 NYC begins use of containers for shipping building brick between Buffalo and New York; enables to permit NYC to compete with water route; becomes major traffic that NYC carries in containers. (AR)**
- 1923 On protest of northern coal operators, ICC increases differential from Inner Crescent on all-rail route to western points from 40 to 50 cents and from Outer Crescent from 60 to 75 cents; done by cutting Ohio rates by 10 cents and raising Outer Crescent rates 5 cents; Commission rejects Ohio operators' plea for percentage rather than fixed differentials; these differentials remain in place into 1950s. (Lambie - 80 ICC 686)**
- 1923 Storror Committee report calls for merging all New England railroads free of outside control. (NYT - verify)**