

**PRR CHRONOLOGY
1928**

July 2004 Edition

- Jan. 1, 1928** Einar Weidmann named Engineer of Bridges & Buildings.
- Jan. 1, 1928** PRR obtains right to use 1.14 miles of CCC&StL to reach passenger station at Sandusky, Ohio.
- Jan. 1, 1928** George W. Snyder II, Assistant Chief Engineer of Maintenance, dies at Philadelphia at 62 after 42 years service. (NYT)
- Jan. 2, 1928** 14-room sleepers placed on New York-Washington trains No. 103-166.
- Jan. 5, 1928** Hudson & Manhattan Railroad opens "WR" Tower at west end of Journal Square, controlling its station there. (PA)
- Jan. 6, 1928** Four-party conference meeting in Pres. Atterbury's office considers questions of merging PRR and Reading lines in South Jersey and rising New Jersey taxes; Pres. Crowley of NYC again airs his opposition to a Fifth System. (Wheeler, NYT)
- Jan. 9, 1928** PRR Board approves \$21,500 to enlarge LIRR waiting room in Penn Station. (MB)
- Jan. 10, 1928** Pres. Atterbury meets with Pres. E.E. Loomis and four directors of LV; gets them to accept two PRR/Loree directors on LV Board (Allen Dodson and E.B. Morris, Jr.) in return for keeping other old directors and Loomis as Pres.; it is agreed that if Loree wins upcoming election, old LV management will resign. (Wheeler)
- Jan. 15, 1928** Passenger service (electric) discontinued between Dillsburg and Mechanicsburg, Pa.
- Jan. 16, 1928** PRR opposes Public Service Transportation Company franchise for local bus line between Camden and Atlantic City in PSC hearing. (NYT)
- Jan. 16, 1928** Pennsylvania PSC approves abandonment of Wolf Creek Branch between Carmona and Redmond but refuses to approve abandonment between Leesburg and Carmona; ICC had approved abandonment on Dec. 31, 1927.

- Jan. 17, 1928** L.F. Loree defeated by Morgan interests in proxy fight to obtain control of LV by margin of 17,037 votes out of over 1 million; Loree would have one if 46,700 shares owned by Wabash had not been invalidated under Pennsylvania's 60-day transfer rule; shares had been held by Hotchkiss & Co., which went out of business at end of 1927, so shares had to be transferred to Kuhn, Loeb & Co.; the election proves to be Loree's Waterloo, and he abandons attempt to form Fifth System. (Wheeler)
- Jan. 22, 1928** PRR and Reading slash fare between Philadelphia and Atlantic City, Ocean City, Stone Harbor, Wildwood and Cape May to meet bus competition; two-day excursion round trip to Atlantic City is \$2.25 vs. \$4.12 regular fare, good through Oct. 31; PRR operates first Atlantic City excursion train ever via Delair Bridge. (NYT)
- Jan. 1928** PRR announces it has contracted for 530 steel passenger cars; by end of 1927 will have only 200 wooden passenger cars for emergency service. (NYT - NB Atlantic City MU service continued with wooden cars)
- Jan. 25, 1928** PRR Board authorizes purchase of one Cummins diesel locomotive for \$25,000. (MB)
- Jan. 31, 1928** Automatic train stop and cab signals placed in service between Jamaica and Babylon on LIRR. (see 1927?)
- Jan. 31, 1928** Samuel Harden Church retires as Secretary for Lines West companies at age 70 after 52 years of service; production of Church's History of Lines West comes to an end. (MB, NYT)
- Feb. 3, 1928** Five-party conference discusses a four-system plan with the DL&W going to the NYC and the LV and Virginia Railway to be operated jointly by the PRR and Van Sweringens. (Wheeler)
- Feb. 8, 1928** PRR Board appropriates \$15,000 for planning for Bayonne Freight Terminal on fill leading out to deep water in cooperation with Bush Terminal Company; writes off car dumper at Dock No. 11 at Ashtabula. (MB)
- Feb. 10, 1928** CNJ-Reading cut New York-Atlantic City fares. (NYT)
- Feb. 14, 1928** Connection between Octoraro Branch and Port Road shifted from "ROCK" Interlocking to "CANAL" Interlocking as part of line relocation for Conowingo Dam. (GO)

Feb. 1928 New Haven resumes dividend on common stock for first time since 1913. (NYT)

Feb. 17, 1928 Sharp sell-off on Wall Street with 3 million shares traded, despite favorable earnings reports by PRR and General Motors; worst break since Oct. 17, 1927; price of PRR remains steady. (NYT)

Feb. 20, 1928 New Jersey State Board of Commerce & Navigation approves "Dock" bridge at Newark. (NYT)

Feb. 21, 1928 ICC issues new ruling in Lake Cargo Coal Case denying N&W and C&O a 20 cent increase; they appeal to courts. (Lambie)

Feb. 22, 1928 Loree offers to sell PRR his LV and Wabash stock and also the Harriman estate's charter for the New York, Pittsburgh & Chicago Rail__ ; Atterbury wants PRR to take all LV stock and Loree to keep Wabash under Feb. 1927 agreement; Loree wants to unload all holdings. (Wheeler)

Feb. 23, 1928 At dinner given in his honor at Hotel Belvedere in Baltimore, Pres. Atterbury promises to proceed with Baltimore Improvements, including a new B&P Tunnel and electrification, if can reach accord with city. (NYT)

Feb. 23, 1928 Ivy Lee suggests to Pres. Atterbury that the PRR have "forward-looking" exhibits at Penn Station featuring flying, motoring, etc.; PRR should not dote on railroad history like NYC does, presumably referring to replica of *De Witt Clinton* and train at Grand Central Terminal. (WWA 32/227)

Feb. 23, 1928 PRR, Reading, CNJ, NY&LB and DL&W petition ICC to seek law giving it power to regulate interstate bus traffic; all lines are losing business because of Holland Tunnel and Delaware River Bridge. (NYT)

Feb. 27, 1928 SAL northbound *Gulf Coast* (? - not correct name) (from Pinehurst) derails at speed at Marcus Hook, Pa. at 9:42 AM; engineer scalded to death by steam. (NYT)

Feb. 28, 1928 First car float shipment crosses from Cape Charles to Little Creek. (for construction purposes? - see 1929)

Feb. 29, 1928 PT&T Board authorizes \$21,500 for enlarging LIRR Waiting Room. (MB)

Mar. 1, 1928 PRR cuts New York-Atlantic City fare to match CNJ-Reading cut.

(NYT)

- Mar. 1, 1928** **Cleveland & Pittsburgh Division renamed Cleveland Division. (or 3/15 - check MB)**
- Mar. 1, 1928** **First MP54 MU car repaired at new addition to Wilmington Car Shops.**
- Mar 3, 1928** **Fire destroys Lorain, Ashland & Southern Railroad offices and records in Century Building at Lorain. (FinDept)**
- Mar. 5, 1928** **Shares of PRR, NYC and New Haven advance on heavy buying on Wall Street. (NYT)**
- Mar. 7, 1928** **Second Assistant Postmaster General Warren Glover announces that PRR, B&O, NYC and several transcontinental lines are considering adding aviation services after several days of discussions with railroad leaders. (NYT)**
- Mar. 7, 1928** **Senate Committee on Interstate Commerce begins hearings on bituminous coal situation with two days of testimony by United Mine Workers Pres. John L. Lewis; Lewis charges Rockefeller's Consolidation Coal Company, Mellons' Pittsburgh Coal Company, Bethlehem Mines Corporation and other northern operators with deliberately breaking the 1924 Jacksonville Agreement in a conspiracy to drive down wages; charges Pres. Atterbury with using PRR influence to drive down the price of coal. (NYT)**
- Mar. 8, 1928** **LIRR hosts officials of North German Lloyd Line in inspection of Fort Pond Bay at Montauk as potential transatlantic port. (NYT)**
- Mar. 13, 1928** **Trading volume on Wall Street tops 4 million shares for the first time as bull market accelerates; much activity is confined to a few favored stocks that are being manipulated by pools. (Klein)**
- Mar. 14, 1928** **Pres. Atterbury informs Board that he has opened negotiations to develop air-rail service and hopes to retain Charles Lindbergh as a consultant; Board appropriates \$200,000. (MB)**
- Mar. 14, 1928** **PRR Board authorizes automatic block signals on double track portions of St. Louis Division main line between Terre Haute and East St. Louis. (MB)**
- Mar. 16, 1928** **Trunk Line consolidation meeting, including L.F. Loree, held in Pres. Atterbury's office in New York; deliberations kept secret; NYC rises 72 points; rumors preceding the meeting held that**

PRR was now ready to agree to plan for dividing the smaller roads and would withdraw its support from Loree's Fifth System; main sticking points are said to be PRR demand for a line from Buffalo to Detroit and disposition of W&LE. (NYT, Wheeler)

- Mar. 16, 1928** **Four-train pile up at Marsh Run, Pa., south of Harrisburg; westbound Frankford Jct.-Enola freight rear-ended by second westbound freight; wreckage fouls eastbound track derailing a passing freight, which in turn sideswipes and derails a southbound Baltimore local; 20 injured. (NYT)**
- Mar. 28, 1928** **PRR Board appropriates \$1.825 million to acquire real estate between Liberty and Penn Streets, Pittsburgh, for widening Penn. Street and building new passenger station; authorizes purchase of 16 gas-electric cars; double tracking and grade reduction between Ben Davis and Almeda, Ind. (MB)**
- Mar. 28, 1928** **PRR announces sale of \$80 million in new stock, of which \$62.5 million is to be offered to existing stockholders at par 50 (market price is 69) and \$17.5 million is to be sold to employees; proceeds to be used to retire debt and for electrification; is first stock offering by PRR since 1913. (NYT)**
- Mar. 28, 1928** **Former Assistant VP Samuel Church Scott dies in Pittsburgh at age 74. (NYT - more info)**
- Mar. 29, 1928** **Baltimore, Chesapeake & Atlantic Railway Company sold at foreclosure in two parcels, one for railroad and Claiborne ferry for \$650,000, the second for steamers and wharves for \$350,000, to Charles H. Carter, PRR's Baltimore solicitor. (MB, NYT)**
- Mar. 29, 1928** **Ivy Lee notes that the charges brought by the United Mine Workers against the railroads have fallen flat and have shown no serious evidence of railroad involvement; however, mood in Congress is extremely partisan and sees no hope of any favorable legislation this year. (Wheeler)**
- Mar. 30, 1928** ***Liberty Limited* rear-ends eastbound *Broadway Limited* which had stopped for orders at a tower four miles west of Lima, Ohio, in a sleet storm that had downed telegraph wires; 63 injured. (NYT)**
- Mar. 31, 1928** **Last passenger train operates between Lebanon and Dayton, Ohio. (Guide)**
- Mar. 31, 1928** **Allegany Motor Coach Company, Inc., begins operating bus service for PRR between Bradford, Pa. and Olean, N.Y.**

- Apr. 1, 1928** Pres. Atterbury, in letter given to press, endorses development of transatlantic port at Fort Pond Bay. (NYT)
- Apr. 2, 1928** Ashtabula, Niles & Youngstown RPO cut to Ashtabula & Warren RPO. (Kay)
- Apr. 4, 1928** Transit Commissioners of State of New York approve supplemental certificate for 8th Avenue cab ramp at Penn Station. (MB)
- Apr. 5, 1928** Five-party conference in Penn Station is last for L.F. Loree, who is unable to reply to questions on the Fifth System; word circulates that PRR has withdrawn support for Fifth System. (Wheeler, NYT)
- Apr. 5, 1928** NYC Board Chairman Chauncey M. Depew (1834-1928) dies after 62 years of service; position abolished, and succeeded by A.H. Harris as Chairman of the Executive Committee. (AR, NYT)
- Apr. 9, 1928** L.F. Loree meets with Otto Kahn who continues his effort to induce him to abandon Fifth System; Loree's office announces that he has not changed his mind and refuse to comment if the D&H will change its bankers; O.P. and M.J. Van Sweringen visit the ICC. (NYT)
- Apr. 9, 1928** LIRR announces 4% dividend payable May 1, first since 1896; amounts to payment of \$1.364 million to PRR. (NYT)
- Apr. 11, 1928** ATC placed in service between Paoli and Harrisburg and Glen Loch to "AK" on Trenton Cutoff. (from Gen. order-may have been modification?)
- Apr. 11, 1928** PRR Board approves \$5 million for new freight and perishables terminals along Allegheny River at Pittsburgh from 11th to 21st Street. (NYT - verify in MB - announced 4/13)
- Apr. 12, 1928** Newark Mayor Thomas L. Raymond announces city has reached agreement with PRR for Newark Improvements after four years of discussions. (NYT)
- Apr. 14, 1928** U.S. District Court for Southern West Virginia overturns ICC ruling denying N&W and C&O a 20 cent rate cut on Lake coal; cuts go into effect. (Lambie)
- Apr. 14, 1928** Maddux Air Lines, Inc., begins service between Los Angeles and

San Francisco. (Moody's)

- Apr. 16, 1928** **Back Bay Station in Boston destroyed by fire. (Humphrey; RyAge has 4/15)**
- Apr. 17, 1928** **Officials of the Cunard Line inspect harbor at Fort Pond Bay. (NYT)**
- Apr. 18, 1928** **L.F. Loree, in conference with Pres. Atterbury, demands \$85 million for his LV and Wabash shares. (Wheeler)**
- Apr. 24, 1928** **Second conference of Pres. Atterbury, Loree and Otto Kahn at Loree's office; Loree lowers his price to \$65 million; Atterbury offers \$62.5 million, and Loree accepts. (Wheeler, NYT)**
- Apr. 25, 1928** **Otto Kahn confers with L.F. Loree prior to meeting of Delaware & Hudson Board and which disposal of LV and Wabash is discussed. (NYT)**
- Apr. 26, 1928** **Representatives of bituminous coal roads meet at Penn Station but fail to reach settlement of Lake coal rate question; southern roads plan 20-cent reduction, while PRR and NYC say they will meet it. (NYT)**
- Apr. 26, 1928** **L.F. Loree announces sale of his LV and Wabash stock to PRR for undisclosed amount of cash. (NYT)**
- Apr. 27, 1928** **Baltimore & Virginia Steamboat Company approves purchase of Baltimore, Chesapeake & Atlantic Railway steamer and wharf properties for \$350,000; Baltimore & Eastern Railroad approves purchase of rail properties. (MB)**
- Apr. 27, 1928** **W. Miller Wardrop appointed General Superintendent of Baltimore & Eastern Railroad and Baltimore & Virginia Steamboat Company; J.G. Sheaffer Superintendent of Baltimore & Eastern Railroad; C.S. Krick Pres. of Baltimore & Virginia Steamboat Company; G.M. Smith Superintendent of Baltimore & Virginia Steamboat Company, replacing A.H. Seth.. (MB)**
- Apr. 28, 1928** **Pres. Atterbury finalizes purchase of LV (304,539 shares common and 66,500 preferred) and Wabash (150,700 preferred) through Kuhn, Loeb & Co.; Loree nets over \$20 million profit, which ironically serves to keep D&H afloat in 1932-1936, when it would otherwise fail to meet fixed charges; had Loree succeeded in forming Fifth System, it would have failed in Depression. (Wheeler)**

Apr. 28, 1928 PRR discontinues passenger service between Alloway Jct. and Quinton and between Elmer and Riddleton, N.J. (tt)

Apr 29, 1928 PRR cuts time of *Manhattan Limited* to 21:00. (NYT)

Apr. 29, 1928 ICC approves PRR stock issue of \$62,408,250 for sale to existing stockholders a one share for eight until May 31. (NYT)

May 1, 1928 Rail lines of Baltimore, Chesapeake & Atlantic Railway plus Love Point ferry conveyed to Baltimore & Eastern Railroad under Superintendent of Delaware Division; water lines, consisting of Potomac, Choptank, Patuxent/Piankatank, Wicomico, Pocomoke, Occohannock and Rappahannock lines, conveyed to Baltimore & Virginia Steamboat Company under PRR's General Agent at Baltimore. (LC)

May 1, 1928 Richmond Division abolished and divided between Cincinnati and Columbus Divisions (or just merged into Cincinnati?); Trinway-Morrow ceded from Cincinnati Division to Panhandle Division.

May 1, 1928 Ohio River & Western Railway abandoned between Woodsfield and Lawton, Ohio, and remaining portion between Lawton and Zanesville ceded to Panhandle Division. (this was date set by Ohio PUC for full abandonment between Woodsfield and Zanesville); Bellaire & Zanesville RPO cut back to Bellaire & Woodsfield RPO. (, Church, Kay)

May 1, 1928 Port of New York Authority announces it will build first inland union freight terminal and contact with any operator who can secure two or more railroads to use it; PRR responds favorably.

May 4, 1928 Pres. Atterbury confers with Kuhn, Loeb & Co. in New York. (NYT)

May 1928 VP George LeBoutillier speaks in favor of building a new LIRR terminal in the Queens Plaza area for Port Washington and Rockaway trains and removing them from Penn Station; would connect with a new spur of BMT/IRT system for access to Midtown. (NYT)

May 7, 1928 William H. Williams, Chairman of Missouri Pacific and Wabash Railway, resigns as VP of D&H. (NYT)

May 8, 1928 PRR submits contracts for Newark Improvements to Newark City Commission. (NYT)

- May 9, 1928** PRR Board authorizes subscribing for 50,000 shares of Transcontinental Air Transport, Inc., for \$500,000, including \$200,000 already appropriated. (MB)
- May 9, 1928** PRR Board authorizes enlargement of Grogan Yard in Columbus, Ohio. (MB)
- May 9, 1928** Newark Mayor Thomas L. Raymond releases details of pending Newark Improvements contract; PRR to spend \$12.5 million and city another \$12.5 million including for City Subway and Raymond Boulevard. (NYT)
- May 9, 1928** NYC replaces Finance Committee with Executive Committee under Albert H. Harris, Chairman; made up primarily of members of Vanderbilt family and officers of First National Bank of New York. (AR)
- May 10, 1928** Pennsylvania Company authorizes Kuhn, Loeb & Co. to buy Wabash (135,000 shares) and LV (60,500 shares) on open market to give it majority control; done by June for \$19.1 million. (Wheeler, NYT)
- May 12, 1928** Secretary of the Treasury Andrew W. Mellon named to head Pennsylvania delegation to Republican Party convention; W.W. Atterbury named to Republican National Committee, replacing ex-Senator George Wharton Pepper; chosen as candidate acceptable to both Mellons and William S. Vare; Vare had refused to support Mellon's nephew W.L. Mellon or Senator David A. Reed; Atterbury believes Herbert Hoover cannot carry the electoral vote. (NYT)
- May 14, 1928** Transcontinental Air Transport, Inc. incorporated in Del.; joint venture of PRR, Curtiss Aeroplane & Motor Company, Wright Aeronautical Company, National Air Transport, Inc., and a banking group headed by Blair & Co. to operate a joint rail-air coast-to-coast service using 10-seat Ford Tri-motors; PRR has one-fifth interest; C.M. Keys of Curtiss as Pres.; Charles A. Lindbergh named Chairman of Technical Committee, which includes William Mayor of Ford Motor Co., C.S. "Casey" Jones, and Maj. Thomas Lamphier. (Moodys, Serling)
- May 16, 1928** Short panic on Wall Street. (verify)
- May 16, 1928** Northwestern, Southwestern General Divisions created in Western Region. (MB)
- May 16, 1928** William F. Kiesel wins first Henderson Medal of Franklin Institute

- for improvements in railroad equipment; Henry Ford awarded the Cresson Medal. (NYT)
- May 17, 1928** **ICC denies application of Van Sweringens, NYC and B&O to jointly control Wheeling & Lake Erie by vote of 6-5, citing violation of Clayton Antitrust Act. (Wheeler, NYT)**
- May 17, 1928** **PRR begins operating race train from Philadelphia direct to Belmont Park on LIRR, stopping at West Philadelphia and Trenton, for season ending June 9. (NYT)**
- May 17, 1928** **Senate concludes hearings on conditions in Central Competitive Field of bituminous coal industry. (Wheeler)**
- May 18, 1928** **ICC approves C&O control of Pere Marquette but denies its application to control Erie by vote of 7-4, citing Clayton Antitrust Act; also orders Van Sweringens, NYC and B&O to divest Wheeling & Lake Erie. (Wheeler, NYT)**
- May 18, 1928** **Van Sweringens begin negotiations to purchase Buffalo, Rochester & Pittsburgh Rail_.**
- May 18, 1928** **Sen. __ Watson of Indiana introduces bill to regulate the bituminous coal industry through a National Bituminous Coal Commission that would fix prices; government would purchase only union coal and permit union organizers to move unhindered into non-union fields. (Wheeler)**
- May 22, 1928** **Charles A. Lindbergh agrees to join Transcontinental Air Transport, Inc., as Chairman of the Technical Committee, having originally declined to become associated with a "commercial undertaking"; Lindbergh's first question is, "when do we start?"; company realizes it will have to develop entire infrastructure from scratch. (NYT)**
- May 22, 1928** **Merchant Marine (Jones-White) Act increase federal loan fund from \$125 million to \$250 million, permits sale of government-owned ships to private operators at low prices, and liberalizes long-term mail contracts in attempt to revive American flag shipping. (EAH)**
- May 23, 1928** **PRR Board authorizes electrification between Philadelphia and Phoenixville on the Schuylkill Division; authorizes the Pennsylvania, Ohio & Detroit to purchase the track of the Ohio River & Western between Zanesville and Lawton, Ohio. (MB)**

- May 23, 1928** At ICC hearing PRR opposes delivery of New York City freight through "constructive stations" along West Street in favor of pier deliveries or inland freight stations; Port Authority favors constructive stations, but only New Haven supports them. (NYT)
- May 23, 1928** PRR cancels trackage rights to D&H over PRR lines between Buttonwood and Du Bois, Pa., that would have been integral to the Fifth System. (Wheeler)
- May 23, 1928** PRR agrees with City of Dayton to eliminate grade crossings between Miami River and 2nd Street.
- May 23, 1928** Pres. C.M. Keyes of Transcontinental Air Transport, Inc., offers Charles A. Lindbergh a salary of \$10,000 a year as consultant, plus of gift of 25,000 shares worth \$250,000 and options of additional 25,000 shares for \$10 to be exercised between June 1, 1929 and June 1, 1933. (NYT)
- May 24, 1928** At four-party conference, Pres. Atterbury announces his determination to hold the LV (of which the Van Sweringens wanted a half interest) and the Wabash; offers the Van Sweringens trackage and terminal rights on the LV and accedes to their taking the W&LE. (Wheeler)
- May 24, 1928** New York City Board of Estimate approves NYC's West Side Improvement plan. (AR)
- May 25, 1928** Ameila Earhart, with two passengers, takes off on first flight by a woman across the Atlantic.
- May 26, 1928** Western Air Express, Inc., begins service between Los Angeles and San Francisco with Fokker F-XA tri-motors. (Davies)
- May 28, 1928** PRR introduces *Bankers' Special* No. 261 between Jersey City and Philadelphia with 3:37 PM departure timed to the closing of the stock exchange. (PaNews)
- May 29, 1928** James Jewett Turner (-1928), former VP of Lines West, dies at age 76.
- May 31, 1928** St. Louis Connecting Railroad opens between Collinsville and St. Jacob, Ill.; relocation of St. Louis Division main line. (verify CE?)
- May 31, 1928** Automatic train control and cab signals placed in service on NY&LB between Woodbridge Jct. and Bay Head Jct. and on CNJ between Elizabeth Avenue and Woodbridge Jct.

- June 1, 1928** L.K. Marr named General Superintendent of New Jersey General Division; J.F. Henry named Superintendent of Atlantic Division, replacing Marr. (NYT)
- June 1, 1928** William "Big Bill" Egan promoted from Stationmaster to General Stationmaster at Penn Station; Harry S. Heiser promoted to Stationmaster.
- June 1, 1928** "Photomaton" photograph vending machines installed at foot of 8th Avenue stairs at Penn Station.
- June 1, 1928** Lebanon Auto Bus Company, Inc., begins operating bus service for PRR between Lebanon and Elizabethtown, Pa.
- June 1, 1928** PRR announces that Bureau of New Ideas has received 1,449 suggestions in first six months. (NYT)
- June? 1928** House fails to pass amended Parker Bill providing for voluntary consolidation plans; backed by railroads but opposed in western states and denounced by House committee as more favorable to banks than to railroads. (NYT - get date)
- June 7, 1928** On suggestion of Lindbergh, PRR Assistant General Traffic Manager Charles H. Mathews, General Passenger Agent C.E. McCullough and World War I air ace C.S. "Casey" Jones leave for Europe to study passenger aviation. (PassDept)
- June 8, 1928** NYC, B&O and Van Sweringens meet at NYC office in New York in attempt to reach a united front against PRR; B&O and NYC fail to agree on allocation of CNJ, with B&O demanding total control, and meeting breaks up; Pres. Atterbury is waiting at New York office, but when he learns of deadlock, he leaves for Republican National Convention in Kansas City. (NYT)
- June 9, 1928** Scheduled Four-party meeting cancelled after NYC and B&O fail to agree on allocation of CNJ. (NYT)
- June 11, 1928** ICC issues decision upholding railroads in Hell Gate Bridge Case; finds no demonstrated public interest or economies in NYC access to Long Island; holds PRR and LIRR are a single system and have rights to long-haul on all freight originating on their lines; thus defeated, Port of New York Authority ends attempts to compel railroads to adhere to its Comprehensive Plan; turns to developing bridges and tunnels which ultimately end need for elaborate joint railroad facilities in port's core.

- June 11, 1928** **Pennsylvania Republican delegation arrives at national convention in Kansas City; William S. Vare announces his support of Hoover, while Andrew Mellon, who opposed Hoover, is silent; rumor has it that on train ride, W.W. Atterbury, another Hoover foe, learned that 29 members intended to vote for Hoover on the first ballot regardless of him, Vare or Mellon. (NYT)**
- June 12, 1928** **William S. Vare engineers Pennsylvania caucus pledging all 79 vote to Hoover on first ballot, thus insuring his nomination. (NYT)**
- June 12, 1928** **First five-million share day on New York Stock Exchange; sharp decline is worst since Mar. 1926, but recovery soon follows. (Wyckoff, Klein)**
- June 13, 1928** **PRR Board approves Transcontinental Air Transport contract; Pres. Atterbury informs Board that has applied to Governor for letters patent for Pennsylvania General Transit Company, a bus subsidiary to be controlled by American Contract & Trust. (MB)**
- June 13, 1928** **R.P. Graham named Superintendent of Baltimore & Eastern Railroad, replacing J.G. Sheaffer. (MB)**
- June 15, 1928** **Walloon Lake Branch (1 mile) in Michigan abandoned.**
- June 18, 1928** **Pres. Atterbury is among many Republican leaders calling on Republican candidate Herbert Hoover in Washington. (NYT)**
- June 18, 1928** **PRR, NYC and B&O make further 20 cent cut in Lake coal rates after ICC refuses rehearing on N&W protest; leaves relative position unchanged with rates lower all around. (Lambie)**
- June 19, 1928** **PRR and N&W obtain use of B&O station at Winton Place in suburban Cincinnati as part of new Union Terminal operation.**
- June 20, 1928** **PRR inaugurates intermodal container LCL service between New York, Pittsburgh, Buffalo and Cleveland. (according to Mutual, first demo. at Phila. 10/16/28! this is date extended to and from Phila.; NYT says NYC has been using containers for 6 years)**
- June 20, 1928** **ICC rejects Port of New York Authority application for all-rail joint rates between LIRR and points on NYC and western lines via Hell Gate Bridge at rate no higher than by car float. (NYT)**
- June 22, 1928** **Four-party meeting scheduled to meet in NYC Pres. Crowley's office; rumor that NYC and B&O have composed their differences**

over allocation of CNJ. (NYT)

- June 22, 1928** **Pennsylvania Terminal Warehouse Company of St. Louis dissolved. (MB)**
- June 23, 1928** **National Aviation Corporation incorporated in New York by C.M. Keyes of Curtiss Aeroplane & Motor Company as holding company to assist in developing airlines. (Moody's)**
- June 24, 1928** **NYC inaugurates *Day Coach De Luxe* No. 1-2 between New York and Buffalo on 10:20 schedule with 18 stops; its first luxury coach train. (RyAge)**
- June 25, 1928** **Juniata Shops completes first Class A6 diesel switcher #3905, after delay in obtaining Bessemer Engine Company engines.**
- June 26, 1928** **PRR runs test train between Altoona and Pittsburgh equipped with Westinghouse radio communication system between locomotive and cabin car. (NYT)**
- June 27, 1928** **PRR Board appropriates \$6.5 million for office building over Suburban Station; authorizes construction of two experimental Class K5 4-6-2's, one with Caprotti and one with Walschaerts valve gear; appropriates \$193,000 for connection to 8th Avenue Subway at Penn Station and \$601,000 for new Journal Square station and yard; authorizes abandonment of Morrisville, Pa., concrete molding plant. (MB)**
- June 28, 1928** **PT&T agrees with City of New York for connection to proposed 8th Avenue Subway at Penn Station. (MB)**
- June 28, 1928** **Pres. Atterbury attends ceremonies at Eddystone marking final removal of Baldwin Locomotive Works from Philadelphia. (NYT)**
- June 29, 1928** **PRR stockholders approve plan to sell \$17.5 million in stock directly to employees as par through payroll deductions. (AR)**
- June 29, 1928** **New Haven, B&M and Bangor & Aroostook inaugurate *Down Easter* as summer-only, Fri./Mon. train between Grand Central and Van Buren, Maine, via Worcester, Lowell, and Bangor. (Guide - see 1927)**
- June 30, 1928** **PFW&C acquires property of Massillon & Cleveland Rail__ for \$328,000.**
- Summer 1928** **Northern and southern railroads compromise on Lake Cargo coal**

rates; northern lines withdraw cut of June 18 and southern roads raise rates by 10 cents, making a 35 cent differential for Inner Crescent and 50 cents for Outer Crescent. (Lambie)

- July 1, 1928** PRR appoints Charles A. Lindbergh Consulting Aeronautical Engineer at \$10,000 per year. (MB)
- July 1, 1928** E.T. Whiter named to emeritus position of VP-Pittsburgh; Ethelbert Walton Smith named VP-Central Region; John F. Deasy promoted to Assistant Vice President in Charge of Operations; J.R. Downes promoted to Chief of Freight Transportation, replacing Deasy; Walter S. Franklin returns to PRR as General Agent at Detroit. (MB)
- July 1, 1928** PRR leases Pennsylvania Tunnel & Terminal Railroad under agreement of June 14. (AR, NYT)
- July 2, 1928** Johnsonburg Railroad deeds remaining 1.22 miles at Johnsonburg to PRR as siding.
- July 6, 1928** Representatives of northern and southern bituminous coal railroads meets at suggestion of Pres. Atterbury in his New York office; agree to settle Lake Coal rate controversy by adopting a 35-cent differential between north and south; southern railroads had demanded 25 cents and northern railroads 45 cents. (NYT)
- July 6, 1928** PRR inaugurates new summer Friday-only train of coaches and parlor cars from New York to Atlantic City, leaving at 5:20 PM. (NYT)
- July 8, 1928** Northern Pacific Board Chairman and former New Haven Pres. Howard Elliott (-1928) dies at Dennis, Mass. (AR, NYT)
- July 11, 1928** Railroads sign agreement for track elevation through Dayton, Ohio; two additional main tracks to be built through downtown and station is to be rebuilt with platforms on elevated structure. (CE)
- July 11, 1928** Interstate Highway Limited, Inc., incorporated in Ohio; bus company controlled by Greyhound Corporation.
- July 11, 1928** Port Jefferson & New York RPO extended to Wading River & New York RPO. (Kay)
- July 11, 1928** L.F. Loree resigns as director of Seaboard Air Line.

- July 14, 1928** Herbert Hoover and party leaves Washington in three private cars attached to *Manhattan Limited* en route to home in Palo Alto, Calif. (NYT)
- July 15, 1928** Gas-electric car No. 4643 placed in service on Green Spring Branch. (CMP)
- July 16, 1928** PRR raises wages of 25,000 low-salaried workers by amounts ranging from 1 cent an hour to \$17 per month. (NYT)
- July 16, 1928** Philadelphia Court of Common Pleas issues decree eliminating railroad-operating powers from charter of Pennsylvania Company. (C&C)
- July 17, 1928** Pennsylvania Company surrenders power of railroad corporation. (C&C)
- July 17, 1928** J.W. Roberts appointed Assistant VP at New York to have charge of perishables traffic. (NYT)
- July 17, 1928** C.H. Mathews, Jr., Charles H. McCullough and C.E. Jones return from Europe on *Ile de France* after inspecting European airlines. (NYT)
- July 19, 1928** PRR trades 357,000 shares of N&W common stock (par value \$35.7 million, market value \$62.5 million) to Pennsylvania Company at cost in return for equal value (par value \$44.63 million) in stock of Pennsylvania Company.
- July 1928** Federal Reserve Bank of New York raises rediscount rate from 4.5% to 5%; too late to reverse easy-money policy of 1927; instead, corporations withdraw their funds from banks and invest them in the call loan market, where interest rates have topped 7%, thus pumping money into Wall Street in a new way completely outside the control of the Federal Reserve. (Klein)
- ca. July 1928** PRR tests Westinghouse system of radio communication between caboose and locomotive on a 125-car coal train between Altoona and Pitcairn.
- July 24, 1928** Amelia Earhart travels over PRR in private car from Chicago to New York; rides in cab between Pittsburgh and Altoona. (NYT)
- July 24, 1928** Shire Oaks Yard on Monongahela Division 926 loaded coal cars in 16 hours, a new record; most consigned to Great Lakes. (NYT)

July 25, 1928 Railroad Presidents' Conference reverses 1927 decision and agrees to support Port of New York Authority's plan for an inland union freight station.

Junyl 28, 1928 VP George LeBoutillier, who is also Pres. of Montauk Beach Development Company hosts two-day tour for selected business executives to promote new resort; have built Montauk Manor Hotel, casino, polo field and Montauk Downs Golf Club. (NYT)

Summer 1928 8th Avenue cab ramp opens at Penn Station to permit cabs to get from inbound to outbound loading zone without having to drive completely around the block. (CE - prob. Aug or Sep) subway, now under construction.

Aug. 1, 1928 Union Station in Baltimore renamed Pennsylvania Station.

Aug. 1, 1928 VP in Charge of Personnel George L. Peck retires after 55 years service; replaced by R.V. Massey; Assistant to VP A.C. Shand retires after 49 years service. (, NYT)

Aug. 1, 1928 NYC names Edward Hungerford (-1948) Assistant to VP (Public Relations). (AR)

Aug. 1928 PRR places order for 550 all-steel refrigerator cars to keep pace with Van Sweringens in competition for perishables business. (NYT)

Aug. 4, 1928 VP George LeBoutillier hosts party for over 150 at his new summer home at Montauk Beach to promote new resort development. (NYT)

Aug. 6, 1928 PRR contracts with Gibbs & Hill for connection with 8th Avenue Subway at Penn Station, including shops on Main Concourse and Exit Concourse levels. (CE)

Aug. 14, 1928 ICC approves abandonment of New Philadelphia Branch between Strasburg and Harwalk, Ohio, last used in 1922.

Aug. 1928 A private airplane pilot delivers to passengers from Tulsa, Okla., to a connection with the New York-bound *Gotham Limited* at trainside at Effingham, Ill.; cited by PRR Publicity Bureau as suggesting possibilities of air-rail transfer.

Aug. 16, 1928 ICC approves PRR lease of PT&T. (NYT)

Aug. 20, 1928 New coder type ATC system placed in service between Baltimore

and Harrisburg via York, replacing loop type. (Mutual says July 20!!)

- Aug. 20, 1928** NYP&N and Norfolk Southern Railroad begin operating parallel tracks between St. Julian Avenue Yard and Norfolk Yard as one double-tracked railroad. (C&C)
- Aug. 20, 1928** Democratic Party Chairman John J. Raskob (-) visits Philadelphia to seek support for presidential candidate Alfred E. Smith (-) from anti-Prohibition Republican businessmen; ex-PRR Pres. Samuel Rea, who has been a Democrat since his Jacksonian upbringing in rural Pennsylvania, agrees to head "Smith for President Citizens Committee." (NYT)
- Aug. 23, 1928** Ex-Pres. Samuel Rea publicly endorses Al Smith for President on basis of Prohibition issue; notes his first vote was for Samuel J. Tilden in 1876, and he has voted for every Democratic candidate except William Jennings Bryan. (NYT)
- Aug. 25, 1928** Ocean Electric Railway trolleys make last run between Hammels and Neponsit, ending all Ocean Electric operations.
- Aug. 25, 1928** Perth Amboy freight station destroyed by fire. (NYT)
- Sep. 1, 1928** PRR and Transcontinental Air Transport, Inc. begin first rail-air service; TAT subsidiary Northwest Airways, Inc. begins operation between Chicago and Minneapolis-St. Paul, connecting with overnight trains to the Northwest via Great Northern and Northern Pacific and shaving one day from travel times; through ticketing from PRR with cab transfer to airport at Chicago; connects from *Manhattan Limited* westbound and *Broadway Limited* eastbound; uses first deluxe Ford Tri-motors; first westbound ticketholder is R.B. Gentles, a grain broker. (Mutual, NYT)
- Sep. 2, 1928** Broad Street Subway opens between City Hall and Olney Avenue; built by City of Philadelphia and leased to Philadelphia Rapid Transit Company. (SEPTA)
- Sep. 3, 1928** Peak pre-World War II day for Penn Station; 802 trains, 6,409 cars and 220,340 passengers. (Condit)
- Sep. 5, 1928** PRR announces Labor Day weekend travel between New York, Philadelphia and Jersey shore points is up 18% from last year; total of 207,421 passengers. (NYT)

- Sep. 6, 1928** PRR announces that over 101,000 employees have subscribed for \$17.5 million stock under employee stock ownership plan; issues is greatly oversubscribed, and those who subscribe for maximum of 10 shares are to get 9. (NYT)
- Sep. 1928** PRR announces it will equip all lowr berths on its blue ribbon trains with coil spring mattresses. (Guide)
- Sep. 1928** NYC begins arrangement with Universal Air Line System to connect at Cleveland with planes to Chicago, St. Louis and Twin Cities; NYC does not issue through tickets or act as agent but does make seat reservations. (AR)
- Sep. 11, 1928** Yelloway Bus Line establishes first transcontinental bus service between New York and Los Angeles. (verify)
- Sep. 13, 1928** NYC announces that Fred J. Fisher of Detroit's Fisher brothers has been elected a director of CCC&StL; Fisher brothers had bought enough stock on open market to win seats after being rebuffed by management. (NYT)
- Sep. 14, 1928** Newark City Commissioners approve PRR's Newark Improvements; also approves contract with Public Service Corporation to build Newark Subway in Morris Canal bed but refuses to exempt it from 5% franchise tax on gross receipts. (NYT)
- Sep. 15, 1928** Request for funds filed for new cab ramp to 31st Street & 8th Avenue at Penn Station similar to one just built on 33rd Street side to reduce congestion from great increase in number of automobiles. (CE)
- Sep. 15, 1928** Cold storage warehouse opens at South Philadelphia Produce Terminal.
- Sep. 15, 1928** State of Maryland abolishes toll on ex-PRR Perryville-Havre-de-Grace bridge after tolls have covered purchase price and double-decking. (NYT)
- Sep. 18, 1928** Baldwin Locomotive Works 1,000 HP diesel demonstrator #61,000 begins six weeks of tests on PRR at Girard Point; second diesel in service on PRR. (Hirsimaki)
- Sep. 19, 1928** Hurricane strikes southern New Jersey and New York metropolitan area; both PRR and Reading tracks washed out at Ocean City. (NYT)

- Sep. 20, 1928** Ground-breaking ceremony held for straightening channel of South Branch of Chicago River south of the Loop. (CE)
- Sep. 20, 1928** Richmond-Columbus, Ind., local replaced by mixed train. (Sanders)
- Sep. 22, 1928** Central Region wins eighth annual PRR System track and field meet at Altoona. (NYT)
- Sep. 23, 1928** Seaboard Air Line inaugurates *Atlanta Special* No. 207-208 between Hamlet, N.C., and Birmingham; combined with the *Southerner* north of Hamlet. (Guide)
- Sep. 24, 1928** Harrisburg & Perryville RPO cut to Columbia & Perryville RPO. (Kay)
- Sep. 25, 1928** Reigh Count, a race horse owned by Mrs. John D. Hertz, shipped to Chicago in special car attached to *PEnnsylvania Limited*. (NYT)
- Sep. 26, 1928** Pennsylvania General Transit Company incorporated as bus subsidiary after Governor Pinchot out of office; controlled by American Contract & Trust Company, a PRR subsidiary which becomes holding company for bus and truck operations. (MB)
- Sep. 1928** American Contract & Trust Company acquires 10% interest in Motor Transit Corporation of Chicago (later Greyhound Corporation) then operating buses between New York and Chicago.
- Sep. 26, 1928** Baltimore & Eastern discontinues passenger service between Claiborne and Easton, Md.
- Sep. 26, 1928** PRR Board authorizes double-tracking and realignment on St. Louis Division between Macksville, Ind., and Farrington, Ill.; writes off hog and sheep abattoir at Harsimus Cove, turntable and yard at Loveland, Ohio, and third rail between Belle Valley and Caldwell, Ohio, on PO&D; rescinds operating agreement for Johnsonburg Railroad. (MB)
- Sep. 29, 1928** Last run of passenger service on Rocky Hill Branch between Rocky Hill and Monmouth Jct., N.J. (tt)
- Sep. 30, 1928** Pres. Atterbury holds secret meeting in his office with Mayor Mackey and representatives of Senator-elect William S. Vare and Thomas E. Mitten of Philadelphia Rapid Transit Company regarding Philadelphia Improvements. (NYT)

- Sep. 30, 1928** **Eastbound Bankers' Special No. 252 inaugurated between Philadelphia and Jersey City for commuters to New York financial district. (PaNews, Guide)**
- Sep. 30, 1928** **Regular electric local service begins between Philadelphia and Wilmington. (Mutual says 9/27?)**
- Sep. 30, 1928** **B&O places club car with secretary, maid, manicurists, barber, valet and shower on *Capitol Limited*, giving it appointments equal to *Broadway Limited* or *Twentieth Century Limited*. (Guide)**
- Oct. 1, 1928** **PRR assumes direct operation of LIRR; LIRR combined with New Jersey General Division (New York-Liddonfield) to form a quasi-region called "New York Zone" under VP. George LeBoutillier and a single General Manager, J.F. Patterson, and General Superintendent R.C. Morse with full PRR regional staff; LIRR General Superintendent C.D. Baker transferred to PRR headquarters. (MB, NYT)**
- Oct. 1, 1928** **Philadelphia Terminal General Division created consisting of Philadelphia Terminal Division and Camden Terminal Division; 49th Street, Philadelphia-West Chester ceded from Maryland Division to Philadelphia Terminal Division (?)**
- Oct. 1, 1928** **Designation of "Resident" dropped from VP's at New York and St. Louis. (MB)**
- Oct. 1, 1928** **At public hearing on transit situation in Philadelphia, Pres. Atterbury urges city to buy streetcar franchises of predecessor and subsidiary companies of Philadelphia Rapid Transit Company worth \$150 million so it can reroute tracks and replace Market Street Elevated with subway in West Philadelphia; Atterbury gets into shouting match with businessmen's representatives who charge collusion for sole benefit of PRR; Council votes to put question to public vote after Jan. 1, 1929. (NYT)**
- Oct. 1, 1928** **Newark Airport dedicated; located in meadows near Oak Island; is first commercial airport with hard, paved runways; as main commercial airport for New York City, is busiest in world by 1930. (PA)**
- Oct. 1, 1928** **Harris M. Hanshue and James Talbot form Western Air Express, Inc. (how different from 1925 co) with capital of \$5 million as holding company. (Davies - verify)**

- Oct. 3, 1928** **Sleeping car line established between New York and Virginia Beach via Richmond using RF&P, N&W and Norfolk Southern. (Guide - 10/1928 Guide says continues to 10/31/28, implies est. earlier)**
- Oct. 5, 1928** **PRR operates *World's Series Special* and *Sports Writers' Special* from New York to St. Louis as sections of *The American* for third gam of World's Series; Yankees sweep series 4-0. (NYT)**
- Oct. 6, 1928** **Transcontinental Air Transport, Inc., Pres. C.M. Keyes announces plan for direct overnight service between Columbus and West Coast after Charles Lindbergh and C.S. Jones complete their investigation of western end of run; forsees planes fitted with sleeping berths. (NYT)**
- Oct. 9, 1928** **Van Sweringens announce that they have acquired the Buffalo, Rochester & Pittsburgh as individuals. (Wheeler)**
- Oct. 10, 1928** **Pres. Atterbury submits proposal for electrification between New York and Washington to Board; to cost \$110 million, be completed by 1934; Board authorizes first phase between North Philadelphia and Trenton, construction of 5 to 8 experimental electric locomotives, and conversion of 19 coaches to MU cars. (MB)**
- Oct. 10, 1928** **___ Fisher elected a director of NYC to reflect large block of stock bought on open market. (NYT - verify)**
- Oct. 15, 1928** **Eff. date of ICC order ending PRR operation of Ohio River & Western between Lawton and Zanesville. (date of order 9/15/28)**
- Oct. 1928** **PRR opens third training school for dining car staff at Sunnyside Yard. (NYT)**
- Oct. 16, 1928** **PRR begins two weeks of demonstrations of its container system at Philadelphia; service to be extended to New York-Philadelphia in both directions. (, NYT)**
- Oct. 16, 1928** **Philadelphia & Bridgeton RPO discontinued; revived in 1931. (Kay)**
- Oct. 16, 1928** **Benjamin Strong (-1928), Pres. of the Federal Reserve Bank of New York and a force for stability, dies. (Kindleberger)**
- Oct. 20, 1928** **Woodbury & Salem RPO discontinued. (Kay)**

- Oct. 21, 1928** Transcontinental Air Transport, Inc., announces the order of 10 Ford Tri-Motor airplanes to be delivered by Feb. 1, 1929; flight legs are to be Columbus-Dodge City, Kan., and Las Vegas, N.M.-Los Angeles; no further mention of night flying. (NYT)
- Oct. 21, 1928** Charles A. Lindbergh departs Curtiss Field to survey landing fields on route of Transcontinental Air Transport route; finds fields in Midwest very inadequate, too far from cities, etc. (NYT)
- Oct. 23, 1928** Keystone Container Car Company incorporated as PRR subsidiary; patterned after New York Central's L.C.L. Corporation; to operate container freight service. (MB)
- Oct. 25, 1928** Steamer *Virginia Lee* delivered to Cape Charles by Fore River Yard of Bethlehem Shipbuilding Corporation, Ltd., for Cape Charles-Norfolk service; has space for 46 automobiles; named for daughter of Elisha Lee. (PaNews, Mason, NYT)
- Oct. 25, 1928** Wading River & New York RPO cut to Port Jefferson & New York RPO. (Kay)
- Oct. 26, 1928** Pres. Atterbury, Lord Kysant of White Star Line, P.A.S. Franklin of International Mercantile Marine Company and other officials tour Fort Pond Bay at Montauk Point as possible site for transatlantic piers. (NYT)
- Oct. 30, 1928** PRR begins container car service between Philadelphia and New York.
- Nov. 1, 1928** Pres. Atterbury announces \$100 million program of electrification from New York to Wilmington, Philadelphia to Atglen and the low-grade line between Atglen and Columbia; electrification south of Washington in abeyance pending resolution of Baltimore ordinances; electrification of freight service tied to speeding up perishable freight. (PR, CE - NYT says 10/31? - verify)
- Nov. 1, 1928** Group of PRR officials makes brief circling flight in first Transcontinental Air Transport, Inc. Ford Tri-motor from Crescent Airport in Camden. (PD)
- Nov. 1, 1928** F.L. DuBosque named Superintendent of Floating Equipment of Baltimore & Virginia Steamboat Company. (MB)
- Nov. 2, 1928** First Transcontinental Air Transport, Inc. Tri-motor towed across Delaware River Bridge at 1:00 AM for display at armory at Broad & Diamond Streets in Philadelphia. (PD)

- Nov. 5, 1928** **Smithsonian Institution ships original boiler and safety valve of 1825 John Stevens locomotive to Hoboken for display at inauguration of Stevens Institute of Technology Pres. Dr. Harvey N. Davis. (NYT)**
- Nov. 7, 1928** **Kuhn, Loeb & Co. announces offering of \$50 million Pennsylvania Company bonds to repay bank loans of \$81.5 million used to acquire Wabash and LV. (NYT)**
- Nov. 11, 1928** **Reading announces it will electrify its Philadelphia suburban lines to Lansdale, Langhorne and Chestnut Hill. (NYT)**
- Nov. 12, 1928** **Cleveland Union Terminals Company approves contract allowing Wheeling & Lake Erie Railway to use terminal building. (MB)**
- Nov. 14, 1928** **PRR authorizes discontinuing Debrosses Street ferry; wants to build 1000-foot steamboat Pier No. 30 for imported fruits as part of adjacent produce terminal; unable to abandon ferry until 1930. (MB)**
- Nov. 14, 1928** **PRR Board authorizes double-tracking and line change between Smithboro and Pierron, Ill.; \$2.2 million for 6 to 9 electric road locomotives. (MB)**
- Nov. 15, 1928** **Ohio cancels charter of Freeport & Youngstown Railway, owned by Pennsylvania Company, for non-payment of taxes.**
- Nov. 1928** **Transcontinental Air Transport, Inc., takes delivery of first of 10 Ford Tri-motors; christened *City of Columbus*. (Serling)**
- Nov. 23, 1928** **First seven-million share day on New York Stock Exchange. (Wyckoff)**
- Nov. 23, 1928** **Inauguration of Dr. Harvey Nathaniel Davis as President of Stevens Institute of Technology features a working "replica" of John Stevens's 1825 locomotive built at the Altoona Shops and operated on circular track; John Stevens VII and sister Emmy Lou Stevens ride on locomotive in period costumes; reconstruction is conjectural since only a few fragments of the original survive; replica becomes part of PRR historical collection. (, NYT)**
- Nov. 24, 1928** **Ford Tri-motor *City of Columbus* flown from (NY?) to Washington. (NYT - verify)**
- Nov. 26, 1928** **New Haven Pres. & Chairman Edward J. Pearson submits**

- resignation for health to be effective Dec. 31. (AR)
- Nov. 28, 1928** **Baltimore & Eastern Railroad acquires properties of former Baltimore, Chesapeake & Atlantic Railway between Claiborne and Ocean City, Md., plus Claiborne pier (and ferry?) from Trustees; other steamboats and certain docks of BC&A sold to Baltimore & Virginia Steamboat Company. (C&C)**
- Nov. 28, 1928** **Pennsylvania-Illinois General Transit Company incorporated in Illinois to operate PRR bus lines as state law requires separate charter. (MB)**
- Nov. 28, 1928** **Charles A. Lindbergh returns to Curtiss Field after investigating Transcontinental Air Transport route with side trips to Mexico. (NYT)**
- Nov. 29, 1928** **Boston Chamber of Commerce protests PRR tariff filed with ICC to provide free storage of exprt grain in its elevators at Philadelphia and Baltimore. (NYT)**
- Nov. 30, 1928** **Central Indiana Railway abandoned between Muncie and Anderson, Ladoga and Waveland and Sand Creek and Brazil.**
- Nov. 30, 1928** **Seaboard Syndicate formed by Dillon, Read & Co., Coverdale & Colpitts, S.Z. Mitchell of Electric Bond & Share Company, W.W. Atterbury, Leonard A. Yerkes of Du Pont, American International Corporation (Harriman interests), Charles D. Barney & Co., et al. to purchase the large block of Seaboard shares owned by the estate of the late Pres. Warfield; Pres. Atterbury puts up \$400,000. (Wheeler)**
- Dec. 1, 1928** **In speech at Chicago, Pres. Atterbury outlines details of proposed transcontinental rail-air service; initial plan is for Santa Fe air link to be between Dodge City, Kan., and Las Vegas, N.M. (NYT)**
- Dec. 1, 1928** **Washington-Oil City sleeper changed to Washington-Erie.**
- Dec. 1, 1928** **W. Miller Wardrop resigns as General Superintendent of Baltimore & Virginia Steamboat Company and office abolished. (MB)**
- Dec. 2, 1928** **In pamphlet issued by Transcontinental Air Transport, Inc., W.W. Atterbury opines that airplanes will fill a luxury niche but not compete with railroads, automobiles or steamships "for a long time to come." (NYT)**

- Dec. 2, 1928** Electric local service begins between Philadelphia and West Chester via Media; gas-electric cars assigned to all but one train operating between electrified zone at Wawa and Perryville, Md.
- Dec. 2, 1928** Chicago-Ft. Wayne-Cincinnati-Tampa and Detroit-Ft. Wayne-Cincinnati-St. Petersburg added to *The Southland*.
- Dec. 2, 1928** PRR and Wabash Rail__ establish through sleeper between Indianapolis and Detroit via Logansport on trains No. 154/204 and 200/31. (tt)
- Dec. 4, 1928** *The Southland* rerouted to Tampa Bay area via ACL's new Perry Cutoff. (Key)
- Dec. 6, 1928** Call loan rate hits 12% for first time since 1920, sparking a brief drop on Wall Street. (Klein)
- Dec. 7, 1928** Portion of Ohio River & Western between Zanesville and Lawton sold to Pennsylvania, Ohio & Detroit Railroad; Lawton-Woodsfield abandoned.
- Dec. 7, 1928** Railway Express Agency, Inc. incorporated in Delaware. (Moodys)
- Dec. 7, 1928** New Haven Pres. & Chairman Edward Jones Pearson (1863-1928) dies at Johns Hopkins Hospital in Baltimore before resignation becomes effective. (AR)
- Dec. 13, 1928** PRR contracts with Gibbs & Hill for relocating YMCA dormitories on 4th floor of Penn Station from 31st Street side to 33rd Street side and putting office space on 31st Street side. (CE)
- Dec. 18, 1928** New York Stock Exchange begins two-month stretch of daily volume in excess of 3 million shares, as bull market goes into high gear; many new issues, holding company mergers, and investment companies formed. (Klein)
- Dec. 22, 1928** Line relocation opens between Griffiths and Anderson on St. Louis Division. (CE)
- Dec. 22, 1928** Record 854 long distance trains enter and leave Grand Central Terminal in 24 hours. (TRRAHS)
- Dec. 25, 1928** Pres. Atterbury returns from six-week European vacation on *Majestic*. (NYT)
- Dec. 26, 1928** Logansport & Keokuk RPO cut to Effner & Keokuk RPO. (Kay)

- Dec. 28, 1928** **Pennsylvania-Indiana General Transit Company incorporated to operate bus line between Indianapolis and Vincennes; controlled by Pennsylvania General Transit Company. (MB)**
- Dec. 28, 1928** **Pennsylvania-Illinois General Transit Company incorporated; controlled by Pennsylvania General Transit Company. (C&C has 11/28!!)**
- Dec. 28, 1928** **Port of New York Authority announces PRR has asked to withdraw tariff providing free storage of export grain at Philadelphia and Baltimore. (NYT)**
- Dec. 31, 1928** **Jersey City Commission clears way for ordinance to permit ___ to build Harborside Terminal; session is marked by a shouting match between Mayor Hague and developer Charles G. Neidlinger on the one hand and John Warren, Pres. of Journal Square National Bank, who opposes project and charges PRR intrigue with Hague. (NYT)**
- Dec. 31, 1928** **Cincinnati Terminal Warehouses, Inc., incorporated in Ohio to take over property of Cincinnati Terminal Warehouse Company.**
- Dec. 31, 1928** **PRR hits 76-7/8 on Philadelphia Stock Exchange; highest price since 1903. (NYT)**
- Dec. 31, 1928** **Dow Jones industrials index hits 300 for first time. (Wyckoff)**
- Late 1928** **George B. Junkin, a former naval officer of Bryn Mawr, and his father-in-law Samuel Rea buy control of Wilmington Steamboat Company (Wilson Line) and Delaware-New Jersey Ferry Company. (BdF)**
- 1928** **PRR operating ratio falls to 73.8%, lowest since 1916 and lower than 1913 or 1914; passenger-miles down 4.4% from 1927. (NYT)**
- 1928** **Ivy Lee and J. Walter Thompson begin new campaign of twice-weekly PRR human interest columns in New York and Philadelphia papers.**
- 1928** **West Jersey & Seashore Railroad gross revenue down over \$1 million from 1927 and \$2 million from 1926 because of competition from buses on Delaware River Bridge; Atlantic City Railroad down \$900,000 from 1927 and \$1.5 million from 1927. (NYT)**
- 1928** **Third track extended through Market Street Station in Newark,**

- N.J. (AR prob. early in yr. ca. Jan. Feb.)**
- 1928 PRR signs contract for Newark Improvements. (AR - may be 1929)**
- 1928 R.K. Rochester named General Manager of Philadelphia & Camden Ferry Company. (AR - and WJ&S?)**
- 1928 Atlantic City Railroad opens branch from Cape May Jct. to Cape May Point. (C&C)**
- 1928 Passenger station improvements completed at Harrisburg. (AR)**
- 1928 Future VP Henry W. Large (-1999) joins PRR as clerk in Passenger Dept. after graduating from Princeton.**
- 1928 PRR purchases stock interest in Pennsylvania Transfer Company of Pittsburgh and a 30 percent interest in Baltimore Transfer Company.**
- 1928 Newark & Delaware City Branch abandoned for 6.68 miles west of Delaware City; part later restored to serve Getty refinery in 1957. (C&C)**
- 1928 Octoraro Branch extended from Octoraro to Canal (2.31 miles).**
- 1928 Shelters extended over six additional platforms at Washington Union Station. (C&C)**
- 1928 Johnsonburg Railroad (Johnsonburg-Clermont, Pa.) abandoned; 1.5 miles sold to PRR as siding. (see 1927)**
- 1928 WNY&P abandoned between Riceville and Titusville and between Redmond and Carmona, Pa. (C&C)**
- 1928 Peak year for employment at Altoona Works; over 19,000.**
- 1928 Plan for Pittsburgh Improvements in AR; new station fronting Penn Street (Ave.?) which is to be widened to 120 feet; new freight house under construction to replace 16th Street Freight Station, 11th Street Freight Station and Grant Street Freight Station; site of Grant Street Freight Station reserved for new Post Office; to build auxiliary freight yard at 48th Street for 586 cars to be connected with new produce terminal.**
- 1928 Automatic light signals installed between Rochester and Bayard on C&P Division.**

- 1928** Crestline Yard enlarged; Mansfield, Ohio, Yard abandoned.
- 1928** Automatic block signals placed in service Xenia to Columbus, Xenia to Clare and Xenia to Dayton.
- 1928** GR&I abandons Walloon Lake Branch (1.0 mile).
- 1928** Green Real Estate Company incorporated in Mich. for purpose of operating Detroit Produce Terminal; jointly owned by PRR, Wabash and Pere Marquette.
- 1928** LIRR relays Laurelton-Cedarhurst Cutoff to protect right-of-way and grade crossing rights.
- 1928** Future President Allen J. Greenough begins work on PRR.
- 1928** Second track opens between Terre Haute and Macksville. (AR - prob. early in yr.)
- 1928** Revised grade and change of line opens between Griffith and Adenmoor, Ill. (AR)
- 1928** Automatic signals replace manual block system on Logansport and St. Louis Division. (AR)
- 1928** PRR retires last wooden passenger cars in regular steam service. (AR)
- 1928** PRR purchases 104 locomotives and 2,904 freight cars allocated to PRR subsidiaries by USRA. (AR)
- 1928** New Haven completes installation of ATC between New Haven and Providence. (AR)
- 1928** New York, Westchester & Boston Railroad extended from Harrison to Rye, N.Y. (Arcara)
- 1928** ICC finds bituminous coal rates reasonable and leaves differentials favoring Hampton Roads in place. (Lambie, 140 ICC 27)
- 1928** NYC completes ATC between Croton and Poughkeepsie and between Elkhart and Englewood, completing entire line to Chicago except for electric zone. (AR)
- 1928** NYC completes elevated roadways around Grand Central

Terminal. (AR)

- 1928** NYC installs car retarders on westbound humps at Selkirk and DeWitt (Syracuse); first yard with electronically controlled switches and retarders. (AR, SIA)
- 1928** NYC sells stocks of Mohawk Valley Company and New York State Railways, operating trolley systems along main line in upstate New York. (Green Book)
- 1928** NYC sells its stock interest in American Express Company. (Green Book)
- 1928** Supposedly "secret" Sunday meeting of Philadelphia politicians held in Pres. Atterbury's office to consider referendum for city condemning the forty-plus "underliers" or predecessor companies of Philadelphia Rapid Transit Company; PRR is interested because it wants to replace Market Street El with a subway in front of the new 30th Street Station. (NYT)
- 1928** Maddux Air Lines Company incorporated in Delaware to acquire stock of Maddux Air Lines, Inc., of California. (Moody's)
- 1928** Western Air Express Corporation incorporated in Delaware as successor to Western Air Express, Inc. (Moody's)
- 1928** Camp George G. Meade near Odenton, Md., renamed Ft. Leonard Wood, to disgust of Pennsylvanians. (PRRFAX)
- 1928** Keokuk & Western Illinois Electric Company ends interurban service over Toledo, Peoria & Western Railroad between Warsaw and Hamilton. (Stringham)