

PRR CHRONOLOGY
1929

July 2004 Edition

- Jan. 1, 1929** **New carfloat service makes first crossing between Cape Charles and Little Creek, Va.**
- Jan. 1, 1929** **NYP&N acquires trackage rights over Norfolk Southern Railroad between St. Julian Avenue Yard and Norfolk Yard under agreement of Aug. 20, 1928.**
- Jan. 1, 1929** **Monongahela Railway opens new station and office building at Brownsville. (AR)**
- Jan. 3, 1929** **Edward G. Buckland (1866-) elected Chairman of the New Haven, replacing Edward J. Pearson, deceased. (AR)**
- Jan. 6, 1929** **Little Creek Extension and new car ferry open for regular revenue service; formally dedicated on Jan. 10; cuts crossing from 36 to 24 miles, and time from 4:00 to 2:45. (PaNws)**
- Jan. 7, 1929** **PRR purchases 75% interest in People's Rapid Transit Company (New York-Washington/Philadelphia-Atlantic City with 76 buses), Montgomery Bus Company (Philadelphia-Strafford/Garrett Hill/Gladwyne via Lancaster Ave. with 17 buses), and Philadelphia Suburban Transit Company (Philadelphia-Bryn Mawr via Montgomery Ave. with 13 buses) from Mitten (Philadelphia Rapid Transit Company) interests.**
- Jan. 7, 1929** **Eastbound *Twentieth Century Limited* operates in seven sections with 822 passengers for opening of New York Automobile Show; maximum number of cars handled; *Southwestern Limited* operates in four sections; record number of 266 sleeping cars arrive in Grand Central Terminal between 5:00 and 9:50 AM. (RyAge, TRRAHS)**
- Jan. 9, 1929** **PRR, Public Service and City of Newark sign \$25 million Newark Improvements agreement calling for new PRR station with facilities for Hudson & Manhattan and City Subway (trolley); Hudson & Manhattan to be extended to South Street. (RyAge)**
- Jan. 9, 1929** **Pan American Airways, Inc., begins air mail service from Miami to Havana, Puerto Rico, the Bahamas, and other Caribbean points,**

making connections from Atlantic Coast Line. (RyAge, Guide)

- Jan. 12, 1929** Charles A. Lindbergh departs Mitchell Field on Long Island in Tri-motor *City of Columbus* to plot routes and inspect facilities for Transcontinental Air Transport, Inc.; stops at Philadelphia en route to address 1,200 PRR employees at annual dinner of Transportation Club in Philadelphia; during dinner discusses matters with W.W. Atterbury and Elisha Lee. (NYT)
- Jan. 12, 1929** Seatrain Lines, Inc. establishes service between New Orleans and Havana using special ships designed to carry freight cars.
- Jan. 12, 1929** Great Northern Railway opens Cascade Tunnel, at eight miles, longest in U.S. (NYT)
- Jan. 14, 1929** PRR stock rises to 80-3/8 on Philadelphia Stock Exchange, highest since 1902. (NYT)
- Jan. 14, 1929** ICC rules that consolidation by lease for accounting purposes of NYC, CCC&StL Railway (Big Four), Michigan Central, Peoria & Eastern, etc., is in the public interest over objections of short lines; Commissioners Eastman, McManamy and Taylor dissent. (RyAge)
- Jan. 15, 1929** Pres. Atterbury's secretary denies rumors he will be named Secretary of War in Hoover's cabinet or Senator if William S. Vare is finally disqualified. (NYT)
- Jan. 15, 1929** Philadelphia financier and PRR director Jay Cooke named to New Haven Board representing PRR-Pennroad interest. (NH AR)
- Jan. 1929** Third and most frenzied stage of bull market begins. (Wyckoff)
- Jan. 1929** Pennsylvania Dock & Warehouse Company files plans for Harborside Terminal in Jersey City. (NYT)
- Jan. 17, 1929** Northbound Baltimore-Philadelphia local rear-ends freight at Short Lane south of Aberdeen, Md., in dense fog; two freight cars foul southbound main and derail southbound Washington express with Pullmans for South; engine crew of express and rear brakemen of freight killed; noted violinist Fritz Kreisler suffers minor injuries; following investigation, PRR negotiates with ICC to install cab signals between Philadelphia and Washington. (RyAge, NYT)
- Jan. 18, 1929** PRR hits new high of 823 on New York Stock Exchange; National City Company, investment banking arm of National City Bank,

distributes a large block of PRR stock to its clients. (NYT)

- Jan. 19, 1929** PRR establishes vehicle-only ferry from Jersey City Terminal to foot of Atlantic Avenue, Brooklyn, with *New Brunswick* and *Pittsburgh* with lower deck cabins replaced by extra vehicle lanes; operates half-hourly, 16 hours a day for vehicles only, allowing trucks serving Harsimus Cove Yard to bypass congestion on East River bridges; one slip of old Union Ferry Company terminal altered for wider PRR boats. (HC, NYT, RyAge)
- Jan. 21, 1929** PRR announces it will develop coordinated long distance rail-bus service, in which passengers may travel by train at night and bus by day; also announces it has bought an interest in three bus lines previously owned by Philadelphia Rapid Transit Company: Peoples Rapid Transit Company, Inc., running New York-Washington and Philadelphia-Atlantic City; Montgomery Bus Company operating in Main Line suburbs to Wayne; Philadelphia Suburban Transit Company, Inc., operating to Bryn Mawr via Montgomery Avenue. (NYT)
- Jan. 26, 1929** Alleghany Corporation incorporated in Maryland by Van Sweringens as holding company for their interest in NKP, Chesapeake Corporation, Buffalo, Rochester & Pittsburgh, Erie and C&O; financed by \$85 million secured through J.P. Morgan & Co.; Morgan places most stock through its "preferred list" of customers. (Wheeler, Klein, Moodys)
- Jan. 27, 1929** House Ways & Means Committee begins hearings on tariff, responding to Pres.-elect Hoover's campaign promise to raise tariff to protect American farmers faced with falling world prices. (Kindleberger)
- Jan. 29, 1929** PRR grants wage increase to shop craft employees effective Feb. 1. (NYT)
- Jan. 31, 1929** PT&T contracts with Gibbs & Hill for enclosing Exit Concourse in Penn Station and providing storefronts; install doors at head of platform exit stairways and remove elevators and grilles; done because of complaints that Exit Concourse is very cold in winter. (CE)
- Jan. 31, 1929** PRR grants increases to maintenance of way employees. (NYT)
- Jan. 31, 1929** PRR abandons harbor floating service at Norfolk, including tug *Philadelphia* and launch *Clara Belle*. (LC)

Jan. 31? 1929 **PRR announces formation of Keystone Container Car Company to operate containers; incorporated in Oct. 1928. (NYT, MB)**

Early 1929 **Transit Commissioners of State of New York extend deadline for starting 8th Avenue cab ramp at Penn Station to Mar. 1, 1929. (MB)**

Early 1929 **Western Air Express, Inc. (holding co.) acquires control of Fokker Aircraft Corporation. (Davies)**

Feb. 1, 1929 **PRR grants shop crafts increase of 4 cents per hour. (LC)**

Feb. 1, 1929 **W.R. Elsey named acting Superintendent of Floating Equipment of Baltimore & Virginia Steamboat Company (or whole PRR system), replacing F.L. DuBosque. (MB)**

Feb. 1, 1929 **B&O applies to ICC to formally acquire Western Maryland Railway; announces its intention to acquire full control of Reading and CNJ. (B&O AR, NYT)**

Feb. 1, 1929 **United Aircraft & Transport Corporation inc. by William Boeing and Frederick Rentschler as a holding company for Boeing Airplane Company, Pratt & Whitney, etc. (Davies)**

Feb. 2, 1929 **Mew milk platform opens at Waldo Avenue Yard in Jersey City.**

Feb. 2, 1929 **Pittsburgh & West Virginia Railway (Taplin interests) files with ICC to acquire Western Maryland and Wheeling & Lake Erie. (NYT)**

Feb. 3, 1929 **PRR and Wabash inaugurate sleeping car line between Cincinnati and Detroit. (tt)**

Feb. 4, 1929 **Standard Airlines, Inc., establishes 70-hour transcontinental air-rail service by connecting with Texas & Pacific Railway at _____. (Davies)**

Feb. 5, 1929 **George Harrison, new head of Federal Reserve Bank of New York, urges raising interest rates to curb speculative bubble growing in the stock market. (Klein)**

Feb. 7, 1929 **At ICC hearing on Container Case, NYC testifies that it is unwilling and unable to interchange its containers with the PRR or other railroads not using containers covered by patents of L.C.L. Corporation. (RyAge)**

- Feb. 8, 1929** Central Indiana Railway abandoned between Advance and Ladoga.
- Feb. 9, 1929** Baltimore & Virginia Steamboat Company Board authorizes sale of steamers *Avalon* and *Middlesex*. (MB)
- Feb. 1929** Ex-Pres. Samuel Rea elected an honorary member of the (British) Institution of Civil Engineers; only one in the Western Hemisphere. (NYT)
- Feb. 10, 1929** Pennsylvania Railroad Handicap for three-year olds run at Oriental Park race track in Havana. (NYT)
- Feb. 1929** William T. Hoops, Pres. of NYC's L.C.L. Corporation, named director of United States Freight Company; Graham C. Woodruff resigns as Assistant Traffic Manager of NYC to replace E.C. Strohm as Chairman of United States Freight. (NYT)
- Feb. 13, 1929** PRR begins co-ordinated rail-bus service on People's Rapid Transit routes between New York and Washington and Philadelphia and Atlantic City; Peoples Rapid Transit begins operating to and from Broad Street Station as well as its old terminal at 13th & Market Streets; also begins stopping at West Philadelphia and North Philadelphia Stations and in the 31st Street Cab Ramp at Penn Station; PRR ticket agents begin selling bus tickets. (RyAge)
- Feb. 13, 1929** Zanesville-Morrow ceded from Western to Central Region.
- Feb. 14, 1929** Federal Reserve Board refuses request of Federal Reserve Bank of New York to raise rediscount rate from 5% to 6%. (Klein)
- Feb. 14, 1929** PRR tests Brill gasoline railcar between Reading and Pottsville. (NYT)
- Feb. 16, 1929** Pennsylvania-Virginia General Transit Company incorporated to operate Virginia portion of Wilmington-Norfolk bus line.
- Feb. 16, 1929** Toledo, Peoria & Western Railroad drops mail service and all trains operated as freight trains with riders cars, and later carrying passengers in the caboose. (Stringham)
- Feb. 17, 1929** Pennsylvania Railroad Handicap for three-year olds run at race track in Tijuana, Mex. (NYT)
- Feb. 17, 1929** Newark Airport opens. (NYT)

- Feb. 19, 1929** B&O files with ICC to control 10 railroads to create 13,814-mile system, including Reading, CNJ, Western Maryland, L&HR, BR&P, DT&I, Wabash, Ann Arbor, and Chicago, Indianapolis & Louisville. (NYT)
- Feb. 20, 1929** C&O applies to ICC to form 12,265-mile system from Hocking Valley, Pere Marquette, NKP, Erie, Wheeling & Lake Erie, C&EI, Virginian, DL&W, B&LE, Pittsburgh & Shawmut, and Pittsburgh, Shawmut & Northern. (Wheeler, NYT)
- Feb. 21, 1929** PRR announces it will build a new express terminal south of 30th Street Station at South Street; delayed by Depression and not completed until 1950s. (NYT)
- Feb. 21, 1929** CNJ inaugurates *Blue Comet* between Jersey City and Atlantic City in competition with PRR; first U.S. deluxe, no-extra fare coach train in special blue-and-cream livery; operates over Atlantic City Railroad between Winslow Jct. and Atlantic City. (Baer)
- Feb. 25, 1929** B&O contracts with L.C.L Corporation to use its system of containers. (RyAge)
- Feb. 26, 1929** NYC sells its holdings of Wheeling & Lake Erie Railway to Allegheny Corporation. (AR)
- Feb. 27, 1929** PRR Board authorizes additional \$1 million for enlargement of Grogan Yard in Columbus. (MB)
- Feb. 1929** American Contract & Trust Company organizes Pennsylvania-Indiana General Transit Company; separate corporation required for bus franchises in Indiana.
- ca. Feb. 1929** Track elevation completed on 25th Street between Grays Ferry and Passyunk Avenue in South Philadelphia. (to be completed from Passyunk Ave to Broad St. on June 1.)
- Feb. 28, 1929** Monongahela Railway acquires property of Chartiers Southern Railway (Besco-Mather and Crucible-Nemacolin).
- Feb. 28, 1929** Reading Transportation Company begins operating buses between Philadelphia and Atlantic City. (RyAge)
- Mar. 1, 1929** Old USRA contracts with American Railway Express Company expire; Railway Express Agency, Inc. purchases assets of American

Railway Express Company; stock is divided among 86 railroads so that all returns remain with railroad companies; PRR is largest owner of Railway Express Agency, Inc. (RRH,)

- Mar. 1, 1929** At Philadelphia Chamber of Commerce transit forum, Pres. Atterbury proposes replacing Market Street Elevated in West Philadelphia with subway to 69th Street and two extra tracks to bring PRR suburban trains to City Hall; also connecting Chestnut Hill Branch with Broad Street Subway and a subway under Arch Street leading to a tunnel to Camden for PRR local trains. (NYT)
- Mar. 1, 1929** PRR grants telegraphers increase of 4 cents and hour. (NYT)
- Mar. 1, 1929** John J. Pelley (1878-), formerly Pres. of Central of Georgia, elected Pres. of New Haven, replacing Edward J. Pearson, deceased. (AR, RyAge)
- Mar. 1, 1929** B&O sells its stock in Wheeling & Lake Erie Railway. (B&O AR)
- Mar. 3, 1929** Record travel to Washington to attend inauguration of Pres. Herbert Hoover on Mar. 3 through Monday AM, Mar. 4; PRR runs 27 special trains and 67 special cars on regular trains. (RyAge, NYT)
- Mar. 4, 1929** Following inauguration, 127 trains leave Washington Union Station between 2:00 PM and 12:00 M; PRR midnight train to New York operates in 10 sections. (RyAge)
- Mar. 4, 1929** PRR adds one New York-Atlantic City express and places all ___ trains on 3:00 schedule to meet CNJ competition. (Guide)
- Mar. 4, 1929** PRR fruit and vegetable auction and display building opens at 21st & Pike Streets in Pittsburgh.
- Mar. 1929** Transcontinental Air Transport, Inc., and associated companies plan large metropolitan airport in Newark Meadows extending north from Manhattan Transfer. (NYT)
- Mar. 5, 1929** U.S. Supreme Court dismisses Lake Cargo Coal Case on grounds that compromise had rendered matter moot. (Lambie)
- Mar. 5, 1929** Ft. Leonard Wood renamed Ft. George G. Meade in response to protest by Pennsylvanians. (PRRFAX)
- Mar. 1929** Ex-Pres. Samuel Rea taken ill at home with influenza complicated by heart disease. (NYT)

- Mar. 1929** **General Attorney Henry Wolf Bikle resigns as professor of constitutional law at University of Pennsylvania Law School to devote more time to railroad matters; had ben on faculty since 1901. (NYT)**
- Mar. 7, 1929** **Banker Paul Warburg warns of stock market collapse and depression unless speculative activities are curtailed. (Klein)**
- Mar. 11, 1929** **ICC rules that joint Van Sweringen/NYC/B&O control of Wheeling & Lake Erie violates antitrust laws, and they must dispose of stock. (Wheeler)**
- Mar. 13, 1929** **New Haven authorizes purchase of modern passenger equipment, including 90 coaches, 10 combines and 6 diners. (AR)**
- Mar. 1929** **Pre-Depression U.S. automobile production peaks. (Kindleberger)**
- Mar. 1929** **Alleghany Corporation trades its holdings of Buffalo, Rochester & Pittsburgh to B&O in return for its share of Wheeling & Lake Erie Railway; also buys NYC share of Wheeling & Lake Erie. (Wheeler)**
- Mar. 1929** **American Contract & Trust Company organizes Pennsylvania-Illinois General Transit Company.**
- Mar. 1929** **Pennsylvania Company purchases Canadian Pacific Railway's interest in Fort Street Union Depot Company for \$250,000, bringing its share to 31%.**
- Mar. 20, 1929** **Outstanding brokers' loans on Wall Street hit new high of \$5.79 billion. (Klein)**
- Mar. 23, 1929** **Baltimore & Virginia Steamboat Company charters steamer *Vansciver* from Taylor Navigation Company for Fredericksburg-Norfolk service. (MB)**
- Mar. 24, 1929** **Ex-President Samuel Rea (1855-1929) dies of a heart attack at age 73 following a bout of influenza at his home at Gladwyne, Pa. (MB, NYT)**
- Mar. 25, 1929** **Car float crews at Cape Charles stage protest; change of terminals to Little Creek requires faster turnarounds and crews get only three two-hour rest periods every 24 hours. (LC)**
- Mar. 25, 1929** **New 110-foot turntable installed at Benwood, W.Va.; part of yard and engine terminal improvements. (doublecheck tt date in PaNws)**

- Mar. 25, 1929** **On Wall Street, call rate hits 14%, highest since 1920; two days of panic selling ensue. (Klein)**
- Mar. 26, 1929** **Simple funeral service for Samuel Rea held at Bryn Mawr Presbyterian Church attended by numerous industry leaders; special train runs from New York; interment in nearby church yard of Episcopal Church of the Redeemer is attended only by family. (NYT)**
- Mar. 26, 1929** **ICC informs PRR informally of its demand that it sell its LV and Wabash stock. (NYT)**
- Mar. 26, 1929** **Call money rate hits 20%; Federal Reserve remains deadlocked on raising interest rates, but Charles Mitchell of National City Bank extends \$25 million in credit, and market stabilizes. (Klein)**
- Mar. 27, 1929** **PRR Board authorizes \$26 million for main line relocation and grade crossing elimination at Elkton, Md., and building 4th track between Newark and North East. (MB)**
- Mar. 1929** ***The Vulcan* established as a Pittsburgh-Enola time freight for steel products.**
- Mar. 29, 1929** **PRR announces it has completed painting names of 36 towns in letters 10 feet tall on roofs of railroad buildings to guide pilots of Transcontinental Air Transport, Inc.; done at suggestion of William P. MacCracken, Assistant Secretary of Commerce for Aviation. (NYT)**
- Mar. 29, 1929** **Pres. Atterbury meets with Pres. Hoover at the White House to discuss the business situation; Atterbury issues statement touting future of aviation; "I have never seen such uniformly good times as exist today in the populous and industrial territory traversed by the Pennsylvania Railroad ..." (NYT)**
- Apr. 1, 1929** **L.P. Struble named Engineer-Newark Improvements. (MB)**
- Apr. 1, 1929** **Assistant to VP-Central Region R.T. Morrow (1859- retires after 52 years of service. (RyAge)**
- Apr. 1, 1929** **Agency stations discontinued at Dayton,, Prospect Plains, Titusville, South Pemberton and Kinkora, N.J. (RyAge)**
- Apr. 4, 1929** **Baltimore & Eastern Railroad agrees with Baltimore Transfer Company for three trucks to operate in freight service on Eastern**

- Shore in connection with Love Point ferry. (BdF)
- Apr. 6, 1929** ICC approves C&O application to buy Pere Marquette Rail__ from NKP. (Wheeler)
- Apr. 8, 1929** PRR expands Brooklyn ferry service from 16 to 24 hours. (Ferry Dept)
- Apr. 15, 1929** New St. Julian Street freight station opens at Norfolk.
- Apr. 15, 1929** Pres. Atterbury flies from Chicago to Omaha in Transcontinental Air Transport (?) plane *City of Columbus* to address the Advertising-Selling League. (RyAge)
- Apr. 1929** American Contract & Trust Company organizes Pennsylvania-Virginia General Transit Company.
- Apr. 1929** Dictaphone service introduced for business travelers on *The Broadway Limited*.
- Apr. 1929** PRR begins "Keystone" container service using 7x9x8 steel containers which can be transferred from trucks to flat cars by an overhead crane; at first serves New York, Philadelphia, Pittsburgh, Buffalo, and Cleveland. (see 1928 above!!)
- Apr. 15, 1929** Noel W. Smith (1869-) appointed to new post of General Superintendent of Motor Service in office of Chief of Passenger Transportation. (MB)
- Apr. 15, 1929** NKP applies to ICC to acquire Wheeling & Lake Erie Railway from Alleghany Corporation. (Wheeler)
- Apr. 16, 1929** L.F. Loree sells last stock in Kansas City Southern, Missouri-Kansas-Texas, and St. Louis Southwestern under ICC's threat of Clayton Act proceedings, ending his attempt to create anew system in the Southwest. (NYT)
- Apr. 21, 1929** Through New York-Key West coach added to *Havana Special*. (Guide)
- Apr. 22, 1929** Pres. Hoover travels to and from New York to make first public speech before Associated Press. (NYT)
- Apr. 23, 1929** PRR stockholders approve issue of \$100 million of new stock. (NYT)

- Apr. 24, 1929** PRR announces it is increasing the annual dividend from 7% to 8% and is forming an investment company called Pennroad Corporation. (NYT)
- Apr. 24, 1929** Pennroad Corporation, an investment and holding company, incorporated; PRR's stockholders are allowed to buy \$91 million in stock at \$15 per share in the ratio of one share Pennroad to each two shares of PRR; permits PRR to indirectly invest in other transportation lines, circumventing antitrust laws and ICC regulation; Kuhn, Loeb & Co. receives \$5.84 million for its services in placing stock. (Wheeler)
- 1929** In 1929 Pennroad purchases control of the Detroit, Toledo & Ironton Railroad (from Henry Ford), 90% of the Canton Company of Baltimore, 72% of the Pittsburgh & West Virginia (from the Taplin brothers), \$17.5 million in New Haven securities, \$23.6 million in Boston & Maine, and \$7.5 million in Seaboard Air Line Railway and Atlantic Coast Line.
- Apr. 24, 1929** PRR Treasurer Henry H. Lee resigns to become President of Pennroad; George H. Pabst, Jr., named PRR Treasurer. (MB)
- Apr. 24, 1929** PT&T Board authorizes \$193,353 for connection to 8th Avenue Subway at Penn Station; authorizes \$200,000 for new parcel room in south well of Main Concourse and trainmen's quarters in south well of Exit Concourse; first step towards flooring over the light wells to the tracks in the Concourse; raises dividend rate from \$3.50 to \$4.00 per share. (MB, CE)
- Apr. 25, 1929** PRR stock price advances to 83-5/8 for par 50 shares, highest price since 1915, on news of increased dividend and Pennroad Corporation. (NYT)
- Apr. 27, 1929** Atlantic City Railroad discontinues passenger service between South Glassboro and Mullica Hill, N.J.
- Apr. 28, 1929** *The Rainbow* established between Chicago and New York (eastbound only) on 20:50 schedule; named for Rainbow Division of American Expeditionary Forces in a contest won by John E. Danielson, an LIRR brakeman; *The Red Knight* established between New York and Chicago (westbound only) with a late night departure for theater-goers; running time of "*The Spirit of St. Louis*" cut from 25:00 to 24:00 to match *The American*; *Cincinnati Limited* cut to 17:00; new Chicago-Washington sleeper placed on *The Gotham Limited*; *Buckeye Limited* reequipped as exclusive Cleveland-New York train and observation car added; *Philadelphia*,

Washington and Atlantic City sleepers removed from the Buckeye Limited and placed on a new Cleveland-Pittsburgh train, The Manhattan; The Broadway Limited and certain other Blue Ribbon Trains begin operating on Daylight Saving Time for the first time; Quaker City Express renamed The New Englander and extended from Philadelphia to New York via New York-Pittsburgh subway. (Mutual, Guide, NYT)

- Apr. 28, 1929** Sleeping car line established between New York and Birmingham via Cincinnati and L&N on *Cincinnati Limited*. (RyAge)
- Apr. 28, 1929** B&O adds two round trips between Jersey City and Washington. (Guide)
- Apr. 28, 1929** NYC inaugurates *Motor Queen* between Detroit and Cincinnati on 6:10 schedule; deluxe coach train very similar to CNJ's *Blue Comet* rebuilt at Beach Grove Shops with dark brown and fawn color scheme; first non-green NYC train; also introduces similar train, *Niagara Falls De Luxe Special* between Chicago and Buffalo via Niagara Falls on 10:30 schedule; cuts running time of *Empire State Express* to 8:45 and *Wolverine* to 21:00; establishes new Chicago-Pittsburgh and St. Louis-Pittsburgh overnight through cars; adds Chicago-New York section of *The Knickerbocker* and St. Louis-New York section made all-Pullman and cut to 23:50 equal to *Southwestern Limited*. (Guide, RyAge, Kratville)
- Apr. 28, 1929** NYC inaugurates the *Iroquois* on a 21.00 schedules between New York and Chicago (to match the *Red Knight?*). (Sanders - verify)
- Apr. 28, 1929** NYC extends the southbound *Sycamore* from Indianapolis to Cincinnati, making it the line's premier Chicago-Cincinnati train on a 5:55 schedule. (Sanders)
- Apr. 28, 1929** Southern Railway cuts schedule of *Crescent Limited* by one hour; *Piedmont Limited* by 2:20. (Guide)
- Apr. 28, 1929** New Lancaster station opens on cutoff; old downtown station and track abandoned; "CORK" Tower placed in service. (CE)
- Apr. 28, 1929** Frazer-Phoenixville, Pa., passenger trains replaced by buses. (tt)
- Apr. 28, 1929** Gas-electric railcar assigned to Redstone Branch between Uniontown and West Brownsville and between West Brownsville, Mather and Nemaquin, Pa. (CMP)
- Apr. 29, 1929** Ohio and western Pennsylvania coal operators petition ICC to

restore 45 cent differential vs. Inner Crescent; denied by ICC.
(Lambie)

- Apr. 29, 1929** **Wabash Chairman William H. Williams announces that Wabash will file with ICC to merge Wheeling & Lake Erie, Pittsburgh & West Virginia, Western Maryland and LV. (NYT)**
- May 1, 1929** **Pennroad Corporation stock placed in a 10-year voting trust, which is designed to ensure PRR control; W.W. Atterbury, Effingham B. Morris and Jay Cooke, all PRR directors, named Voting Trustees; stockholders receive voting trust certificates in lieu of shares and have no power to elect directors; Pres. Atterbury apparently intends that in the interim, Pennroad will issue preferred stock or some other security to permit PRR to retain control after 1939. (Wheeler)**
- May 1, 1929** **Tyrone Division abolished and merged into Middle Division. (MB)**
- May 1, 1929** **Deadline for beginning Transcontinental Air Transport, Inc., air-rail service passes unmet because of construction and political delays. (Serling)**
- May 1, 1929** **B&O and North River Bridge Company submit revised plans to War Dept. for bridge at 57th Street with 3,240 foot span 175 feet clear. (NYT)**
- May 1, 1929** **P&WV files with ICC demanding it complete its order to have Nickel Plate divest itself of W&LE stock. (NYT)**
- May 2, 1929** **PT&T contracts with Gibbs & Hill for building parcel room and new trainmen's quarters in south well of the Concourse at Penn Station; parcel room is to replace three old parcel rooms in Concourse and Exit Concourse. (CE)**
- May 2, 1929** **Eastern railroads announce rate reductions on eastbound export wheat through Sep. 30. (NYT)**
- May 5?, 1929** **Pres. Atterbury travels in his private car No. 180 to meet with Philadelphia boss William A. Vare at his Ventnor summer home; is believed to have cut a deal regarding city's participation in Philadelphia Improvements. (check newspapers)**
- May 6, 1929** **Montauk Steamboat Company, Limited, dissolved. (AR)**
- May 7, 1929** **Gustav Lindenthal defends plans of North River Bridge Company**

- against criticism that tunnels would be superior. (NYT)
- May 8, 1929** **PRR Board approves additional \$5 million for Philadelphia Improvements; \$3.4 million for South Philadelphia Track Elevation; receives new estimate for Philadelphia Improvements of \$61.4 million, not including steam plant, electrification or Suburban Station office building. (MB)**
- May 10, 1929** **Elisha Lee named Pres. of Baltimore & Virginia Steamboat Company, replacing C.S. Krick. (MB)**
- May 9, 1929** **After meeting in Pres. Atterbury's office in Penn Station, representatives of eastern railroads and millers announce reduction in rates on export flour through Sep. 30 in addition to cuts on wheat; done to cooperate with Pres. Hoover's farm relief program. (NYT)**
- May 14, 1929** **ICC charges PRR and Pennsylvania Company with violating the Clayton Antitrust Act through purchase of stocks of LV and Wabash. (RyAge)**
- May 15, 1929** **Western Air Express, Inc., establishes passenger service between Los Angeles and Albuquerque. (Davies)**
- May 16, 1929** **In speech to luncheon of the Bond Club in New York, Pres. Atterbury restates his vision of railroads as integrated transportation companies, urges government to permit railroads a rate of return sufficient to attract new capital. (RyAge)**
- May 16, 1929** **PRR adds extra deckhand and half-oiler to each tug in Cape Charles-Little Creek service to compensate for faster turnarounds. (LC)**
- May 16, 1929** ***Kentucky Derby Special* departs Penn Station in four sections, including one made up of private cars. (NYT)**
- May 16, 1929** **VP George LeBoutillier hosts meeting of 150 members of General Passenger Agents Association at Montauk Point. (NYT)**
- May 1929** **New Trenton Freight Station opens at Barracks Yard.**
- May 20, 1929** **U.S. Supreme Court rules in *St. Louis & O'Fallon Railway vs. U.S.* that ICC valuation must give consideration to reproduction costs in setting rates and recapture clause payments; overturns ICC order that the *St. Louis & O'Fallon Railway* turn over half of its excess earnings for 1920-23. (RyAge)**

- May 21, 1929** **Baltimore & Virginia Steamboat Company sells steamer *B.S. Ford*. (MB - or date of board approval?)**
- May 22, 1929** **PRR Board authorizes additional \$7.4 million for Philadelphia Improvements. (MB)**
- May 22, 1929** **PRR issues warrants to buy Pennroad Corporation shares to its stockholders. (NYT)**
- May 22, 1929** **Pennroad Corporation Board notes 1910 exchange with Reading over purchase of Raritan River Railroad; notes opportunity to buy DT&I and authorizes purchase for up to \$36 million. (Wheeler)**
- May 23, 1929** **PRR secures trackage rights over Big Four (CCC&StL) between Muncie and "Gridley", two miles east of Anderson, Ind.**
- May 24, 1929** **John J. Bernet (1868-) resigns as Pres. of Erie Railroad to become Pres. of C&O, Hocking Valley and Pere Marquette; C&O Pres. William J. Harahan (1867-) demoted to VP; Charles E. Denney (1879-) named Pres. of Erie. (RyAge)**
- May 25, 1929** **ICC authorizes officers of C&O to serve on Pere Marquette; John J. Bernet, Pres. of Erie, becomes Pres. of C&O, Hocking Valley and Pere Marquette. (Wheeler)**
- May 1929** **William A. Vare proposes W.W. Atterbury for Republican Party National Committeeman from Pennsylvania, adding fuel to rumors of deal struck earlier in month; move infuriates both Joseph Grundy and Gifford Pinchot, the former because he hopes to succeed Vare as state boss and the latter because of his opposition to big business. (Davis)**
- Spring 1929** **PRR replaces Bessemer diesel engines in Class A6 switchers with Winton gasoline engines.**
- May 28, 1929** **Regional Plan Association of New York makes public its comprehensive plan for Greater New York Metropolitan Area; calls for a series of joint belt lines and terminals and new passenger terminal at 178th Street & Amsterdam Avenue. (RyAge, NYT)**
- May 29, 1929** **Headquarters of Baltimore & Virginia Steamboat Company moved from Leonardtown, Md., to Salisbury, same as Baltimore & Eastern Railroad. (MB)**
- May 31, 1929** **Last run of through sleeping cars between Indianapolis and Detroit**

and Cincinnati and Detroit on trains No. 154/204 and 200/31. (tt)

- June 1, 1929** Little Creek Branch opens between Norfolk Yard and Camden Heights and between St. Julian Avenue Yard and North Jct. at Norfolk, Va.; Cape Charles-Little Creek freight ferry service inaugurated. (C&C)
- June 1, 1929** New joint PRR/H&M station opens at Journal Square, Jersey City; upper level retained from old station, with new concourse and lengthened platforms. (CE)
- June 1, 1929** Frank J. Fell promoted to new position of VP & Comptroller; A.J. County's title changed from VP in Charge of Treasury, Accounting & Corporate Work to VP in Charge of Finance & Corporate Relations. (MB)
- June 1, 1929** Western Air Express, Inc., service extended from Albuquerque to Kansas City. (Davies)
- June 2, 1929** PRR announces that 11,000 PRR stockholders and employees have already subscribed to Pennroad Corporation. (NYT)
- June 2, 1929** Erie inaugurates *Erie Limited* between Jersey City and Chicago on a 25:00 schedule. (Guide)
- June 2, 1929** Western Air Express, Inc., begins daily service between Los Angeles and Kansas City in competition with Transcontinental Air Transport, Inc. (TWA)
- June 6, 1929** PRR General Counsel (?) Clarence B Heiserman notifies ICC that PRR has no intention of giving up Wabash and LV stock. (NYT)
- June 8, 1929** PRR announces that over 40,000 persons have subscribed to Pennroad Corporation stock; expect to raise all \$87 million. (NYT)
- June 8, 1929** Second night boat placed on Jersey City-Brooklyn ferry. (FerryDept)
- June 9, 1929** New 100-foot turntable installed at Waldo Engine Terminal.
- June 9, 1929** Mary C. Thaw (1842-1929), widow of William Thaw, dies at Pittsburgh. (NYT)
- June 9, 1929** Passenger Traffic Manager David N. Bell dies at Wayne, Pa., in 61st year after 45 years of service. (NYT)

- June 10, 1929** First Class A6 No. 3905 with Winton gasoline engine placed in service at PRR's 4th Street Brooklyn yard.
- June 10, 1929** Pennsylvania Greyhound Lines, Inc., inaugurates bus service between Philadelphia and Pittsburgh; fare is \$8.00 vs. \$12.58 by rail; three round trips via Route 30 and two via Route 22.
- June 1929** Pennsylvania General Transit Company purchases White Bus Company.
- June 12, 1929** PRR Board authorizes \$1.15 million for electrification between New York and Trenton; approves new agreement extending deadline for completing South Philadelphia Track Elevation by five years. (MB)
- June 12, 1929** PRR places gasoline-electric locomotive #3905 in service at North 5th Street Yard in Brooklyn.
- June 12, 1929** Pennroad Corporation Board authorizes completing purchase of DT&I, purchase of Canton Company of Baltimore, creation of National Freight Company and the purchase of 2,500 shares of Scott Brothers, Inc. and 2,688 shares of Baltimore Transfer Company of Baltimore City from American Contract & Trust Company. (Wheeler)
- June 13, 1929** PRR announces that Pennroad Corporation has purchased the Canton Company of Baltimore for \$13 million through the American Exchange Securities Corporation, an affiliate of the Irving Trust Company. (NYT)
- June 14, 1929** PRR files plans for first unit of warehouses (Harborside Terminal) to be built by Pennsylvania Dock & Warehouse Company in Jersey City. (NYT)
- June 14, 1929** NYC inaugurates transcontinental rail-air service to Los Angeles in conjunction with Universal Air Lines (predecessor of United Air Lines) and Santa Fe via *Southwestern Limited*; airplane leg is between Cleveland and Garden City, Kan. with Fokker Trimotors; requires bus transfer to and from airport at Cleveland; four passengers make first westbound trip; New York Mayor Jimmy Walker presents at silver container of Atlantic Ocean water to be presented to Mayor of Los Angeles at a ceremony in Grand Central Terminal. (Guide, PD, NYT)
- June 14, 1929** Eastbound tracks open on new alignment closer to river between Haysville and Shields through Sewickley, Pa., on Eastern Division.

(CE)

- June 15, 1929** **PRR and other railroads sign agreement covering construction and operation of Cincinnati Union Terminal. (MB)**
- June 16, 1929** **Horace E. Newcomet (1874-1944) appointed VP-Western Region, replacing T.B. Hamilton, who is promoted to emeritus position of VP-Chicago. (MB)**
- June 16, 1929** **PRR Board awards stock bonuses totaling \$361,372 to top officers, up to extent of one year's salary. (MB)**
- June 16, 1929** **C.E. Whitlock appointed General Superintendee of Baltimore & Eastern Railroad, replacing W. Miller Wardrop, resigned. (MB)**
- June 17, 1929** **PRR announces that all Pennroad Corporation voting trust certificates have been sold. (NYT)**
- June 17, 1929** **Pennroad Corporation Executive Committee presents charter of National Freight Company. (Wheeler)**
- June 17, 1929** **Pennsylvania Greyhound Lines, Inc., inaugurates bus service between Harrisburg and Wilkes-Barre; also Sunbury-Montandon-Lewisburg and Sunbury-Mount Carmel.**
- June 1929** **Fort Worth oilman W.T. Waggoner names a colt of famous race horse Man O'War "Broadway Limited". (PaNews) (note Man O'War was owned by Samuel? Riddle of Delaware Co)**
- June 1929** **Final phase of bull market begins. (Klein)**
- June 19, 1929** **ICC issues final valuation report on PRR; fixes value of PRR System for rate making purposes as of June 30, 1919, at \$1,884,088,951; contested by PRR which holds value is \$2.659 billion including investments and improvements. (NYT, AR)**
- June 20, 1929** **Pennroad Corporation advances Frank E. Taplin \$1.95 million secured by 12,500 shares of W&LE and 8,500 shares of P&WV. (Wheeler)**
- June 22, 1929** **NYC holds dedication ceremony for new "Central Terminal" at Buffalo, 2.5 miles east of old Exchange Street Station; designed by Fellheimer & Wagner in modified Art Deco style; has 7 platforms and 14 station tracks; opens for revenue service on June 23. (RyAge)**

- June 23, 1929** Special preview trip of coast-to-coast air-rail service for PRR Publicity Dept. officials and guests leaves New York for Los Angeles; returns to New York on June 29. (see 6/26!!)
- June 23, 1929** PRR begins operating into Central Terminal at Buffalo, except for one commuter train to East Aurora, which uses NYC Exchange Street Station near downtown. (CE)
- June 25, 1929** Charles A. Lindbergh and wife Anne Morrow Lindbergh leave New York in his private Falcon biplane to inspect preparations for Transcontinental Air Transport's air-rail service. (NYT)
- June 26, 1929** PRR Board approves purchase of real estate for new, larger Pittsburgh Station in area bounded by Liberty & Penn Avenues and 11th & 20th Streets; also for widening right-of-way through Elizabeth and between Morrisville and Frankford; approves enlargement of Panhandle A & B Yards at Columbus; branch line from Tylerdale, Pa., to W.Va. state line; \$750,000 additional for Phoenixville electrification; \$2.4 million for first phase of Harborside Terminal at Jersey City. (MB)
- June 26, 1929** PRR authorizes lease of space at Harborside Terminal to New Jersey Dock & Warehouse Company for \$50,000 a year. (MB)
- June 26, 1929** Party of 10 departs Penn Station on special preview trip of air-rail service; transfers to Tri-motor *City of Wichita* at Port Columbus next morning; from Los Angeles, make quick round trip to San Francisco on Maddux Air Lines. (NYT)
- June 26, 1929** Baltimore & Eastern Railroad appoints W.R. Davis Superintendent, replacing R.P. Graham; authorizes abandonments, including block signals west of Easton and motor car house at Claiborne. (MB)
- June 26, 1929** Brokerage house of Charles D. Barney & Co. purchases Detroit, Toledo & Ironton Railroad from Henry Ford on behalf of Pennroad Corporation; Jay Cooke II, a member of Charles D. Barney & Co. is also a PRR director and a Pennroad voting trustee; purchase of Canton Company and DT&I incense more liberal members of ICC. (NYT)
- June 26, 1929** B&O files brief with ICC demanding that Wabash reveal what part if any PRR is playing in its demands for a Fifth System. (NYT)
- June 27, 1929** City of Baltimore approves ordinances covering PRR Baltimore Improvements, including new B&P and Union Tunnels to give total

of four tracks through city; clears way for electrification between Wilmington and Washington; city also requires PRR to electrify section between Mount Vernon Yard and Calvert Station, eliminate grade crossings, and build new Calvert Station and two large freight warehouses. (CE)

- June 1929** Pennroad Corporation buys Canton Company of Baltimore from Brooks family for \$13.4 million through Kuhn, Loeb & Co.
- June 1929** National Freight Company organized; a freight forwarding subsidiary of Pennroad Corporation; acquires the Judson Fast Freight Company of Chicago, the second-largest freight forwarder in the U.S.
- June 1929** Henry Ford sells Detroit, Toledo & Ironton Railroad to Pennroad Corporation for \$36 million, realizing \$31 million profit.
- June 29, 1929** PRR operates *Bar Harbor Express* in five sections of 12 cars each for holiday traffic. (NYT)
- July 1, 1929** New produce terminal at Detroit opens; owned by Green Real Estate Company, joint subsidiary of PRR, Pere Marquette, and Wabash.
- July 1, 1929** Post of General Traffic Manager abolished and replaced by General Traffic Manager-Freight (J.B. Large) and General Traffic Manager-Passenger (C.H. Matthews, Jr.); F.W. Conner named Passenger Traffic Manager at Philadelphia; A.H. Shaw to Passenger Traffic Manager at New York; R.M. Flocker to Passenger Traffic Manager at Pittsburgh, and C.E. McCullough at Chicago. (Guide, MB)
- July 1, 1929** American Contract & Trust Company acquires Cambria Bus Company operating between Altoona, Cresson, and Ebensburg, and Northern Cambria Bus Company.
- July 1, 1929** PRR stock closes at 852. (NYT)
- July 1, 1929** New Haven opens new Back Bay Station in Boston, replacing one burned in 1928. (AR)
- July 1, 1929** Wabash Railway files with ICC to create a Fifth System of 7,044 miles by merger of 14 lines, including LV, W&LE, P&WV, WM, L&NE, TP&W and Chicago & Illinois Midland. (NYT)
- July 2, 1929** Party of PRR and Transcontinental Air Transport, Inc., officials

returns to Penn Station after trip to Los Angeles and San Francisco and dress rehearsal for air-rail service. (NYT)

- July 2, 1929** Ferry coaling station at Pier D, Jersey City, abandoned to make way for Harborside Terminal; new coaling station opens at Warren & Plymouth Streets. (CE)
- July 2, 1929** Samuel Rea's estate probated at \$427,693. (NYT)
- July 2, 1929** NYC and City of New York sign agreement covering West Side Improvement. (AR)
- July 6, 1929** Diesel No. 3906 placed in service at 37th Street Yard in Manhattan; replaces No. 859, last PRR steam locomotive within city limits.
- July 6, 1929** Last run of passenger service between Butler and La Otto, Ind. (tt)
- July 7, 1929** First run of *Airway Limited* between New York and Columbus as one leg of combined rail-air two-day service to Los Angeles; name is applied to the first section of *The American* between New York and new airport station at Port Columbus, Ohio; prior to departure, Ford Tri-motor "City of New York" is placed on display in Penn Station and christened by Amelia Earhart, Assistant to General Traffic Manager of Transcontinental Air Transport; train christened by Dorothy Stone; fare is \$338.10, or about twice all-rail fare; service operates at only 50% of capacity for first month; for transporting passengers to planes use "Aerocar" trailer designed by __ Stout of Ford and hauled by Studebaker roadsters; carry 14 passengers and baggage; first flight attendants, or "Couriers," are sons of executives, including C.B. Sudborough, Jr.; couriers wear naval type uniforms, drive the "Aerocars", load luggage, and serve Fred Harvey meals; TAT maintains a network of 79 weather stations covering a corridor 200 miles wide and 2,000 miles long. (TWA, RyAge, NYT)
- July 7, 1929** *The Pilgrim* inaugurated as extra-fare New York-St. Louis train (westbound only) with through cars from Boston; Boston-Cincinnati sleepers inaugurated and Boston-St. Louis sleepers re-introduced; *Gotham Limited* cut to 23:10 between St. Louis and New York eastbound; St. Louis-Pittsburgh section of *The Juniata* inaugurated, converting it to a St. Louis-New York train on old *Gotham Limited* schedule; *The Fort Duquesne* inaugurated as a Chicago-Pittsburgh day train (eastbound only) by adding coaches and parlor car to an all-mail train established a few months earlier. (Guide, Mutual)

- July 8, 1929** Passengers on first westbound *Airway Limited* arrive at Port Columbus at 7:55 AM; transfer to Ford Tri-motors *City of Columbus* and *City of Wichita*; guests at transfer ceremony include Henry and Edsel Ford and Harvey Firestone; at Los Angeles, Mary Pickford christens the *City of Los Angeles*, which is piloted by Charles A. Lindbergh, and Gloria Swanson christens *City of Philadelphia*, piloted by Edward A. Ballande; Lindbergh flies only as far as Winslow, Ariz., where he takes control of westbound *City of Columbus*. (NYT, TWA, Serling)
- July 8, 1929** NYC begins 46-hour air rail service, supplementing existing 60-hour service; uses NYC trains to Chicago and connections to St. Louis; air leg by Western Air Express, Inc. between Kansas City and Los Angeles; fare, \$242. (RyAge)
- July 1929** Western Air Express, Inc. begins offering transcontinental air-rail service with contracts with 35 railroads and other airlines. (TWA)
- July 9, 1929** Charles Lindbergh and Edward Bellande return to Los Angeles from Clovis, N.M., with first westbound passengers; *City of Los Angeles* damaged while taxiing at Albuquerque and another plane substituted. (NYT)
- July 9, 1929** Last run of passenger service on narrow-gauge Waynesburg & Washington Rail__ ; after bringing last regular train into Waynesburg, veteran conductor James L. Shull drops dead of heart attack while seeing off Kiwanas special, the actual last run, depart. (PaNews)
- July 9, 1929** Penn Station handles 213 PRR trains, 466 LIRR, 20 New Haven, and 13 LV, or total of 712; total of 5,742 cars. (RyAge)
- July 9, 1929** PRR places second Class A6 gasoline switcher No. 3906 in service at 37th Street Yard in New York.
- July 10, 1929** Albert Hitchen of Beverly Hills and Turner Wills of Netcong, N.J., first two air-rail passengers, arrive in New York on first eastbound *Airway Limited*; Hitchen, who holds ticket No. 1, takes liner *Majestic* arriving in London eight days after departure. (NYT, RyAge)
- July 12, 1929** ICC orders B&O to provide PRR trackage rights between East Norwood and new Cincinnati Union Terminal. (see 12/15/27)
- July 12, 1929** Ralph H. Bollard of Dillon, Read & Co., W.W. Colpitts and Jay Cooke meet in Pres. Atterbury's office to discuss PRR investment

in Seaboard Air Line. (Wheeler)

- July 14, 1929** ***The Senator* inaugurated as all-Pullman train between Boston and Washington on a 9:35 schedule, fastest yet between Boston and Washington and similar to that of *The Merchants Limited* east of New York; appointments equal to *The Congressional Limited*. (Mutual, RyAge)**
- July 15, 1929** **PRR and Philadelphia Rapid Transit Company (Mitten interests - or recently purchases by PRR? Peoples & Philadelphia RT separate?) open "Pennsylvania Motor Coach Terminal" in New York between 33rd and 34th Streets opposite Penn Station on lot containing LIRR entrance kiosk that was originally intended for future lease as site for office building; depot is a simple one-story brick building used by Peoples Rapid Transit Company lines to Philadelphia and a number of suburban lines to New Jersey. (NYT, RyAge)**
- July 15, 1929** **Pennroad Executive Committee authorizes purchase of over 200,000 shares of B&M. (Wheeler)**
- July 15, 1929** **PRR stock hits new high of 972. (NYT)**
- July 16, 1929** **George D. Ogden promoted from Traffic Manager of Eastern Region to to Assistant VP in Charge of Traffic at New York. (NYT has 7/15?)**
- July 16, 1929** **Walter S. Franklin, formerly PRR General Agent in Detroit, elected Pres. and director of Detroit, Toledo & Ironton Railroad. (NYT)**
- July 18, 1929** **Westbound tracks open completing track elevation opens through Sewickley, Pa., between Haysville and Shields. (CE)**
- July 18, 1929** **Butler & Logansport RPO cut to La Otto & Logansport RPO. (Kay)**
- July 1929** **American Contract & Trust Company acquires 85% interest in Buffalo Storage & Carting Company (inc. 1902), an operator of local cartage and truck routes in upstate New York.**
- July 1929** **New Windy Point (Greenwich Point) export coal yard and dumpers open one mile south of old Greenwich Point piers in South Philadelphia.**
- July 1929** **New Jersey PUC approves Philadelphia-Camden-Atlantic City bus franchises for General Transit Company and Reading**

Transportation Company. (RyAge)

- July 1929** **Pennsylvania PSC grants licenses to Pennsylvania General Transit Company and Reading Transportation Company for Philadelphia-Reading-Pottsville bus lines. (RyAge)**
- July 1929** **Pennsylvania General Transit acquires bus line of Joseph P. Mahan, operating between Philadelphia, Mount Holly, and Browns Mills, N.J., as part of developing Philadelphia-Asbury Park franchise.**
- July 1929** **Dictaphone service added to *The Broadway Limited*.**
- July 19, 1929** **ICC authorizes Pittsburgh & West Virginia Railway to intervene in hearings for B&O control of Buffalo, Rochester & Pittsburgh Rail__. (NYT)**
- July 22, 1929** **ICC approves NKP request to place Wheeling & Lake Erie shares in a voting trust. (Wheeler)**
- July 22, 1929** **PT&T Board authorizes additional \$375,000 for enclosing the Exit Concourse at Penn Station. (MB)**
- July 23, 1929** **Railroads contract for track elevation between Southwestern Avenue and State Street in Indianapolis. (CE)**
- July 23, 1929** **Pennsylvania General Transit acquires the George W. Miller bus line, operating between Wilkinsburg, Export, and Delmont, Pa.**
- July 24, 1929** **PRR, Wabash, P&WV and D&H appear in opposition to B&O bid to acquire Buffalo, Rochester & Pittsburgh. (NYT)**
- July 25, 1929** **PRR sells ferryboat *Cincinnati* to Delaware-New Jersey Ferry Company.**
- July 25, 1929** **First on Pres. Atterbury's farm in East Whiteland Township destroys barn and six thoroughbred horses. (NYT)**
- July 26, 1929** **Frank E. Taplin denies that Pennroad Corporation has offered to acquire his Wheeling & Lake Erie shares by an exchange of stock. (NYT)**
- July 1929** **Transcontinental Air Transport, Inc., establishes information booth in Chicago Union Station. (RyAge)**
- July 29, 1929** **Pennroad Executive Committee authorizes purchase of 100,000**

shres of New Haven; 98,800 shares purchased by end of year for \$12.1 million. (Wheeler)

- July 30, 1929** Subcommittee of Railroad Presidents' Conference under PRR leadership reports in favor of three Port of New York Authority inland union freight houses instead of nine, and for LCL freight only.
- July 30, 1929** Pennsylvania General Transit Company and Philadelphia Rapid Transit Company file for local bus routes to Millville, Bridgeton, Salem, Penns Grove and Ocean City. (NYT)
- Aug. 1, 1929** Baltimore & Eastern Railroad joins PRR Pension and Voluntary Relief Depts. (MB)
- Aug. 3, 1929** Former Chief Engineer of Lines West Thomas Rodd (1849-1929) dies at Pittsburgh at age 80. (PaNews)
- Aug. 3, 1929** Westinghouse shortwave radio station KDKA at Pittsburgh broadcasts entertainment by Red Arrow Quartette and Red Knight Orchestra, made up of PRR employees, to Richard E. Byrd's camp at Little America, Antarctica. (NYT)
- Aug. 3? 1929** ICC approves deal letting Van Sweringens place their Wheeling & Lake Erie stock in trust. (NYT)
- Aug. 3? 1929** N.J. PUC gives Public Service Corporation exclusive intrastate bus rights in south Jersey; PRR and Reading file for injunction on Aug. 5. (NYT)
- Aug. 6, 1929** American Contract & Trust Company acquires Kane-Mt. Jewett Transit Company, operating buses Kane-Mt. Jewett-Smethport.
- Aug. 6, 1929** Baltimore & Virginia Steamboat Company sells steamer *Pocomoke*. (MB - or date of board auth? - Mason says wrecked in collision with Nantucket of Merchants & Miners Nantucket in 1928 and converted to barge in 1929)
- Aug. 9, 1929** Federal Reserve raises discount rate from 5% to 6% but without effect on overheated stock market; however, does attract money from Europe, drawing \$45 million from London over next two months. (Kindleberger)
- Aug. 12, 1929** La Otto & Logansport RPO cut to Columbia City & Logansport RPO. (Kay)

Aug. 12, 1929 **Class HC1 locomotive No. 3700 scrapped at Conway.**

Aug. 1929 **NYC and Universal Air Express announce reduction in transcontinental fare to \$223.51; air link if from Cleveland to Garden City, Kan., on Santa Fe. (RyAge)**

Aug. 1929 **Economic expansion peaks; bear market begins on Wall Street. (NBER)**

Aug. 1929 **Britain and France quarrel over division of German reparations under the Young Plan currently being negotiated to replace the Dawes Plan; France converts some of its pounds to gold, draining the Bank of England. (Kindleberger)**

Aug. 1929 **Pennsylvania General Transit Company purchases Greensburg, New Alexandria & Blairsville Auto Bus Company. (RyAge says is line of McDivitt Bros.)**

Aug. 1929 **New Haven installs car retarders at Cedar Hill Yard at New Haven. (AR)**

Aug. 16, 1929 **PRR changes basis for maintenance of way employees from 10 hour to 8 hour day under agreement of Aug. 2. (NYT)**

Aug. 23, 1929 **Pennroad Corporation Executive Committee authorizes National Freight Company to purchase Judson Freight Company, G.W. Sheldon & Co. and National Carloading Company. (Wheeler)**

Aug. 26, 1929 **New "HARRIS" Interlocking placed in service at north end of Harrisburg station. (CE)**

Aug. 26, 1929 **PRR stock advances to new high of 1033 on Philadelphia Exchange. (NYT)**

Aug. 26, 1929 **B&O opens new New York bus station at Columbus Circle. (Guide)**

Aug. 1929 **PRR stock price peaks at 110 for par-50 shares; all-time high. (NYT)**

Aug. 30, 1929 **ICC authorizes IRR to issue \$14,997,750 in new stock to retire debt to PRR. (NYT)**

Aug. 30, 1929 **Cambria Bus Company buys franchise of Diamond Bus Company for local business between Altoona and Patton, Pa.**

- Aug? 1929** ICC examiner Harry C. Ames approves railroad container service in principle, but that present rates are unlawful; service must be confined to Official Territory; thus interstate rates of NYC, LV, PRR and Missouri Pacific are illegal. (NYT)
- Sep. 1, 1929** Pennsylvania General Transit begins first bus services west of Pittsburgh; Indianapolis-Vincennes and Spencer-Martinsville, Ind.
- Sep. 3, 1929** Dow Jones industrials reach bull market peak of 381.17, a level they will not reach again until 1954. (Wyckoff)
- Sep. 3, 1929** Pennroad Corporation announces formation of National Freight Company, a freight forwarder, which will use containers of Keystone Container Car Company; to compete with United States Freight Company and L.C.L. Corporation, controlled by NYC. (NYT)
- Sep. 3, 1929** Transcontinental Air Transport, Inc. plane *City of San Francisco* crashes into a mountain 26 miles west of Gallup, N.M.; all five passengers and three crewmen killed; causes a fall-off in traffic. (RyAge, Serling)
- Sep. 3, 1929** Pennroad Corporation announces formation of National Freight Company, which will use containers of Keystone Container Car Company; is to compete with United States Freight Company, which uses devices of L.C.L. Corporation developed under direction of former NYC Pres. A.H. Smith; E.C. Strohm, former Chairman of United States Freight Company, is named head of National Freight Company. (NYT)
- Sep. 3, 1929** Central Pennsylvania Coal Producers' Association issues bulletin charging that their trade is being deliberately "strangled" by the Northern railroads to protect their investments in the Pocahontas roads; threatens to appeal to Congress to divorce Northern and Pocahontas roads. (Lambie)
- Sep. 4, 1929** Railroad President's Conference accepts Port of New York Authority plan for three inland union freight houses for LCL traffic.
- Sep. 5, 1929** Pennroad Corporation Board authorizes purchase of 220,000 shares of P&WV. (Wheeler)
- Sep. 7, 1929** In petition filed with ICC, Canton Company of Baltimore admits it is controlled by Pennroad Corporation. (NYT)

- Sep. 8, 1929** PRR announces it will install solariums in 10 8 section-buffet-lounge cars in the *Club* series for use on east-west trains. (NYT)
- Sep. 8, 1929** National Freight Company announces purchase of G.W. Sheldon & Co., freight forwarders of New York and Chicago. (NYT)
- Sep. 1929** New concrete coaling station opens at South Philadelphia Engine Terminal.
- Sep. 1929** PRR distributes stock worth about \$15 million to 34,863 employees who signed up for installment plan buying in July 1928. (NYT)
- Sep. 1929** New Haven installs car retarders at Providence hump yard. (AR)
- Sep. 11, 1929** PRR Board approves location of branch (Wheeling Coal RR?) between Wellsburg, W.Va., and Pennsylvania state line; authorizes double-tracking and change of line on St. Louis Division between Terre Haute and Macksville, Casey and Montrose, and Pierron to Collinsville; authorizes purchase of 100 M1 Class 4-8-2's for \$8.9 million; authorizes abandonment of Dresden Branch between Cooperdale and Woodbury Estates (4.8 miles) and between Montgomery and Blue Ash on Cincinnati Division. (NB: Dresden Br. still in place with pass service til 1931)
- Sep. 13, 1929** PRR opens Passenger Traffic Dept. office on fourth floor of Penn Station. (NYT)
- Sep. 19, 1929** Prices on New York Stock Exchange peak at double level of early 1928. (Kindleberger) (Dow or what index at 381)
- Sep. 20, 1929** Failure of British financier Clarence Hatry amid charges of fraud made public; some British investors begin liquidating their American holdings. (Klein)
- Sep. 21, 1929** First wave of selling hits stock market in last hour of trading in reaction to analyst Roger Babson's prediction of a crash; market recovers next day, but optimistic mood of bull market being replaced by fear. (Klein)
- Sep. 21, 1929** Central Region wins ninth annual PRR track and field meet at Altoona; officials arrive in 23 business cars and employees in 21 trains of tourist sleepers. (NYT)
- Sep. 21, 1929** PRR dispatches two special all-Pullman excursion from New York for persons attending American Bankers Association convention in San Francisco. (NYT)

- Sep. 25, 1929** **PRR Board authorizes widening Panhandle Tunnel #1 at Pittsburgh; enlarging Grogan Yard at Columbus; extending 5th & 6th track between "ELMORA" and "LANE" at Elizabeth, N.J.; grade separation with CB&Q and C&NW at 15th Place & Stewart Avenue, Chicago; authorizes abandonment of 7th Street line in Camden. (MB)**
- Sep. 25, 1929** **PRR announces net operating income for Aug. hits new record of \$13,747,000. (NYT)**
- Sep. 25, 1929** **PRR announces order for 310,000 tons of rails for 1930; largest rail order in history. (NYT)**
- Sep. 25, 1929** **Pennroad Corporation authorizes issue of 3.25 million additional shares to be offered to existing stockholders at \$16.50; underwritten by Kuhn, Loeb & Co. for \$1.50 per share, they being obligated to take unsold shares; 1,596,828 shares sold to public and 1,428,172 to Kuhn, Loeb & Co. (Wheeler)**
- Sep. 26, 1929** **PRR announces third-morning freight service from Chicago and St. Louis to East; earlier in year had announced that westbound service would be third morning all year instead of reverting to fourth morning for winter. (NYT, AR - says 3rd AM intro in 1929)**
- Sep. 26, 1929** **Bank of England raises its discount rate from 5.5% to 6.5% to reverse drain on its reserves to France and America; results in flow of funds back to London and out of New York market. (Kindleberger)**
- Sep. 27, 1929** **New wave of selling on Wall Street. (Klein)**
- Sep. 28, 1929** **Last run of passenger service between La Otto and Columbia City, Ind. (tt)**
- Sep. 28, 1929** **PRR VP Moorhead C. Kennedy entertains 200 business and civic leaders at his summer estate "Ragged Edge" near Chambersburg; two special trains operated, one from Washington and one from Philadelphia. (NYT)**
- Sep. 29, 1929** ***The Golden Arrow* inaugurated as deluxe all-Pullman train between New York and Chicago on a 20:00 schedule; second only to *The Broadway Limited*; runs about one hour behind the *Broadway*; christened at Penn Station by Amelia Earhart; *The Fort Duquesne* extended to operate Chicago-New York (eastbound only) and renamed *The Fast Mail*; running time of *The Pennsylvania Limited***

cut to 20:00 eastbound and 20:50 westbound by eliminating Broad Street Station stop; gives PRR three 20-hour Chicago trains. (Mutual, Guide, RyAge)

- Sep. 29, 1929 NYC inaugurates *Commodore Vanderbilt*, an all-first class extra fare train on 20-hour schedule to Chicago, giving it nine 20-hour Chicago trains (42 round trips) instead of just *Twentieth Century Limited*; adopts PRR strategy of having a fleet of fast trains rather than just one. (RyAge)
- Sep. 29, 1929 PRR assigns 8-section, soda fountain "Sun Parlor Lounge" solarium observation cars in *Club* series to principal trains, including *Pennsylvania Limited*, *Cincinnati Limited*, *Pittsburgher* and *Buckeye Limited/Clevelander*.
- Sep. 29, 1929 Sleeping car line established between New York and York, Pa.
- Sep. 30, 1929 PRR terminates lease to West Philadelphia Stock Yard Company to permit area to be cleared for 30th Street Station and approaches; stockyards are to be relocated to Grays Ferry. (CE)
- Sep. 30, 1929 Reading opens new North Broad Street Station, designed by Horace Trumbauer in classical style, just south of PRR's North Philadelphia Station; at dedication, Reading Pres. Agnew T. Dice says may be able to electrify Philadelphia-New York route in two or three years.. (RyAge, NYT)
- Oct. 1, 1929 Monument to Portage Railroad built of old stone sleepers and located at the foot of Plane No. 6 nine miles west of Hollidaysburg formally presented to state by A.J. County on behalf of PRR, celebrating centennial of Portage Railroad; built by PRR with money provided by state. (Mutual)
- Oct. 1, 1929 PRR appoints J.F. Murray Engineer of Baltimore Improvements. (MB)
- Oct. 2, 1929 Pennroad Corporation begins buying Southern Railway stock; eventually acquires \$1.415 million. (Wheeler)
- Oct. 2, 1929 South Jersey Transit Commission organized to improve mass transit in Philadelphia suburbs. (1931 rept.)
- Oct. 3, 1929 New York stock market begins slipping. (Kindleberger)
- Oct. 3, 1929 Pres. Atterbury discusses "Railroad Credit" on the financial program of WEAFA, NBC's "Red Network" flagship station in New York. (NYT)

- Oct. 4, 1929** British Prime Minister Ramsay (?) MacDonald travels from New York to Washington on special PRR train, en route to conference with Pres. Hoover. (NYT)
- Oct. 1929** New hump placed in service at 53rd Street in West Philadelphia and floodlights installed in 52nd Street Yard. (PaNews)
- Oct. 7, 1929** Merchants Trucking Company incorporated in Virginia; operates New York-Norfolk and local service in Norfolk-Portsmouth area. (when acq. by PRR?)
- Oct. 8, 1929** Pennroad Corporation announces it will raise an additional \$49.9 million through sale of 3.025 million new voting trust certificates at \$16.50; present selling price is \$24.50; issue to be underwritten by Kuhn, Loeb & Co. (NYT)
- Oct. 8, 1929** TAT shows in-flight movies on a flight west from Columbus, using a special projector and screen, and an experiment to create a diversion for passengers; limited to silent newsreels and cartoons; done in part to allay anxiety caused by earlier crash; Britain's Imperial Airways had shown world's first in-flight movies in Apr. 1925. (Mutual, Serling)
- Oct. 9, 1929** PRR Board authorizes following projects: widening right-of-way between Elizabeth and Trenton, N.J.; planning for electrification between Wilmington and Potomac Yard; double-tracking and change of grade between Charlottesville and Philadelphia, Ind. and between Greenville and New Madison, Ohio. (MB)
- Oct. 9, 1929** Pennroad Corporation Board approves arrangement with Dillon, Read & Co. to purchase part of new issue of Seaboard Air Line stock; Pennroad agrees to take balance to bring total sales to 125,000 shares (?); Seaboard had expanded greatly during 1924-1926 Florida boom, particularly large purchases of land, and had been left with large debts; plan called for a large issue of stock to retire debts. (Wheeler)
- Oct. 11, 1929** New cars for *Crescent Limited* in two-tone green and gold paint scheme displayed for public at Broad Street Station; displayed at Penn Station on Oct. 20 and 21.
- Oct. 11, 1929** World Series between New York ___ and Philadelphia Athletics begins in Philadelphia; PRR does big business. (NYT)
- Oct. 11, 1929** Second or Underwriting Syndicate formed to underwrite new issue

of Seaboard Air Line stock; led by Dillon, Read & Co. and Coverdale & Colpitts, but without Pres. Atterbury. (Wheeler)

- Oct. 1929** Work begins on Harborside Terminal in Jersey City.
- Oct. 12, 1929** Promotional short silent movie, *The Broadway Limited*, has premier at RKO-Erlanger Theatre in Philadelphia; distributed by R-K-O. (Mutual)
- Oct. 14, 1929** ICC examiner recommends PRR's application to increase LIRR rent paid for use of Penn Station be denied, but that "reasonable" terms be considered. (NYT)
- Oct. 15, 1929** Madison Square Garden Corporation announces it is negotiating with PRR to build a 50,000-seat open-air arena for boxing matches and bicycle races on air rights over Penn Station approach behind the Post Office between 8th & 9th Avenues. (NYT)
- Oct. 15, 1929** ICC sets valuation of New York Connecting Railroad at \$24.5 million. (NYT)
- Oct. 16, 1929** PRR VP Thomas W. Hulme issues favorable response to Madison Square Garden offer. (NYT)
- Oct. 16, 1929** Frank E. Taplin repays \$1.95 million loan from Pennroad Corporation, and Pennroad pays him \$28.3 million as first payment on P&WV. (Wheeler)
- Oct. 16, 1929** Transcontinental Air Transport, Inc., acquires control of Maddux Air Lines Company, an operator of lateral routes within California; operates under trade name of TAT-Maddux Air Lines; C.M. Keys Chairman and J.L. Maddux Pres. (Moody's)
- Oct. 16, 1929** Another day of sharp selling on Wall Street. (Klein)
- Oct. 17, 1929** PRR announces it has ordered 310,000 tons of rail for 1930, costing \$20 million. (NYT)
- Oct. 21, 1929** Work begins on Passaic River Bridge, first element of Newark Improvements.
- Oct. 21, 1929** PRR and City of Baltimore announce agreement on Baltimore Improvements, including electrification and new double-track Union and B&P Tunnels. (NYT)
- Oct. 21, 1929** Another wild day on Wall Street with 6.1 million shares traded;

- last minute rally hold loss to 2.96 on the Dow. (Klein)
- Oct. 21, 1929** Henry Ford hosts Thomas A. Edison in celebrating "Light's Golden Jubilee" in Dearborn, Mich., with Pres. Hoover and other dignitaries. (Klein)
- Oct. 23, 1929** Pennroad Corporation authorizes purchase of 8,000 shares of Atlantic Coast Line Railroad; costs \$1.48 million. (Wheeler)
- Oct. 23, 1929** PRR announces order for 100 Class M1 (?) 4-8-2's for fast freight service, 50 from Baldwin, 25 from Lima and 25 from Juniata. (NYT)
- Oct. 23, 1929** PRR Board authorizes reverse signaling on tracks 2 & 3 between Overbrook and Paoli. (MB)
- Oct. 23, 1929** PRR/TAT float "The Iron Horse Grows Wings" wins first prize in parade at Pittsburgh celebrating "Light's Golden Jubilee" (50th anniversary of Edison's lamp); float is designed by Harry T. Wilkins, Manager of Exhibits in art deco style; is used in numerous other parades. (PaNews)
- Oct. 23, 1929** Another wave of selling on Wall Street with automotive stocks leading decline; panic builds overnight. (Klein)
- Oct. 24, 1929** "Black Thursday"; first stage of stock market crash, ending the bull market of 1927-29; \$9.5 billion in paper values lost in first two hours of trading; bankers' group led by the House of Morgan begins supporting market by pool buying as in previous panics; total of 12.9 million shares traded. (Kindleberger, Wyckoff)
- Oct. 24, 1929** PRR reports gross earnings for first nine months of 1929 up \$36.1 million over 1928; passenger revenue down slightly. (NYT)
- Oct. 24, 1929** PT&T contracts with Gibbs & Hill to extend Lunch Room counter and provide new kitchen equipment for Savarins, Inc., in Penn Station. (CE)
- Oct. 24, 1929** American Contract & Trust Company acquires 45% interest in Cleveland Cartage Company; major truck operator in Midwest and western Pennsylvania; uses it to perform pick-up & delivery service in Cleveland-Eastern Ohio area.
- Oct. 24, 1929** Union Station Transfer Company incorporated in Ohio; trucking company to do pick-up-and-delivery at Dayton; PRR owns 30%.
- Oct. 25, 1929** Stock market stabilizes, creating a false sense of calm, but over

- weekend, fear again comes to the fore. (Klein)
- Oct. 25, 1929** **New Sewickley, Pa., station opens, completing grade crossing elimination. (CE)**
- Oct. 26, 1929** **Old alignment through Tome Institute station near Port Deposit abandoned and siding on track elevation built in 1927 converted to main line. (GO)**
- Oct. 27, 1929** **PRR, Transcontinental Air Transport, Inc., and Panama Pacific Steamship Company announce \$550 "great circle" ticket, going one way on TAT and the other by ship through the Panama Canal. (NYT)**
- Oct. 28, 1929** **Wave of selling resumes on Wall Street, now spreading to blue chips; 9.2 million shares traded; whereas "Black Thursday" had wiped out small investors and people with high margin accounts, panic now seizes experienced and institutional investors, including German and Dutch investors and out-of-town banks; NYC down 23 points; PRR falls 6 points to just over 90. (Klein, NYT)**
- Oct. 29, 1929** **"Black Tuesday"; second and worst stage of stock market crash; Dow Jones average falls 12.8%, greatest single drop until crash of 1987; 16.4 million shares traded, a record that stands until Apr. 1968; huge blocks of blue chip stocks dumped for whatever they can bring; bankers' pool unable to stem tide; New York Federal Reserve Bank buys \$100 million of government securities to ease credit squeeze, as huge sums are drawn out of the call money market. (Kindleberger. Klein)**
- Oct. 30, 1929** **Two-day rally on Wall Street recovers 63% of loss of "Black Tuesday". (Klein)**
- Oct. 31, 1929** **Federal Reserve cuts discount rate from 6% to 5%. (Wyckoff)**
- Nov. 1, 1929** **PRR opens new seven-story freight warehouse at 31st & Chestnut Streets in West Philadelphia. (Pa. News says 11/15!); replaces old facility at 30th & Market, which is removed to make way for 30th Street Station.**
- Nov. 1, 1929** **PRR announces it will build a new \$1.75 million station at Trenton, N.J., next spring; plan, similar to that at Lancaster, is early victim of Depression. (NYT)**
- Nov. 1, 1929** **Number of PRR stockholders hits new high of 188,047. (NYT)**

Nov. 1, 1929 Federal Reserve cuts interest rates from 6% to 5%. (Kindleberger)

Nov. 4, 1929 Stock market breaks again; Dow drops 15.83 points; Stock Exchange limits trading from 10:00 AM to 1:00 PM to permit clerks to cope with paperwork; PRR down 5-3/4. (Klein, NYT)

Nov. 5, 1929 *New York Times* announces that Pennroad Corporation has acquired the Taplin's holdings of Pittsburgh & West Virginia Railway. (NYT)

Nov. 6, 1929 After pause for Election Day, slide in stock market continues; Dow Jones average falls 9.9%, third greatest drop to this time; selling feeds on itself as brokers' calling margin calls from first day's loss produces further selling next day. (Klein, PhilInq)

Nov. 6, 1929 ICC authorizes Nickel Plate to acquire control of Wheeling & Lake Erie. (NYT)

Nov. 6, 1929 Old alignment through Port Deposit to "CANAL" Interlocking abandoned and new elevated track built in 1927 converted to main line; switch from old to new alignments delayed two years by lawsuit brought by Town of Port Deposit. (PRRFAX)

Nov. 6, 1929 Car retarders placed in service on eastbound hump at Pitcairn.

Nov. 6, 1929 Trinway & Morrow RPO cut to Trinway & Lancaster RPO. (Kay)

Nov. 8, 1929 Pennsylvania General Transit Company acquires franchises of Greensburg-New Alexandria-Blairsville Auto Bus Company. (see above)

Nov. 1929 PRR receives Cummins diesel engine for use in proposed switcher.

Nov. 11, 1929 Dow drops another 16.14 and continues falling in three-day slide. (Wyckoff)

Nov. 12, 1929 PRR directors leave Philadelphia for three-day great circle inspection tour to Columbus and Cincinnati and return by Fort Wayne. (NYT)

Nov. 13, 1929 Stock market bottoms for year with Dow at monthly low of 198.69, down from 381 in Sep.; in wake of crash, \$550 million had been withdrawn from New York call money market, about half of which was by Great Britain; commodity prices, imports and industrial production fall in wake of crash as panic spreads beyond stock market. (Kindleberger, Wyckoff)

- Nov. 15, 1929** Demolition of train shed of Camden Terminal begins; completed Feb. 5, 1930, and replaced with umbrella platforms.
- Nov. 15, 1929** Transcontinental Air Transport, Inc., cuts rail-air fare from \$338.10 to \$267.43 to lure patrons; traffic had fallen steeply after stock market crash. (Mutual)
- Nov. 15, 1929** Pres. Hoover announces a series of conferences with business and labor leaders to restore confidence. (Klein)
- Nov. 15, 1929** Federal Reserve cuts interest rates again from 5% to 4.5%. (Kindleberger)
- Nov. 19, 1929** Pres. Atterbury and seven other railroad leaders confer with Pres. Hoover and cabinet at White House; promise to spend \$1 billion in capital improvements over next year. (NYT)
- Nov. 20, 1929** Pres. Atterbury tells *Philadelphia Evening Bulletin* that "business is fundamentally sound."
- Nov. 20, 1929** PRR announces it will order 150 electric locomotives for \$16 million, to operate in pairs at 6,000 HP; Depression interferes with order, which becomes Classes O1, L6 and P5. (NYT)
- Nov. 21, 1929** At second White House conference with business and union leaders, Pres. Hoover extracts pledge of no job cuts and no wage increases. (Klein)
- Nov. 21, 1929** PRR announces it will install automatic train stop between Newark, Ohio, and Columbus, and continuous cab signals between New York and Washington and on lines to Chicago and St. Louis. (NYT)
- Nov. 21, 1929** Samuel A. Latimer (1885-1929), Coal Traffic Manager, dies at Carnegie, Pa. (NYT)
- Nov. 21, 1929** Baltimore & Virginia Steamboat Company sells steamer *Cambridge*. (MB - or date of board auth?)
- Nov. 22, 1929** Pres. Hoover hosts meeting of railroad leaders at White House to urge them to increase capital spending to \$1 billion in 1930; Elisha Lee represents PRR in absence of Pres. Atterbury; heads of trunk lines are non-committal before meeting. (NYT)
- Nov. 26, 1929** New York Stock Exchange resumes normal hours. (Klein)

Nov. 26, 1929 Central steam heating plant placed in service in West Philadelphia.

Nov. 26, 1929 New Seaboard Air Line stock offered to existing stockholders; offer expires Jan. 9, 1930. (Wheeler)

Nov. 26, 1929 Baltimore & Virginia Steamboat Company sells steamer *Joppa*. (MB - or date of board auth?)

Nov. 27, 1929 PRR Board approves recent purchase of 91,400 shares of New Haven for \$9.67 million and authorizes purchase of additional 8,600 shares; authorizes additional \$6 million for Philadelphia Improvements. (MB)

Nov. 27, 1929 PRR announces issue of \$72 million in new stock to old stockholders and \$18 million to employees to retire \$50 million in bonds due April 1, 1930 and finance improvements; current stockholders may subscribe at par \$50 per share (vs. current market price of 83) up to 122% of current holdings. (PR, NYT)

Nov. 30, 1929 Philadelphia & Millville RPO and Millville & Wildwood RPO consolidated as Philadelphia & Wildwood RPO. (Kay)

Late 1929 Connections to 8th Avenue Subway built at Penn Station. (C&C, CE)

Dec. 1, 1929 Number of PRR stockholders hits a new high of 191,079, mostly because of employee stock purchase plan. (NYT)

Dec. 1, 1929 W.B. Wood named Engineer of Baltimore Improvements; Lewis Neilson promoted to emeritus position of VP-Secretarial Dept.; J. Taney Willcox named Secretary, replacing Neilson. (MB)

Dec. 1, 1929 T.H.B. McKnight, VP of Pennsylvania Company and PCC&StL retires after 52 years of service. (NYT)

Dec. 1, 1929 Pennsylvania Greyhound Lines, Inc., inaugurates bus service between Baltimore and Harrisburg.

Dec. 1, 1929 Ten NYC trains begin using new Cleveland Union Terminal westbound. (AR)

Dec. 1, 1929 Cape Charles-New York excursion train derailed at Onley, Va., just after midnight; 9 killed and 40 injured; many were sailors on weekend leave. (NYT)

- Dec. 2, 1929** Pennroad Corporation pays Kuhn, Loeb & Co. \$5.25 million as fee for underwriting new stock issue. (Wheeler)
- Dec. 2, 1929** In State of the Union Address, Pres. Hoover calls for tax cuts, expediting railroad consolidation, a new tariff and banking reform. (Klein)
- Dec. 1929** PRR displays new company flag, a red keystone within a white keystone on a red field. (Mutual)
- Dec. 4, 1929** Boston & Maine confirms rumors that Pennroad Corporation has acquired between 10% and 15% of B&M. (NYT)
- Dec. 5, 1929** PRR is to apply for widening for six tracks between Newark and "ELMORA." (NYT)
- Dec. 5, 1929** Association of Transportation Officers of the Pennsylvania Railroad holds last semi-annual meeting at Lord Baltimore Hotel in Baltimore; dropped in 1930 because of Depression. (ATO)
- Dec. 5, 1929** ICC, in annual report made public today, says it will soon submit its own consolidation plan and asks Congress to rein in activities of railroad holding companies like Alleghany Corporation and Pennroad. (NYT)
- Dec. 6, 1929** U.S. Senate votes to deny seat to William S. Vare, elected in Nov. 1926, on ground his election was tainted by fraud, as charged by ex-Gov. Pinchot. (NYT)
- Dec. 6?, 1929** Pa. Gov. Fisher appoints Joseph P. Grundy to be U.S. Senator in place of William S. Vare, who was denied his seat by the Senate; presages split between Grundy, Fisher and the Mellons on one side and Atterbury and Vare on the other. (NYT)
- Dec. 6, 1929** Northern Cambria Bus Company merged into Cambria Bus Company. (MB)
- Dec. 7, 1929** NYC's deluxe coach *Motor Queen* makes last run between Detroit and Cincinnati as extra features do not make it profitable. (RyAge)
- Dec. 8, 1929** New York, Westchester & Boston Railroad opens extension from Rye to Port Chester, N.Y.; Depression ends any further construction. (AR)
- Dec. 9, 1929** ICC issues its "final" consolidation plan with a five-system East; PRR to be stripped of all loosely-controlled roads except the LIRR;

fifth system to be created from LV, Wabash, N&W, Wheeling & Lake Erie, Pittsburgh & West Virginia, C&O of Indiana, and Seaboard Air Line; the four trunk lines unite against it. (was probably released several wks later)

- Dec. 10, 1929 PRR voluntarily places cab signals with acknowledger in service between Manhattan Transfer and Millham Jct. on New York-Philadelphia main line.
- Dec. 11, 1929 Baltimore & Virginia Steamboat Company sells steamer *Tred Avon*. (MB - or date of board auth?)
- Dec. 12, 1929 TAT-Maddux Air Lines extends two-day rail-air service to San Francisco, San Diego, and Agua Caliente, Mexico. (Mutual)
- Dec. 12, 1929 New round of declines begins on Wall Street. (Klein)
- Dec. 13, 1929 PRR announces it will sell vacation tickets to any point on PRR with holiday wrapping for use as Christmas gifts. (NYT)
- Dec. 15, 1929 *The Duquesne* inaugurated as a day train between Philadelphia and Pittsburgh on 8:00 schedule; Pittsburgh-St. Louis section of *The Metropolitan* No. 155 inaugurated (westbound only) giving third 24:00 St. Louis train. (Guide)
- Dec. 15, 1929 PRR places 14-single room sleepers on *The Pittsburgher* No. 60-61, *The Philadelphia/Pittsburgh Night Express*, *The Cleveland* No. 39, and the Cleveland section of *The Red Arrow* No. 368. (Guide)
- Dec. 15, 1929 New straightened channel for South Branch of Chicago River opens; cost \$9 million; required relocation of many railroad yards and bridges. (CE)
- Dec. 17, 1929 ICC begins two days of hearings on reconsideration of application of L.F. Loree's New York, Pittsburgh & Chicago Railroad for new straight line between Easton and Allegheny, Pa.; applicants have dropped plans for branches running south and west in Pittsburgh industrial district. (RyAge)
- Dec. 18, 1929 Pennroad Corporation approves arrangement with Kuhn, Loeb & Co. to take option on 15,000 shares at \$16.50. (Wheeler)
- Dec. 18, 1929 PRR Board authorizes \$1.03 million for cab signals on Pittsburgh Division. (MB)
- Dec. 19, 1929 PRR, SAL and Norfolk Southern inaugurate *Carolina Golfer*, No.

196-197, an all-Pullman, winter-only train between New York and Pinehurst, N.C., via Raleigh. (Guide)

- Dec. 20, 1929** **Provident & Loan Association announces it will loan employees money to pay for thier stock allotments at 6%. (NYT)**
- Dec. 21, 1929** **ICC submits its own consolidation plan calling for a total of 21 systems; abandons old stance in favor of four-system East for five systems; PRR gets nothing beyond a large number of money-losing short lines that connect with it; NYC the same; B&O gets Reading and CNJ; C&O gets Erie, DL&W and Nickel Plate; Wabash to be combined with Seaboard Air Line and get LV, W&LE, P&WV and TP&W. (NYT)**
- Dec. 22, 1929** **In *New York Times* interview, Pres. Atterbury expatiates on his vision of railroads as integrated transportation companies owning airplanes, steamships, trucks and buses; "In order to protect the \$25 billion invested in the railroads, it is necessary that the roads be permitted to take a larger part in the field of transportation." (NYT)**
- Dec. 24, 1929** **PRR reports record number of holiday travelers, up 15% from 1928; 100 extra trains operated; all Blue Ribbon trains run in two sections and *American* in three sections. (NYT)**
- Dec. 1929** **PRR opens "Travel Shop" ticket office with art deco murals at 360 North Michigan Avenue and Wacker Drive; murals include "Spirit of Transportation." (RyAge, Guide)**
- Dec. 1929** **PRR orders six parlor and two observation cars for *The Senator*. (check Pullman list)**
- Dec. 1929** **Weak recovery begins on Wall Street, fueling hopes that panic will be brief.**
- Dec. 28, 1929** **Sen. James G. Couzens of Michigan demands ICC or Senate investigate railroad holding companies and their impact on consolidation. (NYT)**
- Dec. 31, 1929** **PRR System acquires trackage rights over Patapsco & Back River Railroad between Bear Creek and Pennwood Park, Md. (C&C)**
- Dec. 31, 1929** **NYC begins work on West Side Improvement with public ceremony pulling first spike from track in 11th Avenue. (AR)**
- Dec. 31, 1929** **Van Sweringen system is largest in terms of route mileage at**

28,411; Northern Pacific/Great Northern is second and PRR is third.

- 1929 PRR operating ratio hits post-World War I bottom of 72.1%.**
- 1929 Part of exit concourse enclosed at Penn Station. (AR)**
- 1929 Automatic signals installed between Newark, Ohio, and Columbus. (ATC in 1927!!)**
- 1929 Peak year for LIRR; 118.9 million passengers carried.**
- 1929 New York City completes Cross Bay Boulevard causway across Jamaica Bay to Rockaway; causes 10% drop in LIRR passenger traffic to Rockaways.**
- 1929 B&O's *Capitol Limited* begins bypassing Pittsburgh station to save time used in back-up maneuver. (Sanders)**
- 1929 Pennsylvania Dock & Warehouse Company incorporated to build large warehouse and freight piers north of PRR's Exchange Place Terminal at Jersey City.**
- 1929 West Jersey & Seashore Railroad abandons outermost 1.12 miles of branch at Stone Harbor. (C&C)**
- 1929 Two experimental Class K5 4-6-2 passenger locomotives built with poppet valves and Caprotti valve gear; designed by W. F. Kiesel.**
- 1929 PRR builds three experimental gasoline-electric switching locomotives for service in New York area.**
- 1929 Automatic signals installed between Toledo Jct. and Toledo and between Carleton and Ecorse Jct. on Toledo Division main line.**
- 1929 Automatic signals installed between Harrisburg and Northumberland, Pa.**
- 1929 Work continues on Donohue-Derry cutoff; probably suspended in 1930. (AR)**
- 1929 Wheeling Terminal Railway abandons 1.28 miles at Benwood. (C&C)**
- 1929 Westbound yard at Columbus, Ohio, enlarged. (AR)**

- 1929** Change of line and yard improvements completed at Jeffersonville, Inc. (AR)
- 1929** W.F. Kiesel works on "super-Atlantic" E8 class.
- 1929** "PRR Salad Bowl" developed as feature of dining car service; mixed greens with Roquefort cheese and french dressing. (Mutual)
- 1929** Walter S. Franklin named General Superintendent of Northwestern Grand Division; later in year is named Pres. of Detroit, Toledo & Ironton.
- 1929** Florida East Coast Railway and Pan American Airways, Inc., begin rail-air service with plane link between Miami and Havana, connecting from the *Havana Special*.
- 1929** New Haven's New England Transportation Company begins truck service. (AR)
- 1929** NYC sells all of its 15,456 shares of New Haven. (AR)
- 1929** New York Central Building opens at New York City. (AR)
- 1929** NYC increases number of 20-hour New York-Chicago trains from two to nine; new train service inaugurated between Pittsburgh and Chicago. (AR)
- 1929** NYC reduces fast freight time to Chicago and St. Louis from fourth morning to third morning. (AR)
- 1929** Atlantic City & Suburban Rail__ abandons all service between Atlantic City and Somers Point via Absecon. (ElctRyJrnl - prob. in spring)