

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

**By Christopher T. Baer**

**1930**

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**All data subject to change or corrections**

- Jan. 1, 1930            Cresson Division moved from Eastern Pennsylvania General Division (Eastern Region) to Western Pennsylvania General Division (Central Region) and Bellwood-Irvona section ceded to Middle Division. (MB, PaNews)
- Jan. 1, 1930            Monongahela Railway opens the former Chartiers Southern Railway between Mather and Waynesburg, Pa., (7.13 miles) for freight service only; renders the narrow-gauge Waynesburg & Washington Railroad redundant. (AR, C&C)
- Jan. 1, 1930            Richard C. Morse promoted from General Superintendent-New York Zone to Assistant to General Manager-New York Zone. (MB, PR)
- Jan. 1, 1930            Refurbished Harrisburg Railroad YMCA holds open house. (PaNews)
- Jan. 1, 1930            Chicago-Louisville *Louisville/Chicago Daylight Express* Nos. 316-317 combined with *The Flamingo* to the east coast of Florida. (PR)
- Jan. 1, 1930            PRR reports a records 196,119 stockholders, in part because of the new employee stock ownership plan. (Mutual)
- Jan. 1, 1930            Toledo & Ohio Central Railway (NYC) begins operating into Columbus Union Station under agreement dated Jan. 24, 1930. (VPWR)
- Jan. 1, 1930            Hillside Coal & Iron Coal Company leased to Pennsylvania Coal Company; Pennsylvania Coal Company leased to The Pittston Company for 25 years as part of the Van Sweringens' pyramiding of the Erie Railroad's coal properties. (Minor)
- Jan. 1, 1930            Wilson Line, Incorporated, buys all the assets of Geo. W. Bush & Sons

- Company, successor to a line of freight boats running between Philadelphia and Wilmington since 1774. (Moody's)
- Jan. 2, 1930 LIRR declares 6% annual dividend. (PR)
- Jan. 2, 1930 43-story Hotel New Yorker opens at 34th Street & 8th Avenue in New York; largest in the city with 2,503 rooms; part of increasing development around Penn Station. (NYT)
- Jan. 2, 1930 By-Products Coke Corporation renamed Interlake Iron Corporation; Pickands, Mather & Co. combines its 4 blast furnace companies, the Perry Furnace Company at Erie, the Federal Furnaces at Chicago, the Toledo Furnaces and the Zenith Furnace at West Duluth, into the new corporation. (AI&SI, EncycCivIndHist)
- Jan. 3, 1930 National Association of Owners of Railroad & Public Utility Securities issues statement belittling the ICC's consolidation plan. (NYT)
- Jan. 5, 1930 Central Committee of the Soviet Communist Party calls for the complete collectivization of agriculture within two years and an end to all private farming; although they back off somewhat on Mar. 14 after strong resistance on the part of the peasants, half of all peasant household are collectivized in the first 5 months, and the process is completed by the end of 1932; the wealthier peasants or *kulaks* are made a special target. (Conquest, wiki)
- Jan. 6, 1930 New Class K5 4-6-2 No. 5598 is placed on No. 15 between Philadelphia and Altoona. (PaNews)
- Jan. 6, 1930 Brill gas-electric railcar placed on the Muskegon Branch.(PaNews)
- Jan. 7, 1930 A PRR Engineering Dept. memo for Pres. W. W. Atterbury ranks the anthracite coal companies in terms of low-cost-mining reserves with Glen Alden Coal Company at no. 1, Lehigh Valley Coal Company at no. 2; Susquehanna Collieries Company has medium mining costs, and its reserves are being exhausted, therefore the Lehigh Valley Coal Company, whose mines are served by the Lehigh Valley Railroad, offers the best hope for good reserves. (Wheeler)
- Jan. 7, 1930 Thomas Fortune Ryan Estate sells half the stock of the Chicago & Eastern Illinois Railway to the Chesapeake & Ohio Railway through Paine, Webber & Co., the C&O having the option to buy within two years through its subsidiary Virginia Transportation Company; this is the Van Sweringens' last railroad acquisition. (Wheeler)
- Jan. 8, 1930 PRR Board authorizes double-tracking between Dupont and Casey, Ill.,

- on St. Louis Division; converting 20 P54 coaches to MP54 MU cars; a new 350-ton coaling station at Meadows Yard; extending Penryn passing sidings to 135-car trains; rearranging Scully Yard. (MB)
- Jan. 8, 1930 PRR Board approves the sale of the Fairbrook Branch to the Bellefonte Central Railroad. (MB)
- Jan. 8, 1930 PRR Board approves the following retirements: Morrell Branch at Dunbar, Pa.; 10-stall roundhouse and engine terminal east of White Hill, Pa.; "QN" Interlocking at Tryonville, N.Y.; station at Deer Park, Ohio. (MB)
- Jan. 8, 1930 Western New York & Pennsylvania Railway declares first dividend since its formation in 1895; 5% on preferred and 4% on common. (PR)
- Jan. 8, 1930 New bunk house opens at the Orangeville Engine Terminal in Baltimore. (PaNews)
- Jan. 9, 1930 Pres. Atterbury and Chief of Motive Power F.W. Hankins reject Baldwin Locomotive Works offer of developing a 4-8-2 with 80" drivers; would require redesign of frames, boiler, etc. of M1a. (CMP)
- Jan. 9, 1930 Pres. Hoover nominates William E. Lee (1882-1945), a railroad lawyer and judge, to the ICC to fill the unexpired term of Johnston B. Campbell, resigned; Lee is reappointed by presidents Roosevelt and Truman and serves until Dec. 1952. (NYT, NCAB)
- Jan. 1930 Pitcairn Car Shop turns out first of 100 70-ton hoppers equipped with Timken roller bearings; first roller-bearing freight cars; are used in service between Cresson Division and tidewater and are to be tested soon as a single train near Trinway, Ohio. (PR)
- Jan. 10, 1930 At the urging of the minority stockholders, West Jersey & Seashore Railroad Board appoints committee to consider lease to PRR. (MB)
- Jan. 10, 1930 Because of stock market crash, 1,608,474 of 1,892,630 shares of new Seaboard Air Line Railway stock remain unsold and in hands of the Syndicates; Dillon, Read & Co. informs Pennroad Corporation that it is obligated to take 402,119 shares for \$4.5 million instead of the \$1.4 million Pennroad had been planning to invest in Seaboard. (Wheeler)
- Jan. 10, 1930 TAT-Maddux Air Lines announces further fare cut to \$159.92 or about 5 cents per mile. (NYT)
- Jan. 11, 1930 Westinghouse radio station KDKA in Pittsburgh broadcasts a program of PRR entertainment featuring the "Golden Arrow Orchestra" and the "Red Arrow Quartet" via shortwave to Canadian Mounties, fur

trappers, missionaries, scientists and others isolated in northern Canada and Alaska. (PR)

- Jan. 11, 1930 William Z. Ripley reports to Pres. W. W. Atterbury that the B&O is receptive to resuming the Four-Party conferences but that the Van Sweringens are opposed as the four-system plan makes the PRR too big. (Wheeler)
- Jan. 11, 1930 Van Sweringens incorporate The Pittston Company in Delaware to work the coal lands of the Pennsylvania Coal Company and Hillside Coal & Iron Company (the Erie Railroad's anthracite coal properties) and the United States Distributing Corporation to control warehouses, trucking and ice and coal distribution; the Pennsylvania Coal Company then leases the mines of the Hillside Coal & Iron Company, and The Pittston Company leases the Pennsylvania Coal Company; 90% of The Pittston Company's stock is eventually held by the Alleghany Corporation and other Van Sweringen companies. (Wheeler, Splawn - Moodys has 1/13)
- Jan. 12, 1930 PRR locomotive No. 3492 (what type?) hauls 32 box cars of automobiles that have been displayed at an automobile show at the Grand Central Palace in New York to another show in Philadelphia; the train runs from Shanley's Cut "SC" Tower in Jersey City to South Street, Philadelphia, in 2:09. (PaNews)
- Jan. 1930 Pullman parlor-lounge cars with broilers and soda fountains and 12 wicker lounge chairs replace conventional club cars on New York-Philadelphia "Clockers." (PaNews)
- Jan. 1930 Seaboard Air Line Railway begins rail-air service to Havana using flying boats from Miami; 39:25 schedule from New York.
- Jan. 1930 B&O begins its own series of human interest advertising featuring employees, copying PRR campaign of 1926-1928. (Marchand)
- Jan. 13, 1930 Memo of (confidential secretary?) J.V. Reaph to W.W. Atterbury on consolidation notes that the necessity of protecting the weak railroads has disappeared in the Depression; the PRR stands to lose in any consolidation plan and should "throw cold water" on any consolidation movement; a notation by General Counsel Clarence B. Heiserman notes, "we are already trying the 'cold water' treatment." (Wheeler)
- Jan. 13, 1930 PRR sells a record ticket 83 inches long at Penn Station to Robert M. Davis of McGraw-Hill Publishing Company, who is making a tour of 35 cities; it covers 13,500 miles over 17 railroads; such huge, multi-part tickets are a popular vaudeville joke. (NYT, PaNews)

- Jan. 13, 1930                      New YMCA opens at Shire Oaks. (PaNews)
- Jan. 13, 1930                      ICC orders B&O to divest itself of holdings of Western Maryland Railway. (B&O AR)
- Jan. 14, 1930                      Transcontinental Air Transport, Inc., cuts air portion of fares 50% to 6 cents per mile; total fare cut from \$267.43 to \$159.93, about equal to all-rail fare; ridership jumps 50% in Feb. 1930 and begins to climb sharply until 18 planes required daily; during winter, many flights had been cancelled with passengers put on trains, and planes usually only carried two or three passengers; even with increased ridership, TAT's share is too small to be profitable. (Mutual, PR, PaNews, RyAge, Serling)
- Jan. 14, 1930                      Pennroad Corporation purchase of \$4.5 million of Seaboard Air Line stock closed. (Wheeler)
- Jan. 15, 1930                      LIRR files answer to PSC inquiry on poor service; says it is burdened by short-distance travel within Brooklyn and Queens that should be accommodated by the city transit system and suggests that the city take over more service within city limits. (PR)
- Jan. 15, 1930                      New 46th Street engine terminal placed in service in West Philadelphia.
- Jan. 15, 1930                      Cab signals placed in service between Darby and Wilmington (West Yard), Perryville and Bay View, and Fulton Jct. to 12th Street, Washington.
- Jan. 15, 1930                      Lehigh Coal & Navigation Company stockholders vote to accept the Pennsylvania Constitution of 1874, which will allow it to take advantage of new legislation covering its canals and water resources; as the Constitution forbids the combination of coal mining and transporting privileges that the company has enjoyed under grandfather rights dating to 1822, they also vote to spin off the mining and selling of coal to separate subsidiaries, converting the LC&N into a holding company. (LC&N AR)
- Jan. 1930                              Father Charles Coughlin (1891-1979), a parish priest of the National Shrine of the Little Flower Church in the Detroit suburb of Royal Oak, Mich., who has made weekly religious radio broadcasts since 1926, begins making political broadcasts denouncing socialists and Communists, but also the capitalists whose greed is supposedly driving the working class to the far left; he attracts an audience of millions and becomes one of the most voluble proponents of right-wing Populism in the U.S. during the Depression decade; he becomes a *bête noire* for

urban sophisticates and those on the left. (wiki)

- Jan. 16, 1930 Wabash River flood inundates Vincennes, Ind., after levees break the night before. (PaNews)
- Jan. 16, 1930 Erie Railroad announces that it has leased the Pennsylvania Coal Company and Hillside Coal & Iron Company to the Pittston Company and distributed \$21.5 million in Pittston Company stock to its stockholders. (NYT)
- Jan. 17, 1930 Pennsylvania General Transit Company acquires assets of Kane-Mt. Jewett Transit Company, operating buses between Kane and Smethport, Pa.; Kane-Mt. Jewett Transit Company dissolved. (MB)
- Jan. 17, 1930 Van Sweringens announce that their Pittston Company has acquired control of the United States Distributing Corporation, which through subsidiaries distributes anthracite coal for the Erie Railroad and Delaware & Hudson Company and also controls the United States Trucking Corporation. (NYT)
- Jan. 18, 1930 60 former Empire Line, Anchor Line and NYP&N Railroad employees have a 20<sup>th</sup> anniversary dinner at Mosebach's in Philadelphia. (PaNews)
- Jan. 19, 1930 TAT-Maddux Air Lines suffers worst U.S. air disaster to date; two planes collide in fog 10 miles south of Oceanside, Calif.; two pilots and 14 passengers killed. (NYT)
- Jan. 30, 1930 Pres. Hoover states that the worst effects of the Crash on employment will pass in the next 60 days. (NYT)
- Jan. 21, 1930 PRR agrees to sell Lehigh Valley Railroad tickets at Park Place, Newark, Station. (MB)
- Jan. 21, 1921 Matson Lines (?) begins a transcontinental "boat train" to meet the sailings of the *Malolo* between San Francisco and Hawaii; through cars run on the *Twentieth Century Limited*, *Broadway Limited* and *Overland Limited*; cuts the total time to Hawaii from 11 to 8 days. (RyAge - verify date??)
- Jan. 21, 1930 William H. Williams of the Wabash Railway writes to Kuhn, Loeb & Co. re forming a Fifth System. (Wheeler)
- Jan. 22, 1930 PRR Board authorizes 3.4 million new shares (\$170 million) to be sold at par (\$50) or above; 360,000 shares are to be sold to officers and employees. (MB)

- Jan. 22, 1930 PRR Board authorizes increasing clearance in New York-Pittsburgh Subway for M1 locomotives; appropriates \$1.06 million for enlarging Grogan Yard in Columbus; building wye connection between the Cincinnati and Logansport Divisions at Ridgeville, Ind. (MB)
- Jan. 22, 1930 PRR authorizes additional crossover between tracks 16 & 17 and track changes in Yard B at Penn Station; because of Depression, not carried out until 1931, when done as part of a.c. electrification. (CE)
- Jan. 22, 1930 PRR Board authorizes the following retirements: Oakington, Md., station; old wye connection at Perryville, Md. (MB)
- Jan. 22, 1930 PB&W signs new agreement with the City of Philadelphia extending the time for the July 1921 agreement for elevating the 60<sup>th</sup> Street Branch for five years. (MB)
- Jan. 22, 1930 Committee reports to West Jersey & Seashore Railroad Board on lease to PRR; from 1921 til the stock market crash, the company has earned an average of 8.9% on the stock and paid dividends of 4%, and 5% between 1924 and 1928; the company will need money to modernize the old electric lines of 1906, electrify the main line to Atlantic City, and eliminate grade crossings; the PRR will be better able to raise funds; recommend a lease at 6%. (MB)
- Jan. 22, 1930 Connecting Railway Board authorizes additional platforms, shelters and waiting room at North Philadelphia Station. (MB)
- Jan. 22, 1930 PRR signs new agreement for track elevation in Dayton, Ohio. (MB, CE)
- Jan. 22, 1930 Pres. Atterbury announces that 98.15% of the \$71,836,050 employee stock allotment has been subscribed. (PR)
- Jan. 22, 1930 Checked baggage service is discontinued on the 2-hour New York-Philadelphia "Clockers." (PaNews)
- Jan. 23, 1930 New joint PRR-Lehigh Valley Newark Bay Bridge opens between Oak Island and Greenville; two-track vertical lift type; the bridge is 4,025 feet overall with a 331-foot lift span; controlled by a new "BAY" Interlocking at the west end; raised to meet federal requirement for 35-foot regular clearance; it also permits Class M1 4-8-2 locomotives to operate to Greenville. (PaNews, LV AR, Mutual)
- Jan. 23, 1930 Ground broken for the Ridge Street Spur of the Broad Street Subway to 8<sup>th</sup> & Market Streets, still the location of the main department stores. (SEPTA)

- Jan. 24, 1930 Union Depot Company (Columbus) agrees with NYC for the Toledo & Ohio Central Railway to use the Union Station. (MB)
- Jan. 25, 1930 William Z. Ripley informs Pres. W.W. Atterbury that O.P. Van Sweringen refuses to attend a new Four-Party conference. (Wheeler)
- Jan. 25, 1930 ICC criticizes the Wabash Railway's proposal to form a Fifth System as incomplete. (Wheeler)
- Jan. 26, 1930 Clement M. Keys announces he is retiring as Pres. of TAT-Maddux Air Lines to become Board Chairman; Jack L. Maddux (1888-1937) named Pres. and Daniel M Sheaffer of PRR to Chairman of Executive Committee. (NYT)
- Jan. 27, 1930 Pres. W.W. Atterbury writes directly to O.P. Van Sweringen but receives a vague reply; attempts to revive the Four-Party conferences fail. (Wheeler)
- Jan. 27, 1930 New freight station opens at 11th Street in downtown Pittsburgh. (PaNews)
- Jan. 27, 1930 Reading and CNJ inaugurate the *Williamsporter* No. 120-121, an overnight sleeping car and mail train between Jersey City and Tamaqua, Pa., where it is combined with Reading No. 11-14, the Philadelphia-Williamsport section. (RdgMag)
- Jan. 28, 1930 ICC resumes two days of hearings on L.F. Loree's application for New York, Pittsburgh & Chicago Railroad with testimony by roads in opposition; PRR presents evidence against it but neither the B&O nor NYC assist. (RyAge, Wheeler)
- Jan. 28, 1930 Pennroad's National Freight Company announces it will open freight offices for PRR in every city over 200,000 in population to compete with NYC's United States Freight Company. (NYT)
- ca. Jan. 1930 TAT-Maddux Air Lines buys four 18-passenger Curtiss Condor biplanes for eastern leg of service because of increasing traffic brought on by fare cut; commercial version of bomber. (TWA, PaNews)
- Late Jan. 1930 Pitcairn Shops equip a batch of old Class H21a hopper cars with Timken inboard type roller bearing trucks for comparative tests; they are placed in service carrying coal from the Cresson Division to Philadelphia. (TestDept)
- Jan. 1930 PRR runs first coal train entirely equipped with Timken roller bearings



- from the Cresson Division to tide; consists of 100 70-ton hoppers.  
(First Facts)
- Jan. 1930            New elevated line opens through Port Deposit, Md., completing work on Conowingo Dam line relocation.
- Jan. 1930            Scott Brothers, Inc., acquires control of Peninsula Auto Express Company (incorporated Apr. 1, 1924), a small truck operator on Delmarva Peninsula.
- Jan. 30, 1930        PRR unveils rendering of proposed new classical station at Trenton, N.J., by Ethan Allen Dennison, architect. (NYT)
- Jan. 30, 1930        Frank E. Taplin completes the deliver of 222,930 shares of the Pittsburgh & West Virginia Railway to Pennroad Corporation at 170; Pennroad funds the purchase with a second issue of stock at 16½, or \$47 million. (Wheeler)
- Jan. 30, 1930        Politburo of the Soviet Union orders “the liquidation of the *kulaks* as a class”; *kulaks* are forbidden to join the new state and collective farms; by July, 320,000 households have been subject to de-kulakization; quotas are sent to labor camps in the Gulag or deported to remote areas; the line separating a *kulak* from an ordinary peasant is based on expediency; the process exterminates the Soviet Union’s best farmers, and the resulting chaos is the main cause of the Great Famine of 1932-33; at the same time, the USSR must export grain to help pay for imports of Western technology for its modernization drive. (Service, Conquest, wiki)
- Jan. 31, 1930        PRR discontinues Jersey City-Debrosses Street ferry service at 11:59 PM; one boat transferred to become third boat on Cortlandt Street run. (HC, FerryDept, PaNews)
- Jan. 31, 1930        PRR and CNJ agree to joint ownership and operation of NY&LB; each to pay 50% of NY&LB bond interest; PRR to pay 57% of operating expenses; PRR is to provide the Treasury and Accounting Dept. officers, and CNJ the Operating, Engineering, Law and Real Estate Depts.; each road is to honor the other’s tickets between NY&LB stations and other common points. (MB, Rdg, C&C)
- Jan. 31, 1930        ICC suspends PRR's proposed free bus transfer services at New York and Newark until Sep. 2 on complaints of Erie and NYC; plan was for free bus transportation for parties of 25 or more from Penn Station to any point in Manhattan, the Bronx or Brooklyn. (NYT)
- Early 1930            Cab signals placed in service on joint PRR-B&O line between Newark

and Columbus, Ohio.

- Feb. 1, 1930 PRR begins lowering the track in the No. 2 line of the North River and East River Tunnels at New York to permit the installation of a.c. catenary; No. 1 line is already done. (PaNews)
- Feb. 1, 1930 PRR appoints aviator Amelia Earhart (1897-1937) Special Agent at \$600 per month. (MB)
- Feb. 1, 1930 Title of R.H. Newbern changed from Superintendent of Insurance Dept. to Manager of Insurance Dept. (MB)
- Feb. 1, 1930 J.B. McCorkle named Coal Traffic Manager at Pittsburgh, replacing Samuel A. Lattimer, deceased. (PR)
- Feb. 1, 1930 PRR appoints A.J. Campbell to supervise the train secretaries on the *Broadway Limited*, *Golden Arrow*, *Pennsylvania Limited* and *Liberty Limited* and C.V. Bremser to supervise secretaries on the *American*, "*Spirit of St. Louis*" and *Airway Limited*. (RyAge - check NYT - Pa News seems to have in 12/1929)
- Feb. 1, 1930 PRR places 6,000 Central Region and Western Region shop craft workers on six-day weeks instead of seven days. (PR)
- Feb. 1, 1930 NYC leases Michigan Central Railroad; Cleveland, Cincinnati, Chicago & St. Louis Railway (Big Four); and Chicago, Kalamazoo & Saginaw Railway, under agreement of Jan. 2, 1930. (AR, GrnBk)
- Feb. 1, 1930 J. L. Maddux, Pres. of TAT-Maddux Air Lines, announces major shakeup in management; administrative office moved from St. Louis to Los Angeles and executive office from St. Louis to New York; Eastern Division headquarters moved from St. Louis to Columbus; six executives retired; H.S. Jones of PRR added to Maddux's staff to take charge of new program of economy; eliminate bus transfers to and from airports. (NYT)
- Feb. 2, 1930 PRR files a tariff with the ICC, effective this date, for the free transfer of parties of 25 passengers or more at New York City; PRR, NYC, Pittsburgh & Lake Erie Railroad, Erie Railroad and DL&W have filed with the ICC to suspend and investigate the lawfulness of the B&O's bus operations at New York. (RyAge)
- Feb. 2, 1930 Joseph H. Redding (1877-1930), General Superintendent of Western Pennsylvania General Division, dies at Pittsburgh at age 53. (PaNews)
- Feb. 3, 1930 Motor Transit Corporation renamed Greyhound Corporation; holding

company for Greyhound bus system; PRR owns 10% interest through American Contract & Trust Company; corporate headquarters is moved from Duluth to Chicago. (Moody's, greyhound.com)

Feb. 3, 1930

Philadelphia Republican boss William S. Vare announces he will end his attempts to gain a Senate seat if the Grundy-Mellon-Fisher faction accepts Francis Shunk Brown as this year's gubernatorial candidate in place of Grundy's candidate, former State Treasurer Samuel Lewis; Vare backs Secretary of Labor James J. Davis (-) for Grundy's Senate seat; this puts Andrew W. Mellon in the quandary of supporting his ally Grundy and alienating his fellow Cabinet member Davis, or declaring war on Grundy by accepting two Senators from the Pittsburgh area instead of one from Pittsburgh and one from Philadelphia. (NYT, Cannadine)

Feb. 3, 1930

Charles Swann Roberts (1930-2010), future publisher of books on the history of the B&O and the *Triumph* series of PRR books, born to an old Baltimore family. (SSDI)

Feb. 4, 1930

United New Jersey Railroad & Canal Company Board holds a low-key celebration of the 100<sup>th</sup> anniversary of the Camden & Amboy Railroad and Delaware & Raritan Canal Company. (PaNews)

Feb. 4, 1930

Former Secretary of Lines West and Pres. of the Carnegie Institute Samuel Harden Church launches his plan for a Liberal Party at a dinner meeting of about 100 selected leaders of the Association Against the Prohibition Amendment at New York; Church publishes an open letter in next morning's *New York Times*; Church believes that both parties are captives of the Prohibitionists and/or bosses and envisions a new urban, center-right party devoted to religious, political and social liberty; it would stand for the complete separation of church and state and an end to all morals legislation based on the beliefs of individual sects; it would oppose religious lobbies such as the Anti-Saloon League, the Woman's Christian Temperance Union, and the Lord's Day Alliance that has pushed Sunday blue laws, as well as work to ban groups like the Ku Klux Klan who practice religious and racial bigotry; Church even denounces Henry Ford for his anti-Semitism and restricting his employees behavior; Church hopes that the AAPA can be the nucleus of such a third party, one that would resemble what comes to be known as Eastern Establishment Republicanism, conservative on economic issues and liberal on social issues; privately, AAPA Chairman Pierre S. du Pont cautions Church to tone down some of his rhetoric to avoid alienating people at an early stage and alerts him to the fact that some issues like the "farm problem" elude simple solutions. (Church, PSdPPapers)

- Feb. 5, 1930 The Van Sweringens meet with Pres. W.W. Atterbury and then separately with the B&O; Atterbury expresses a willingness to give the Lehigh Valley Railroad to the NYC providing the PRR gets trackage rights over the Reading between Harrisburg and Allentown and can build its own line instead of obtaining trackage rights along the south shore of Lake Erie; the PRR will keep the Wabash Railway and give the Ann Arbor Railroad to the B&O; Atterbury wants the Vans to pressure William H. Williams of the Wabash by threatening to remove him as Chairman of the Missouri Pacific Railroad; the PRR cannot vote him out of the Wabash because of the Clayton Act controls on its stock ownership; the Vans are against the NYC getting the Virginian Railway, which competes with their Chesapeake & Ohio Railway. (Wheeler)
- Feb. 5, 1930 K4s steam locomotives beginning running through between Detroit and Pittsburgh on six principal passenger trains instead of being changed at Mansfield. (PaNews)
- Feb. 6, 1930 New England Governors' Railroad Committee begins hearings on the New England railroad situation, particularly the scramble among the four Trunk Lines for control of New England connections. (Wheeler)
- Feb. 6, 1930 LIRR announces it has sold its experimental farm at Medford, built in 1907. (PR)
- Feb. 6, 1930 NY&LB Board approves the retirement of the CNJ crossing and "BX" Interlocking at Branchport, N.J. (MB)
- Feb. 6, 1930 Federal Reserve Bank cuts discount rate from 4.5% to 4%. (MKlein)
- Feb. 7, 1930 ICC Commissioner Claude Porter informs William Z. Ripley that if the railroads get together, the ICC will consider their four-system plan. (Wheeler)
- Feb. 8, 1930 New concrete coaling station placed in service at Red Bank, Pa. (PaNews)
- Feb. 8, 1930 Founder's Day exercises held at the J. Edgar Thomson Foundation. (PaNews)
- Feb. 8, 1930 Pres. Hoover nominates Tennessee lawyer Henry McCall Tate (1882- ) to the ICC to replace Richard V. Taylor of Alabama. (NYT)
- Feb. 1930 Richmond, Fredericksburg & Potomac Railroad installs first car retarders in northbound classification yard at Potomac Yard. (AR)

- Feb. 1930 TAT-Maddux Air Lines eliminates use of "courier" flight attendants to save money; first mate now serves meals as well as acting as co-pilot. (TWA)
- Feb. 10, 1930 PRR begins bus service between Lambertville and Flemington, N.J. (PaNews)
- Feb. 10, 1930 Ohio Public Utilities Commission announces PRR will equip a locomotive with an experimental extra headlight casting a beam 700-800 feet straight up to create a moving beacon that be can seen at great distance. (NYT)
- Feb. 10, 1930 PRR begins grade separation of B&O Chicago Terminal, C&NW and CB&Q lines over PRR and CB&Q at Jefferson Street, Chicago, south of Union Station as part of project to straighten the Chicago River and eliminate railroad grade crossings. (PR)
- Feb. 11, 1930 ICC approves B&O control of the Buffalo, Rochester & Pittsburgh Railway. (Wheeler)
- Feb. 12, 1930 Columbia City & Logansport RPO discontinued. (Kay)
- Feb. 12, 1930 ICC approves B&O acquisition of Buffalo, Rochester & Pittsburgh Railway. (NYT - Moodys has 2/28)
- Feb. 13, 1930 PRR Road Committee discusses the possible discontinuance of the Debrosses Street ferry, that has been badly impacted by the nearby Holland Tunnel; VP John F. Deasy reports on the bus business, in which the PRR has now invested \$2,575,000 with a substantial saving in passenger train-mileage; the PRR earns 5.1% on its \$1,173,000 investment in Motor Transit Corporation and 3.2% on the other lines; plan to purchase the remaining 25% interest in the Philadelphia Rapid Transit Company lines, establish joint operations with Motor Transit Corporation, improve bus utilization, including offering the option of riding a bus by day and a sleeping car at night; J.R. Downes reports on trucks; the PRR now has 50 routes with affiliated trucking companies serving 705 stations and saving \$1,250,000 a year; the container cars of the Keystone Container Car Company now average 100 miles per day; D.M. Sheaffer reports on air lines; the PRR now has a 6.7% interest in Transcontinental Air Transport, Inc., which as 23 planes, 1,700 route miles of "lighted" routes and 2,332 miles of "other" routes; 2,500 passengers have used the transcontinental service in the first 6 months. (MB)
- Feb. 13, 1930 PRR Board authorizes the purchase of the Marion Railway Corporation for \$104,300; approves new fans for Track No. 3 tunnel at Gallitzin;

\$2.85 million for track changes needed for Harborside Terminal at Jersey City; approves the location for the Yellow Creek Branch (7.39 miles) along Little Yellow Creek in Indiana County; approves new wye connection at Effner, Ind.; authorizes the distribution of 57,000 shares as a bonus to the 50 top company officers; VP Elisha Lee receives 400 shares; Martin W. Clement, Julien L. Eysmans, A.J. County, M.C. Kennedy, Frank J. Fell and C.B. Heiserman each receive 250 shares. (MB)

- Feb. 13, 1930 PRR Board authorizes the retirement of Verona, Pa., Shops. (MB)
- Feb. 13, 1930 Pennroad Corporation Board notes final settlement of purchase of 222,930 shares of P&WV for \$37.9 million and of 402,119 shares of Seaboard Air Line for \$4.5 million. (Splawn)
- Feb. 13, 1930 Clement M. Keys named Chairman of the combined TAT-Maddux Air Lines; J. L. Maddux, formerly Pres. of Maddux Air Lines to Pres. & General Manager in place of Keys; Col. Paul Henderson to VP of the consolidated company; D. M. Sheaffer to Chairman of the Executive Committee; Charles A. Lindbergh to Chairman of the Technical Committee. (Mutual, PaNews)
- Feb. 13, 1930 Clement M. Keys reaches agreement with Jack Maddux to merge Maddux Air Lines, Inc. (?) into Transcontinental Air Transport, Inc.; Keys also makes a move to absorb Western Air Express, Inc., but is rebuffed by "Pop" Hanshue. (Serling - see 1929??)
- Feb. 14, 1930 ICC grants P&WV authority to build six-mile branch to Monessen and Donora over protest of PRR. (NYT)
- Feb. 14, 1930 ICC approves the abandonment of the Lewis Run Branch, unused since 1923, within 30 days. (ICC)
- Feb. 14, 1930 Central Union Bus Terminal opens in the Dixie Hotel on West 43<sup>rd</sup> Street in New York; used by CNJ and Reading buses among others; features an unusual roundhouse-type arrangement, with a turntable to move buses to and from radial loading bays. (RyAge)
- Feb. 15, 1930 Pennsylvania General Transit Company absorbs property of Cambria Bus Company operating Altoona-Cresson-Ebensburg-Barnesboro-Patton; Cambria Bus Company dissolved. (MB)
- Feb. 1930 PRR opens the new three-storey West Philadelphia Service Building and bunk house. (PaNews)
- Feb. 1930 Number of PRR stockholders exceeds 200,000 for first time. (NYT)

- Feb. 1930 PRR publishes first issue of *The Development Field*, a magazine “in the interest of industrial and agricultural progress” in its territory; because of the Depression, no more issues are published. (DvlpmntFld)
- Feb. 1930 West Jersey & Seashore Railroad abandons stations at Bellhurst, Doughty, Amato Jct., Weymouth, Germania, Leaming, Ludlam Street, Acton, Riddleton, Bricksboro, Clayville, Port Airy, and Menhaden. (RyAge)
- Feb. 1930 Western Region begins installing keystone station nameboards. (PaNews)
- Feb. 16, 1930 PRR announces that all steam trains between New York and Washington now have Union continuous cab signals; only a few short stretches of main line track remain unsignaled, and 400 locomotives have been equipped. (NYT, RyAge)
- Feb. 17, 1930 Philadelphia ordinance authorizes extending the Market Street Subway to 46<sup>th</sup> Street in West Philadelphia, replacing the Elevated; is part of the city’s contribution to the PRR Philadelphia Improvements. (SEPTA)
- Feb. 18, 1930 Second Matson Line boat train leaves New York; it is unclear how long the service lasted as the Depression deepened. (RyAge)
- Feb. 18, 1930 Farmers’ special sponsored by *Pennsylvania Farmer* magazine leaves Harrisburg to Florida and Cuba. (PaNews)
- Feb. 19, 1930 Preliminary tests with 40 empty and 25 loaded H21a hopper cars equipped with Timken inboard type roller bearing trucks, which have just made a round trip from the Cresson Division to Tidewater and return, begin testing on a 2-mile stretch of the Panhandle Division just east of Trinway, Ohio; Timken is anxious to prove its claim that the resistance of the truck won’t be affected by cold weather, unlike conventional bearings; the tests prove this to be only partially true; further tests are made on Mar. 3-5, revealing the need for full-scale comparative tests. (TestDept)
- Feb. 19, 1930 American Contract & Trust Company agrees with the Willett Company to incorporate a new “The Willett Company” and transfer to it all its trucking operations and sell 8,000 shares to the AC&T for \$400,000; the old company to retain bus operations and be renamed the Willett Motor Coach Company. (MB)
- Feb. 20, 1930 PRR announces record net income of \$101.36 million for 1929 traffic greater than in 1928 but under high of 1926; downward trend in

- passenger revenue slowed; operating revenues up 4.9% but expenses only 2.7%; total dividend, \$46.85 million, is largest in history. (NYT)
- Feb. 20, 1930 B&O becomes first Trunk Line to accept ICC's consolidation plan; agrees to submit revised plan without Wabash Railway and Ann Arbor Railroad in line with ICC's plan. (NYT)
- Feb. 20, 1930 Senate confirms Henry McCall Tate as ICC Commissioner, 48-18, over the opposition of Sens. Hugo Black, Burton K. Wheeler and George Norris, who complain that he has been "trained in a railroad environment" and is part of a plan by Pres. Hoover to pack the regulatory agencies with representatives of the "vested interests." (NYT)
- Feb. 22, 1930 West Jersey & Seashore Railroad stockholders approve lease to PRR from July 1. (MB)
- Feb. 23, 1930 TAT-Maddux Air Lines Board authorizes purchase of four 18-passenger bi-motor Curtiss Condors to be used on the Eastern Division. (PR)
- Feb. 20, 1930 Cab signals placed in service between Baltimore station and Fulton Jct. and between 12th Street and New York Avenue in Washington.
- Feb. 24, 1930 B&O withdraws old consolidation plan from ICC consideration, supposedly to clear way for filing new plan in line with ICC's scheme. (NYT)
- Feb. 24, 1930 Standard Steel Car Corporation incorporated in Pa. in the interest of Pullman Incorporated to acquire the property of the Standard Steel Company from the Mellons and of the Osgood Bradley Car Company; the Mellons sell the Standard Steel Car Company to Pullman for cash and stock; the deal is made at pre-crash values. (Moody's, Cannadine)
- Feb. 25, 1930 Delegation of 34 engineers from the Soviet Commissariat for Transportation begins a three-month fact-finding tour of the U.S. at Philadelphia; given dinner by Pres. Atterbury at the Bellevue-Stratford Hotel. (PR, PaNews)
- Feb. 25, 1930 PRR agrees with Pres. R.S. Bush of the Marion Railway Corporation to buy 100 shares for \$104,000; is to be assigned to the Elmira & Lake Ontario Railroad. (MB, ICC)
- Feb. 25, 1930 PRR grants trackage rights to the Detroit, Toledo & Ironton Railroad between Penford and Ecorse, Mich. (MB)



- Feb. 25, 1930 PRR presents a keystone-monogrammed horse blanket to Blessefield, the winner of the A. J. Cassatt Memorial Handicap at Hialeah, Florida. (PaNews)
- Feb. 26, 1930 Soviet delegation tours Baldwin Locomotive Works. (PR)
- Feb. 26, 1930 Special PRR committee recommends awarding special stock bonuses totaling 5,700 shares to top officers for 1929 performance. (MB)
- Feb. 26, 1930 Pres. Atterbury testifies to House Judiciary Committee in favor of ending Prohibition; asks that question be returned to the states. (NYT)
- Feb. 26, 1930 PRR Board appropriates \$3 million for electrification for Jersey City-Millstone Jct. electrification and \$2 million for Philadelphia-Phoenixville electrification, later rescinded. (MB)
- Feb. 27, 1930 Appearing before the New England Governors' Railroad Committee, Pres. Atterbury proposes that Bangor & Aroostook be consolidated with Maine Central and New Haven with Boston & Maine; asserts PRR looks at New Haven as friendly connection and has never intended to dominate it. (Wheeler, NYT)
- Feb. 27, 1930 LIRR places ad in papers stating its intent to order new cars and increase train length to 11 and 12 cars; has equipped five cars with 3-2 seating as an experiment. (NYT)
- Feb. 27, 1930 Soviet delegation tours Washington, D.C. (PaNews)
- Feb. 28, 1930 Soviet delegation tours Altoona Shops; proceeds to Detroit to visit Ford Motor Company. (PR)
- Feb. 28, 1930 VP George LeBoutillier testifies to New York PSC and Transit Commission hearing that LIRR would rather stand to lose passengers than expend capital to provide facilities to eliminate overcrowding. (NYT)
- Feb. 28, 1930 Cab signals placed in service between Wilmington and Perryville and between Bay View and Union Tunnel in Baltimore.
- Feb. 28, 1930 Soviet delegation arrives in Pittsburgh. (PaNews)
- Feb. 28, 1930 American Locomotive Company turns out the last diesel locomotive built under its partnership with the General Electric Company and Ingersoll-Rand Company. (Kirkland)
- Feb. 29, 1930 ICC approves B&O acquisition of Buffalo, Rochester & Pittsburgh

Railway. (B&O AR)

- Mar. 1, 1930 William Z. Ripley writes to Pres. W. W. Atterbury, suggesting that the PRR agree to enter the Cleveland Union Terminal as a peace offering to the Van Sweringens. (Wheeler)
- Mar. 1, 1930 PRR begins doubling capacity of Bay Jct. Yard at Sandusky from 714 to 1,474 cars. (PR - was this completed?)
- Mar. 1, 1930 George LeBoutillier is named VP and George H. Pabst Treasurer of the NY&LB, reflecting the PRR's new joint interest; CNJ is responsible for operations and the Secretary's Office; PRR for finance and treasury. (MB)
- Mar. 1, 1930 Peoples Rapid Transit Company buses begin picking up Atlantic City passengers at the Hotel Walt Whitman in Camden. (PR)
- Mar. 1, 1930 PRR closes its engine house at Springfield, Ohio, and begins using the one of the Detroit, Toledo & Ironton Railroad. (RyAge)
- Mar. 1, 1930 R.H. Flinn (1887- ) named General Superintendent of Western Pennsylvania General Division, replacing Joseph H. Redding, deceased; H.W. Jones (1884-1946) made General Superintendent of Motive Power-Central Region, replacing Flinn. (MB, PR)
- Mar. 1, 1930 Pennsylvania Transfer Company, a PRR subsidiary, completes the purchase of the Excelsior Express Company, a small trucking company at Pittsburgh. (MB)
- Mar. 1, 1930 Lehigh Coal & Navigation Company transfers all its mining operations to its subsidiary Alliance Coal Mining Company, which is renamed the Lehigh Navigation Coal Company. (AR)
- Mar. 2, 1930 Soviet delegation arrives in Chicago over the PRR for three days of inspection tours. (PaNews)
- Mar. 3, 1930 New York, Pittsburgh & Chicago Railroad files amended brief with ICC; is to be 75-80 miles shorter than PRR; maximum grade 0.3% eastbound and 0.4% westbound. (RyAge)
- Mar. 3, 1930 The Willett Company incorporated in Illinois to take over the trucking service of the Willett Company (N.J.); Willett Company (N.J.) retains the bus operations and is renamed Willett Motor Coach Company; the new Willett Company performs pick-up and delivery service for the PRR in Chicago, Hammond and Gary, plus station-to-station service in Illinois and Indiana and a general trucking business in Chicago. (C&C)

- Mar. 4, 1930 Eastern railroads file brief with ICC in opposition to L. F. Loree's New York, Pittsburgh & Chicago Railroad. (NYT)
- Mar. 5, 1930 PRR sends experimental train from Penn Station to North German Lloyd Line pier at the Army base in Brooklyn to test feasibility of running passengers direct to dockside; runs via New York Connecting Railroad and Fresh Pond Jct. to Bay Ridge; makes two stops to change engines. (NYT)
- Mar. 5, 1930 Golden Spike ceremony held at 41st Street, Chicago, marking completion of installation of 130-lb. rail in New York-Chicago main line; guests include Kirby Jackson (1832- ), who was the engineer of the first PFW&C train out of Chicago in Dec. 1858. (PR, PaNews)
- Mar. 5, 1930 PRR withdraws third boat from Cortlandt Street ferry. (FerryDept)
- Mar. 5, 1930 Work begins on track elevation through Dayton Union Station; the new station has 6 passenger tracks with 3 platforms, 2 freight tracks, 2 stub tracks for parking sleeping cars and 2 stub tracks for mail and express. (PennsyWest, RyAge)
- Mar. 6, 1930 In an experiment, Army blimp C-41 based at Lakehurst, N.J., hooks a mail bag from a speeding PRR train between New Lisbon and Upton, N.J. (PaNews)
- Mar. 6, 1930 Communist-led rallies against unemployment ordered by the Comintern, are held in major cities and industrial centers nationwide; police use tear gas to disperse protesters at the White House; other violent confrontations and riots occur in New York, Los Angeles, Boston, Detroit, Cleveland and Milwaukee; although relatively few in number, the Communists have made great strides in organizing the unemployed and evicted through a series of local Unemployed Councils, and have emerged as a genuine mass-movement, while soft-pedaling ideology and stressing relief issues. (Ottanelli)
- Mar. 8, 1930 Former Chief Engineer Alexander C. Shand (1858-1930), dies at his home at The Cambridge, Alden Park, Germantown, Philadelphia. (PaNews, PubLdgr)
- Mar. 9, 1930 Bethlehem Steel Corporation announces an agreement to purchase the Youngstown Sheet & Tube Company for \$177 million, which would give it a greater share of the growing market for light steel sheets; however, Cleveland financier Cyrus Eaton, who holds 20% of the stock is able to delay the merger in the courts until the value of Youngstown's stock collapses in the Depression, and the deal is

cancelled. (BethStl)

- Mar. 10, 1930 Army blimp C-41 succeeds in picking up four mail sacks from roof of a PRR train operating at 55 MPH near Lakehurst, N.J., probably on Camden-Toms River "Back Road"; concludes series of experiments testing a pickup device for newsreel companies, who hope to expedite delivery of films. (NYT)
- Mar. 10, 1930 Detroit, Toledo & Ironton Railroad begins operating into Fort Street Union Depot at Detroit, replacing its terminal at suburban Dearborn. (RyAge)
- Mar. 11, 1930 Pennsylvania General Transit inaugurates bus service between Pittsburgh and Monongahela City. (PaNews)
- Mar. 11, 1930 Detroit, Toledo & Ironton Railroad closes its freight station at Springfield, Ohio, and begins using that of the PRR. (RyAge)
- Mar. 11, 1930 Samuel M. Felton, Jr. (1853-1930), ex-Lines West official and Chairman of the Chicago Great Western Railway, dies at Passavant Hospital, Chicago, following a heart attack and stroke the previous November; Felton was about to be deposed from the Chicago Great Western by the Bremo Corporation, a Chicago group of industrial traffic managers who hope to route their companies' traffic over a railroad they control. (RyAge, Wheeler)
- Mar. 12, 1930 PRR Board authorizes the retirement of Hyner, Pa., station. (MB)
- Mar. 12, 1930 Pennroad Corporation elects three new directors, James S. Alexander, formerly Chairman of the Guaranty Trust Company, A.H.S. Post, Pres. of the Mercantile Trust Company of Boston, and Philip Stockton, Pres. of the First National Bank of Boston. (Wheeler)
- Mar. 12, 1930 PCC&StL Railroad Board authorizes second track between Casey and Dupont, Ill.; wye between the Cincinnati and Logansport Divisions at Ridgeville, Ind.; rearranging and interlocking tracks on the Indianapolis Union Railway between Cruse & South Streets. (MB)
- Mar. 13, 1930 PRR VP A.J. County and George M. Shriver of the B&O meet at Kuhn, Loeb & Co.; County notes the PRR is considering giving up the Lehigh Valley Railroad if it can have trackage rights over the Reading-CNJ between Sunbury and New York via Haucks and between Harrisburg and Bethlehem; the B&O wants trackage rights between the Buffalo, Rochester & Pittsburgh Railway and Williamsport on the Reading, an interest in the Fort Street Union Depot at Detroit, the Ann Arbor Railroad, and an interest in the New England lines. (Wheeler)

Mar. 13, 1930 Federal Reserve Bank cuts rediscount rate from 4% to 3.5%. (Klein)

Mar. 13, 1930 Removal of old Pier F at Jersey City completed to make way for Harborside Terminal. (CE)

Mar. 13, 1930 Kuhn, Loeb & Co. offers \$60 million PRR 4½% debentures at 94½; issue is oversubscribed. (NYT)

Mar. 13, 1930 Van Sweringens announce that their Alleghany Corporation has purchased 46% of Missouri Pacific Railroad stock and bonds from Kuhn, Loeb & Co., raising fears they are repeating George J. Gould's transcontinental ambitions. (NYT, Wheeler)

Mar. 14, 1930 Export Steamship Corporation announces it will move from Brooklyn to new Piers C, D & E at Harborside Terminal. (NYT)

Mar. 15, 1930 Pennroad Corporation completes the purchase of an additional 18,283 shares of Boston & Maine Railroad for a total expenditure since July 1929 of \$2.85 million. (Wheeler)

Mar. 1930 ICC suspends PRR's free bus transfer tariff at New York until Sep. 2. (RyAge)

Mar. 1930 First class M1a 4-8-2 locomotives built; first of order of 50 from Baldwin, 25 from Lima and 25 from Juniata. (Hirsimaki, )

Mar. 1930 St. Louis Division receives its first 25 Class M1a 4-8-2's. (PaNews)

Mar. 1930 TAT-Maddux Air Lines now operating two planes on westbound run from Columbus in air-rail service. (PaNews)

Mar. 1930 Ohio and western Pennsylvania coal operators again attack 1928 Lake Cargo coal rate compromise between northern and Pocahontas railroads. (Lambie)

Mar. 1930 Severe drought begins in wide arc from Maryland to Arkansas; driest growing season yet recorded; accelerates collapse of farm income and defaults on farm mortgages. (Wicker)

Mar. 1930 Cleveland-Cliffs Iron Company buys all the stock of the McKinney Steel Holding Company for \$35.5 million; owns a steel works at Cleveland and mines in the Menominee, Gogebic and Mesabi Ranges; also acquires a 2/3 interest in Oglebay, Norton & Co., another big ore-shipment company. (Moodys, Reynolds/Dawson)

- Mar. 1930 Chase National Bank of New York absorbs the Equitable Trust Company of New York; the merged bank takes the title of world's largest from the National City Bank. (Cleveland/Huertas - verify Moodys)
- Mar. 1930 Andrew W. Mellon tries to broker a united Republican ticket for Pennsylvania but fails; Samuel Lewis agrees to withdraw as the gubernatorial candidate in favor of Francis Shunk Brown, the Vare candidate, but Sen. Joseph R. Grundy refuses to accept Brown; Mellon refuses to back a Grundy-Pinchot ticket. (Cannadine)
- Mar. 16, 1930 PRR withdraws second night boat on Brooklyn ferry. (FerryDept)
- Mar. 17, 1930 Three new Pullman parlor cars and an observation lounge are displayed at Broad Street Station, half a set of 6 parlor cars and 2 observation cars for *The Senator*; observation cars are *Pilgrim* and *Plymouth Rock*; parlor cars are named for the members of the First Congress. (PR, PaNews)
- Mar. 17, 1930 Transcontinental Air Transport, Inc., issues first annual report, listing a loss of \$986,591; both traffic volume and expenses are disappointing. (NYT)
- Mar. 18, 1930 Special committee reports to PRR Board that the statue of Samuel Rea has been placed in a new niche on the Grand Staircase of Penn Station and that the portrait of Pres. W.W. Atterbury by Sir William Orpen has been hung in the Board Room. (MB)
- Mar. 18, 1930 ICC rejects the revised 1928 contract for the LIRR's use of Penn Station. (ICC, RyAge)
- Mar. 18, 1920 New Haven inaugurates *Yankee Clipper* as late afternoon all first class train between New York (Grand Central) and Boston on 4:45 schedule. (AR, Kratville)
- Mar. 18, 1930 Group of Ohio farmers arrive in New York over PRR for two-day tour of produce markets. (NYT)
- Mar. 19, 1930 Various groups in southeastern Pennsylvania are conducting campaign to keep Reading-CNJ independent of B&O. (NYT)
- Mar. 21, 1930 Postmaster-General Walter F. Brown awards the Roosevelt Steamship Company, Inc., a mail contract between Baltimore/Norfolk and Hamburg, to be operated by 5 passenger-cargo liners carrying 81 tourist class passengers. (theshipslist.com)

- Mar. 21, 1930 B&O closes the purchase of Alleghany Corporation's shares of the Buffalo, Rochester & Pittsburgh Railway for \$3.15 million. (Wheeler)
- Mar. 24, 1930 Full scale comparative tests of Class H21a hopper cars equipped with Timken inboard type roller bearing trucks vs. those with conventional trucks begin on the Panhandle Division between "FO" Tower and the test track just east of Trinway, using Class L1a No. 1595 and a dynamometer car; Timken pays for half of the tests. (TestDept)
- Mar. 24, 1930 Senate passes the Smoot Tariff Bill, 53-31, after log-rolling by arch-protectionist Sen. Joseph R. Grundy that trades eastern support for agricultural duties for western support of industrial duties. (Ratner)
- Mar. 25, 1930 PRR announces that it has completed acquisition of \$6.8 million worth of real estate for 30th Street Station project; city has paid \$3.2 million. (NYT)
- Mar. 25, 1930 Van Sweringens announce they have purchased the Chicago & Eastern Illinois from the Thomas Fortune Ryan estate. (NYT, Wheeler)
- Mar. 26, 1930 PRR Board appropriates additional \$10.8 million for Philadelphia Improvements; approves eastbound freight track between "BW" Interlocking and East Columbus, Ohio; authorizes seeking to abandon the part of the Missaukee Branch between Merritt and Michelson, Mich. (MB)
- Mar. 26, 1930 ICC holds hearings on PRR's proposed free bus transfer at New York. (RyAge)
- Mar. 27, 1930 ICC refuses to approve \$1.5 million annual rent increase for LIRR's use of Penn Station.
- Mar. 27, 1930 A record-length train BL-33 runs from Phillipsburg to Coalport, Trenton, with two locomotives and 142 cars; runs at an average speed of 26.5 MPH. (PaNews)
- Mar. 27, 1930 Pennroad Corporation publishes annual statement in which it reveals it has spent \$120,538,000 in acquiring rail and freight forwarding stocks; first official confirmation of its holdings in Southern Railway, Atlantic Coast Line, Seaboard Air Line, New Haven, Boston & Maine, and P&WV; earned \$2.47 million or 27 cents a share in 1929. (NYT)
- Mar. 27, 1930 Van Sweringen official John J. Bernet appears before the New England Governors' Railroad Committee; the Van Sweringens now have access to the Maybrook Gateway via the Erie Railroad and want control of the Northern New England lines, with the New Haven shared between the

PRR and B&O; attack control of New England railroads by NYC and PRR. (Wheeler, NYT)

- Mar. 27, 1930 German Chancellor Hermann Müller resigns after being unable to cope with the financial crisis; after the stock market crash, American banks are calling in their short-term loans to Germany, and American demand for European exports falls precipitously; Pres. Paul von Hindenburg appoints Heinrich Brüning ( - ), head of the Center Party, as his replacement; remembering the hyperinflation of 1922-23, he embarks on an austerity program of balancing the budget and taxing civil servants except those in the police and army. (Morris, Cannadine)
- Mar. 28, 1930 New York City Corporation Counsel J.W. Hilly announces it will apply to ICC to force PRR to provide better facilities at Penn Station, including more waiting room and platform space. (NYT)
- Mar. 28, 1930 Removal of old Pier D at Jersey City completed to make way for Harborside Terminal. (CE)
- Mar. 29, 1930 Pennsylvania Greyhound Lines, Inc. formed as joint venture of PRR and Greyhound Corporation; holding company; all PRR bus stocks transferred to it, plus Greyhound Lines, Inc. and Interstate Highway, Limited, Inc., which are controlled by the Greyhound Corporation; operates 8,000 route miles of bus service in PRR territory. (MB, C&C)
- Mar. 29, 1930 21-story office building over Suburban Station opens; originally called "Broad Street Station Building"; PRR occupies five floors; headquarters of Eastern Region remains in old Broad Street Station. (CE)
- Mar. 30, 1930 Republican Sen. Joseph R. Grundy (1863-1961), campaigning for renomination, attacks W.W. Atterbury and PRR as head of a conspiracy to control the state and public treasury and dictate membership of the Public Service Commission. (NYT)
- Mar. 30, 1930 Chesapeake & Ohio Railway inaugurates *The Sportsman* between Newport News and Detroit, running over the previously freight-only Northern subdivision to Columbus and then over the Hocking Valley and Pere Marquette; features deluxe "Imperial Salon" coaches with rotating and reclining bucket seats; at first, the train has no Washington connection and never has through cars north of Washington. (RyAge, Turner)
- Mar. 31, 1930 PRR installs a new 100-foot turntable at Greenville, N.J., to accommodate Class M1 and Class L1 locomotives that can now run to Greenville via the new Newark Bay Bridge. (PaNews)



- Mar. 31, 1930 Net railroad earnings for month down 40% from March 1929. (Klein)
- Mar. 31, 1930 United Aircraft & Transport Corporation buys one third of National Air Transport, Inc., from Clement Keys's Chicago associates. (Davies)
- Apr. 1, 1930 PRR opens new station at 5th Avenue, Gary, Ind., replacing old station at 21st & Broadway. (CE, PaNews)
- Apr. 1, 1930 PRR begins co-ordinated rail-bus service with Greyhound Lines between New York/Philadelphia and Chicago/St. Louis; travel on bus by day and Pullman by night; fare is \$8 cheaper than the present sleeping car fare; buses leave New York via U.S. 22 to Harrisburg, train to Indianapolis or Lima, and bus thence to Chicago or St. Louis; time is 34:00 vs. 27:00 by all-rail; Philadelphia buses run via U.S. 30 to Pittsburgh, where they connect with trains as above; the B&O responds by planning to cut its fares to the same level between New York and Washington and New York and Pittsburgh; ceremonies are held at Indianapolis, Richmond and Lima. (NYT, PR, RyAge, PaNews)
- Apr. 1, 1930 PRR contracts with Jerry H. Bennett Bus Service for buses between New Brunswick and East Millstone, N.J.
- Apr. 1, 1930 New passenger station opens at Coshocton, Ohio. (PaNews)
- Apr. 1, 1930 PRR and NYC sign new agreement with the Island Transit Company for boat service to Mackinac Island. (MB)
- Apr. 1, 1930 Sen. James G. Couzens (1872-1936) of Michigan introduces a joint resolution placing all acquisition of railroads by holding companies under ICC regulation and suspending all ICC approval of consolidations or further acquisitions of control pending an investigation of holdings companies; railroad employment is declining, and the unions are coming to see consolidation as another term for job cuts. (NYT, Wheeler)
- Apr. 1, 1930 Campaigning for Pennsylvania gubernatorial nomination, Gifford Pinchot attacks W.W. Atterbury as seeking to control Public Service Commission and with handpicking a Federal judge for the Eastern District of Pennsylvania and a candidate for the State Supreme Court. (NYT)
- Apr. 1, 1930 Assistant Comptroller J.W. Orr placed on leave for the rest of the year; J.B. Moffitt, Jr., appointed Assistant Comptroller. (MB)
- Apr. 1, 1930 Delaware & Hudson Company transfers all railroad property to

- Delaware & Hudson Railroad Corporation in return for its stock and becomes a holding company. (Moody's)
- Apr. 1, 1930 Safe Harbor Water Power Corporation begins construction of the Safe Harbor power dam in the Susquehanna River; requires the relocation of 9.5 miles of the Port Road; will produce electricity for the PRR electrification. (PW&P)
- Apr. 2, 1930 Broad Street Subway extended from City Hall to South Street in Philadelphia. (SEPTA)
- Apr. 2, 1930 NYP&N sells tugboat *Pocomoke* to the American Dredging Company. (MB)
- Apr. 2, 1930 ICC approves Chesapeake & Ohio Railway's acquisition of property and franchises of Hocking Valley Railway. (Miller, Moody's)
- Apr. 2, 1930 A joint letter of the four operating Brotherhoods urges all lodges to support Sen. James G. Couzens' resolution. (Wheeler)
- Apr. 3, 1930 Pres. Atterbury tells New England Governors' Railroad Committee that PRR will surrender control of New Haven and Boston & Maine to an all-New England consolidation, providing NYC surrenders control of Boston & Albany Railroad, which it has already refused to do; is first public admission that PRR has increased its holdings of New Haven from 173,025 shares to 204,000 shares in 1930, and that Pennroad Corporation owns another 100,000 shares, plus 168,000 shares of Boston & Maine. (NYT)
- Apr. 3, 1930 New England Governors' Railroad Committee concludes its hearings. (Wheeler)
- Apr. 3, 1930 "EAGLE" Tower at Devon, Pa., is damaged in the explosion of a nearby fireworks factory. (PaNews)
- Apr. 4, 1930 Pres. Atterbury states he sees no immediate improvement if traffic, as carloadings continue to fall. (NYT)
- Apr. 4, 1930 American Contract & Trust Company agrees to purchase from the Philadelphia Rapid Transit Company the remaining 25% of the Peoples Rapid Transit Company, Inc., the Montgomery Bus Company, Inc., and the Philadelphia Suburban Transit Company for \$413,326; this gives it full control of lines between New York and Philadelphia and in Philadelphia's western suburbs. (MB)
- Apr. 4, 1930 Bi-state conference agrees that the New York State Bridge & Tunnel

Commission and the New Jersey Holland Tunnel Commission be merged into the Port of New York Authority; the Port Authority is given a monopoly of interstate vehicular crossings, whose revenues are to be pooled to pay off the construction bonds and continue the program; in contrast to the stalemate on railroad questions, the Port Authority's success in building the Outerbridge Crossing, Goethals, Bayonne and George Washington Bridges, the first two open and the others nearing completion, completes its conversion from a rail to road-oriented agency. (Bard)

- Apr. 5, 1930 House Committee on Interstate & Foreign Commerce begins hearings on railroad holding companies with testimony of ICC Commissioner Joseph B. Eastman who charges that Alleghany Corporation and Pennroad Corporation were formed to evade ICC's role as arbiter of consolidation; makes public first semi-official lists of their respective holdings; Dr. W.M.W. Splawn is counsel to the committee, and Sam Rayburn of Texas is the ranking Democratic member; both Pres. Atterbury and the Van Sweringens plead "no comment" to press. (NYT)
- Apr. 6, 1930 Reading Transportation Company increases New York-Philadelphia bus service to 6 round trips. (RyAge)
- Apr. 6, 1930 Future graphic artist and designer of the Conrail logo Anthony Americo "Tony" Palladino (1930-2014) born at New York City. (NYT)
- Apr. 7, 1930 PRR settles with Kuhn, Loeb & Co. for the \$60 million, 40-year, 4½% Gold Debenture bonds sold to them; PRR borrows \$5 million from Kuhn, Loeb & Co. on Apr. 1 in settlement. (MB)
- Apr. 7, 1930 A memo is prepared for Pres. W.W. Atterbury outlining what parts of the Wabash Railway are essential for the PRR; the PRR only needs trackage rights between Butler and Detroit, but the Wabash has terminals and other rights that the PRR would not want to go to the B&O or NYC; the Wabash west of the Mississippi is weak, and it has no real place in the general railroad scheme, so that the writer questions why it was built at all; urges disposing of the Wabash lines west of Decatur and St. Louis to the Santa Fe. (Wheeler)
- Apr. 7, 1930 ICC orders the Wabash Railway to show cause why it should not dismiss its applications to form a Fifth System. (Wheeler)
- Apr. 7, 1930 The Young Plan, negotiated by Owen D. Young, replaces the Dawes Plan for handling German reparations. (Kindleberger)
- Apr. 7, 1930 NYC opens art deco ticket office on Michigan Avenue in Chicago.

(RyAge)

- Apr. 7, 1930 Republic Iron & Steel Company renamed Republic Steel Corporation under the control of maverick Cleveland financier Cyrus S. Eaton (1883-1979); it absorbs the Central Alloy Steel Corporation of Canton, Ohio, the Donner Steel Company of Buffalo, N.Y., and the Bourne-Fuller Company of Cleveland to become the third-ranked steel company after United States Steel and Bethlehem Steel; Republic is a light-steel company that does not make rails or structural steel, and is concentrated in northern Ohio, meaning that it has to ship its ore 50-60 miles inland by rail. (Moody's, Seely)
- Apr. 8, 1930 Landslide covers the tracks near old "OD" Tower west of Lancaster Street, Cincinnati; the westbound track is blocked for 10 days. (PaNews)
- Apr. 8, 1930 In a plan engineered by Cyrus Eaton, the Republic Steel Corporation merges The Berger Manufacturing Company and acquires the assets of the Central Alloy Steel Corporation (N.Y., 1916), Donner Steel Company, Inc. (N.Y., 1915), and the Bourne-Fuller Company (Ohio, 1911); Eaton further intends to combine Republic Steel with the Youngstown Sheet & Tube Company, Inland Steel Company, and the Wheeling Steel Company to form the Midwestern Steel Company; the plan is abandoned when the Depression deepens; however, Republic Steel Corporation emerges as the number three steel producer; the crusty, outspoken and virulently anti-union Tom M. Girdler (1877-1965) is Chairman. (Moody's, Reynolds/Dawson)
- Apr. 9, 1930 Statue of Samuel Rea by sculptor Adolph A. Weinman dedicated at Penn Station, facing that of A.J. Cassatt across the Grand Staircase; unveiled by George Gibbs and Gustav Lindenthal, last two surviving members of Penn Station Board of Engineers. (NYT, PaNews)
- Apr. 9, 1930 LIRR announces that it has surpassed the PRR as a passenger carrier in 1929; carried 118,888,128 passengers vs. 113,713,797 on PRR; however, average revenue per passenger on LIRR is 23.4 cents vs. \$1.18 on PRR. (NYT)
- Apr. 9, 1930 PRR Board approves extension of New Cumberland Branch from West Virginia line to Conway Yard; additional \$750,000 for the Baltimore Improvements; revising alignment between Brilliant and Verona to make room for Allegheny Boulevard. (MB)
- Apr. 9, 1930 PRR Keystone Quartette first performs over the radio on station WMRR at Lincoln Park, N.J. (Mutual)

- Apr. 1930 ICC examiner recommends against granting certificate to New York, Pittsburgh & Chicago Railroad for new line across the center of Pennsylvania. (RyAge)
- Apr. 10, 1930 ICC authorizes the LIRR to abandon its Whitestone Branch. (ICC)
- Apr. 10, 1930 W.W. Atterbury resigns as Pennroad Corporation voting trustee; replaced by James W. Alexander, Pres. of Philadelphia National Bank on Apr. 21. (Splawn)
- Apr. 10, 1930 W.W. Atterbury announces he would welcome a Senate investigation into his activities, political or otherwise, in his dispute with Sen. Joseph Grundy. (NYT)
- Apr. 10, 1930 PRR applies to ICC for trackage rights over CCC&StL between Muncie and Anderson, Ind., in lieu of its own Muncie Branch. (NYT)
- Apr. 10, 1930 German Chancellor Heinrich Brüning (1885-1970) imposes financial restrictions under the Young Plan resulting in higher food prices and severe deflation; memories of hyperinflation of 1923 result in policies that cause unemployment and increase the appeal of extremist parties of left and right. (Kindleberger)
- Apr. 11, 1930 American Contract & Trust Company purchases the remaining 25% interest in Peoples Rapid Transit, Montgomery Bus Company and Philadelphia Suburban Transit Company from Mitten interests.
- Apr. 13, 1930 B&O notifies ICC that it is withdrawing proposed cut-rate fares to have been put in effect Apr. 20 following protest by PRR; was to have cut New York-Washington from \$8.14 to \$5.50 and Philadelphia--Pittsburgh from \$12.58 to \$8.00, to level of PRR's bus-train service; understanding is that PRR will end effort to compete with B&O buses at New York; PRR discontinues its bus-rail through ticketing. (RyAge, NYT)
- Apr. 13, 1930 Senate Committee on Interstate Commerce begins hearings on Sen. James G. Couzens' resolution; only labor executives support the full resolution; only Daniel Willard of the B&O appears for management; the ICC agrees with the provision to give it control of railroad holding companies, but not with the one stopping consolidations; the resolution fails to pass. (Wheeler)
- Apr. 13, 1930 New No. 9 float bridge placed in service at Harsimus Cove. (PaNews)
- Apr. 14, 1930 PCC&StL Railroad Board adopts a location for extending the New Cumberland Branch to Monaca, Pa., and across the Ohio River to the

- PFW&C; authorizes an eastbound freight track from “BW” Columbus to East Columbus. (MB)
- Apr. 14, 1930 At Chicago, the Union Station Steam Plant assumes the heating of the Polk Street Freight House and the 12<sup>th</sup> Street coach yard, and the old 14<sup>th</sup> Street heating plant is closed. (PaNews)
- Apr. 14, 1930 Reforestation train leaves Kalamazoo, Mich., arriving at Petoskey on Apr. 19; it contains cars fitted for lectures and movies on replanting logged-over forests in northern Michigan and redeveloping the area as a site for vacationers. (PaNews)
- Apr. 14, 1930 B&O installs air conditioning in dining car *Martha Washington*; given its first test run between Baltimore and Cumberland; is able to reduce full steam heat from 93<sub>L</sub> to 70<sub>L</sub>. (RyAge)
- Apr. 15, 1930 Eastbound passenger track No. 1 relocated to ground level between St. George Street, Rahway, and Colonia station, and the jumpover built in 1914-15 is abandoned; part of the jumpover fill is removed for re-use at Kearny Jct., but part of the fill and bridge abutments are not completely removed as an unnecessary expense during the Depression. (CE)
- Apr. 1930 *American Magazine* carries an article by William S. Dutton, “A Great Railroad Man Peers into the Future,” in which Pres. Atterbury gives his views on integrated transportation networks, including carrying passengers’ automobiles on trains (the “Auto-Train” concept), passenger car compartments that serve as mobile offices with radio telephone communication so that business travelers can work en route (anticipating today’s laptop computers and wi-fi), sleeping cars with real beds, and the use of buses in place of local trains; aluminum will replace steel in cars and locomotives, and railroad passenger cars will be built of light metals like automobiles; steam locomotives will be replaced by electrics throughout the East. (PR, PaNews)
- Apr. 1930 New York PSC and Transit Commission rule that LIRR must operate 15-car trains to provide all riders with seats by June 15, 1931; also lengthen platforms at Penn Station and increase number of morning rush hour trains into Penn Station by Sep. 1, 1930. (NYT)
- Apr. 1930 Pa. PSC denies the application of Pennsylvania General Transit Company to operate buses between Philadelphia and Morrisville, supposedly to protect the Trenton, Bristol & Philadelphia Railway’s trolley line. (RyAge)
- Apr. 1930 PRR is applying the keystone to all official company automobiles. (PaNews)

- Apr. 1930                      Conferences of northern and Pocahontas coal railroads resolve to defend 1928 compromise on Lake Cargo coal rates from legal attack by Ohio and Pennsylvania coal operators; Pocahontas carriers actually agree with northern operators that Pocahontas rates are too low, but would be shut out of Lake business if they were higher. (Lambie)
- Apr. 1930                      American Locomotive Company (ALCO) outshops 4-8-4 No. 1111 for the Timken Roller Bearing Company; based on the 1927 DL&W design and equipped with roller bearings on all axles. (Steinbrenner)
- Apr. 1930                      City of Philadelphia buys the site of the defunct Hog Island shipyard for \$3 million; it eventually becomes the site of Philadelphia International Airport. (globalsecurity.org)
- Apr. 16, 1930                  Trenton Division abolished; South Amboy-Camden, Bel-Del, and F&JA ceded to New York Division and Camden-Bay Head Jct. and branches to Camden Terminal Division; Delaware and Norfolk Divisions consolidated to form Delmarva Division with headquarters at Cape Charles; lines north of Porter ceded to Maryland Division; Cresson Division abolished and merged into Pittsburgh Division. (MB)
- Apr. 16, 1930                  Superintendent of Trenton Division A.B. Clark named Assistant to the Chief Engineer at Philadelphia; Superintendent of Delaware Division W.R. Davis to Superintendent of Delmarva Division; Superintendent of Norfolk Division George W. Curtiss to General Agent at Trenton; Superintendent of Cresson Division A.B. Cuthbert to Assistant to the General Superintendent of the Western Pennsylvania General Division at Cresson. (MB, PR)
- Apr. 16, 1930                  Renovated Savarins lunch room reopens in the Arcade of Penn Station; includes elements in the Art Deco style with monel metal; seating increased from 97 to 152. (PaNews)
- 1930                              New kitchens built and lunch counter revised for The Savarins, Inc., at Penn Station. (CE)
- Apr. 16, 1930                  Reading Transportation Company and Jersey Central Transportation Company inaugurate expanded bus service with six round trips between Philadelphia and New York, roughly parallel to their railroad lines. (RdgMag)
- Apr. 16, 1930                  B&O withdraws its proposal to cut rail fares to equal the PRR's bus-rail fares; PRR is to discontinue its efforts to have the ICC rule against the B&O's bus service at New York. (NYT)
- Apr. 17, 1930                  Dow Jones industrial average reaches 294.07, up 95.38 from post-crash

- low, but seeming recovery soon proves false. (Wyckoff)
- Apr. 17, 1930 New York City Police Commissioner Whalen announces creation of "traffic zone" around Penn Station similar to that around Grand Central Terminal; report includes offer by PRR to build cab ramp through Penn Station to 8th Avenue on 31st Street side. (NYT)
- Apr. 17, 1930 Frederick B. Rentschler (1877-1956) announces he has control of 57% of National Air Transport, Inc. (Davies)
- Apr. 18, 1930 Senate committee chaired by Sen. Gerald Nye (1892-1971) of North Dakota announces it will investigate charges of improper campaign spending, including Joseph R. Grundy's charge that W. W. Atterbury and certain large corporations spent lavishly to defeat him in the gubernatorial primary. (NYT)
- Apr. 19, 1930 VP Martin W. Clement writes to Pres. W. W. Atterbury with an engineering report on developing a through route from Dauphin through Pottsville and on the Newark over the Lehigh Valley Railroad; would cost \$17 million for 26 miles of new line and would save 10 miles and 1:30 hours; a new line from Durward on the Middle Division through Millersburg and Lykens to the LV would cost \$22.5 million and same 1:30 hours; neither line would be worth the cost. (Wheeler)
- Apr. 19, 1930 Transcontinental Air Transport, Inc., requires a record seven planes to handle the Easter travel between Columbus and Waynoka: three westbound, two eastbound, a sixth from St. Louis to Wichita and a seventh from Wichita to St. Louis; much of the travel is within the Midwest and Plains and not transcontinental. (PR)
- Apr. 20, 1930 Broad Street Subway extended from City Hall to South Street, Philadelphia. (SEPTA, Cox)
- Apr. 21, 1930 Van Sweringen Corporation incorporated in Delaware as the master holding company for their Cleveland real estate and non-railroad property. (Splawn, Wheeler)
- Apr. 21, 1930 Port of New York Authority takes over the Holland Tunnel. (PtAuth)
- Apr. 22, 1930 PRR stockholders approve increasing capital stock by \$170 million; not to be issued immediately; \$18 million to be made available to employees at par. (NYT)
- Apr. 22, 1930 Harry Irving Miller (1862-1930), former General Manager of Vandalia Line, former General Manager of the Rock Island, and Pres. of the Chicago & Eastern Illinois Railroad and currently VP & General



Manager of the Automatic Straight Air Brake Company, dies at New York at age 68; Miller had made his mark during the rebuilding after the Johnstown Flood; after leaving the PRR, he joined the Reid-Moore syndicate based on his childhood friendships with Reid and \_\_\_\_\_. (PaNews, NYT - or at Richmond)

- Apr. 23, 1930 PRR Board authorizes fitting up two P70 coaches as broiler-coach cars; \$1.385 million for a new 46<sup>th</sup> Street roundhouse in West Philadelphia; grade crossing elimination at Swarthmore, Pa. (MB)
- Apr. 23, 1930 PRR Board approves the purchase of the Sharpsville Railroad for \$180,059, providing the receiver has received permission to abandon the 13.46 miles between Mercer Avenue, Sharpsville, and New Wilmington; the Erie & Pittsburgh Railroad is to purchase 1.91 miles of the Sharpsville Railroad and the Western New York & Pennsylvania Railway the rest, operating only New Wilmington to Wilmington Jct. (MB)
- Apr. 23, 1930 B&O places the first air conditioned dining car *Martha Washington* in revenue service on the *Columbian* between Jersey City and Washington. (RyAge)
- Apr. 23, 1930 Transcontinental Air Transport, Inc., carries a complete print of the full-length movie *Swing High* and its star, Helen Twelvetrees (1908-1958), from Los Angeles to New York. (PR)
- Apr. 24, 1930 Atlantic City Railroad Board authorizes purchase of stocks and bonds of Wildwood & Delaware Bay Railroad and execution of a 10-year lease. (MB)
- Apr. 25, 1930 Pennsylvania Greyhound Lines, Inc., acquires Buffalo Interurban Bus Line, Inc., operating between Buffalo and Olean and East Aurora-Springbrook. (MB)
- Apr. 25, 1930 New York Legislature repeals the Kaufman Act. (PL)
- Apr. 26, 1930 Last run of passenger trains between New Brunswick and East Millstone, N.J.; replaced by bus trip. (tt - NB: RyAge has 4/1, possibly no new tt issued?)
- Apr. 26, 1930 Last run of Monongahela Railway Nos. 34-37 between Brownsville and Fairmont and No. 30-33 between Brownsville and Randall. (AR)
- Apr. 26, 1930 Speaking at the annual Jefferson Day dinner, N.Y. Gov. Franklin D. Roosevelt wraps himself in Jefferson's mantle by condemning the concentration of economic power in the hands of Eastern financiers;

after Roosevelt leaves the dinner, Sen. Burton K. Wheeler, the voice of high plains agrarianism, endorses Roosevelt for Pres. and promises that the West will back him. (Smith/FDR)

- Apr. 27, 1930      *The Pilgrim* renamed *The St. Louisian* (westbound only); *The Red Knight* No. 67 renamed *The Rainbow*; *The Fast Mail* (Chicago-New York eastbound only) renamed *The New Yorker*; schedule of *The American* and "*The Spirit of St. Louis*" cut from 24 to 23 hours, fastest time yet offered between New York and St. Louis; *Manhattan Limited* No. 22 eastbound cut from 21 to 20 hours; *Airway Limited* made a separate train (No. 55) from *The American* because of change to Daylight Saving Time. (tt, PaNews, Mutual)
- Apr. 27, 1930      PRR changes the name of its Main Line station from "Villa Nova" to "Villanova." (PaNews)
- Apr. 27, 1930      Gas-electric car assigned to Muskegon Branch on Western Region. (CMP)
- Apr. 27, 1930      "HI" Tower at West Haddonfield, N.J., renamed "VERNON" for nearby Mount Vernon Avenue. (Coxey)
- Apr. 27, 1930      Reading Transportation Company and Jersey Central Transportation Company add two late night round trips between New York and Philadelphia on weekends and increase New York-Harrisburg service from 2 to 3 round trips; equipment is pooled with Reading supplying two-thirds and CNJ one-third. (RyAge)
- Apr. 28, 1930      New traffic rules imposed at Penn Station; 33rd Street made westbound only west of 7th Avenue; 32nd Street switched from eastbound to westbound; 31st Street switched from westbound to eastbound; left turns prohibited at &th & 34th and 7th & 33rd, and parking restricted. (NYT)
- Apr. 28, 1930      PB&W Board authorizes an additional \$1.8 million for the Baltimore Improvements; building underpass to eliminate grade crossing of Chester Avenue at Swarthmore. (MB)
- Apr. 28, 1930      Erie & Pittsburgh Railroad Board authorizes the purchase of the terminal of the Sharpsville Railroad at Sharpsville (1.91 miles) for \$157,800. (MB)
- Apr. 28, 1930      Sen. James G. Couzens of Michigan revises his resolution to suspend consolidations until Mar. 4, 1931, excepting if there is no injury to shippers, employees or investors. (NYT)

- Apr. 29, 1930 Pres. W.W. Atterbury meets Wabash Railway Pres. William H. Williams at the offices of Kuhn, Loeb & Co. and agrees to cooperate with forming a Fifth System, as long as it is not hostile to the PRR and the PRR can keep the Norfolk & Western Railway; Mortimer Schiff notes that the only way to finance a Fifth System is through a holding company which can buy all the stocks, but no one is able to put up the initial capital to form the holding company. (Wheeler)
- Apr. 29, 1930 Chief of Motive Power F.W. Hankins rejects a plan to test a Southern Pacific Company Class AC-5 cab-forward 4-8-8-2's between Altoona and Conemaugh because cost of temporary fuel oil facilities would offset any gain from the tests; Samuel M. Vauclain of Baldwin had requested trials hoping to interest PRR in Mallets; Hankins leans toward electrification; SP locomotives are hauled dead by PRR from Eddystone to Chicago; run via Port Road and South Side Pittsburgh because of curves and clearance. (CMP)
- Apr. 29, 1930 PRR announces 17-hour air-rail service between Pittsburgh and Dallas/Fort Worth. (NYT)
- Apr. 29, 1930 McNary-Watres Act authorizes Post Office Dept. to contract with passenger airlines to carry mail on the basis of reserving a fixed amount of space; also limits definition of "pioneer rights" to operators flying daily service on a route of at least 250 miles for at least 6 months; works on the assumption it will stimulate airlines to build bigger planes and develop passenger and freight traffic to fill the extra space; previously, most air mail was carried in small open planes; enables passenger airlines to operate at a profit; authorizes Postmaster General Walter F. Brown to award exclusive certificates for each air mail route. (TWA, Serling, )
- Apr. 30, 1930 Philadelphia & Camden Ferry Company reduces par value of shares from 25 to 15. (AR)
- Apr. 30, 1930 Chesapeake & Ohio Railway purchases the assets and franchise of the Hocking Valley Railway. (Miller)
- Apr. 30, 1930 Alleghany Corporation completes the purchase of a majority of the Missouri Pacific Railroad common and preferred stocks and convertible bonds. (Wheeler)
- Spring 1930 ICC raises short haul rates on steel and coal in the Pittsburgh District; Gov. Gifford Pinchot later charges that the PRR uses its influence to block applications for relief to the Pa. PSC. (Wheeler)
- May 1, 1930 Speaking to the Chamber of Commrce of the U.S., Pres. Hoover

- predicts that worst is over and recovery will begin. (NYT, Wyckoff)
- May 1, 1930 Allegheny Division abolished; portion south of Kiski Jct. ceded to Conemaugh Division, portion north to Buffalo Division, Low Grade Line to Renovo Division; J.J. Rhoads, Superintendent of the Allegheny Division to Assistant to the General Superintendent of the Northern Grand Division. (MB)
- May 1, 1930 PRR cuts New York ferry rates to equal those of Holland Tunnel. (FerryDept, RyAge)
- May 1, 1930 Atlantic City Railroad reopens rebuilt Atlantic City terminal at Arkansas & Atlantic Avenues. (Butler - verify)
- May 1, 1930 TAT-Maddux Air Lines establishes 24-hour rail-air service from New York via *Airway Limited* to Port Columbus and Southwest Air Fast Express Line from St. Louis to Dallas/Fort Worth. (PaNews, PR, RyAge)
- May 1, 1930 Western Air Express, Inc., purchases Standard Air Lines, Inc., operating between Los Angeles and Texas. (Davies)
- May 1, 1930 Railroad Committee of Chamber of Commerce of the State of New York reports to the Chamber with text by Prof. Thurman W. Van Metre (1884-1961) of Columbia University recommending that they oppose the Consolidation movement as diverting traffic from the port and support L.F. Loree's plan for the New York, Pittsburgh & Chicago Railroad. (NYT)
- May 1, 1930 To back the \$30 million in Van Sweringen Corporation notes issued to the public, the Van Sweringens designate 500,000 shares of their Alleghany Corporation stock, then selling at 31, as "segregated assets" in Alleghany's treasury with the proviso that if the value of the shares falls below 50% of the value of Van Sweringen Corporation notes outstanding, the Vans will deposit other assets to make up the difference and pledge to maintain a minimum of \$15 million collateral; as the price of Alleghany shares continues to fall, the Van Sweringens are forced to turn over more and more stock to keep the value of the collateral from falling below \$15 million. (Wheeler)
- May 1, 1930 Pres. Hoover tells the Chamber of Commerce of the U.S.A. that the worst is over. (Smith/FDR)
- May 3, 1930 CBS stages first radio broadcast from a moving train, using a makeshift studio in the baggage car of the *Cincinnati Limited* en route to the Kentucky Derby; describes rounding Horseshoe Curve in moonlight

- and other points of interest; narration is played on a radio on the observation car platform. (PaNews)
- May 3, 1930      New No. 8 float bridge placed in service at Harsimus Cove. (PaNews)
- May 3, 1930      Hotel Belmont, across 42<sup>nd</sup> Street from Grand Central Terminal, closes, a victim of the Depression; it will be demolished and replaced by a city airline ticket office with bus shuttles to La Guardia Airport. (NYT, Trager)
- May 5, 1930      Wabash Railway files with the ICC to acquire the Wheeling & Lake Erie Railway. (Wheeler)
- May 1930          John W. Barriger III of International Carriers, Ltd., publishes *The Pennsylvania Railroad*, and 88-page booklet for investors, through the brokerage house (?) of Calvin Bullock. (PaNews)
- May 1930          LIRR refuses the order of the New York Transit Commission that it run 15-car trains and buy 100 new cars. (RyAge - check NYT)
- May 6, 1930      Missouri PSC grants Alleghany Corporation permission to own more than 10% of the Missouri Pacific Railroad; the MP has a 50% interest in the Denver & Rio Grande Western Railroad dating from the Gould regime. (Wheeler)
- May 7, 1930      Cental Pennsylvania Coal Producers Association files complaint with ICC charging present tidewater coal rates discriminate against Pennsylvania and Maryland in favor of Pocahontas roads. (NYT)
- May 7, 1930      United Aircraft & Transport Corporation completes purchase of National Air Transport, Inc. (Davies)
- May 9, 1930      Designer Norman Bel Geddes (1893-1958), who has won fame as a stage set and store window designer, writes to Pres. Atterbury with a proposal to modernize the *Broadway Limited* to make it stand out from other trains; Geddes will become famous as a proponent of streamlining and as the designer of General Motors' "Futurama" at the 1939 New York World's Fair. (KahnPapers)
- May 10, 1930     PRR cancels diesel switcher project using Cummins engine received in 1929 before car body could be built. (Hirsimaki)
- May 10, 1930     PRR places two new main tracks in service between 18<sup>th</sup> Street & 15<sup>th</sup> Place south of Union Station; the westernmost pair to be used by the CB&Q and the eastern two by the PRR. (PaNews)
- May 12, 1930     PRR begins operating thru passenger cars from Chicago, St. Louis,

Cleveland, Detroit, Memphis, Nashville, Louisville and Cincinnati to Pier 4, Bay Ridge, Brooklyn to offer dockside transfer to new transatlantic steamers of North German Lloyd; the cars are combined into a special train at Pittsburgh; Army has rebuilt one track to mainline standards; operation of special train coincides with the sailings of the *Europa*, *Bremen* and *Columbus*; cars are made into a special train at Pittsburgh; arrives at 9:45 PM Mar. 13 in time for sailing of *Europa*; running time from Penn Station is 0:55; first train composed of combine, parlor, diner and sleeper; *Europa* and *Bremen* were first of post-war luxury liners and were obliged to dock in Brooklyn until they were able to secure larger piers in Manhattan in 1934; later boat trains carry about 300 passengers each; operated eastbound only. (PR, PaNews, NYT)

- May 13, 1930 PRR announces Bureau of New Ideas has adopted 30.4% of suggestions in 1930 vs. 10% in 1928. (NYT)
- May 13, 1930 Connecting Railway Board authorizes increasing the clearance in the New York-Pittsburgh Subway at Mantua (Zoo) Jct. to pass Class M1 4-8-2 locomotives. (MB)
- May 13, 1930 Van Sweringens' Alleghany Corporation controls the Missouri Pacific Railroad election held this date; Van Sweringen representatives are elected to the Board, replacing those of Kuhn, Loeb & Co.; last Gould family representatives removed from Board; increases Van Sweringen's mileage to 22,833; the Van Sweringens's investment of \$100 million in this weak road is a major blunder; the move also violates the traditional separation between Official and Western Territory in all consolidation schemes and brings the Vans into an area peopled by Prairie Populists with an inbred loathing of Eastern bankers, ensuring retribution once the Democrats retake Congress. (Wheeler, NYT)
- May 13, 1930 Gifford Pinchot issues telegram to W. W. Atterbury charging him with "violating rules of decency" by taking sides against him and in favor of Vare machine candidate Francis Shunk Brown ( - ) in the primary and in ordering PRR employees how to vote. (NYT)
- May 14, 1930 American Contract & Trust Company sells Pennsylvania General Transit Company, Peoples Rapid Transit Company, Inc., Pennsylvania-Virginia General Transit Company, Philadelphia Suburban Transit Company, Buffalo Interurban Bus Lines, Inc., Montgomery Bus Company, Inc., Pennsylvania-Illinois General Transit Company, Pennsylvania-Indiana General Transit Company (and what else?) to Pennsylvania Greyhound Lines, Inc. (MB)
- May 14, 1930 Greyhound Corporation sells Greyhound Lines, Inc. (Ind.) and

- Interstate Highway Limited, Inc., to Pennsylvania Greyhound Lines, Inc., which becomes operating company. (MB)
- May 14, 1930 PRR Board appropriates additional \$3 million for Philadelphia Improvements; moves the Brooklyn Consolidated Ticket Office from 336 Fulton Street to 155 Pierrepont Street; authorizes retiring "DJ" Interlocking at Dublin Jct., Ind. (MB)
- May 14, 1930 PFW&C Railway Board approves building an interchange connection with the Chicago, South Shore & South Bend Railroad at Gary; a new passenger station at 5<sup>th</sup> Avenue, Gary; changes at No. 6 & No. 10 Yards at Canton; \$1.5 million for grade separation at 15<sup>th</sup> Place & Stewart Avenue from the B&O Chicago Terminal Railroad, CB&Q and Chicago & North Western Railway, and extending the 4-track system from 15<sup>th</sup> Place to 18<sup>th</sup> Street; authorizes new branch to South Canton. (MB)
- May 14, 1930 Pres. Atterbury's 110-foot steel yacht, named *Arminia* after his wife, is launched at the Mathis Yacht Building Company in Camden. (NYT)
- May 14, 1930 O.P. Van Sweringen resigns as Chairman of the C&O to become Chairman of the Missouri Pacific Railroad. (Bias)
- May 15, 1930 PRR withdraws coach porters from east-west and Midwest corridor trains as an economy move.
- May 15, 1930 ICC authorizes the PCC&StL Railroad to acquire the St. Louis Connecting Railroad and abandon its old main line between Silver Creek and Troy. (ICC)
- c. May 1930 Enclosure of Exit Concourse at Penn Station completed. (CE)
- May 1930 Because of the hurricanes, bank failures, real estate collapse and medfly infestations in Florida, the Federated Fruit & Vegetable Growers Association, Inc., has defaulted on its loans, and the Pennsylvania Company must pay under its guarantee. (Wheeler)
- May 1930 ALCO-GE begins delivery of 42 300 HP box cab diesel switchers to the NYC system. (Kirkland)
- May 1930 Treasury Secretary Andrew W. Mellon tells the Chamber of Commerce of the U.S.A. that the worst is over and that the economy will recover quickly. (Cannadine - verify NYT)
- May 16, 1930 Removal of Pier G at Jersey City completed to make way for Harborside Terminal. (CE)

- May 16, 1930 ICC authorizes B&O to acquire two-thirds interest in Buffalo & Susquehanna Railroad. (B&O AR)
- May 1930 Economic downturn begins ushering in the Great Depression; deflation and bank failures continue through March 1933; railroad traffic, earnings, and employment cut in half; railroad stocks collapse and most in Official Territory never recover.
- May 1930 PRR completes gasoline switcher No.3907 as Class A6b.
- May 17, 1930 PRR begins low-fare weekend excursions from New York to points in the Midwest; the first since World War I; round trip fare to Cleveland is \$12 and to Detroit is \$14. (NYT)
- May 18, 1930 A 68-ton whale in a special 72-foot glass-enclosed car arrives in Indianapolis over the PRR; the whale, killed off California, is being exhibited by the Pacific Whaling Company. (PaNews)
- May 19, 1930 Postmaster-General Walter F. Brown convenes the first of a two meetings to divide air mail routes; Brown wants three transcontinental routes, New York-Chicago-San Francisco, operated by United Aircraft, a central New York-Los Angeles route to be operated by TAT-Maddux Air Lines, and a southern route to be operated by American Airways, Inc.; Brown demands that Western Air Express, Inc., be merged with TAT and sell its Los Angeles-Dallas route to Southwest Air Fast Express; Hanshue is furious; D.M. Sheaffer of PRR attends to represent TAT; that same night, Sheaffer approaches Hanshue with an offer to buy Western Air Express through an exchange of stock, which is refused. (Serling, NYT)
- c. May 20, 1930 TAT-Maddux Air Lines Tri-motor *City of New York* removed from static display in Penn Station as is needed in revenue service because of an upturn in business; is later replaced by former Maddux Air Lines No. 1, an older plane being used between Los Angeles and Agua Caliente; May is busiest month ever for line with all 18 planes operating daily, flying 244,286 miles and carrying 5,474 passengers. (PaNews)
- May 20, 1930 Primary elections in Pennsylvania; Secretary of Labor James J. Davis (1873-1947) of Pittsburgh, the Vare Machine candidate defeats incumbent Joseph R. Grundy for the Republican senatorial nomination, and maverick Gifford Pinchot wins the nomination for the governorship over the Vare Machine candidate Francis Shunk Brown (1858-1940); because they are unable to get a public “wet” declaration from either Davis or Brown, Davis because he cannot repudiate the



Hoover Administration of which he is a member, and Brown because he thinks Prohibition is not an important issue, the Liberal Party runs Thomas W. Phillips for Gov. and Prof. Francis H. Bohlen (1868-1942) for Senator; Davis's victory increases the likelihood that lame-duck Sen. Joseph R. Grundy will seek revenge by defeating Sen. David A. Reed of Pittsburgh when he comes up for reelection in 1934; Pittsburgh Mayor Charles H. Kline wins reelection by a large margin despite the opposition of the Mellons; the results show that, contrary to popular perception, there is no effective "Mellon machine" in western Pennsylvania. (NYT, Cannadine - double verify date)

- May 20, 1930      Wheeling & Lake Erie Railway asks ICC to dismiss separate applications of Nickel Plate, Wabash, and Pittsburgh & West Virginia Railway to control it. (NYT)
- May 20, 1930      Nickel Plate withdraws its application to acquire the Wheeling & Lake Erie Railway. (Wheeler)
- May 21, 1930      Senate passes the Couzens resolution. (NYT)
- May 21, 1930      Pres. Robert Lewis reports to the Stone Harbor Railroad Board that the ICC has ruled that the Stone Harbor bonds are not secured by a mortgage and are thus void; the ICC has instructed the county that it must build a new road bridge and must restore the old bridge for railroad operation; the company has offered to sell to the Reading for \$75,000, which would pay about 75% of the principal of the bonds, but the Reading offers only \$25,000; the company cannot accept this and therefore should abandon the road. (MB)
- May 22, 1930      Following a suggestion by Ivy Lee, the PRR issues first in a series of 12 projected "patriotic posters" advertising important historical incidents in PRR territory painted by famed illustrator N.C. Wyeth (1882-1945); shows the reading of the Declaration of Independence and ringing of the Liberty Bell; plan is to issue one a month and then publish the entire set in a booklet, *Building the Nation*, prepared by the popular historian Hendrick Van Loon (-), but the project is slowed and then abandoned because of the Depression. (PR, Mutual, Podmaniczky)
- May 22, 1930      Dinner celebrating 25th anniversary of LIRR electrification held in Savarin Restaurant of Penn Station; George Gibbs is the main speaker. (PaNews)
- May 23, 1930      Pres. Atterbury testifies before ICC defending purchase of Wabash and Lehigh Valley Railroad by Pennsylvania Company as an "investment" to protect interests of PRR. (NYT)

- May 23, 1930 Stone Harbor Railroad sends a letter to its security holders noting that revenue has fallen to only \$19,000 in 1929; sole assets are Mack buses Nos. 100 and 101, a Cummings gasoline locomotive, and trailer cars; the Reading has agreed to complete bridge repairs; the company forwards the Reading's offer of \$50,000 for the property, but it then realizes that the Reading expects the company to pay \$16,000 in back taxes; the State then agrees to compromise the tax bill at \$8,000, with the Reading to pay half; the Attorney-General then realizes that there is no legal authorization to make such a deal. (MB)
- May 26, 1930 Eleven Northern Pacific Railway 2-8-8-4 locomotives arrive at Crestline while being towed over the PRR from the Baldwin Locomotive Works. (PaNews)
- May 26, 1930 TAT-Maddux Air Lines, PRR, Santa Fe and Seaboard Air Line announce through ticketing with New York, Rio de Janeiro & Buenos Aires Line for air service to east coast of South America. (PaNews)
- May 26, 1930 O.P. Van Sweringen elected Chairman of the Missouri Pacific Railroad, replacing William H. Williams. (Wheeler)
- May 28, 1930 PRR Board approves the abandonment of the Ohio River & Western Railway between Bellaire and Woodsfield and the purchase by the Pittsburgh, Ohio Valley & Cincinnati Railroad of the section between Bellaire and Key and adopts a location for a branch from Powhatan to Senecaville; retires "BJ" Tower at Boston Run Jct., Pa. (MB)
- May 28, 1930 Ann Arbor Railroad declares a first-ever dividend of 5% on the preferred and 6% on the common; most is paid to the Wabash Railway as a bookkeeping transaction; as the annual net income of the Lehigh Valley Railroad tumbles from \$7.3 million to \$2.5 million, the Wabash loses \$202,000 in LV dividends, dropping its own income below the 1.5 times fixed charges needed to qualify as a "safe investment"; the Wabash thus manipulates the income from its controlled lines, particularly the Ann Arbor, in an eventually unsuccessful effort to stave off bankruptcy. (Wheeler)
- May 29, 1930 Tests with 40 empty and 25 loaded H21a hopper cars equipped with Timken inboard type roller bearing trucks at Trinway, Ohio, conclude. (TestDept)
- May 30, 1930 Atlantic City Railroad begins operating Wildwood & Delaware Bay Short Line Railroad as its Wildwood Branch. (Rdg contract date is 5/20?)
- May 30, 1930 The Pennsylvania Golf Club opens a new 18-hole course at Frazer; the

club house is a remodeled 100-year old barn; 55 foursomes of men and 5 of women compete in the opening day tournament; General Superintendent H.H. Garrigues defeats Robert Farnham, Chief Engineer of the Philadelphia Improvements, to win the Tull Cup with a score of 73 in a play-off on June 7; club has 225 members; railroad employees may join for the rest of the season for \$22.50 plus tax. (PaNews, Mutual, ChesVllyGlfClb)

- May 31, 1930 J.K. Johnston (1860- ), Assistant General Superintendent of the Eastern Pennsylvania General Division, retires. (PR)
- June 1, 1930 Division point between Eastern Division/Central Region and Fort Wayne Division/Western Region moved west to a point 1.7 miles east of Crestline station. (PaNews)
- June 1, 1930 New England traffic organization made to report to Freight Traffic Manager at New York, not Philadelphia headquarters; H.H. Young appointed New England Freight Agent, replacing Charles F. Nye, retired. (PaNews)
- June 1, 1930 American Scantic Line, Inc., stockholders makes a voting trust agreement with Bertron, Griscom & Company, Inc., Emmet J. McCormack, Albert V. Moore and John M. Franklin, placing the stock in the hands of Winthrop W. Aldrich, S.R. Bertron, and Albert V. Moore, voting trustees. (MB)
- June 2, 1930 New two-week slide begins on Wall Street in response to debate over tariff and weakness in commodity markets. (NYT, Klein)
- June 2, 1930 ICC approves granting PRR trackage rights over CCC&StL between Muncie ("Vance") and Gridley, Ind., two miles east of Anderson (17.14 miles). (MB, ICC)
- June 4, 1930 ICC approves the PRR's lease of the West Jersey & Seashore Railroad and the Western New York & Pennsylvania Railway, Commissioner Joseph B. Eastman dissenting. (ICC, RyAge)
- June 4, 1930 ICC authorizes the Elmira & Lake Ontario Railroad to acquire stock control of the Marion Railway Corporation. (ICC)
- June 4, 1930 Postmaster General Walter F. Brown convenes second conference to allot air mail routes. (NYT)
- June 5, 1930 Union Depot Company (Columbus) Board approves replacing the train shed with umbrella platforms by Nov. 1. (MB)

June 5, 1930 Daniel Willard refuses to sell Frank E. Taplin the Western Maryland Railway as his outlet to the sea. (Wheeler)

June 5, 1930 ICC hearing set for June 9, at which the Taplins are to present their own Fifth System plan, leaving out the Seaboard Air Line and the Norfolk & Western Railway, is postponed to June 16 because of the illness of their counsel Carl DeGersdorff; the hearing on the petition of the Wabash Railway to acquire the Wheeling & Lake Erie Railway is likewise postponed. (Wheeler)

June 7, 1930 Assistant to the Chief Engineer, Central Region, Bond V. Sommerville (1862-1930) dies at Detroit. (RyAge)

June 7, 1930 Regular Republicans including W. W. Atterbury, Gov. John S. Fisher, and the Mellon interests defeat Gifford Pinchot's and Joseph R. Grundy's candidate for State Republican Party Chairman, 77 to 33. (NYT)

June 1930 Juniata Shops builds first PRR diesel locomotive; No. 3907, Class A6b. (Edson has May 1930)

June 10, 1930 Alco-Timken "Four Aces" 4-8-4 roller bearing demonstrator steam locomotive No. 1111 delivered to PRR at Buffalo; first tested on PRR on a Buffalo-Harrisburg freight; used as pusher to Machias and up Keating summit; then runs Harrisburg-Altoona, Harrisburg-Morrisville and to Atlantic City, where it is exhibited at American Railway Association convention between June 18 and June 25; had previously tested on NYC. (CMP, PaNews, NYT)

June 10, 1930 PRR coal dumpers at Sandusky set a new record of 1,181 cars dumped. (RyAge)

June 10, 1930 ICC denies PRR application to abandon the Montgomery Branch, Blue Ash to Montgomery, Ohio, which has had no service and has not been maintained since 1927. (MB, ICC)

June 11, 1930 PRR Board authorizes interlocking plants at Niles Jct. and Ravenna, Ohio; \$100,000 for the Railroad Engineering Exhibit Gallery at the Franklin Institute; retiring "S2" Block Station west of White, Pa. (MB)

June 11, 1930 Timken "Four Aces" 4-8-4 arrives at Renovo; tested on a Renovo-Harrisburg freight train. (PaNews)

June 11, 1930 Pennroad Corporation declares first dividend of 20 cents a share; Pennroad certificates close at 11-5/8. (NYT)

June 11, 1930 Jay Cooke resigns as Pennroad Corporation voting trustee; replaced by Joseph Wayne, Jr. (1873-1942). (Splawn)

June 11, 1930 Group of Pennsylvania farmers visits PRR's produce terminal in New York. (PaNews)

June 11, 1930 PRR grants revised trackage rights to the Lehigh Valley Railroad between Newark Jct. and Jersey City/Sunnyside Yard. (MB)

June 11, 1930 **PCC&StL Railroad Board** authorizes retiring "DJ" Interlocking at Dublin Jct., Ind.; reports that the ICC has denied the application to abandon the old line between Silver Creek and Troy. (MB)

June 12, 1930 A solid train of 10 PRR dining cars leaves Sunnyside Yard commissary for Buffalo, where they will be attached to special trains returning to Pennsylvania from a Shriners' convention in Toronto. (PaNews)

June 12, 1930 Timken "Four Aces" 4-8-4 makes tests in freight service on the Middle Division, running Harrisburg to Altoona and back; then departs with a train for Morrisville and eventually forwarded to Atlantic City. (PaNews)

June 14, 1930 Flat car No. 470318 designed to carry 8 DD1 double door containers, leaves Altoona for display at Atlantic City; PRR will build 500 DD1 containers. (PaNews)

June 14, 1930 Wabash Railway withdraws its application to acquire the Wheeling & Lake Erie Railway just two days before hearings are to begin on the Pittsburgh & West Virginia Railway's application to acquire the W&LE. (Wheeler)

June 14, 1930 Congress passes the compromise Smoot-Hawley Tariff Bill, which is now supported by the industrial Northeast and opposed in the South and West. (Ratner)

June 15, 1930 System Publicity Bureau in Philadelphia reorganized as Publicity Dept. under Vice President Elisha Lee and Advisor to Publicity Ivy Lee.

June 15, 1930 Gustavus E. Payne (1900- ) named Assistant to the Manager of Publicity. (MB)

June 15, 1930 PRR introduces a new 4-day round trip ticket between Philadelphia and the North Jersey Coast lines between Long Branch and Long Beach Island. (PR)

June 15, 1930 Maryland PUC denies the application of two PRR trucking affiliates,

the Baltimore Transfer Company and Peninsula Auto Express Company, to establish door-to-door delivery on the Eastern Shore. (RyAge)

- June 15, 1930 Keystone Park, a children's playground, opens on land donated by the PRR at 9<sup>th</sup> Avenue between 5<sup>th</sup> & 6<sup>th</sup> Streets at Altoona; suggested by the wife of Works Manager F. G. Grimshaw. (PaNews)
- June 15, 1930 TAT-Maddux Air Lines raises fares from 6 cents to 7 cents per air mile; full fare increased from \$159.93 to \$176.43; TAT returns increased 17% without much loss of traffic. (Mutual)
- June 1930 PRR's "Blue Ribbon" trains post a record 93% on-time performance. (NYT)
- June 1930 Peak month for the *Airway Limited*; 5,688 passengers. (Condit)
- June 1930 PRR has two rail-laying trains in service, one on Eastern Pennsylvania General Division and one on Southern General Division; use of gasoline cranes and other machinery speeds tracklaying. (PaNews)
- June 1930 New "HG" Interlocking placed in service at Walnut Street, Harrisburg, replacing old "HG" Tower at North Street, "FB" Tower west of Market Street, and "WS" Tower west of Market Street. (PaNews)
- June 1930 Pennroad Corporation completes the purchase of an additional 50,000 shares of New Haven for \$5.2 million; by the end of 1931, it has purchases a total of 146,900 shares of New Haven for \$14 million. (Wheeler)
- June 1930 Chesapeake & Ohio Railway and Pere Marquette Railway placed under common management. (Miller - verify NYT, RyAge)
- June 16, 1930 Stock offering of 360,000 shares to employees closed; is greatly oversubscribed, with 12,460 applications for 580,097 shares; value of stock will collapse in the Depression and never recover; PRR is never again able to raise funds by the sale of stock. (PaNews, RyAge, )
- June 16, 1930 VP & General Manager Joseph L. Scott named Pres. of the Excelsior Express Company, replacing Ethelbert W. Smith, resigned. (MB)
- June 17, 1930 Pres. Hoover signs Smoot-Hawley Tariff over pleas of many economists, bankers and foreign governments; original purpose was to protect farmers, but interests in Congress, including Pennsylvania's Joseph R. Grundy, had expanded Hoover's original proposal to raise tariffs on most manufactured goods to new heights, up 50-100% from

Fordney-McCumber Tariff of 1922; most other countries retaliate; the resulting contraction of international trade is a major factor in causing the ensuing Depression. (Ratner, Kindleberger - role in Depression is now disputed)

- June 18, 1930 American Railway Association convention opens at Atlantic City; PRR exhibits new flat car capable of carrying eight DD1 double-door containers; ALCO-Timken exhibit their roller bearing-equipped "Four Aces" 4-8-4; exhibit ends June 25. (PaNews)
- June 18, 1930 Reading Transportation Company begins through bus ticketing with the Jersey Central Transportation Company and with the Colonial-Atlantic-Pacific Stage System nationwide. (RdgMag)
- June 19, 1930 ICC authorizes the PRR to lease the Western New York & Pennsylvania Railway. (ICC)
- June 19, 1930 O.P. Van Sweringen resigns as director of Cleveland Union Terminals Company. (MB)
- June 20, 1930 Federal Reserve cuts discount rate to 2.5%; however, this is not enough, and the Fed's passive policy and the banks' reluctance to borrow causes spending, incomes, prices and production to fall steeply for the rest of the year. (Kindleberger, Cleveland/Huertas)
- June 20, 1930 Removal of transfer bridges 1 & 2 north of Pier D at Jersey City completed to make way for Harborside Terminal. (CE)
- June 20, 1930 ICC modifies its terms for the PRR lease of the West Jersey & Seashore Railroad. (ICC)
- June 20, 1930 General Motors Corporation acquires the Winton Engine Company of Cleveland, which makes the engines for Electro-Motive Company railcars, for \$5.9 million as a preliminary to entering the diesel locomotive business; reorganized as the subsidiary Winton Motors Corporation. (Kirkland, Moodys)
- June 22, 1930 Jamaica East track elevation opens on the LIRR. (PaNews)
- June 23, 1930 Starting today, the LIRR operates trains every two weeks through Aug. 18 for the Boys Club of New York to their summer camp at Jamesport, L.I.; many of the boys are from the Lower East Side. (PaNews)
- June 23, 1930 First of three new diners placed in service on the *Broadway Limited*; feature art deco interiors with indirect lighting and aluminum chairs. (PaNews)

- June 23, 1930 PRR resumes summer-only *Northland* and *North Star*, formerly the *North Michigan Special*. (PaNews)
- June 23, 1930 Pittsburgh, Ohio Valley & Cincinnati Railroad Board authorizes the purchase of the portion of the Ohio River & Western Railway about to be abandoned between Bellaire and Key (11.5 miles) for \$130,000, and the adopted location up Captina Creek from Powhatan to Senecaville for \$9,000. (MB)
- June 23, 1930 ICC concludes hearings on Pittsburgh & West Virginia Railway's application to absorb Wheeling & Lake Erie Railway. (RyAge)
- June 23, 1930 Mary Todhunter Clark (1907-1999), a granddaughter of PRR Pres. George B. Roberts and banker Edward W. Clark, marries Nelson Aldrich Rockefeller (1908-1979), the grandson of John D. Rockefeller, Sr., at St. Asaph's Episcopal Church in Bala; they divorce in 1961. (NYT)
- June 24, 1930 LIRR wins E.H. Harriman Medal for railroad safety, which is presented at a ceremony at the New York Union League. (PaNews, NYT)
- June 25, 1930 PRR Board holds last meeting in Board Room at Broad Street Station; appropriates additional \$11.5 million for Philadelphia Improvements; authorizes acquiring property for widening the Grants Hill Tunnel No. 1 on the Steubenville Extension; new station facilities at Youngstown; track elevation at Dayton and between West 69<sup>th</sup> Street & West 87<sup>th</sup> Street at Chicago. (MB)
- June 25, 1930 VP A. J. County announces that employees have oversubscribed PRR stock issue; 72,450 employees apply for 58,097 shares vs. 360,000 available; no subscriber to receive more than seven shares. (NYT)
- June 25, 1930 PRR agrees with the Safe Harbor Water Power Corporation to relocate the Port Road between Cresswell and Pequea Creek for its new hydroelectric dam. (MB)
- June 25, 1930 PRR obtains trackage rights over the Nickel Plate between Farmdale and Wesley Jct., Ill., on the Peoria & Pekin Union Railway to replace the use of the Toledo, Peoria & Western Railroad. (MB)
- June 25, 1930 St. Louis Board of Aldermen approves the use of the railroad deck of the Municipal (MacArthur) Bridge by the Terminal Railroad Association of St. Louis; to build 5 new approach lines in East St. Louis. (RyAge)



- June 25, 1930      Strike of 500 operating employees against the Toledo, Peoria & Western Railroad settled. (RyAge)
- June 26, 1930      Pennroad Corporation completes the purchase of 98,800 shares of New Haven common and 1,200 shares preferred through Kuhn, Loeb & Co. for a total expenditure since July 1929 of \$17.4 million. (Wheeler)
- June 26, 1930      ICC begins hearings on abolishing free lighterage at New York City. (RyAge)
- June 27, 1930      West Jersey & Seashore Railroad Board ratifies the purchase of all stocks and bonds of the Pleasantville & Atlantic City Turnpike or Plank Road Company for \$60,000; authorizes additions to the Tennessee Avenue electric line station in Atlantic City. (MB)
- June 27, 1930      Wabash Railway Chairman William H. Williams announces his determination to proceed with his plan to develop a Fifth Trunk Line System. (NYT)
- June 28, 1930      PRR inaugurates No. 1057 *The Sun Tan*, a summer-only train running non-stop between Broad Street Station and Cape May, Fridays and Saturdays; runs through in 1:52; on arrival, first train is christened with a bottle of ocean water at Cape May. (Guide, tt, PaNews)
- June 28, 1930      Conover A. Thomas, an engineer on the New York Division, retires at age 70 after 52 years of service; his grandfather began on the Camden & Amboy Railroad, and his father Charles P. Thomas was a clerk on the Trenton Division for 55 years, making 100 years of continuous service for the family; son Earl H. Thomas, a conductor, is the fourth generation PRR employee. (RyAge)
- June 28, 1930      Dedication banquet held for opening of Cleveland Union Terminal after electrification completed and eastbound service begins; served by 17 miles of 3,000-volt d.c. catenary between Collinwood and Linndale; Union Terminal has 12 tracks for steam railroads and 10 for traction and rapid transit lines; both Van Sweringens are absent; regular service begins on June 29. (AR, RyAge, NYT)
- June 29, 1930      PRR inaugurates electric local service between North Philadelphia and Trenton; cuts running times by 5 to 18 minutes; first MU train leaves Broad Street Station at 7:08 AM and returns at 3:46 PM. (CE, PaNews, PR)
- June 29, 1930      PRR assumes sole operation of old Cleveland Union Depot after NYC trains vacate in favor of new Union Terminal on Public Square; however, the NYC lines remain joint owners of the old Union Depot

- under the original 1863 agreement. (PaNews, C&C)
- June 29, 1930 Nickel Plate trains begin using Cleveland Union Terminal. (Rehor)
- June 29, 1930 All-single room (13 rooms) Pullman sleepers placed on *Broadway Limited* as an experiment; introduced earlier on runs between New York, Pittsburgh, Cleveland, and Washington; also placed on the *Twentieth Century Limited*. (PR, PaNews, RyAge)
- June 30, 1930 PRR inaugurates No. 1056 *The Ra* (pronounced Ray), the westbound counterpart of *The Sun Tan*, running non-stop from Cape May to Broad Street Station on Mondays. (Guide, tt)
- June 30, 1930 Atlantic City Railroad contracts to purchase all the stock of the Stone Harbor Railroad from James B. Lichtenberger, trustee, for \$162,916 and to operate it for 10 years. (MB)
- June 30, 1930 New interlocking installed at Red Key, Ind., at the crossing of the Logansport Division and Nickel Plate. (PaNews)
- June 30, 1930 First tenants occupy the Terminal Commerce Building, a 12-storey, block-long warehouse that the Reading Company has built at 401 North Broad Street at the northeast corner of Broad & Callowhill Streets; has direct rail connection on the basement level; after 1976, the Penn Central Corporation will maintain its records center on the 10<sup>th</sup> floor. (Rdg AR)
- June 30, 1930 French troops end their occupation of the Rhineland. (Mercer)
- Summer 1930 B&O uses pre-cooling of sleeping cars with a portable ice box and blower that forces cold air in through the windows. (RyAge)
- July 1, 1930 PRR leases West Jersey & Seashore Railroad under agreement of June 30, 1930 at fixed charges plus 6% dividend; WJ&S becomes the Atlantic Division of the PRR; Camden Terminal Division abolished and merged into Atlantic Division; Atlantic Division becomes part of Philadelphia Terminal General Division; B.H. Hudson, Superintendent of the Camden Terminal Division, becomes Superintendent of the Atlantic Division; PRR also effects new 999-year lease of Western New York & Pennsylvania Railway at fixed charges plus 6% on common and 5% on preferred stock. (MB, AR, NYT)
- July 1, 1930 Conference held between Pennroad Corporation and representatives of two Seaboard Air Line Syndicates; they want Pennroad to take half the holdings of the Underwriting Syndicate, or 583,000 additional shares. (Wheeler)

- July 1, 1930 PRR announces it will carry passengers' automobiles in special baggage cars on *The Sea Gull* between East Liberty and Chelsea Yard in Atlantic City. (PR)
- July 1, 1930 PRR signs a new contract with the Pullman Company. (MB)
- July 1, 1930 PRR ends night service on Brooklyn ferry. (FerryDept)
- July 1, 1930 Claiborne-Annapolis Ferry Company moves its eastern terminus from Claiborne to Matapeke on Kent Island to shorten its crossing. (Simmons)
- July 2, 1930 Chief of Motive Power F. W. Hankins denies the request of the Timken Roller Bearing Company for a test of 100 hopper cars at passenger train speeds over the Middle Division; loaded coal cars are limited to 35 MPH on the Middle Division, and the test is seen as having no value to the PRR but potential propaganda value for Timken. (TestDept)
- July 3, 1930 PRR notifies Elizabeth, N.J., officials it is abandoning its plan to widen to six tracks between "LANE" and "ELMORA" because of condemnation award of \$290,828 for 30-foot right of way strips; railroad estimate had been \$56,000. (NYT)
- July 3, 1930 Record 31 passengers, 15 for the West Coast, depart on the westbound *Airway Limited*; require four planes from Port Columbus the next day. (PR, PaNews)
- July 3, 1930 Engineer of Tests issues a final report on the winter tests of Timken roller bearing equipped hopper cars at Trinway; finds only small differences in resistance; the major factor is that the maximum resistance of the roller bearings exceeds that of conventional bearings when starting in very cold weather by 20-30%, but quickly falls to 4-7% as the bearings warm up in use; the Timken truck is lighter, allowing for greater payload per locomotive; the Timken hopper cars continue in regular service until Aug. 1935, when the trucks are replaced with standard ones. (TestDept)
- July 5, 1930 Test Dept. issues report on tonnage rating tests of the Timken-equipped H21a hopper cars with Class I1s No. 3445 between Pitcairn and Derry eastbound and starting tests on the Sang Hollow Extension; the tests show that Timken roller bearings will not increase the number of cars that can be handled on a ruling grade or the number that can be started; the Timken cars are than assigned to PRR coal fuel trade to keep them on-line. (TestDept)

- July 6, 1930 Transcontinental Air Transport, Inc., announces air-rail service has carried 30,000 passengers in first year and 5,688 passengers in June; radio has now been installed on all planes. (NYT, RyAge)
- July 6, 1930 Lehigh & Hudson River Railway begins originating and terminating freight trains in the CNJ's Allentown Yard, using trackage rights over the CNJ between there and State Line Jct. in Easton; L&HR locomotives are serviced at the CNJ's Bethlehem Engine Terminal. (CNJ, RRsLehRvrVly)
- July 7, 1930 First birthday of the *Airway Limited* air-rail service is marked with birthday cakes; passengers receive a special medallion, TAT playing cards and model airplanes. (PaNews, PR)
- July 7, 1930 First of new H-27 hopper cars loaded at mine on Monongahela Railway. (PaNews - are these Timken-equipped?)
- July 7, 1930 Baltimore Mail Steamship Company incorporated in Md. to give Baltimore its first transatlantic passenger line since World War I; to make weekly sailings to Havre, Bremen and Hamburg starting in the spring of 1931; joint venture of the Roosevelt Steamship Company, Inc. (part of International Mercantile Marine Company - 7,500 shares), Pennsylvania Company (9,000 shares), The Baltimore Company (7,500 shares), the New York Transit & Terminal Company, Ltd. (B&O - 5,000 shares) and the Canton Company of Baltimore (1,000 shares); ships will dock at piers of Canton Company, controlled by Pennroad Corporation; to operate five reconditioned ships to Hamburg starting in 1931; PRR has 3 of 9 directors, A. J. County, H. H. Lee, and George H. Pabst. (Moody's, theshipslist.com, RyAge, NYT, Moyer/Keystone)
- July 7, 1930 PRR applies to Indiana PSC to discontinue one of two round trips between Indianapolis and Vincennes and the last mixed train on the Shelbyville Branch between Richmond and Columbus, Ind. (LegDept)
- July 8, 1930 Pres. W. W. Atterbury assures Southern Railway Pres. Fairfax Harrison that the PRR will show no preferences in routings or investments south of Washington and is looking to consolidate the Seaboard Air Line Railway with either the Southern or the Atlantic Coast Line Railroad. (Wheeler)
- July 8, 1930 John P. Smart ( -1930), Secretary-Treasurer of the Erie & Pittsburgh Railroad, dies. (MB)
- July 8, 1930 ICC begins hearings on disposition of Western Maryland Railway. (RyAge)

- July 9, 1930 Pullman parlor-buffet-lounge car in the "*Club*" series christened *Mask and Wig Club* at Philadelphia in honor of the University of Pennsylvania's drama group; used in "Clocker" service. (PaNews)
- July 9, 1930 Crowd of 5,000 briefly overpowers prohibition agents who were in the process of destroying a contraband shipment of real beer discovered at Pavonia Yard in Camden, making off with about a dozen kegs before police restore order. (NYT)
- July 9, 1930 Pres. W. W. Atterbury embarks on his yacht *Arminia* for a cruise to Labrador with his two sons; to return after Labor Day. (Wheeler)
- July 10, 1930 PRR begins changing the channel of Chartiers Creek to obtain more land for Scully Yard. (PaNews)
- July 10, 1930 A record 133-car freight train runs from Toledo to Mansfield; combined ED-2 and WV-4 hauled by locomotives No. 8258 and 7930. (PaNews)
- July 10, 1930 Gifford Pinchot announces he will run as an independent if rival Francis Shunk Brown's court case to have Luzerne County primary ballots invalidated is successful; charges W. W. Atterbury with trying to "steal the governorship." (NYT)
- July 10, 1930 Rear Admiral Richard E. Byrd (1888-1957) and party, returned from Antarctic explorations, leave New York for Chicago on the *Broadway Limited*. (NYT)
- July 10, 1930 John H. Rodgers (1864-1940) and Fergus Reid of Norfolk, whose Chesapeake Ferry Company operates between Sewells Point, Norfolk and Newport News and Old Point Comfort, form the Peninsula Ferry Corporation to operate a passenger and vehicular ferry between Norfolk and Cape Charles; they hope to use a recent ruling of the Virginia Supreme Court that railroad ferries are limited to traffic reaching them by rail to claim a monopoly of local traffic. (ChCorpWk)
- July 10, 1930 Pres. Robert Lewis reports to the Stone Harbor Railroad Board that the growing use of automobiles and trucks has eroded the value of the property; the Mack buses are in bad shape, and depreciation of road and equipment has induced the company to abandon service east of the mainland; the company will have to rent a bus and trailer from the Reading at \$15 per day, and track repairs will cost \$13,000, which the company cannot afford; James B. Lichtenberger is named agent and he receives \$25,000 to redeem the bonds at 50%; Board authorizes reconveying the real estate to the South Jersey Realty Company and continuing service to Stone Harbor after June 30, 1932. (MB)

- July 11, 1930            ICC authorizes the Atlantic City Railroad to obtain stock control of the Wildwood & Delaware Bay Short Line Railroad. (ICC)
- July 11, 1930            Rear Admiral Richard E. Byrd arrives at Chicago on the *Broadway Limited*; the train makes an unscheduled stop at Gary so that reporters can board and interview Byrd in the club car. (PaNews)
- July 12, 1930            ICC rejects PRR plan to offer free bus or taxi service to any point in Manhattan, Brooklyn or the Bronx to parties of 25 or more to compete with B&O buses; holds service in too broad; opposed by NYC and DL&W. (NYT)
- July 14, 1930            Group of 75 farmers from Delaware, Maryland and Virginia arrive at Penn Station for two-day tour of markets and food terminals in New York. (NYT)
- July 14, 1930            All single room (13 room) sleeping cars placed on *The Golden Arrow* and *The Liberty Limited*. (PR)
- July 14, 1930            Women's Aid on the Philadelphia Terminal Division holds third annual moonlight sail excursion on Wilson Line steamboat *State of Pennsylvania*. (PaNews)
- July 14, 1930            Pennsylvania General Transit Company establishes bus service between Sunbury and Lewistown. (RyAge)
- July 15, 1930            VP A. J. County meets with the Van Sweringens in New York, but the results are inconclusive, as Pres. W.W. Atterbury is on vacation in Europe. (Wheeler)
- July 15, 1930            Joint meeting of TAT, Western Air Express, Inc., and Pittsburgh Aviation Industries Corporation; arrange to form joint venture called Transcontinental & Western Air, Inc., to meet demands of Postmaster General Walter F. Brown to consolidate parallel routes; Pittsburgh Aviation Industries Corp. is included because of experience flying over the Allegheny Mountains; Western Air Express, Inc., is to retain management control for one year with Hanshue as Pres., and TAT is to have voting control; contributes its San Francisco-Los Angeles-Kansas City route; under pressure from Brown, sells its routes between Los Angeles and Texas to American Airways, Inc.; however, Western Air Express, Inc., remains as a separate entity with Los Angeles-San Diego and Los Angeles-Salt Lake City routes; exchange of shares gives General Motors a large share in T&WA; Richard Robbins ( - ) of Pittsburgh Aviation Industries Corp. is named head of T&WA. (TWA, Serling has 7/16)

- July 15, 1930 Reports reveal that Pennroad Corporation has lost almost \$18 million on the purchase of the Pittsburgh & West Virginia Railway because of decline in stock values. (NYT)
- July 15, 1930 B&O begins store door delivery service from its St. George terminal on Staten Island to all points in New York City using trucks of Store Door Trucking Corporation; Brooklyn terminal companies seek injunction. (NYT)
- July 1930 LIRR operates 30,854 regular passenger trains for the month, plus 2,551 extras and 527 express and milk trains, or an average of 1,100 passenger trains a day. (PaNews)
- July 1930 Egolf Scale Models of 1221 Arch Street, Philadelphia, has built a display of a *Broadway Limited* K4s and club car which run in place while a painted scenery backdrop loop moves behind it; two copies in large cases are used in connection with a publicity sound movie that is being shown in theaters in the Northeast and Midwest; have also built a model of the *Airway Limited* and a large Keystone sign with the airplane above illuminated in “daylight” and the train below illuminated at “night.” (RyAge)
- July 1930 Baltimore & Virginia Steamboat Company is down to 9 steamboats, from a high of 31 once operated by its predecessors: *Talbot* and *Dorchester* on the Potomac River to Washington; *Potomac* and *Anne Arundel* on the Rappahannock River to Fredericksburg; *Piankatank* to the Piankatank and Great Wicomico Rivers; *Virginia* and *Eastern Shore* to Crisfield and the lower Eastern Shore; *Calvert* to the Choptank River; *Northumberland* as a spare boat. (Burgess)
- July 16, 1930 LIRR announces it has placed in service 40 ex-PRR P54 trailers converted to MU cars. (NYT)
- July 16, 1930 German Reichstag enters a vote of no confidence on the government of Chancellor Heinrich Brüning; Brüning then attempts to invoke Article 48 of the Weimar Constitution that would let him rule by decree in an emergency, but he is forced to call for new elections. (Morris)
- July 17, 1930 Elisha Lee, Julien L. Eysmans, Daniel M. Schaeffer and M.W. Clement of PRR, Stanley Resor and \_\_\_ Mimms of J. Walter Thompson Company, and Ivy Lee's partner T. J. Ross meet with designer Norman Bel Geddes at his New York studio; meeting is arranged through Geddes's patron Otto H. Kahn of Kuhn, Loeb & Co.; Geddes proposes to modernize the *Broadway Limited* to make it stand out from the competition; will produce drawings and models and then rebuild four

typical cars; Lee seems reasonably well-disposed to the project, but Geddes's demand for a \$100,000 a year fee and deepening depression kill the project. (KahnPapers - recheck if 7/27)

- July 18, 1930 PT&T contracts with Pennsylvania Cadillac Motor Service Company for limousine and rental car service at Penn Station. (MB)
- Jul 19-20 1930 Over the weekend, executive offices moved from old Broad Street Station to 15th-19th floors of Suburban Station (“Broad Street Station Building”); includes all Executive Dept, Treasury, Chief of Passenger Transportation, Chief of Freight Transportation, Chief of Motive Power, Chief Engineer, and General Traffic Managers; Eastern Region offices remain in Broad Street Station. (PR, PaNews)
- July 19, 1930 Northbound "Clocker" strikes automobile accidentally driven onto the tracks and platform at South Elizabeth by way of a poorly marked closed street crossing at 10:30 PM; locomotive overturns and two cars roll down embankment, a signal bridge for "SA" (?) Tower is demolished, closing all tracks; over 100 injured, one fatally; through trains detoured via Lehigh Valley Railroad between Newark and Metuchen westbound; one track restored at 12:35 AM. (NYT)
- July 19, 1930 First special electric MU train operates from Philadelphia to Norristown in the late afternoon for local dignitaries. (PaNews, PR)
- July 20, 1930 Full electric local revenue service begins between 52nd Street, Philadelphia, and Norristown; electrification is not extended to Phoenixville as originally planned. (PaNews, CE)
- July 21, 1930 Executive offices open for business in the “Broad Street Station Building” (Suburban Station); Pres., Secretary and Board occupy the 19<sup>th</sup> floor. (PR)
- July 21, 1930 Pennroad Corporation announces that it has increased its holdings of New Haven from 100,000 shares to 204,000 shares since Jan. 27, plus Missouri-Kansas Texas Railroad preferred stock and B&O Convertible bonds. (NYT)
- July 21, 1930 Transcontinental & Western Air, Inc. incorporated in Delaware as joint venture of Transcontinental Air Transport, Inc. (47.5%), Western Air Express, Inc. (47.5%) and Pittsburgh Aviation Industries Corporation (5%) to perform all-air mail and passenger service under new Post Office Dept. contract; Clement M. Keys of TAT as Chairman and Harris Hanshue of WAE as Pres., and Jack Frye as VP-Operations; acquires stock and certain assets of TAT and Western Air Express, Inc. (Moody's, TWA)



- July 21, 1930 PRR pier at Canton destroyed by fire. (NYT)
- July 21, 1930 Record day at Northumberland Transfer station; 202 cars handled in 8 hours in hot weather. (PaNews)
- July 22, 1930 Pennroad Corporation announces it will pay dividends on Detroit, Toledo & Ironton preferred stock. (NYT)
- July 23, 1930 On seventh anniversary of the Enola Steel Car Shop, it repairs its 58,389<sup>th</sup> freight car. (PaNews)
- July 1930 New 324-foot addition to 16th & Pike Street Produce Terminal opens in Pittsburgh. (PaNews)
- July 25, 1930 B&O suspends store door delivery at New York after protest of other companies. (NYT)
- July 25, 1930 Dillon, Read & Co. sounds out Illinois Central Railroad if it is interested in buying the holdings of the two Seaboard Air Line Syndicates. (Wheeler)
- July 27, 1930 New Haven ends local passenger service on the Harlem River Branch between Harlem River Station and New Rochelle; express passenger service to Penn Station via Hell Gate Bridge remains.
- July 28, 1930 PRR places the westbound *Mercantile Express* No. 135 on a new schedule between Pittsburgh and Chicago reducing the time to 10:15 and reducing the number of stops to Alliance, Canton, Massillon, Mansfield, Crestline, Lima, Van Wert, Fort Wayne, Plymouth, Valparaiso, Gary and Englewood with conditional stops at Beaver Falls, Salem, Bucyrus and Warsaw; part of a new program to eliminate all-stops locals serving tiny rural hamlets now served better by automobile in favor of faster running between medium-sized towns that are bypassed by the deluxe trains. (Mutual)
- July 28, 1930 PRR closes Altoona Shops for the week beginning this day to consolidate all furlough days into a single week each month. (RyAge)
- July 28, 1930 ALCO-Timken 4-8-4 demonstrator locomotive No. 1111, the first U.S. steam locomotive with roller bearings, begins more road tests on PRR, running on No.13 and No. 6 between Harrisburg and Columbus, replacing an M1a. (PaNews)
- July 28, 1930 N.J. PUC refuses Pennsylvania General Transit Company's request for a certificate to operate interstate bus service between Jersey City and

- Trenton as part of its New York-Philadelphia line. (RyAge)
- July 29, 1930 PRR operates first of three weekend excursions from the Western Region to New Jersey resorts for regular one-way fare plus \$1; good for 16 days; other trips run on Aug. 12 and Aug. 26. (PR)
- July 29, 1930 B&O announces that it will place four "night coaches" in service between Jersey City and Washington; have reclining seats, a small lunch counter, and separate smoking compartments for men and women. (NYT, RyAge)
- July 29, 1930 Two-day eighth annual MBA picnic begins at Conneaut Lake Park in northwestern Pennsylvania. (Mutual)
- July 1930 PRR begins carrying passengers' automobiles as baggage on *The Sea Gull* between Pittsburgh and Atlantic City to compete with highways.
- July 1930 PRR begins carrying motor trucks on its car floats between Cape Charles and Little Creek to accommodate growing truck traffic using the Eastern Shore to bypass Baltimore and Washington. (PaNews)
- July 1930 PRR ships 210 tons of Assyrian statuary from New York to the University of Chicago Museum; 4 cars go through the Penn Station tunnels, but the stone bull of Sargon II (d. 705 B.C.), weighing 20 tons, is too large and has to be detoured. (RyAge)
- July 1930 Atlantic City Railroad buys control of Wildwood & Delaware Bay Short Line Railroad.
- July 1930 Grogan Yard at Columbus enlarged from 1,010 to 2,105 car capacity. (AR has completed in 1931)
- July 1930 PRR issues second N.C. Wyeth poster; "In Old Kentucky" featuring Daniel Boone. (PaNews, Mutual)
- July 1930 ICC sets final valuation of the Baltimore, Chesapeake & Atlantic Railway at \$3,167,309. (RyAge)
- July 30, 1930 ICC files formal charges that PRR's purchase of Wabash Railway and Lehigh Valley Railroad violates Clayton Antitrust Act. (NYT)
- July 30, 1930 Indianapolis Division employees holds a picnic at Lake Maxinkuckee. (PaNews)
- July 31, 1930 First joint annual MBA and Pittsburgh Division Shopcraft Association picnic held at Idlewild Park in the foothills between Ligonier and

Latrobe, Pa. (Mutual)

July 31, 1930 Press reports that NYC has agreed in principal to sell its 26% interest in the Reading-CNJ to B&O in return for certain trackage rights. (NYT)

Aug. 1, 1930 Reading resumes operation of Wildwood & Delaware Bay Short Line Railroad as majority stockholder. (CorpHist)

Aug. 1, 1930 Hocking Valley Railway Company dissolved. (Miller)

Aug. 1, 1930 Thomas F. Woodlock (1866-1945) resigns as ICC Commissioner. (NYT)

Aug.? 1930 East St. Louis passes an ordinance for three approaches to the Municipal (MacArthur) Bridge and a new Union Station at Railroad & South Main Streets. (RyAge)

Aug. 4, 1930 Cab signals placed in service between Millham Jct., Trenton, and Holmesburg Jct. (or N. Phila.?) (was Holmesburg-Phila. done earlier - was scheduled to open 6/1 - Mutual)

Aug. 4, 1930 Train of 160 empty refrigerator cars run from Northumberland to Harrisburg behind a single locomotive, No. 2759 (what type?). (PaNews)

Aug. 4, 1930 Huntingdon & Broad Top Mountain Railroad replaces a steam train with a Brill gas-electric car. (RyAge)

Aug. 5, 1930 "NAVY" Block Station established in South Philadelphia; controls the approach to the new coal dumper facility. (PaNews)

Aug. 5, 1930 Virginia Ferry Corporation incorporated in Va.; to operate vehicular ferries between Cape Charles and Little Creek; all stock owned by American Contract & Trust Company; company is formed in response to threat of competition from Peninsula Ferry Corporation and to preserve PRR's rights to operate a ferry for local vehicular traffic; in early drafts, name was to have been Cape Charles, Old Point Comfort & Norfolk Ferry Company and it was to have the power to operate airplanes. (MB, CCW)

Aug. 5, 1930 ALCO-Timken 4-8-4 demonstrator No. 1111 is delivered to the Western Region at Crestline. (PaNews)

Aug. 6, 1930 Kuhn, Loeb & Co. announces that the B&O has acquired from them the defaulted bonds of Chicago & Alton Railroad for \$21.5 million, giving them control of the reorganization. (NYT)

Aug. 6, 1930 New electric crane installed at Dayton freight station. (PaNews)

Aug. 6, 1930 ALCO-Timken 4-8-4 demonstrator No. 1111 arrives at Chicago on the PRR *Star Union Line* preference freight. (PR)

Aug. 7, 1930 PRR announces that 317 of 360 locomotives have been equipped with cab signals. (NYT)

Aug. 7, 1930 ALCO-Timken 4-8-4 No. 1111 displayed for photo-op at Chicago Union Station; is pulled forward by three women office employees as a stunt. (PR, PaNews)

Aug. 8, 1930 First Class O1 (?) 4-B-4 electric passenger locomotive placed in service between Philadelphia and Trenton; are designed for eventual use between New York and Philadelphia and Philadelphia and Washington. (NYT, RyAge)

Summer? 1930 Two experimental Class O1 2-B-2 a.c. electric locomotive begin service tests; first using twin-armature traction motors and quill drive without side rods; too little weight on drivers and poor tracking render them unfit for most regular passenger assignments. (Mutual - combine)

Aug. 8, 1930 Virginia Ferry Corporation organized; Elisha Lee elected Pres.; establishment of line delayed by litigation with rival Peninsula Ferry Corporation. (MB)

Aug. 8, 1930 Columbus Division employee picnic at Put-in-Bay draws 2,600; two special trains of 14 and 15 cars are run to Toledo, where vacationers take the steamboat *Greyhound* to Put-in-Bay. (PaNews)

Aug. 11, 1930 Railroads entering New York agree that B&O will abandon its store door service; in return, PRR and Lehigh Valley Railroad will carry freight to and from their inland stations in own trucks, rather than use private truckers who have an incentive to carry from inland stations direct to consignee; Erie Railroad will continue to use United States Trucking Corporation, which is controlled by Van Sweringens. (NYT)

Aug. 11, 1930 B&O closes with Kuhn, Loeb & Co. to acquire the bonds of the Chicago & Alton Railroad. (Wheeler)

Aug. 13, 1930 St. Louis announces the terms for the railroads' use of the Municipal Bridge; are to abandon the Relay Station in East St. Louis and build a new station 2,000 feet to the south; Terminal Railroad Association of St. Louis is to pay car charges for the use of the bridge and remove the tolls on vehicles and pedestrians using the Eads Bridge. (RyAge)

- Aug. 1930 PRR demolishes the Master Mechanic's office at the West Philadelphia Shops and removes the bell that has tolled the shift changes since 1865; the bell was cast by Naylor, Vickers & Co. in Sheffield, England. (PR, Mutual)
- Aug. 14, 1930 Eastbound *Commercial Express* No. 26 runs head-on into westbound freight Extra 6776 near Macksville, Ind., in single-track manual block territory; 1 killed and 39 injured. (RyAge)
- Aug. 15, 1930 PRR signs agreement with City of Pittsburgh for new station fronting on Penn Avenue at 13<sup>th</sup> Street and street improvements; Depression will delay project until after World War II. (MB)
- Aug. 15, 1930 PRR appoints Alfonso Molinar (1898- ) General Mexican Agent at a new office in Mexico City. (PR)
- Aug. 1930 First unit of Harborside Terminal opens at Jersey City. (CE)
- Aug. 1930 Lima Locomotive Works, Incorporated, delivers the first Chesapeake & Ohio Railway Class T-1 2-10-4's, at the time, the largest two-cylinder locomotives in the world, designed from the Erie 2-8-4 by the Van Sweringen Advisory Mechanical Committee; the design will serve as the basis for the PRR Class J1. (Hirsimaki)
- Aug. 1930 Severe drought strikes South and lower Midwest. (Gregory)
- Aug. 1930 The movie *Romance* starring Greta Garbo (1905-1990) opens; she has chosen as her co-star Gavin Gordon (1901-1983), a stage actor who nearly a decade earlier had been a secretary on the *Broadway Limited*; Gordon fails to develop leading man charisma but becomes a supporting actor with a long list of credits lasting to television series work in the 1960s. (NYT, PaNews, iMDB, wiki)
- Aug. 17, 1930 PRR announces that according to the 1930 census, half the U.S. population lives in PRR territory. (PR)
- Aug. 18, 1930 Pennsylvania-Virginia General Transit Company begins through bus service with one round trip between New York and Cape Charles, Va., with ferry connection to Norfolk. (PR, NYT)
- Aug. 18, 1930 Eastern Air Transport, Inc., begins its first revenue passenger flights between New York's North Beach (later La Guardia) Airport and Richmond with Ford Tri-motors. (NYT)
- Aug. 19, 1930 Bank of America founder A. P. Giannini (1870-1949) leaves New York on the *Airway Limited* and arrives home in San Francisco on Aug. 21,

- having traveled from Cherbourg, France, in the record time of one week. (PaNews)
- Aug. 1930 Cab signals placed in service between Frankford Jct. and West Haddonfield, N.J. on Delair Bridge line.
- Aug. 20, 1930 Vaness Company agrees to guarantee a \$200,000 loan to the S.A. Gerrard Company, a big southwestern perishables shipper, and its traffic is rerouted from the PRR to the Erie Railroad on Aug. 23, despite earlier aid from the PRR. (Wheeler)
- Aug. 22, 1930 Richmond-Washington Company surrenders powers to build and operate railroads. (C&C)
- Aug. 22, 1930 Wheeling & Lake Erie Railway files brief with ICC opposing its inclusion in Pittsburgh & West Virginia Railway system because of PRR control; asks inclusion in Chesapeake & Ohio Railway system. (NYT)
- Aug. 22, 1930 Illinois Central Railroad declines offer to purchase Seaboard Air Line Railway; Dillon, Read & Co. try to make new attempt to get Van Sweringens or perhaps Pres. Atterbury to take the stock, but Atterbury is on vacation until Sep. 10, and Syndicates set to expire on Sep. 30. (Wheeler)
- Aug. 25, 1930 Christian C. Febiger (1845-1930), a descendant of Mathew Carey and a PB&W director, dies. (MB)
- Aug. 25, 1930 On arrival at Jersey City Terminal, members of the Reading's Seven O'Klocker Klub present a gift of gold coins and a good will scrapbook to retiring conductor Bill Meehan; club cars have a radio, exercise equipment, and a library; 4-6-2 No. 110 is the regular locomotive. (RREmply)
- Aug. 25, 1930 Postmaster General Walter F. Brown awards the air mail contract for Newark Airport-Los Angeles service to Transcontinental & Western Air, Inc. (Davies)
- Aug. 28, 1930 Trainmen's rest rooms moved from the 4<sup>th</sup> floor of the Steele Building at 15<sup>th</sup> & Cherry Streets to the first and second floors of old Broad Street Station. (PaNews)
- Aug. 29, 1930 PRR awards first Rea-Newhall Scholarship for four years at University of Pennsylvania. (NYT)
- Aug. 29, 1930 LIRR appeals to courts to block ruling of Transit Commission and

- Public Service Commission re operating 15-car trains and lengthening platforms at Penn Station. (NYT)
- Aug. 29, 1930      Comptroller Frank J. Fell reports to A. J. County finding that both the Federated Fruit & Vegetable Growers Association, Inc., and the Federated Growers Credit Corporation, both with loans guaranteed by the Pennsylvania Company, are insolvent and should be reorganized or liquidated; the Pennsylvania Company's loss on loan guarantees amounts to \$1.12 million by July 1934. (Wheeler)
- Aug. 30, 1930      PRR restores third boat on Cortlandt Street ferry. (FerryDept)
- Aug. 30, 1930      PRR begins experiment of selling excursion tickets on Western Region for Labor Day travel at 75% of one-way fare. (PR)
- Aug. 30, 1930      On Labor Day weekend beginning today, PRR operates 308 extra passenger trains on the New York Division and 95 on the Philadelphia Terminal Division. (PaNews)
- Aug. 31, 1930      New 26-stall roundhouse opens at 46<sup>th</sup> Street in West Philadelphia; is to replace the old 46<sup>th</sup> Street roundhouse and the No. 2 roundhouse in West Philadelphia; all steam locomotive servicing will be moved here away from the 30<sup>th</sup> Street Station area; also includes a 6-track concrete coaling station. (PaNews)
- Aug. 31, 1930      Last run of Nos. 332-335 between Indianapolis and Vincennes, leaving one round trip and Nos. 330-331 between Indianapolis and French Lick Springs via Gosport. (LegDept)
- Sep. 1, 1930      PRR begins LCL container service between New York and Wilmington. (PaNews)
- Sep. 1, 1930      New York, Philadelphia & Washington Airway Corporation (dba Ludington Air Lines), backed by the brothers Charles Townsend Ludington (1896-1968) and Nicholas Saltus Ludington (1904-1966) of Philadelphia, inaugurates daily hourly airplane service between Newark Airport, Philadelphia (Camden) and Washington; special bus operates between Penn Station and Newark Airport; the Ludingtons operate without a mail contract, which almost all airline promoters see as necessary for profitability. (A-sheet, NYT, Time)
- Sep. 1, 1930      PCC&StL acquires trackage rights over CCC&StL between Anderson and Muncie, Ind., under agreement of May 23, 1929. (C&C)
- Sep. 1, 1930      Over the next 8 days, 11 trains of over 100 cars are run on the Cincinnati Division. (PaNews)

Sep. 1930 CTC placed in service between Ben Davis and Limesdale on St. Louis Division. (PR)

Sep. 2, 1930 A group of officials of the London, Midland & Scottish Railway led by VP Sir Harold Hartley ( - ) tours the facilities of the Chicago Terminal Division. (PaNews)

Sep. 3, 1930 Quaker City Cabs, Inc., establishes limousine service at Broad Street, West Philadelphia, and North Philadelphia stations.

Sep. 3, 1930 PRR agrees with the Atlantic Transport Company for lighterage services at Baltimore, replacing the contract of July 1, 1923. (MB)

Sep. 3, 1930 DL&W inaugurates 3,000-volt DC electrification between Hoboken and Montclair, N.J.; Thomas A. Edison operates the first train. (JCLines)

Sep. 4, 1930 PRR holds a luncheon at the Electric Club in Chicago for the delegation from the London, Midland & Scottish Railway. (PaNews)

Sep. 5, 1930 Restaurant opens at the Renovo Railroad YMCA. (PaNews)

Sep. 6, 1930 Fort Wayne Division wins Western Region outdoor sports meet at Indianapolis. (NYT)

Sep. 8, 1930 Richmond & Madison RPO cut to Columbus & Madison RPO. (Kay)

Sep. 8, 1930 Delegation from the London, Midland & Scottish Railway leaves Chicago for Cleveland and on Sep. 10 for Pittsburgh and points east; they embark for home on Sept. 26, after touring PRR facilities around New York City. (PaNews)

Sep. 9, 1930 PRR discontinues bus service between Trenton and Browns Mills, N.J. (eff. date)

Sep. 10, 1930 Pres. W.W. Atterbury returns from his Labrador vacation.

Sep. 10, 1930 Pres. W.W. Atterbury denies rumors that either PRR or Pennroad Corporation has purchased the Maine Central or Bangor & Aroostook Railroads. (NYT)

Sep. 10, 1930 PRR Board holds first meeting in new Board Room in Suburban Station; PRR occupied 125,000 square feet on 5 floors with 14 floors to be leased. (MB)



- Sep. 10, 1930 PRR Board authorizes electrification between North Philadelphia and Olden Avenue, Trenton (rescinded Dec. 14, 1932); new 110-foot turntable at Oil City; reverses decision to abandon portion of Dresden Branch approved on Sep. 11, 1929, because it would cut a main line. (MB)
- Sep. 10, 1930 PRR Board authorizes retiring the following facilities: lease of Pier 1, North River; old Camden & Amboy New York terminal since mid-1800s; parts of Columbia, Pa., engine house and shops; engine terminal at Oil City; suburban station at Petoskey, Mich. (MB)
- Sep. 10, 1930 PRR tracks realigned between "UNION" at Rahway and Colonia, removing a curve. (CE)
- Sep. 10, 1930 Excelso Trucking Company, Inc., incorporated in Del. to operate trucks from PRR yards in New Jersey to various freight stations in New York City; owned by American Contract & Trust Company; work actually performed by Scott Bros., Inc. (MB)
- Sep. 11, 1930 Effigies representing "Old Man Depression," "Mrs. Pessimism," and "Miss Fortune" are thrown from the PRR steamboat *Virginia Lee* by Gov. John Garland Pollard (1871-1937) and his entourage on a trip to the Eastern Shore. (NYT)
- Sep. 12, 1930 ICC examiner recommends against Pittsburgh & West Virginia Railway's control of Wheeling & Lake Erie Railway, citing PRR control of P&WV through Pennroad Corporation. (NYT)
- Sep. 12, 1930 TAT-Maddux Air Lines tests an improved Ford Tri-motor between Columbus and St. Louis; is capable of 125-150 MPH vs. 100-110 MPH, saving 1:27. (PR)
- Sep. 12, 1930 Reading opens its track elevation through Wissahickon and Manayunk. (AR)
- Sep. 13, 1930 Last run of Richmond-Columbus, Ind., mixed train Nos. 946-947; last passenger service between Dublin Jct. and Columbus, Ind.; trains carried no more than six passengers and often ran empty. (LegDept, tt)
- Sep. 14, 1930 "ZOO" Tower placed in service at Mantua Jct., replacing "N", "K", "D-1" and "JO" interlockings. (verify ones replaced) (CE, PaNews)
- Sep. 14, 1930 "K" Tower opposite Mantua Avenue in West Philadelphia closes, replaced by "ZOO" Tower. (PaNews)
- Sep. 14, 1930 Missouri Pacific's *Sunshine Special* extended to operate through

- between St. Louis and Mexico City. (A-sheet)
- Sep. 14, 1930 New German elections result in a swing to parties at the extremes; the Social Democrats come in first with 143 seats, well short of a majority; the Nazis are second with 107, up from only 12 in the previous Reichstag, and the Communists are third with 77. (Morris)
- Sep. 15, 1930 Pennroad Corporation pays its first dividend of 20 cents a share. (NYT)
- Sep. 15, 1930 Gimbel Bros. department store at 8<sup>th</sup> & Market Streets features a one-week display devoted to "Transportation in America"; PRR has one show window in which it displays photos, drawings and models, many from the World's Columbian Exposition of 1893, as well as renderings of 30<sup>th</sup> Street Station and photos of TAT airplanes; other displays are provided by the Reading, B&O, Philadelphia Rapid Transit Company and J.G. Brill Company. (PaNews, PR)
- Sep. 15, 1930 Jamaica Central Railways converts its trolley line between Hook Creek and Far Rockaway to buses. (Seyfried)
- Sep. 1930 PRR offers combined rail-bus Sunday excursions to points on the Northeast Corridor; travel by train to the destination for a bus tour of the local sights; tours include Old Philadelphia, Valley Forge, Midtown or Lower Manhattan. (RyAge)
- Sep. 1930 Representatives of railroad security holders approach Railway Labor Executives' Association with concern about falling revenues and raise question of future pay cuts.
- Sep. 1930 Train shed of Columbus Union Station removed for replacement with umbrella sheds and tracks rearranged. (C&C - removal authorized in May, begins late June (PR 6/25) - according to NYC AR was completed in 1931)
- Sep. 1930 PRR opens a new engine-servicing facility on the east leg of the Fullerton Avenue wye at Detroit. (PaNews)
- Sep. 1930 PRR adds maid service to *The Pennsylvania Limited* eastbound and *The Manhattan Limited* westbound.
- Sep. 1930 Ohio grants Pennsylvania General Transit Company certificates for bus service Steubenville-Cadiz-Cambridge-Lancaster-Cincinnati, Pittsburgh-Canton-Lima-Fort Wayne, and Pittsburgh-East Liverpool-Canton-Fort Wayne. (RyAge)
- Sep. 1930 Chesapeake & Ohio Railway puts No. 3000, the first of 40 Class T-1 2-

- 10-4's in service between Russell, Ky., and Toledo; becomes the prototype for the later PRR Class J1. (RyAge)
- Sep. 1930 William Z. Ripley prepares an article for the October issue of *The World's Work* pushing a four-system consolidation plan. (Wheeler)
- Sep. 17, 1930 Kuhn, Loeb & Co. offers \$23,35,000 PCC&StL General Mortgage bonds and \$7,182,000 Cleveland & Pittsburgh General & Refunding Mortgage bonds and 100½. (NYT)
- Sep. 19, 1930 VP Martin W. Clement prepares a memo on the Seaboard Air Line Railway noting that it is weak in freight and should be merged with the Southern Railway. (Wheeler)
- Sep. 21, 1930 John T. Dorrance (1873-1930), Pres. of the Campbell Soup Company and PRR director, dies. (MB, NYT)
- Sep. 22, 1930 ICC authorizes the GR&I to abandon the Michelson Branch of the Missaukee Branch between Merritt and Michelson (6.33 miles) within 30 days; at Michelson, there are only 5 small houses left over from the timber industry; freight service operates once a week but service runs east of Merritt only when needed. (ICC)
- Sep. 22, 1930 DL&W suburban electrification extended from Roseville to South Orange on the Morris & Essex Line. (JCLines)
- Sep. 23, 1930 East Stroudsburg & Philadelphia RPO cut to East Stroudsburg & Trenton RPO. (Kay)
- Sep. 23, 1930 Maddux Air Lines Ford Tri-motor No. 1, first plane flown by Maddux on West Coast, arrives at North Beach (later La Guardia) Airport as prelude to application for coast-to-coast air mail contract; plane is put on display in Penn Station the following night; remains there until May 1935. (PR, NYT)
- Sep. 23, 1930 United States Steel Corporation and Bethlehem Steel Corporation announce 10% wage cut. (Burg)
- Sep. 24, 1930 Large clock 5 feet in diameter placed on the 16<sup>th</sup> Street facade of Suburban Station. (PR)
- Sep. 24, 1930 Dravo Contracting Company begins work on new two-span masonry arch bridge over Schuylkill River at Market Street in front of 30<sup>th</sup> Street Station; part of city's share of Philadelphia Improvements. (Davis)
- Sep. 24, 1930 Municipal Railway runs the first freight train over the Municipal

(MacArthur) Bridge at St. Louis. (RyAge)

- Sep. 25, 1930 Terminal Railroad Association of St. Louis signs a contract for the use of the Municipal (MacArthur) Bridge. (RyAge)
- Sep. 25, 1930 Long conference held between the Taplins and H. H. Lee of Pennroad Corporation; Pennroad refuses to fix a price for selling its Pittsburgh & West Virginia Railway stock back to the Taplins because of the volatile market situation. (Wheeler)
- Sep. 26, 1930 PRR holds private inspection tour of Suburban Station for city officials, the Chamber of Commerce, etc. (PR)
- Sep. 27, 1930 During a two-hour window during the middle of the night of Sep. 27-28, PRR places temporary vehicular and pedestrian bridges to connect the upper level of 30<sup>th</sup> Street Station to Market Street. (PR)
- Sep. 27, 1930 30th Street Station and Suburban Station open for public viewing without train service. (MB, Mutual)
- Sep. 27, 1930 Last run of Monongahela Railway No. 30-33 between Randall and Fairmont. (AR)
- Sep. 27, 1930 Last run of mixed train service between Columbus, Ind., and Richmond, Ind., via Bentonville and Dublin Jct. (Sulzer - see above?)
- Sep. 28, 1930 Upper level of 30th Street Station opens at 2:01 AM for all MU trains using Suburban Station and steam trains to Wilmington, Baltimore, and Washington from Broad Street Station; Suburban Station opens with seven of a projected 12 tracks (6-12) and four 1100-foot platforms for MU commuter trains only, serving 30,000 commuters and 325 trains daily; 135-lever "BROAD" Tower at Suburban Station placed in service, although it is located in a room off the Concourse without a view of the tracks; first train to leave Suburban Station is No. 5951 to Norristown at 5:45 AM; Paoli Local is first to arrive on Track No. 12 at 7:15 AM. (MB, CE, PR, PaNews, Mutual, NYT)
- Sep. 28, 1930 New York-Chicago sleeping car placed on the *St. Louisian* on a 20:20 schedule; *The Rainbow* (westbound) cut to 20:50 and *The New Yorker* (eastbound) cut to 20:00, making a total of 13 fast New York-Chicago trains in both directions making the run in under 21:00; 0:15 cut from *The Duquesne*, Pittsburgh to Philadelphia, and from *The Potomac*, Washington to Pittsburgh. (PR, RyAge)
- Sep. 28, 1930 PRR places a rail motor car on Manahawkin-Beach Haven, N.J., run for 36 days; operating cost is still three times that of a bus. (Brinckmann)

- Sep. 28, 1930 PRR entertains a Japanese delegation touring the U.S. under the auspices of the Taylor Society of efficiency engineers; special train runs from Penn Station to Manhattan Transfer and back to Sunnyside, then across to the New Haven at Oak Point. (PaNews, RyAge)
- Sep. 29, 1930 PB&W Board authorizes a new cattle yard at 36<sup>th</sup> Street & Grays Ferry Avenue to permit removal of the old stock yards for 30<sup>th</sup> Street Station. (MB)
- Sep. 29, 1930 New bridge completed across Allegheny River at South Oil City. (PaNews)
- Sep. 29, 1930 Japanese delegation visits the Western Electric plant at Kearney, N.J., then proceeds to Philadelphia on a special PRR train with a stop at Trenton. (PaNews, RyAge)
- Sep. 30, 1930 New England Governors' Railroad Committee reports that PRR has increased its holdings of New Haven to 228,925 shares and Pennroad to 150,000 shares since Apr. 1930. (NYT)
- Sep. 30, 1930 New concrete Inter-County Bridge opens for vehicular traffic between Columbia and Wrightsville, removing road traffic from PRR bridge. (Lestz)
- Sep. 30, 1930 B&O opens a new produce terminal at Camden Station, Baltimore. (RyAge)
- Oct. 1, 1930 VP in Charge of Secretarial Dept. Lewis Neilson retires at age 70 after almost 50 years of service, and the post, which allowed him to retire at vice presidential rank, is abolished; Secretary's Office is placed back in the General Office Dept. (MB, PR)
- Oct. 1, 1930 PRR has 5,757 locomotives, down from 7,270 in 1918; average HP per unit has increased from 1,578 in 1918 to 2,346 in 1930; total HP now 13.5 million vs. 11.5 million in 1918. (PR)
- Oct. 1, 1930 PRR has record 212,311 stockholders, of whom 100,347 are women. (NYT)
- Oct. 1, 1930 Pres. Hoover travels to North Philadelphia by special PRR train for the first game of the World's Series at Shibe Park. (NYT)
- Oct. 1, 1930 Transcontinental & Western Air, Inc., takes over operation of the transcontinental air route, including air-rail service, from Transcontinental Air Transport, Inc. and Western Air Express, Inc.

(AR)

- Oct. 1, 1930 Postmaster General Walter F. Brown awards mail contract for central transcontinental route, New York-Los Angeles, to Transcontinental & Western Air, Inc., effective Oct. 25. (TWA)
- Oct. 1, 1930 Greyhound Management Company signs contract to manage Pennsylvania Greyhound Lines, Inc. (C&C)
- Oct. 1, 1930 Reading opens a modern bus waiting room for its Reading Transportation Company subsidiary at the Filbert Street side of the ground floor of Reading Terminal. (RdgMag)
- Oct. 1, 1930 Bellefonte Central Railroad opens its Fairbrook Extension from Struble to a connection with the PRR's Fairbrook Branch near Fairbrook; also assumes operation of the PRR branch between Fairbrook and Stover, with the right to operate over the PRR between Stover and Tyrone and use the PRR's Tyrone station. (ICC, MB)
- Oct. 2, 1930 Transcontinental & Western Air, Inc., organized at New York; Clement M. Keys, Chairman of the Board; Harris M. Hanshue, Pres.; D.M. Sheaffer, Chairman of Executive Committee. (NYT)
- c. Oct. 1930 New Parcel Room and trainmen's quarters completed in the south well of the Concourse at Penn Station. (CE)
- c. Oct. 1930 Dr. H.C. Kidd of the University of Pennsylvania prepares a paper entitled "Railroad Consolidations and the State of Pennsylvania," written with PRR help, that more or less declares that what is good for the PRR is good for the Commonwealth of Pennsylvania; the state will benefit from the PRR keeping the Norfolk & Western Railway, and its interests require that the Lehigh Valley Railroad and DL&W be independent; Kidd also opposes B&O control of the Reading. (Wheeler)
- Oct. 3, 1930 Group of 20 anti-Prohibition business leaders in Philadelphia endorse Democratic gubernatorial candidate John M. Hemphill. (NYT)
- Oct. 4, 1930 Fort Wayne Division team beats the LIRR team for the PRR System baseball championship at the Cricket Field at Altoona. (PaNews)
- Oct. 4, 1930 First conference held between National Association of Owners of Railroads & Public Utilities Securities and Railway Labor Executives' Association. (Wheeler)
- Oct. 5, 1930 Pres. Hoover travels by special PRR train from Washington to Boston

- for an American Legion convention. (PR)
- Oct. 5, 1930 Alleghany Corporation sells 100,000 shares of the Kansas City Southern Railway to the Chicago Great Western Railroad. (Wheeler)
- Oct. 6, 1930 PRR leases Franklin City-Chincoteague tug and barge operation to Henry W. Sharpley for one year from Oct. 16, (MB)
- Oct. 6, 1930 Parlor observation sun-room lounge cars added to *The Congressional Limited* and *The Senator*. (A-sheet)
- Oct. 6, 1930 ICC begins hearings on the Lake Cargo Coal Rate Case at Chicago. (RyAge)
- Oct. 7, 1930 Electro-Motive Company 300 HP diesel demonstrator No. 463 begins tests on Philadelphia Terminal Division.
- Oct. 8, 1930 PRR signs revised agreement with City of Philadelphia extending deadline for completing Philadelphia Improvements by five years to Dec. 15, 1935. (MB, LegalDept)
- Oct. 8, 1930 Thomas S. Gates (1873-1948), Pres. of the University of Pennsylvania and a former partner in Drexel & Co., elected a PRR director, replacing John T. Dorrance, deceased; also made Chairman of the Finance Committee. (MB, Wheeler)
- Oct. 8, 1930 PRR Board authorizes an additional \$720,783 for the South Philadelphia Track Elevation; enlarging the Erie, Pa., grain elevator; building a double-track cutoff between Stubblefield and Pocahontas, Ill., on the St. Louis Division. (MB)
- Oct. 8, 1930 PRR Board authorizes the retirement of the following: removing the old Park Station at 53<sup>rd</sup> Street & Jefferson Street in West Philadelphia; freight house at Newark, Del.; stations at Knowlton, Pa., and National, Ohio. (MB)
- Oct. 8, 1930 Pennsylvania Company Board agrees to increase its investment in the Baltimore Mail Steamship Company to \$900,000 because the cost of reconditioning the 5 ships has proved greater than expected; agrees to purchase up to \$300,000 in notes of the Export Steamship Corporation (American Export Line), which operates from Harborside Terminal in Jersey City to Mediterranean ports. (MB)
- Oct. 9, 1930 Pres. W. W. Atterbury resigns as Republican National Committee member from Pennsylvania, saying he cannot support the whole ticket led by his enemy Gifford Pinchot; however, State Chairman Edward

- Martin refuses to accept the resignation immediately, although this is not made public until after the election; a group of Pittsburgh businessmen identified with the Mellon interests also announce they will support the Democratic candidate against Pinchot. (NYT)
- Oct. 9, 1930      The brokerage house of Prince & Whitely & Co. fails, sparking a new collapse of the stock market, led by United States Steel Corporation. (NYT)
- Oct. 8, 1930      B&O Pres. Daniel Willard has a chance meeting with William Z. Ripley on a New York street. (Wheeler)
- Oct. 10, 1930      In hearings before the ICC, its Bureau of Inquiry charges that PRR's motive in acquiring the Wabash Railway and Lehigh Valley Railroad was to violate the Clayton Act; purchase has resulted in loss of \$2 million a year and thus cannot be made as an "investment." (RyAge, NYT)
- Oct. 10, 1930      PRR petitions ICC to investigate B&O's New York bus service and either give PRR equal rights or end B&O service. (NYT)
- Oct. 10, 1930      William Z. Ripley mails a letter to Pres. Hoover saying that the railroads and the ICC can cooperate on a four-system consolidation plan and urging that Hoover support it as a means of restoring business confidence. (Wheeler)
- Oct. 13, 1930      Atlantic City Railroad begins operating a "Soil Improvement Special" at Mullica Hill in connection with the New Jersey Agricultural Experiment Station; tour ends at Hammonton on Oct. 22. (RdgMag)
- Oct. 15, 1930      Last run of PRR tug *Broadwater* and barges between Franklin City and Chincoteague, Va. (LC)
- Oct. 15, 1930      Capitol Theater Bus Terminal, Inc., opens new bus terminal at 245 West 50th Street near 8th Avenue in New York City; 37.5% owned by Pennsylvania Greyhound Lines, Inc., and 37.5% by NYC affiliate Eastern Greyhound Lines. (MB)
- Oct. 1930          Connecting track (1.11 miles) built between the Logansport and Cincinnati Divisions at Ridgeville, Ind., running south of town and avoiding the old crossing, primarily for freight traffic from Cincinnati and Chicago including coal from the Louisville & Nashville Railroad; allows traffic to avoid the single track and 1% grade on the old line between Richmond and Anoka Jct.; passenger trains Nos. 202 and 237 switched to operate via Logansport and Ridgeville instead of via Anoka Jct. and Richmond. (PaNews, AR, C&C, prrfax)



- Oct. 1930 Manor Real Estate & Trust Company acquires 14,000 acres of coal land in southwestern Pennsylvania and northwestern West Virginia from Carnegie Coal Company to secure traffic for PRR. (MB)
- Oct. 1930 William Z. Ripley persuades Pres. Hoover that a fifth system in the East is no longer a viable proposition; Hoover persuades the railroads to resume negotiations. (Wheeler)
- Oct. 1930 Union Depot Company contracts for new umbrella platform shelters and a new Concourse at Union Station, Columbus. (RyAge)
- Oct. 1930 Pres. Hoover appoints a Committee on Unemployment Relief; 4.5 million unemployed. (verify NYT)
- Oct. 16, 1930 PRR announces that it has appropriated money for position light signals between Macksville and Farrington and between Smithboro and Marty, the last sections with manual block on the St. Louis Division main line. (PR)
- Oct. 17, 1930 Another sharp drop in the stock market; averages fall under the low of Nov. 1929 and are the lowest since July 2, 1927, erasing all the gains of the boom. (NYT)
- Oct. 17, 1930 William Z. Ripley meets with Pres. Hoover at the White House; Hoover wants to invite the four railroad heads to a conference and force a solution; Ripley warns that failure would produce a collapse of railroad stocks and urges quiet persuasion. (Wheeler)
- Oct. 18, 1930 Montgomery Bus Company, Inc. acquires assets of Philadelphia Suburban Transit Company. (MB)
- Oct. 18, 1930 VP-Central Region E.T. Whiter announces \$20 million Pittsburgh terminal improvements will be started next spring, including new passenger station. (NYT)
- Oct. 18, 1930 ICC approves the abandonment of the Sharpsville Railroad between Sharpsville and Wilmington Jct. (16.7 miles), and a 1.2 mile branch line; Cleveland & Pittsburgh Railroad is to acquire 1.90 miles at Sharpsville, and the Western New York & Pennsylvania Railroad 2.8 miles between Wilmington and Wilmington Jct.. (ICC, RyAge)
- Oct. 21, 1930 The PRR's Secretary, Treasurer and Comptroller in Philadelphia are appointed to the same positions on the Erie & Pittsburgh Railroad. (MB)

- Oct. 21, 1930 B&O files a tariff for its New York buses with the ICC. (RyAge)
- Oct. 22, 1930 PRR Board authorizes public statement countering rumors being spread against it (as part of Pinchot's campaign for Governor); denies it is delinquent in paying state taxes, that is pays no real estate taxes in Philadelphia, or uses the city's money on its own portion of the Philadelphia Improvements; denies it tells its employees how to vote or is showing preference to rival ports, denies it shows political favoritism in awarding contracts, particularly electrification contracts to Vare Bros.; authorizes a new perishables terminal at Mount Vernon Yard, Baltimore. (MB, PR)
- Oct. 22, 1930 PRR abandons part of the Missaukee Branch between Merritt and Michelson, Mich.(6.33 miles). (MB)
- Oct. 22, 1930 PRR agrees with Bethlehem Mines Corporation to extend its Turtle Creek Branch near Saltsburg, Pa. (MB)
- Oct. 23, 1930 The price of Alleghany Corporation shares has fallen over the last month from 21½ to 10¼; the deficiency in the Alleghany's "segregated assets" backing the Van Sweringen Corporation notes has fallen to \$5,775,000; the Van Sweringens are obliged to maintain sufficient Alleghany shares to make a minimum \$15 million in collateral backing for the Van Sweringen Corporation notes, and now they have nothing left; they turn to J.P. Morgan & Co. for loans to get them through the crisis. (Wheeler)
- Oct. 23, 1930 Van Sweringens are in Boston negotiating for Boston & Maine when market breaks; are summoned to a meeting with representatives of J.P. Morgan & Co. and Guaranty Trust Company at home of Morgan partner Thomas W. Lamont. (Wheeler)
- Oct. 23, 1930 Aviation consultant Charles A. Lindbergh leaves New York in a new Ford Tri-Motor to inspect the New York-Columbus leg of TAT's new all-air coast-to-coast service. (PaNews)
- Oct. 24, 1930 Aviation consultant Charles A. Lindbergh arrives at Columbus in stormy weather, completing his inspection of the New York-Columbus link the TAT's new transcontinental route. (PaNews)
- Oct. 24, 1930 Pres. W. W. Atterbury replies to the questionnaire of the New England Governors' Railroad Committee offering an alternative of consolidating the New Haven and Boston & Maine. (Wheeler)
- Oct. 24, 1930 Alleghany Corporation informs J.P. Morgan & Co. that it will fail to meet its projected income by \$1.5 million. (Wheeler)

- Oct. 25, 1930 At a rally in western Pennsylvania, Gov. Gifford Pinchot charges the PRR and W. W. Atterbury of discriminating against Pennsylvania bituminous coal mines with high rates in favor of the southern Appalachians, causing decline and destitution; also charges the PRR with stifling the Port of Philadelphia in favor of other ports. (Wheeler)
- Oct. 25, 1930 PRR operates 15 football specials to Princeton for the Princeton-Navy game. (PaNews)
- Oct. 25, 1930 Transcontinental & Western Air, Inc., establishes 36-hour coast-to-coast all air service (mail and passengers) with overnight stopover in Kansas City; this flight connects with *St. Louisian* at Port Columbus for second 48-hour air-rail trip; rail leg on Santa Fe abolished and route changed to operate with overnight stopover in Amarillo instead of running via Clovis; fare is \$200 for all-air and \$181.68 for rail-air; the Newark-Columbus leg incidentally parallels the PRR; the first flight departs Newark Airport at 8:00 AM with Postmaster General Walter F. Brown and Amelia Earhart as passengers; major celebration at Port Columbus; T&WA also inaugurates a Columbus-Chicago connecting service, permitting 8-hour New York-Columbus-Chicago service. (PR, PaNews)
- Oct. 26, 1930 First section of Penn Coach Yard opens in West Philadelphia; servicing of steam locomotives for passenger trains, formerly done at West Philadelphia, is moved to the new 46<sup>th</sup> Street roundhouse. (PaNews)
- Oct. 27, 1930 Electro-Motive Company demonstrator No. 463 runs from Philadelphia to Steelton with 10 cars in 8:10; first over-the-road run by an EMC diesel on PRR. (Hirsimaki)
- Oct. 27, 1930 Dense fog mixed with smoke from fires in the Meadowlands delays trains at Manhattan Transfer for 0:45-1:00; low visibility interferes with the engine change for a period of about 4 hours. (RyAge)
- Oct. 27, 1930 Secretary J. Taney Willcox issues a public statement composed and approved by the PRR Board on Oct. 22 refuting all of Gifford Pinchot's campaign charges against the PRR: that it discriminates against the port of Philadelphia by its investments in Harborside Terminal and the Baltimore Mail Steamship Company; that it is having city funds spent on its property in the Philadelphia Improvements; that it shows favoritism (to the Vare Brothers) in awarding contracts; that it owes \$9 million in state taxes; that it tells its employees how to vote. (PR, Mutual, NYT)
- Oct. 27, 1930 American Contract & Trust Company Board ratifies a subscription of

- \$25,000 to the United Transportation Corporation. (MB)
- Oct. 28, 1930 Ground broken on the extension of the Market Street Subway between 24<sup>th</sup> & 30<sup>th</sup> Streets, including a tunnel under the Schuylkill River. (SEPTA)
- Oct. 29, 1930 Gifford Pinchot replies to PRR statement saying he never charged PRR, but continues to accuse Pres. Atterbury personally with misuse of office and of trying to influence the votes of PRR employees. (NYT)
- Oct. 29, 1930 Pres. Atterbury announces PRR will build 500 new gondola cars at Atloona, 500 at Enola and 500 at Pitcairn and recall 600 furloughed employees. (PR)
- Oct. 29, 1930 Ten-track Pennor receiving yard opens at Grogan Yard in Columbus, Ohio, north of Norfolk & Western Railway's Joyce Avenue Yard; used by N&W coal trains proceeding west across Akron Branch into main Grogan Yard. (CE, Tipton)
- Oct. 29, 1930 PRR report to General Manager-Western Region W. C. Higginbottom recommends against joining with the NYC in a new Toledo Union Station and continuing the separate PRR passenger station at North Summit Street; there is little transfer of passengers between the NYC and PRR at Toledo, and the use of Union Station would cost \$142,000 per year more than the current arrangement. (GM-WR)
- Oct. 31, 1930 Banking syndicate led by J.P. Morgan & Co. agrees to loan the Van Sweringens \$39.5 million due May 1, 1935, to pay their debts and shore up the Van Sweringen Corporation, in return for all their Alleghany Corporation stock as collateral and control of their assets. (Wheeler)
- Oct. 31, 1930 Four-Party conferences resume on the call of Pres. W.W. Atterbury; the main sticking points are the disposition of the DL&W, Lehigh Valley Railroad and Virginian Railway, and the PRR's demand for a line along the south shore of Lake Erie; PRR offers to split the LV with either the Van Sweringens or the NYC and give the DL&W to the other. (Wheeler)
- Oct. 31, 1930 Gifford Pinchot charges that Pres. Atterbury's policies will result in the ruin of the PRR or his ouster within a year. (NYT)
- Nov. 1, 1930 Last run of Williamsport-Canandaigua parlor car in trains No. 8405-8412. (A-sheet)
- Nov. 1, 1930 Responding to the Depression, the MBA amends its bylaws to allow a

- one-month grace period in paying dues. (Mutual)
- Nov. 1, 1930 Chesapeake & Ohio Railway closes its Greenbrier resort at White Sulphur Springs for rebuilding. (A-sheet)
- Nov. 2, 1930 All remaining outbound steam trains from Broad Street Station to northern and western points rerouted through the upper level of 30th Street Station instead of West Philadelphia Station, along with six peak-hour MU trains from Norristown, Trenton and White Marsh that will now run through the upper level of 30<sup>th</sup> Street Station to Suburban Station. (PR, Mutual)
- Nov. 2, 1930 New passenger route lift bridge over Hackensack River opens at Jersey City; 331-foot lift span. (PaNews, NYT, C&C)
- Nov. 2, 1930 People's Rapid Transit Company places "duplex" double-decker buses seating 49 in service between New York, Philadelphia and Washington. (PaNews)
- Nov. 3, 1930 On rehearing, ICC reaffirms the LIRR's right to abandon the Whitestone Branch, but the abandonment is to be deferred to permit consideration of an alternative service as part of the transit system. (ICC)
- Nov. 3, 1930 New freight route lift bridge over Hackensack River opens at Jersey City; 331-foot lift span; permits Class M1 4-8-2's to operate to Harsimus Cove. (PaNews, AR)
- Nov. 4, 1930 Gifford Pinchot, running as an independent with the support of Joseph Grundy, wins a second, non-consecutive term as Pennsylvania Gov. by 80,000 votes after a campaign spent denouncing the Vare Machine, W. W. Atterbury and the PRR. (NYT - who elect U.S. Sen?)
- Nov. 4, 1930 Democrats make big gains in Congress with both houses about equally divided; Republicans maintain one-vote edge in Senate, but Republican Progressives can side with the Democrats to obtain a majority; first big Republican setback since 1916; many House and Senate races hinge on Prohibition as much as the economy, and the mid-term losses to the ruling party are not out of the ordinary; Franklin D. Roosevelt wins reelection as Gov. of New York by a landslide, positioning him to take the presidency in 1932. (Burg, EAH, Smith/FDR, Cannadine)
- Nov. 4, 1930 Louisiana Gov. Huey P. Long (1893-1935) is elected Senator, but arranges to complete his term as Gov. that ends in 1932, so that he won't lose control of the state and install a supporter as his successor. (CongBio, wiki)

- Nov. 5, 1930 PRR establishes Central Tracing & Consigning Bureau in Chicago Union Station under Superintendent of Freight Transportation A.F. McSweeney; is linked by teletype to principal yards in Chicago, Fort Wayne, Crestline, Logansport, Grand Rapids, Toledo and Grogan/Columbus. (PR)
- Nov. 6, 1930 The next Four-Party conference deadlocks over the fate of the Virginian Railway; Pres. W.W. Atterbury agrees to submit the disposition of the Lehigh Valley Railroad and DL&W to arbitration; NYC refuses to consent to the PRR's line along Lake Erie as an invasion of its territory. (Wheeler)
- Nov. 7, 1930 Pres. W. W. Atterbury appears before the New England Governors' Railroad Committee; urges that the New Haven be allowed to expand its steamship lines for summer recreation and light freight; if the NYC is allowed to keep the Boston & Albany Railroad and the Canadian National Railways and Canadian Pacific Railway their New England lines, then they should also permit closer relations between the PRR and the New Haven. (Wheeler)
- Nov. 7, 1930 Assistant VP in charge of Operations and former Chief of Motive Power James T. Wallis (1868-1930) dies suddenly at his home in St. Davids after 40 years of service. (PR, Mutual)
- Nov. 7, 1930 PRR-TAT movie *Coast to Coast in 48 Hours* begins one week engagement at the George M. Cohan Theatre in New York. (NYT)
- Nov. 7, 1930 ICC denies PRR petition to investigate legality of B&O's New York bus service. (NYT)
- Nov. 8, 1930 Bank of Tennessee, controlled by Nashville investment banking house of Caldwell & Co., closes; failures ripple through the Caldwell combination of banks and insurance companies, the largest in the South, causing a localized banking panic; failures are the result of poor management and reckless growth during the 1920s, not the stock market crash. (Wicker - Cannadine has begun with National Bank of Kentucky - verify NYT)
- Nov. 9, 1930 PRR discontinues parlor car service between St. Louis and Indianapolis on trains No. 20 and No. 11. (A-sheet)
- Nov. 9, 1930 Arthur W. Thompson (1875-1930), Pres. of the United Gas Improvement Company and a PRR director, dies. (MB)
- Nov. 11, 1930 Wabash Railway begins buying additional shares of the Lehigh Valley Railroad, increasing its share to 24%. (Wheeler)

- Nov. 11, 1930 Manhattan Borough Pres. Julius Miller (- ) opens the first side of the West Side Elevated Highway over West Street from Canal Street to 22<sup>nd</sup> Street; it enables through traffic to avoid the congestion at the piers and eventually will be named for Miller. (NYT)
- Nov. 12, 1930 All remaining inbound steam trains from northern and western points to Broad Street Station rerouted via upper level of 30th Street Station and upper level platforms of West Philadelphia Station abandoned. (PR - except for MU shuttles from Broad St.? or do these run to lower level of W. Phila?)
- Nov. 12, 1930 PRR Board authorizes construction of river-to-rail transfer near Conway Yard; writes off Lehigh Jct. station and elevator at Phillipsburg, N.J.; authorizes the removal of Pier 50 South Delaware Wharves; new interlocking at the Erie Railroad crossing at Urbana, Ohio, and remoting switches at "RICE." (MB)
- Nov. 12, 1930 Pres. W.W. Atterbury proposes a rail tunnel between Philadelphia and Camden as an extension of the Suburban Station line, to be built by the Delaware River Joint Commission; notes PRR has no cars capable of negotiating the grades of the Delaware River Bridge. (NYT)
- Nov. 12, 1930 Officers of the four Brotherhoods and the Switchmen's Union meet at Chicago to discuss plans for a 6-hour day. (RyAge)
- Nov. 13, 1930 Railroad presidents meet in New York office of L.F. Loree to discuss impact of Depression. (NYT)
- Nov. 13, 1930 Annual Eastern Region "Klondike" track prize awarded to Lester E. Gingerich (1899-1964) and C.B. McFarland of Subdivision 33 between Lancaster and Steelton. (PR)
- Nov. 14, 1930 Caldwell & Co., a Nashville investment house, fails; banking panic quickly spreads through Tennessee, Kentucky, Arkansas and North Carolina; failures are aggravated by severe drought in the region; the first banking panic of the Depression does not affect central money markets; almost as many banks fail in the last two months of 1930 as in all of 1929. (Wicker, Carosso, Cannadine)
- Nov. 14, 1930 Western Region officials announce that the Womens' Aid has the resources to answer all calls for relief from furloughed employees; have spent \$30,000 in the Western Region in the first 10 months of 1930. (PR)
- Nov. 14, 1930 PRR holds a program on family hygiene at Altoona, one of a series

given in 34 cities. (RyAge)

- Nov. 14, 1930 General Superintendent of the Southwestern General Division Oliver P. Reese (1876-1930) suffers heart attack symptoms at New Bethel, Ind., while at a clambake with other PRR and state officials; he returns to his home in Indianapolis, where he dies the same day. (PaNews)
- Nov. 14, 1930 William R. Shelby (1842-1930), retired VP & Treasurer of the GR&I and Pres. of the Traverse City Railroad, dies at Grand Rapids. (PaNews)
- Nov. 15, 1930 William Z. Ripley writes to Pres. W. W. Atterbury admonishing him to "be merciful, And just!" in making concessions, as it is better that the weaker lines not go under. (Wheeler)
- Nov. 15, 1930 Dining cars placed on all 2-hour "Clockers" between New York and Philadelphia between hours of 7:00 AM and 7:00 PM.
- Nov. 15, 1930 PRR operates 35 football specials to the Yale-Princeton game at Princeton. (PaNews)
- Nov. 15, 1930 Charles D. Young promoted to new post of Assistant VP in Charge of Purchases, Sales & Insurance, while remaining General Purchasing Agent. (MB)
- Nov. 1930 PRR is applying the keystone to the funnels of all floating equipment in New York Harbor. (PaNews)
- Nov. 1930 Pennsylvania Dock & Warehouse Company, falling behind on the construction of Harborside Terminal, is forced to borrow \$1.164 million from the PRR, giving \$1.316 million in junior bonds as collateral. (CE)
- Nov. 1930 N.J. PUC authorizes Pennsylvania General Transit Company to abandon bus service between Trenton and Seaside Park; will retain Philadelphia-Browns Mills-Seaside Park. (RyAge)
- Nov. 1930 PRR establishes a central car tracing bureau in Chicago Union Station under Superintendent of Freight Transportation, Western Region, A.F. McSweeney. (RyAge)
- Nov. 1930 Southern Railway yard in the Mill Creek Valley at Cincinnati relocated westward to clear room for the Cincinnati Union Terminal. (CUT)
- Nov. 1930 General Motors Corporation purchases the Electro-Motive Company, an affiliate of the Winton Engine Company and manufacturer of diesel



and gas-electric railcars for \$1.194 million in GM stock; serves as the foundation for GM's diesel locomotive manufacture. (Moody's - see 12/31)

- Nov. 1930 German propeller-driven Zeppelin railcar hits 124 MPH in tests near Hannover. (RyAge)
- Nov. 16, 1930 Cab signals placed in service between Altoona and Pittsburgh and on Sang Hollow Extension. (PR, PaNews)
- Nov. 16, 1930 PRR discontinues Lloydville station on Bellwood Branch. (A-sheet)
- Nov. 16, 1930 PRR stock selling at 61¼, down from 110 in 1929. (NYT)
- Nov. 18, 1930 Another Four-Party conference meets with no party budging; the PRR resumes studying a potential Fifth System composed of the Delaware & Hudson, Lehigh Valley, Western Maryland, Wheeling & Lake Erie, Wabash, Pittsburgh & West Virginia, Virginian Railway and the Detroit, Toledo & Ironton. (Wheeler)
- Nov. 18, 1930 Full ICC begins hearing oral arguments on L.F. Loree's application for New York, Pittsburgh & Chicago Railroad; Henry Wolf Biklé presents PRR protest; PRR states that the volume of traffic on its New York-Pittsburgh main line has remained static from 1913 to 1929, except for the war years; diversion of traffic to trucks is now costing the PRR about \$27 million a year. (RyAge, NYT, ICC)
- Nov. 18, 1930 PRR withdraws one day boat from Cortlandt Street ferry, leaving two boats. (FerryDept)
- Nov. 19, 1930 Five operating Brotherhoods, meeting at Chicago, resolve to secure six-hour day; condemn government subsidies to roads and waterways. (LC, RyAge)
- Nov. 19, 1930 Pennroad Corporation selling at 7-3/8. (NYT)
- Nov. 22, 1930 PRR begins running twilight excursions between Fort Wayne and Chicago with a \$3 round trip fare for people wishing to attend the theater or opera; runs through Christmas. (RyAge)
- Nov. 22, 1930 Roosevelt Road viaduct opens in Chicago. (PaNews)
- Nov. 23, 1930 PRR issues third N.C. Wyeth historical poster, "The Birth of Pittsburgh" showing Capt. William Trent and his Virginia soldiers about to construct the first fort at the Point in Feb. 1754. (PR, Mutual)

- Nov. 23, 1930 Pres. Hoover meets with Pres. W.W. Atterbury in Washington and tells him he wants the consolidation matter settled. (Wheeler)
- Nov. 24, 1930 Daniel Willard of the B&O writes to Secretary of the Treasury Andrew W. Mellon to use his influence and that of his brother, PRR director Richard B. Mellon, to pressure Pres. W.W. Atterbury into making a deal. (Wheeler)
- Nov. 24, 1930 PRR begins lowering track in north tube of Hudson River Tunnel by 3 inches to install catenary; south tube and East River Tunnels already done. (PR)
- Nov. 24, 1930 New Cincinnati Southern yard between 5th & Harrison Streets opens; old CS yard closed to clear ground for Cincinnati Union Terminal. (CE)
- Nov. 24, 1930 AFL Shop Crafts Unions call for five-day week at current rates of pay. (LC)
- Nov. 24, 1930 New York, Philadelphia & Washington Airway Corporation (dba Ludington Air Lines) cuts its round trip New York-Washington fare to \$20. (RyAge)
- Nov. 1930 Last of 100 class M1a 4-8-2's, No. 6774, built at Juniata; steam locomotive production there ceases for 8 years because of the Depression; only 93 electric locomotives are produced through 1938. (Edson)
- Nov. 26, 1930 Another Four-Party conference held at Philadelphia, but deadlocks on the disposition of the Lehigh Valley Railroad. (Wheeler)
- Nov. 27, 1930 New ferry slip at Atlantic Avenue, Brooklyn, officially placed in service. (FerryDept)
- Nov. 30, 1930 Two of the largest girders yet shipped by rail, measuring 154 feet long by 12 feet high, arrive at Toledo from Leetsdale, Pa., over the PRR, supported on four flat cars each. (PaNews)
- Nov. 30, 1930 Second conference between National Association of Owners of Railroad & Public Utilities Securities and Railway Labor Executives' Association; agree to certain policies (check what are in Ry. Age?)
- Dec. 1, 1930 PRR completes rebuilding its old Debrosses Street ferry house into a merchandise freight station at Pier 30, N.R. (PaNews)
- Dec. 1, 1930 PRR discontinues passenger service between South Fork and Windber,

Pa. (eff. date) (A-sheet)

- Dec. 1, 1930 PRR discontinues stations at Schuylkill Avenue on Schuylkill Division and Ardwick on Baltimore Division. (A-sheet)
- Dec. 1, 1930 PRR cuts fares to southern New Jersey resorts to pre-war levels; cut Sunday excursion fares from Market Street Ferry to Atlantic City from \$1.50 to \$1.00, last offered in 1917; bridge route excursion fares cut from \$1.75 to \$1.25; a \$2.35 three-day round trip fare is also offered; similar cuts made on Peoples Rapid Transit Company buses. (PR)
- Dec. 1, 1930 Revelle W. Brown (1883-1980) is named General Manager of the NY&LB, replacing General Superintendent \_\_\_, retired. (MB)
- Dec. 1, 1930 Ralph C. Miller (1878-1945) named General Superintendent of Southwestern General Division, replacing Oliver P. Reese, deceased. (MB, PR)
- Dec. 1, 1930 PRR announces that employees who have bought company stock may pay in full starting on Jan. 2, 1931, instead of by installments as done previously. (NYT)
- Dec. 1, 1930 \_\_\_ takes office as U.S. Senator from Pa., replacing interim appointment of Joseph R. Grundy. (CongBio)
- Dec. 2, 1930 ICC rules that PRR stock ownership in Wabash and Lehigh Valley violates the Clayton Antitrust Act and orders the stock sold within six months. (RyAge, Wheeler)
- Dec. 2, 1930 PRR and the Van Sweringens agree that the Vans are to get the Lehigh Valley Railroad in return for PRR trackage rights, the price to be settled by arbitration. (Wheeler)
- Dec. 2, 1930 Pres. Hoover asks Congress for \$100-150 million fund for public works. (EAH)
- Dec. 3, 1930 Various PRR officials state that is company policy to take care of its own first in matters of relief. (PR)
- Dec. 4, 1930 The Van Sweringens' General Securities Corporation is dissolved. (Wheeler)
- Dec. 1930 William Z. Ripley meets with Pres. Hoover at the White House; suggests putting pressure on Pres. W. W. Atterbury through the banking community and by the ICC decision in the Clayton Act proceedings against control of the Wabash Railway and Lehigh Valley

Railroad. (Wheeler)

- Dec. 1930 PRR begins lowering the track in the north tube of the Hudson River Tunnel for the installation of overhead catenary; the south tube and East River tunnels have been done. (Mutual, RyAge)
- Dec. 6, 1930 ICC ruling against PRR made public; Pennsylvania Company ordered to sell Wabash and LV stocks within six months. (NYT)
- Dec. 6, 1930 Last trip of Philadelphia-Stroudsburg-Scranton parlor cars on No. 372-363. (tt)
- Dec. 6, 1930 Federal officials from Washington and United States Lines, Inc., executives from New York travel by PRR trains to Camden for the keel laying of the first of the United States Lines' 30,000-ton ships, the largest ever built in the U.S. (PR - what is? the America not launched until 1939?)
- Dec. 8, 1930 Pierre S. du Pont (1870-1954) first elected to PRR Board, replacing Arthur W. Thompson of Pittsburgh, deceased; Du Pont interests are represented on the Board into 1960s. (MB, NYT)
- Dec. 8, 1930 Pres. Atterbury makes formal statement that PRR will appeal ICC ruling on Wabash and Lehigh Valley Railroad as high as the Supreme Court; speaking at the first annual dinner of the Pennsylvania Railroad New York Zone Transportation Club, Atterbury notes with satisfaction that over 25% of stockholders are PRR employees. (PR, NYT)
- Dec. 8, 1930 Pennsylvania Company Board authorizes purchasing an additional \$100,000 notes of the Export Steamship Corporation (American Export Line). (MB)
- Dec. 9, 1930 ICC finally releases its consolidation plan calling for five systems in the East. (Wheeler)
- Dec. 9, 1930 N.Y. PSC authorizes the New Haven to discontinue passenger service between Poughkeepsie and Maybrook. (NYT, Mabee - when done)
- Dec. 10, 1930 Taplins' proposal to merge Wheeling & Lake Erie Railway into Pittsburgh & West Virginia Railway argued in hearing before full ICC. (ICC, NYT)
- Dec. 11, 1930 Bank of the United States in New York City, with 440,000 depositors and \$161 million in deposits, fails after plans to save it by a merger with three other banks fall through; it is the largest bank failure to date; although the Bank of the United States is a Federal Reserve member,

the Fed's discounts are not available to an insolvent bank; the existence of the Fed prevents the New York banks from using the sorts of time-honored tools for stopping panics that had worked in 1907 for fear of being seen as challenging the government; although the depositors eventually get back about 80% of their deposits, the failure to save the bank destroys public confidence in all banks; people rush to convert their deposits into cash for hoarding, which further decreases the money supply and leads to further declines in income and employment. (Cleveland/Huertas)

- Dec. 11, 1930 Chicago & Alton Railroad sold at foreclosure to B&O interests for \$23 million. (B&O AR, RyAge)
- Dec. 12, 1930 Next Four-Party conference held; since the last meeting, both W. W. Atterbury and the Van Sweringens have been called to the White House; the NYC still objects to PRR trackage rights between Brocton, N. Y., and Fort Wayne; over the next few days settle the disposition of the Virginian Railway by a joint lease to the Chesapeake & Ohio Railway and Norfolk & Western Railway. (Wheeler)
- Dec. 12, 1930 Citizens' meeting at Haddonfield calls for merger of PRR and Reading lines in southern New Jersey. (NYT)
- Dec. 13, 1930 Pres. W. W. Atterbury telephones B&O Pres. Daniel Willard and offers to bring the B&O into 30<sup>th</sup> Street Station and haul its trains to Penn Station to avoid building a new B&O Station on the east side of the Schuylkill River as part of the Philadelphia Improvements. (Wheeler)
- Dec. 13, 1930 First Sperry rail detector car on Central Region exhibited for two days at Pittsburgh. (PaNews)
- Dec. 15, 1930 First platform and 2 tracks open at track elevation at Dayton Union Station; PRR trains begin using new elevated line; the *American* is the first train to use the elevated platforms. (CE, RyAge, Tipton)
- Dec. 15, 1930 PRR begins program to allow vacationers using long distance trains to Southern resorts to ship their automobiles by preferred freight train at special rate of 4 cents per mile; primarily aimed at luring persons who drive to Florida to take the train; fare is five rail tickets for car and two persons; autos are to be shipped 7 days in advance of passenger departures. (Mutual, PR)
- Dec. 15, 1930 The 45-storey Nelson Tower opens on the northwest corner of 34<sup>th</sup> Street & 7<sup>th</sup> Avenue adjacent to Penn Station; however, it mostly houses garment firms from the developing Garment District north of the station; prestige offices remain on the East Side. (NYT)

- Dec. 1930 PRR opens new freight station adjacent to Pier 29 by remodeling the old Debrosses Street ferry station; is to take place of inland freight stations established in 1927 at Laight Street and Watts Street. (NYT)
- Dec. 1930 PRR builds the first of 1,500 Class G26 gondola cars for structural steel. (RyAge)
- Dec. 1930 Ohio PUC denies Pennsylvania General Transit Company's request for a certificate for a bus line between Steubenville and the Indiana state line. (RyAge)
- Dec. 1930 Despite optimistic projections, the Depression is gradually deepening; the number of business failures this year hits a record 26,355; the gross national product has fallen 12.6% since 1929, production of steel is down 38%, and unemployment has reached 4 million. (Cannadine)
- Dec. 16, 1930 Dow Jones industrial average hits new low of 157.51, below 1929 bottom, down from 294.07 in Apr.; rails average bottoms at 91.65, down from 157.94 in Mar.; slight upturn begins through Feb. 1931. (Wyckoff)
- Dec. 16, 1930 Government announces the selection of McKim, Mead & White as architects for new annex to 31st Street Post Office; Rankin & Kellogg and Tilden, Register & Pepper are named architects for Post Office at 30th & Market Streets in Philadelphia. (NYT)
- Dec. 16, 1930 Philadelphia Union Stock Yards Company deeds parcels at 30<sup>th</sup> & Walnut Streets to the Manor Real Estate & Trust Company; only other property is a barge. (MB)
- Dec. 17, 1930 PRR Board authorizes construction of 3 dining cars and 4 cafe-coaches; authorizes \$5.25 million for relocation of the main line through New Brighton, Pa.; \$1.8 million for extending the low grade line between Kenwood and West Rochester; retires Watkins Glen turntable. (MB)
- Dec. 17, 1930 LIRR signs new agreement for the use of Penn Station for 20 years from Jan. 1, 1931 at 5<sup>3</sup>/<sub>4</sub>% on valuation, excluding the building above track level, and 20% of operating expenses and taxes. (MB)
- Dec. 17, 1930 PRR and Reading announce willingness to confer on merging their South Jersey lines. (NYT)
- Dec. 17, 1930 Port Development Committee of Providence Chamber of Commerce report urges that all four U.S. and two Canadian Trunk Lines be induced to extend to New England ports. (NYT)

- Dec. 17, 1930 PRR donates old ties as fuel for the poor at Elizabeth, N.J. (NYT)
- Dec. 17, 1930 Ground broken for the Locust Street Subway from 8<sup>th</sup> & Market to 18<sup>th</sup> & Locust; not opened until 1953. (SEPTA)
- Dec. 17, 1930 Ann Arbor Railroad declares an additional dividend of 5% on the preferred and 27% on the common to feed parent Wabash Railway's need for paper income; the Ann Arbor has paid out \$1.472 million in dividends in 1930, despite its net income falling from a peak of \$628,000 to \$127,000. (Wheeler)
- Dec. 18, 1930 Representatives of all commercial and transportation interests in South Jersey meet with Gov. Morgan Foster Larson (1882-1961) in Camden; endorse rapid transit line on Delaware River Bridge over other options; Pres. Clement supports a rail tunnel to Camden; Reading objects as bridge line will not serve its new Kaighns Point Terminal. (1931 rept.)
- Dec. 18, 1930 Claridge Hotel, the last big luxury hotel to open in Atlantic City before the casino gambling era, opens on the site of the Disston family villa at Park Place facing Brighton Park. (NYT)
- Dec. 18, 1930 DL&W suburban electrification extended from South Orange to Morristown on the Morris & Essex Line. (JCLines)
- Dec. 19, 1930 PRR begins operating *Broadway Limited*, *Liberty Limited*, *Golden Arrow*, *Red Arrow*, and eastbound *Rainbow* via Brilliant Branch and Allegheny Station to bypass congestion at Pittsburgh during the holiday season ending Dec. 25. (A-sheet)
- Dec. 20, 1930 PRR begins bus service between Harrisburg and Williamsport. (A-sheet)
- Dec. 20, 1930 PRR Western Region holds two Christmas parties, one for adults and one for children at the Congress Hotel; the radio hookups of past years are not repeated, a casualty of the Depression. (PR)
- Dec. 20, 1930 Congress grants Pres. Hoover's request for \$116 million in public works spending, including appropriation of \$80 million to permit states to continue road-building programs; unemployment estimated at 7 million. (Gregory)
- Dec. 22, 1930 Albert M. Greenfield's Bankers Trust Company of Philadelphia, the tenth largest financial institution in the city with 135,000 depositors and \$43 million in deposits, fails after sustained runs; runs spread to the Franklin Trust Company but are stopped when public officials testify to

its soundness. (Wicker, Wainwright)

- Dec. 1930                      Womens' Aid of the Pennsylvania Railroad distributes 4,250 family Christmas dinners; has spent about \$200,000 in 1930, paying rent, interest, and other payments due from employees and now in arrears, as well as food and clothing. (PR)
- Dec. 23, 1930                Heads of four Trunk Lines meet in Penn Station; expect discussion to resolve around PRR offer to sell the Lehigh Valley Railroad to the Chesapeake & Ohio Railway in return for trackage rights to access Bethlehem Steel and on the Nickel Plate along Lake Erie; Pres. Atterbury uses his ability to tie up disposition of LV for years in litigation to pressure Vans for concessions; no settlement reached. (Wheeler, NYT)
- Dec. 23, 1930                Chelsea Bank & Trust Company of New York City, with \$19 million in deposits, fails. (Wicker)
- Dec. 23, 1930                Seaboard Air Line Railway enters receivership; Pres. Leigh R. Powell, Jr., and Ethelbert W. Smith (1885-1958) of PRR named receivers; the SAL had been overextended at the time the Florida boom collapsed. (NYT)
- Dec. 26, 1930                B&O Pres. Daniel Willard summoned to the White House to brief Pres. Hoover; Hoover has been making daily calls to both the PRR and Van Sweringens for several weeks. (Wheeler)
- Dec. 26, 1930                Last run of PRR Brooklyn "Boat Train." (Mutual)
- Dec. 26, 1930                Police raid a still hidden in building at abandoned Pavonia Shops in Camden; work had been moved to Wilmington. (NYT)
- Dec. 27, 1930                PRR files with ICC to increase LIRR's rent for Penn Station by \$1 million or \$90,000 less than last application, allowing for a 5.75% return. (NYT)
- Dec. 27, 1930                Last passenger train operates between Downingtown and Lancaster, Pa., via New Holland. (tt)
- Dec. 29, 1930                Full-day Four-Party conference held at New York; PRR agrees to give up the Lehigh Valley Railroad to the Chesapeake & Ohio Railway in return for trackage rights over it and the Nickel Plate between Brocton and Fort Wayne; the issue of trackage rights is to be submitted to arbitration; NYC had opposed improving PRR's position through Buffalo; Daniel Willard suggests submit to arbitration of Pres. Hoover; the meeting fails to adopt a proposition of Willard's that jobs only be



- eliminated through attrition; at the end of the meeting W.W. Atterbury calls Pres. Hoover to report progress. (Wheeler, RyAge, NYT)
- Dec. 30, 1930 Pres. Hoover announces agreement between the four trunk lines on a four-system consolidation plan at a press conference but refuses to serve as the arbitrator of the PRR's Lake Erie track question; PRR has no comment; this practically forces the ICC to approve the plan. (Wheeler, RyAge, NYT, Hoogenboom)
- Dec. 31, 1930 Eight railroads including PRR contract to lease Port of New York Authority's proposed Union Inland Freight Station between 8th & 9th Avenues and 15th & 16th Streets, for five years. (NYC AR, NYT, Bard)
- Dec. 31, 1930 Camden City ordinance calls for removing the PRR electrified tracks in 7<sup>th</sup> Street. (MB)
- Dec. 31, 1930 Progressive Sen. James G. Couzens attacks Pres. Hoover for interfering with the functions of the ICC. (Wheeler)
- Dec. 31, 1930 B&O Pres. Daniel Willard meets with Sen. James G. Couzens, the leader of the opposition to further railroad consolidations. (RyAge)
- Dec. 31, 1930 Downingtown & Lancaster RPO discontinued. (Kay)
- Dec. 31, 1930 Kuhn, Loeb & Co.'s option to purchase 110,000 shares of Pennroad Corporation at 16 expires without being executed; because of collapse of stock prices, Pennroad has suffered a paper loss of \$4.5 million on Seaboard Air Line Railway and \$23.2 million on P&WV alone. (NYT)
- Dec. 31, 1930 General Motors Corporation acquires the Electro-Motive Company, pioneer manufacturer of gas-electric railcars. (Kirkland - see above)
- Dec. 31, 1930 Dow Jones Industrials average ends the year at 164.50, down from 248.48 at the end of 1929; national income has fallen from \$81 billion to less than \$67 billion, and over 4 million people are out of work. (Trager)
- Dec. 31, 1930 Ann Arbor Railroad enters receivership; Pres. Walter S. Franklin and Frank C. Nicodemus named co-receivers. (GBrown)
- Dec. 31, 1930 Herbert P. Taussig (1854?-1930), former Chief Engineer of the Terminal Railroad Association of St. Louis, dies at St. Louis at age 76. (RyAge)
- 1930 Penn Station hits pre-World War II passenger peak of 65,885,291

- passengers. (Condit)
- 1930 Cab-signal system completed, Manhattan Transfer-Washington (on NY Div. completed 12/1/30)
- 1930 PRR completes revisions to Meadows Yard. (RyAge)
- 1930 Camden-Atlantic City electric line via Newfield carries only 2,113,000 passengers, down from 6,268,000 in 1925 before the Benjamin Franklin Bridge was built. (PRSL)
- 1930 PRR is still proposing to build a belt line around Trenton using the Pennsylvania & Newark right-of-way. (CE)
- 1930 NYP&N completes grade crossing elimination at Salisbury, Md. (C&C)
- 1930 Virginia courts award franchise for Norfolk-Cape Charles vehicular ferry to Peninsula Ferry Corporation, stipulating a low fare; leads to litigation with PRR, whose Norfolk-Cape Charles steamboat line lacks a state franchise (BdF); Peninsula Ferry Corporation is controlled by John Rogers, a cotton broker, who also controls vehicular ferries across Hampton Roads to Newport News and Old Point Comfort. (CMP)
- 1930 Highway removed from Wrightsville-Columbia railroad bridge, after separate highway bridge for Route 30 opens. (C&C)
- 1930 Grade crossing elimination completed at Sunbury. (C&C)
- 1930 PRR sells Middle Division branch between Stover and Fairbrook, Pa., to Bellefonte Central Railroad. (C&C)
- 1930 Monongahela Railway completes second track between Isabella and Huron (5.1 miles). (C&C)
- 1930 New yard and engine terminal completed at Benwood, W.Va. (C&C)
- 1930 South Canton Branch (1.7 miles) built to reach industries at Canton. (C&C)
- 1930 B&O installs position light signals on joint line between Columbus and Newark, Ohio. (B&O AR, C&C - C&C has 1929)
- 1930 Automatic signals installed between Toledo Jct. and Toledo and between Carleton and Ecorse, Mich. (C&C)

- 1930 Old trainshed of Columbus Union Depot removed and tracks rearranged. (C&C)
- 1930 Norfolk & Western Railway completes track elevation and rearranging and enlarging Joyce Avenue Yard at Columbus, Ohio. (AR)
- 1930 Extensions made to Bay Jct. Yard at Sandusky. (C&C)
- 1930 PRR completes grade crossing elimination between Davis Land and Rendcomb Jct. near Cincinnati. (C&C)
- 1930 Cincinnati Union Terminal Company pushes architects Fellheimer & Wagner to employ Paul Philippe Cret (1876-1945) as consulting architect; the choice may have been dictated by Edgar Tyler, a member of the CUT engineering staff, who has studied architecture under Cret at the University of Pennsylvania; Cret, a master of the Art Deco style, is responsible for the station's striking massing, detailing and decoration. (Condit)
- 1930 PRR builds new freight station at Washington Street, Dayton. (C&C, Hauck - see 1931)
- 1930 Track elevation completed between Dutoit Street and Bainbridge Street in Dayton. (C&C)
- 1930 PRR purchases a 33 percent interest in the Willett Company, a Chicago-based trucker.
- 1930 PRR abandons 0.55 mile between White and Saltsburg, Pa. (RyAge)
- 1930 Monongahela Railway abandons 0.21 mile between Dearth Jct. and Low Phos Works. (RyAge)
- 1930 Lehigh Valley Railroad completes its yard and engine terminal complex at Oak Island, Newark. (RyAge)
- 1930 Montour Railroad abandons its Lewis Run Branch (2.41 miles). (RyAge)
- 1930 Reading places rebuilt Pullman parlor car *Wall Street* on its *Wall Street Special*, leaving Philadelphia at 8:00 AM and New York at 4:00 PM; has 14 parlor car seats and one drawing room, plus a 20-seat club lounge with cigars, cigarettes and mineral water. (Wayner/RdgMag)
- 1930 Reading Transportation Company adds 8 routes including Philadelphia-Wildwood and, with the Jersey Central Transportation Company

between New York and Philadelphia; the Reading now has 77 buses.  
(AR)

- 1930 National Freight Company, controlled by Pennroad Corporation, loses \$800,000 but brings the PRR \$2 million in business. (Wheeler)
- 1930 Train shed at South Station, Boston, removed and replaced by umbrella shelters. (NH AR)
- 1930 TAT-Maddux Air Lines has lost \$2.7 million on air-rail service in 18 months. (Serling)
- 1930 PRR Peoria Branch ends use of Toledo, Peoria & Western Railroad between Farmdale and Peoria in favor of Nickel Plate from Farmdale Jct.; PRR abandoned between Farmdale and Farmdale Jct. (Stringham)
- 1930 St. Louis Transfer Railway purchases trackage owned by Wiggins Ferry Company. (Moody's)
- 1930 Richmond, Fredericksburg & Potomac Railroad extends automatic train control between "AF" and "RO" Block Stations in Alexandria and Arlington. (AR)
- 1930 Number of Pullman passengers is 29.4 million, down from 39.3 million in 1920. (Young)
- 1930 Average U.S. passenger rail trip is only 219 miles, the shortest since 1900 and down from 445 miles in 1920. (RyAge)
- 1930 Pioneer industrial designer Donald Roscoe Dohner (1892-1943) is named head of the new "Art in Engineering Dept." of the Westinghouse Electric & Manufacturing Company, where in four years he will design over 128 individual products, including the preliminary body design of the GG1 electric locomotive; in 1929 he has designed a Westinghouse diesel switcher with a high center "visibility" cab that embodies the same basic principle. (Wayt/ClsscTrains)
- 1930 Atlantic Transport Company, Limited, of Great Britain transfers its assets to Frederick Leyland & Co., Limited, and goes into liquidation; both are subsidiaries of the International Mercantile Marine Company. (Moody's)
- 1930 Freeman H. Hubbard (1894-1981) becomes the editor of the Munsey Company's *Railroad Man's Magazine*, a post he holds until the magazine's sudden demise in 1979; Hubbard is an old-style "print the legend" type of journalist and often prints self-serving tall tales as fact.

(wiki)