

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

By Christopher T. Baer

1932

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All data subject to correction and change

- Jan. 1, 1932 PRR reorganizes the Publicity Dept.; Publicity Representatives appointed for each Region: Walton W. Wentz (1885-1942) for the Eastern Region, Gustavus E. Payne (1900-) for the Central Region, L. T. Henderson for the Western Region, and George Flatow (1895-1968) for the New York Zone; separate Regional editions of *Pennsylvania News* discontinued, although there remains a single editor at Philadelphia. (RyAge, NYT)
- Jan. 1, 1932 Western Region edition of *Pennsylvania News* discontinued.
- Jan. 1, 1932 Pennsylvania-Indiana General Transit Company and Interstate Highway Ltd., Inc. assets sold to Greyhound Lines, Inc. (Ind.). (MB)
- Jan. 1, 1932 Princeton-Kingston-Rocky Hill bus service discontinued. (eff. date)
- Jan. 1, 1932 J.A. Russell named Manager of Water Service, replacing W.B. McCaleb as General Superintendent of Water Service; H.E. Wolcott appointed Superintendent of Williamsport Division; K.R. Vought to Superintendent of Schuylkill Division. (MB)
- Jan. 1, 1932 Pennsylvania Greyhound Transit Company transfers operating of lines west of Pittsburgh to Greyhound Lines, Inc. (MB)
- Jan. 1, 1932 National Advisory Board of the America-at-Work movement formed by the National Association of Manufacturers and civic leaders, including Pres. Atterbury, to influence public opinion on means of alleviating Depression. (NYT)
- Jan. 1, 1932 Frederick Ely Williamson (1876-1944), formerly Pres. of the CB&Q, becomes Pres. of the NYC, replacing Patrick E. Crowley (1864-1953),

- resigned; Crowley remains on Board until Dec. 11, 1940. (AR, RyAge)
- Jan. 1, 1932 B&O absorbs the Buffalo, Rochester & Pittsburgh Railway and Buffalo & Susquehanna Railroad. (B&O AR)
- Jan. 1, 1932 Harry P. Albrecht (1904-1997), a clerk in the PRR's Freight Claims Dept. at Philadelphia and later author of PRR picture books, completes the first oval loop of an O-scale model railroad in his attic; he has already scratch-built a K4s, a PB70 combine and two P70 coaches. (Mutual)
- Jan. 1, 1932 Benjamin J. Bittenweiser (1900-1991) becomes a partner in Kuhn, Loeb & Co. (KL&Co)
- Jan. 2, 1932 City of Boston and Boston Port Authority issue report favoring PRR acquiring the New Haven on condition it complete electrification. (NYT)
- Jan. 2, 1932 Lehigh Valley Railroad pays last dividend on its preferred stock, not resumed until 1954. (AR)
- Jan. 3, 1932 New England shippers' groups endorse ICC's Four-System Plan. (NYT)
- Jan. 4, 1932 ICC 3.5% rate surcharge takes effect; increased income must be turned over to Railroad Credit Corporation, incorporated in Delaware, which makes it available as loans to weak railroads. (NYT)
- Jan. 4, 1932 U.S. Supreme Court upholds abandonment of the LIRR's Whitestone Branch on appeal of the New York Transit Commission. (RyAge)
- Jan. 4, 1932 In inaugural speech, new Philadelphia Mayor J. Hampton Moore calls for rigid economy and investigation and a halt to the City's portion of the Philadelphia Improvements. (NYT)
- Jan. 4, 1932 New Haven makes massive cut in passenger train-miles, consolidating runs and abandoning branch line service, including Providence-Pascoag, Danbury-Waterbury, and Danbury-Bridgeport. (AR, RyAge)
- Jan. 4, 1932 Japan completes its occupation of Manchuria, ending Chinese authority there and creating a diplomatic crisis. (Burg)
- Jan. 5, 1932 National Employment Commission of American Legion calls for 5-day week and 6-hour day to spread work and remove people's fear of being fired. (NYT)
- Jan. 5, 1932 Stocks begin a brief rally. (NYT)

- Jan. 5, 1932 Father James R. Cox leaves Pittsburgh at head of an army of 15,000 unemployed for a march on Washington to petition Pres. Hoover and Congress for relief. (HistPitts)
- Jan. 6, 1932 ICC begins hearings on eastern consolidation plan; Daniel Willard urges the ICC to act promptly on the Four-System consolidation plan. (RyAge, Wheeler)
- Jan. 6, 1932 Twenty-six members of Father Cox's march on Washington jailed in Baltimore for hitching rides on a PRR freight train. (NYT)
- Jan. 6, 1932 Democratic Congressman Wright Patman (1893-1976) of Texas moves to impeach Treasury Secretary Andrew W. Mellon for high crimes and misdemeanors. (Cannadine)
- Jan. 7, 1932 At ICC consolidation hearing, D&H and New England Governors demand that extent of PRR, Pennsylvania Company and Pennroad holdings in other railroads be read into the record; PRR attorneys argue that neither Pennsylvania Company nor Pennroad are parties to the consolidation. (NYT)
- Jan. 7, 1932 PRR names previously unnamed New York-Washington afternoon trains No. 142-155 *The Edison*. (PR)
- Jan. 7, 1932 Nicholas, Fayette & Greenbrier Railroad opens between ___ and ___; jointly owned by NYC and C&O. (NYC AR)
- Jan. 8, 1932 Pres. W.W. Atterbury testifies at ICC consolidation hearings. (RyAge)
- Jan. 8, 1932 Work begins on new PRR station in Newark, N.J. (see also 1933)
- Jan. 8, 1932 Sunbury & Lewistown RPO discontinued. (Kay)
- Jan. 9, 1932 *Lehigh-Pennsylvania Express*, through PRR/LV train between Phillipsburg, N.J., and Sunbury, Pa., via Mount Carmel with through cars for Pittsburgh, makes last run; eff. Jan. 10 replaced by LV gas-electric run between Phillipsburg and Mount Carmel and PRR local between Mount Carmel and Sunbury; former *Lehigh Express* No. 510-511 rerouted to Sunbury-Wilkes-Barre with through cars to Pittsburgh as *Pittsburgh-Wilkes-Barre Express*. (tt)
- Jan. 9, 1932 PRR files with ICC for a certificate of public convenience for a car ferry between Muskegon, Mich., and Milwaukee and between Muskegon and Manitowoc, both to be jointly operated with the Grand Trunk Western Railroad. (PR, RyAge)

- Jan. 9, 1932 Less Carload Lots Company and L.C.L. Corporation file suit in U.S. District Court against PRR for infringing on its patents for containers. (NYT)
- Jan. 9, 1932 Germany announces it can no longer pay World War I reparations. (NYT)
- Jan. 10, 1932 Conferences begin between railroads management and unions over a proposed one-year 10% wage cut. (NYT)
- Jan. 11, 1932 Pres. Atterbury submits \$46 million capital expenditure budget for 1932, with possibility of future cuts. (MB)
- Jan. 11, 1932 PRR demonstrates a new Class DB4 container for bulk commodities at 31st & Chestnut Streets in Philadelphia. (PR)
- Jan. 11, 1932 Rhode Island member of New England Railroad Committee breaks ranks and opposes placing PRR's New Haven and Boston & Maine stock in trust. (NYT)
- Jan. 11, 1932 B&O Pres. Daniel Willard appears on the cover of *Time* for his efforts to negotiate voluntary railroad wage cuts. (Stover)
- Jan. 13, 1932 PRR Board consents to sale of LIRR Rockaway Branches from White Pot Jct. and Far Rockaway to Rockaway Park to New York City for transit line; plan is eventually carried out in 1955; authorizes abandoning the 110-foot turntable at Hollidaysburg. (MB)
- Jan. 13, 1932 B&O places its Western Maryland Railway stock in a voting trust with the Chase Manhattan Bank. (Moodys)
- Jan. 15, 1932 Railroads' Committee of Nine headed by Daniel Willard begins negotiating with representatives of 21 unions at Palmer House in Chicago, backed up by 1,500 general chairmen representing union locals; Willard opens by proposing 10% wage "deduction" for one year; unions call for joint study of 6-hour day, of retirement insurance, discouragement of company unions, guarantee to maintain 1930 work levels, and job protection in consolidations; Daniel B. Robertson of BLFE, chief labor negotiator, announces proceedings will come under the Railway Labor Act, so 10% cut will supersede 15% cut previously demanded and bargaining will be national in scope; PRR VP Elisha Lee maintains headquarters in Chicago Club a few blocks south of hotel to coordinate between Committee of Nine, other railroad officers and railroad security holders. (RyAge)

- Jan. 15, 1932 Speaking to the Traffic & Transportation Club at Birmingham, Pres. Atterbury says federal aid to waterways not needed as all regions have abundant transportation facilities; calls for less competition and more intermodal cooperation; sees signs of hope in proposed wage cut, good prospects for truck regulation, and formation of Railroad Credit Corporation. (NYT)
- Jan. 15, 1932 PRR announces that completion of New York-Philadelphia electrification will be postponed from summer of 1932 to 1933 because of financing problems. (NYT)
- Jan. 15, 1932 Dow Jones rail average peaks for year at 41.30, then declines precipitously. (Wyckoff)
- Jan. 15, 1932 Cab signals placed in service between "HAROLD" Tower/Sunnyside Yard and Penn Station. (CE)
- Jan. 15, 1932 Speaking at the Traffic & Transportation Club of Birmingham, Pres. W. W. Atterbury assails government aid to waterways and "subsidized transportation." (NYT)
- Jan. 1932 National Capital Park & Planning Commission proposes a rail tunnel under the Potomac River to replace the Long Bridge. (RyAge)
- Jan. 1932 *Florida Special* schedule cut to 29:40 to Miami. (Hoffman)
- Jan. 1932 NYC cuts pensions by 10-15%. (RyAge)
- Jan. 1932 Modernization of South Station, Boston, is completed; train shed has been removed in 100 days and Concourse enclosed. (RyAge)
- Jan. 1932 City of St. Louis claims the block in front of Union Station for a plaza. (RyAge)
- Jan. 16, 1932 Last run of passenger service on Sunbury & Lewistown Branch between Selinsgrove Jct. and Lewistown Jct.; replaced by Pennsylvania Greyhound Lines bus service. (A-sheet) (or 1/6?)
- Jan. 17, 1932 Coaches added to most north-south long-distance trains in Northeast Corridor, including *Orange Blossom Special*, *Seaboard Florida Limited*; coaches to be attached to 2:00 AM St. Louis mail train No. 13 at Penn Station instead of Manhattan Transfer. (A-sheet, NYT)
- Jan. 18, 1932 Last run of New York-Pittsburgh parlor car on *The Pennsylvania Limited*. (A-sheet)

- Jan. 19, 1932 ICC Commissioner Joseph B. Eastman urges retroactive repeal of the Recapture Clause of the Transportation Act of 1920. (NYT)
- Jan. 1932 New Brass Finishing Shop with electric furnaces opens at South Altoona Foundries; operations at the old brass foundry on 12th Street moved to the new facility. (, altoonaworks.info)
- Jan. 1932 J. Hampton Moore inaugurated as Mayor of Philadelphia; institutes major job cuts and freezes projects to save city's credit rating. (verify PubLdgr)
- Jan. 1932 Railroads' operating income drops 66% below Jan. 1931 level; railroad bonds fall to new lows.
- Jan. 20, 1932 PRR suspends work on new Union Tunnel in Baltimore. (also other parts of D.C. electrification a/c failure to obtain financing from banks)
- Jan. 21, 1932 ICC issues final ruling in 1930 appeal of Lake Cargo coal rates; dismisses the complaints of Pennsylvania and Ohio coal operators and allows 1928 compromise to stand; ICC avoids either raising Pocahontas rates and worsening Depression in Southern Appalachia or cutting northern rates and causing further losses to northern roads; Commissioner Eastman dissents; differentials remain same into 1950s. (RyAge, Lambie)
- Jan. 21, 1932 CNJ announces it is revising estimates for electrification to Bound Brook Jct. and has no plans to begin electrification in the near future. (NYT)
- Jan. 22, 1932 PRR runs six-day winter sports tour to Montreal and Quebec. (PR)
- Jan. 22, 1932 Congress passes Pres. Hoover's bill establishing Reconstruction Finance Corporation with \$2 billion in federal funds to loan to banks, insurance companies, and railroads; supersedes National Credit Corporation; Pres. Hoover appoints Charles G. Dawes (1865-1951) to head the RFC. (Burg, RyAge, NARA)
- Jan. 22, 1932 ICC approves the acquisition of the property of the Bradford Railroad by the Western New York & Pennsylvania Railway. (ICC, MB)
- Jan. 22, 1932 Senate passes a resolution introduced by Sen. James Couzens of Michigan to have the ICC investigate the 6-hour day in the railroad industry. (RyAge)
- Jan. 23, 1932 AC electrification placed in service between Sunnyside Yard and Manhattan Transfer. (Westing - verify)

- Jan. 23, 1932 PRR experiments with fixed ladders for upper berths on sleeping cars in New York-Washington service; ladder remains in place all night and folds into the upper berth during the day. (PR)
- Jan. 23, 1932 New York Gov. Franklin D. Roosevelt announces his candidacy for the Democratic presidential nomination. (Smith/FDR)
- Jan. 24, 1932 Daniel Willard announces "final reply" to labor's demands, rejecting all but study of retirement insurance and establishing national employment bureaus in New York, Washington and Chicago.
- Jan. 24, 1932 Banker Paul M. Warburg (1868-1932) dies. (NYT)
- Jan. 25, 1932 PRR eliminates porters on all Chesapeake Bay steamer lines and Love Point ferry; porters henceforth to double as waiters. (LC)
- Jan. 25, 1932 Railroad Credit Corporation organizes to distribute the freight surcharge to needy railroads. (NYT)
- Jan. 25, 1932 Huey P. Long (1893-1935) finally resigns as Gov. of Louisiana, having succeeded in installing one of his followers in the job, and takes his seat in the Senate to which he was elected in 1930. (Sobel, CongBio)
- Jan. 26, 1932 New Jersey Gov. A. Harry Moore (1879-1952) calls meeting for Feb. 3 to consider consolidation of PRR and Reading lines in South Jersey. (NYT)
- Jan. 27, 1932 LIRR notes that offer to give Whitestone Branch to city for inclusion in subway system is withdrawn because of city's original rejection. (NYT)
- Jan. 27, 1932 PRR Board authorizes abandoning the part of the Wolf Creek Branch between Mine No. 5 and Carmona; abandoning block station at Cockeysville, Md. (MB)
- Jan. 27, 1932 Donald R. McLennan (-1944) of Marsh & McLennan, Inc. of Chicago elected PRR director, replacing Frederic C. Dumaine, resigned. (MB, PR)
- Jan. 27, 1932 United States Steel Corporation reduces its quarterly dividend from \$1 to 50 cents a share. (NYT)
- Jan. 27, 1932 Adolf Hitler speaks to the Industry Club in Düsseldorf as part of a new program to win business support for the Nazi Party by picturing it as the only thing standing between them and Red revolution; the government's inability to deal with the deepening Depression is turning

many to the Nazis and turning what had been a fringe party into a truly national movement. (Morris)

- Jan. 28, 1932 Speaking at a dinner of the Eastern Regional Savings Conference, Pres. Atterbury reaffirms his faith in the railroad industry; calls for government aid to fund rollovers of railroad debts, as railroads cannot call on banks without endangering their liquidity. (NYT)
- Jan. 29, 1932 Bradford Railroad merged into WNY&P under agreement of Oct. 16, 1931. (C&C, MB)
- Jan. 29, 1932 Washington & Old Dominion Railway enters receivership. (Williams)
- Jan. 30, 1932 BLFE and BRT, last holdouts, agree to wage settlement of a 10% cut. (NYT)
- Jan. 31, 1932 Rail union leaders announce consent to a 10% wage cut for a period of 10 months beginning Feb. 1; agreement signed at Palmer House in Chicago at 11:40 PM; the B&O saves \$5-6 million in wages in the first year. (Stover, NYT)
- Jan. 31, 1932 PRR discontinues barber service on all trains except *Broadway Limited*. (A-sheet)
- Jan. 31, 1932 Eastbound *Golden Arrow* combined with *Liberty Limited* between Pittsburgh and Chicago. (A-sheet)
- Jan. 31, 1932 Baltimore & Eastern abandons Nanticoke River bridge at Vienna, Md., and discontinues passenger service between Hurlock and Salisbury, Md.; trains rerouted over PRR between Hurlock and Salisbury via Seaford; (eff. Feb. 1, 1932! - Mon.); bridge was abandoned rather than comply with War Dept. order to enlarge the draw to 80 feet clear on each side. (from MB)
- Jan. 31, 1932 Last run of New York-Roanoke sleeper. (A-sheet)
- Feb. 1, 1932 All railroad employees agree to accept a one-year 10% wage cut. (LC, AR)
- Feb. 1, 1932 New bridge opens over the Kankakee River at English Lake on the Logansport Division. (PR)
- Feb. 1, 1932 NYC purchases the Ulster & Delaware Railroad (Kingston to Oneonta) from its receiver for \$2.5 million; taking on the ailing U&D was the ICC's price for approving the mergers of the Michigan Central and Big Four. (Best)

- Feb. 1, 1932 Chesapeake & Ohio Railway buys all of Alleghany Corporation's stock in the Pere Marquette Railway; Alleghany grants the C&O a four-year options (granted to avoid actually purchasing those stocks which require ICC approval) on all its stock in the Erie Railroad and Nickel Plate for a \$3.5 million down payment; the purchase enables Alleghany to pay off its debt to Paine, Webber & Co. and stay solvent. (Wheeler)
- Feb. 2, 1932 Reconstruction Finance Corporation (RFC) goes into operation under leadership of Charles G. Dawes (1865-1951). (EAH)
- Feb. 2, 1932 Chesapeake Wharf Company dissolved. (MB)
- Feb. 2, 1932 Clarence B. Heiserman again advises Pres. W.W. Atterbury that Pennroad Corporation cannot legally sell its stock in the National Carloading Corporation to the American Contract & Trust Company. (Wheeler)
- Feb. 3, 1932 Representatives of PRR and Reading meet in office of Gov. Moore to consider consolidation of South Jersey lines. (MB, NYT)
- Feb. 3, 1932 First Pullman double-deck 10-4 sleeping cars placed in service on PRR between New York and Cleveland and Akron. (NYT)
- Feb. 3, 1932 General Motors Corporation reduces its quarterly dividend from 75 cents to 50 cents. (NYT)
- Feb. 4, 1932 Pres. Atterbury announces PRR will apply to borrow \$5 million a month from RFC to complete electrification. (PR, NYT)
- Feb. 4, 1932 Another day of nationwide Communist demonstrations in favor of the unemployed reveals a severe drop from the high-water mark of 1930; the great shifting mass of the unemployed proves difficult to organize. (Ottanelli)
- Feb. 5, 1932 Senate confirms Pres. Hoover's appointment of Treasury Secretary Andrew W. Mellon as ambassador to Great Britain; under impeachment, and now widely hated, he has become a liability to the Administration; the Judiciary Committee investigation is halted on Feb. 13. (Cannadine)
- Feb. 6, 1932 PRR begins first of 14 "patriotic" guided tours to be run every other week from New York, Philadelphia and Wilmington to Washington, D.C., at low fares. (PR)
- Feb. 6, 1932 Former Assistant Chief Engineer Robert Trimble (1856-1932) dies of

- pneumonia at Glen Osborne, Pa. (PaNews, RyAge)
- Feb. 6, 1932 Pres. Hoover holds conference of business and civic leaders at White House to help shape his reelection campaign and restore confidence. (NYT)
- Feb. 6, 1932 Former N.Y. Gov. Al Smith announces that he is available for the Democratic presidential nomination; Democratic National Chairman John J. Raskob and Jouett Shouse try to form a stop-Roosevelt movement by encouraging states to send non-committed or favorite son delegates to the convention in Chicago to deny him the two-thirds needed for a first ballot nomination. (Smith/FDR)
- Feb. 7, 1932 Charles Paul MacKie (1853?-1932), former Secretary of Pennsylvania Company and Southern Railway Security Company and developer of engineering projects in Latin America, dies at Newark, N.J., of heart disease. (NYT)
- Feb. 8, 1932 ICC approves revised terms for the LIRR's use of Penn Station and tracks. (ICC)
- Feb. 8, 1932 At a PRR staff meeting, it is decided that Pennroad Corporation will not put more money into the National Carloading Corporation and should negotiate a sale to the Universal Carloading & Distributing Company, which has twice the business. (Wheeler)
- Feb. 9, 1932 Various stocks purchased by Pennroad Corporation for total of \$141,437,393 now said to be worth only \$65,188,161 or a paper loss of \$76,249,232. (NYT)
- Feb. 9, 1932 Rep. Sam Rayburn of Texas introduces HR 9059 to enable the ICC to require the divestiture of railroad holding company stocks acquired after Feb. 28, 1920. (Wheeler)
- Feb. 10, 1932 PRR Board authorizes additional money to extend the Economy Branch from Economy to Baden, Pa.; authorizes retiring the Arral Branch at Lowellville, Ohio, by sale to the Sharon Steel Hoop Company. (MB)
- Feb. 10, 1932 Charles E. Ingersoll (1860-1932) resigns as PRR director for health; dies of a heart attack on June 6. (NYT)
- Feb. 10, 1932 Baltimore & Virginia Steamboat Company files for bankruptcy. (MB)
- Feb. 11, 1932 PRR adds dessert to price of \$1.25 combination platter on east-west trains and introduces \$2.00 steak dinner. (Mutual)

- Feb. 12, 1932 Pres. Atterbury meets with other eastern railroad heads at Penn Station to take measures to revise rates to meet road and water competition and maximize revenue. (NYT)
- Feb. 12, 1932 ICC examiner's report criticizes the system of extra-fare passenger trains. (RyAge)
- Feb. 12, 1932 RFC makes first railroad loan, \$1.5 million to Missouri Pacific. (NYT)
- Feb. 13, 1932 RFC makes \$7.17 million loan to Wabash Railway. (NYT)
- Feb. 14, 1932 "*Spirit of St. Louis*" combined with *Broadway Limited* east of Pittsburgh (westbound only) as an economy move. (A-sheet)
- Feb. 14, 1932 Pres. Atterbury announces 1931 was best year for safety in company's history. (NYT)
- Feb. 15, 1932 Last run of passenger trains on Whitestone Branch of LIRR and line abandoned between Flushing and Whitestone Landing (4.14 miles). (, C&C)
- Feb. 15, 1932 ICC overrules New York Transit Commission and approves higher rents for LIRR use of Penn Station. (NYT)
- Feb. 15, 1932 Reveal that two committees of Port of New York Authority, PRR and Long Island Ten-Year Plan Committee will study Greenville-Bay Ridge freight tunnel. (NYT)
- Feb. 1932 PRR recalls 500 men to Harrisburg car shop. (NYT)
- Feb. 1932 Sen. Frederic C. Walcott (-) of Connecticut, a former investment banker, informs Pres. Hoover that leading Democratic financiers, including John J. Raskob and Bernard Baruch are planning a series of bear raids on the stock market to discredit Hoover's administration in this election year; this pushes Hoover to launch a Senate investigation. (Carosso)
- Feb. 1932 The Musey Company "pulp" magazine *Railroad Man's Magazine* is renamed *Railroad Stories*; while still publishing "pulp fiction" and anecdotes and tall tales presented as history, it now begins publishing news and monthly locomotive rosters to appeal to hobbyists. (wiki, Taber)
- Feb. 16, 1932 Speaking to the Pittsburgh Chamber of Commerce, VP Elisha Lee says that the railroads are "indispensable and irreplaceable" and the idea that highways will supersede them is a myth. (PR)

- Feb. 17, 1932 Transcontinental & Western Air, Inc. "temporarily" discontinues Flight No.5; connecting *Airway Limited* makes last run Feb. 16; rail-air service continues with connection between *The Rainbow* No 43 and Flight No.1, PRR No. 19 and No. 43-267 also connect with planes westbound. (A-sheet)
- Feb. 17, 1932 Baldwin Locomotive Works reports a 1931 loss of \$4.12 million, versus a \$3.04 million profit in 1930; locomotive sales in 1931 were \$6.2 million versus \$31 million in 1930. (NYT)
- Feb. 19, 1932 In testimony before House Committee on Interstate & Foreign Commerce, ICC Commissioner Joseph B. Eastman calls for support for Rayburn Bill for placing all railroad holding companies under ICC regulation. (NYT)
- Feb. 19, 1932 PRR operates 11 extra sections from New York to Atlantic City for Washington's Birthday holiday; 18 extra sections to return on Monday. (NYT)
- Feb. 19, 1932 Stone Harbor Railroad Board meets for the first time since July 1930; votes to sell all stock to the Reading Company. (MB)
- Feb. 22, 1932 Presidents of 18 railroads, including Pres. Atterbury, pledge support for United Action Group for Employment's drive to find 1 million jobs. (NYT)
- Feb. 23, 1932 Pittsburgh & Wheeling RPO reestablished. (Kay)
- Feb. 23, 1932 Baltimore & Virginia Steamboat Company files for bankruptcy as only means of discontinuing unprofitable operations; PRR had been negotiating with Day & Zimmermann, Inc., to take over the operation of the boats through its Victor Lynn Transportation Company, but they demanded that they be indemnified against loss for one year and that the PRR withdraw from its trucking operations on the Eastern Shore; James U. Dennis is appointed receiver; the Baltimore & Virginia Steamboat Company presently operates 9 boats on 5 lines. (LegalDept, C&C)
- Feb. 23, 1932 In testimony to ICC, Wabash Railway restates opposition to Four System Plan. (NYT)
- Feb. 24, 1932 PRR Board authorizes application to Reconstruction Finance Corporation for loan of \$55 million for electrification to be backed by 300,000 shares of PFW&C and 362,000 shares of PCC&StL; approves abandonment of the Muncie Branch between Muncie and Matthews,

- Ind.; writes off Marietta (Oh.) Shops. (MB)
- Feb. 24, 1932 In testimony before House Committee on Interstate & Foreign Commerce, Boston lawyer Lawrence R. Wilder calls four-system consolidation plan "disastrous" for New England and backs Rep. Sam Rayburn's bill to place railroad holding companies under ICC jurisdiction; asserts Pres. Atterbury has said he has no interest in developing traffic from the port of Boston. (NYT)
- Feb. 24, 1932 Last run of the *Seaboard Florida Limited*. (tt, Guide)
- Feb. 24, 1932 Railroad Credit Corporation makes its first loan to the Pittsburgh & West Virginia Railway. (NYT)
- Feb. 25, 1932 *Piankatank* leaves Baltimore on last outbound Piankatank River Line run to Green Point. (LC)
- Feb. 25, 1932 NYC applies to RFC for \$7 million loan to complete West Side Improvement. (NYT)
- Feb. 25, 1932 New York Federal Reserve Bank cuts its discount rate from 3½% to 3%. (NYT)
- Feb. 26, 1932 In ICC hearings on the four-system plan, Delaware & Hudson Company, which opposes four-system plan, presents figures showing stock losses by Trunk Lines as indicating their inability to finance consolidation; Chairman Claude R. Porter refuses D&H request to place on record a statement opposing railroad holding companies made by Commissioner Joseph B. Eastman before the House Committee on Interstate and Foreign Commerce in its hearings on the Rayburn Bill. (NYT)
- Feb. 26, 1932 Last outbound Rappahannock River Line steamer leaves Baltimore for Fredericksburg and Norfolk; last inbound Piankatank River Line steamer *Piankatank* leaves Green Point inbound to Baltimore. (LC)
- Feb. 27, 1932 *Anne Arundel* leaves Baltimore on last outbound run to Washington on Potomac River Line. (LC)
- Feb. 27, 1932 Pittsburgh-Olean sleeping car cut back to Pittsburgh-Oil City. (A-sheet)
- Feb. 27, 1932 NYC reports it has reduced passenger train-miles by 11 million since 1930, much of it by consolidating trains; railroads have increased number of low-cost excursions in 1931 to highest level since 1920 because of Depression and to meet cruise ship competition. (NYT)

- Feb. 28, 1932 Pres. Atterbury declares 1% dividend for last quarter of 1931, making total 6.5% for year, by dipping into surplus; notes quarterly dividends cannot be continued without increase in net income. (PR)
- Feb. 28, 1932 *Potomac* leaves Baltimore on last outbound Rappahannock River Line run to Tappahannock; *Eastern Shore* leaves on last outbound Pocomoke-Occohannock River Line run for Davis Wharf; *Anne Arundel*, Capt. Herbert Bohannon, leaves Washington on the last run of the Potomac River Line. (LbrChron, Holly)
- Feb. 28, 1932 *The Rainbow* No. 42 eastbound rerouted running in and out of Broad Street Station. (PR)
- Feb. 29, 1932 Baltimore & Virginia Steamboat Company discontinues all remaining steamer lines on Chesapeake Bay: last boats for Baltimore leave Washington on Potomac River Line (*Anne Arundel*), Norfolk and Tappahannock on Rappahannock River Line (*Potomac*), Davis Wharf on the Pocomoke-Occohannock River Line (*Eastern Shore*), plus last Baltimore-Cambridge round trip on Choptank River Line (*Calvert*) (this from labor chron - otherwise: Choptank River Line to Choptank and Easton, Lower Eastern Shore Line to Shields, Va., Great Wicomico/Piankatank Line to Fitchetts, Va.); leaves only the Baltimore-Love Point vehicle ferry operated by Baltimore & Eastern Railroad. (LbrChron)
- Feb. 29, 1932 Pittsburgh-Olean sleeper cut back to Pittsburgh-Oil City. (A-sheet)
- Feb. 29, 1932 Britain raises tariffs and imposes a new "Corn Law" on agricultural imports.
- Mar. 1, 1932 New York Transit Commission asks ICC to reopen Penn Station rent case. (NYT)
- Mar. 1, 1932 Last overnight Chesapeake Bay steamer runs arrive in Baltimore; *Anne Arundel* from Washington is last to arrive in early afternoon.
- Mar. 1, 1932 Dining room service on the Love Point ferry is given to a concessionaire. (LbrChron)
- Mar. 1, 1932 John F. Finnegan (1891-), formerly Superintendent of Dining Car Service at Chicago, named General Superintendent of Dining Car Service at New York, replacing separate Superintendents at New York and Chicago. (PR, MB)
- Mar. 1, 1932 Charles Lindbergh, Jr. (1930-1932), the 20-month old son of Charles A. Lindbergh and Anne Morrow Lindbergh, is kidnapped from the

family home near Hopewell, N.J., and held for \$50,000 ransom, in what becomes the “Crime of the Century”; the first police bulletin is issued at 10:46 PM; modern research suggests that the kidnapping was the work of young German immigrants from the Bronx, but the pressures and celebrity of the case lead to much bungling on the part of investigators, giving rise to many conspiracy theories in the years following. (Berg, Phllnq)

- Mar. 2, 1932 Daniel M. Sheaffer wires the Lindberghs offering full cooperation and noting that all its trains and stations are being watched; PRR notifies all railroad police and station agents to be on the lookout for any suspicious persons after the kidnapping of the Lindbergh Baby. (PR, Berg)
- Mar. 3, 1932 Sen. __ Weaver (-) of __ and Rep. __ Crosser (-) of __ introduce a bill prepared by the railroad unions for a compulsory pension system. (RyAge)
- Mar. 4, 1932 Port of New York Authority notes Greenville-Brooklyn rail tunnel cannot be justified under current economic conditions. (PA AR)
- Mar. 4, 1932 The Townsend resolution is reported back to the Senate calling for the Senate Banking & Currency Committee to mount a far more extensive investigation of Wall Street than Pres. Hoover’s plan for a ban on short selling. (Carosso)
- Mar. 5, 1932 ICC ends hearings on the Four-System consolidation plan. (RyAge)
- Mar. 5, 1932 Eppa Hunton (1855-1932), Pres. of the Richmond, Fredericksburg & Potomac Railroad since 1920, dies at Richmond. (AR)
- Mar. 1932 Women's Aid of the Pennsylvania System establishes a Clothing Bureau in Broad Street Station under the supervision of Mrs. J. M. Symes to collect reconditioned shoes and clothing for the poor. (PaNews)
- Mar. 6, 1932 Franklin D. Roosevelt wins a landslide victory over Al Smith in the New Hampshire primary. (Smith/FDR)
- Mar. 7, 1932 Demonstrators supported by the Communist Party clash with police while marching on Ford’s River Rouge Plant near Detroit; 23 wounded and 4 killed, including the local Young Communist League organizer. (Ottanelli)
- Mar. 8, 1932 Dow Jones Industrial average peaks for year at 88.78. (Wyckoff)

- Mar. 8, 1932 Kirby C. Jackson of Chicago, PRR's oldest pensioner, celebrates 100th birthday; began working on Cincinnati & Peru in 1858 and became engineer on Fort Wayne Division in 1861. (PR)
- Mar. 9, 1932 PRR Board authorizes a loan of \$2 million to the LIRR; authorizes abandoning "NA" Block Station at Hannah, Pa. (MB)
- Mar. 9, 1932 John E. Zimmerman (1874-1943), Pres. of United Gas Improvement Company, elected PRR director in place of Charles E. Ingersoll (1860-1932), resigned. (PR)
- Mar. 9, 1932 PCC&StL Railroad Board approves filing with the ICC to abandon the line between Muncie and Matthews, Ind. (MB)
- Mar. 9, 1932 Philip Stockton, Pres. of the First National Bank of Boston, resigns as a Pennroad Corporation director as had never attended any meetings; replaced by William M. Elkins. (Wheeler)
- Mar. 10, 1932 PRR applies to Reconstruction Finance Corporation for a 3-year, \$55 million loan to resume work on New York-Washington electrification; estimate will provide work for 15,000. (NYT)
- Mar. 10, 1932 LIRR signs a new contract for the use of Penn Station. (MB)
- Mar. 11, 1932 Brooklyn Chamber of Commerce recommends construction of Greenville-Bay Ridge railroad tunnel. (NYT)
- Mar. 11, 1932 Norman Call elected Pres. of the Richmond, Fredericksburg & Potomac Railroad, replacing Eppa Hunton, deceased. (AR)
- Mar. 12, 1932 Ivar Kreuger (-1932), the Swedish "Match King" and one of the major figures of the 1920s boom, commits suicide at Paris; the price of Kreuger & Toll securities collapses; within a month, Kreuger is revealed as a swindler and embezzler on a massive scale; the revelations destroy the reputation of the Boston banking house of Lee, Higginson & Co., Kreuger's American bankers, who have sold millions in Kreuger securities to their clients without due diligence. (NYT, Carosso)
- Mar. 13, 1932 PRR announces that as of 1931 it owned 5,534 locomotives, 275,725 freight cars and 7,249 passenger cars, or 12% of total U.S. rolling stock. (NYT)
- Mar. 13, 1932 Field Marshal Paul von Hindenburg is reelected Chancellor of Germany; Hitler wins 30% of the vote, but other parties unite in desperation behind the aging monarchist; however, the Nazis begin

- capturing control of provincial governments. (Morris)
- Mar. 15, 1932 Pennroad Corporation fails to declare quarterly dividend. (NYT)
- Mar. 15, 1932 Pres. Hoover signs a joint resolution of Congress calling for the ICC to investigate the 6-hour day. (RyAge)
- Mar. 1932 PRR issues the fourth historical poster by N.C. Wyeth, *Building the First White House*, George Washington supervising the construction of the White House; the Depression halts production of the other eight paintings in the projected series, as well as the historical booklet *Building the Nation*; later in the year, the four completed images are reproduced in a calendar issued by the Forbes Lithograph Manufacturing Company of Boston, printers of the full-sized posters; after this, the original paintings vanish without a trace, probably thrown out with much other artwork at the time of the Penn Central merger. (Mutual, Podmaniczky)
- Mar. 1932 Baldwin Chief Engineer Ralph P. Johnson proposes a 4-4-4-4 duplex drive locomotive to the B&O, which it declines because it requires a long, rigid wheelbase; idea is to reduce the piston thrusts and heavier pins and rods required by large 4-8-4's; Baldwin continues to push this idea off and on during the 1930s. (Trains)
- Mar. 1932 PRR and Pittsburgh & Lake Erie Railroad complain to the ICC that the Youngstown & Southern Railway's application to connect with the Lake Erie & Eastern Railroad is a ruse and that the actual plan is to enable the Pittsburgh Coal Company to haul coal to the Youngstown District at lower rates. (Cole)
- Mar. 16, 1932 PRR and NYC announce that effective Apr. 24, *Broadway Limited* and *Twentieth Century Limited* will be cut from 20:00 to 18:00, and other 4 or 5 20:00 trains slowed to 21:00, with extra fare dropped from all trains under 20:00 instead of 28:00 as at present. (NYT)
- Mar. 16, 1932 Ivy Lee and T.J. Ross write Pres. Atterbury objecting to new arrangement with NYC for each company to have only one 18-hour extra-fare train to Chicago; say plays into hands of NYC; say PRR should have opted for two 19-hour trains; PRR strategy of running several fast trains had begun to erode NYC lead in recent years; they now accurately predict that *Twentieth Century Limited* will be on top and run in multiple sections when prosperity returns, while *Broadway Limited* will run only one. (WWA 47/47)
- Mar. 16, 1932 In testimony before House Committee on Interstate & Foreign Commerce on the Couzens Bill to regulate railroad holding companies,

- VP George D. Ogden denies Lawrence Wilder's charge that PRR controls the New Haven or Boston & Maine or has a desire to dominate New England; New Haven Pres. J.J. Pelley testifies that PRR does not dictate New Haven policy; hearing is on the Couzens Bill to bring railroad holding companies under ICC control and compel divestiture. (NYT)
- Mar. 16, 1932 Pennroad Corporation passes dividend; last paid on Sep. 15, 1931; of all its holdings, only D&H common and New Haven preferred still pay dividends. (NYT)
- Mar. 16, 1932 B&O passes 4% preferred dividend for first time since 1900; announces it will apply to RFC for a loan to refund its existing debts; B&O stock falls from 145 in 1929 to under 4 in 1932. (NYT, Stover)
- Mar. 17, 1932 Electrical Engineer J.V.B. Duer speaks on PRR electrification program at New York Railroad Club; notes seven of ten passenger locomotives (L5's??) recently transferred from Trenton-Wilmington to Sunnyside-Manhattan Transfer service. (NYT)
- Mar. 17, 1932 Westbound *Red Arrow* derails at speed near Princeton Jct.; tender and 8 of 12 cars derailed; caused by dragging water scoop; 70 injured. (NYT)
- Mar. 17, 1932 New NYC railroad YMCA at 47th Street dedicated; old YMCA was razed to build the new Waldorf-Astoria Hotel. (RyAge)
- Mar. 18, 1932 Former VP in Charge of Personnel George Lyman Peck (1858-1932) dies in Miami, where he had gone to convalesce. (PR)
- Mar. 18, 1932 Pres. Hoover holds private meeting with Advisory Committee of Association of Railway Executives at White House after a brief call by Pres. Atterbury; discuss pending RFC loans; RFC Board is divided, with some members wanting investment banks to assume at least half of the burden of bailing out railroads; Atterbury leaves meeting looking glum. (NYT)
- Mar. 18, 1932 In testimony before House Committee on Interstate & Foreign Commerce considering the Couzens bill to establish federal control of holding companies, PRR VP & General Counsel C.B. Heiserman calls state laws an impediment to consolidation which should be replaced by federal law; denies statements by Lawrence Wilder of Boston that Trunk Lines have secret agreements beyond the scope of the official four-system plan; Couzens bill would empower ICC to order railroad holding companies to sell shares of certain railroads. (NYT)
- Mar. 18, 1932 RFC approves second loan of \$2.25 million to Missouri Pacific

- Railroad. (NYT)
- Mar. 19, 1932 Following a conference, Pres. Hoover announces that railroad demands on RFC this year will be less than anticipated. (NYT)
- Mar. 19, 1932 PRR places new 10-section, 4-private section Pullman sleeping cars on *The Red Arrow*; the private sections are enclosed by curtains and are made for one person with an adjoining wash room; total fare required is two lower berth fares and one railroad ticket. (PR)
- Mar. 21, 1932 Maryland & Delaware Coast Railway sold at foreclosure to bondholder Winthrop Sargent, Jr., for \$26,100. (ICC)
- Mar. 23, 1932 PRR announces fifth consecutive year of increasing freight train speeds; freight now moves 47% faster than eight years ago. (NYT)
- Mar. 23, 1932 VP Thomas W. Hulme is elected a director, replacing George L. Peck, deceased. (MB)
- Mar. 23, 1932 Pres. Hoover signs Norris-LaGuardia Act prohibiting the use of injunctions to halt strikes, picketing and boycotts; outlaws "yellow dog" contracts in which workers must pledge not to join unions. (EAH)
- Mar. 23, 1932 Pennsylvania Greyhound Lines of Illinois, Inc. incorporated in Ill. to take the place of the Pennsylvania-Illinois General Transit Company. (MB)
- Mar. 23, 1932 ICC approves \$12.8 million RFC loan to Missouri Pacific Railroad, of which \$5.85 million is to repay half of a loan from a New York banking syndicate maturing on Apr. 1. (NYT)
- Mar. 24, 1932 Pennroad Corporation reports net income for 1931 up \$26,281 from 1930, mostly by cutting taxes and other costs. (NYT)
- Mar. 25, 1932 PRR announces that as of the end of last year, the total dividends paid since 1847 stands at \$1,031,246,238, the first railroad to exceed \$1 billion in total dividend payments. (PR)
- Mar. 25, 1932 Reading Company Pres. Agnew Thomson Dice (1862-1932) dies of a heart attack on a Philadelphia streetcar. (RyAge)
- Mar. 27, 1932 *Keystone Express* discontinued between Indianapolis and St. Louis. (A-sheet)
- Mar. 27, 1932 B&O makes a radio broadcast of a 12-piece orchestra and vocalists from the dining car of a train moving between Washington and New

York; sent by short wave to Laurel and Beltsville and relayed to station WABC in New York. (RyAge)

- Mar. 28, 1932 PRR agrees with Pennsylvania Greyhound Lines, Inc., and its subsidiaries for the sale of tickets in PRR stations and union ticket offices. (MB)
- Mar. 28, 1932 ICC approves the B&O placing its Western Maryland Railway stock in trust. (Wheeler)
- Mar. 29, 1932 Greyhound Terminal of Cincinnati, Inc., incorporated in Ohio to operate bus terminal at 7th & Walnut Streets; 27% owned by Pennsylvania Greyhound Lines, Inc. (Compt)
- Mar. 30, 1932 ICC approves \$7 million RFC loan to B&O. (NYT)
- Mar. 31, 1932 RFC loans now total \$235 million. (NYT)
- Apr. 1, 1932 PRR imposes further 10% cut in all salaries and retainer fees and new 10% cut on all pension payments over \$50 per month; general deflation means that actual purchasing power is not greatly reduced. (MB)
- Apr. 1, 1932 Col. Moorhead C. Kennedy retires as VP in Charge of Purchases, Stores & Insurance after 43 years service; replaced by Charles D. Young' Thomas W. Hulme named VP in Charge of Real Estate, Valuation & Taxation. (MB)
- Apr. 1, 1932 Assistant to the General Manager-Eastern Region J. B. Hutchinson, Jr. (1876-1938) begins a one-year leave at half pay. (MB)
- Apr. 1, 1932 Mechanical gap closers installed on platform of track 18 at Penn Station. (CE)
- Apr. 1, 1932 Moore station renamed Prospect Park, Pa., on Maryland Division. (A-sheet)
- Apr. 1, 1932 PRR begins operating Philadelphia-Bowie race trains with parlor and dining car service for two weeks during the racing season. (PR)
- Apr. 1, 1932 Last Eastern Region edition of *Pennsylvania News* published. (PaNews)
- Apr. 1, 1932 Sen. James Couzens introduces a bill in the Senate to strip the RFC of authority over railroad loans and vest it in the ICC through a \$400 million revolving treasury fund. (NYT)

- Apr. 1, 1932 South River Water Company (N.J.) dissolved. (MB)
- Apr. 2, 1932 Charles A. Lindbergh pays a \$50,000 ransom for the return of his son at St. Raymond's Cemetery in the Bronx to a figure known only as "Cemetery John" and receives a false statement that the boy is on a boat near Martha's Vineyard. (Berg)
- Apr. 4, 1932 United New Jersey Railroad & Canal Company agrees with the CNJ for the latter to raise its Newark & New York bridge over the PRR main line south of Newark station to clear the track elevation and electric catenary. (MB)
- Apr. 4, 1932 City of Philadelphia lays off 1571 city workers.
- Apr. 6, 1932 NYP&N sells passenger steamboat *New York* to William A. Mills. (MB)
- Apr. 6, 1932 ICC approves the abandonment of the Cornwall Ore Branch (0.67 mile); all traffic from the Cornwall Ore Banks has been diverted by Bethlehem Steel Corporation to its subsidiary Cornwall Railroad. (ICC, MB)
- Apr. 6, 1932 Federal Reserve's gold holdings peak; faced with financial crisis in their own countries, European central banks, particularly those of France and Belgium, stage a run on U.S. gold reserves that continues into mid-July; \$49.5 million in gold exported in April alone. (NYT)
- Apr. 7, 1932 A. J. County informs RFC that work on electrification will cease unless \$55 million loan is approved. (NYT)
- Apr. 7, 1932 RFC makes \$7 million loan to B&O. (NYT)
- Apr. 7, 1932 Paris newspapers begin an attack on the soundness of the dollar. (NYT)
- Apr. 7, 1932 Speaking on NBC-radio's *Lucky Strike Hour*, Franklin D. Roosevelt attacks the Hoover Administration for attacking the surface symptoms of the Depression instead of the causes and calls for putting faith in "the forgotten man at the bottom of the economic pyramid." (Smith/FDR)
- Apr. 8, 1932 Baltimore Mail Steamship Company admitted to French Atlantic Conference. (Vexler)
- Apr. 1932 PRR builds (?) 100 drop-bottom containers for hauling bulk cement.
- Apr. 11, 1932 Railway Express Agency retires last draft horses at Chicago, leaving

only a few in scattered rural locations. (Mutual)

- Apr. 11, 1932 Senate Banking & Currency Committee begins its hearings on Wall Street practices, focusing on short selling; it finds no Democratic plots for bear raids to discredit Hoover; however, it uncovers rumors of malfeasance, leading to calls by Republican Progressives for more intensive investigations. (Carosso)
- Apr. 12, 1932 At the annual meeting, Pres. Atterbury asserts PRR will not have to suspend dividend payments as condition of RFC loan. (NYT)
- Apr. 12, 1932 RFC makes \$4.4 million loan to NYC. (NYT)
- Apr. 13, 1932 PRR signs new contract with the Hudson & Manhattan Railroad for joint through service to Market Street and South Street, Newark, and shuttle service from Manhattan Transfer to Park Place, superseding old contract of 1917. (MB)
- Apr. 14, 1932 PRR agrees with the federal government to exchange land on the west side of Delaware Avenue south of Packer Avenue, Philadelphia, for a new classification yard, giving in exchange the land north of Packer Avenue where the present yard is. (MB)
- Apr. 14, 1932 Pennsylvania-Illinois General Transit Company assets sold to Pennsylvania Greyhound Lines of Illinois, Inc. (MB)
- Apr. 14, 1932 Steel industry is operating at only 21% of capacity. (NYT, Wyckoff)
- Apr. 15, 1932 Middle West Utilities Company and three subsidiaries, part of the Chicago-based utilities empire of Samuel Insull (1859-1938), enter receivership; Insull finance companies soon follow. (Moody, NYT)
- Apr. 16, 1932 PRR, B&O and C&O files briefs with ICC supporting Four System Plan. (NYT)
- Apr. 16, 1932 PRR prints all dining car menus on cotton during National Cotton Week. (NYT)
- Apr. 16, 1932 William M. Wardrop named Assistant to the General Manager-Central Region; P.L.Grove named Assistant to the General Manager-Western Region. (MB)
- Apr. 18, 1932 VP A. J. County writes to ICC urging prompt approval of RFC electrification loan, as construction season will begin May 1, the date requested for first installment. (NYT)

- Apr. 18, 1932 NYC files separate brief with ICC in support of Four System Plan with reservations over the amount of competition to be preserved; L.F. Loree files with ICC in opposition to Four System Plan, charging D&H will be dismembered through loss of other roads in which it has invested; about 20 other parties, mostly short lines and chambers of commerce, file briefs against plan. (NYT)
- Apr. 18, 1932 ICC approves abandonment of the portion of the Wegee Branch of the Pittsburgh, Ohio Valley & Cincinnati Railroad from 2 miles south of Bellaire to Gravel Jct. (1.76 miles); the line is narrow gauge without a third rail, and all traffic has been diverted to the parallel standard gauge line. (ICC, MB)
- Apr. 20, 1932 B&O air conditions *National Limited*, first fully air conditioned long-distance train in U.S., including first air conditioned Pullman sleepers. (Guide, AR)
- Apr. 22, 1932 Pennsylvania-Illinois General Transit Company dissolved; replaced by Pennsylvania Greyhound Lines of Illinois, Inc. (MB)
- Apr. 22, 1932 Association of Railway Executives meeting in New York consider plan to have Railway Express Agency perform all pick-up & delivery for Eastern railroads with its large truck fleet. (NYT)
- Apr. 24, 1932 *Broadway Limited* and *Twentieth Century Limited* running time cut from 20 to 18 hours with \$10 extra fare; PRR and NYC drop extra fares on all long distance trains except *Broadway* and *Twentieth Century*; the old system was to a surcharge of \$1.20 for every hour under 28, with a proportional amount to be refunded for the number of hours the train was late; 21-hour coach service to Chicago will now be \$32.70, vs. \$50.10 for a lower berth; plan to rename Nos. 28-29 *The 18-Hour Broadway*, ending "limited" status, and running non-stop between North Philadelphia and Fort Wayne dropped at last minute; consolidation of *Broadway Limited* and "*The Spirit of St. Louis*" east of Pittsburgh ends. (A-sheet, RyAge, Guide)
- Apr. 24, 1932 Ceremony held at Penn Station marking the departure of the new *Broadway Limited*, New York City's "official greeter" Grover A. Whalen (1886-1962) is the main speaker; Ziegfeld Follies girls act as hostesses before departure, which begins when movie stars Lupe Velez (1908-1944) and Charles "Buddy" Rogers (1904-1999) pull a white cord and cut a blue ribbon across the tracks; at Chicago, child star Jackie Cooper (1922-) cuts the ribbon; the eastbound *Broadway* carries a ceremonial letter from Chicago Mayor Anton Cermak (1875-1933) to New York Mayor James J. Walker (1881-1946), and tennis star Helen Wills Moody (1905-1998) is among the passengers; tragedy will strike

several of these figures; Cermak will be mortally wounded in less than a year by an assassin who may be trying to kill either him or President-elect Franklin D. Roosevelt at a Miami rally; Walker, whose penchant for gambling and showgirls was tolerated in the "Roaring Twenties," will be forced out of office on corruption charges in Sep.; Lupe Velez later commits suicide by drug overdose and will be remembered mainly because of the Hollywood legend that she drowned when she passed out while throwing up in a toilet bowl. (PR, wiki)

- Apr. 24, 1932 PRR operates five 21:00 trains to Chicago: *Pennsylvania Limited*, *Fort Dearborn*, *Golden Arrow*, *St. Louisian*, and *Pittsburgher-Rainbow*. (NYT)
- Apr. 24, 1932 PRR cuts rail fare for new single-bedroom cars on *Broadway Limited*, *Liberty Limited*, *Red Arrow*, *American*, *Clevelander* and *Pittsburgher* from 1.25 tickets to 1.1 tickets; Pullman fare remains the same. (PR, NYT)
- Apr. 24, 1932 PRR imposes major long-distance service cuts because of Depression: *The Cincinnati Limited* westbound combined with "*The Spirit of St. Louis*" east of Columbus; *The Duquesne* combined with *The Fort Dearborn*, a new New York-Chicago train (westbound only), although *The Duquesne* name continues to be applied to certain cars operated between Philadelphia and Pittsburgh; westbound *Iron City Express* discontinued; *The Metropolitan* discontinued west of Pittsburgh westbound and subsumed into *The Fort Dearborn*, with New York-Pittsburgh portion renamed *Pittsburgh Day Express*; *Pittsburgh Night Express* and *Philadelphia Night Express* renamed *The Sea Gull* for the summer season; *Eastern Express* discontinued between Philadelphia and New York; last portion of *Keystone Express* between Columbus and Indianapolis discontinued; westbound *Golden Arrow* combined with *Red Arrow* east of Mansfield; *Western Express* discontinued; through New York-Chicago sleepers removed from *The Rainbow* and carried on *The Pittsburgher* as far as Pittsburgh; *The New Yorker* discontinued east of Pittsburgh and through cars carried on *The Pittsburgher*; *Pan-Handle Express/Seaboard Express* discontinued between New York and Columbus; eastbound *Golden Arrow* discontinued entirely and cars carried on *Liberty Limited* and "*Spirit of St. Louis*" under *Golden Arrow* name; *Philadelphia Express* discontinued between Pittsburgh and Philadelphia. (A-sheet)
- Apr. 24, 1932 *The George Washington* inaugurated by the Chesapeake & Ohio Railway between Washington/Newport News and Cincinnati/Louisville; all air conditioned; through sleeper New York-Louisville via PRR. (Guide)

- Apr. 24, 1932 Last run of New York-Akron sleeper in trains No. 124-127. (A-sheet)
- Apr. 24, 1932 NYC drops *Advance Twentieth Century Limited* and replaces with extra sections as needed. (NYT)
- Apr. 24, 1932 Maine Central withdraws Ellsworth-Bar Harbor bus service and substitutes Ellsworth-Mount Desert Ferry mixed train as connection from express trains at Ellsworth. (A-sheet)
- Apr. 24, 1932 Southern Railway's *Birmingham Special* rerouted from via Atlanta to via Bristol and Chattanooga. (PassDept - verify)
- Apr. 24, 1932 Detroit, Toledo & Ironton Railroad ends passenger service between Detroit and Springfield, Ohio. (A-sheet)
- Apr. 24, 1932 General Motors Corporation announces its first quarter net profit is only \$9.7 million, down from \$30.5 million in the first quarter of 1931. (NYT)
- Apr. 25, 1932 Final arguments on the railroads' Four-System consolidation plan open before the full ICC; briefs in opposition have been filed by the Delaware & Hudson Company, the Wabash Railway, the Montour Railroad, and the New England Governors; New England Governors Committee demands that PRR and Pennroad Corporation divest their holdings of New Haven and Boston & Maine; Donald Richberg, counsel for the Railway Labor Executives Association, voices opposition on the grounds consolidation will close redundant facilities and increase unemployment; Henry W. Bikle, representing PRR, refuses to discuss labor issues on grounds they have not been a part of the proceedings heretofore; also denies authority of ICC to set any further conditions on plan. (Wheeler, NYT)
- Apr. 25, 1932 *The Vulcan* is placed on a faster schedule for steel products to New England, leaving Pitcairn at 10:45 AM and arriving at Boston at 2:00 AM of the third morning. (PR)
- Apr. 25, 1932 First Class P5a (?) electric locomotive shipped from General Electric's Erie Works to Wilmington. (RyAge)
- Apr. 25, 1932 ICC authorizes Atlantic City Railroad to control the Stone Harbor Railroad. (ICC)
- Apr. 25, 1932 Senate Banking & Currency Committee appoints a subcommittee of five to investigate Wall Street; the three Republicans are Peter Norbeck (-) of South Dakota, John G. Townsend (-) of Delaware and James Gould Couzzens (1872-1936) of Michigan; the Democrats are Carter

- Glass (-) of Va. and Duncan U. Fletcher (-) of Florida; only Townsend is favorable to the Hoover Administration; the committee begins calling investment bankers to testify. (Carosso)
- Apr. 26, 1932 At ICC hearings, certain New England shippers' groups testify of Trunk Line penetration of New England in opposition to governors. (NYT)
- Apr. 26, 1932 United States Steel Corporation passes its dividend on the common stock but pays on the preferred; reports a first quarter loss of \$13.2 million vs. a \$6.8 million profit in the first quarter of 1931. (NYT)
- Apr. 27, 1932 PRR Board reserves action on quarterly dividend; PRR falls one point to 12-3/8. (NYT)
- Apr. 27, 1932 Stockholders of Waynesburg & Washington Railroad authorize standard-gauging of line from 3'-0" to 4'-9" with 1/2" variation. (C&C).
- Apr. 28, 1932 NYC counsel fails to appear before ICC hearing on Four System Plan. (NYT)
- Apr. 28, 1932 Charles Henry Ewing (1866-1935) elected Pres. of the Reading Company, replacing Agnew T. Dice, deceased; Edward W. Scheer (1875-1949) elected VP-Operations & Maintenance. (AR)
- Apr. 28, 1932 Rep. Sam Rayburn of Texas introduces HR 11677, a weaker bill for the regulation of railroad holding companies; consolidations to take place only under ICC supervision and not through holding companies or voting trusts; the ICC to be able to have holding companies' stocks placed in trust to prevent the exercise of voting control if contrary to the ICC's own consolidation plan. (Wheeler)
- Apr. 29, 1932 PRR and other eastern railroads implement new bargain weekend round-trip fares equal to one way plus 10% through Sep. 3; good on all trains departing after 12:00 N on Fridays and return departing by 4:00 AM Tuesday. (Mutual)
- May 1, 1932 VP-Chicago Thomas B. Hamilton (1865-1939) retires after 44 years of service; he has been responsible for the ore docks at Cleveland and the PRR's entry into Detroit; LIRR General Manager George LeBoutillier also named acting General Manager of the New York Zone in addition to being VP-New York, replacing Jesse F. Patterson (1871-1935), relieved because of illness. (MB, PR, RyAge)
- May 1, 1932 PRR and other Northern lines reduce rate on bituminous coal to New York Harbor by seven cents without giving advance notice to Pocahontas roads as in past. (Lambie)

- May 1, 1932 PRR cuts Pullman parlor car fares between New York and Atlantic City to 66% of the old rate and the seat charge between Philadelphia and New York from \$1.50 to \$1.25. (PR)
- May 1, 1932 PRR abolishes post of stewards on Cape Charles-Norfolk steamers; jobs combined with that of purser. (LC)
- May 1, 1932 Union Bus Station of Cincinnati, Inc., dissolved; 38% owned by Pennsylvania Greyhound Lines of Indiana, Inc. (Compt)
- May 4, 1932 General Motors Corporation reduces the quarterly dividend on its common stock from 50 to 25 cents. (NYT)
- May 5, 1932 PRR Board announces that RFC has approved loan of \$27.5 million, half of what was asked for, if the other half can be raised in the money market; Board authorizes \$27.5 million in three-year 6% gold notes and \$27.5 million 5% Series E General Mortgage bonds as collateral for loan. (MB)
- May 6, 1932 Montauk Beach Development Corporation enters receivership after defaulting on Apr. 30; owns the Montauk Manor hotel, the Montauk Downs Golf Course, and the Montauk Yacht Club; developer Carl Graham Fisher (1874-1939) loses his fortune in the Depression. (PR, wiki)
- May 6, 1932 Erie & Pittsburgh Railroad moves its headquarters from Erie to the PRR office in Philadelphia. (MB)
- May 7, 1932 House Interstate Commerce Committee reports recommending passage of Rayburn Bill calling for retroactive repeal of Recapture Clause, regulation of railroad holding companies by ICC, and more flexible rate making rules. (NYT)
- May 7, 1932 Ground broken for Atlantic City grade crossing elimination and Union Station project. (NYT)
- May 7, 1932 Annual Blackwell Cup regatta for Yale, Columbia and University of Pennsylvania rowing teams held on new course in Schuylkill River above Flat Rock Dam; PRR runs 35-car special open observation train, used by New Haven for Thames River races, from Conshohocken station. (NYT)
- May 7, 1932 Last run of local passenger trains between Steubenville and Bellaire, Ohio, and between Bellaire and Powhatan ends all passenger service between Mingo Jct. and Powhatan; last run of Wellsville & Bellaire

- RPO. (A-sheet, Kay)
- May 8, 1932 PRR announces it will again make vacant land available to current and furloughed employees for subsistence gardens. (PR)
- May 8, 1932 Railroad Security Owners Association, Inc., organized in New York to protect the interests of large investors; replaces the National Security Owners Association. (Wheeler)
- May 9, 1932 Maryland & Delaware Seacoast Railroad incorporated for purpose of reorganizing Maryland & Delaware Coast Railway; begins freight-only operation between West Denton and Lewes. (ICC)
- May 9, 1932 Mixed train established between Rochester and Olean, N.Y., and on Nunda Branch; regular passenger service reduced to one round trip with a gas-electric railcar. (A-sheet, alleganycountynyhistory)
- May 10, 1932 Pennroad Corporation conference decides it must eliminate the Van Sweringens' interest in the National Carloading Corporation. (Wheeler)
- May 11, 1932 PRR Board leaves to Pres. W. W. Atterbury the question of applying for the \$27.5 million RFC loan and obtaining the rest through the money market, if conditions improve later in the year. (MB)
- May 11, 1932 PRR Board authorizes \$70,000 for a twin-unit Budd-Michelin rubber-tired rail car and trailer; approve abandoning the Montgomery Branch between Blue Ash and Montgomery, Ohio (1.35 miles); retires the passenger and freight stations at Staunton, Ind. (MB)
- May 11, 1932 NYC announces it will not pay a dividend in 1932; not resumed until 1942.
- May 11, 1932 ICC begins hearings on the 6-hour day; railroads testify that the imposition of a 6-hour day will increase labor costs by \$600 million a year. (NYT, RyAge)
- May 12, 1932 At request of RFC, PRR files amended application cutting its request from \$55 million to \$27.5 million with the other half to be raised from banks; PRR will still contribute \$13 million to electrification, bringing total to be spent in 1932 to \$68 million; stock of PFW&C and PCC&StL to be used as collateral. (NYT)
- May 12, 1932 A motorist seeking to relieve himself in the woods about 4 miles from and in direct view of the Lindbergh house discovers the half-buried body of the Lindbergh Baby; it is likely that the child was dropped and died of a fractured skull in being carried down a ladder from a second

floor window, otherwise fatally injured immediately after being taken, or perhaps deliberately bludgeoned. (Berg)

- May 13, 1932 Rep. Sam Rayburn testifies before House Rules Committee to plead for preferred status for his railroad holding company bill; charges Van Sweringens and Pennroad with frustrating the public interest as expressed in the ICC's own consolidation plan. (NYT)
- May 13, 1932 Enola Realty Company, Kensington & New Jersey Ferry Company, and Philadelphia Union Stock Yards Company all dissolved. (MB)
- May 13, 1932 W. D. Wiggins named Consulting Engineer of the PFW&C Railway, replacing Robert Trimble, deceased. (MB)
- May 14, 1932 Maryland & Delaware Coast Railway reorganized as Maryland & Delaware Seacoast Railroad (Denton, Md., to Lewes, Del.). (according to NYT in 1935, PRR had acq. \$152,000 1st Mortgage bonds and forced foreclosure)
- May 15, 1932 13-double bedroom sleeping cars placed on *The Broadway Limited*; 10-section, 3-double bedroom cars placed in service between Chicago and Pittsburgh, running eastbound on *The Gotham Limited* and westbound on *The Fort Dearborn*. (PR)
- May 15, 1932 *Birmingham Special*, PRR-Southern Railway train rerouted to run via Bristol and Chattanooga instead of via Atlanta. (Guide)
- May 15, 1932 Women's Aid of the PRR reports it has visited 42,532 families in 1931 and given aid to over 21,000, including 8,000 Christmas visits and 6,500 Christmas baskets, clothing, and parties for children; has spent \$275,000. (PR)
- May 16, 1932 Cumberland Valley Division abolished and merged into Philadelphia Division; Elmira Division abolished and merged into Williamsport Division; Lock Haven-Tyrone ceded from the Williamsport Division to the Middle Division; Sunbury Division and the portion of the Schuylkill Division west of Franklin Avenue, Norristown, merged to form the Wilkes-Barre Division with headquarters at Sunbury; remainder of the Schuylkill Division ceded to the Philadelphia Terminal Division; Lewistown-Milroy ceded from Sunbury Division to Middle Division; E. C. Geggenheimer named Superintendent of the Wilkes-Barre Division; E. R. Vought named Superintendent of the Delmarva Division, replacing W. R. Davis. (MB)
- May 16, 1932 PRR orders two-unit Budd-Michelin lightweight, rubber-tired diesel railcar No. 4688-4689. (Keystone)

May 16, 1932 ICC approves reduced RFC loan of \$25.5 million to B&O to refund debts; with \$7 million previously approved, makes \$32.5 million instead of \$55 million originally requested. (NYT)

May 16, 1932 United States Steel Corporation cuts wages 15%; the rest of the industry follows. (NYT)

May 17, 1932 Mineral Railroad & Mining Company dissolved; dormant since 1915, but could not dissolve earlier because of litigation. (MB)

May 17, 1932 CNJ holds a press run of the rebuilt Sandy Hook Line steamboat *Sandy Hook*; restyled by naval architect ___. (RyAge)

May 19, 1932 ICC approves PRR's revised \$27.5 million, three-year RFC loan at 6% interest to PRR for electrification by Oct. 1, but ICC demands part of collateral be \$11.7 million in PB&W bonds; was largest RFC loan in one block. (NYT)

May 19, 1932 PRR begins operating three seasonal fast freight trains for strawberries and other fruits from Cape Charles to northern points. (PR)

May 19, 1932 RFC makes \$13.6 million loan to NYC. (NYT)

May 19, 1932 Atlantic Coast Line Railroad passes dividend for the first time since 1901. (NYT)

May 20, 1932 Waynesburg & Washington Railroad files with Pa. an increase from 3'-0" to 4'-9" gauge. (MB)

May 20, 1932 Amelia Earhart completes first solo flight by a woman across the Atlantic, Newfoundland to Ireland. (Gregory)

May 22, 1932 PRR establishes new Philadelphia-Cincinnati-Birmingham sleeper running westbound on *The Rainbow* and eastbound on *The Pennsylvania Limited*; establishes a broiler-buffet-parlor car between Harrisburg and Cincinnati. (PR)

May 22, 1932 B&O fully air conditions *Capitol Limited*. (AR)

May 22, 1932 CNJ places rebuilt steamboat *Sandy Hook* in revenue service between New York and Atlantic Highlands Pier. (RyAge)

Mar. 23, 1932 PRR announces that it will begin pre-cooling of sleeping and dining cars at principal stations and introduce ice-operated air conditioning in dining cars on "Clockers" and New York-Washington trains. (PR)

- May 23, 1932 PRR begins offering Hertz Driv-ur-Self rental car service at Penn Station. (PR)
- May 23, 1932 PRR signs a new agreement with the Kishacoquillas Valley Railroad reducing the rent for trackage rights on part of the Milroy Branch. (MB)
- May 23, 1932 Postmaster General Walter F. Brown and other officials lay the cornerstone for an expansion of the Chicago Post Office between Canal & Van Buren Streets, to be built on air rights over the Chicago Union Station's south approach tracks; includes track and signal changes by the Chicago Union Station Company; a hole is left for Congress Street to pass through the center of the building, now the approach to the Eisenhower Expressway. (ChiTrib, AR, wiki)
- May 24, 1932 Future Amtrak Pres. Paul Hansen Reistrup (1932-) born at Sioux City, Iowa. (WWRR)
- May 25, 1932 Pres. Atterbury informs the Board that it is impracticable to float a \$27.5 million loan and have asked RFC to make the loan contingent on placing the loan privately later this year if conditions improve. (MB)
- May 25, 1932 PRR files second amended application with ICC for RFC loan, substituting \$11,706,000 in bonds of the New York Bay Railroad and \$5.28 million bonds of the PCC&StL, plus \$18.5 million in PFW&C preferred stock and \$2.5 million in PCC&StL stock, for those of the PB&W and eliminating the proposition that PRR raise another \$27.5 million through its own securities. (NYT)
- May 25, 1932 Because of the severe drop in income, the PRR Board authorizes Pres. Atterbury to impose job cuts, salary cuts or leaves of absence for officers as he sees fit, beginning June 1. (MB)
- May 25, 1932 PRR Board authorizes the following retirements: Cornwall Ore Branch; passenger and freight station at McKee, Pa.; Denholm labor camp. (MB)
- May 25, 1932 R. C. Morse appointed General Superintendent of the New Jersey General Division. (MB)
- May 28, 1932 PRR signs agreement with City of Camden to remove tracks on 7th Street by July 1, 1933. (CE, MB)
- May 28, 1932 ICC gives final approval to PRR's \$27.5 million RFC loan to complete electrification, removing original condition that PRR raise equal

- amount in capital markets; first installment is to be paid June 1 instead of Oct. 1. (NYT, MB, RyAge)
- May 28, 1932 PRR bans the use of Class D16sb 4-4-0's on bay trestles of the Philadelphia & Beach Haven Railroad. (Brinckmann)
- May 28, 1932 First units of the "Bonus Army", World War I veterans demanding immediate payment of their veteran's bonus, arrive in Washington to present their case to Congress. (Gregory)
- May 28, 1932 Reconstruction Finance Corporation approves a \$3.8 million loan to the Pittsburgh & West Virginia Railway to enable it to pay its debts; the P&WV had asked for \$7.5 million. (Wheeler)
- May 1932 Dow Jones average falls 19.2% for the month as the Depression worsens.
- May 29, 1932 German Chancellor Heinrich Brüning (-) resigns in disgrace after failing to cope with the Depression or stem the rise of the Nazi Party; he is succeeded by Franz von Papen (1879-), an inept but scheming politician, who continues the same policies. (Morris)
- May 30, 1932 General Solicitor Edward H. Seneff (1867-1932) dies of pneumonia at Bryn Mawr Hospital, following an operation on May 26. (NYT)
- May 31, 1932 Pres. Atterbury announces that Lima Locomotive Works has completed the first experimental Class L6a 1-D-1 2500 HP a.c. electric freight locomotive No. 5940, the first freight locomotive built with roller bearings; Lima completes body shells for Nos. 5941-5969 but order cancelled before electrical gear installed and are stored at South Altoona until cut up for recycling during World War II; order for 20 L6a's from Baldwin-Westinghouse is cancelled before any are built. (PR, NYT - NB: Edson has 5/34!!! - which makes more sense as superseded by GG1 - PR has this date WWA announce receipt of first of new electric freight locos of L6 class)
- May 31, 1932 PRR refuses to provide box cars for free transportation of 300 Bonus marchers from Chicago to Washington. (NYT)
- May 31, 1932 General Superintendent of Water Service William B. McCaleb (1862-1947) retires after 52 years service; Engineer of Standards William C. Cushing (1863-1940) retires. (RyAge)
- May 31, 1932 ICC approves \$3.8 million RFC loan to Pittsburgh & West Virginia Railway; Commissioner Mahaffie dissents, demanding that Pennroad Corporation guarantee the loan; Commissioner Eastman states

- Pennroad guarantee would not add security. (NYT)
- June 1, 1932 F. W. Hankins appointed Chief of Motive Power. (MB - verify cards)
- June 1, 1932 Reorganization of Traffic Dept., General Traffic Managers-Freight and Passenger combined and salaries cut; C. B. Sudborough to General Traffic Manager; J. B. Large to Assistant General Traffic Manager; W. S. Yeatts to Assistant to General Traffic Manager; J. W. Roberts, Assistant VP in Charge of Traffic at New York, becomes Perishable Traffic Manager; A. J. Ball to General Foreign Traffic Manager; C. H. Mathews to Passenger Traffic Manager; F. W. Conner to Assistant Passenger Traffic Manager; C. T. Mackenson to Freight Traffic Manager; R. W. Cooke to Industrial Agent. (MB)
- June 1, 1932 PRR sells 2,622 R7 refrigerator cars to Fruit Growers Express Company for stock and notes, of which 622 come from the PCC&StL. (MB)
- June 1, 1932 NY&LB Board authorizes retiring the Point Pleasant express building. (MB/AFE)
- June 1, 1932 K.R. Vought named Superintendent of Baltimore & Eastern Railroad, replacing W.R. Davis. (MB)
- June 1, 1932 Pennroad Corporation now selling at \$1 a share. (NYT)
- June 2, 1932 A meeting of all parties interested in the National Carloading Corporation is held at Penn Station; National Carloading, which is losing \$50,000 a month, informs the railroads that it cannot stay in operation; Pennroad Corporation will stop making advances to National Carloading on June 30. (Wheeler)
- June 2, 1932 ICC Commissioners Joseph B. Eastman and Frank McManamy propose a "field test" of the 6-hour day on a typical railroad division. (RyAge)
- June 2, 1932 Consolidation Coal Company, the nation's largest bituminous coal producer, enters receivership; the Rockefellers liquidate their holdings at a loss. (Consol)
- June 3, 1932 First run of single *Bar Harbor Express* from Penn Station, replacing separate sections from Penn Station and Grand Central, which were combined at Portland. (Guide)
- June 3, 1932 After waiting in vain for a promised free ride on a PRR freight train to Washington, 2,000 "Bonus Army" marchers occupy PRR freight yard

- at Cleveland. (NYT)
- June 3, 1932 Superintendent of Car Service E.T. Kennan (1874?-1932) dies at Germantown. (RyAge)
- June 3, 1932 RFC makes \$3.77 million loan to Pittsburgh & West Virginia Railway. (NYT)
- June 4, 1932 Philadelphia Federal Reserve Bank appoints committee of 12 business leaders, including Pres. Atterbury, to consider means of reviving local economy. (NYT)
- June 4, 1932 Two groups of "Bonus Army" marchers leave New York for Washington to demand Congress pay immediate bonus to World War I veterans; about 200 end up waiting at Waverly Yard, hoping PRR will provide freight cars, which it refuses; Cleveland marchers dispersed after two pitched battles with police, and blockade broken. (NYT)
- June 5, 1932 B&O adds coaches to *National Limited* between Washington and Cincinnati, ending all-Pullman status. (Guide)
- June 5, 1932 New Haven discontinues the *Merchants Limited* on Saturdays. (Guide)
- June 6, 1932 PRR receives first \$5 million installment of RFC loan. (MB)
- June 6, 1932 Former PRR director Charles E. Ingersoll (1860-1932) dies. (MB)
- June 6, 1932 Units of the Bonus Army pass through Pittsburgh. (HistPitts)
- June 7, 1932 Pennsylvania Military College awards Pres. Atterbury an honorary Doctor of Engineering degree. (NYT)
- June 7, 1932 Eastbound Atlantic City-New York express strikes one of 12 derailed cars of eastbound coal train that had fouled passenger track at Deans, N.J.; 50 injured. (NYT)
- June 7, 1932 Pres. Hoover signs Revenue Act of 1932 imposing about \$1 billion tax increase, largest peacetime increase in history; it raises the transfer tax on stocks and for the first time imposes a tax on bond sales. (Burg, Carosso)
- June 7, 1932 Samuel Insull resigns as one of the receivers of his Middle West Utilities Company. (Moody's)
- June 8, 1932 PRR Board authorizes \$60,000 for exhibit at Century of Progress Exposition in Chicago; authorizes the abandonment of the vehicular

- level of the Columbia-Wrightsville Bridge; authorizes abandoning the stations at Clyde and Voorhees, N.J. (MB)
- June 14, 1932 New Haven's seasonal *Waterville Express* begins operating from Penn Station with Washington and Philadelphia cars to Rockland, Maine, and Plymouth, N.H., running four times a week. (PR)
- June 14, 1932 In the wake of the Kreuger scandal, the venerable Boston investment bank of Lee, Higginson & Co. announces that it is going into liquidation; a new Lee, Higginson Corporation is formed to carry on the business on a greatly reduced scale, without direct ties to the old company. (Carosso)
- June 15, 1932 Federal Reserve's gold holdings reach a low point for the year; \$471 million in gold has been exported since Apr. 6; gold outflow ends. (NYT)
- June 15, 1932 With the 11,000-man Bonus Army camped on the Anacostia Flats, the House passes the Patman Bill for the immediate payment of the veterans' bonus. (Burg)
- June 1932 Pennroad Corporation Pres. H.H. Lee approaches John J. Bernet to have him sell the Van Sweringens' interest in the National Carloading Corporation to Pennroad; the Vans had been unable to meet the second call on the National Carloading stockholders; instead, the Vans now agree to advance the money providing the bankrupt Wabash Railway does the same. (Wheeler)
- June 1932 Stock prices bottom at 85% below pre-Crash levels and begin recovery (check)
- June 1932 PRR gives 63 acres to Columbus, Ohio, Council of Social Agencies for subsistence gardens. (NYT)
- June 1932 Western Shore Freight Lines, Inc., purchases the former PRR Chesapeake Bay steamboats *Virginia* and *Potomac* from the American Contract & Trust Company for \$25,000 to restore service on the Rappahannock and Piankatank Rivers. (Burgess)
- June 1932 New Castle Terminal Company (dba Baltimore, Crisfield & Onancock Line) buys the *Eastern Shore* and *Piankatank* from the American Contract & Trust Company for restoring service to Crisfield, Onancock, Harborton, Evans, Nandua and Davis on the lower Eastern Shore. (Burgess)
- June 1932 Delaware & Hudson Company begins buying 495,000 shares of NYC,

or about a 10% interest, at average price of \$32.36 or \$11.065 million; NYC continues to fall, and D&H has paper loss of \$2.65 million by April 1933. (NYT)

- June 1932 CNJ completes remodeling of Atlantic Highland Pier, removing several tracks and adding a vehicular access road for cars and buses and a parking area. (AR)
- June 1932 B&O publishes the last issue of *Baltimore & Ohio Magazine*; publication is suspended because of the Depression until March 1934. (Stover, RyAge)
- June 1932 West Baden Springs Hotel near French Lick Springs, Ind., closes, a victim of the Depression; it later becomes a Jesuit seminary and private college. (frenchlick.com)
- June 1932 U.S. iron production is the lowest since Dec. 1896. (NYT)
- June 16, 1932 F. W. Stoops named Superintendent of the Chicago Terminal Division; C. E. Adams to Superintendent of the Toledo Division; R. D. McKeon to Superintendent of the Grand Rapids Division; G. M. Smith to Superintendent of the Baltimore Division; J. G. Sheaffer to Superintendent of the Logansport Division. (MB)
- June 16, 1932 ICC authorizes abandonment of the part of the Wolf Creek Branch of the Western New York & Pennsylvania Railway between No. 5 Mine (Brent) to Carmona (3 miles) within 30 days. (ICC)
- June 16, 1932 After being delayed for six months by the French, the Allies meet at Lausanne, Switzerland, to discuss scaling back German war reparations in line with the Layton Report; German reparations are ended, and Britain and France default on their payments on their American debts within a year. (Morris, Cannadine)
- June 17, 1932 While the waiting Bonus Army masses outside the Capitol, the Senate defeats the Patman Bill; many marchers then return to their camps to wait. (Burg)
- June 20, 1932 PRR places 20 pre-cooling units in service at Broad Street Station; designed to maintain uniform 75° in sleeping and dining cars. (PR)
- June 20, 1932 PRR modifies its trackage rights agreement with the Atlantic City & Shore Railroad and the Central Passenger Railway, reducing the annual rent. (MB)
- June 20, 1932 NYC begins overnight freight service between New York and Buffalo.

(NYT)

- June 21, 1932 Gasoline engine pioneer Alexander Winton (1860-1932) dies. (May)
- June 21, 1932 Sen. __ Hastings of Delaware (-) introduces a bill to amend the bankruptcy laws to better facilitate the voluntary reorganization of corporations. (Latham - verify NYT - or 6/15?)
- June 22, 1932 PRR Board imposes further salary cut of 5% effective July 1. (MB)
- June 22, 1932 PRR Board authorizes \$100,000 for Norristown track elevation; \$13,000 for Enola container yard; authorizes recommending to the United New Jersey Railroad & Canal Company the abandonment and disposition of the Delaware & Raritan Canal; authorizes \$1.1 million to relocate Port Road between Creswell and Pequea for dam; wye connection between the PCC&StL and Little Miami Railroads at Red Bank, Ohio, and a connection to the B&O at East Norwood to permit PRR trains to run into the new Cincinnati Union Terminal. (MB)
- June 22, 1932 PRR agrees with the Valley Railroad Company to operate the Kinzua Branch between Kinzua and West Line, effective July 1; rescinded on Nov. 28, 1934. (MB)
- June 22, 1932 PRR Board approves the following retirements: electric line trestle from "LECTRIC" Tower to the east side of 4th Street, Camden; pier and freight station at Port Norfolk, Va.; engine terminal at Henrietta on the Morrison Cove Branch; part of the Mill Run Branch between Deffenbaugh and Lawton, Ohio (6.2 miles). (MB)
- June 22, 1932 ICC rejects petition of Noah Cooper of Nashville, Tenn., "the voice of Southern Methodism," saying it has no authority to enforce Sabbath observance upon the railroads. (NYT)
- June 23, 1932 LIRR restores *Sunrise Special* running eastbound Thursdays and Fridays and westbound Mondays only, instead of daily as last year; *Montauk Special* and Sunday Montauk trains Nos. 4011-4012 not restored because of poor patronage last year. (PR)
- June 24, 1932 Northern Central Railway Board authorizes cab signals between North Point and Washington; Bolton coal yard; Enola container yard. (MB)
- June 24, 1932 Runs begin against two large Chicago banks, the Continental Illinois Bank and The Union Trust & Savings Bank. (Wicker)
- June 25, 1932 Bank runs spread to First National Bank of Chicago. (Wicker)

June 25, 1932 PRR runs special 12-car train from Jersey City to Chicago for New Jersey delegation to Democratic National Convention. (NYT)

June 25, 1932 Last run of local passenger service between Pottsville and Shenandoah, Pa., ends all passenger service between Morris Jct. and Shenandoah. (A-sheet)

June 25, 1932 Last run of Cleveland-St. Louis sleeper on No. 624/27-26/625. (A-sheet)

June 25, 1932 PRR and Reading begin collection & delivery of LCL freight through Railway Express Agency in Philadelphia/Camden-Atlantic City/Ocean City territory. (PR)

June 26, 1932 NYC cuts schedule of *Southwestern Limited* from 23:35 to 23:00; extends *Ohio State Limited* to St. Louis; eastbound *Knickerbocker* cut to 23:00 from St. Louis; *Cleveland Limited* westbound combined with the *Lake Shore Limited*. (Guide, RyAge)

June 27, 1932 RFC makes its largest single loan, \$90 million, to prevent closing of the Central Republic Trust Company of Chicago, whose Pres., ex-VP Charles Dawes, is also Pres. of RFC. (Wicker)

June 27, 1932 RFC makes loan of \$10.4 million to Cincinnati Union Terminal Company. (NYT)

June 27 1932 Democratic National Convention begins at Chicago; Franklin D. Roosevelt is still about 100 votes short; Al Smith has the delegates from the Northeast, with New York and Pennsylvania divided. (Smith/FDR)

June 28, 1932 Transcontinental & Western Air, Inc., Pres. Richard W. Robbins presents the center propeller of Ford Tri-motor *City of Columbus* to Pres. Atterbury for the PRR archives. (PR, NYT)

June 28, 1932 Norfolk & Western Railway cuts dividend rate from 10% to 8%, creating loss of income for PRR. (NYT)

June 30, 1932 Chief of Motive Power F.W. Hankins orders the General Superintendent of Motive Power, Central Region, to select a Class K4s from the Panhandle Division to be equipped with roller bearings on engine truck, driving wheels and trailer truck. (CMP)

June 30, 1932 Massillon & Cleveland Railroad sells all property to the PFW&C. (MB)

- June 30, 1932 Steel output is now only 15% of capacity; Standard Oil Company (N.J.) places its entire domestic staff on a 40-hour week. (NYT)
- July 1, 1932 PRR imposes further 5% cut in all salaries, and the number of days off without pay per month for clerical and supervisory employees increased from 2 to 4. (RyAge)
- July 1, 1932 ICC authorizes the PRR to lease the Belvidere Delaware Railroad. (ICC)
- July 1, 1932 R.P. Russell named Superintendent of Car Service, replacing E. T. Kennan, deceased; J.C. Poffenberger named Superintendent of Maryland Division, replacing Russell; J. A. Appleton named acting Superintendent of Cleveland Division, replacing Poffenberger, while also remaining General Superintendent of the Lake General Division. (PR)
- July 1, 1932 PRR makes a new agreement with the Chesapeake & Ohio Railway for a joint station at Norfolk, each road to pay half the maintenance expense and each to employ its own ticket and baggage agents. (MB)
- July 1, 1932 PRR agrees with the Cumberland Valley Transit Company to operate a bus in lieu of train service between Chambersburg and Waynesboro, Pa. (MB)
- July 1, 1932 NYC imposes an extra 5% cut on all salaries over \$300 per month. (RyAge)
- July 1, 1932 NYC closes stock registry in London because of lack of business. (AR)
- July 1, 1932 Lehigh Valley Railroad inaugurates a new fast overnight freight between Jersey City and Buffalo in 14:00; one day faster than previous schedule. (RyAge)
- July 1, 1932 Democratic National Convention nominates Franklin D. Roosevelt on the fourth ballot after his managers promise John Nance Garner the vice presidency to gain the votes of Texas and William Gibbs McAdoo veto power over appointments of the Secretaries of State and Treasury to gain the votes of California; Joseph F. Guffey (1870-1959), who has been building a Democratic machine in western Pennsylvania delivers the state's delegates to Roosevelt; Guffey has begun courting African Americans and Italian immigrants who had previously voted Republican; in a precedent-breaking move, Roosevelt flies to Chicago to accept the nomination in person. (Smith/FDR, Cannadine)
- July 2, 1932 PRR announces the construction of a new connection to the B&O at

East Norwood, Ohio, and trackage rights into the new Cincinnati Union Terminal; also a new suburban station in Norwood. (PR)

- July 2, 1932 Franklin Delano Roosevelt accepts the Democratic nomination for the presidency calling for a "New Deal for the American people"; he warns conservative Democrats that they are out of step and invites progressive Republicans to join him; before leaving the convention, FDR secures the endorsement of Republican Progressives George W. Norris of Nebraska, Robert M. La Follette of Wisconsin and Bronson Cutting of New Mexico. (Smith/FDR)
- July 2, 1932 Franklin D. Roosevelt secures the appointment of his campaign manager James A. Farley (1888-1976) as Chairman of the Democratic National Committee, forcing out John J. Raskob (1879-1950), a former Republican businessman and friend of Al Smith, who had been drawn to the Democrats by opposition to Prohibition and a shared Catholicism with Smith; however, Smith and FDR quickly mend fences in the name of party unity for the campaign. (RiggsGuide, Smith/FDR)
- July 7, 1932 Pennsylvania Company takes the stock of the Universal Fruit Company, a big shipper of apples from the Northwest, from the Chemical Bank & Trust Company at a loss of \$59,370. (Wheeler)
- July 7, 1932 Eastern Railroad Presidents Conference forms a committee to end destructive rate-cutting. (NYT)
- July 8, 1932 Dow Jones industrial average hits Depression bottom of 41.22; rails bottom at 13.23, down from 189.11 in 1929. (Wyckoff)
- July 8, 1932 Last run of passenger train between Osceola Mills and Madera, Pa., on Moshannon Branch. (A-sheet)
- July 8, 1932 New York & Queens County Railway trolley system is sold at foreclosure. (Seyfried)
- July 9, 1932 Last run of passenger train (?) between Watsonstown and Millville, Pa., replaced by mixed train July 11. (A-sheet)
- July 9, 1932 Stock market stages a brief upturn, leading to hopes that the bottom has been reached. (NYT, Wheeler)
- July 9, 1932 Finally overcoming French opposition, the Allies accept reducing German war debt to a flat 3 billion gold marks (\$715 million) to be paid into a fund for European reconstruction; since 1921, Germany has paid a total of 23.18 billion gold marks. (Morris, Burg)

July 12, 1932 Lorain, Ashland & Southern Railroad Company dissolved. (MB)

July 13, 1932 ICC approves the railroads' Four-System consolidation plan with modifications by a 3-2 vote, Commissioners Joseph B. Eastman and Frank McManamy opposed; published on July 21. (Wheeler)

July 14, 1932 Construction begins on Post Office Annex at Penn Station. (NYT)

July 14, 1932 Sen. ___ Pitman (-) of Nevada introduces a bill for a 6-hour day on the railroads. (RyAge)

July 15, 1932 PRR officials meet with representatives of Brotherhoods in Philadelphia on plan of spreading work by allowing all classes of engine & train employees a maximum of 2,900 miles per month vs. the 3,000-3,120 miles currently made by engine crews and the 6,600 miles made by conductors. (RyAge)

July 15, 1932 Rep. ___ Crosser of ___ introduces a bill for a 6-hour day on the railroads. (RyAge)

July 15, 1932 Pres. Herbert Hoover announces he will cut his salary by 20%. (Gregory)

July 1932? PRR extends platforms service Tracks 10-14 at Penn Station westward to increase capacity from 15 to 20-car trains. (RyAge)

July 1932 U.S. gold crisis eases; gold begins to return to U.S.; trend continues through Jan. 1933.

July 1932 PRR recalls over 2,000 furloughed employees. (RyAge)

July 1932 PRR cuts fares on its guided, all-expense tours during July and August. (RyAge)

July 1932 PRR expands "pre-cooling" of passenger cars for summer season to cover 1,000 cars on 173 trains; cars received cooled air from refrigerating units at New York, Philadelphia, Baltimore, Washington, Pittsburgh, Cleveland, Columbus, Cincinnati, Detroit, Chicago, Indianapolis, Louisville and St. Louis. (Mutual)

July 1932 NYC installs "pre-cooling" of passenger cars at New York, Buffalo, Detroit, Pittsburgh, Chicago, Cincinnati, Indianapolis and St. Louis. (AR)

July 1932 NYC air conditions 15 dining cars used on long-distance trains. (AR)

- July 1932 Since April, PRR and NYC have reduced New York-Chicago service by 45% by consolidating trains; have cut 4,339,000 passenger train-miles per year and Pullman service by 20.4 million car-miles a year. (NYT)
- July 1932? NYC puts dictaphones on the *Twentieth Century Limited* for business travelers. (RyAge)
- July 1932 Steel ingot production is at 15% of capacity. (NYT)
- July 1932 Speaker of the House and Democratic vice presidential candidate John Nance Garner (-) of Texas orders the clerk of the House to make public the reports of the RFC regarding its subsequent loans to banks; since the public sees this as a sign of weakness, many banks are reluctant to apply to the RFC for fear of sparking runs; confidence in the banks is further eroded. (Cleveland/Huertas)
- July 16, 1932 James S. Alexander (-1932), former Pres. of the Bank of Commerce of New York and a Pennroad Corporation director and voting trustee, dies. (Wheeler)
- July 18, 1932 “American Olympic Special” leaves Penn Station carrying a group of 175 athletes, some of whom join en route, to the 10th Olympic Games at Los Angeles; includes the fencing, rowing, field hockey, women’s swimming and men’s gymnastics teams. (PR)
- July 18, 1932 Former NYP&N steamboat *New York* burned at Staten Island, N.Y. (Burgess)
- July 18, 1932 U.S. and Canada sign a St. Lawrence Seaway treaty calling for a 27-foot deep channel on the St. Lawrence River; work is delayed by the Depression and World War II. (RyAge)
- July 19, 1932 Sir Henry W. Thornton (1871-1933) resigns as Pres. & Chairman of Canadian National Railways after long dispute with government over financing and criticism of expenditures made during his tenure. (NYT, RyAge)
- July 16, 1932 PRR Pier No. 73, at 38th Street, New York, burns. (NYT)
- July 17, 1932 PRR's Canton Piers No. 2, 3, & 4 destroyed by fire. (NYT)
- July 18, 1932 ICC suspends 1931 container rates on protest of New York Central; permits lower rates east of Buffalo to meet truck competition. (NYT)
- July 18, 1932 U.S. and Canada agree to build the St. Lawrence Seaway to permit

ocean-going ships to enter the Great Lakes. (Gregory)

- July 21, 1932 ICC publishes its approval of the Four-System consolidation plan (approved July 13) with modifications under date of July 13: eliminates System No. 7, Seaboard-Wabash; Monon is to be split between ACL and Southern instead of going to B&O; NYO&W stays with New Haven instead of going to the NYC; Virginian goes to NYC, not PRR/C&O; D&H stays independent rather than becoming a joint terminal line; Van Sweringens given Syracuse Branch of DL&W; PRR ordered to sell all its holdings in New England railroads or place them with trustess; L&HR given to B&O, and L&NE to all four jointly; the ICC may impose labor conditions at the time the mergers actually take place; ICC notes that only 23% of existing mileage is not now affiliated with one of the four systems, and it cannot be combined to form a rational fifth system; Commissioners Eastman and McManamy dissent on grounds that railroads have carried out much of the plan illegally and that Depression renders radical revision of railroad system unwise and impracticable, and plan will do nothing to restore confidence; by now, companies have no access to capital to finance mergers, so the consolidation movement ends. (Wheeler, NYT, RyAge)
- July 21, 1932 Emergency Relief & Construction Act empowers RFC to lend \$1.8 billion to states for relief and public works; increases RFC debt limit from \$2 billion to \$3 billion. (EAH)
- July 24, 1932 Last run of electric cars on the New Haven's pioneer electrification between Pemberton and Nantasket Beach, Mass.; replaced by a gas-electric car. (RyAge, McGarigle)
- July 25, 1932 Local banking crisis in Chicago, which had begun in June, ends; most casualties were small banks and trust companies. (Wicker)
- July 26, 1932 Four-Party conference meets on the call of W.W. Atterbury; Atterbury states that he will not cooperate with any part of the ICC's consolidation plan that includes the sale of the Lehigh Valley Railroad unless the New England restrictions are lifted; the Van Sweringens and B&O want to proceed with the plan, and the NYC is non-committal. (Wheeler)
- July 26, 1932 Last run of New York-Memphis sleeper in Southern Railway No. 25-26. (A-sheet)
- July 26, 1932 ICC report now finds the present system of extra fares on passenger trains unobjectionable; most extra-fare trains have been discontinued. (RyAge)

- July 26, 1932 United States Steel Corporation declares a second quarter loss of \$20.5 million vs. \$7.4 million in the second quarter of 1931. (NYT)
- July 27, 1932 Presidents of all eastern coal railroads meet in New York to try to arrange tidewater rate schedule that is satisfactory to all; Pocahontas roads refuse arbitration; later in year ICC intervenes and preserves old rates except for restoring the 1900 differential of 15 cents to New York over Hampton Roads. (Lambie)
- July 28, 1932 "Bonus Army" of war veterans demanding Congress pay their World War I bonus is driven out of Washington by troops under Gen. Douglas MacArthur, who sees incipient revolution and exceeds his orders; although the camps are unsanitary, the decision to use military force on peaceful unemployed civilians becomes a big factor in Hoover's defeat in the November election. (EAH, Smith/FDR)
- July 28, 1932 Pres. Hoover completes appointments to Board of RFC; Board member Atlee Pomerene holds private meeting with Commerce Secretary Robert P. Lamont, W.W. Atterbury, Daniel Willard and Hale Holden of Burlington about new program of loans to fund road and equipment projects to stimulate employment. (NYT)
- July 28, 1932 Bethlehem Steel Corporation passes the dividend on its preferred stock. (NYT)
- July 29, 1932 Pres. W. W. Atterbury presents the July 13 ICC approval of the Consolidation Plan with a protest over the part that orders the PRR and Pennroad Corporation to divest themselves of the New Haven and Boston & Maine Railroad stock; authorizes building 1,500 X-29 box cars in its own shops if it can get a \$2 million loan from the RFC; authorizes building a new passage from the gallery of the Journal Square Station in Jersey City to the west side of the Hudson County Boulevard Bridge; authorizes purchasing the stock of the Maryland & Delaware Seacoast Railroad for \$87,000; authorizes relocating the "Port Road" between Creswell and Pequea; abandoning the Fort Wayne station restaurant. (MB)
- July 31, 1932 New German elections result in the Weimar Coalition getting only 35% of the seats; the Nazis are now the strongest party with 230 seats or 38%, and the Communists have 15%. (Morris)
- Summer 1932 Hearst reporter Fulton Lewis, Jr. (-), shares a drink with William Briggs of the Ludington Line, an all-passenger New York-Philadelphia-Washington airline, and learns that former Postmaster General Walter F. Brown has rejected their low bid for a mail contract; Lewis begins an investigation on his own initiative. (Serling)

Summer 1932 New Brunswick Junior Chamber of Commerce presents plan for opening Delaware & Raritan Canal to pleasure boats at greatly reduced fees. (NYT)

Aug. 2, 1932 Jack Frye of Transcontinental & Western Air, Inc., mails notice of bid offer to Douglas Aircraft Corporation for at least 10 tri-motor airplanes as a new generation of aircraft to replace the Ford Tri-motors. (Serling)

Aug. 2, 1932 CNJ begins running a new type of Pullman buffet-observation lounge on NY&LB express Nos. 3310-(3:40 from NY). (RyAge)

Aug. 3, 1932 Four Brooklyn terminals sue to block implementation of PRR plan of store-door collection and delivery service in New York City. (NYT)

Aug. 3, 1932 About 9,000 Bonus Army men begin dispersing from their camp on the outskirts of Johnstown, Pa., where they had been invited to stay by Mayor Eddie McCloskey. (NYT)

Aug. 3, 1932 Augustus Phillips Burgwin (1860-1932), former Assistant General Counsel dies at his home at Pittsburgh at age 71. (NYT)

Aug. 4, 1932 PRR releases order for 7,000 tons of steel for Newark Improvements. (NYT)

Aug. 4, 1932 PRR agrees with the government for four tracks for mail on the first floor of the Post Office Building at Pittsburgh. (MB)

Aug. 4, 1932 PRR opens new river-to-rail transfer terminal for coal at Baden near Conway Yard. (PR)

Aug. 4, 1932 3,500 Bonus Marchers leave Johnstown on three B&O passenger trains paid for by city and business leaders to West and Southwest, but B&O refuses to take any for New England or Middle Atlantic States as they would have to pass through Washington; Pennsylvania contingents taken home by State Highway Dept. trucks; those for Northeast demand free train from Pres. Atterbury; PRR offers box cars for same price as B&O provided coaches. (NYT)

Aug. 6, 1932 Last 800 to 1,200 Bonus Marchers leave Johnstown on special PRR train for Jersey City. (NYT)

Aug. 6, 1932 ICC grants B&O a 2½-cent per mile fare between New York and Washington under certain conditions. (NYT)

Aug. 6, 1932 New Welland Ship Canal official opens between Lake Erie and Lake

Ontario in Canada. (StLrwnceSwy)

- Aug. 7, 1932 Soviet Communist Party issues a Decree about the Protection of Socialist Property allowing the secret police and party officials to confiscate unlimited grain from the peasants; believing that they are hiding their crops, party workers seize the peasants' own seed corn and food supplies, leaving them nothing to plant for next year or live on; peasants taking food for themselves are prosecuted for stealing socialist property, turning the Famine of 1932-33 into a gigantic man-made disaster. (wiki, Conquest)
- Aug. 8, 1932 PRR makes a revised contract with Harry M. Sharpley reducing the rent on the Chincoteague, Va., ferry from \$12,970 to \$9,370 per year. (MB)
- Aug. 9, 1932 LIRR places prototype double-decker MU car on display at Penn Station; built at Altoona; seats 120 vs. 76 in regular car. (Mutual, NYT)
- Apr. 10, 1932 Association of Railway Executives hears a report from Daniel Willard of the B&O that the railroads apply for RFC loans to keep up employment. (NYT)
- Aug. 10, 1932 PRR and B&O begin offering a reduced one-way New York-Washington fare on one coach train leaving after midnight; fare is \$5.65 vs. regular fare of \$8.14; done to meet bus competition. (RyAge)
- Aug. 10, 1932 Delaware & Hudson Company cuts dividend rate from 9% to 6%, first since 1907, leaving C&O as the only railroad that has not cut its dividend. (NYT)
- Aug. 11, 1932 Eastern railroad presidents confer in New York on possibility of further wage cuts, as revenues continue to decline. (NYT)
- Aug. 12, 1932 Four-Party conference meets at Penn Station in New York; consider filing four separate applications for mergers; the NYC now refuses to commit to the plan; W.W. Atterbury offers to back the NYC if it will side with the PRR on the New England issue, which Pres. Crowley refuses; Daniel Willard wants to proceed with B&O portion as soon as possible. (Wheeler, NYT)
- Aug. 12, 1932 PRR is first to announce it will apply for \$2 million loan to build 1,500 freight cars under new RFC program to create jobs. (PR, NYT)
- Aug. 12, 1932 New York & Queens Transit Corporation organized as reorganization of the New York & Queens County Railway Company. (Seyfried)

- Aug. 13, 1932 First, experimental double-decker MU trailer enters revenue service on LIRR on Port Washington and Babylon lines; has 120 seats and an aluminum body. (Mutual, NYT)
- Aug. 15, 1932 PRR introduces new low fares including a three-day round-trip at one-third less than regular fare and a 12-trip weekly commuter ticket to supplement the regular 60-trip monthly, as many commuters no longer able to pay that much in advance, and most make 50 not 60 trips per month; begins offering commuter rates between intermediate stations in the Philadelphia suburban zone for the first time, not merely to and from Center City. (PR, Mutual)
- Aug. 1932 N.J. PUC authorizes abandoning PRR buses between Flemington and Ringoes, as service is provided by another operator. (RyAge)
- Aug. 1932 New paved highway opens from Altoona and Horseshoe Curve. (NYT)
- Aug. 1932 New Haven introduces its first air conditioned diners and two air conditioned coaches; air-conditioned diners placed on the *Yankee Clipper*. (AR, RyAge)
- Aug. 1932 Stocks resume their declines after a brief rally. (Wheeler)
- Aug. 17, 1932 Federal court dismisses suit of New York Dock Railway, Bush Terminal Company, Jay Street Terminal and Brooklyn Eastern District Terminal Railroad to block railroad store-door collection and delivery service at New York City. (NYT)
- Aug. 17, 1932 John B. Lichtenberger assigns his judgement for \$162,916 with interest against the Stone Harbor Railroad to the Atlantic City Railroad. (MB)
- Aug. 19, 1932 ICC approves the application of the Maryland & Delaware Seacoast Railroad to take over the former Maryland & Delaware Coast Railway between West Denton, Md., and Lewes, Del. (ICC)
- Aug. 19, 1932 Pittsburgh Coal Company begins the construction of its private railroad between Negley and Smiths Ferry on the Ohio River. (Cole)
- Aug. 20, 1932 Last run of PRR passenger service between Decatur and Peoria, Ill. (tt)
- Aug. 22, 1932 Johnsonburg Railroad Company dissolved; 18.4 miles abandoned in 1928 and 1.22 miles sold to PRR as a siding. (MB, C&C)
- Aug. 22, 1932 Greyhound Terminal of Washington, Inc., incorporated in Del. to operate bus terminal on New York Avenue; owned by five regional Greyhound line; Pennsylvania Greyhound Lines, Inc., owns 53%.

(Compt)

- Aug. 23, 1932 Greyhound Lines, Inc. (Ind.) reorganized as Pennsylvania Greyhound Lines of Indiana, Inc. (MB)
- Aug. 23, 1932 1,300 employees of the PRR, Reading and B&O meet at the PRR YMCA Auditorium in West Philadelphia and organize the Railroad Employes & Taxpayers Association to combat “unfair” competition from unregulated highway and waterway carriers. (Mutual)
- Aug. 24, 1932 Ivy L. Lee advises Pres. W.W. Atterbury against filing a protest with the ICC over the ruling on the PRR’s stock in New England railroads. (Wheeler)
- Aug. 25, 1932 Aviator Amelia Earhart completes her first non-stop transcontinental flight from Los Angeles to Newark, N.J., in 19:05. (AmrcnDcads)
- Aug. 26, 1932 New steam power plant placed in service at Chicago Union Station to take the place of one removed from service in the area sold to the government. (C&C)
- Aug. 26, 1932 After struggling for a decade Interborough Rapid Transit Company (IRT) enters receivership, caused by the inability to raise the city-imposed 5-cent fare. (NYT)
- Aug. 26, 1932 Pres. Hoover hosts meeting of business and industrial committees of all twelve Federal Reserve districts to cope with Depression. (NYT)
- Aug. 26, 1932 Comptroller of the Currency orders moratorium on foreclosure of first-mortgage loans.
- Aug. 27, 1932 Gov. Roosevelt addresses the huge annual Governor’s Day rally at N.J. governor's summer home at Sea Girt, estimated at 115,000, orchestrated by state party boss Jersey City Mayor Frank Hague; Hague had favored Al Smith but will put his machine at the service of a winner; PRR operates 32 special trains of 9-11 cars each from Jersey City, plus others from New Brunswick and the Amboys; Roosevelt has succeeded in putting together a new coalition of western populists white southerners, ethnic minorities and big city machines; at the same time, the pro-business wing of the party, dating back at least as far as Samuel J. Tilden and now led by the likes of Al Smith and Gov. Albert C. Ritchie of Maryland, is denied any access to power. (PR, NYT, Smith/FDR)
- Aug. 27, 1932 Terre Haute & Peoria RPO cut back to Terre Haute & Decatur RPO. (Kay)

- Aug. 30, 1932 Railroads appoint a nine-man committee to negotiate for further wage cuts. (NY)
- Aug. 30, 1932 Railroads announce that the low weekend excursion fares will be continued beyond Sep. 3. (PR)
- Aug. 30, 1932 The newly-elected German Reichstag assembles with the Nazi Party dominant; the Nazis and Communists combine to bring in a vote of no confidence, the Reichstag is dissolved, and new elections are set for Nov. 6. (Morris)
- Aug. 31, 1932 Four-Party conference meets at Penn Station; PRR role in New England still main sticking point; agree to the Virginian Railway going to the NYC but with the condition of trackage rights for the PRR and Van Sweringens; the NYC refuses to join in any effort to have the ICC modify its consolidation plan. (Wheeler, NYT)
- Aug. 31, 1932 Last run of mixed train between Mansfield and Coshocton, Ohio, ends all passenger service on Walhonding Branch between Loudonville and Coshocton.
- Aug. 31, 1932 *The Pittsburger* runs down a track gang obscured by a dust cloud raised by an earlier train near Linden, N.J.; 4 killed. (NYT)
- Aug. 31, 1932 American Contract & Trust Company signs a memorandum of agreement to acquire the Wabash Railway's interest in the National Carloading Corporation and Pennroad Corporation's stock in the National Freight Company. (Wheeler)
- Aug. 31, 1932 ICC authorizes the New Haven to abandon sections of the Hartford & Connecticut Western Railroad, Copake-State Line, Norfolk-Winsted, East Winsted-New Hartford, Pine Meadow-High Street Jct., Canton-Simsbury and Simsbury-Tariffville, within 30 days. (ICC)
- Sep. 1, 1932 PRR files with ICC for first RFC loan under new make-work program to build 1,285 box cars. (NYT)
- Sep. 1, 1932 Number of PRR stockholders peaks at 252,142. (NYT)
- Sep. 1, 1932 Railroads announce plan for 20% wage cut subject to arbitration. (NYT)
- Sep. 1, 1932 Pulaski Skyway opens; an elevated viaduct carrying present U.S. Route 1 across the Hackensack and Passaic Rivers and intervening Meadowlands; improves auto, truck and bus access between the

Holland Tunnel and Newark Airport and points south and west, avoiding long tedious journeys through the streets of Newark and Jersey City. (Trager)

- Sep. 1, 1932 New York Mayor James J. “Jimmy” Walker (1881-1946) resigns amid growing graft and corruption scandals and pressure from Gov. Roosevelt, who fears they will compromise his presidential campaign; Walker leaves for Europe to join his mistress. (Burg, Trager)
- Sep. 2, 1932 A Reading Board is elected by the Stone Harbor Railroad. (MB)
- Sep. 6, 1932 PRR and NYC report Labor Day weekend traffic less than last year. (NYT)
- Sep. 6, 1932 Manhattan Railway, operator of the elevated railroads and a leased line of the IRT, enters receivership. (NYT)
- Sep. 8, 1932 Atlantic City Railroad signs an operating contract with the Stone Harbor Railroad. (MB)
- Sep. 8, 1932 Stock market rally that had begun in July peaks; new stock market slide begins; Dow Jones average falls 17.6% over next five business days; worst drop since the 1929 crash and fifth largest of 20th century. (NYT, PhilInq - check if drop was 9/8 or 10/8!!)
- Sep. 9, 1932 PRR and LIRR implement new weekend round trip fares at 45% saving over regular round trip fare. (NYT)
- Sep. 10, 1932 City-owned Independent (IND) Eighth Avenue Subway opens between Chambers Street (Hudson Terminal) and 207th Street; the 34th Street Station is connected to the Long Island Concourse of Penn Station. (NYT, Feinman)
- Sep. 11, 1932 Benjamin E. Chapin (-1932), founder of railroad veterans’ clubs and editor of *Railroad Employee*, dies at Newark, N.J. (RREmply)
- Sep. 12, 1932 U.S. Circuit Court of Appeals refuses Brooklyn terminal companies’ request for injunction to block railroad collection and delivery service during appeal. (NYT)
- Sep. 13, 1932 Four-Party conference meets at Penn Station to consider ways of starting to implement consolidation plan; agrees to the ICC’s condition that the Delaware & Hudson Company remain independent. (Wheeler, NYT)
- Sep. 14, 1932 PRR Board changes its RFC loan application to cover 926 X29 box

cars, 250 40-foot automobile box cars with closed ends, 60 50-foot automobile box cars with closed ends, and 50 50-foot automobile box cars with end doors; authorizes abandoning electric third rail between Newfield and Pleasantville; retiring Farnhurst, Del., passenger station. (MB)

- Sep. 14, 1932 PCC&StL Railroad Board approves a single-track wye at Red Bank on the Cincinnati Division and a connection from the Richmond Branch to the B&O at East Norwood, to allow PRR trains to run into Cincinnati Union Terminal. (MB)
- Sep. 15, 1932 PRR begins van-type collection & delivery service in its own trailers in New York area; freight transferred to cars in Jersey City Yard; trucks use Cortlandt Street ferry to and from New York. (Mutual, NYT)
- Sep. 15, 1932 Trunk Line Association files tariff for a proposed optional pick-up and delivery service at New York, to become effective on Oct. 17; the railroads make a voluntary postponement after opposition develops. (PtAuth)
- Sep. 15, 1932 Committee of the PRR, Brooklyn Chamber of Commerce and the Port of New York Authority issues a report on the proposed union railroad tunnel under The Narrows between Greenville and Bay Ridge, Brooklyn; submitted to Pres. Atterbury; estimates cost of single-track tunnel at \$56.7 million; the plan is temporarily shelved because of the Depression. (CE, Bard)
- Sep. 16, 1932 J. C. White named Superintendent of Eastern Division, replacing P. W. Sullivan transferred to Monongahela Division; H. T. Frushour named Superintendent of St. Louis Division, replacing White; G. S. West named Superintendent of Erie & Ashtabula Division, replacing Frushour; P. W. Sullivan named Superintendent of Monongahela Division, replacing West. (MB, Mutual)
- Sep. 16, 1932 Port of New York Authority dedicates the Union Inland Freight Terminal. (RyAge)
- Sep. 17, 1932 PRR signs for RFC loan of \$2 million to build 925 X29 box cars, 250 40-foot automobile box cars, 60 50-foot automobile box cars, and 50 50-foot automobile box cars with end doors; suggested by RFC to stimulate equipment industry. (MB, RyAge)
- Sep. 17, 1932 In a campaign speech at Salt Lake City, Franklin D. Roosevelt, lays out his potential transportation policy; the speech is partly written by his "brain-trusters," Raymond Moley (-) and Adolph A. Berle (-) and labor lawyer Donald Richberg (1881-1960); it calls for encouraging

voluntary railroad reorganization with government financial aid, reforming the laws governing railroad receiverships, placing motor carriers under ICC regulation, reducing competition between railroads where there is not enough traffic for two, encouraging railroad consolidation, and bringing railroad holding companies under ICC regulation. (Latham)

- Sep. 18, 1932 Last run of Washington-Kennebago sleeper on *Bar Harbor Express*.
- Sep. 18, 1932 Last run of *The Surfside* from Rockport and Plymouth, N.H., to New York. (Guide)
- Sep. 18, 1932 Last run of *Waterville Express* from ___ to New York. (Guide)
- Sep. 18, 1932 VP in Charge of Personnel Robert Valentine Massey (1871-1932) dies at Wayne after 40 years service. (RyAge, NYT)
- Sep. 18, 1932 L.F. Loree, F.E. Williamson, J.J. Pelley and other railroad presidents react favorably to Gov. Roosevelt's Salt Lake City speech on the railroad problem. (NYT)
- Sep. 20, 1932 Labor and management representatives meet in Washington to consider further wage cut demanded by railroads. (NYT)
- Sep. 20, 1932 Transcontinental & Western Air, Inc., contracts with Douglas Aircraft Company to develop a new generation of passenger airplane; will pay \$125,000 in gold for the prototype, with promise of order of up to 60 planes at \$58,000 each; result is the DC-1, prototype of famous "DC" (for Douglas Commercial) line; Charles A. Lindbergh adds condition that it be able to take off and fly with only one engine functioning. (TWA, Serling)
- Sep. 21, 1932 Baltimore Mail Steamship Company adds Bremen as port of call. (Vexler)
- Sep. 21, 1932 Railway Labor Executives Association rejects the planned 20% wage cut. (NYT)
- Sep. 21, 1932 Travel & Transportation Building for the 1933 Century of Progress at Chicago is dedicated. (RyAge)
- Sep. 22, 1932 Railway Labor Executives Association appeals to Pres. Hoover to intervene in the wage dispute. (NYT)
- Sep. 23, 1932 The last Four-Party conference of Trunk Line heads meets in New York to accept ICC's revised consolidation plan; W.W. Atterbury states that the PRR will make its own petition to the ICC in the matter of its

- stocks in New England Railroads; the meeting also votes to end free passes for the clergy effective Jan. 1, 1933; votes to postpone action on wage cuts at the urging of Pres. Hoover and New York Gov. Franklin D. Roosevelt; agree not to send any cars to Seatrain via the Hoboken Shore Railroad. (Wheeler)
- Sep. 23, 1932 PRR announces that *The Broker* and *The Merchant*, NY&LB commuter expresses, will continue running indefinitely at the request of riders, rather than being withdrawn for the winter. (PR)
- Sep. 24, 1932 Last run of Paoli-Frazer-West Chester passenger service, which is replaced by buses. (tt, CCHS)
- Sep. 24, 1932 *The Edison* changed from an afternoon train to an overnight run with local Pullmans between New York and Washington and through cars to and from the South. (tt)
- Sep. 1932 Rail union leaders consent to a further 9-month extension of the pay cut but reject calls for a further 10% cut.
- Sep. 24, 1932 Last run of *The Sea Gull* between Atlantic City and Pittsburgh; No. 35-36 reverts to *Philadelphia Night Express/Pittsburgh Night Express*. (tt)
- Sep. 25, 1932 PRR moves departure of *Broadway Limited* in each direction back one hour to give an extra hour of business; NYC advertises that *Twentieth Century Limited* gives an extra hour at the beginning of the day. (NYT)
- Sep. 25, 1932 Boston-Chicago sleepers inaugurated operating westbound on *The Senator* and *The Manhattan Limited* and eastbound on *The Manhattan Limited* and *The Hell Gate Express*; Boston-St. Louis sleepers re-introduced running westbound on *The Senator* and *The American* and eastbound on *The American* and *The Hell Gate Express*. (PR)
- Sep. 26, 1932 Budd-Michelin rubber tired rail car placed in regular service, making a midday round trip between Camden and Mount Holly, and a night round trip to Pemberton; has already made trips to Pemberton for a few days on the night train. (PR)
- Sep. 1932? NY&LB parlor car fares cut to 66% of their old level for a three-month period to attract business. (RyAge)
- Sep. 26, 1932 New Haven inaugurates the *Economy Night Express* between New York and Boston, leaving at 12:45 AM with a \$5.00 fare vs. \$8.26 regular fare. (RyAge)
- Sep. 26, 1932 Pres. Hoover appeals to railroads to delay further wage cuts until next

year. (NYT)

- Sep. 27, 1932 Formal announcement made of the formation of a non-partisan National Transportation Committee to conduct bipartisan investigation into transportation situation and recommend legislation; formed under the auspices of savings banks, insurance companies and university endowments who are big investors in railroad bonds. (NYT, Hoogenboom)
- Sep. 27, 1932 Pennroad Corporation Pres. H.H. Lee rejects the suggestion to dissolve the Pennroad voting trust as tantamount to admitting it was wrong to begin with, but suggesting a change of officers and voting trustees. (Wheeler)
- Sep. 28, 1932 PRR Board authorizes a \$1 million loan to the LIRR; authorizes dissolving the Massillon & Cleveland Railroad. (MB)
- Sep. 28, 1932 PRR Board authorizes the following retirements: Piers 3, 4, & 5, North River, at New York City; passenger station at Frederick, Md.; former Mullins Mine Branch at New Philadelphia, Ohio; "DOVER" Interlocking at Jeffersonville, Ind. (MB)
- Sep. 29, 1932 General Motors Corporation cuts the work week for white-collar employees from 44 to 40 hours. (NYT)
- Sep. 30, 1932 PRR sends notice with Sep. paychecks asking employees to become involved in local politics to hold down taxation and government spending. (NYT)
- Sep. 30, 1932 Average monthly earnings of PRR employees at Altoona bottoms at \$42.53 in the third quarter, down from \$159.02 in the fourth quarter of 1929. (CMP)
- Sep. 30, 1932 Camden Rail & Harbor Terminal Corporation enters receivership. (Rdg)
- Sep. 30, 1932 Presidents of savings banks endorse proposal to form committee headed by ex-Pres. Coolidge to study railroad problem. (NYT)
- Oct. 1, 1932 VP & General Counsel Clarence B. Heiserman (1862-1946) retires; replaced by Henry Wolfe Bikle (1877-1942) as General Counsel only, making the head of the Legal Dept. at a lower pay grade; Heiserman becomes Special Counsel; post of VP in Charge of Personnel discontinued after death of Robert V. Massey, along with that of the Assistant VP in Charge of Personnel; Chief of Personnel Herbert A. Enochs (1874-1954) becomes head of Personnel Dept. reporting to VP

in Charge of Operations. (MB)

- Oct. 1, 1932 Atlantic City Railroad begins operating Stone Harbor Railroad under agreement of Sep. 8. (PRSL/Rdg, C&C)
- Oct. 1, 1932 Public Service Interstate Transportation (?) Company moves its Atlantic City bus terminal into the former PRR electric line station at Tennessee Avenue after third rail removed. (Butler)
- Oct. 1, 1932 LIRR begins store-door collection and delivery service at New York City, contracting with Railway Express Agency. (PR. NYT)
- Oct. 3, 1932 Special court upholds LIRR's Penn Station rent increase; rules that ICC has final jurisdiction. (NYT)
- Oct. 3, 1932 Port of New York Authority's Union Inland Freight Station opens in the block bounded by 15th Street, 8th Avenue, 16th Street and 9th Avenue; could not be built until Port Authority took over Holland Tunnel in 1931 and could pledge the tunnel revenue to back construction bonds; contrary to Port Authority plans, railroads continue to send freight to the new station from their New York freight piers instead of by truck from New Jersey and still give preference to their pier stations; the Inland Freight Station is unsuccessful and no others are built. (RyAge, PtAuth, Bard, Doig)
- Oct. 3, 1932 Pres. Hoover travels by PRR special train from Washington to Chicago en route to deliver major farm policy speech in Des Moines. (NYT)
- Oct. 4, 1932 New stock market slide begins; Dow Jones average falls 17.9% over next five business days; fourth worst such drop of 20th century, exceeded only by crashes of 1929 and 1987. (CHECK)
- Oct. 4, 1932 Samuel Insull (1859-1938), Chicago utilities and traction magnate, indicted for embezzlement in Illinois, flees to Europe fearing he cannot get a fair trial. (NYT, DAB)
- Oct. 5, 1932 Eighty railroad presidents meet in New York and agree to postpone any further wage cut but continue the present 10% cut beyond Feb. 1, 1933, when it was to have expired. (NYT)
- Oct. 5, 1932 Pres. Hoover whistle-stops along PRR's Chicago main line while returning to Washington. (NYT)
- Oct. 5, 1932 NY&LB Board approves additional money for a combined Deal-Allenhurst station and grounds; plan to build a new station between Deal and Allenhurst becomes a casualty of the Depression. (MB)

- Oct. 7, 1932 Waynesburg & Washington Railway Company dissolved. (MB)
- Oct. 7, 1932 Presidents Traffic Conference for Eastern Territory holds first meeting at Penn Station; Eastern Railroad Presidents Conference announces makeup of new committee on reducing competitive waste, including Pres. Atterbury. (NYT)
- Oct. 7, 1932 National Transportation Committee holds its organization meeting; chaired by ex-Pres. Calvin Coolidge with Bernard M. Baruch as Vice Chairman; also includes ex-Gov. Alfred E. Smith, Clark Howell, editor of the *Atlanta Constitution*, and Alexander Legge, Pres. of International Harvester Company. (Rept)
- Oct. 11, 1932 PRR announces it has placed orders for construction of 1,285 box cars under RFC loan; 485 at Altoona, 400 at Pitcairn, and 400 at Enola; some heavy repair work has been transferred from Altoona and Enola to Terre Haute and Mahoningtown. (NYT)
- Oct. 11, 1932 Full ICC denies application of New York, Pittsburgh & Chicago Railroad to build new line from Easton to Allegheny on grounds of depression in traffic; also denies Pittsburgh & West Virginia Railway's request to lease Wheeling & Lake Erie Railway as contrary to consolidation plan; decision announced Oct. 20. (ICC)
- Oct. 13, 1932 PRR Board authorizes the construction of 1,285 box cars; authorizes the dissolution of the Northwestern Coal & Iron Company; authorizes retiring the Railway Express Agency building at 47th Street & Woodland Avenue in West Philadelphia. (MB)
- Oct. 13, 1932 George W. Bovenizer (1879-1961) of Kuhn, Loeb & Co. elected a director of Pennroad Corporation; William M. Potts, Pres. of Enterprise Transit Company, elected a voting trustee to replace the late James S. Alexander. (NYT)
- Oct. 13, 1932 Court overturns IRT receivership. (NYT - check)
- Oct. 14, 1932 Eastern Railroad Presidents' Conference Committee on Preventable Wastes holds first meeting at Chicago. (NYT)
- Oct. 14, 1932 Other railroads serving New York announce they are delaying inauguration of store-door delivery service until Nov. 17. (NYT)
- Oct. 1932 PRR displays models of old trains and a driver from the *John Bull* at ceremonies marking the 250th anniversary of Bordentown, N.J. (PR)

- Oct. 1932 PRR donates the *John Stevens* replica to the Chicago Museum of Science & Industry. (RyAge)
- Oct. 17, 1932 PRR restores rail service between Sea Isle Jct. and Stone Harbor, replacing bus service. (tt)
- Oct. 18, 1932 Pres. Atterbury endorses reelection of Pres. Hoover as the surest way to recovery. (NYT)
- Oct. 19, 1932 Pennroad Corporation stockholders Joseph W. and Julia A. Perrine file suit in Delaware Court of Chancery against Pennroad, its directors and PRR and its directors charging that PRR manipulates Pennroad for purposes of doing what it cannot otherwise do legally to the detriment of Pennroad's stockholders; demands that voting trust be cancelled, that PRR be made to account for all Pennroad's losses, and that a temporary receiver be appointed in the interest of Pennroad stockholders; the suit blocks any attempt to sell Pennroad's stock in the National Carloading Corporation to the American Contract & Trust Company. (NYT, Wheeler)
- Oct. 20, 1932 Association of Railway Executives and National Highway Users Conference announce formation of joint committee to explore possibilities of reasonable regulation of both modes; committee includes Pres. Atterbury and General Motors VP Alfred M. Swayne. (NYT)
- Oct. 20, 1932 Waynesburg & Washington Railway Company dissolved. (MB)
- Oct. 20, 1932 United States Steel Corporation and other manufacturers cut the price of rails from \$43 per ton, the rate since Oct. 1, 1922, to \$40. (NYT)
- Oct. 1932 General Railway Signal Company installs CTC at Dayton Union Station covering three miles through Dayton; replaces five towers at East 2nd Street, Wayne Avenue, Jefferson Street, Miami City Jct., and end of double track at Wolf Creek. (, RyAge)
- Oct. 24, 1932 PRR and Merchants Warehouse Company files in U.S. District Court to dismiss damage suits filed by Terminal Warehouse Company and Bailey Warehouses charging unfair allowances to Merchants in handling railroad carload package freight. (NYT)
- Oct. 25, 1932 PRR and Reading reach a preliminary memo of agreement on merging their South Jersey lines. (MB)
- Oct. 25, 1932 Massillon & Cleveland Railroad Company dissolved. (MB)

- Oct. 25, 1932 ICC publishes its report on *Ex Parte 109* condemning the waste involved in railroads building duplicate competitive produce terminals in major cities, such as the adjacent PRR and B&O/Reading terminals in South Philadelphia. (RyAge, ICC)
- Oct. 26, 1932 PRR Board orders the abandonment and removal of Pier 50, South Wharves, in Philadelphia. (MB)
- Oct. 27, 1932 Daniel W. Blumenthal, counsel, announces formation of Pennroad Corporation stockholders committee to monitor the Perrine Suit and to work to end the voting trust. (NYT)
- Oct. 28, 1932 A committee of Pennroad Corporation's outside directors rejects the American Contract & Trust Company's offer to purchase its National Carloading Corporation stock as too low. (Wheeler)
- Oct. 28, 1932 New York City Board of Estimate passes a resolution opposed to the North River Bridge Company's plan for a suspension bridge at 57th Street. (PtAuth)
- Oct. 30, 1932 Pres. Atterbury announces the PRR's plan of "Share the Work" by fixing maximum earnings or hours per month; when an employee reaches that amount, he gives way to another until the next month. (PR, NYT)
- Oct. 31, 1932 Pres. Atterbury and Reading Pres. Charles H. Ewing join Atlantic City Mayor Harry Bacharach in announcing that they have reached accord with the state for consolidating their lines in southern New Jersey, including plans for a new Union Station in Atlantic City. (PR, NYT)
- Oct. 31, 1932 Pres. Hoover travels from Washington to South Street, Newark, via PRR to deliver a campaign speech at the Mosque Theatre; then proceeds from South Street to New York. (NYT)
- Fall 1932 The *Virginia* proving too slow and expensive to operate, the Western Shore Freight Lines, Inc., returns it to the American Contract & Trust Company in exchange for the *Anne Arundel*. (Burgess)
- Fall 1932 Charles F. Kettering, VP in Charge of Research for General Motors Corporation, develops the Model 201A, a two-cycle, eight-cylinder diesel engine that uses new alloys that make it light enough to fit on a locomotive frame and powerful enough to pull a train. (Overton - verify)
- Nov. 1, 1932 Joint Committee of Railroads & Highway Users holds first meeting at Penn Station; W. W. Atterbury and Alfred H. Swayne, VP of General

- Motors Corporation co-chairmen; railroad members appointed by Association of Railway Executives, highway members by Highway Users Association; plan to compromise on a common legislative agenda to be pushed next year; however, many railroads object to work of the committee or to any compromise with highway interests; note that railroads represented on the committee operate truck fleets. (NYT)
- Nov. 1, 1932 Gov. ___ of Nevada declares a "bank holiday" closing all banks in the state for 12 days; first use of suspension to halt bank failures since the adoption of the Federal Reserve System. (Wicker)
- Nov. 3, 1932 PRR announces that Bureau of New Ideas suggestion plan has received 10,000 suggestions since 1927, of which 25.4% have been acted upon. (NYT)
- Nov. 3, 1932 The Nazis and Communists unite in supporting a violent transit strike in Berlin; a tactical error that costs the Nazis 61 seats in the upcoming elections. (Morris)
- Nov. 4, 1932 Yelloway Eastern Lines, Inc., incorporated in Ohio to compete with wildcat bus lines that are offering low rates in PRR territory. (Cards)
- Nov. 6, 1932 Roosevelt leaders in Philadelphia threaten to subpoena Pres. Atterbury and the entire Republican City Committee to appear before new House Committee on Election Expenditures to answer charges that the PRR, public utilities and Republican Party leaders have conspired to prevent a fair election. (NYT)
- Nov. 6, 1932 The last free pre-war elections in Germany result in losses for the Nazis, who still remain the largest party, slight gains for the Communists, and large losses for the Center; Hitler now demands to be made Chancellor, but Pres. von Hindenburg refuses, declaring publicly that it would lead to dictatorship. (Morris)
- Nov. 7, 1932 PRR begins building 1,285 new box cars (925 regular and 360 automobile) using \$2 million RFC loan; some work transferred from Altoona and Enola to Pitcairn, Terre Haute and Mahoningtown to spread employment; employs 330 extra men at Altoona, 133 at Pitcairn, 132 at Enola, 150 at Terre Haute and 49 at Mahoningtown. (PR, NYT)
- Nov. 8, 1932 Franklin D. Roosevelt elected President with 57% of popular vote and 472 electoral votes, vs. 40% and 49 votes for Hoover; Communist Party leader William Z. Foster polls only 103,307 votes or 0.26%, the high-water mark for the party; Democrats win two-to-one majority in Congress; former USRA Director General William G. McAdoo is elected Senator from California; Herbert H. Lehman (-) is elected to

succeed Roosevelt as Gov. of New York; Hoover carries Pennsylvania, thanks in part to the Vare machine's waning strength in the east, but Pittsburgh and Allegheny County go Democratic for the first time since 1856; Democratic leader Joseph F. Guffey will control New Deal patronage in Pennsylvania; PRR posts election returns telegraphically to lounge cars of its Blue Ribbon Trains. (NYT, Ottanelli, Cannadine, wiki)

- Nov. 9, 1932 PRR approves settlement with Peninsula Ferry Corporation, which had sued to stop operation of Virginia Ferry Corporation on same route; the VFC is to issue 6,000 shares of \$300,000, half to the PRR, one quarter to J. H. Rodgers and Fergus Reid of the PFC, and one quarter to George B. Junkin; PFC is given half of George B. Junkin's half-interest in VFC for their rights; PRR is to pay for the Rodgers stock and \$75,000 in cash and pay court costs and fees, or about \$310,000 for \$150,000 in stock. (MB)
- Nov. 9, 1932 PRR Board approves write-off of deteriorated Terre Haute Union Station trainshed; removed soon afterward; also retires Highspire, Pa., station. (MB, CE)
- Nov. 9, 1932 PRR Board approves the contract with the Reading Company merging the operations of the West Jersey & Seashore Railroad and Atlantic City Railroad. (MB)
- Nov. 9, 1932 ICC authorizes the New Haven to abandon the line between Dedham and Westwood (1.4 miles). (ICC)
- Nov. 10, 1932 Railroads ask ICC to extend freight rate surcharge, which will expire on Mar. 31, 1933, and allow individual roads to keep earnings rather than pool them for the benefit of weak roads. (NYT)
- Nov. 11, 1932 ICC approves abandonment of Mill Run Branch of the Pennsylvania, Ohio & Detroit Railroad between Deffenbaugh and Lawton, Ohio (6 miles). (ICC, MB)
- Nov. 1932 Centralized container yard opens at Enola; containers are shifted from car to car by a large overhead crane the way LCL freight is shifted at a freight transfer station. (Mutual)
- Nov. 1932 Norman Bel Geddes (1893-1958), a New York stage designer, publishes *Horizons*, illustrated with fanciful drawings of teardrop-shaped streamlined cars, boats and trains; helps launch the streamlined style that flourishes in the mid and late 1930s. (Curcio)
- Nov. 13, 1932 "ARSENAL" Tower placed in service governing south approach to

- 30th Street Station. (CE)
- Nov. 1932 PRR announces program of free physicals offered through VRD doctors. (Mutual)
- Nov. 14, 1932 West Jersey & Seashore Railroad Board approves the joint operating agreement with the Atlantic City Railroad. (MB)
- Nov. 14, 1932 Britain is the first European country to ask the U.S. for postponement of its December debt installment; others soon follow. (NYT)
- Nov. 15, 1932 PRR announces it will reduce cost of shipping private automobiles by 20% from five to four tickets. (NYT)
- Nov. 15, 1932 RFC comes to rescue of B&O by paying half of its \$63.25 million debt maturing on Mar. 1, 1933, in cash; because of the collapse of securities prices, B&O was unable to rollover its debt into new bonds. (B&O AR)
- Nov. 15, 1932 Duquesne National Bank and Diamond National Bank in Pittsburgh close after runs. (NYT)
- Nov. 1932 New York-Virginia Beach sleeping car cut back to New York-Norfolk via N&W. (PassDept)
- Nov. 17, 1932 Parade held to mark the opening of the city's new two-span masonry arch bridge over the Schuylkill River at Market Street; PRR's float features a model of the old 1805 bridge with a canal boat. (PR)
- Nov. 18, 1932 Eastern Railroad Presidents' Conference's Committee on Preventable Waste appoints subcommittee to examine New York lighterage charges and free unloading of LCL freight in New York and Philadelphia. (NYT)
- Nov. 18, 1932 New two-span masonry arch bridge over Schuylkill River at Market Street opens as part of Philadelphia Improvements; the subway tunnel under the river is also completed but not connected at either end; as a result, the elevated and surface streetcar tracks remain in front of 30th Street Station until the early 1950s. (Davis)
- Nov. 18, 1932 Transcontinental & Western Air, Inc. signs contracts with Douglas Aircraft Company for first DC-1; had hoped to order Boeing 247's, but Boeing is part of a group that includes rival United Air Lines; asks Douglas to produce a superior plane. (Aviation)
- Nov. 19, 1932 Philadelphia Electric Company installs two 30,000-kilowatt single-phase frequency changers at its Richmond, Philadelphia, generating

station to supply power to the PRR's New York-Philadelphia electrification. (Wainwright)

- Nov. 21, 1932 ACL introduces "recreation car" *Miami Biltmore* on *Florida Special*; features gymnasium, dance floor, bridge room and portable swimming pool; pool sloshes and is not included after this season; cars continue in operation until World War II. (AAR, Bramson - verify year and date, if in Nov., was this Fla. Spc? Fla spc begins 1/3/33- almost all sources say est. 1/1933!)
- Nov. 21, 1932 Yelloway Eastern Lines, Inc. begins operating buses New York-Chicago via Buffalo and via Pittsburgh; owned 50-50 by Pennsylvania Greyhound Lines, Inc., and Eastern Greyhound Lines, Inc. (Cards)
- Nov. 21, 1932 Antitrust decree orders General Electric Company and Westinghouse Electric & Manufacturing Company to divest their holdings of Radio Corporation of America, General Electric to end its exclusive licensing agreements with RCA and retire from the RCA Board. (NYT)
- Nov. 22, 1932 PRR, PB&W and New Haven director Jay Cooke III (1872-1932) dies at Amport St. Marys near Andover, England, where he had gone for the grouse-hunting season; Cooke was the grandson of the famous financier of the same name and a partner in Charles D. Barney & Co., successor to Jay Cooke & Co. (NYT, AR, MB)
- Nov. 22, 1932 Designer Fred W. Gehrke (1876-1932), who created the distinctive Art Deco light fixtures for 30th Street Station, dies of pneumonia in a Camden hospital as a result of a punctured lung received in a fall from a scaffold in Philadelphia's Church of the Visitation on Nov. 18. (NYT)
- Nov. 22, 1932 Pres. Hoover and Pres.-elect Roosevelt confer at the White House on the war debt crisis after finding that a debt moratorium is impossible. (NYT)
- Nov. 23, 1932 PRR and Reading sign the agreement for consolidating their southern New Jersey lines, the Reading Company to sell the PRR a two-thirds interest in the Atlantic City Railroad, which will lease the West Jersey & Seashore Railroad. (Rdg AR, MB, C&C)
- Nov. 23, 1932 PRR authorizes installing Automatic Train Control (ATC) at "SA," "SG," and "HJ" Towers on the NY&LB; retires two passenger station buildings at Rockville, Pa.; notes that the International Navigation Company (Pa.) is in liquidation, and that the PRR owns 1,757 shares inherited from the Erie & Western Transportation Company. (MB)
- Nov. 24, 1932 Pulaski Skyway, a high-level viaduct, opens across the Jersey Meadows

between Newark and the Holland Tunnel approach, bypassing street congestion and drawbridges and greatly improving motor access to New York City. (see above? - verify NYT)

- Nov. 25, 1932 The Van Sweringens make Pennroad Corporation an offer of \$400,000 for its National Carloading Corporation stock. (Wheeler)
- Nov. 25, 1932 *New York Times* Moscow correspondent Walter Duranty (1884-1957) reports that there are growing food shortages in the Soviet Union but no actual famine or starvation; in fact, collectivization and “de-kulakization” combined with a poor harvest have wreaked havoc in Soviet agriculture and produced famine on a staggering scale, with as many as 4-6 million dead by the end of 1933; as over half the victims are in the Ukraine, many Ukrainians suspect a deliberate plan of extermination; Duranty is a willing conduit for the Stalinist party line to the West disguised as objective reporting; by such means, and by courting easily-duped sympathizers among the Western intelligentsia, including the likes of George Bernard Shaw, the scale or even the existence of the famine is hidden from the outside world for decades. (NYT, Conquest, Service)
- Nov. 27, 1932 West Jersey & Seashore Railroad director Joseph W. Cooper (1869-1932), a direct descendant of pioneer West Jersey settler William Cooper, dies. (MB)
- Nov. 30, 1932 Atlantic City Railroad Pres. Charles H. Ewing announces that he has reached an agreement with the PRR for the consolidation of their South Jersey lines. (MB)
- Late 1932 Robert R. Young buys a seat on the New York Stock Exchange and forms the brokerage house of Young, Kolbe & Co. with Frank F. Kolbe; the company trades for its members and a few close friends; they see the highly leveraged Alleghany Corporation can be had for a small investment and begin buying its preferred stock for themselves and General Motors Corporation officers Alfred P. Sloan, Donaldson Brown and John Thomas Smith; by the end of the year they own the largest block of Alleghany preferred. (Borkin, RyAge - Bryant has 1931 - try NYT?)
- Dec. 1, 1932 First test run made with 4 MU cars between Jersey City and Millstone Jct. (NYT)
- Dec. 1, 1932 Demolition of old PRR office buildings on S. 4th Street, Philadelphia, begins. (CE)
- Dec. 1, 1932 PRR opens new Loop ticket office at southeast corner of La Salle &

Monroe Streets in Chicago; features a window display of signals and cab signals that are operated by passersby activating an electric sensor and a painting of old Fort Dearborn by Grif Teller; PRR withdraws from Consolidated Ticket Office at 163-165 West Jackson Boulevard at the end of the year. (PR)

- Dec. 1, 1932 Michael Trump (1854-1932), retired Assistant to General Manager, dies at Germantown of heart disease at age 79 (NYT)
- Dec. 3, 1932 Committee of New Jersey civic organizations calls on PRR to improve service on Delaware & Raritan Canal, including keeping locks open 24-7. (NYT)
- Dec. 2?, 1932 German Pres. von Hindenburg names Kurt von Schleicher (1882-1934) as Chancellor; Schleicher begins intriguing with the Nazis, hoping to find a Nazi candidate not under the sway of Hitler. (Morris)
- Dec. 5, 1932 New York-Washington trains No. 121-130 named *The Judiciary*.
- Dec. 6, 1932 United New Jersey Railroad & Canal Company Board authorizes the abandonment and partial disposal of the Delaware & Raritan Canal Company. (MB)
- Dec. 6, 1932 Union Pacific Railroad notes it has sold 67,152 shares of NYC (during the summer? - NYT of 1933 says had total of 267,150 shares) for a loss of \$2.64 million for purpose of creating an income tax loss; has bought 100,000 shares of PRR at average price of \$18.18 or \$1.8 million in recent months; NYC will fail to earn fixed charges this year, while PRR will; as a result, UP becomes largest single PRR stockholder. (NYT)
- Dec. 7, 1932 Railway Labor Executives Association declines invitation to present its views to the National Transportation Committee. (NYT)
- Dec. 7, 1932 Court of Appeals overrules lower court and confirms Interborough Rapid Transit Company (IRT) receivership. (NYT)
- Dec. 8, 1932 Electric passenger service begins between Exchange Place, Jersey City, and New Brunswick with 3 round trips; first train leaves New Brunswick at 6:12 AM. (NYT - PR, Mutual has 12/9??)
- Dec. 8, 1932 United New Jersey Board authorizes abandonment of Delaware & Raritan Canal for navigation purposes. (MB)
- Dec. 1932 B&O extends coach service on *National Limited* from Cincinnati to St. Louis, ending all-Pullman status over its entire route. (Guide)

- Dec. 9, 1932 PRR makes a new agreement with the Erie Railroad covering the interlocking at the crossing at Brockway, Pa., eliminating the tower and installing color light approach signals, retroactive to Sep. 9, 1931. (MB)
- Dec. 10, 1932 Susquehanna Coal Company purchases the defaulted notes of the S.A. Gerrard Company, a big perishables shipper, from the Pennroad Corporation. (Wheeler)
- Dec. 12, 1932 *The Legislator* No. 111 inaugurated between New York and Washington as an extra morning train running every Monday for members of Congress; runs on a 4:25 schedule and arrives in Washington at 11:45 AM; will not operate during the holiday short session of Congress. (PR, Guide)
- Dec. 12, 1932 Electrified tracks at Wilmington Shops energized and placed in service; Wilmington becomes main shop for electric locomotives and cars. (CE)
- Dec. 12, 1932 ICC permits PRR to substitute whistle and acknowledger for stop and foretaller on all locomotives operated in ATC/cab signal territory.
- Dec. 12, 1932 Wage negotiations begin at Chicago; railroads want the 10% cut extended. (RyAge)
- Dec. 12, 1932 B&O completes the purchase of additional Reading stock through the National City Company, bringing its holdings to 42.21% at an additional cost of \$17 million. (Wheeler)
- Dec. 13, 1932 Argument begins in Federal Circuit Court of Appeals at Philadelphia on PRR appeal from ICC order to divest Wabash and LV. (NYT)
- Dec. 13, 1932 Acting Chairman of ICC forward report on effect of six-hour day in the railroad industry (*Ex Parte* 106) to House Committee on Interstate & Foreign Commerce; an actual six-hour day would be impractical, but a 36-hour week would add 300-350,000 jobs and increase operating expenses by \$630 million per year, all other things being equal. (Rept)
- Dec. 14, 1932 PRR Board makes appropriation for electrification: "B" Tower to Wilmington, "ARSENAL" to West Chester, "D1" Tower at Mantua to Olden Avenue, Trenton, the freight line between "ARSENAL" and 52nd Street, and Philadelphia to Phoenixville; appropriates \$452,000 for widening right-of-way between Frankford Jct. and Morrisville, a project which is never completed and cancelled in 1941; hears report that the Ohio Savings Bank & Trust Company, a PRR depository that closed on Aug. 17, 1931, has agreed to reorganization. (MB)

- Dec. 14, 1932 PRR Board authorizes the following retirements: ice house and platform at Harsimus Cove; Larabee, Pa. station; “___” Interlocking at Newfield, N.J. (MB)
- Dec. 14, 1932 Secretary of War Patrick J. Hurley holds a conference with representatives of the Port of New York Authority and the Regional Plan Association, both of which oppose the plans for the North River Bridge at 57th Street. (Johnson)
- Dec. 15, 1932 PRR files answer in Perrine Suit, denying it has manipulated Pennroad Corporation for its own purposes or has used it to make illegal purchases of other companies. (NYT)
- Dec. 15, 1932 PRR makes a new agreement with the Westinghouse Electric & Manufacturing Company amending the contract of May 27, 1931, granting it the use of one track of the Chester & Philadelphia Branch near North Essington for electric locomotive tests; Westinghouse is to furnish the catenary and current, and the PRR is not to use the track. (MB)
- Dec. 15, 1932 U.S. Court at Norfolk discharges Ethelbert W. Smith of PRR as receiver of Seaboard Air Line effective Dec. 31; ostensibly done to cut overhead expenses, but actually because Judge Way would have no non-Southerners; Smith is replaced by Col. Henry W. Anderson, formerly counsel to the receivers, at a reduced salary; Anderson is the leader of a Virginia Republican Party faction, and the appointment removes him from active politics. (Wheeler)
- Dec. 15, 1932 Interstate Highway Limited, Inc. (Ohio bus line) dissolved. (MB)
- Dec. 15, 1932 Combined *Miamian* and *Gulf Coast Limited* replace the *Tamiami* on the Atlantic Coast Line route for the winter season. (RyAge)
- Dec. 15, 1932 France, Belgium, Poland, Hungary and Estonia default on their war debt payments to the U.S. (NYT)
- Dec. 1932 Railroad passenger traffic has declined to the lowest level since 1901, and freight traffic to the lowest since 1909. (RyAge)
- Dec. 16, 1932 PRR reports net income of 80 cents a share in first 10 months of 1932, vs. \$1.45 in 1931. (NYT)
- Dec. 16, 1932 Stockholders of West Jersey & Seashore Railroad and Atlantic City Railroad approve consolidation of South Jersey lines. (MB)
- Dec. 16, 1932 New York & Harlem Railroad sells its streetcar lines on Madison and

- Fourth Avenues to New York Railways Corporation for \$450,000. (Moody's)
- Dec. 17, 1932 Sharpville Railroad Company dissolved. (MB, C&C)
- Dec. 17, 1932 Committee of Eastern Railroad Presidents Conference on eliminating waste meets at Penn Station seeking ways to reduce terminal and lighterage costs. (NYT)
- Dec. 17, 1932 New York Railways Corporation purchases the 4th & Madison Avenue and 86th Street crosstown streetcar lines from the New York & Harlem Railroad interests; this includes the surviving portion of the original NY&H street trackage south of Grand Central Terminal; they are converted to bus operation in 1935. (MadAveCoachCo)
- Dec. 18, 1932 New Haven reroutes Fall River Line boat train from via Dighton to via Myricks. (RRH)
- Dec. 19, 1932 PRR begins through commuter train between Broad Street Station and Bordentown, N.J., via Delair Bridge. (PR, tt)
- Dec. 20, 1932 PRR agrees with the Westinghouse Electric & Manufacturing Company allowing it to use cars stored in Essington Yard in pulling tests for its electric locomotives. (MB)
- Dec. 20, 1932 Tuckerton & Philadelphia RPO cut back to Point Pleasant & Philadelphia RPO. (Kay)
- Dec. 20, 1932 PRR and Erie Railroad agree to the abandonment of the station at Henry Street, Elmira. (MB)
- Dec. 20, 1932 U.S. Court at Cleveland fails to issue preliminary injunction against Montour Railroad, Pittsburgh Coal Company, Pittsburgh, Lisbon & Western Railroad and Youngstown & Suburban Railroad building a new line from Youngstown to the Ohio River on suit brought by PRR. (NYT)
- Dec. 21, 1932 Delaware & Raritan Canal closes for year; not reopened in 1933 and ceases to be used for navigation. (NYT)
- Dec. 21, 1932 Ridge Avenue Spur of Broad Street Subway opens between Broad & Fairmount Streets and 8th & Market Streets. (SEPTA, Cox)
- Dec. 23, 1932 PRR reports Christmas peak travel heavier than last year; runs 36 extras from New York to South and West, including 160 extra sleeping cars and 68 parlors, plus 12 inbound extras to New York. (NYT)

Dec. 27, 1932 NYC borrows \$2 million from Railroad Credit Corporation. (AR)

Dec. 27, 1932 Soviet authorities establish a system of internal passports to give them absolute control over the movement of the population; peasants are confined to their villages on the collective farms to keep them from flocking to the cities to avoid the famine, and workers can be sent where they are needed; the system remains in place until 1974. (wiki)

Dec. 28, 1932 PRR Board authorizes a new offer to purchase of all stock of Maryland & Delaware Seacoast Railroad for \$126,000; rescinded in Sep. 1933. (MB)

Dec. 28, 1932 PRR Board authorizes the following retirements: "UK" Tower at Johnsonburg, Pa.; portion of the Wolf Creek Branch between Mine No. 5 and Carmona; orders the demolition of the old General Office Building at 227-235 and 237-249 South 4th Street in Philadelphia. (MB)

Dec. 28, 1932 Franklin D'Olier (1877-1953), VP of Prudential Insurance Company elected PRR director in place of Jay Cooke, deceased. (PR, MB)

Dec. 28, 1932 Both PRR and NYC report that their carloadings increased last week on an annual basis for first time this year, although it is mostly accounted for by Christmas being in the corresponding week of 1931. (NYT)

Dec. 30, 1932 In year end letter with December paychecks, Pres. Atterbury thanks employees for loyal support in a very difficult year. (NYT)

Dec. 31, 1932 As of this date, the RFC has made loans totaling \$337.2 million to the railroads. (Latham)

1932 PRR stock price bottoms out at 6½, down from 110 in 1929.

1932 PRR dividend cut from 6.5% to 1%.

1932 PRR increases holdings of New Haven from 296,025 to 319,925 shares. (NYT)

1932 LIRR hauls 91,713,868 passengers, down 18,569,569 from 1931. (NYT)

1932 Altoona Works run on short time with half of men working three days in first half of month and the other half working three days in the second half. (Keystone)

1932 NYC posts \$18.26 million loss, versus \$2.4 million profit in 1931.

(AR)

- 1932 Purchase of new rolling stock by railroads at lowest level since 1901. (NYT)
- 1932 Mutual Beneficial Association (MBA) promotes the formation of the Railroad Employees & Taxpayers Association to lobby against trucking industry competition. (Outlaw)
- 1932 Chamber of Commerce of the United States issues the most extensive report on transportation by a non-government body; calls for regulation and taxation of highway vehicles, revision of rate-making provisions of Transportation Act of 1920, repeal of Recapture Clause, reduction of railroad debt, and allowing railroads to engage in other modes of transportation. (NYT - need date)
- 1932 First PRR coach air conditioned.
- 1932 RPO car placed on *The Broadway Limited* to help make up revenue losses; business on the *Broadway* is so poor during 1930-35 that it is called the "Dead-head Special," but is retained for publicity purposes.
- 1932 PRR establishes door-to-door truck pick-up-and-delivery service. (see 3/20/33)
- 1932 Automatic block signals installed on the entire low-grade freight line between Columbia, Pa., and Morrisville, N.J., replacing manual block; "Q" Tower at Quarryville, "MH" Tower at Fort Hill, "SH" Tower at Heaton and "KING" Tower abandoned. (RyAge - pre 9/32)
- 1932 City of Philadelphia suspends all work on subway and street improvements connected with 30th Street Station; Market Street Subway is completed between 22nd and 32nd Streets, but City lacks funds to extend to 46th Street to make connection with existing el.; old elevated interferes with access to 30th Street Station from Market Street, and station cannot be completed without proper street access.
- 1932 PRR has nearly 400 L1s 2-8-2's stored or marked for surplus because of the collapse of freight traffic; most remain mothballed until World War II.
- 1932? Electrification south of Wilmington suspended for lack of funds.
- 1932 PRR combines former Lines East and Lines West General Office Libraries at Philadelphia; according to Traffic Manager's files, this was the first formal library; previously, books and magazines were kept in

several different offices. (, TrfMgr)

- 1932 Congress passes Emergency Relief and Construction Act of 1932; includes \$120 million appropriation for highways.
- 1932? West Jersey & Seashore Railroad acquires Pleasantville & Atlantic Turnpike or Plank Road Company, owning road across meadows (U.S. 40) to Atlantic City. (Cards)
- 1932 *Pittsburgh* replaces *Philadelphia* on Love Point ferry; runs through July 1937. (HC -verify - NB *Virginia* was operating in early 1933)
- 1932 New "GWYNNS RUN" (?) Tower placed in service.
- 1932 PRR abandons branch between Cornwall and Ore Banks, Pa. (0.67 mile).
- 1932 PRR Engine House No. 1 at Harrisburg, built in 1877, and relocates servicing of passenger locomotives to Engine House No. 2. (RyAge)
- 1932 PRR abandons the part of the Wolf Creek Branch of WNY&P between Brent and Carmona. (3 miles). (Cole)
- 1932 PFW&C opens East Connection with the Ohio Connecting Railway (0.95 mile) at Pittsburgh and the West Connection (0.9 mile) at Woods Run, Pa. (C&C)
- 1932 Pittsburgh, Ohio Valley & Cincinnati Railroad abandons line between Bellaire and Gravel Jct. (1.76 miles).
- 1932 Pittsburgh, Lisbon & Western Railroad sells old Darlington Cannel Coal railroad between Cannelton Jct. and Sterling Mines. (Cards - PL&W)
- 1932 Grade separation completed at Detroit Avenue on the Toledo Terminal Railroad. (C&C)
- 1932 Chicago Post Office completed south of Union Station.
- 1932 Rails removed from the old Pan Handle main line between Logansport and Boone. (Strauch)
- 1932 B&O fails to earn fixed charges for the first time since the 1890s; saved from bankruptcy by RFC loans. (Wheeler)
- 1932 DL&W establishes overnight fast freight service between New York

and Buffalo. (NYT)

- 1932 New Haven subsidiary Berkshire Street Railway Company replaces last trolley cars in Pittsfield, Mass. with buses. (AR)
- 1932 Commercial passenger flights are 1,200 times more hazardous than trains and 400 times more hazardous than buses. (Serling)
- 1932 Leaders of former company unions of shopmen, who would be treated as traitors by the AFL, form Allied Independent Railroad Organization as a rival independent union. (NYT - verify)
- 1932 Lehigh Valley Railroad forms the Pioneer Real Estate Company to take over the \$8 million Starrett-Lehigh Building in New York from its former owners. (AR - verify LVCORPS)
- 1932 Walter S. Franklin elected a director of the Lehigh Valley Railroad. (AR - verify MB?)
- 1932 Rensselaer Polytechnic Institute builds its first dormitories, the North Hall and the East Complex, which are divided into 10 units, each named for an alumnus who became a railroad president; 5 of the 10 have been connected either with the PRR or Lines West: William H. Clement (1835), George B. Roberts (1849), A.J. Cassatt (1859), Christopher C. Waite (1864) and Alfred Walter (1872). (RPI)
- 1932 Budd-Michelin delivers a twin-unit, rubber-tired gas-electric train with a stainless steel body to the Texas & Pacific Railway; the first unit contains the power plant, mail and baggage compartments, and the second seats 76 passengers. (Watson/Brown)
- 1932 New U.S. rail mileage falls to 163 miles, the lowest since 1836; abandonments top 1,000 miles for the first time since 1921. (RyAge)
- 1932 Westinghouse Air Brake Company introduces the AB freight brake. (WABCO)
- 1932 Ellis Island closes as an immigrant processing center and is used as a detention center for deportees. (Trager - verify NYT)
- 1932? Democrats in the lame-duck Congress appoint a special subcommittee under Sen. Hugo Black of Alabama to investigate the awarding of air mail and ocean mail contracts by Hoover's Postmaster General Walter Folger Brown. (Berg - verify)
- 1932 When did Congress reconvene after the election and was it a lame

duck; what composition?; (Latham) notes that FDR's brain trusters, working through ___ Thatcher (Solicitor-General?) and Rep. Fiorello LaGuardia, attempted to get as many bills introduced and hearings underway so that the preliminaries would be out of the way by the inauguration.

1932

Marine Gen. Smedley Darlington Butler (1881-1940) fails to win the Pennsylvania Republican senatorial nomination as a "dry." (DAB)