

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

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1934

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All data subject to correction and change

- Jan. 1, 1934 PRR, NYC, B&O and Lehigh Valley Railroad combine their freight stations at Wallabout Terminal, Brooklyn, into a union freight station utilizing Piers 2 & 3. (PtAuth)
- Jan. 1, 1934 Pittsburgh Coal Company opens its private coal railroad between Negley and Smiths Ferry. (Cole)
- Jan. 2, 1934 PRR awards contract for new Norristown, Pa., station. (PR)
- Jan. 2, 1934 ACL adds three more "recreation cars" made from remodeled Pullman cars on *Florida Special*, permitting daily operation; train posts 400% increase in ridership over last season; cars feature three-piece Hawaiian orchestras, bridge tables, a gymnasium, children's games and hostesses who encourage passengers to mingle; all-Pullman status restored south of Washington; cars are rebuilt by Pullman to Plan 3966 from 12-1 sleeping cars and named *Trocadero*, *Coliseum* and *Lyceum*. (RyAge, Guide, A-sheet, Wayner, Barger)
- Jan. 2, 1934 Seaboard Air Line's *Orange Blossom Special* becomes the first all-air conditioned Florida train. (NYT, Shradly)
- Jan. 3, 1934 Engineer A.C. Bollinger of P5a No. 4772 on westbound "*Spirit of St. Louis*" No. 31 killed in grade crossing accident near Deans, N.J. when a fruit truck runs right in front of his train; wheel rim from the truck is thrown some distance onto the eastbound passenger track, derailing Atlantic City-New York train No. 1072; demonstrates danger of box-cab in high-speed service; the 28 P5a's still planned will be redesigned with a center cab. (Westing, NYT, Wayt)
- Jan. 3, 1934 PRR gives George Gibbs of Gibbs & Hill permission to proceed with the development of a 2-C+C-2 electric locomotive that will become the

GG1; the engineering work is done at Baldwin's Eddystone Works with additional input from General Electric and Westinghouse.
(Wayt/ClsscTrains)

- Jan. 3, 1934 Second session of the 73rd Congress convenes; New Deal euphoria is wearing off; Republicans are getting over their shock, and among Democrats, the far right and far left are growing dissatisfied with Pres. Roosevelt's centrist course; majorities for legislation are thus smaller in the second session. (Smith/FDR)
- Jan. 4, 1934 Federal Coordinator Eastman meets with regional coordinating committees asking for written reports on steps being taken to address company union problem; main subject is PRR Employee Representation Plan. (RyAge, NYT)
- Jan. 4, 1934 First Virginia Ferry Corporation auto ferry, *Del-Mar-Va*, makes a shake-down cruise for invited guests between Philadelphia and Chester; designed by George Sharp, consulting naval architect to the Wilson Line and built by Pusey & Jones Corp.; carries 70 vehicles and 1,500 passengers. (PR, RyAge)
- Jan. 6, 1934 At the National Automobile Show at the Grand Central Palace in New York, Chrysler Corporation introduces the "Airflow" Chrysler and DeSoto cars with all-steel frames built by the Edward G. Budd Manufacturing Company; the weight is redistributed to give the cars better riding qualities, and all-steel unit body construction is used for the first time for greater rigidity and safety; the cars have a semi-streamlined contour that is ahead of its time; that and some flaws in the first production models make the cars a commercial failure. (NYT, Curcio, May)
- Jan. 7, 1934 First Virginia Ferry Corporation auto ferry, *Del-Mar-Va*, enters service, supplementing leased PRR boats;. (MB, SMPE, RyAge)
- Jan. 8, 1934 In memo to VP in Charge of Operations John F. Deasy, VP M. W. Clement expresses his desire for a modern, streamlined design for an electric locomotive; considers hiring Gerald C. Johnson, who had formerly worked in the New York office of Joseph Sinel (1890-1975), the first person to actually identify himself as an "industrial designer." (MWC/Porter)
- Jan. 8, 1934 PRR recognizes Apprentice Engineers Association as representatives of marine firemen and oilers at New York harbor. (LC)
- Jan. 10, 1934 PRR Board approves the acquisition of 425 West Jersey & Seashore Railroad freight cars and 4 work cars. (MB)

- Jan. 10, 1934 PRR Board approves the following retirements: 14th Street Tower & Interlocking at Washington, D.C.; "MINNICK" Block & Interlocking at Minnick, Md.; wye at Delaware City; passenger station at Littlestown, Pa.; car repair shop at Greenville, Jersey City; Morgan Run Branch north of Osceola Mills. (MB)
- Jan. 10, 1934 Richard King Mellon (1899-1970) elected a PRR director to replace his late father, Richard Beatty Mellon. (NYT)
- Jan. 10, 1934 Black Committee grills Daniel M. Sheaffer of PRR; reveals Charles A. Lindbergh was given 25,000 shares in addition to \$10,000 salary and exercised an option on an additional 5,000 shares at \$10. (NYT)
- Jan. 10, 1934 ICC approves abandonment of Island Heights (N.J.) Branch within 30 days. (ICC, MB)
- Jan. 11, 1934 Official dedication of track elevation through Dayton and rebuilt Union Station. (CE)
- Jan. 12, 1934 Rayburn Bill to bring trucking under ICC regulation introduced in the House by Sam Rayburn (1882-1961) of Texas. (Latham)
- Jan. 13, 1934 New Haven Pres. John J. Pelley announces that the company will build a high-speed train (the *Comet*) for Boston-Providence service and air-condition 142 cars. (NYT)
- Jan. 14, 1934 PRR restores No. 306-307 *Louisville Night Express/Chicago Night Express* as separate train west of Logansport. (A-sheet)
- Jan. 15, 1934 ICC approves \$77 million PWA loan to PRR for electrification, electric locomotives and freight cars; cut out \$7 million for renovation of Baltimore Tunnels and converting coaches to MU cars. (MB, RyAge, NYT)
- Jan. 15, 1934 Equipment Trust "F" issued; originally intended to build 59 L6a freight locomotives; instead built experimental R1 and GG1 and later 57 production model GG1's. (MB)
- Jan. 1934 New Mayor Miller of Louisville declines to push track elevation plan because of Depression. (CE)
- Jan. 1934 PRR's Chicago-Florida passenger traffic for month is double that of 1933, as Florida travel rebounds. (PR, RyAge)
- Jan. 1934 Jersey Coast Club formed to run with private cars on CNJ trains Nos.

3306-3325 between Jersey City and Bay Head Jct. on the NY&LB.
(RREmply - check roster)

- Jan. 1934 Captive coal mines of steel companies sign contract with United Mine Workers, but as individuals without formal recognition of union; steel companies fear unionization will spread to their steel plants. (Dubofsky)
- Jan. 1934 Ivy L. Lee travels to Germany as consultant to I.G. Farben AG, the German dye trust, where he meets with high Nazi officials, including Joseph Goebbels (1897-1945), Franz von Papen (1879-1969), and eventually Hitler himself; Lee naively believes that the Nazis are just like unenlightened businessmen who can be cajoled into mending their ways and playing nice in response to public opinion; I.G. Farben will be broken up after World War II for its collusion with the Nazi regime, including manufacturing Zyklon B, the pesticide poison gas used in the death camps. (NYT, Hiebert)
- Jan. 1934 Former Treasury Secretary Andrew W. Mellon writes to Attorney General Homer Cummings complaining of a constant campaign of character assassination and abuse directed against him and other large taxpayers, and that it has been insinuated that he owes the absurdly large sum of \$12 million in taxes, even though IRS and Justice Dept. examiners have found no irregularities. (Cannadine)
- Jan. 16, 1934 Populist radio priest Father Charles Coughlin (1891-1979) testifies to the House Committee on Coinage, Weights & Measures in favor of Pres. Roosevelt's proposals on gold coinage; he states, "Pres. Roosevelt is not going to make a mistake, because God Almighty is guiding him"; Coughlin is in favor of cheap money and "free silver," and it is discovered in Apr. that his secretary has been buying silver long for him; Coughlin is preceded on the stand by Frank A. Vanderlip of the National City Bank, who also favors Roosevelt's policy. (NYT)
- Jan. 17, 1934 Father Charles Coughlin has a one-hour meeting with Pres. Roosevelt, at which they discuss a variety of topics, including monetary silver; within a year, Coughlin will be denouncing FDR, and FDR will be trying to find a way to get him off the air. (NYT)
- Jan. 18, 1934 Federal Coordinator Eastman has posted notices in all shops that employees are free to join any labor organization; PRR posts counter-notice to the effect that statements by the Coordinator that one-company unions are banned is untrue. (PR)
- Jan. 18, 1934 Class K4s No. 20 with Timken driving truck boxes takes part in the Claymont Trials. (Test Dept)

- Jan. 18, 1934 Lancaster Railway & Locomotive Historical Society organized at Lancaster, Pa., by persons interested in photographing and documenting the contemporary railroad scene. (Taber)
- Jan. 18, 1934 Without replying to Andrew W. Mellon, Attorney General Homer Cummings announces that the investigation of his tax returns is continuing; Pres. Roosevelt, Treasury Secretary Henry Morgenthau and others in the Administration are determined to pursue Mellon and other wealthy individuals for the purpose of discrediting and demonizing the Republican order of the 1920s, convinced that the bad press will stick, even if criminal charges don't. (Cannadine)
- Jan. 20, 1934 Federal Coordinator Joseph B. Eastman issues his first report favoring nationalization of the railroads but does not recommend it be carried out now because the government is short of funds; urges stopping or drastically slowing the consolidation movement unless mergers meet rigid test of being in public interest; Eastern Railroads Advisory Committee, including James M. Symes for PRR, have reported to Eastman that savings from the Prince Plan of a two-system east would be only \$113.8 million a year, not \$358.3 million as originally stated; urge retention of B&O main line between New York and Washington and to Chicago and St. Louis, instead of downgrading or partly abandoning them as in the Prince Plan. (FCT, NYT)
- Jan. 20, 1934 Pres. and Mrs. Roosevelt send a box of roses from the White House to William H. Egan, Stationmaster of Penn Station, who is recovering from pneumonia. (NYT)
- Jan. 22, 1934 ICC approves PRR issue of \$45 million bonds and \$32 million equipment trust certificates to be delivered to U.S. in return for PWA loan. (RyAge)
- Jan. 22, 1934 Federal Coordinator Eastman addresses further communication to railroads on the company union question; railroads had agreed with Eastman's demand to post notices but added statement that Eastman has not outlawed labor organizations confined to one railroad and that company unions qualify under the Emergency Act as long as they are formed "without interference" of management. (RyAge)
- Jan. 23, 1934 Pres. W. W. Atterbury appears before the Black Committee; denies railroad have hampered the growth of airlines by controlling them. (NYT)
- Jan. 23, 1934 Frank A. Furst (1845-1934), Chairman of the Arundel Corporation and director of the Northern Central Railway, dies. (MB)

- Jan. 24, 1934 PRR Board authorizes \$6.288 million for Newark Improvements; declares 1% dividend, the first since Jan. 1933. (MB)
- Jan. 24, 1934 PRR Board approves the following retirements: "BANK" Tower north of Sunbury; Lebanon, Pa., station and train shed; West Brownsville Jct. car shop; engine house at Millersburg, Pa.; station at Nisbet, Pa.; wye at Lloydville, Pa. (MB)
- Jan. 25, 1934 PRR receives first \$3.48 million installment of federal electrification loan.
- Jan. 26, 1934 Mayor La Guardia returns proposed agreement for purchase of LIRR Rockaway Beach lines to the Board of Estimate.
- Jan. 26, 1934 Nazi Germany signs a non-aggression pact with Poland, driving a wedge between Poland and France; in response, Stalin abandons actions against the West in favor of a cooperative "Popular Front" with the democratic left. (Morris)
- Early 1934 PRR borrows New Haven Class EP3 2-C+C-2 electric passenger locomotive No. 0351, built by GE in 1931, for tests as potential replacement for P5a's. (see 1933??)
- Jan. 27, 1934 Senate confirms Pres. Roosevelt's nomination of Dr. Walter M. W. Splawn (1883-1963) to the ICC. (RyAge)
- Jan. 29, 1934 Speaking before the Democratic Women's Luncheon Club in Philadelphia, Federal Coordinator Joseph B. Eastman says he is optimistic on the future of railroads; notes that while has differences with PRR over Pennroad Corporation, "there has been no cooperation so hearty as from the Pennsylvania over other matters." (NYT)
- Jan. 29, 1934 In a private letter, Pierre S. du Pont dismisses the first report of Federal Coordinator of Transportation Joseph B. Eastman as full of vague generalities and radical remedies with no constructive solutions. (Latham)
- Jan. 30, 1934 Pres. Atterbury announces that PRR will immediately begin spending \$77 million loan from Public Works Administration; will also recall 1,200 met to Enola, Pitcairn and Altoona to build 7,000 freight cars; will create 45 million man-hours of work. (PRR, NYT)
- Jan. 30, 1934 ICC authorizes the PRSL to abandon the section of the former Williamstown Railroad lying between the Bridgeton and Millville Branches at Glassboro. (ICC)

- Jan. 30, 1934 Gold Reserve Act signed giving Pres. power to set limits on gold content of the dollar; gold held by the Federal Reserve System is to be transferred to the Treasury. (EAH)
- Jan. 30, 1934 Pierre S. du Pont writes to W. Averell Harriman re the vagueness of Federal Coordinator Joseph B. Eastman's report; hears that his only actual accomplishment was cutting W.W. Atterbury's salary. (Wheeler)
- Jan. 30, 1934 First Security Company, the investment banking subsidiary of the First National Bank of New York City, dissolved. (Moody's)
- Jan. 31, 1934 Pres. Roosevelt raises the (foreign exchange) price of gold from \$20.67 to \$35 per ounce; instead of floating, the dollar is permanently devalued to 59.06 cents. (EAH, NYT)
- Jan. 31, 1934 Last mixed train operates over ex-Cincinnati, Lebanon & Northern Railway between Cincinnati (Union Terminal) and Lebanon. (Guide, Hauck)
- Jan. 31, 1934 Safe Harbor Water Power Corporation and Pennsylvania Water & Power Company let contracts for generating equipment to power PRR's Washington electrification. (NYT)
- Feb. 1, 1934 VP-St. Louis Benjamin McKeen (1864-1947) retires after 48 years with PRR and Vandalia Lines; replaced by Charles B. Sudborough (1876-) as Assistant VP at St. Louis; R. K. Rochester to Assistant to the Chief Engineer; General Superintendent Raymond Swenk assigned to special duty in the office of the VP in Charge of Operations; Superintendent F. R. Rex assigned to Special Duty in the office of the VP; John B. Large (1882-1947) named General Traffic Manager, replacing Sudborough; Clarence T. Mackenson (1886-1940) to Assistant General Traffic Manager; W. McL. Pomeroy (1887-1961) Assistant to General Traffic Manager; E.S. Neilson (1887-1947) to Freight Traffic Manager; Robert H. Miller (1884-) to General Freight Agent-Pittsburgh. (Mutual, MB)
- Feb. 1, 1934 Pennsylvania Greyhound Lines, Inc., and Reading Transportation Company begin coordinated service between New York and Philadelphia, where PGL will operate 25 of 29 trips, and between New York, Allentown and Harrisburg, where Reading will handle most trips and all local passengers, while PGL takes only interstate passengers. (RyAge)
- Feb. 2, 1934 PRR resumes electrification and improvement program with PWA funds; includes electrification between Wilmington and Washington and on freight lines, plus 7,000 freight cars and 101 locomotives; 1,200

men recalled to PRR shops.

- Feb. 5, 1934 Black Committee issues citations for former Assistant Secretary of Commerce William P. MacCracken, Transcontinental & Western Air Pres. Harris M. Hanshue and others to appear before it. (NYT)
- Feb. 6, 1934 C.D. Young, Walter S. Franklin and VP in Charge of Operations John F. Deasy meet to consider how to modify passenger service in line with the "Chrysler theory" (Walter P. Chrysler had introduced his "Airflow" unit-body streamlined car a month earlier); consider modernizing interiors, cheaper lunch-counter type meals, exterior streamlining with locomotives and observation cars designed to protect against collision, continuous individual radio and telephone service, articulated or double-decked cars; suggest Gerald C. Johnson of New York as industrial designer; Hankins agrees with need for modernization, but demands someone better than a "wall-paper artist." (CMP, Porter)
- Feb. 7, 1934 Class P5a No. 4739, operating "as built" begins a new series of tests at the Claymont Trials, running between Marcus Hook and Bellevue. (Test Dept)
- Feb. 8, 1934 PRR begins work on electrification of Washington and freight lines by starting catenary pole foundations at Landover, Md., at 31st & Bainbridge Streets in South Philadelphia, and at Newark, N.J. (PR)
- Feb. 8, 1934 Temperatures at New York fall to record subzero lows for several days; strong westerly winds cause ice jams at the New York slips, interfering with railroad ferry service. (Railpace)
- Feb. 8, 1934 R. L. Lockwood, Director of the Purchases Section of the Federal Coordinator of Transportation's office, addresses the meeting of the Pennsylvania System Veteran Employees' Association, General Office, Philadelphia at the Bellevue-Stratford Hotel in Philadelphia; praises the PRR for its cooperation with the Federal Coordinator of Transportation. (RyAge)
- Feb. 9, 1934 Acting on information from Hugo Black and a cursory report by Postmaster General James A. Farley, who actually advises against cancellation, Pres. Roosevelt cancels all airmail contracts of private airlines effective July 19; given assurance that they can do the job, Roosevelt orders the Army Air Corps to fly the mail. (Serling)
- Feb. 9, 1934 Altoona & Cumberland RPO cut to Altoona & Hyndman RPO. (Kay)
- Feb. 9, 1934 *Florida Special* operates in five sections instead of the usual two or three; vacation travel is reviving; PRR issues 4,700 tickets from New

- York to southern points between Feb. 1 and Feb. 8, vs. 2,924 in 1933. (NYT)
- Feb. 9, 1934 Pres. Roosevelt calls for legislation regulating exchanges to eliminate “unwise and destructive speculation.” (Carosso)
- Feb. 10, 1934 Richard W. Robbins of Transcontinental & Western Air, Inc., issues a public protest to Pres. Roosevelt over his cancellation of the air mail contracts; TW&A has lost \$1.27 million since incorporation, and over \$5 million if predecessors are counted in building up a viable airline and are prepared to spend \$3.5 million on new equipment, but that its survival is dependent upon government contracts; no officer has received a salary over \$20,000 and stockholders have never received a dividend. (NYT, Berg)
- Feb. 11, 1934 Charles A. Lindbergh sends a public telegram to Pres. Roosevelt arguing that the cancellation of the air mail contracts amount to a conviction without trial, penalizes the entire industry, and damages American aviation; writing from experience, Lindbergh notes that most Army planes and pilots are not suitable for flying the mail. (NYT, Berg)
- Feb. 11, 1933 PRSL resumes running certain Ocean City/Cape May trains via ex-PRR line via Haddonfield. (check 1933 or 1934?)
- Feb. 12, 1934 PRR applies for a \$3.65 million PWA loan to finance 100,000 tons of rail for the Washington electrification program. (NYT)
- Feb. 12, 1934 Pullman Car & Manufacturing Corporation and Electro-Motive Corporation deliver the lightweight, distillate-fuel, four-unit articulated streamliner No. M-10000 to the Union Pacific Railroad at Pullman, Ill.; among the dignitaries on hand are Chairman W. Averell Harriman and Pres. Carl R. Gray of the UP, Charles F. Kettering of General Motors Corporation, and R. A. Hunt of the Aluminum Company of America; Harriman announces that the UP will order on 6-car train and two 9-car trains with sleeping cars for transcontinental service; NBC radio announcer Ben Lyon makes a live tour of the train and covers the speeches by Harriman, Gray, Kettering and Hunt; the M-10000 begins a 12,625-mile nationwide tour before going on display at the Century of Progress; hits maximum speed of 111 MPH; has a Winton model 191A distillate engine because the 201A diesel cannot be readied in time. (RyAge, Kirkland)
- Feb. 12, 1934 Presidential secretary Stephen Early dismisses Charles A. Lindbergh’s telegram as sent merely for “publicity purposes,” and New Deal leaders charge him with being a paid lobbyist, but no one rebuts his arguments.

(NYT, Berg)

- Feb. 12, 1934 Former PRR General Manager Joseph Baldwin Hutchinson (1844-1934) dies at Bryn Mawr of heart disease at age 89. (NYT)
- Feb. 13, 1934 PRR contracts with federal government for financing for 14 B1 and 87 P5a electric locomotives to be built at Altoona. (MB)
- Feb. 13, 1934 West Jersey & Seashore Railroad sells 425 freight cars and 4 work cars to the PRR. (MB)
- Feb. 13, 1934 Transcontinental & Western Air, Inc., obtains a show cause order against Postmaster General James A. Farley attempting to stay his cancellation of the air mail contracts; in the House, N.Y. Rep. Hamilton Fish (1888-1991) blocks an attempt to read Charles A. Lindbergh's protest into the record. (NYT)
- Feb. 14, 1934 PRR Board rescinds authorization to issue \$27.5 million in 3-year, 6% gold notes for the RFC loan. (MB)
- Feb. 14, 1934 PRR Board approves the following retirements: westbound passenger shelter at Marysville, Pa.; north wye tracks at Porter, Del.; telegraph and telephone lines between Lambertville and Flemington and between Eversgrove Jct. and Berwick; station at Chattolanee, Md.; passenger station at Wellsburg, W.Va.; East Tyrone Shops; MBA store and restaurant at Conway; transfer station at Ebenezer, N.Y. (MB)
- Feb. 14, 1934 PRR Board approves the retirement of the following block and interlocking stations: "RIVER"/"RN" west of Auburn, Pa.; "SCHUYLKILL HAVEN"/"SQ"; "SNOW SHOE" Interlocking at Snow Shoe Intersection; "BM" Tower at East Bloomsburg; "LY Interlocking west of Lilly, Pa.; "SY" Block Station at Everson, Pa.; "NIPPONO" Interlocking east of Jersey Shore; "HS" Block Station at Hainesport, N.J.; "B" and "WA" Block Stations at Pemberton; "WESTTOWN" Block Station; "RAY"/"KC" Block Station at Keefer, Pa.; "GARD" Interlocking east of Berkeley, W.Va.
- Feb. 14, 1934 PRR announces it has placed steel orders totaling over \$3 million for car-building program. (NYT)
- Feb. 14, 1934 Pres. Roosevelt sends a letter drafted by Federal Coordinator Joseph B. Eastman suggesting extending the 10% railroad wage cut for an additional six months from June 30, 1934; the railroads are seeking a further 15% cut and the unions want a 20% increase. (RyAge, Latham)
- Feb. 15, 1934 Civil Works Emergency Relief Act appropriates \$950 million for

public works and direct relief; program becomes the Works Progress Administration in 1935. (EAH)

- Feb. 15, 1934 Union Pacific Railroad No. M-10000 arrives at Washington, where it is inspected by Pres. Roosevelt and members of his staff, including Federal Coordinator Joseph B. Eastman; they are met by W. Averell Harriman and Carl R. Gray, and several dignitaries, including Eastman, are taken on a round trip to Baltimore. (RyAge - verify RR from NYT?)
- Feb. 1934 PRR installs photocell automatic door openers between the General Waiting Room and Concourse of Penn Station. (RyAge)
- Feb. 1934 Sen. Huey P. Long of Louisiana proposes his “Share Our Wealth” program on a national radio broadcast; Long would cap individual wealth at \$5-8 million, annual income at \$1 million and inheritances at \$5.1 million; the rest would be taxed and redistributed in the form of guaranteed annual incomes, homestead subsidies, universal old age pensions, free education up to the university level, and the stockpiling rather than the destruction of surplus food.; he also forms a series of “Share Our Wealth” clubs with a total of over 7.5 million members; Long is Pres. Roosevelt’s main rival on the left. (wiki)
- Feb. 1934 Stalin signs a non-aggression pact with France. (Morris)
- Feb. 16, 1934 Union Pacific No. M-10000 displayed to the general public on the lower level of Washington Union Station. (PR, RyAge)
- Feb. 16, 1934 Trunk Lines cut Pullman fares to southwestern points via St. Louis and Cincinnati from 3.6 cents to 3 cents a mile and eliminate surcharge to meet competition of southeastern lines, which had previously cut fares. (NYT)
- Feb. 16, 1934 ICC orders Richard King Mellon to provide the ICC’s Bureau of Finance with a list of his stock holdings in those companies of which he is an officer or director before it will approve his serving as a PRR director. (NYT)
- Feb. 17, 1934 Union Pacific No. M-10000 displayed at Pennsylvania Station, Baltimore; leaves for Harrisburg and points west on Feb. 18. (PR)
- Feb. 17, 1934 Three Army Air Corps pilots are killed in bad weather flying to their assigned air mail stations. (Serling)
- Feb. 17, 1934 Ground broken for the Camden Bridge Line Subway at Franklin Square in Philadelphia. (SEPTA)

- Feb. 18, 1934 Union Pacific No. M-10000 travels west over PRR main line, passing Horseshoe Curve after dark. (Cupper)
- Feb. 18, 1934 Pres. Richard Robbins of Transcontinental & Western Air, Inc., furloughs all personnel and attempts to develop a minimal schedule for passengers only. (Berg)
- Feb. 18, 1934 In defiant gesture, Jack Frye of T&WA and Eddie Rickenbacker of Eastern Air Line personally fly the last private mail run from Los Angeles to Newark Airport in the TW&A DC-1 in a record 13:04; run ahead of a snow storm using a Sperry autopilot. (AcrftYrBk)
- Feb. 18, 1934 Responding to charges of the Black Committee, Charles A. Lindbergh issues a statement that he has made a profit of \$187,838 on stock of Pan American Airways which he reinvested in more of its stock and \$195,633 on the sale of Transcontinental & Western Air, Inc., stock; insists that both were part of remuneration for technical services rendered. (NYT)
- Feb. 18, 1934 New Haven Pres. John J. Pelley announces the order of 50 lightweight air conditioned coaches to be designed by Walter Dorwin Teague. (NYT)
- Feb. 19, 1934 U.S. Army Air Corp begins flying the mail in place of commercial air lines; had planes for only 14 of the 26 routes run by the private airlines; combat-trained Army pilots are rash where commercial pilots had been cautious; 66 crashes and 12 deaths ensue as Army pilots try to get mail through in bad weather. (Aviation)
- Feb. 19, 1934 Former Postmaster General Walter Folger Brown begins several days of testimony before the Black Committee; duels repeatedly with Black and refuses to concede any wrongdoing; states that intent of mail contracts was not to get the lowest price but to build up the U.S. merchant marine and airline industries; before testifying, Brown reads a prepared statement stating that James A. Farley, "with a single stroke of his pen," has "destroyed the finest air-mail and air-passenger services in the world." (NYT)
- Feb. 19, 1934 U.S. Supreme Court orders reargument of Lehigh Valley-Wabash antitrust suit. (RyAge)
- Feb. 19, 1934 Union Pacific No. M-10000 displayed at Pittsburgh on the PRR. (PR)
- Feb. 20, 1934 Nor'easter strikes the coast north of Maryland, especially southern New England and the New York area; all New Haven service between New

- York, New Haven, Springfield and Boston is suspended by 28-inch deep drifts; 3-4,000 passengers, including Pres. John J. Pelley, are marooned on stalled trains between New York and Boston. (NYT, RyAge)
- Feb. 20, 1934 Union Pacific No. M-10000 travels over the PRR from Pittsburgh to the Michigan Central Railroad at Detroit. (PR)
- Feb. 1934 Army Engineers extend deadline for PRR completing Delaware River bridge below Trenton on Pennsylvania & Newark to 1936. (MB)
- Feb. 23, 1934 On complaint of New England governors, ICC orders investigation into PRR and Pennroad Corporation's holdings in New Haven and Boston & Maine and the extent to which it influences their affairs. (NYT)
- Feb. 23, 1934 Union Pacific Railroad No. M-10000 begins two days of public display at Chicago. (RyAge)
- Feb. 25, 1934 No. M-10000 lightweight streamliner delivered to the Union Pacific Railroad. (Kirkland - RyAge says displayed at Omaha on 2/28 before making a tour of 48 cities on the UP)
- Feb. 26, 1934 Second blizzard strikes New York area; LIRR badly hit by big drifts that cripple electrified zone. (RyAge)
- Feb. 26, 1934 PRR train No. 1638 with five cars bound from Akron to Pittsburgh derails, and locomotive and two cars fall from the viaduct near Merchant Street entering Federal Street Station, Pittsburgh; 11 killed, 42 injured; dead include wife of W. Miller Wardrop, Assistant to the General Manager-Central Region, and Frank Dravo, Pres. of Dravo Construction Company; blamed on excessive speed on curve. (HistPitts, NYT, RyAge)
- Feb. 26, 1934 James Stewart & Co. receives contract for Penn Station Post Office Annex after three previous sets of bids thrown out; work to start in six weeks. (NYT)
- Feb. 28, 1934 PRR Board rescinds authority for \$27.5 million 3-year, 6% Gold notes secured by Series E 5% General Mortgage bonds as collateral for RFC loan. (MB)
- Feb. 28, 1934 Transcontinental & Western Air, Inc., furloughs all personnel except those needed to maintain one transcontinental round trip daily; many maintenance staff are given employment with Douglas Aircraft Company, which is building DC-2's for T&WA. (Serling)

- Mar. 1, 1934 [Oran] Guernsey Orcutt (1888-1964) named General Counsel at Pittsburgh. (PR)
- Mar. 1, 1934 Pennroad Corporation annual report shows loss of \$44 million on its stock portfolio. (NYT)
- Mar. 1, 1934 PRR fails to open the Delaware & Raritan Canal for the season as required by N.J. PUC. (NYT)
- Mar. 1, 1934 Transcontinental & Western Air, Inc., stops employing Charles A. Lindbergh. (NYT)
- Mar. 1, 1934 Senate subcommittee begins hearings on bill for 6-hour day for railroads introduced by Sen. Hugo Black of Alabama; Railway Labor Executives begin two days of testimony in favor of the bill. (RyAge)
- Mar. 1, 1934 In line with the new political climate, Matthew Josephson (1899-1978) publishes *The Robber Barons: The Great American Capitalists, 1861-1901*, which updates the anecdotes and arguments of the turn-of-the-century Muckrakers and Progressive writers, especially Gustavus A. Meyers' *History of the Great American Fortunes*, against the entrepreneurs and investment bankers of the late 19th century; its title becomes a catchphrase, although it is not original with Josephson. (NYT)
- Mar. 1934 Committee of large stockholders and dealers in railroad securities formed under chairmanship of Pierre S. du Pont to lobby for higher freight rates; includes Fairman S. Dick, who reorganized the Chicago, Milwaukee, St. Paul & Pacific and W. Averell Harriman, Chairman of Union Pacific. (NYT)
- Mar. 5, 1934 PRSL Board authorizes the abandonment of the middle track between Haddon Heights and Magnolia on the ex-Atlantic City Railroad main line; abandoning the two electric tracks between 4th & 6th Streets, Camden; retiring 30 wooden MP1 MU coaches and 2 MB1 baggage cars; selling 425 West Jersey & Seashore Railroad freight cars back to the PRR, retaining 12 cabin cars; approves the sale of the old Atlantic City Railroad station site between Atlantic & Arctic Avenues to the City of Atlantic City for \$1.16 million for a park in return for a new station and approaches west of Arctic Avenue. (MB)
- Mar. 5, 1934 In the case of *Nebbia v. New York*, U.S. Supreme Court upholds New York State's 1933 Milk Control Law, holding that all businesses may be regulated in the public interest; this ends the duality where only businesses of a public utility nature may be regulated as established in *Munn v. Illinois* in 1877. (Locklin, oyezproject)

- Mar. 6, 1934 Railroad managers begin two days of testimony against the Black 6-hour bill. (RyAge)
- Mar. 7, 1934 Pres. Roosevelt creates the National Recovery Review Board chaired by labor lawyer Clarence Darrow to investigate whether NIRA codes are fostering monopolies in industry. (Burg)
- Mar. 7, 1934 In a public letter to Congress and the press, Pres. Roosevelt suggests returning the air mail service to private operation and making new contracts with different companies. (NYT - verify??)
- Mar. 8, 1934 Air Mail Service Superintendent Benjamin Lipsner begs Pres. Roosevelt to stop the Army air mail deaths; FDR agrees to curtail the Army flights, but not to return the air mail to private companies. (Berg)
- Mar. 9, 1934 Four Army air mail pilots die on same day; all air mail flights are suspended; three pilots have been killed in training and three in previous crashes. (Aviation, TWA)
- Mar. 10, 1934 Federal Coordinator Eastman issues second report; urges that truck, bus and water transportation be brought under ICC regulation, that the long haul-short haul clause be restored to the form antedating the Transportation Act of 1920, and that preferential (competitive) routings at and between major gateways be eliminated. (FCT)
- Mar. 10, 1934 After securing the approval of FDR, Attorney General Homer Cummings issues a press release naming several wealthy individuals, including Andrew W. Mellon, Morgan partner Thomas W. Lamont, former New York Mayor James J. Walker and Cleveland businessman Thomas L. Sidle, whose alleged tax violations will be brought before a grand jury; Treasury Secretary Henry Morgenthau engages Robert H. Jackson (-), later an antitrust prosecutor and Supreme Court Justice to take down “the privileged rich”; in fact, Mellon has always made a point of paying high taxes and avoiding tax-free investments and other tax shelters. (Cannadine)
- Mar. 11, 1934 PRR announces it will spend \$9 million this year on Baltimore Improvements including a new Pier No. 1 at Canton. (PR)
- Mar. 12, 1934 U.S. Supreme Court hears arguments in PRR case to overturn ICC ruling that it give up the Lehigh Valley Railroad and Wabash Railway. (NYT)
- Mar. 13, 1934 Mail train No. 13, with double-headed K4s’s in the 1300-series, derails at speed near Pierron, Ill.; Henry Bennett, engineer of the first

locomotive survives with injuries; the other engineer is killed and both firemen die of burns; the unusual coincidence of four 13's is seen as a jinx. (Ospring)

- Mar. 14, 1934 PRR Board authorizes an additional \$30,000 for Century of Progress exhibit during 1934 season; additional \$2.9 million for Baltimore Improvements; \$163,900 for extension of Waverly Yard. (MB)
- Mar. 14, 1934 PRR Board authorizes the following retirements: "GD" Block Station at Garland, Pa.; "POTOMAC" Interlocking east of Falling Water, W.Va.; ice house and bunk house at Williamsport, Pa.; part of Northumberland Yard; coaling station at Watkins Glen; combined passenger and freight station at Cadiz Jct., Ohio; station at Thompson, Pa.; passenger station at Chicago (East Side) on the PFW&C. (MB)
- Mar. 15, 1934 Federal Coordinator of Transportation Joseph B. Eastman meets with J. J. Pelley of the AAR; agree that the AAR and not the regional coordinating committees will respond to the forthcoming report on merchandise traffic. (Latham)
- Mar. 15, 1934 Henry Ford restores his \$5 daily wage to over half his employees. (millercenter.org)
- Mar. 1934 George Gibbs, and Baldwin-Westinghouse have settled on a steeple-cab design for the proposed GG1 electric locomotive; Westinghouse designer Donald R. Dohner (1892-1943) has created six plaster design models with varying degrees of streamlining, one of which contains all the elements of the eventual GG1 shape, including a smooth body that would have to be welded. (Wayt/ClsscTrains)
- c. Mar. 1934 PRR decides to build a second experimental electric locomotive with a 2-D-2 rigid wheel arrangement; it is given a similar shape to the GG1. (Wayt/ClsscTrains)
- Mar. 1934 B&O resumes publication of *B&O Magazine*, suspended since June 1932 during the worst years of the Depression. (RyAge)
- Mar. 16, 1934 PRR announces that it has placed orders for \$9 million worth of goods since resuming its improvement programs in Feb. (PR)
- Mar. 16, 1934 Class P5a No. 4705 begins a round of tests at the Claymont Trials. (Test Dept)
- Mar. 16, 1934 Charles A. Lindbergh testifies for two hours before the Black Committee, repeating his charge that the companies should not be convicted without trials; later, Lindbergh is called to a private meeting

with Carl L. Ristine, Special Assistant to the Attorney General and A.G. Patterson, chief investigator for the Black Committee, at the Post Office Dept.; Lindbergh feels he is being set up and declines to testify until receiving the advice of his lawyer; Ristine questions Lindbergh for 3½ hours, trying in vain to get him to substantiate the Administration's allegations. (Berg)

- Mar. 18, 1934 Four bronze tablets added to Portage Railroad Monument to celebrate the centennial of the Allegheny Portage Railroad. (Mutual)
- Mar. 19, 1934 Divided U.S. Supreme Court, 4-4, fails to overturn the Circuit Court ruling on PRR control of Wabash Railway and Lehigh Valley Railroad, so Pennsylvania Company ownership stands; Justice Owen J. Roberts excused himself, as PRR counsel predicted, because he had once worked for the PRR as a special counsel. (RyAge, Wheeler)
- Mar. 19, 1934 Army Air Corps resumes air mail flights, with better luck as weather improves; operations curtailed in eastern and central zones and total daily flight miles from 40,830 to 25,622. (ArcrftYrBk, Aviation, TWA)
- Mar. 22, 1934 Federal Coordinator of Transportation Joseph B. Eastman issues a report on railroad merchandise traffic, noting that most of it is being lost to trucks; calls for the creation of two competing national agencies similar to Railway Express, with representatives of the public interest on their boards, to handle merchandise traffic, shockproof equipment operating faster than 20 MPH, reduced packing, and simplified classifications and rates; the ideas are rejected by the railroads, which want to be able to develop such pools on their own; they are also opposed by truckers as leading to railroad control of the trucking industry. (NYT, Latham, Hoogenboom)
- Mar. 23, 1934 Port Washington & New York RPO discontinued. (Kay)
- Mar. 23, 1934 Essex County Building Trades Council ends three-week strike against the Pennsylvania Station, Newark, project. (NYT)
- Mar. 23, 1934 Kuhn, Loeb & Co. announces it has bought and resold \$5.547 million in PRR subsidiary bonds; first such PRR transaction since the new securities law. (NYT)
- Mar. 23, 1934 Susquehanna Coal Company contracts for wrecking the facilities at the Elston Avenue dock in Chicago, which is done later in the year. (MB)
- Mar. 23, 1934 Bryn Mawr Polo Club surrenders its lease of the Polo Field, as it can no longer afford the rent, and subsequently dissolves; the field eventually becomes a public playground. (Harding)

- Mar. 26, 1934 Main Savarins restaurant in Penn Station, which had been closed in the Depression, reopens as the "Corinthian Room"; 3-6 PM "cocktail hour" with music revived. (Mutual)
- Mar. 27, 1934 PRR announces it will recall 1,200 furloughed men for work on electrification and at Altoona Shops. (PR)
- Mar. 28, 1934 Pennsylvania-Reading Motor Lines, Inc., leases all bus operations to Public Service Coordinated Transport, which becomes the dominant bus carrier in southern New Jersey. (MB)
- Mar. 28, 1934 PRR Board authorizes the following retirements: East Tyrone engine terminal and turntable; West Brownsville Jct. engine house; engine house and coal wharf at Corry; station at Stanley, N.Y.; Bellwood freight station; automatic signals between Bayard and Cleveland. (MB)
- Mar. 28, 1934 NYC completes new flat truss roof with concrete smoke slots at LaSalle Street Station; skeleton of the old balloon train shed of 1903 is then removed. (RyAge)
- Mar. 29, 1934 A meeting is held at Baldwin's Eddystone Plant on the design of the GG1 electric locomotive; railroad officials object to the slant of the nose in Donald R. Dohner's design as interfering with the ability to open the nose door and pass safely between locomotives at speed. (CMP/Wayt)
- Mar. 29, 1934 VP M.W. Clement requests Gibbs & Hill, Inc., to consider developing a high-speed MU train based on the design of the Union Pacific streamliners. (CMP)
- Mar. 29, 1934 Banker and patron of the arts Otto H. Kahn (1867-1934) dies suddenly of a heart attack while having lunch at his office at Kuhn, Loeb & Co. (Collins)
- Mar. 30, 1934 Federal Coordinator of Transportation Joseph B. Eastman sends the regional coordinating committees a two-volume report calling for a central transportation clearing house for the settlement of interline accounts, such as has existed in Great Britain for nearly a century. (Latham)
- Mar. 30, 1934 The twelfth Army Air Corps air mail pilot is killed in a crash during a rainstorm in Iowa; with the end of winter, the Army begins flying the mail without incident, but too late to overcome bad publicity. (NYT, Serling)

- Mar. 31, 1934 Federal Coordinator of Transportation Eastman submits his proposal for a revision of the Railway Labor Act of 1926 to the House Commerce Committee Chairman Sam Rayburn and Senate Commerce Committee Chairman Clarence Dill. (Latham)
- Apr. 1, 1934 PRR grants a further one-year's leave to Assistant to the General Manager-Eastern Region Joseph B. Hutchinson, Jr. (1876-1938), at half pay. (MB)
- Apr. 1, 1934 PRR agrees to grant trackage rights to the Chesapeake & Ohio Railway from a point west of Dennison Avenue to west of High Street at Columbus, Ohio. (MB)
- Apr. 1, 1934 Railway Express Agency, Inc. arranges with Western Union Telegraph Company for all Western Union offices to provide express pick-up and delivery. (RRH)
- Apr. 1, 1934 New United Mine Workers of America contract establishes the 7-hour day and 35-hour week, plus a 40-cent increase. (McDonald)
- Apr. 1, 1934 Steel companies raise wages by 10%, to be followed by price increases. (NYT)
- Apr. 2, 1934 ICC denies the LIRR's application to abandon the branch between Port Jefferson and Wading River. (ICC)
- Apr. 2, 1934 PRR grants the B&O trackage rights to operate one mixed train between Falls Creek and Sinnemahoning, Pa. (MB)
- Apr. 2, 1934 Transcontinental & Western Air, Inc., establishes non-stop Newark Airport-Pittsburgh round trip, *New Yorker* and *Pittsburgher*; uses Douglas luxury airliner which recently set speed record for a commercial plane by running Los Angeles to New York in 13:02. (A-sheet)
- Apr. 2, 1934 In public statement, Pres. Atterbury praises Pres. Roosevelt's recovery program but notes growing pressure for closed-shop laws and overly strict regulations of new securities which, he says, will harm recovery; notes little improvement in capital goods industries as of yet. (NYT)
- Apr. 6, 1934 ICC begins hearings on complaints of Newark Chamber of Commerce and three shippers against PRR for discriminating against the Port of Newark by assuming costs of loading carload freight at Philadelphia, Baltimore and other ports. (NYT)
- Apr. 7, 1934 PRR orders electric propulsion machinery for 14 Class B1 electric

- switchers from Allis-Chalmers Company; shells to be built at Altoona. (PR)
- Apr. 7, 1934 Edward G. Budd Manufacturing Company outshops Burlington three-unit streamliner *Zephyr* No. 9900 at its Philadelphia plant. (Overton)
- Apr. 9, 1934 Kuhn, Loeb & Co. purchases \$12.9 million in PB&W General Mortgage bonds held in the treasury of the PRR. (NYT)
- Apr. 9, 1934 Burlington three-unit Budd streamliner *Zephyr* No. 9900 is given its first test run over the Reading between Philadelphia and Perkiomen Jct.; powered by a 600-h.p. Winton 201A diesel engine, making it the first diesel streamliner. (Overton, Kirkland, Boyd/NRHS)
- Apr. 10, 1934 At PRR annual meeting, about 200 small stockholders, led by an elderly woman, demand officers serve without pay for two years; note dividends have been cut 87½% since 1930, compared to a 10% cut in union wages; A. J. County defends management, noting that wiping out executive salaries would add only 6 cents a share; County says that recovery is coming, and the PRR had a first quarter surplus for dividends of \$4.6 million this year, as against a \$660,000 deficit in Jan. 1933. (NYT)
- Apr. 10, 1934 N.J. State Committee reports on the acquisition of the Delaware & Raritan Canal. (MB)
- Apr. 10, 1934 Senate Commerce Committee begins hearings on Eastman's bill to amend the Railway Labor Act of 1926. (Latham)
- Apr. 11, 1934 PRR Board authorizes rebuilding the Anacostia River Bridge on the Magruder Branch, the passenger line into Washington Union Station; retiring "VA" Interlocking at Nevada, Ohio; VP in Charge of Finance & Corporate Relations A. J. County reports the receipt of \$5.51 million from the government for electrification, \$2.322 million for freight cars, and \$1.928 million for steel rail. (MB)
- Apr. 12, 1934 K4s No. 5371 turned out with roller bearings on engine trucks, drivers, trailer truck and main and side rods. (CMP)
- Apr. 12, 1934 PRR announces it has developed a new freight car truck with elliptical springs and well as coil springs to reduce shocks; to be applied to 250 box cars. (NYT)
- Apr. 12, 1934 VP M. W. Clement testifies against a Senate bill introduced at urging of Coordinator Eastman and the labor unions that calls for amending the Railway Labor Act of 1926 to replace the National Mediation

Board with a National Board of Adjustment. (RyAge)

- Apr. 12, 1934 Senate committee chaired by Gerald P. Nye (1892-1971) of North Dakota begins an investigation into profiteering during World War I; Nye brands such munitions and armaments manufacturers as Bethlehem Steel Corporation and E.I du Pont de Nemours & Company as “merchants of death”; the committee reflects the views of heartland isolationists that the war served mostly to increase business profits; the committee’s attorney is Alger Hiss (1904-1996), who will be prosecuted as a secret Communist and spy in the late 1940s. (Gregory, millercenter.org, wiki)
- Apr. 12, 1934 Transport Workers Union of America (TWU), which will later represent the PRR’s shop workers, is founded in New York by a combination of members of the Clan na Gael, a secret Irish organization linked to veterans of the Irish Republican Army, and the Communist Trade Union Unity League as a radical union outside the AFL for the purpose of organizing workers on the New York transit systems. (wiki)
- Apr. 14, 1934 Edward G. Budd Manufacturing Company agrees to road-test Burlington *Zephyr* on Reading lines near its plant. (Rdg - see 4/9)
- Apr. 15, 1934 PRR announces it will have over 700 air conditioned cars, including Pullmans, in service on through trains this summer. (PR)
- Apr. 1934 Special committee of the Eastern Regional Coordinating Committee, in a study ordered by Federal Coordinator of Transportation Joseph B. Eastman, finds no economically justifiable reason why PRR, B&O or W&LE should be forced to use Cleveland Union Terminal. (RyAge)
- c. Apr. 1934 A half-inch scale GG1 design model in wood and metal is produced, probably in one of the PRR’s own shops, that is more detailed than Donald R. Dohner’s plaster models; the front of the nose is now vertical, and there are five stripes on each side of the front flanks that also serve as air intakes. (Wayt/ClsscTrains)
- Apr.? 1934 Baldwin-Westinghouse completes working drawings for the prototype GG1; because it is an experimental model for testing, it is given a simple riveted car body; Westinghouse designer Donald R. Dohner continues to work on the design for another two months. (Wayt/ClsscTrains)
- Apr. 1934 Eighth Communist Party Convention meeting in Cleveland formally abandons the failed policy of dual unionism; members begin moving into the AFL unions. (Ottanelli)

- Apr. 16, 1934 Class P5a locomotives begin a week of crossover tests at Broad Street Station and Powelton Yard as an adjunct to the Claymont Trials. (Test Dept)
- Apr. 16, 1934 Edwin B. DeVilbiss (1884-) promoted to Manager of Insurance Dept., replacing W. H. Sechrist demoted to Assistant Manager; C. E. Walsh (1882-) named General Purchasing Agent; Elmer J. Lamneck (1887-1955) promoted from Fuel Purchasing Agent to Purchasing Agent to replace Walsh. (MB)
- Apr. 16, 1934 Eastman Bill to regulate trucking passes the Senate. (Latham)
- Apr. 17, 1934 VP A. J. County, speaking to the Chamber of Commerce of Lancaster on the 100th anniversary of the Philadelphia & Columbia Railroad, suggests that some form of cooperative management for the eastern railroads may be advisable short of full consolidation. (RyAge)
- Apr. 17, 1934 A meeting is held at Baldwin's Eddystone Plant to further discuss Donald R. Dohner's designs for the body of the GG1, including locating the headlight on the front door, and the mechanical problems posed by skirting, which is deleted on the final design. (CMP/Wayt)
- Apr. 17, 1934 TWA, Inc. incorporated in Delaware as the affiliate of Transcontinental & Western Air, Inc. in order to qualify for air mail contracts under New Deal legislation; Henry Belin du Pont (1898-1970) Chairman and Jack Frye Pres.; Transcontinental & Western Air, Inc., continues to operate passenger and freight planes, but not mail. (Moody's)
- Apr. 17, 1934 Eastern Air Lines, Inc., incorporated in Delaware as the affiliate of Eastern Air Transport, Inc., in order to qualify for the lucrative Newark-Miami, Newark-New Orleans and Chicago-Jacksonville air mail contracts. (Moody's)
- Apr. 17, 1934 Budd-built Burlington *Zephyr*, lightweight diesel streamliner, claimed to hit speed of 104 MPH for four miles in first road tests on the Reading between Hopewell and Skillman, N.J. (NYT - verify RyAge?)
- Apr. 18, 1934 Burlington *Zephyr*, lightweight diesel streamliner, christened in Broad Street Station; event is broadcast over the NBC network; speakers include W. W. Atterbury, who speaks from Radio City in New York, Gerard Swope of GE, Alfred P. Sloan of GM, William A. Irvin of U.S. Steel, Edward G. Budd, and Ralph Budd of the CB&Q; makes two demonstration runs to Downingtown and return for guests; a backup steam-powered train follows, with passengers transferring as the *Zephyr* waits to turn on the New Holland Branch wye, so that four sets

- of people can ride it. (NYT, PubLdgr, Tredyffrin Easttown HS)
- Apr. 19, 1934 Burlington *Zephyr* displayed at Broad Street Station for 24,000 visitors. (RyAge, Overton)
- Apr. 19, 1934 Coordinator Eastman testifies in favor of amending the Railway Labor Act of 1926 to replace the National Mediation Board with a National Board of Adjustment. (RyAge)
- Apr. 20, 1934 Burlington *Zephyr* displayed at Chester, Wilmington and Baltimore. (RyAge)
- Apr. 20, 1934 Committee of Association of Railway Executives and American Steamship Owners Association meet in Pre. Atterbury's office to discuss competition and work on the NRA code for the shipping industry. (NYT)
- Apr. 20, 1934 VP Walter S. Franklin, in address to New York Railroad Club and Traffic Club, notes that PRR's store-door pick-up and delivery service is on a paying basis; about 50% of LCL shipments use the service. (NYT)
- Apr. 20, 1934 Pres. Roosevelt makes a statement drafted by Federal Coordinator Joseph B. Eastman that the railroad wage cut be extended for another 6 months, coupled with relief for low-wage workers and a presidential fact-finding board to study the whole basic wage question; it is rejected by both management and labor; Eastman has sent a memo indicating that he has heard that the unions are on the verge of giving up their demands for an increase, and a firm statement from the White House will tip the balance. (Latham)
- Apr. 20, 1934 Senate subcommittee begins hearings on a federal train-limit bill introduced by Sen. Wheeler that would limit trains to 70 freight cars or 14 passenger cars. (RyAge)
- Apr. 20, 1934 Postmaster General James A. Farley convenes a meeting of 45 airline operators to bid on new private mail contracts in a face-saving gesture; Farley decrees that no participants in the 1930 "Spoils Conferences" are eligible; airlines are forced to reorganize and dissociate themselves from the airplane manufacturers; many top executives, including Richard W. Robbins of Transcontinental & Western Air, Inc., are blacklisted and forced to resign; however, the big four airlines simply reorganize under new names and keep most of their contracts and their market share; the air mail dispute is the first time that Pres. Roosevelt has overreached, been effectively challenged by someone (Lindbergh) with equal public charisma and a reputation for honesty, and been

- forced to back down; neither Roosevelt nor Lindbergh will forgive or forget the other's behavior. (TWA, Berg)
- Apr. 21, 1934 Centennial of LIRR celebrated with a luncheon to George LeBoutillier at the Hotel Pennsylvania. (NYT)
- Apr. 21, 1934 *Zephyr* displayed at Washington Union Station. (RyAge)
- Apr. 22, 1934 *Zephyr* operates from Washington to New York with stops at Trenton, New Brunswick and Newark. (RyAge).
- Apr. 23, 1934 LIRR installs "Historical Map Showing Years in which Lines of the Long Island Rail Road Were Built" in the LIRR Waiting Room of Penn Station; has lights in six colors and illustrations of local landmarks and tourist attractions. (PR)
- Apr. 23, 1934 PRR begins advertising that air conditioned equipment is assigned to major east-west trains; 700 passenger cars now air-conditioned. (NYT)
- Apr. 23, 1934 *Zephyr* displayed at Penn Station; displayed at Grand Central Terminal on Apr. 24; thence to Boston and west on NYC; delivered to Burlington at Chicago on May 10. (RyAge)
- Apr. 23, 1934 NYC inaugurates *The Merchandiser*, a fast overnight freight train between New York and Buffalo using express cars and a rider coach. (NYT)
- Apr. 25, 1934 PRR Board authorizes the purchase of 7,000 freight cars. (MB)
- Apr. 25, 1934 PRR Board authorizes the following retirements: "M-3" Interlocking at 40th Street in West Philadelphia; labor camp at Berwyn; Franklin Avenue engine house at Norristown, Pa.; "UPTON" Block Station in N.J.; wye at Shenandoah, Pa.; combined station at Burgoon, Ohio; "FORD" Tower at 16th Street, Richmond, Ind.; Knightstown station; removing the old station at Rushville, Ind. (MB)
- Apr. 26, 1934 Railroads and unions agree to extend the wage cut to July 1, when 2½% is to be restored, followed by another 2½% on Jan. 1, 1935, and the last 5% on Apr. 1, 1935; Pres. Roosevelt issues a statement drafted by Federal Coordinator Joseph B. Eastman praising both sides for their restraint. (Latham)
- Apr. 26, 1934 Bills introduced in Congress to bypass the War Dept. and extend the charter of the North River Bridge Company. (Johnson)
- Apr. 27, 1934 Berlin & Love Point RPO cut back to Salisbury & Love Point RPO.

(Kay)

- Apr. 27, 1934 New Midtown Bus Terminal opens between 43rd & 44th Streets and Broadway, opposite Cadillac Hotel in New York City; used by Pennsylvania Greyhound Lines. (Bus)
- Apr. 27, 1934 Van Sweringens relinquish their right to cancel their 1933 option to Pennroad Corporation to purchase its interest in the National Carloading Corporation. (Wheeler)
- Apr. 29, 1934 Running time of eastbound *Pennsylvania Limited* cut by 1:15; westbound cut to 20:00 flat; westbound *Golden Arrow* cut to 19:15; westbound *Manhattan Limited* cut to 19:45; westbound *Liberty Limited* cut to 17:25; *The Union* cut from 6:30 to 6:15. (PR)
- Apr. 29, 1934 PRR establishes new Pittsburgh-Buffalo train, leaving Pittsburgh at 10:10 AM. (PR)
- Apr. 29, 1934 Pittsburgh-Buffalo trains No. 902-903 cut to Pittsburgh-Oil City. (or 1938?)
- Apr. 29, 1934 *Broadway Limited* conductor Louis H. Pennypacker (1864-) is feted at Penn Station on completion of his last trip after 48 years of service. (NYT)
- Apr. 29, 1934 NYC cuts schedule of the *Commodore Vanderbilt* to 19:15. (RyAge)
- Apr. 30, 1934 PT&T Board authorizes extension of Platform No. 6 at Penn Station for 19 car trains made possible by new a.c. electric locomotives. (MB)
- Apr. 30, 1934 PRR sells tugboat *Mercer* for \$1. (MB)
- Apr. 30, 1934 Pennroad Corporation voting trustees file answers in Delaware Chancery suit brought against Pennroad by Joseph W. and Julia A. Perrine of Philadelphia; deny that PRR influenced Pennroad's actions. (NYT)
- Apr. 30, 1934 Salamanca & Oil City RPO cut back to Olean & Oil City RPO. (Kay)
- Apr. 30, 1934 New Haven announces that it has pledged the Hell Gate Bridge as part of the collateral for a \$6 million RFC loan. (NYT)
- May 1, 1934 PRR begins offering commutation rates instead of a flat 15-cent fare on its supplementary tickets between Penn Station and Manhattan Transfer. (PR)

- May 1, 1934 PRR makes new, reduced round trip fares between New York and Perth Amboy/New Brunswick and intermediate points as six-month experiment; new tickets include a one-day round trip, a 30-day single round trip, and 10, 12, and 20-trip tickets. (RyAge)
- May 1, 1934 Speaking at a dinner given by the Chicago General Office Association at the Hotel Knickerbocker, Pres. Atterbury defends the Employee Representation Plan. (PR)
- May 1, 1934 Union Pacific Railroad, with 120,442 shares, is largest PRR stockholder. (NYT)
- May 1, 1934 Henry W. DeForest, Chairman of the Directors-Investors Committee, presents a plan to the Association of Railway Executives for the ARE to go along with all the suggestions in the first report of the Federal Coordinator of Transportation and establish a small committee of railroad executives to work with Coordinator Joseph B. Eastman. (Latham)
- May 1, 1934 Communist Party's May Day parade in New York City draws record crowds. (Burg)
- May 2, 1934 Pres. Roosevelt extends Office of Federal Coordinator of Transportation for another year from June 16. (RyAge)
- May 2, 1934 PRSL Board authorizes the construction of a branch at Germania. (MB)
- May 2, 1934 Stone Harbor Railroad Board authorizes the sale of its land in Stone Harbor to the borough. (MB)
- May 3, 1934 Post Office Dept. awards 15 annual air mail contracts to private air lines. (Aviation)
- May 3, 1934 New Jersey passes law permitting it to take possession of the Delaware & Raritan Canal. (Rept)
- May 3, 1934 Lima Locomotive Works, Incorporated, delivers one complete 2500 HP 1-D-1 class L6a electric locomotive, No. 5940, with Westinghouse electrical equipment to be installed at Altoona; PRR cancels the order as developments prove the locomotive is too small. (Hirsimaki)
- May 3, 1934 The movie *Twentieth Century* premieres; one of the very first of a new genre, the "screwball comedy," which capitalize on the maturity of motion picture sound by featuring rapid-fire duels of words and wits between strong male and female leads, surrounded by an ensemble of eccentric or foolish characters; it stars John Barrymore (1882-1942)

and Carole Lombard (1908-1942); directed by Howard Hawks (1896-1977) from a screenplay by comic playwrights Ben Hecht (1894-1964) and Charles MacArthur (1895-1956); it is mostly set aboard the *Twentieth Century Limited* eastbound to New York; the interiors are movie sets, but there are scenes of a real NYC Hudson pulling out of La Salle Street Station and running at speed; interestingly, the opening credits appear over an art deco rendering of the Union Pacific M-10000, a star of the recent “Century of Progress” Exposition; the PRR will eventually get equal time with *Broadway Limited*, a much inferior film. (wiki, film)

- May 3, 1934 PWA grants the B&O a loan of \$900,000 to build two high-speed passenger trains. (NYT)
- May 4, 1934 Association of Railway Executives appoints a committee of executives to cooperate with Federal Coordinator of Transportation Joseph B. Eastman. (Wheeler)
- May 4, 1934 Railroad executives begin two days of testimony against federal train-limit bill. (RyAge)
- May 4, 1934 National Recovery Review Board reports to Hugh S. Johnson that large corporations dominate the NIRA Code process to the detriment of unions and small business. (Burg)
- May 4, 1934 The Senate Banking & Currency subcommittee (the Pecora Committee) finally concludes its hearings into abuses on Wall Street. (Carosso)
- May 4, 1934 Burlington *Zephyr* runs over PRR from Akron to Pittsburgh. (PR)
- May 5, 1934 Pres. Roosevelt meets with silver bloc leaders on a PRR special train between Washington and Baltimore; they return to Washington, while FDR continues to New York, returning later in the day. (NYT)
- May 5, 1934 N.J. Legislature passes an act for repossessing the Delaware & Raritan Canal by condemnation. (MB)
- May 5, 1934 Pennsylvania-Reading Motor Lines, Inc., signs an operating contract with Public Service Interstate Transportation Company. (MB)
- May 5, 1934 Burlington *Zephyr* displayed at Pennsylvania Station, Pittsburgh; runs to Columbus in the evening. (PR)
- May 7, 1934 Willett Company of Indiana, Inc., incorporated to operate trucking business of Willett Company in Indiana. plus lines to Michigan and Milwaukee; controlled by American Contract & Trust Company; in

addition performs pick-up and delivery services for the PRR at Grand Rapids, Kalamazoo, Fort Wayne, Indianapolis, Jeffersonville, Logansport, New Albany, Richmond, South Bend, Terre Haute, Louisville and Milwaukee. (MB, C&C)

- May 7, 1934 Fugitive Chicago utilities magnate Samuel Insull (1859-1938) is taken off the American Export Lines ship *Exilona* at Ambrose Lightship after Greece and Turkey refuse asylum; is taken by Coast Guard cutter to Sandy Hook and then by car to Princeton Jct., where he is put on a train to Chicago (NYT)
- May 7, 1934 Burlington *Zephyr* displayed at Cincinnati Union Terminal. (CUT)
- May 7, 1934 A grand jury, sitting in Pittsburgh, finds no evidence to indict Andrew W. Mellon for tax fraud. (Cannadine)
- May 8, 1934 U.S. Army Air Corps flies last transcontinental air mail; six pilots flying Curtiss attack planes and Martin bombers in relays fly from Oakland to Newark Airport in 14:08. (AircraftYrBk)
- May 8, 1934 Baltimore & Virginia Steamboat Company dissolved. (MB)
- May 9, 1934 PRR Board authorizes the following retirements: 60-foot turntable at Trenton; Oxford, Pa., engine house; freight station at Gordonville, Pa.; station at Steelton, Pa.; station at Collington, Md.; ___ Tower at Patuxent, Md.; coaling station at Elmira, Mich. (MB)
- May 9, 1934 San Francisco longshoremen begin strike for union recognition. (Burg)
- May 10, 1934 Burlington *Zephyr* runs from Fort Wayne to Englewood over PRR at average 80.2 MPH after display at Fort Wayne. (PR, RyAge)
- May 10, 1934 Salisbury & Love Point RPO renamed Love Point & Salisbury RPO. (Kay)
- May 10, 1934 Lima Locomotive Works, Incorporated, ships the remaining 29 L6a Nos. 5941-5969 to Altoona; electrical gear not installed; stored at South Altoona until cut up during World War II scrap drives; order for 20 additional L6a's from Baldwin/Westinghouse cancelled before they are built. (Hirsimaki)
- May 10, 1934 Series of dust storms begin on Great Plains, removing 300 million tons of topsoil abetted by drought and poor farming practices; creates the "Dust Bowl", a landmark of rural Depression-era privation, especially in Arkansas, Oklahoma and parts of Kansas and Texas. (Gregory)

- May 11, 1934 At the Claymont Trials, tests of P5a No. 4705 conclude with road tests from Wilmington to New York and return. (Test Dept)
- May 11, 1934 Ground broken for Bridge Line Subway in Camden. (SEPTA)
- May 11, 1934 Burlington *Zephyr* reaches Chicago, where it is put on display for two days. (Overton)
- May 13, 1934 New "BROWN" Interlocking placed in service at South Camden at the junction of the ex-WJ&S electric line and the ex-Atlantic City Railroad main line; 35-lever electro-pneumatic machine replaces the old 20-lever "BROWN" Tower and a second tower nearby. (CE, RySig)
- May 13, 1934 TWA, Inc., awarded temporary mail contract for two round trips between New York and Los Angeles; Transcontinental & Western Air, Inc., resumes mail flights Nos. 1-4, *Sky Chief*, and Nos. 2-3, *Comet*, between New York and Los Angeles with Ford Tri-motors. (TWA, A-sheet)
- May 13, 1934 Jack Frye pilots first TWA, Inc., mail run in a Northrop Gamma (no passengers) from Los Angeles to Newark Airport in record time of 11:31, stopping only in Kansas City to refuel; first production model DC-2 delivered to TWA, Inc.. (NYT, ArcrftYrBk)
- May 15, 1934 B&O No. 5047 with 350 p.s.i. steam arrives at Jersey City on train No. 528. (RREmply)
- May 1934 PRR "World's Fair Train" of modern passenger equipment tours Midwestern cities prior to being placed on display at the Century of Progress; consists of a K4s 4-6-2 and six air conditioned cars: a PB70 combine, P70 coach, diner, 26-1 Pullman parlor car, 12-1 Pullman sleeping car, and a 4-compartment observation lounge car. (PR)
- May 1934 B&O secures a Public Works Administration loan of \$900,000 to purchase two lightweight streamlined trains for New York-Washington service, one to be powered by a new 4-4-4 steam locomotive of advanced design and one by a diesel locomotive. (Kirkland)
- May 16, 1934 PRR resumes testing borrowed New Haven Class ___ electric locomotive No. 0351 with a run from New York to Wilmington and return; these tests continue through May 18. (Test Dept)
- May 16, 1934 Army Air Corps ends last air mail flights in the East. (NYT)
- May 17, 1934 VP A. J. County, speaking at annual Wharton Alumni Institute, offers "Plan for Unification of Eastern Railroads" keeping all corporations

independent but sharing rolling stock and terminals; would merge all eastern lines including New England and the Pocahontas roads into one system managed by a board of existing presidents with voting power based on net railway income. (PR, NYT)

- May 18, 1934 TWA, Inc. places its first Douglass DC-2 in service between New York and Los Angeles, running through in 16:00. (TWA, wiki - check NYT)
- May 18, 1934 TWA, Inc., places DC-2's in regular service between Newark Airport, Pittsburgh and Columbus. (TWA)
- May 18, 1934 Federal Coordinator of Transportation Joseph B. Eastman writes to Pres. Roosevelt hoping to dissuade him from supporting labor's bills for railroad pensions, a 6-hour day and the train-limit bill, as he is working up his own proposals. (Latham)
- May 19, 1934 Ivy L. Lee is called to testify in secret before the House Un-American Activities Committee concerning his work for I.G. Farben AG; Lee is rather frank and notes his role is only to advise I.G. Farben on improving its image; Lee claims that he has told them that it would be unwise to distribute German propaganda in the U.S., and they can never reconcile Americans to their mistreatment of Jews. (NYT)
- May 1934 Ivy Lee is obliged to testify in a private session before the House Un-American Activities Committee on his public relations work for I.G. Farben AG, the German dye trust; in fact, Lee has done nothing but engage in naive attempts to moderate the Nazi regime, and he is exonerated; the testimony is later released to the public with damning effect. (Hiebert)
- May 21, 1934 PRR begins "travel-tour" service at Penn Station ticket windows; includes Pullman, hotel, airplane or steamer reservations. (PR)
- May 21, 1934 Senate Commerce Committee reports amendments to Eastman's bill (the Dill Bill) to amend the Railway Labor Act of 1926. (RyAge, Latham)
- May 22, 1934 Rep. Sam Rayburn begins hearing on H.R. 9686, which is identical to the Senate Dill Bill as amended. (RyAge, Latham)
- May 23, 1934 Pres. W. W. Atterbury meets with Henry W. De Forest (1855-1938); De Forest believes there is no way of combining the various plans of the railroads and government; he wants to support Federal Coordinator of Transportation Eastman; Atterbury doesn't mention Eastman but calls for a committee to preserve the railroads' consolidation plans. (Wheeler)

- May 23, 1934 PRR Board authorizes a quit claim deed to the State of New Jersey for the Delaware & Raritan Canal; track elevation through Elmira, N.Y. (MB)
- May 23, 1934 PRR Board authorizes the following retirements: freight station at Pomeroy, Pa.; coaling station at Hollidaysburg; station at Mount Alverno, Pa.; coach yard facilities at Buffalo; High Street freight house at Ashtabula. (MB)
- May 24, 1934 Line relocation at Elkton, Md., opens; new station completed Feb. 1935. (CE)
- May 24, 1934 Cleveland & Valley Jct. RPO discontinued. (Kay)
- May 24, 1934 House Committee on Interstate & Foreign Commerce reports the 6-hour bill without recommendation. (RyAge)
- May 25, 1934 Black Committee hearings on mail contracts conclude. (Rept)
- May 25, 1933 14-single room sleepers placed on *The Pittsburger*. (or 1934??)
- May 25, 1934 Pres. Roosevelt, Treasury Secretary Henry Morgenthau and Attorney General Homer Cummings agree to proceed with a civil suit against Andrew W. Mellon for underpayment of his 1931 income tax to be tried before the Board of Tax Appeals; the trial lasts from Feb. 1935 to May 1936. (Cannadine)
- May 25, 1934 German War Minister Werner von Blomberg (1878-1946) issues a statement formally allying the regular military with the Nazi regime; the old officer corps of Prussian aristocrats regards the Nazi SA storm troopers as a rabble and menace, while Hitler recognizes that he will need the regular army to realize his plans of rearmament and conquest; the generals make a Faustian bargain with Hitler to support him in return for preserving their status and traditional hierarchy, while Hitler is willing to get rid of the SA in return for the loyalty of the army. (Morris)
- May 26, 1934 Burlington *Zephyr* makes non-stop, dawn-to-dusk run from Denver to Chicago in 13:05 at average 77.6 MPH with bursts up to 112.5 MPH; arrives at the Century of Progress, where it goes on display. (RyAge)
- May 26, 1934 Century of Progress Exposition opens for second season; PRR adds working replica of 1825 John Stevens locomotive to exhibit, which replaces the *John Bull* and coach in the dome of the Travel & Transport Building; Cumberland Valley locomotive *Pioneer* appears in the

- Pageant of Transportation “Wings of a Century,” written by Edward Hungerford; other new elements include five large paintings showing multi-modal transportation; Burlington *Zephyr* and Union Pacific No. M-10000 on display. (RyAge; PR)
- May 28, 1934 At the Claymont Trials, New Haven No. 0351 makes 7 runs southbound between Marcus Hook and Bellevue; the first round of the Claymont Trials concludes with the 1409th run made with P5a No. 4736. (Test Dept)
- May 29, 1934 “The Ipanaman,” a talking robot with a rubber face modeled on that of radio comedian Fred Allen (1894-1956) built by the Ivel Corporation of New York, travels on *The Broadway Limited* from New York to Chicago, where it appears at the Bristol-Myers exhibit shilling for Ipana toothpaste. (PR)
- May 30, 1934 Pres. Roosevelt leaves Washington on a 7-car PRR POTUS special that includes the private car *Robert Peary* bound for Gettysburg, Pa., via the Western Maryland Railway from Fulton Jct.; after delivering a speech at Gettysburg, Roosevelt travels in the evening to New York, with a stop for a speech from the train at Lancaster; after stopping overnight at New York, Roosevelt proceeds to Worcester, Mass., for commencement exercises at Groton and then to Hyde Park. (CMP)
- June 1, 1934 About 28,000 clerical employees end compulsory two days off without pay each month, but 10% pay cut remains in effect. (NYT)
- June 1, 1934 PRR announces it has 700 air conditioned cars in service. (PR)
- June 1, 1934 LIRR places its first 5 air conditioned passenger cars in service on 13 trains, including the *Cannon Ball* and *Hampton Express*. (PR)
- June 1, 1934 PB&W agrees with B&O to electrify some of its tracks on the Washington Terminal Railroad. (MB)
- June 1, 1934 Representatives of United Brotherhood and Pennsylvania System Fraternity meet in Washington but fail to come to agreement to bring PRR employees back into the national union.
- June 1?, 1934 Gustavus E. Payne, formerly Publicity Representative for the Central Region at Pittsburgh, is named System Publicity Representative, or head of the Publicity Dept., at Philadelphia. (RyAge)
- June 1, 1934 Railroad directors meet; W.W. Atterbury, John J. Bernet, et al., successfully oppose plans of Henry W. De Forest; they believe that too strong an endorsement of the Federal Coordinator of Transportation

will commit them to any reports he plans to make in the future; also, executives refuse to sever all ties to their companies to serve on a national committee; W. W. Atterbury reads a paper on “zone consolidations”; appoint a committee of five headed by John J. Pelley (1878-1946). (Wheeler)

- June 1, 1934 ICC authorizes the New Haven to abandon its line between Woonsocket Jct. and Bellingham Jct., Mass. (ICC)
- June 2, 1934 CNJ begins operating summer “Fishermen’s Train” excursions between Jersey City and Point Pleasant on the Manasquan River, operating on Wednesdays and Saturdays; leave Jersey City at 6:AM. (PR)
- June 3, 1934 PRR begins operating summer “Fishermen’s Train” excursions between Jersey City and Point Pleasant on the Manasquan River, operating on Thursdays and Sundays. (PR)
- June 3, 1934 "WINSLOW" Tower (27-lever electro-pneumatic machine) placed in service replacing former PRR (12-lever) and Reading (42-lever) interlockings at Winslow Jct., plus a 6-lever Reading machine just west of Winslow. (CE, RySig)
- June 4, 1934 Borrowed New Haven electric locomotive No. 0351 makes its last road test in the Claymont Trials and is returned. (Test Dept)
- June 4, 1934 Pres. Roosevelt returns to Washington from Hyde Park on a PRR POTUS special. (CMP)
- June 4, 1934 Senate Commerce Committee holds hearings on the bill to extend the charter of the North River Bridge Company and bypass last year’s War Dept. ruling; the Port of New York Authority and Regional Plan Association continue their campaign to stop the bridge, and the bill is left to languish in Congress. (Johnson)
- June 4, 1934 The City Company of New York, Incorporated, formerly National City Company, the investment bank affiliate of the National City Bank, is dissolved and goes into liquidation. (Cleveland/Huertas, Moodys)
- June 1934 TWA, Inc. is flying DC-2's between New York and Chicago. (TWA)
- June 5, 1934 Pres. Atterbury attends a conference with New England governors at their invitation to discuss the unification of New England railroads. particularly the merger of the New Haven and B&M, and the possibility of placing the PRR's New Haven stock with trustees to prevent direct control by non-New Englanders. (MB)

- June 5, 1934 Former Assistant General Purchasing Agent Montgomery Smith (1863?-1934) dies at Philadelphia. (RyAge)
- June 6, 1934 Securities Exchange Act creates Securities & Exchange Commission, regulating and restricting stock market practices; Joseph P. Kennedy, Sr. (1888-1969), who had been a big market operator before and after the Crash, is named head of SEC; Pres. Roosevelt quips “set a thief to catch a thief”; the act also reduces the civil liabilities imposed on securities issuers and underwriters by the Securities Act of 1933; it makes each syndicate member liable only to the extent of their share in the issue instead of the full amount, reduces the standard of reasonableness from that of a fiduciary to that of a prudent man in the management of his own property, reduces the time limit in which dissatisfied securities purchasers can sue from 10 years to 3, and allows courts to assess court costs against plaintiffs bringing frivolous suits; passage of the act completes the break between the New Deal and the old pro-business wing of the Democratic Party led by Al Smith, Newton D. Baker and the remnants of the Raskob-Shouse organization, who have been ignored in official decisions ever since the election of 1932. (EAH, Smith/FDR, Carosso)
- June 6, 1934 PRR awards the contract for steel shelters over mail platforms 7-9 at 30th Street Station. (PR)
- June 6, 1934 Vare Machine is overthrown in Philadelphia and an ailing William S. Vare is stripped of his honorary Republican Party chairmanship; Republican City Committee replaces its Vare-appointed chairman with City Council Pres. Edwin R. Cox. (NYT)
- June 7, 1934 Congress passes Corporate Bankruptcy Act to allow companies to reorganize without foreclosure with consent of two-thirds of creditors; Section 77 covers railroads. (EAH)
- June 7, 1934 New "ALAN" Tower opens controlling throat of Camden Terminal; 75-lever electro-pneumatic machine; replaces an old 20-lever mechanical interlocking and two cabins; on the first day, because of the towerman “losing his head,” a total of 34 trains are delayed up to one hour; PRR has extended platforms at Camden Terminal from 600 feet to 700 feet and added a platform between tracks no. 13 & no. 14; 7 of 14 tracks can now accommodate 16-car trains, and 2 can accommodate 12-car trains or 16 MU cars; done to carry business formerly handled by Atlantic City Railroad from Kaighns Point. (CE, PR, RySig)
- June 7, 1934 Federal Coordinator of Transportation Joseph B. Eastman writes to Rep. Sam Rayburn objecting to the amendments to the Dill-Rayburn Bill. (RyAge)

- June 9, 1934 ICC authorizes abandonment of 0.96 mile of the Stevens Branch in Cambria County. (MB)
- June 11, 1934 House Commerce Committee reports the Crosser-Dill Bill, which has been amended with several union-sponsored amendments unacceptable to Federal Coordinator of Transportation Joseph B. Eastman. (RyAge, Latham)
- June 12, 1934 New Jersey Dept. of Conservation & Development assumes maintenance of the Delaware & Raritan Canal. (MB)
- June 12, 1934 Pres. Roosevelt signs Black-McKellar Act authorizing annual air mail contracts to private air lines, but at lower rates and with clauses to force separation of air lines and airplane manufacturers and to give smaller air lines a chance; in practice, the Big Four air lines reorganize and retain most air mail contracts; also creates a Federal Aviation Commission to recommend aviation policy. (ArcrftYrBk, Aviation)
- June 12, 1934 Pres. Roosevelt signs the Reciprocal Trade Agreement Act, which authorizes the Executive Dept. to negotiate reciprocal tariff reductions of up to 50% of the rates set by the Smoot-Hawley Tariff. (Ratner)
- June 13, 1934 Pres. Atterbury replies to New England governors that PRR will be agreeable to placing its New Haven stock with trustees, but only if a workable plan for a NH-B&M merger is devised and states pass legislation to remove disadvantages that railroads suffer in competing with other modes in New England; until then, PRR will do with New Haven stock as it sees fit.
- June 13, 1934 PRR Board approves retirement (write-off) of Old Office Building at Jersey City, last surviving part of NJRR terminal of 1858; also retires Muncie Branch between Converse and Matthews, Ind., the Finks Run Branch at Sturgeon, Pa., on the PCC&StL Railroad, and the old Superintendent's office at Renovo. (MB)
- June 13, 1934 PRR Board approves the retirement of the following interlocking and block offices: "BETHEL"/"BD" Tower north of Laurel, Del.; "BRIDGE"/"CF" Block Station at Clarks Ferry, Pa.; tower at Canton Jct., Baltimore; interlocking at Washington Shop Yard at Indianapolis. (MB)
- June 13, 1934 Walter P. Chrysler elected to the Board of the NYC. (Curcio)
- June 14, 1934 Last run of Indianapolis-Terre Haute-Vincennes-Evansville sleeper carried by C&EI south of Terre Haute. (A-sheet)

June 14, 1934	Senate passes the Wagner-Hatfield Bill for railroad old age pensions, 65-0. (NYT)
June 15, 1934	Virginia Ferry Corporation charters PRR steamer <i>Maryland</i> through Sep. 15 to cope with summer traffic, but it cannot carry trucks or buses. (BdF)
June 15, 1934	Transcontinental & Western Air, Inc., establishes third round trip between New York and Chicago, stopping only in Pittsburgh, using Douglas DC-2 luxury airliners. (A-sheet)
June 15, 1934	House passes the Wagner-Hatfield Bill. (NYT)
June 15, 1934	House passes the Crosser-Dill Bill. (RyAge)
June 1934	Workers discover that the plenums that collect the exhaust gases from Chicago Union Station and carry it to the roof of the Post Office built over the tracks in 1931-32 are choked with 750 tons of trapped cinders and soot, and that the exhaust has caused heavy corrosion to the steel and concrete members and the exhaust fans; system is repaired and rebuilt over the next two years to increase ventilating capacity. (RyAge)
June 1934	PRR LCL traffic has increased to 323,527 tons, vs. 220,761 tons in Dec. 1933. (RyAge)
June 1934	B&O completes air conditioning of its New York-Washington trains; well in advance of PRR, although it has many fewer trains.
June 1934	Advisory Committee of the Association of Railway Executives instructs its Chairman R. H. Aishton to appoint a committee of 6 executives to recommend a reorganization of the railroad trade associations; Committee consists of W. W. Atterbury, Chairman, Frederick E. Williamson of the NYC, J. J. Pelley of the New Haven, Hale Holden of the Southern Pacific, H. A. Scandrett of the Chicago, Milwaukee & St. Paul, and W. R. Cole of the Louisville & Nashville. (Latham)
June 1934	Brown Harriman & Co., Inc., formed as an investment bank by former officials of the defunct National City Company and Brown Brothers, Harriman & Co. (Carosso)
June 1934	Pres. Roosevelt signs the Revenue Act of 1934, conceived in a "savage soak-the-rich atmosphere"; it increases estate taxes, restores the excess profits tax and gift tax, limits the amount of capital losses that can be

charged against income, imposes a penalty tax on personal holding companies, and disallows claiming losses on interfamily transfers of property; it also provides for publication of federal tax returns and the salaries of managers and directors of large corporations. (Cannadine - verify NYT)

- June 16, 1934 New Jersey General Division abolished *de facto* by allowing offices to remain vacant; formally dropped from the organization manual in 1949. (MB)
- June 16, 1934 R.C. Morse, General Superintendent of New Jersey General Division, is named General Manager-New York Zone, replacing George LeBoutillier, who remains VP-New York; R.R. Nace from Engineer of Maintenance of Way of New Jersey General Division to Chief Engineer of Maintenance of Way-New York Zone; W. Y. Cherry from Superintendent of Motive Power-New Jersey General Division to General Superintendent of Motive Power-New York Zone; J. F. Henry to Superintendent of Cincinnati Division, replacing R.C. Barnard, named General Agent at Cincinnati; E.E. Ernest to Superintendent of LIRR, replacing Henry; C. W. Van Nort to Superintendent of Freight Transportation-Central Region, replacing Ernest; E. S. Reed to Superintendent of the Erie & Ashtabula Division, replacing Van Nort. (MB, PR)
- June 16, 1934 Bill to amend Railway Labor Act to outlaw company unions and create local boards of adjustment suffers a setback in the Senate; Sen. Daniel O. Hastings (1874-1966) of Delaware makes a filibuster against the bill; Sen. James G. Couzens of Michigan charges the PRR with seeking to dominate railroad legislation and that it has written Sen. Hastings' minority report on the bill; the amendment was aimed largely at the PRR' Employee Representation Plan. (NYT, RyAge)
- June 16-17, 1934 PRR operates 16 special sections to Chicago for Century of Progress traffic. (PR)
- June 17, 1934 B&O moves into Cleveland Union Terminal. (RyAge)
- June 18, 1934 Northern Central Railway Board approves additional funds for the Baltimore Improvements. (MB)
- June 18, 1934 On the last day of the session, the House passes the Senate version of the Crosser-Dill Act, which amends the Railway Labor Act of 1926; establishes four compulsory National Railroad Adjustment Boards and a National Mediation Board for labor disputes; authorizes railroads to set up System Boards of Adjustment with employees; establishes penalties for managements opposing union organizing; bars companies

giving financial support to labor organizations, striking at company unions; PRR pays overhead and travel expenses of the Employee Representation Plan, or about \$330,000 per year; by the end of the year 85% of the PRR is covered by System Boards of Adjustment. (NYT, RyAge, Latham, EAH)

- June 18, 1934 Hayden-Cartwright Act appropriates \$200 million for highway construction with greater emphasis on feeder roads; includes a clause penalizing states that divert motor vehicle taxes to non-highway purposes.
- June 19, 1934 National Labor Relations Board established by Congress to take the place of the National Labor Board of 1933. (EAH)
- June 19, 1934 Brotherhood of Railroad Shop Crafts of America, Pennsylvania Railroad System, organized at Philadelphia by leaders of the old Employee Representation Plan who would be treated as apostates by the AFL; their plan is to form an independent national union out of it and other company unions to retain legitimacy under New Deal legislation. (Constit)
- June 20, 1934 Advisory Committee of the Association of Railway Executives adopts a revised memo by General Counsel Robert V. Fletcher calling for a merger with the American Railway Association but leaving various regional associations independent; appoints a committee of five, although W. W. Atterbury, Frederick E. Williamson and Hale Holden all refuse to serve on it. (Wheeler)
- June 21, 1934 Pres. Roosevelt signs the Crosser-Dill amendment to Railway Labor Act of 1926 replacing the old National Mediation Board with a new one with the power to decide which unions are to represent the employees and to call and supervise elections for union representation; it also creates a National Board of Adjustment to handle grievances; individual railroads are to create System Boards of Adjustment with *bona fide* national unions; railroads are prohibited from financing "company unions." (RyAge, PMiddleton)
- June 22, 1934 Federal Coordinator Eastman announces formation of a technical committee, including Frederick W. Hankins of PRR, to advise on new types of freight and passenger cars, containers, etc. (NYT)
- June 22, 1934 Federal court awards Terminal Warehouse Company \$410,338 in damages vs. PRR and Merchants Warehouse Company for antitrust violations from giving Merchants Warehouse Company preference in freight shipments at Philadelphia. (RyAge. NYT)

- June 23, 1934 Association of Railway Executives committee headed by W. W. Atterbury begins considering a plan for a unified trade association drawn up by its counsel Robert V. Fletcher. (Latham)
- June 24, 1934 New LIRR schedules feature some air-conditioned Pullman parlor cars and coaches on long runs; to run "Fishermen's Trains" on Sundays. (RyAge)
- June 24, 1934 Train service to the new Atlantic City terminal at Arkansas Avenue begins; tracks and platforms are completed but the head house is unfinished; all but a few locals from Camden run into the new station; bridge trains and New York trains still run to and from the old PRR station at South Carolina Avenue; Camden-Cold Spring Harbor "Fishermen's Specials" begin daily operation. (PR)
- June 25, 1934 PRR Board grants J. O. Hackenberg one-year leave to serve on the PRSL. (MB)
- June 27, 1934 PRR declares a second semi-annual 1% dividend for the year. (NYT)
- June 27, 1934 PRR Board authorizes construction of the Austinburg Branch of the Pittsburgh, Youngstown & Ashtabula Railway from Austinburgh to Harpersfield on the Fairport, Painesville & Eastern Railroad; obtains trackage rights over the FP&E between Harpersfield and Perry, Ohio. (MB)
- June 27, 1934 PRR Board authorizes the following retirements: station at Kelly, Pa., and Watsonstown, Pa.; old Superintendent's residence at Renovo; station at Marietta, Ohio; Hulett car dumper on the Erie & Pittsburgh at Erie, Pa.; Mount Vernon Tower and Block Station in Baltimore; "GROVE" Interlocking at New Freedom, Pa.; wye at Somerville, Ohio. (MB)
- June 27, 1934 Pres. Roosevelt signs the Railway Pension Act (Railroad Employees' Retirement Act?) establishing a national railroad pension plan financed by a 3½ percent tax on wages. (EAH, RyAge)
- June 28, 1934 *Crescent Limited* loses its all-first class, extra-fare status, club car, use of telephone at Washington, Atlanta and New Orleans, Four O'clock Tea, women's shower and ladies maid; coaches added to the consist and it becomes known simply as "No. 37" and "No. 38," although still the top-ranking Southern Railway train. (A-sheet, Guide)
- June 28, 1934 Mayor La Guardia dedicates the new NYC St. Johns Park Freight Station at Spring Street; "High Line" opens between 30th Street and the terminal; special passenger train operates from Grand Central up to

- Spuyten Duyvil and down the West Side Freight Line. (RyAge, AR, NYT)
- June 29, 1934 Kuhn, Loeb & Co. announces offering of \$50 million PRR General Mortgage bonds at 97½; first large floatation of securities since the Securities Act of 1933. (NYT)
- June 29, 1934 PRR and New Haven establish a sleeping car twice a week from Washington to Greenville, Maine, and boat to Mount Kineo to replace a train discontinued north of Skowhegan. (RyAge)
- June 29, 1934 Pres. Roosevelt appoints a National Labor Relations Board within the National Recovery Administration. (Burg)
- June 30, 1934 Last day of passenger service at Como, N.J., on the NY&LB. (Guide)
- June 30, 1934 Last run of PRSL passenger service on the Grenloch Branch between Gloucester and Grenloch, N.J. (tt)
- June 30, 1934 PRSL establishes a new cut-rate Philadelphia-Atlantic City two-day weekend excursion fare; \$1.75 from Market Street Ferry and \$2.00 on bridge trains. (PR)
- June 30, 1934 In the “Night of the Long Knives,” Adolf Hitler stages a swift and bloody purge of the *Sturmabteilung* (SA) storm troopers; their leader, Ernst Röhm (1887-1934), is arrested and murdered along with about 200 of his leading associates and other anti-Hitler officials, including former Chancellor Kurt von Schleicher (1882-1934); both Hitler and the regular army officers have feared that Röhm, who leads the radical socialist wing of the Nazi Party, is planning to merge the army with the SA under his control; to suppress the SA, Hitler employs the *Schutzstaffeln* or SS, originally his personal bodyguard, headed by Heinrich Himmler (1900-1945); the SS becomes the Nazi elite, totally committed to the cause and later responsible for death squads and extermination camps. (Morris)
- Summer 1934 Record cold winter of 1933-34 and hot summer creates drought conditions in Midwest.
- July 1, 1934 Union wage cuts reduced from 10% to 7½%. (LC)
- July 1, 1934 To meet local governments’ conditions for abandoning rail service between Townsends Inlet and Stone Harbor on the ex-PRR line, PRSL resumes running one round trip of through cars between Camden and Great Channel Bridge near Stone Harbor, Sundays and holidays; cars hauled by a rented PRR Class E3 on the old Stone Harbor Railroad; bus

connection required between Great Channel and Stone Harbor; weekday service and additional trips are entirely by bus between Cape May Court House, Stone Harbor and Avalon. (Rdg)

- July 1, 1934 State of New Jersey takes over Delaware & Raritan Canal under state law of May 3, 1934; includes tugboat *Relief*, one barge, one dredger, and 11 scows. (C&C,CMP - MB says agreement to sell dated 10/24/34, final deed 6/30/37)
- July 1, 1934 PRR appoints R. J. Littlefield to the new post of Superintendent of Motor Services on staff of Chief of Freight Transportation. (MB)
- July 2, 1934 NYC West Side Freight Line (High Line) opens for revenue freight service between 30th Street and Spring Street in New York; a few trains continue to use the tracks in 10th Avenue at night until all industries can be connected to the new line. (NYT, RyAge)
- July 3, 1934 The Test Dept. makes its final report on the first round of Claymont Trials to the Chief of Motive Power, concluding that the P5a is not a satisfactory high-speed electric locomotive. (Test Dept)
- July 3, 1934 Books closed on PRR \$50 million Series E 4½% General Mortgage bonds at 95; resold to the public at 97½. (NYT, RyAge)
- July 3, 1934 Philadelphia & Western Railway transit line enters receivership. (DeGraw)
- July 3, 1934 Federal Coordinator of Transportation Joseph B. Eastman announces that he has begun inquiring into work rules. (RyAge)
- July 4, 1934 PRR carries 172,000 passengers out of New York City since June 30; up 19% from 1933. (NYT)
- July 6, 1934 PRR announces formation of Engine & Train Service System Board of Adjustment for engine & train service Brotherhoods; first to be established by any railroad under the amendment to the Railway Labor Act. (LC)
- July 6, 1934 Brotherhood of Railroad Shop Crafts of America formed following a two-day meeting at Chicago called by the Allied Independent Railroad Labor Organizations of Western Lines, representing 17 railroads; an independent union formed by merging company unions from several companies; T.H. Davis of PRR is named national organizer; about half the members are PRR; leaders of the company unions would be treated as traitors should AFL reestablish itself and they thus try to retain power. (RyAge, NYT)

- July 6, 1934 Pres. W. W. Atterbury sends a confidential letter to Association of Railway Executives Counsel R.V. Fletcher regarding the scope of the proposed new unified trade association; Atterbury wants a separate VP for Research & Planning. (Wheeler)
- July 8, 1934 American Airlines introduces first planes fitted with Pullman-type berths for night flying between New York and Chicago; Curtiss Condor biplanes. (NYT, TWA)
- July 9, 1934 Property of Wildwood & Delaware Bay Short Line Railroad sold at foreclosure to PRSL for \$1,442; on same day, PRSL agrees with the Wildwood & Delaware Bay Short Line Railroad to operate it as agent. (PRSL/Rdg)
- July 11, 1934 PRR announces modification to C&D service, including a reduction of 5 cents per cwt. in minimum rate for service and cancellation of the 25 cent minimum C&D charge on traffic to or from connecting lines west of the C&D service area. (RyAge)
- July 11, 1934 New Haven announces that it has 152 air-conditioned cars in service: 63 coaches, 43 Pullman parlor cars, 29 dining cars, 14 Pullman sleeping cars, and 3 Pullman club cars. (NYT)
- July 11, 1934 Because Ivy L. Lee has gone to Germany for his health on this day when a public hearing is scheduled, the House Un-American Activities Committee releases Lee's previously secret testimony on his work for I.G. Farben AG to the press, causing a furor. (NYT)
- July 12, 1934 Ivy L. Lee arrives at Baden-Baden, Germany for the water cure. (NYT)
- July 13, 1934 Love Point & Salisbury RPO discontinued. (Kay)
- July 13, 1934 Adolf Hitler publicly announces the purge known as the "Night of the Long Knives" carried out over the night of June 29-30 with the support of Heinrich Himmler, head of the SS, and Herman Goering (1893-1946), in which SA leader Ernst Röhm (1887-1934) and others considered threats to their power along with several hundreds of their followers are summarily executed; it exposes the brutal nature of the Nazi regime at its very beginning. (spartacus.schoolbook.com)
- July 14, 1934 Last run of Baltimore & Eastern passenger service between Easton and Hurlock, Md. (ICC, tt - or Salisbury?)
- July 15, 1934 PRSL reprints public timetable to show only bus connections between Cape May Court House and Stone Harbor to discourage patronage of

- the remaining Sunday & holiday-only through car service. (Rdg)
- July 15, 1934 NYC begins removing the original arched train shed from La Salle Street Station in Chicago. (RyAge)
- July 15, 1934 Former PRR Superintendent George R. Sinnickson (1874-1934) dies. (ancestry.com)
- July 16, 1934 LIRR begins second season of low-fare combined rail-bus service between New York and Jones Beach; bus connection made at Wantagh. (PR)
- July 16, 1934 PRSL makes a new agreement with the City of Camden extending the time for the removal of the tracks from 7th Street between Mickle Street and Atlantic Avenue to Aug. 15, 1934. (MB)
- July 16, 1934 Other unions support striking San Francisco longshoremen, creating the first U.S. general strike. (Burg)
- July 18, 1934 Electric trains transferred from the 7th Street track to the elevated Van Hook Street Cutoff in Camden, N.J. (CE, RyAge)
- July 20, 1934 PRR announces order of last 28 P5a's; box cabs are to be replaced with center cabs to eliminate the danger to crews in collisions after studies have ruled out strengthening the existing box cabs; lines are based on the streamlined designs for the GG1 and R1 already under development; new units are designated "P5a modified"; 12 are to be built by Westinghouse, 11 at Altoona and 5 by General Electric; 62 units remain as built with box cabs. (PR, Westing, Wayt/ClsscTrains)
- July 20, 1934 Chicago, Milwaukee, St. Paul & Pacific Railroad sets new U.S. record for sustained steam service, running Chicago to Milwaukee, 85 miles, in 1:07 with maximum speed of 103 MPH. (RyAge)
- July 20, 1934 San Francisco general strike collapses; longshoremen accept arbitration. (Burg)
- July 21, 1934 United Aircraft Corporation incorporated in Delaware as a reorganization of the United Aircraft & Transport Corporation that separates the manufacturing and airline segments of its business. (Moody's)
- July 24, 1934 PRR introduces all-steel motor trucks for pick-up and delivery service in the Central Region. (PR)
- July 24, 1934 Henry W. De Forest elected Chairman of the Committee of Nine,

- replacing Pierre S. du Pont. (Wheeler)
- July 25, 1934 PRR Board writes off abandoned Baltimore Grain Elevator No. 2 at Calvert Station. (MB)
- July 25, 1934 "ATLANTIC" Tower placed in service controlling entrance to Atlantic City station; 111-lever electro-pneumatic machine; replaces a 76-lever mechanical interlocking at the old Atlantic City Railroad station and 52, 36, 24 and 12-lever interlockings on the old WJ&S. (CE, RySig)
- July 25, 1934 PRR Board authorizes the following retirements: East Trenton freight station; stock pens at West Morrisville, Pa.; milk shed at 31st & Chestnut Streets, Philadelphia; grain elevator No. 2 at Calvert Station, Baltimore; 75-foot turntable at Weigh Scales, near Shamokin; engine facilities at Punxsutawney; shop buildings at Blairsville, Pa.; "QR" Interlocking at Westport, Pa.; "HU" Interlocking at Hulings, Pa.; remoting "SQ" Interlocking at Seward from "SG" Interlocking at Johnstown; shops at Dennison, Ohio; stations at Steubenville, Ava, Custaloga and Bradensville, Ohio; No. 2 freight house at East Pier, Cleveland. (MB)
- July 25, 1934 Austrian Chancellor Engelbert Dolfuss (1892-1934) is assassinated by Austrian Nazis; his successor, Kurt von Schuschnigg (1897-1977), adopts a program of placating Germany short of annexation. (Morris)
- July 26, 1934 New "CENTER" Tower placed in service controlling 3rd Street Jct. at Camden Terminal; 63-lever electro-pneumatic machine; replaces three old interlockings totaling 56 levers. (CE, RySig)
- July 26, 1934 PRR posts notices that it will make no new pension payments after Aug. 1 but will continue to pay those in effect as of July 1934 and will cover those employees to Feb. 1, 1935, when government payments under the Railroad Retirement Act are supposed to begin. (PR)
- July 26, 1934 Pres. Atterbury enters Bryn Mawr Hospital with abdominal pains. (PR)
- July 27, 1934 Pres. Atterbury undergoes surgery for "gallstones" at Bryn Mawr Hospital; he is actually suffering from liver cancer. (PR)
- July 27, 1934 Paul R. Turner, Eastern Sales Manager of Electro-Motive, writes to Chief of Motive Power F.W. Hankins offering PRR a two-unit 3,600 HP road passenger diesel that it has under development (demonstrators No. 511-512 of 1936).(Hirsimaki)
- July 27, 1934 Baldwin Locomotive Works Chairman Samuel M. Vauclain works the throttle of demonstrator No. 60,000, now an exhibit at the Franklin

- Institute; runs 16 feet; Baldwin's answer to Lima's "Super Power" has found no customers. (NYT)
- July 29, 1934 John Francis O'Rourke (1854-1934), engineer and contractor for Poughkeepsie Bridge, PRR New York Tunnels and other large public works, dies at Great Neck, N.Y. (NYT)
- July 29, 1934 Waldo Newcomer (1867-1934), VP of the Northern Central Railway and director of the Union Railroad Company of Baltimore, dies. (MB)
- July 30, 1934 New station at Norristown, Pa., opens; part of grade crossing elimination project; has high level platform and pocket track for easy transfer between MU trains and steam trains or gas-electric cars operating west of Norristown. (CE)
- July 30, 1934 Burlington *Zephyr* runs Chicago-St. Paul, 431 miles, in 6:04. (RyAge)
- July 30, 1934 Four divisions of National Boards of Adjustment formed at Chicago; no PRR members. (RyAge)
- July 30, 1934 United Air Lines Transport Company incorporated in Delaware as part of the reorganization of the United Aircraft & Transport Corporation, separating the airlines from the manufacturing segments. (Moody's)
- Aug. 1, 1934 PRR places additional air conditioned cars on Midwest corridor trains, including Chicago-Cincinnati on the *Cincinnati Night Express* and *Southland*, Chicago-Columbus on the *Atlantic Express* eastbound and *Chicago Night Express* westbound, Chicago-Louisville on the *Chicago/Louisville Night Express*, and Chicago-Dayton-Springfield. (RyAge)
- Aug. 1, 1934 F. W. Hankins appointed Assistant VP in Charge of Operations (MB - in addition to Chief of Motive Power? - this was in 1/1/31?)
- Aug. 1, 1934 Transcontinental & Western Air, Inc. inaugurates first overnight service between Newark and Los Angeles with a change in Kansas City; uses twin-engine Douglas DC-2 monoplanes with cruising speed of 200 MPH for 18:00 schedule; called *Sky Chief* service. (TWA, Mutual).
- Aug. 1, 1934 Railroad Retirement Act goes into effect; PRR stops admissions to its pension plan; begins withholding 2% from employees pay and contributing amount equal to 4% for Railroad Retirement; continues to pay under its old Pension Dept., but payments are now called "allowances" as stopgap measure; first payments under Railroad Retirement are to be paid Feb. 1, 1935; under government plan,

maximum pension is \$120 per month, where under PRR plan, Pres. Atterbury is eligible for \$2,750 a month; the railroads challenge the new law in the federal courts. (AR, NYT)

- Aug. 1, 1934 House passes the Eastman bill to regulate trucking after exempting truck transportation of livestock and unprocessed agricultural products. (Latham)
- Aug. 2, 1934 LIRR forms a separate Board of Adjustment. (RyAge)
- Aug. 2, 1934 ICC publishes its decision in the New York Lighterage Case, with three dissents, finds present rates legal except for traffic to and from New England, rejecting the claims of New Jersey for lower rates to and from its side of the harbor. (RyAge, NYT)
- Aug. 2, 1934 German Pres. Paul von Hindenburg (1847-1934) dies; Adolf Hitler abolishes the presidency and rules as Führer, Reich Chancellor and Commander-in-Chief of the armed forces, that is, absolute dictator. (Burg)
- Aug. 4, 1934 Former Manager of Insurance Robert H. Newbern (1866-1934) dies at Philadelphia. (RyAge)
- Aug. 5, 1934 National Labor Board created under National Industrial Recovery Act with Sen. Robert F. Wagner of New York, a champion of organized labor as Chairman. (OR 1933!!!)
- Aug. 5, 1934 Senate Committee on Banking & Currency releases second installment of its report, excoriating the practices of investment bankers, including the use of "preferred lists" of customers (those whose names are revealed are prominent Republicans). (NYT)
- Aug. 6, 1934 ICC authorizes the Monongahela Railway to abandon its Middle Run Branch from Middle Run Jct. near Adah to the H.C. Frick Coke Company mine at Lambert (3.23 miles), unused since 1929. (ICC)
- Aug. 7, 1934 Philadelphia Republican boss and political ally of W. W. Atterbury William S. Vare (1867-1934) dies at Atlantic City. (CongBio)
- Aug. 10, 1934 Pres. Roosevelt returns to Washington on a B&O POTUS special from Chicago after touring the Pacific Northwest. (Withers)
- Aug. 13, 1934 Railroads and Pullman Company file a legal challenge to the Railroad Retirement Act in the Supreme Court of the District of Columbia. (RyAge)

- Aug. 14, 1934 City of Baltimore grants PRR a three-year extension to complete the Baltimore Improvements. (NYT)
- Aug. 15, 1934 Transcontinental & Western Air, Inc., replaces Ford Tri-motors with Douglas DC-2's on Flight Nos. 1-4 between Los Angeles and Kansas City; Flight Nos. 9-10 between New York (Newark) and Kansas City via Chicago renamed the *Comet*. (A-sheet)
- Aug. 15, 1934 American Liberty League is organized by industrialists, Republicans and conservative Democrats to oppose the New Deal; the League includes Democrat Al Smith, who has broken with Roosevelt, and businessmen such as former Democratic Party Chairman John J. Raskob (1879-1950), Pierre S. du Pont (1870-1954), Irénée du Pont (1876-1963), the Pews of the Sun Oil Company and ___ of Montgomery Ward; by this time, there is growing dissatisfaction with the New Deal and NIRA in the ranks of both capital and labor, and there is little sign of recovery; the League hopes to influence the 1936 election but goes into decline after Roosevelt's reelection; New Dealers find it easy to portray the League as a cabal of the very rich. (RiggsGuide, EAH, Burg, Dubofsky)
- Aug. 15, 1934 Electric Railroaders Association, Inc., incorporated in New York under the leadership of electrical engineer E. Jay Quimby; its primary focus is on the sprawling transit and trolley networks of Greater New York, but it expands its coverage to electrified main line railroads as well. (NYCorps, Taber)
- Aug. 1934 PRR lays off 3,000 employees because of a seasonal decline in freight traffic. (NYT, RyAge)
- Aug. 1934 Reading has completely air-conditioned 4 westbound and 3 eastbound New York-Philadelphia trains; leave New York at 10:00 AM, 4:00 PM, 5:00 PM and 6:00 PM and Philadelphia at 7:00 AM, 8:00 AM and 2:00 PM. (RyAge)
- Aug. 16, 1934 ICC authorizes Maryland & Delaware Seacoast Railroad to abandon its entire line between West Denton and Lewes and sell 1.05 miles between Denton and West Denton to the Baltimore & Eastern Railroad and the section between Ellenville and Milton to the Delaware, Maryland & Virginia Railroad. (ICC, BdF)
- Aug. 16, 1934 Senate passes the amended Eastman Bill to regulate trucking. (Latham - verify)
- Aug. 18, 1934 General Cold Storage Company dissolved. (MB)

- Aug. 19, 1934 Sunbury-Lock Haven segment of No. 510-511 discontinued and cars handled on No. 570-571. (tt)
- Aug. 20, 1934 PRSL extends pick-up and delivery service from Philadelphia/Camden-Atlantic City/Ocean City to its entire territory. (PR)
- Aug. 20, 1934 Interstate Commerce Commission (ICC) moves from 18th Street & Pennsylvania Avenue into a new headquarters in the Federal Triangle office complex at 12th Street & Constitution Avenue. (RyAge)
- Aug. 21, 1934 LIRR applies to the ICC to abandon the old Laurelton-Cedarhurst Cutoff (5.79 miles); rails removed later in the year. (NYT, C&C)
- Aug. 23, 1934 Plan for a new unified trade association submitted to the Advisory Committee of the Association of Railway Executives. (Latham)
- Aug. 24, 1934 In a press conference, Pres. Roosevelt ridicules the Liberty League. (Smith/FDR)
- Aug. 25, 1934 The historically dubious race between the *Tom Thumb* and a horse is again recreated on Illinois Central Railroad tracks as part of the Century of Progress at Chicago. (RyAge)
- Aug. 26, 1934 GE and Baldwin deliver the first experimental Class GG1 2-C+C-2 4620 HP electric locomotive No. 4899 for testing as a more powerful replacement for the P5a; design based on New Haven's 0350 Class; the rather awkward original striping and lettering scheme is the work of a General Electric employee. (Keyser, Wayt/ClsscTrains)
- Aug. 26, 1934 Westinghouse and Baldwin deliver experimental 5,000 HP Class R1 2-D-2 No. 4800 for testing as more powerful replacements for P5a; it is essentially a P5a with an extra driving axle. (Keyser)
- Aug. 26, 1934 Boston-based Railroad Enthusiasts, Inc., holds the first organized railroad fan trip between Boston and the Hoosac Tunnel and a tour of the Hoosac Tunnel & Wilmington Railroad; as the Depression eases somewhat, and much trackage becomes freight-only, such trips become commonplace. (Railpace, Taber)
- Aug. 27, 1934 Railroads petition ICC for a 10% rate increase to cover inflation. (RyAge)
- Aug. 28, 1934 Southern Railway concludes selling 10,000 shares of PRR bought in 1929-30. (Wheeler)
- Aug. 28, 1934 New Haven announces that it will furlough an unspecified number of

- employees because of a continuing decline in traffic. (NYT)
- Aug. 29, 1934 A second round of Claymont Trials begins to evaluate the experimental GG1 and R1 electric locomotives; the first day tests P5a No. 4736 for comparison; the GG1 has a weight of 20,667 lbs. per axle vs. 73,333 lbs. for a P5a. (Test Dept, Condit)
- Aug. 29, 1934 PRSL applies to ICC to acquire and operate Wildwood & Delaware Bay Short Line Railroad. (PRSL/Rdg)
- Aug. 30, 1934 An ailing Ivy L. Lee returns to New York on the *Europa* after an 8-week vacation, including 4 weeks at Baden-Baden and 4 weeks touring the country. (NYT)
- Aug. 30, 1934 Federal Coordinator of Transportation Joseph B. Eastman submits a report on the rents paid by operators of railroad-owned grain elevators; recommends the pooling of elevators in large markets; the railroads and elevator operators then produce their own report reaching opposite conclusions. (Latham)
- Sep. 1, 1934 Prototype Class GG1 No. 4899 begins road and track tests in the Claymont Trials. (Test Dept)
- Sep. 1, 1934 T&WA, Inc. assigns Douglas DC-2 "luxury planes" to Flight Nos. 1-4 between New York (Newark) and Kansas City; completes replacement of all Ford Tri-motors with Douglas DC-2 "luxury planes." (A-sheet, Mutual)
- Sep. 2, 1934 PRR places an M1a 4-8-2 in "Wings of a Century" at the Century of Progress Exposition for two weeks. (PR)
- Sep. 4, 1934 Brotherhood of Railroad Shop Crafts of America holds a convention in Chicago to elect permanent officers. (RyAge)
- Sep. 5, 1934 Ex-Anchor Line steamer *Juniata* makes the last passenger sailing from Chicago for the Great Lakes Transportation Corporation; the company continues to offer freight service. (Guide)
- Sep. 5, 1934 James W. Roberts (1872-1934), 62, PRR Manager of Perishable Traffic at New York dies in a plunge from his sixth floor room at St. Luke's Hospital, where he was being treated for Pott's Disease, a tubercular inflammation of the spine. (NYT)
- Sep. 7, 1934 Bores of new Union Tunnel meet in Baltimore. (CE)
- Sep. 8, 1934 PRR refuses to pick up and move four cars of coal placed for

interchange at Youngstown by the Youngstown & Suburban Railway.
(Cole)

- Sep. 8, 1934 Ward Line steamship *Morro Castle* inbound from Havana to New York catches fire about 3:00 AM off the New Jersey coast 20 miles southeast of Sandy Hook in heavy seas caused by an offshore hurricane; panic ensues as order breaks down and many crewmen rush to save themselves; at 6:30 PM the intact but burning hulk drifts sideways onto the beach at Asbury Park just north of Convention Hall; 134 killed; prompts calls for greater safety precautions on passenger ships; over the next month, 500,000 people come to look at the wreck, many traveling on NY&LB trains; it is not towed away for scrapping until Mar. 14, 1935. (Schwartz, Bilby)
- Sep. 9, 1934 Class GG1 No. 4899 ends its first series of tests at the Claymont Trials. (Test Dept)
- Sep. 9, 1934 Major General Charles M. Clement (1855-1934), father of Acting Pres. Martin W. Clement, dies at Sunbury. (PR)
- Sep. 10, 1934 PRR acquires trackage rights over Lehigh Valley Railroad at Morea Breaker near New Boston Jct. (0.75 mile). (C&C)
- Sep. 12, 1934 PRR Board grants extended leave to Pres. Atterbury for recuperation from surgery and extends best wishes for his recovery; VP Martin W. Clement becomes de facto President. (MB)
- Sep. 12, 1934 Phillip C. Reed named Perishable Traffic Manager, replacing J. W. Roberts, deceased. (MB)
- Sep. 12, 1934 Virginia Ferry Corporation agrees with Delaware-New Jersey Ferry Company, which is controlled by George B. Junkin (1889-1971) and to which he has transferred his VFC shares, to operate and manage the VFC. (MB)
- Sep. 14, 1934 Former LIRR Traffic Manager & General Freight Agent A.L. Langdon (1846-1934) dies at New York. (RyAge)
- Sep. 14, 1934 Experimental Class R1 No. 4800 begins its first series of tests at the Claymont Trials. (Test Dept)
- Sep. 15, 1934 In a letter mailed with dividend checks, Pres. Atterbury says that a rate increase is the only way to meet rising operating costs. (RyAge)
- Sep. 15, 1934 LIRR operates an excursion train of coaches and sleeping cars to Montauk for connection with the chartered Hudson River Day Line

- steamboat *Peter Stuyvesant* for persons watching the international yacht races off Newport. (RyAge)
- Sep. 15, 1934 PRR and Lehigh Valley Railroad agree to move the steam-to-electric locomotive change point from Manhattan Transfer to the connecting ramp at West Newark Jct., retroactive to Nov. 16, 1933. (MB)
- Sep. 1934 New 930 x 223 foot import-export freight pier opens at Canton on the Union Railroad Company of Baltimore. (C&C)
- Sep. 1934 Pittsburgh Coal Company makes first shipment of coal from Smiths Ferry to the Champion No. 6 preparation plant south of Negley. (Cole)
- Sep. 1934 Morgan Stanley & Co., Inc., organized by three partners from J.P. Morgan & Co. (Henry S. Morgan, William Ewing and Harold Stanley?) and two partners from Drexel & Co. as an investment bank; the old Morgan and Drexel houses have opted to become commercial deposit banks while remaining partnerships; nine of the 17 old Morgan partners hold the controlling share of Morgan Stanley's non-voting preferred stock. (Carosso)
- Sep. 1934 In a radio address, Pres. Roosevelt vents his impatience with businessmen. (Cannadine - verify NYT)
- Sep.? 1934 Pres. Roosevelt addresses a group of bankers demanding their cooperation and threatening them with public opinion, new legislation and court action. (Cannadine - verify NYT)
- Sep. 16, 1934 Chief of Freight Transportation James R. Downes (1883-1955) promoted to Assistant VP (assistant to Clement); James M. Symes (1897-1976) promoted to Chief of Freight Transportation, replacing Downes. (PR)
- Sep. 16, 1934 Last run of Oquossoc, Maine, sleeper on *Bar Harbor Express*. (tt)
- Sep. 17, 1934 New "AJ" Interlocking placed in service at Kiskiminetas Jct. (CE)
- Sep. 18, 1934 Pennsylvania System Fraternity merges with company unions of some other railroads to form a national union called the Maintenance of Way Employes Union.
- Sep. 18, 1934 Last run of New Haven passenger service to Fall River via Middleboro. (Guide)
- Sep. 18, 1934 Soviet Union joins the League of Nations. (NYT)

- Sep 19, 1934 Experimental Class R1 No. 4800 ends its first series of Tests at the Claymont Trials. (Test Dept)
- Sep. 19, 1934 After some of the Lindbergh kidnaping ransom money turns up in the Bronx, a German immigrant named Bruno Richard Hauptmann (1899-1936) is arrested with incriminating evidence; he is found guilty in a trial at Flemington, N.J., that becomes a media circus, and electrocuted on Apr. 3, 1936; any possible ringleaders or accomplices are never caught. (Berg, Phllnq)
- Sep. 20, 1934 General Electric Company and Westinghouse Electric & Manufacturing Company submit their joint report on the most recent round of Claymont Trials; find both the GG1 and R1 are better than any locomotive tested previously; the R1 is steadier than the GG1 at high speeds on good track, but gives higher lateral blows than the GG1 when on rougher track. (Test Dept)
- Sep. 21, 1934 American Railway Association and Association of Railway Executives meeting in Chicago agree to merge to form Association of American Railroads (AAR); consolidation takes place following a suggestion of W.W. Atterbury to provide a single voice for the railroad industry and undercut or replace Federal Coordinator of Transportation Joseph B. Eastman; merger is approved by Federal Coordinator Eastman and is in line with government's industrial policy during the NIRA phase of the New Deal, which seeks to halt destructive competition and price- and wage-cutting. (AAR, Latham)
- Sep. 22, 1934 PRSL announces it has carried nearly 3 million passengers this season, up 20% from 1933; bridge train traffic is up 33.3% and Camden ferry traffic 10%. (PR)
- Sep. 23, 1934 Last run of Sunday & holiday PRSL excursion trains between Cape May Court House and Great Channel Bridge near Stone Harbor; last passenger service on ex-Stone Harbor Railroad. (Rdg)
- Sep. 24, 1934 American Caribbean Line, Inc., incorporated in Del. to operate a shipping line between the eastern U.S. and Caribbean ports; owned 50% by American Scantic Line, Inc. (Moody)
- Sep. 25, 1934 Louisville & Nashville Railroad notifies the Chicago & Eastern Illinois Railroad that it will switch its "Dixie Line" Florida trains to the NYC north of Evansville effective Oct. 28. (RyAge)
- Sep. 26, 1934 N.J. PUC orders the PRR to elevate its tracks through Woodbridge. (MB)

- Sep. 27, 1934 First inspection train passes through the new Union Tunnel in Baltimore; it has increased clearance for electrification; dinner at the Hotel Belvedere. (CE, RyAge)
- Sep. 27, 1934 Ferryboat *Philadelphia* arrives at Hoboken Shops from Baltimore for purpose of reboiling; not returned to service until 1936. (FerryDept)
- Sep. 27, 1934 PRR announces the formation of the PRR- LIRR Maintenance of Way System Board of Adjustment for maintenance of way employees; independent Maintenance of Way Employees Union replaces old Employe Representation Plan. (PR, NYT)
- Sep. 27, 1934 PRSL Board authorizes write off of abandoning the Ocean City Branch between 15th & 53rd Streets and the Broadway, Camden, station; authorizes a track connection and electrification of track between Beach Thorofare and Atlantic City. (MB)
- Sep. 29, 1934 PRSL abandons the original West Jersey Railroad grade level line on 7th Street, Camden.
- Sep. 29, 1934 Last run of PRR commuter locals between Cincinnati and Morrow, Ohio, ending local service at Cincinnati; last run of *The Mountaineer* between Philadelphia and Wilkes-Barre, discontinued with coordination of service with Reading Company. (tt)
- Sep. 30, 1934 PRR discontinues stops at Port Columbus airport station, breaking the rail-air connection. (tt)
- Sep. 30, 1934 *The Cleveland* westbound renamed *The Buckeye*; *The Fort Dearborn* inaugurated eastbound with an 11:50 PM departure for after-theater traffic, Chicago-New York, superseding *The Juniata*; one hour cut from the schedule of the *Progress Limited*. (PR, Mutual, RyAge, tt)
- Sep. 30, 1934 Passenger service between Philadelphia and Pottsville, Pa., and between Shamokin and Williamsport coordinated with parallel service offered by the Reading Company with joint ticketing and timetables; PRR service cut to a single trip west of Norristown; Reading cuts most service between Shamokin and Williamsport in favor of PRR. (PassDept, tt)
- Sep. 30, 1934 Old PRR (ex-Camden & Atlantic) Atlantic City terminal on South Carolina Ave. closes at 12:30 AM; ; last departures is 7:55 PM, Sep. 29, for Broad Street; last arrival is 12:10 AM; all bridge, New York, and local trains begin using new terminal on Oct. 1; new station has 8 tracks and 5 platforms and will be completed in Dec. (PR)

- Sep. 30, 1934 Harborside Warehouse in Jersey City now has enough business to cover expenses and fixed charges. (NYT)
- Sep. 30, 1934 NYC speeds up the *Forest City* eastbound to 19:10; *Exposition Flyer* renamed the *North Shore Limited* and it and the *Fifth Avenue Special* and *Wolverine* placed on 19:30 schedules westbound. (RyAge)
- Sep. 30, 1934 B&O begins operating Chicago trains over P&LE between McKeesport and New Castle, Pa., including P&LE's Pittsburgh station, to avoid backup move in and out of its own Pittsburgh station and grades on the old Pittsburgh & Western line; *Capitol Limited* and some other trains now stop in Pittsburgh. (B&O AR, RyAge)
- Oct. 1, 1934 PRR establishes overnight LCL service between Pittsburgh and Buffalo. (PR)
- Oct. 1, 1934 Charles R. Grove (1890-) named Superintendent of Passenger Transportation-Eastern Region, replacing James M. Symes; Samuel R. Hursh (1894-1964) named Superintendent of Wilkes-Barre Division, replacing Grove. (MB)
- Oct. 1, 1934 W.W. Mayer named General Real Estate Agent. (MB)
- Oct. 1, 1934 B&O transfers its marine car floating and lighterage base from St. George, Staten Island, to the CNJ's Jersey City Terminal. (RyAge)
- Oct. 1, 1934 Philadelphia Rapid Transit Company files for bankruptcy. (TuckerColl)
- Oct. 2, 1934 PRR signs union contract with Maintenance of Way Employes Union, effective Oct. 1.
- Oct. 2, 1934 Erie Railroad opens a two-mile viaduct, raising its main line through downtown Elmira; also used by PRR for points north of Elmira. (RyAge)
- Oct. 3, 1934 Greyhound Terminal of Toledo, Inc., incorporated in Ohio; 31% owned by Pennsylvania Greyhound Lines of Indiana. (Compt)
- Oct. 3, 1934 NYC completes the removal of the old arched train shed at La Salle Street Station in Chicago. (RyAge)
- Oct. 5, 1934 Charles J. Symington of the Colonial Radio Company writes a letter of introduction to VP Martin W. Clement and other PRR officials for designer Raymond Loewy (1893-1986), who had shown him some of his paper designs for streamlined cars and locomotives; it falsely implies that Loewy has done work for the NYC, B&O and Pullman.

(MWC/Porter)

- Oct. 5, 1934 PRR shop craft employees conclude three-day meeting in New York; adopt constitution for Brotherhood of Railroad Shop Crafts of America, Pennsylvania Railroad System, an independent union that will affiliate with the Brotherhood of Railroad Shop Crafts of America; T. H. Davis elected Pres. (NYT, RyAge, Constit)
- Oct. 6, 1934 Former Assistant Purchasing Agent Charles R. Peddle (1858?-1934) dies in California. (RyAge)
- Oct. 11, 1934 New York, South Amboy & Philadelphia RPO renamed New York & Philadelphia RPO (via Jamesburg). (Kay)
- Oct. 12, 1934 Association of American Railroads formed by merger of American Railway Association, Association of Railway Executives, Bureau of Railway Economics, and Railway Accounting Officers Association; John Jeremiah Pelley (1878-1946), formerly Pres. of New Haven, elected Pres. of the AAR, largely because of his friendship with Pres. Roosevelt and other New Deal officials; the organization was originally intended to be called the American Railroad Institute, but Pres. Roosevelt in discussions with Pelley dislikes this because it has been used by trade associations engaged in price fixing. (RyAge, Latham)
- Oct. 15, 1934 PRR recognizes the major maritime unions as representatives of New York marine forces; National Organization of Masters, Mates & Pilots for deck personnel, Marine Engineers Beneficial Association for engine room personnel, and Lighter Captains Union (International Longshoremen's Association) for lighter captains. (LC)
- Oct. 1934 PRR and Brotherhood of Railroad Shop Crafts of America form the PRR-LIRR Shop Crafts System Board of Adjustment. (PR)
- Oct. 1934 PRR contracts for passages and stairs to the passenger platforms on the south side of Pennsylvania Station, Baltimore; the existing tracks and platforms under the Bush train shed are lowered 18 inches to accommodate the catenary, and the platforms are lengthened for 20-car trains. (RyAge, C&C)
- Oct. 16, 1934 Modified Class P5a No. 4727 tested at the Claymont Trials. (Test Dept)
- Oct. 16, 1934 Scientific Advisory Committee submits a report to Federal Coordinator of Transportation Joseph B. Eastman calling for a centralized national research department for the railroads; the railroads find this unacceptable, as they rely on their own research programs for competitive advantage. (Latham)

- Oct. 17, 1934 Raymond Loewy has first meeting with VPs Martin W. Clement and Charles D. Young in Philadelphia regarding work; according to Loewy's own account, Clement, who has been in France during the war, uses Loewy's willingness to share his war experiences to break the ice; Clement is interested in the streamlining of the GG1, but offers Loewy a test project of an esthetically pleasing trash can for Penn Station; Clement has written a memo the day before noting that people in Penn Station were observed looking for someplace to dispose of trash and suggesting the provision of some tasteful wastebaskets; contrary to mythology, the prototype produced by Loewy is actually installed in 30th Street Station, where it is photographed; at the end of the meeting, Charles D. Young arrives at the end of the meeting, and after the meeting, Young arranges another meeting a week later to discuss the GG1. (Loewy, MWC/Porter)
- Oct. 17, 1934 Pres. Atterbury writes to Ivy Lee that he is feeling stronger and hopes that a southern cruise and rest will restore his health. (IvyLeePapers)
- Oct. 18, 1934 Pres. Atterbury and John J. Pelley resign from Eastern Regional Coordinating Board established by Federal Coordinator Eastman; M.W. Clement and H.S. Palmer elected. (NYT)
- Oct. 18, 1934 Class O1c No. 7856 tested at the Claymont Trials. (Test Dept)
- Oct. 20, 1934 After a long convalescence, Pres. Atterbury leaves for Florida on his yacht *Arminia* to recuperate. (NYT)
- Oct. 20, 1934 Youngstown & Suburban Railway and Ohio PUC file with the ICC against unfair switching practices by the Trunk Lines; PRR appeals all the way to the Supreme Court. (Cole)
- Oct. 22, 1934 Union Pacific M-10001, 6-car articulated diesel streamliner, leaves Los Angeles on its first demonstration run to New York; passengers include Union Pacific Chairman W. Averell Harriman (1891-1986) and General Motors Director of Research Charles F. Kettering (1876-1958). (RyAge)
- Oct. 22, 1934 In a document filed with the ICC, which is investigating non-operating expenses of railroads, the PRR reports that it has paid Ivy L. Lee \$87,217 from 1930 through 1933, also \$68,293 to J. Wideman Lee, Jr., Inc. from 1931 through 1933, \$15,000 to Charles A. Lindbergh in 1930 and 1931, and \$1,458,000 for advertising, the bulk of it to J. Walter Thompson. (NYT)
- Oct. 23, 1934 Federal Coordinator of Transportation Joseph B. Eastman submits a

plan for a national box car pool to the regional coordinating committees; it is rejected by the AAR, which wants the cars under individual railroad ownership. (Latham)

- Oct. 24, 1934 Rail stocks rise after U.S. Supreme Court rules Railroad Retirement Act unconstitutional; PRR announces it will continue withholding payments until a final ruling from the Court. (NYT, PR)
- Oct. 24, 1934 New Atlantic City Terminal dedicated with cornerstone ceremony; set to coincide with birthday of Mayor Harry Bacharach (-), who initiated city redevelopment efforts and for whom boulevard on former PRR right-of-way is named; station, which cost \$250,000, will not be completed until about Jan. 1, 1935. (PR, NYT, WJR)
- Oct. 25, 1934 Raymond Loewy signs formal design consultant contract with PRR. (verify - see 1935!! - according to Loewy, at his second meeting, he met F. W. Hankins, who brought photos of the GG1, which Loewy borrowed to begin work with)
- Oct. 25, 1934 Union Pacific six-car articulated streamliner No. M-10001 arrives at Grand Central Terminal where it is placed on display; sets a record for a transcontinental run for a single train, 3,248 miles in 56:55, beating previous record of 72:27 set by E.H. Harriman special in 1906; Los Angeles-Chicago time of 38:49 beats previous record of 44:55 set by the "Death Valley Scotty" special of 1905; train is the first streamliner with sleeping cars. (RyAge)
- Oct. 25, 1934 Federal Coordinator Joseph B. Eastman prevents the Louisville & Nashville Railroad from switching its "Dixie Line" Florida trains from the Chicago & Eastern Illinois Railroad to the NYC north of Evansville. (RyAge)
- Oct. 25, 1934 Baldwin Locomotive Works defaults on its Consolidated Mortgage bonds, leading to a collapse in the prices of its securities. (NYT)
- Oct. 26, 1934 Electrical pioneer Frank Julian Sprague (1857-1934) dies at New York. (RyAge)
- Oct. 27, 1934 Class R1 No. 4800 begins a last two days of tests at the Claymont Trials. (Test Dept)
- Oct. 27, 1934 Pittsburgh & Cincinnati RPO consolidated into Pittsburgh & St. Louis RPO. (Kay)
- Oct. 28, 1934 Hamlet-Birmingham section of Seaboard Air Line's *Southern States Special* renamed *Cotton States Special* and through cars to New York

restored on faster schedule; train is completely air-conditioned at the same time. (Guide)

- Oct. 28, 1934 Union Pacific No. M-10001 is transferred to Penn Station, where it is on display for 12 hours; at 10:10 PM, it is towed to Manhattan Transfer and proceeds to Philadelphia; has been viewed by 200,000 people during its four days in New York. (PR)
- Oct. 29, 1934 Class GG1 No. 4899 begins a last three days of tests at the Claymont Trials. (Test Dept)
- Oct. 29, 1934 Public relations consultant Ivy Ledbetter Lee has his last regular Monday meeting with VP's Clement and Eysmans; at the table, he suffers a stroke and is unable to recognize where he is; he is taken to New York in a PRR private car and then directly to St. Luke's Hospital, where he is diagnosed with an inoperable brain tumor. (Hiebert, NYT)
- Oct. 29, 1934 Union Pacific No. M-10001 displayed at Broad Street Station; UP Pres. Carl Gray tells the press, "I am not going into retirement without putting up a fight for the railroads, a fight to bring back the romance in railroading and bring back to us the patronage lost to the airplane and privately owned automobile." (PR, PubLdgr)
- Oct. 29, 1934 New "BOWIE" Interlocking placed in service. (CE)
- Oct. 30, 1934 Union Pacific No. M-10001 leaves Philadelphia for Bridgeport, Conn. (PR)
- Oct. 30, 1934 A bronze plaque shaped like a log cabin is dedicated at the Alliance, Ohio, station, near where Lincoln spoke in 1861. (PR)
- Oct. 31, 1934 Century of Progress Exposition closes for second and last season; *John Stevens* replica is placed in the Chicago Museum of Science & Industry. (PR)
- Nov. 1, 1934 In memo to VP Charles D. Young, F.W. Hankins says Raymond Loewy will have little time to work on the GG1, as the order is to be placed in two weeks; should work on other locomotives and cars; Young overrules him. (MWC/Porter)
- Nov. 1, 1934 N.J. PUC authorizes discontinuance of summer Sunday & holiday train service between Cape May Court House and Great Channel Bridge near Stone Harbor on basis of poor ridership; service is not restored in 1935; all service to Stone Harbor and Avalon is now by bus connection. (Rdg)

- Nov. 1, 1934 Fred Carpi (1900-1967) named General Freight Agent at Philadelphia on the staff of the General Traffic Manager; Carpi is considered an expert on merchandise traffic and has been instrumental in developing pick-up and delivery services. (PR)
- Nov. 1, 1934 New Haven Pres. John J. Pelley (1878-1946) resigns to become Pres. of the AAR; replaced by Howard Shirley Palmer (1885-1980). (AR)
- Nov. 1, 1934 Assistant VP James R. Downes (1883-1955) granted leave to serve as VP-Operations & Maintenance of AAR. (MB)
- Nov. 2, 1934 Raymond Loewy receives his second commission, to improve the lines of the GG1, for which he is to be paid \$5,000 if the design is used; in fact, both the smooth body contour and five stripes have been anticipated in slightly different form by Westinghouse designer Donald R. Dohner; however, Dohner was a Westinghouse employee, not a PRR one. (MWC/Porter, Wayt/ClsscTrains)
- Nov. 2, 1934 New York, Philadelphia & Norfolk Railroad Ferry Company incorporated in Va. under articles dated Oct. 27 to assume steamer operations of the NYP&N Railroad between Cape Charles and Norfolk. (MB)
- Nov. 2, 1934 Pres. Roosevelt travels to his home in Hyde Park, N.Y., to vote, via the B&O-Reading-CNJ-West Shore route. (CMP)
- Nov. 4, 1934 Columbus & Cincinnati RPO established. (Kay)
- Nov. 5, 1934 Ivy L. Lee dictates his last business letters to his secretary from his hospital bed. (NYT)
- Nov. 6, 1934 Democrats increase majorities in Congress by 9 seats in House and 9 in Senate; Harry S. Truman (1884-1972) elected Senator from Missouri; Republican presence in Congress is now at its lowest ebb, and they retain only 7 governorships; by now, business interests that had supported the NRA realize that Roosevelt will side with labor and proponents of government regulation. (EAH, Smith/FDR, Gregory)
- Nov. 6, 1934 Democrats sweep Pennsylvania elections; George H. Earle (1890-1974), a Main Line Republican turned Roosevelt Democrat is elected the first Democratic Gov. since 1890 and the second since 1860, defeating Attorney General William A. Schnader, the Vare candidate; Joseph F. Guffey (1870-1959) defeats incumbent David A. Reed to become the first Democratic Senator from Pennsylvania since 1874; the Democrats also elect a majority of the Congressional delegation and both houses of the Legislature, but still cannot take complete control of

Philadelphia; Gov. Earle will institute a "Little New Deal."
(Cannadine)

- Nov. 6, 1934 Pres. Atterbury's yacht *Arminia* arrives in Miami at night. (PR)
- Nov. 7, 1934 Pres. Atterbury takes an automobile ride around Miami; a press release states he is "rapidly improving" and that there is "no foundation whatever for reports of his serious illness"; crew of Pres. Atterbury's yacht *Arminia*, interviewed by the press off Miami, deny rumors he is critically ill. (PR, NYT)
- Nov. 8, 1934 Delaware & Hudson Company Board finally votes to authorize the purchases of Lehigh Valley Railroad stock made in 1924 by L.F. Loree. (Wheeler)
- Nov. 9, 1934 Ivy Ledbetter Lee (1877-1934), public relations consultant to the PRR, the Rockefellers, Armour & Co., IG Farben AG, Princeton University and other large concerns, dies at St. Luke's Hospital, New York, of a brain tumor at 3:45 PM; Lee's partner Thomas J. Ross (1893-1975) continues to oversee the PRR's Publicity Bureau and continues the firm as "Ivy Lee & T.J. Ross" until 1961, when it becomes T.J. Ross & Associates, Inc.; Ross retires in 1971. (NYT, IvyLeePapers, WwasW)
- Nov. 10, 1934 PRR places the order for the first production run of 57 Class GG1 electric locomotives; 14 to be built by GE, 18 at Altoona, and 25 by Baldwin with Westinghouse equipment to be installed at Altoona; cost over \$250,000 each, or total of \$15 million; because the GG1 is chosen for production, R1 No. 4800 and prototype GG1 No. 4899 swap numbers; the R1 is further renumbered to No. 4999 in 1940 when its old number is needed for a GG1. (PR, NYT, ClsscTrains)
- Nov. 10, 1934 Pres. Atterbury, at Miami, eulogizes his friend Ivy Lee as "a brilliant mind, absolutely without prejudice." (NYT)
- Nov. 11, 1934 Last PRSL passenger train runs between Sea Isle City and Townsends Inlet; replaced by bus service between 51st Street, Ocean City, Sea Isle City, and Townsends Inlet; Pennsylvania-Reading Motor Lines, Inc., discontinues bus service between Sea Isle Jct. and Stone Harbor. (tt, VPO, RyAge)
- Nov. 11, 1934 Burlington *Zephyr* placed in regular revenue service between Kansas City, Mo., and Omaha and Lincoln, Neb.; first lightweight streamliner in regular revenue service. (RyAge, C&C)
- Nov. 11, 1934 Right-wing Populist radio priest Father Charles Coughlin (1891-1979) announces the formation of the National Union for Social Justice;

Coughlin has supported Pres. Roosevelt since his nomination, but has broken with him because of pro-business elements in the NRA phase of the New Deal and because he has not moved far enough as Coughlin sees it; the NUSJ calls for guaranteed incomes, nationalizing industries, the nationalization of the Federal Reserve Banks, making “free silver” the basis of the currency, taxing the rich, protecting unions, and full government direction of industry to eliminate competition and fix output; Coughlin is soon denouncing Roosevelt as a tool of Wall Street; Roosevelt tries to pressure Coughlin through Joseph P. Kennedy and other New Deal Irish Catholics. (cuomeka.wilco.org, wiki)

- Nov. 12, 1934 One track of Union Tunnel in Baltimore opens for revenue service; old Union Tunnel single-tracked; Baltimore Station platforms lengthened for 20-car trains. (CE)
- Nov. 12, 1934 The second series of Claymont Trials concludes with a test run (run no. 1831) of Class O1 No. 7850. (Test Dept)
- Nov. 14, 1934 Both tracks of Union Tunnel in Baltimore open for revenue service, one for freight and one for passenger service, westbound only; the 1873 tunnel is converted to single track for all eastbound trains on the descending grade. (CE, C&C)
- Nov. 14, 1934 PRR announces that the pick-up and delivery rates for LCL freight first offered on Dec. 1, 1934, are to be made permanent. (PR)
- Nov. 14, 1934 Brotherhood of Sleeping Car Porters asks to be recognized by the Pullman Company; represents 51% of porters and maids. (RyAge)
- Nov. 15, 1934 Ivy L. Lee’s will is probated; his estate is valued at \$24,000. (NYT, Hiebert)
- Nov. 1934 National Union for Social Justice formed by the radio priest Father Charles Coughlin (-) of Royal Oak, Mich., whose weekly radio sermons draw as many as 40 million listeners; originally supporting the New Deal, he now criticizes it from a right-wing populist position that is increasingly tinged with a crude anti-Semitism, anti-intellectualism and isolationism that play well in the heartland, and anti-communism that plays well with conservative Catholics. (Smith/FDR - verify)
- Nov. 16, 1934 Raymond Loewy presents the first concept renderings for the GG1 to VP Martin W. Clement; designs an all-welded body and distinctive gold "cat's whiskers" stripes, which Loewy claims will serve as a safety feature in the manner of modern reflective stripes, for such a “quiet” locomotive. (MWC/Porter)

- Nov. 16, 1934 Union Pacific No. M-10001 arrives at Indianapolis over the PRR from Louisville and is put on display. (PR)
- Nov. 1934 Cumberland Valley locomotive *Pioneer* returns from Century of Progress; placed in Franklin Institute in Philadelphia.
- Nov. 17, 1934 Live-steam model of a K4s, 5'-6" long, build by Fred G. Carter, a machinist at Pitcairn, is placed on display at Pittsburgh station. (PR)
- Nov. 20, 1934 PRR announces that the electrification for passenger service is 80% complete, and service to Washington will begin in Jan. 1935; have 11,200 men employed. (PR)
- Nov. 23, 1934 U.S. Court at Chicago dismisses the suit of the NYC and Louisville & Nashville Railroad for an injunction to block Federal Coordinator Joseph B. Eastman's order preventing the L&N from rerouting its Chicago-Florida trains over the NYC instead of the Chicago & Eastern Illinois Railroad. (RyAge)
- Nov. 1934 N.J. PUC approves PRSL substituting buses for trains between 51st Street, Ocean City, and Sea Isle City, with 2 eastbound and 3 westbound trips; must run a through train from Philadelphia to Sea Isle City on Sundays only. (RyAge - check tt??)
- Nov. 25, 1934 New York Chapter of the Railway & Locomotive Historical Society, under the leadership of Thomas T. Taber, runs its first fan trip, via the CNJ and B&O to view the B&O historical collection at Halethorpe, Md. (NYT, Taber)
- Nov. 27, 1934 Realty Hotels, Inc., incorporated as an NYC subsidiary to lease and operate hotels built on air rights over Grand Central Terminal, i.e., the Biltmore, Barclay, Chatham, Commodore, Park Lane and Roosevelt. (MB)
- Nov. 28, 1934 Alleghany Corporation declares bankruptcy, dragged down by the bankruptcy of the Missouri Pacific Railroad, as it lost its income from MP securities; Alleghany stock falls to under \$1. (Wheeler)
- Dec. 1, 1934 N.J. PUC order the PRR to elevate its tracks through Woodbridge on the Perth Amboy Branch. (RyAge)
- Dec. 1, 1934 PRR contracts with short line Valley Railroad to operate PRR Kinzua Branch, Kinzua to West Line, Pa. (MB)
- Dec. 1, 1934 PRR operates 17 special trains to Army-Navy Game at Franklin Field in Philadelphia. (NYT)

- Dec. 1, 1934 Pittsburgh & West Virginia Railway unable to meet interest payments. (NYT)
- Dec. 1, 1934 Leningrad Communist Party boss Sergei Kirov (1886-1934), who appears to be emerging as an alternative to Stalin, is assassinated in his office; Stalin uses the assassination as an excuse to order the secret police, the NKVD, to arrest and execute people at will; the level of terror increases, reaching a peak in 1938-39. (Service)
- Dec. 4, 1934 ICC requires a Pennroad Corporation guarantee as prerequisite for RFC loan to Pittsburgh & West Virginia Railway. (NYT)
- Dec. 6, 1934 ICC approves PRSL acquisition of Wildwood & Delaware Bay Short Line Railroad. (ICC, PRSL/Rdg)
- Dec. 6, 1934 T. C. Milligan (1882-1934), Chief of Operations of CNJ marine services, dies of a heart attack at Jersey City. (RyAge)
- Dec. 7, 1934 Secretary of Agriculture Henry A. Wallace testifies against a railroad rate increase at ICC hearings. (RyAge)
- Dec. 8, 1934 ICC concludes hearings on *Ex Parte 115*, the railroads' request for a general rate increase. (RyAge)
- Dec. 8, 1934 New Haven exhibits its new semi-streamlined coaches in a press run between New Haven and Boston; two are to be sent to Washington for exhibit; 50 cars have been built by the Pullman-Bradley Car Corporation to a design by noted industrial designer Walter Dorwin Teague (1883-1960); they become known as "American Flyer" cars after the A.C. Gilbert Company of Connecticut copies them for its popular S-gauge toy trains. (RyAge)
- Dec. 12, 1934 First electric locomotive passes through rebuilt B&P Tunnel at Baltimore. (CE)
- Dec. 12, 1934 Former Assistant to the VP-Central Region Robert T. Morrow (1859-1934) dies at Shadyside, Pa. (RyAge)
- Dec. 13, 1934 PRR signs revised contract with federal government for financing 57 production model GG1's at added cost of \$8 million to be transferred from electrification funds. (MB)
- Dec. 14, 1934 Gibbs & Hill, Inc., proposes "all-electric" streamlined MU trains; including electric heat and cooking. (CMP)

- Dec. 14, 1934 NYC places Class J1e 4-6-4 No. 5344 with "bathtub" type streamlined shroud on its first trial at West Albany; named *Commodore Vanderbilt*; first streamlined steam locomotive in the U.S.; streamlining designed by wind tunnel studies at the Case School of Applied Science at Cleveland; reduces air resistance by 30%. (RyAge, Trains)
- Dec. 14, 1934 Pittsburgh & West Virginia Railway appeals to ICC for rehearing, as Pennroad Corporation has refused to guarantee its RFC loan needed to stave off bankruptcy. (NYT)
- Dec. 15, 1934 PRSL introduces new 10-trip and 50-trip tickets; offers 150-trip tickets at 10% reduction; eliminates photo ID's on weekly and monthly commuter tickets. (RyAge)
- Dec. 15, 1934 Railway Accounting Officers Association becomes the Accounting Division of the AAR. (RyAge)
- Dec.? 1934 Raymond Loewy, a master at self-promotion, gives lectures at the Pratt Institute and Stevens Institute of Technology highlighting his work on the GG1. (Wayt/ClsscTrains)
- Dec. 1934 Sherman's Valley Transportation Company dissolved. (Cards)
- Dec. 1934 Reading "streamstyles" Class G-1sa 4-6-2 No. 108 with a smooth boiler jacket, British-type capped stack and polished metalwork; used in Jersey City-Philadelphia service as a response to the PRR's streamlined electric locomotives. (BeeLine)
- Dec. 16, 1934 PRR announces formation of a System Board of Adjustment with the Association of Telegraph Employees, Pennsylvania Railroad System. (PR)
- Dec. 16, 1934 Rev. T. Asher Hess (1847?-1934), religious secretary of the PRR YMCA in Philadelphia and a Union drummer boy at the Battle of Antietam, dies in Philadelphia at 87. (NYT)
- Dec. 18, 1934 CBS radio commentator Boake Carter (1899?-1944) broadcasts from the observation car of the eastbound *Broadway Limited* near Lima, Ohio. (PR)
- Dec. 20, 1934 PRR Board authorizes \$275,000 to build team tracks and a break-bulk facility at North Bergen, N.J. on PT&T. (MB)
- Dec. 21, 1934 Penn Station sets new record for busiest day for outgoing trains, with 50 extra sections. (NYT)

- Dec. 21, 1934 First Universal newsreel footage of a GG1 at speed near Wilmington begins being screened for a week at the Earle Theatre in Philadelphia. (PR)
- Dec. 21, 1934 Cleveland & Pittsburgh RPO consolidated into spur of Pittsburgh & Chicago RPO. (Kay)
- Dec. 21, 1934 New York, Philadelphia & New York Railroad Ferry Company organized at Philadelphia; John F. Deasy, Pres.; leases terminals and two steamboats from NYP&N. (MB)
- Dec. 1934 Pres. Atterbury returns from his Florida trip; however, he does not resume attending Board meetings and will attend only once more to deliver his resignation. (NYT, MB)
- Dec. 26, 1934 PRR Publicity Dept. begins issuing a new irregular publication, *Train Talks*, a small, illustrated booklet on coated paper, which is placed on car seats; the first issue is devoted to the electrification. (PR)
- Dec. 26, 1934 Pullman Car & Manufacturing Corporation and Standard Steel Car Corporation merge to form Pullman-Standard Car Manufacturing Company, the car-building arm of Pullman Incorporated. (DelCorps, Moodys)
- Dec. 27, 1934 LIRR exhibits an aluminum MU car with “alumaneal” finish for insulation at Jamaica. (RyAge)
- Dec. 27, 1934 Columbus-Cleveland passenger train deliberately wrecked by opening a switch so that its runs into box cars on a siding; three trainmen killed and 16 passengers injured; three men later charged with first degree murder; prosecution charges Hubert Lindsey, 53, and a friend tampered with the switch to discredit an employee so Lindsey's step-son-in-law might get his job. (RyAge, NYT)
- Dec. 27, 1934 NYC streamlined 4-6-4 *Commodore Vanderbilt* begins two days of display at Grand Central Terminal. (RyAge)
- Dec. 27, 1934 Transcontinental & Western Air, Inc., (I) merged with TWA, Inc. as Transcontinental & Western Air, Inc. (II); Post Office Dept. encourages the merger so that mail can be flown on Transcontinental & Western Air's DC-2's. (Moodys, TWA, Serling)
- Dec. 28, 1934 Henry Belin du Pont (1898-1970) named Chairman of the new Transcontinental & Western Air, Inc.; Jack Frye (1904-1959) named Pres.; Ernest R. Breech (1897-1978) of General Motors continues to be the power behind the scenes; Breech also has majority of stock sold by

- General Motors to John D. Hertz (1879-1961) of the Yellow Cab Company and the investment banking house of Lehman Brothers, of which Hertz later becomes a partner. (Serling)
- Dec. 1934 Transcontinental Air Transport, Inc., pays out its 47.6% of the stock of Transcontinental & Western Air, Inc. as a liquidating dividend. (Moody's)
- Dec. 28, 1934 West Lane Garage Company incorporated to operate parking garages in Germantown; for bookkeeping purposes, owned by Walhonding Coal Company. (MB)
- Dec. 29, 1934 PRR takes delivery of No. 4780, first of 28 "modified" Class P5a electric locomotive, from Juniata; has streamlined steeple cab derived from that developed for the GG1 and R1. (Keyser)
- Dec. 29, 1934 North American Aviation, Inc., distributes its stock of Transcontinental & Western Air, Inc., as a dividend, payable Feb. 15, 1935. (GM AR)
- Dec. 1934 PRR reports that Florida travel for the month is up 20% from 1933. (RyAge)
- Dec. 30, 1934 PCC&StL Railroad Board approves applying to the ICC to abandon the 1.87 miles of the Bridgeville & McDonald Branch between Cecil and McDonald. (MB)
- Dec. 31, 1934 North American Aviation, Inc., becomes an operating company under the Air Mail Act. (Moody's)
- 1934 PRR passenger revenues increase \$4.81 million over 1933 without stimulus of fare cut; first in about 10 years; freight revenue up \$12.26 million; total increase in gross income is \$18.95 million, but increased operating costs cause net operating income to fall from \$61.98 million to \$61.32 million. (NYT)
- 1934 PRR passenger business shows first upturn after 10 years of decline; LCL freight show first increase since 1925 because of truck pick up & delivery service. (RyAge)
- 1934 Pennroad Corporation gross income increases from \$864,506 in 1933 to \$1.4 million in 1934 because of increase in dividend income. (NYT)
- 1934 ICC complete the basic railroad valuation project having prepared 1,046 separate reports at a cost of hundreds of millions; the total value of U.S. railroads for rate-making purposes is \$16.2 billion, versus a total railroad capital in the hands of the public of \$16.3 billion,

meaning that the 65-year agitation over “watered stock” has been totally misplaced. (Gallamore)

- 1934 Raritan River Railroad extends its Kearney Spur west of South Amboy 1 mile to the new plant of the Titanium Pigment Company on the Raritan River; its becomes the company’s most profitable line. (Deibert)
- 1934 PRR abandons Island Heights Branch, Island Heights Jct. to Island Heights, N.J. (1.2 miles). (C&C)
- 1934 PRSL abandons 0.9 mile of the Newfield Branch and 0.78 mile of the ex-West Jersey & Seashore Railroad at Atlantic City. (C&C)
- 1934 Reading Transportation Company (Reading's bus subsidiary) assigns its Philadelphia-Atlantic City, Atlantic City-Ocean City-Wildwood, Wildwood-Cape May, and Wildwood-Stone Harbor-Avalon routes to Pennsylvania-Reading Motor Lines, Inc. (AR)
- 1934 PRSL abandons Williamstown-Williamstown Jct. (7.31 miles) and 0.2 miles of the Mississippi Avenue Branch in Atlantic City. (C&C)
- 1934 Reading air conditions its first 5 coaches, 2 combines and 2 café cars and the Pullman Company air conditions 2 parlor cars to complete 2 complete trainsets for New York-Philadelphia service; Reading Board authorizes air conditioning an additional 4 café cars, 12 coaches, 5 combines and 1 parlor car; with cars being air conditioned by CNJ, will completely air condition all New York-Philadelphia trains and put air conditioned cars on some Pottsville and Shamokin trains. (AR - verify MB?)
- 1934 PRR completes mail-handling tunnel and tracks at Pittsburgh station for new Post Office.
- 1934 Monongahela Railway abandons Middle Run Branch, Adah Jct. to Lambert (2.97 miles). (C&C)
- 1934 PRR buys land at Smiths Ferry to deny the Pittsburgh Coal Company a site for a coal terminal on the Ohio River. (Cole)
- 1934 PFW&C abandons Van Buren-Madison Streets (0.37 miles) and Madison Street to Kinzie Street in Water Street (0.52 mile) at Chicago. (C&C)
- 1934 PRR retires last all-wooden freight cars.

- 1934 PRR increases dividend from 1% to 2%.
- 1934 PRR issues \$50 million 50-year, 4.25% General Mortgage bonds at 4.5% basis to retire the 15-year, 6.5% Gold bonds due Feb. 1, 1936 and other old issues; issues to PWA \$23.49 million in 30-year, 4% serial bonds, \$15.525 million in 15-year, 4% Equipment Trust certificates, and \$6.07 million in 20-year, 4% Equipment Trust certificates to finance electrification and equipment.
- 1934 YMCA resumes holding boxing meets and bowling and billiards tournaments; this is the only resumption of company athletics, though not run by the PRR directly. (Personnel Dept.)
- 1934 Norman B. Pitcairn replaces Walter S. Franklin as a director of the Lehigh Valley Railroad. (AR -verify MB)
- 1934 New Haven obtains \$7.1 million loan from RFC. (AR)
- 1934 NYC air conditions *Twentieth Century Limited*. (Sanders - check)
- 1934 Pennroad Corporation writes off \$4.03 million investment in National Carloading Corporation. (NYT)
- 1934 Sixth unit of 25 cycles placed in service at the Safe Harbor Water Power Corporation dam on the Susquehanna River to supply the PRR's Washington electrification; a seventh unit is added for the same purpose in 1940. (Beck)
- 1934 Westinghouse industrial designer Donald R. Dohner establishes the first degree-granting industrial design program at the Carnegie Institute of Technology. (Wayt/ClsscTrains)
- 1934 Westinghouse Air Brake Company introduces high-speed control brakes for lightweight streamliners. (WABCO)
- 1934 Alert to the potential of diesel-powered lightweight passenger trains, General Motors Corporation reorganizes its Winton Engine Division by spinning it off to two new subsidiary companies, the Electro-Motive Corporation, and the Winton Engine Manufacturing Corporation. (GM AR)
- 1934 Brown Brothers Harriman & Co. elects to remain a commercial bank; four partners join with former employees of the National City Company to form the investment banking house of Brown Harriman & Co., Inc., later Harriman Ripley & Co., Inc. (Kouwnhoven)

1934

Louisiana Gov. Huey Long (-1935), aka “The Kingfish,” is pushing his “Share Our Wealth” clubs, which claim a membership of 7.5 million; Long’s version of Southern right-wing populism calls for confiscating large personal fortunes, imposing steeply progressive income taxes and redistributing wealth downwards in the form of a guaranteed annual family income of \$2,500 (twice the current level), old age pensions and free college educations; he is the main challenge to Pres. Roosevelt on the right and threatens to cost FDR Southern states in 1936.
(Smith/FDR - verify - DAB, NYT?)