

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

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1936

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All data subject to correction and change

- Jan. 1, 1936 PRR and CNJ begin new fare schedule between New York and NY&LB points, ending system in place for 50 years by which year-round commuters pay progressively less for each monthly ticket; replaced with 60-trip monthly, 12-trip weekly and 10, 50 and 100-trip individual tickets; raises annual fare by about 10% but cuts monthly fare; favors summer commuters and vacationers over year-round commuters from the Rumson-Red Bank area. (PR, NYT)
- Jan. 1, 1936 *Florida Sunbeam* inaugurated as a winter-only train between Cincinnati and both coasts of Florida via Southern Railway/Seaboard Air Line with through cars from Great Lakes cities via NYC; it is completely air conditioned or air-cooled. (Key, Hoffman, RyAge)
- Jan. 1, 1936 Mackinac & Richmond RPO renamed Mackinaw City & Richmond RPO. (Kay)
- Jan. 1, 1936 John L Gressitt named Acting Chief Engineer, Maintenance of Way-Central Region, replacing Porter Allen relieved for health; Felix R. Gerard (1887-1947) named General Superintendent of the Northwestern General Division, replacing Gressitt; Frank W. Stoops named Superintendent of the Philadelphia Division, replacing Gerard; F.R. Rex named Superintendent of the Chicago Terminal Division, replacing Stoops, W.D. Supplee named Superintendent of the Logansport Division, replacing Rex. (MB)
- Jan. 1, 1936 Scott Brothers, Incorporated, purchases W.G. Corporation from US Truck Lines, Inc., for \$10,000; later invalidated by the ICC. (RyAge)
- Jan. 1, 1936 Federal income tax on corporate earnings increased from 13³/₄% to 15%, and more taxes imposed on inter-corporate dividends. (Rdg AR - from Revenue Act of 1935?? verify)

- Jan. 2, 1936 General Superintendent of Telegraph Norman S. Menaugh (1877-1936) dies at home in Philadelphia of pneumonia. (PR)
- Jan. 2, 1936 Atlantic Coast Line's *Florida Special* resumes running for the season with swimming pools in converted baggage cars operated by Col. Henry Dougherty of the Florida All Year Round Club. (NYT, Bramson)
- Jan. 2, 1936 *Dixieland* inaugurated as winter-only Chicago-Miami train via Evansville, Atlanta and Waycross on C&E/L&N/NC&StL/AB&C/ACL route; operates on 32:20 schedule with one-night-out; fastest and first such train between the Midwest and Florida. (Key)
- Jan. 3, 1936 In his State of the Union address, Pres. Roosevelt sounds the theme of class warfare, denouncing "economic autocracy" and "entrenched greed" whose agents want only "power for themselves, enslavement for the public"; as Roosevelt tacks to the left, most of his original advisers, who are economists and technocratic planners, resign and are replaced by journalists and lawyers. (Smith/FDR)
- Jan. 7, 1936 Unit Train Committee makes report with design of a 14-car articulated train of aluminum construction capable of operating between New York and Washington in 3 hours; estimated cost \$715,000 each for 2 units; special locomotive similar to *City of Denver* is replaced by GG1; plans are displayed in Philadelphia for private viewing by selected industrialists and civic leaders. (VPO)
- Jan. 8, 1936 PRR Board approves additional \$5 million for Newark Improvements. (MB)
- Jan. 8, 1936 At the annual Democratic Party Jackson Day dinner, Pres. Roosevelt wraps himself in the mantle of Andrew Jackson, drawing parallels between those who had opposed Jackson a century earlier with those opposing the New Deal. (Smith/FDR)
- Jan. 9, 1936 Syndicate headed by Halsey, Stuart & Co. purchases \$30.8 million of PRR electrification serial 4% bonds at auction from RFC at 103% or \$31,892,000. (RyAge)
- Jan. 11, 1936 General Motors Corporation's fails in its attempt to dislodge the Flint sit-down strikers by turning off the heat.
- Jan. 12, 1936 Southern Railway No. 29 departure from New York changed from 11:30 AM to 10:05 PM, and New York-Nashville and New York-Birmingham sleeping cars put on other trains. (RyAge)

- Jan. 13, 1936 Reading Pres. Edward W. Scheer elected Pres. of PRSL, replacing Charles H. Ewing, deceased; Board grants additional authority to abandon the 14th Street end of the ex-West Jersey & Seashore line at Ocean City; abandons "SOUND" Interlocking at Cape May. (MB)
- Jan. 13, 1936 Northern Central Railway grants revised trackage rights to the Susquehanna & New York Railroad between Newberry and Marsh Hill, Pa. (MB)
- Jan. 14, 1936 American Contract & Trust Company sells the Chesapeake Bay steamboat *Dorchester*, laid up at Canton since 1932, to Fabian P. Noel for Washington excursion service as the Robert E. Lee. (MB, Burgess)
- Jan. 14, 1936 Former PRR Mechanical Engineer John Wills Cloud (1851-1936) dies at Barbados, after a long term as an officer and director of the Westinghouse Brake & Signal Company, Ltd., at London. (LndnTms)
- Jan. 1936 Baltimore Chapter of the National Railway Historical Society (NRHS) founded. (NRHS)
- Jan. 17, 1936 New Castle Terminal Company of Baltimore returns the Chesapeake Bay steamer *Eastern Shore* to the American Contract & Trust Company on the grounds that it cannot operate coal-burners at a profit. (MB)
- Jan. 18, 1936 Association of American Railroads meeting in Chicago announces the formation of a committee to treat with the unions on terms for employees laid off or reassigned as a result of mergers after protection of Federal Coordinator law expires in June; headed by H.A. Enochs of the PRR. (NYT)
- Jan. 18, 1936 ICC refuses to suspend tariffs for free pick-up & delivery for LCL to become effective Jan. 20; PRR announces it will begin service Apr. 1, eliminating extra charges now levied on distances over 260 miles. (NYT)
- Jan. 18, 1936 Pres. Roosevelt leaves Washington on a PRR POTUS special en route to New York, where he will dedicate the Theodore Roosevelt Memorial entrance hall to the American Museum of Natural History on Jan. 19. (CMP, NYT)
- Jan. 21, 1936 Federal Coordinator of Transportation Joseph B. Eastman makes his fourth and last report; continues to argue for ICC regulation of water carriers and the reorganization of the ICC; he proposes expanding it from 11 to 16 Commissioners with a permanent Chairman, and

dividing it into four divisions for railroad, water and pipe, motor and air, and finance; the heads of the four divisions and the Chairman to form a policy board and the Federal Coordinator to become a permanent part of the ICC; the ICC Commissioners balk at losing their equality and having Eastman as permanent Coordinator. (RyAge, Hoogenboom)

- Jan. 22, 1936 PRR Board appoints Special Committee on organization and officers' salaries; authorizes abandonment of Dresden Branch between Trinway and Tunnel Hill, Ohio (10.85 miles). (MB)
- Jan. 22, 1936 PRR Board authorizes the sale of \$40 million of PRR General Mortgage 3-3/4% bonds to Kuhn, Loeb & Co. to redeem \$50 million in 5% bonds due in 1964. (PR)
- Jan. 23, 1936 State of Maryland declines offer of banking syndicate to buy its \$90,000 annuity originally granted by Northern Central Railway for \$2.34 million. (NYT)
- Jan. 23, 1936 New Haven disaffirms lease of Chatham Railroad, which is to be abandoned. (NH AR)
- Jan. 24, 1936 Railroads petition ICC to continue temporary rate increase in force beyond June 30.
- Jan. 24, 1936 Henry Belin du Pont (1898-1970) resigns as Chairman of Transcontinental & Western Air, Inc., and position abolished. (HBdP Pprs, Serling)
- Jan. 25, 1936 PRR Musical Festival held at the Jaffa Mosque in Altoona; a total of 450 singers and musicians, including a 375-member chorus and a 60-piece symphony orchestra, from 18 YMCA's around the PRR system participate, including the Keystone Quartette from Philadelphia. (PR, RyAge)
- Jan. 25, 1936 ICC rejects a suggestion of the Providence & Worcester Railroad that it be aligned with the Boston & Albany Railroad or Boston & Maine Railroad instead of the New Haven. (Moody's)
- Jan. 25, 1936 At the Liberty League's annual dinner in Washington, ex-Gov. Al Smith delivers such a virulent attack on Pres. Roosevelt, equating the New Deal with Communism, that it results in a backlash against the League. (Smith/FDR)
- Jan. 26, 1936 New York Chapter of the Railway & Locomotive Historical Society runs a "farewell to the Tuckerton" fan trip. (RyAge)

- Jan. 27, 1936 Congress passes Soldiers's Bonus over Pres. Roosevelt's veto; calls for immediate payment of certificates due in 1945.
- Jan. 28, 1936 Florida traffic has rebounded; since Dec. 12, 1935, the *Miamian* has run in 42 extra sections, the *Havana Special* in 38 extra sections, and the *Florida Special* in 28 extra sections; many trains are still running in as many as 5 sections a day; a total of 108 extra sections run since Dec. 12, 1935; up 20% from the 1934-35 season. (PR, RyAge)
- Jan. 30, 1936 Appraisal of W.W. Atterbury's estate filed at Delaware County Court House in Media; valued at \$613,307, including 7,577 shares of PRR worth \$201,738 and 6,000 shares of Pennroad Corporation at \$14,250; most of his investments were in companies within the PRR system. (NYT, RyAge)
- Jan. 30, 1936 John J. O'Ryan, 70, makes his last pre-retirement run as engineer of *The Broadway Limited* from Chicago to Fort Wayne. (PR)
- Jan. 30, 1936 Reading's eastbound *WilliamSPORTer* No. 14 derails at speed at the western end of Susquehanna River bridge opposite Sunbury and falls into the old canal bed below; engine crew and one passenger killed; Reading detours over PRR during bridge repairs. (NYT)
- Jan. 31, 1936 Tuckerton Railroad ceases operation; last run of passenger and freight service between Whitings and Tuckerton. (Brinckmann)
- Feb. 1, 1936 Allegheny Corporation extends its options on the Erie Railroad and Nickel Plate for an additional two years. (Wheeler)
- Feb. 1, 1936 Railway Express Agency, Inc., begins offering unified air-rail express service throughout U.S. and to over 33 countries reached by Pan American Airways. (AircraftYrBk, RyAge)
- Feb. 1, 1936 Federal Coordinator of Transportation Joseph B. Eastman announces that he will issue orders covering the coordination of terminal facilities at Worcester, Mass., Mechanicsville, N.Y., Grand Rapids, Mich., Jacksonville, Fla., Montgomery, Ala., Meridian, Miss., Freeport, Ill., Des Moines and Council Bluffs, Iowa, Beaumont, Tex., and Ogden, Utah; Eastman estimates that nationwide consolidation of terminals would save \$56 million a year; the announcement is met by strong opposition from the railroads, who fear loss of competitive advantages, and the unions, who fear loss of jobs; Eastman never issues the orders, and management and labor begin working on a deal that will terminate the Coordinator's office. (Latham)

- Feb. 2, 1936 PRR operates a Snow Train with 256 passengers from Philadelphia to Bear Mountain, N.Y., via the West Shore Railroad from Jersey City. (RyAge)
- Feb. 2, 1936 Van Sweringen Company, controlling the brothers' Cleveland real estate, goes bankrupt. (Wheeler)
- Feb. 3, 1936 Exposition Greyhound, Inc., incorporated in Ohio to provide sightseeing buses at the Great Lakes Exposition; owned jointly by Pennsylvania Greyhound Lines, Inc., and Central Greyhound lines, Inc. (Compt)
- Feb. 3, 1936 Labor-management negotiations to settle terms of severance for employees laid off in mergers and consolidation of terminals begin at New York; H. A. Enochs of the PRR heads the management committee with George Harrison of the Brotherhood of Railway & Steamship Clerks for labor. (NYT)
- Feb. 3, 1936 Eastbound Trenton local skids on icy rails entering Jersey City Terminal and crashes into the bumper block; 31 injured. (NYT)
- Feb. 5, 1936 Edward W. Scheer (1875-1949), Pres. of the Reading and CNJ, elected Pres. of the NY&LB, replacing Charles H. Ewing, deceased. (MB)
- Feb. 5, 1936 Trailways Transportation System, Inc., incorporated by the Burlington Transportation Company, Santa Fe Trails Transportation Company, Missouri-Pacific States, Safeway Lines, Inc., and the Frank Martz Coach Company, companies left out of the Greyhound system; the ICC encourages local independent operators to form the National Trailways Bus System to provide competition for Greyhound Corporation; Trailways remains a loose association of nearly 100 local companies. (wiki)
- Feb. 6, 1936 PRR General Office Veteran Employees' Association holds its fifteenth anniversary dinner; open to persons with 21 years or more service. (RyAge)
- Feb. 7, 1936 PRR and NYC operate their first-ever "snow trains" from Chicago to the 9th annual Winter Carnival at Petoskey, Mich.; PRR has heretofore only run "snow trains" on the East Coast; the trains return to Chicago on Feb. 10; the experiment is apparently unsuccessful and not repeated in 1937. (PR, RyAge)
- Feb. 7, 1936 Presidents of Boston & Maine, New Haven and New York Central issue report to New England governors on railroad situation.

- Feb. 12, 1936 O. P. Van Sweringen testifies at a Congressional investigation of Mid-America Corporation. (RyAge)
- Feb. 13, 1936 PWA administrator Harold Ickes announces the transfer of all transportation loan activities and all railroad loans to the RFC. (RyAge)
- Feb. 14, 1936 Baltimore & Virginia Steamboat Company charter forfeited for non-payment of taxes. (MB)
- Feb.? 1936 B&O experimental Class V-4 4-6-4 No. 5360 with an Emerson water-tube boiler, the largest B&O passenger locomotive, arrives at Jersey City on train No. 528. (RREmply)
- Feb. 16, 1936 PRR operates a second Philadelphia-Bear Mountain Snow Train with 188 passengers. (RyAge)
- Feb. 17, 1936 Railway Labor Executives Association delegation meets with Federal Coordinator of Transportation Joseph B. Eastman and tells him that they oppose his plan to consolidate terminal facilities in 11 cities and that if the current labor-management negotiations break down, they will push for a law to limit layoffs and set severance pay. (NYT)
- Feb. 19, 1936 PRR Board authorizes \$904,000 for air conditioning 140 passenger cars. (MB)
- Feb. 19, 1936 Lewis K. Marr (1869-1936), Assistant to the General Superintendent-New York Zone, collapses from a cerebral hemorrhage while giving a talk on "Washington - Man of Destiny" at the Penn Station YMCA; he dies at New York Hospital. (PR)
- Feb. 19, 1936 Gov. H. Styles Bridges (1898-1961) of New Hampshire threatens to ask government to force PRR to divest itself of New Haven unless trustees end PRR interest in reorganization. (NYT)
- Feb. 21, 1936 Raymond Loewy-designed streamlined casing applied to K4s No. 3768 at Juniata Shops. (prrfax)
- Feb. 1936 Because of partial recovery in the stock market, the value of the collateral backing the Allegheny Corporation loan rises above 150% of the principal for first time since Sep. 1931; control of Allegheny reverts from Guaranty Trust Company to O.P. Van Sweringen. (Wheeler)
- Feb. 22, 1936 Pres. Roosevelt leaves Washington on a PRR POTUS special for North Philadelphia to attend Founder's Day exercises at Temple University, then on to Boston for the 100th anniversary of Harvard's Fly Club, and then to Hyde Park and back to Washington. (CMP, NYT)

- Feb. 24, 1936 Pennsylvania Transfer Company applies to ICC to acquire Alko Express Line, operating in Pa. and Maryland, for \$162,500, and Baker Motor Freight, Inc., operating in Ky., Ohio, Mich., Pa. and W.Va., for \$25,000, to expand PRR's truck feeder system. (NYT)
- Feb. 25, 1936 Labor-management negotiations on severance pay hit a snag; H. A. Enochs announces to the press that the unions are now asking for protection, not merely for job loss from consolidations of two or more roads, but from any abandonments by a single railroad. (NYT)
- Feb. 26, 1936 Labor-management negotiations on severance pay continue all day at Grand Central Terminal; announce that conferences will resume on Feb. 28; the unions express a willingness to withhold the Wheeler-Crosser Bill if the railroads will agree to delay any mergers or coordinations until 12 months after the Emergency Railroad Transportation Act of 1933 expires on June 16. (NYT, Latham)
- Feb. 27, 1936 PRSL Board authorizes abandonment of the second track between Glassboro and Newfield. (MB)
- Feb. 27, 1936 Union leaders meet with Federal Coordinator of Transportation Joseph B. Eastman to ask that the delay his consolidation orders for 90 days; Eastman agrees to wait until Apr. 1. (NYT)
- Feb. 28, 1936 ICC approves reduction in base passenger fares from 3.6 cents per mile to 2 cents per mile coach and 3 cents per mile Pullman and eliminates Pullman surcharge effective June 2; cut had been pushed by Daniel Willard to stimulate new travel; actually B&O earned only 1.91 cents per mile in 1935, vs. 2.88 cents for PRR, because of its longer routes, lower densities and less first class travel; Pres. Clement states decision will "have a serious effect on our revenues." (RyAge, NYT)
- Feb. 29, 1936 PRR declares 2% dividend. (MB)
- Feb. 29, 1936 Northbound *Florida Special* runs in seven sections, each with recreation car and hostesses; marks partial recovery from Depression lows.
- Feb. 29, 1936 American Contract & Trust Company sells the steamboat *Talbot*, laid up at Canton since 1932, to the New York & Keansburg Steamboat Company; it is renamed the *City of New York* and runs in excursion service to Keansburg beach until blown ashore in a gale on Nov. 25, 1950. (MB, Burgess)
- Mar. 1, 1936 City of Chicago adopts Eastern Standard Time and withdraws from

Central Time Zone. (Guide)

- Mar. 1, 1936 Railroad Retirement Act to go into effect, but delayed by a court challenge. (LV AR)
- Mar. 2, 1936 Tender No. 6000 streamlined for K4s No. 3768 at Altoona, completing locomotive; during spring and summer it is exhibited at points around the PRR system, both stationary and in service; first announced in press release of Mar. 2, 1936, with photo paired with conventional K4s at "ZOO" Tower; locomotive is nicknamed "The Torpedo" by train crews. (PR, PRRFAX, CMP, NYT)
- Mar. 3, 1936 EMC's first road passenger diesels, demonstrators No. 511-512, begin five weeks of tests on PRR between Philadelphia and Pittsburgh on Chicago trains; later run as far west as Chicago; run 5,936 miles with trains up to 13 cars without major problems. (CMP, Hirsimaki)
- Mar. 3, 1936 PRR acquires full control of Pennsylvania Transfer Company of Pittsburgh; renamed Pennsylvania Truck Lines, Inc.; originally operates trucks within 50 mile radius of Pittsburgh; later expanded to 65 station-to-station routes for PRR in Pa., W.Va., Ohio and Indiana, Altoona to Columbus and Detroit. (MB, C&C)
- Mar. 3, 1936 American Contract & Trust Company settles dispute with the New Castle Terminal Company of Baltimore by a lump sum payment of \$3,500; the New Castle Terminal Company is to install diesel engines in the *Eastern Shore* and *Piankatank*. (MB)
- Mar. 4, 1936 Wheeler-Crosser Bill, drafted by the Railway Labor Executives Association to extend protection to railroad labor against layoffs as a result of consolidations in the Emergency Railroad Transportation Act of 1933, is introduced in Congress; also requires that the ICC approve all cuts in service or pooling. (RyAge, NYT)
- Mar. 1936 Railway Labor Executives Association delegation meets with Federal Coordinator of Transportation Joseph B. Eastman and asks him to postpone his order mandating coordination of terminal facilities in 11 cities until Mar. 15. (Latham)
- Mar. 7, 1936 While the western democracies are preoccupied with Italy's invasion of Ethiopia, Hitler sends German troops to occupy the Rhineland in defiance of the Versailles Treaty. (Morris)
- Mar. 8, 1936 Pres. Roosevelt urges J. J. Pelley of the AAR and J. A. Phillips of the Railway Labor Executives Association to settle their dispute over severance pay through negotiation rather than litigation or

Congressional action. (NYT, Latham)

- Mar. 10, 1936 American Contract & Trust Company sells the steamboat *Eastern Shore* to the Baltimore & Trenton Line for \$1.00. (MB)
- Mar. 11, 1936 Two low pressure areas, one moving from the Great Lakes and the other moving up the East Coast, combine over eastern Pennsylvania, New York and New England, bringing three days of heavy rains on top of a long thaw after a severe winter with heavy snows; rains bring flooding in New England, particularly in Connecticut River Valley, interfering with most New Haven lines east of New Haven except the Shore Line. (Floods, NH AR)
- Mar. 13, 1936 Philadelphia Chapter of the National Railway Historical Society (NRHS) founded by Robert G. Lewis, et al. (NRHS)
- Mar. 15, 1936 New York City Board of Transportation begins work on the Independent (IND) 6th Avenue Subway between 4th and 53rd Streets. (Feinman)
- Mar. 1936 Conemaugh Coal Company discontinues operations and dismantles its tipple on the PRR's Black Legs Creek Branch near Saltsburg, Pa. (ICC)
- Mar. 1936 Sen. Burton K. Wheeler announces that he will not bring up his railroad nationalization bill in this session; emphasis switches to the Wheeler-Crosser Bill to prevent cuts in railroad employment, which more than nationalization is the goal of the labor unions. (Latham - from RyAge)
- Mar. 1936 Populist radio priest Father Charles Coughlin (1891-1979) begins publishing a weekly newspaper, *Social Justice*; Coughlin is attempting to mount a challenge to Pres. Roosevelt's reelection. (wiki)
- Mar. 16, 1936 Pres. M. W. Clement appears on the cover of *Time*. (MnLnTms)
- Mar. 16, 1936 ICC approves abandonment of Philadelphia & Beach Haven Railroad, out of service since the storm of Nov. 16, 1935. (see below)
- Mar. 16, 1936 J. A. Phillips of the Railway Labor Executives Association informs Pres. Roosevelt that the labor-management talks on compensation for job losses are at an impasse; later that day, the parties meet and declare the talks suspended. (Latham)
- Mar. 16, 1936 Heavy rains begin over Allegheny Mountains with heavy snow pack.
- Mar. 17, 1936 A second pair of low pressure storms combine over the east coast from South Carolina to the lower St. Lawrence Valley, where it remains

stationary for three days, dropping most of its water on the Appalachian divide. (Floods)

- Mar. 17, 1936 Severe floods hit Susquehanna, Potomac, and Allegheny/Monongahela watersheds; through freight service on the Pittsburgh Division halted at 10:30 AM; at Johnstown, the flood crest is only 5 feet less than the great flood of 1889; Harrisburg-Pittsburgh main line severed at 6:30 PM; washouts also interrupt tests of diesels No. 511-512; some trains detoured around flood zone on West Shore and B&O; New York-Chicago trains routed over Lehigh Valley Railroad and NYC; New York-St. Louis trains via Washington and C&O; Washington-Chicago trains via Elmira and Erie to Mansfield; floods submerge 500 miles of PRR line and cause \$8.5 million in damage and \$4 million in lost revenue. (Floods, Mutual, AR, NYT)
- Mar. 17?, 1936 Eastbound *Duquesne* marooned at Huntingdon, Pa. (PR)
- Mar. 17, 1936 Floods and washouts block the Conemaugh Division. (Floods)
- Mar. 17, 1936 Robert Park Graham (1887-1936), Engineer, Maintenance of Way, Southern General Division, dies at Wilmington, Del. (RyAge)
- Mar. 18, 1936 Flood crests at Pittsburgh at 46.4 feet at 7:00 PM, a record there; 74 killed, 110,000 homeless; much of the business district is under water; the PRR runs special shuttle services from Pittsburgh to Carnegie, Allegheny, Aspinwall and between Steubenville and Weirton, as the roads are too flooded for trolleys and buses; in the morning, the Ohio River floods the PFW&C main line between Allegheny and Rochester; in the early hours, all four main tracks washed out at Barree on the Middle Division; the Susquehanna is up to the spring of the arches of the Rockville Bridge; at 9:00 PM, Harrisburg is cut off by rising water; tracks flooded at Renovo and Lock Haven; Port Road taken out of service at 3:22 PM to permit sandbags on the flanks of Holtwood Dam. (HistPitts, Floods)
- Mar. 18, 1936 Flood waters undermine Conemaugh roundhouse; four locomotives swept into the river; 10,000 flee Johnstown, fearing a repeat of the 1889 flood. (NYT)
- Mar. 18, 1936 Rains moves east spreading flooding to Connecticut River Valley; New Haven service suspended between Hartford and Springfield. (NH AR)
- Mar. 19, 1936 Pres. Roosevelt arranges for resumption of labor-management conferences on protection for employees laid off or transferred as a result of mergers; at same time he frees labor leaders to lobby for the Wheeler-Crosser bill. (NYT)

- Mar. 19, 1936 Trunk Line presidents meet at the Bankers' Club in New York to plan response to ICC order cutting passenger fares; Pres. Clement is only one wholly opposed. (NYT)
- Mar. 19, 1936 Flood crests occur on the Juniata and moves downward towards Harrisburg, halting all PRR service west of Lancaster; crests at Harrisburg at 6:00 PM at 3.5 feet higher than the previous record; in the morning, shuttle service established between Harrisburg and Enola via Lemoyne because the road bridges are under water; floods destroy the embankment of the Atglen & Susquehanna Branch between the Susquehanna and the artificial Kerbaugh's Lake above Columbia; backwater on the Anacostia River cuts the freight line into Washington; the electrified passenger line on the Northeast Corridor remains open over its whole length; limited service restored between Altoona and Pittsburgh; the storm center passes up the North Branch of the Susquehanna towards New England; refugees at Sunbury forced to the second floor of the station by rising waters. (Floods)
- Mar. 19, 1936 Eastbound *Red Arrow* arrives at Grand Central Terminal 15 hours late after detouring via Girard Jct. and Buffalo; at 6:30 PM, PRR announces that all service on main line is being terminated at Lancaster; Chicago service is being detoured over NYC between Cleveland and New York; *Pittsburgher* departs Grand Central Terminal at 12:15 AM via Cleveland and Columbus. (NYT)
- Mar. 19, 1936 Eastbound *Liberty Limited* arrives in Baltimore 16 hours late, having detoured by way of Binghamton, N.Y., to avoid flood waters. (NYT)
- Mar. 19, 1936 Charles R. Barnet (1882?-1936), engineer who supervised electrification at Penn Station, commits suicide by asphyxiating himself with automobile exhaust at Vineyard Haven, Mass. (NYT)
- Mar. 20, 1936 Flood crests at Wilkes-Barre in the early AM; in the morning, flood waters recede from Conway Yard, and shuttle service extended from Federal Street to East Conway; in the afternoon, service is restored between Columbia and York and thus to Harrisburg via a detour; Anacostia River Bridge restored. (Floods)
- Mar. 21, 1936 By 12:00 N, service is restored on the Philadelphia Division east from Harrisburg; gap in the Middle Division at Baree closed and one track opened at 2:59 PM, the last break in the main line; east-west freight service restored later in the day; all PRR long-distance trains restored without detours; service restored on the Williamsport Division below Williamsport and on the Elmira Branch. (Floods)

- Mar. 21, 1936 Former PRR Superintendent Victor Piollet Wierman (1855-1936) dies at York County, Pa. (findagrave)
- Mar. 22, 1936 In the afternoon, the PRR posts bulletins that all service has been restored, although some branch lines and individual tracks remain out of service; freight service restored over the Williamsport Division and the Low Grade Line. (PR, Flood)
- Mar. 23, 1936 ICC approves abandonment of Philadelphia & Beach Haven Railroad. (NYT)
- Mar. 23, 1936 PRR is supplying about a third of the drinking water to the city of Harrisburg from its own reservoirs and mains, as the city pumping and filtration plant has been knocked out by the flood; drinking water is being brought to Pittsburgh and Mifflin in tank cars. (PR)
- Mar. 23, 1936 Main tracks restored between Sunbury and Wilkes-Barre. (Floods)
- Mar. 23, 1936 Dana Oliver Lyle (1878-1957) appointed Valuation Engineer. (MB)
- Mar. 24, 1936 PRR announces that it has opened two tracks between Harrisburg and Pittsburgh; total loss to PRR from floods set at \$85 million, plus \$4 million in lost revenue; tracks reopens over the whole length of the Port Road. (NYT, Floods)
- Mar. 24, 1936 House passes the Pettingill Bill to repeal the long-haul-short-haul clause of the Interstate Commerce Act. (RyAge)
- Mar. 25, 1936 PRR Board authorizes purchase of former Washington, Baltimore & Annapolis Electric Railroad line between Odenton and Bowie Race Track for PRR to assume race track service; service begins same day for spring meet; also approves abandonment of Cumbo Yard and engine terminal. (MB)
- Mar. 25, 1936 EMC diesel demonstrators No. 511-512 end tests on PRR. (CMP)
- Mar. 1936 PRSL establishes Fishing Bureau in Philadelphia to provide information and arrange boat charters. (Guide)
- Mar. 1936 H.A. Enochs and George Harrison of the Railway Labor Executives Association come close to reaching an agreement on job protection for workers but railroads refuse to back the deal. (Fortune)
- Mar? 1936 Last run of swimming pools in converted baggage cars on the *Florida Special*. (Bramson - check tt for last trip)

Mar. 27, 1936 Linden Line restored at Williamsport. (Floods)

Mar. 28, 1936 New Haven restores service between Hartford and Springfield. (NH AR)

Mar. 29, 1936 Unit Train Committee reports on alternative scheme for 14-car *Congressional* of modernized heavyweight equipment; cost put at \$717,000 for 2 trains vs. \$1.43 million for 2 unit trains; leads to Loewy commission for modernized P70s; better flexibility in high-density corridors with wildly fluctuating demand. (CMP)

Mar. 29, 1936 Baltimore Mail Steamship Company announces it will add weekly passenger and freight service from Baltimore and Hampton Roads to London. (Vexler)

Mar. 30, 1936 Last main line track restored through Barree and on the Eastern Division between Pittsburgh and Rochester. (Floods)

Mar. 31, 1936 At last minute, ICC suspends tariffs for door-to-door LCL service on protests of individual truckers. (NYT)

Apr. 1, 1936 PRR institutes door-to-door service for LCL freight anywhere in system without extra charge formerly applied to hauls of 260 miles or more. (Guide, AR say 11/16 after ICC delay!! - yes, were to be eff. 4/1 but ICC suspended them on protests of independent truckers; PRR wanted no extra charge, but NYC, which owns Universal Carloading forwarding co. demands 5 cent per cwt. rebate to those not using the service)

Apr. 1, 1936 VP, Eastern Region Charles S. Krick retires after 49 years of service; R.C. Morse named VP, Eastern Region. (MB)

Apr. 5, 1936 Service restored on the Bedford Branch. (Floods)

Apr. 6, 1936 Reboilered ferryboat *Philadelphia* placed on Cortlandt Street run; two new Babcock & Wilcox boilers replace four original ones and one stack is removed. (FerryDept)

Apr. 6, 1936 Federal Coordinator of Transportation Joseph B. Eastman recommends a transportation unemployment insurance scheme to be administered by the Social Security Board. (Latham)

Apr. 8, 1936 VP in Charge of Operation John F. Deasy informs Edward G. Budd that on the basis of his Philadelphia-Atlantic City cost studies, the PRR is "not interested" in his offer of diesel streamliners; figures that are more expensive than conventional steam train through need for back-up

equipment. (VPO)

- Apr. 9, 1936 H.A. Enochs and George H. Harrison have their last meeting at the New Haven office in Grand Central Terminal; labor-management talks on severance terms broken off; management has agreed to a sliding scale based on length of service but states it can offer no more concessions; labor leaders want displaced men to receive severance pay at up to two-thirds of regular wage for 10 years; managements want a lump-sum severance pay of 6 months wages, plus moving expenses, or a furlough of up to 3 years with the possibility of recall at half-pay; labor leaders vow to press for passage of the Wheeler-Crosser bill to continue protection of Federal Coordinator act; the unions also announce that they will support a bill for railroad unemployment insurance. (NYT, Latham)
- Apr. 9, 1936 Fulton Avenue Subway of the Independent (IND) system opens from a connection with the main 8th Avenue Line at Jay Street, Brooklyn, to Rockaway Avenue. (Feinman)
- Apr. 11, 1936 Testimony before the Senate Committee on Labor & Education reveals secret shipments of arms and tear gas to major industrial companies, including the Weirton Steel Company, Republic Steel Corporation, and Tennessee Coal & Iron Company for intimidating CIO organizing drives. (NYT)
- Apr. 13, 1936 West Jersey & Seashore Railroad Board authorizes the purchase of 5 buses for the Atlantic City & Shore line; retirement of station buildings at Mt. Royal-Salem and Palatine; retirement of second track between Glassboro and Newfield. (MB)
- Apr. 13, 1936 Double track restored to service on the Conemaugh Division. (Floods)
- Apr. 13, 1936 Philadelphia Suburban Transportation Company (Red Arrow Lines) incorporated by the merger of the Philadelphia & West Chester Traction Company and Philadelphia & Garrettford Street Railway Company; comes to dominate public transit in the western suburbs between the Schuylkill and Delaware Rivers, the main competition to the PRR in this quarter. (SEPTA)
- Apr. 13, 1936 Union officers resume testimony in hearings on the Wheeler-Crosser Bill. (NYT)
- Apr. 1936 United Mine Workers secure wage increase for bituminous miners, heralding a new round of wage inflation. (Kindleberger - NO)
- Apr. 1936 John L. Lewis, Sidney Hillman and George L. Berry form the Labor's

- Non-Partisan League to support the reelection of Pres. Roosevelt and pro-labor candidates regardless of party. (Ottanelli)
- Apr. 15, 1936 Eastern railroads, including the PRR, Erie, N&W, Wheeling & Lake Erie and Grand Trunk, petition ICC to modify its order suspending pick-up-and-delivery service to permit waiving P&D charges on shipments traveling over 260 miles. (PR)
- Apr. 1936 PRR files for building permit for second (eastern) phase of Pennsylvania Station, Newark. (NYT)
- Apr. 1936 PRR commuters from NY&LB points are refusing to pay the 15-cent surcharge for the use of Penn Station. (NYT)
- Apr. 1936 B&O road passenger diesel No. 50 transferred from the *Royal Blue* to the *Abraham Lincoln*. (Glendinning)
- Apr. 17, 1936 ICC permits Delaware River Ferry Company of New Jersey (the Reading ferry between Philadelphia and Camden) to discontinue through ticketing to railroads, thus removing it from ICC regulation; since 1933, some excursions and special movements have loaded from the freight tracks at Kaighns Point, when the PRR Camden Terminal is crowded; only one track remains at the former Atlantic City Railroad terminal to bring coal to the ferries and building. (ICC)
- Apr. 18, 1936 ICC, with Joseph B. Eastman casting the deciding vote, rejects the railroads' appeal to delay the passenger fare cut; the LIRR files a further appeal. (RyAge)
- Apr. 21, 1936 Test Dept. issues final report on tests of diesel demonstrators No. 511-512; PRR believes tests show 3,600 HP paired units perform slightly better than a K4s when all motors are running but no better than a K4s's at higher speeds and would require an extra crew member for in-service maintenance; also objects to high noise level in the engine room and odor of exhaust entering trains; but notes also that diesel fuel is only 61% of the cost of coal per train-mile. (TestDept)
- Apr. 23, 1936 Loewy-streamlined K4s No. 3768 exhibited at Fort Wayne to 2,300 people. (Porter/Loewy)
- Apr. 24, 1936 Loewy-streamlined K4s No. 3768 exhibited at Chicago, where it is viewed by 10,000 people. (Porter/Loewy)
- Apr. 25, 1936 Last run of Chicago-Logansport locals No. 430-431; run with a rail motor car. (tt, PennsyWest)

- Apr. 26, 1936 Running time of *The Congressional* reduced to 3:40; *Golden Arrow* cut by 1:20 westbound to 17:35 and by 0:55 eastbound; westbound *Rainbow* cut by 1:25. (PR, Guide)
- Apr. 26, 1936 NYC cuts schedule of *Commodore Vanderbilt* from 18:55 to 17:25 and makes it all-Pullman eastbound; inaugurates No. 10 *Water Level Limited*, eastbound Chicago-New York, on 17:25 schedule. (Guide, RyAge)
- Apr. 26, 1936 PRR inaugurates the engine change between steam and electric at South Amboy for certain NY&LB trains, Nos. 723, 720, 741 and 730; the change is limited to avoid interfering with the CNJ's steam trains running through South Amboy; the number is increased gradually; Nos. 2500, 2509, 2501, and 2510 and 2531-2534 on Sundays have their engines changed at South Amboy Jct.; NY&LB trains Nos. 722 and 737 begin changing engines at "UNION" Tower at Rahway; the remaining PRR NY&LB trains continue to change engines at Manhattan Transfer. (CMP)
- Apr. 1936 PRR considers operating an overnight train of MP54 MU cars each way between New York and Washington at a substantial reduction below regular coach fare. (VPO)
- Apr. 28, 1936 PRR stockholders approve \$75 million increase in debt. (NYT)
- Apr. 29, 1936 PRR Board authorizes use of part of \$100,000 granted to Women's Aid for Depression relief in 1931 for relief of employees suffering from effects of floods of March 1936. (MB)
- Apr. 30, 1936 Robert V. Fletcher, VP & General Counsel of the AAR, addresses the American Bar Association; says that the legislation demanded by the unions, including the 6-hour day, train-limit and full-crew bills, will cost the railroads almost \$1 billion a year; says the railroads favor the Pettingill Bill to repeal the long-haul-short-haul clause, which has passed the House and is now before the Senate. (NYT)
- May 1, 1936 W.R. Triem named General Superintendent of Telegraph, replacing Norman S. Menaugh, deceased; J.F. Gillum to Superintendent of Monongahela Division, replacing Triem. (more) (PR)
- May? 1936 New Haven proposes creation of a passenger car pool with PRR. (NYT)
- May 2, 1936 Labor-management talks on the severance pay issue resume; the unions play on a split between the carriers, some of whom are ready to agree on severance terms, by having the Wheeler-Crosser Bill apply to only

those railroads that have not made voluntary agreements with the unions. (NYT, Latham)

- May 4, 1936 Pennsylvania Western Railway dissolved without any construction. (MB)
- May 5, 1936 PRSL Board authorizes abandonment of part of the Ocean City Branch at Petersburg; Lindenwold station; pier at Bulson Street, Camden; "BURLEIGH" Interlocking. (MB)
- May 5, 1936 Townsend & Centreville RPO switched to Townsend & Chestertown RPO. (Kay)
- May 5, 1936 United Mine Workers of America signs a new contract with the anthracite operators retaining the old rates; brokered by the Roosevelt Administration. (NYT)
- May 6, 1936 PB&W director Joseph Bancroft (1875-1936) dies. (MB)
- May 6, 1936 William C. Loree (1860-1936), former PRR civil engineer and brother of L.F. Loree, dies of age-related ailments at the Hotel McAlpin in New York. (NYT)
- May 1936 *Fortune* magazine publishes the first installment of a two-part profile of the PRR; a generally favorable account of how the PRR has survived the Depression; illustrated by evocative original watercolors by Charles E. Burchfield (1893-1967), his first for a magazine, and a photo portrait of Pres. Martin W. Clement by Margaret Bourke-White (1906-1971), lit from below, casting a larger-than-life shadow over a map of the PRR system; memorable opening sentences: "Do not think of the Pennsylvania Railroad as a business. Think of it as a nation." (Fortune)
- May 8, 1936 Norfolk & Western Railway's Roanoke Shops turns out the first Class A 2-6-6-4 simple articulated as its ultimate fast freight locomotive; features a one-piece cast steel frame and roller bearings; designed by J.A. Pilcher, C.P. McGavock and C.H. Faris. (Striplin)
- May 9, 1936 Market Street Subway begins westbound service on new line under City Hall. (SEPTA)
- May 9, 1936 Italy annexes Ethiopia, the one major African country that has not been colonized before; Western opposition to his imperialist ambitions pushes Mussolini towards an alliance with Hitler's Germany. (Morris)
- May 10, 1936 Manuel Azana is elected Pres. of republican Spain by a Popular Front of Communists, Democrats and Socialists; the leftist elements begin

- attacking and confiscating the property of the big landowners and the Catholic Church. (Morris)
- May 11, 1936 Market Street Subway begins eastbound service on new line under City Hall. (SEPTA)
- May 11, 1936 Hearings on the Pettingill Bill to repeal the long-haul-short-haul clause before the Senate Committee on Interstate Commerce turn into a one-man filibuster by its Chairman Burton K. Wheeler, which delays the bill's getting to the floor. (RyAge)
- May 12, 1936 Santa Fe inaugurates *Super Chief*, diesel-powered, heavyweight extra-fare luxury train between Chicago and Los Angeles; first to run on a 39:45 schedule; single train set is powered by twin-unit EMC box-cab diesels. (C&C, RyAge)
- May 13, 1936 New York State Transit Commission sues to force LIRR to implement ICC fare cuts to 2 cents per mile. (NYT)
- May 13, 1936 William Pedrick, Jr. (1870-1938), Special Representative of the Traffic Dept. at New York, is honored with a luncheon at the Hotel Pennsylvania on the occasion of his 50th anniversary with the PRR. (PR)
- May 15, 1934 General Electric Company begins a third round of the Claymont Trials and road tests of the "modified" P5a, GG1 and R1. (Test Dept)
- May 15, 1936 Union Pacific Railroad inaugurates its first lightweight *City of Los Angeles*, an articulated unit of 9 cars. (C&C)
- May 15, 1936 Providence Line of the New England Steamship Company (New Haven) makes last run. (Moodys)
- May 18, 1936 Auto ferry *Princess Anne* launched at Sun Shipbuilding & Dry Dock Company, Chester, Pa., for Virginia Ferry Corporation; fully streamlined by Raymond Loewy with rounded contours based on his earlier paper designs for streamlined ocean liners; streamlining adds \$11,344 to the cost. (CMP, Porter)
- May 18, 1936 U.S. Supreme Court rules labor provisions of Guffy-Snyder Bituminous Coal Stabilization Act unconstitutional. (Burg)
- May 19, 1936 At a press conference, Pres. Roosevelt responds that he would welcome extending the office of Federal Coordinator of Transportation Joseph B. Eastman, but that this is up to Congress, thus distancing himself from an agency that has little public support and little to show for its efforts

- without entirely repudiating Eastman personally. (Latham)
- May 20, 1936 ICC rules that LIRR is subject to its fare reductions to 2 cents a mile; LIRR had planned to continue charging 3 cents per mile in both coaches and parlor cars, which are intrastate. (NYT)
- May 20, 1936 Electro-Motive Corporation's new La Grange Plant turns out its first diesel locomotive, a Santa Fe SC 600-HP switcher. (Trains)
- May 21, 1936 Representatives of 85% of U.S. rail mileage and 20 rail unions sign the national Washington Agreement protecting men laid off as a result of mergers and coordination of facilities, to be in force for 5 years from June 18, 1936; are to get severance pay at 60% of regular wage for 6-60 months, depending upon length of service; persons demoted because of consolidations are to receive their old wage for 5 years; railroads will pay moving expenses and absorb any loss from sales of homes of employees transferred; agreement, brokered by Pres. Roosevelt, is to become void if Congress should pass any legislation on the same subject; that is, the Crosser-Wheeler bill, which labor has used as a threat to the railroads, and the extension of the Emergency Railroad Transportation Act of 1933; the settlement paves the way for terminating the office of Federal Coordinator of Transportation Joseph B. Eastman, whom both management and labor have come to see as meddling in affairs they would rather settle on their own and who has consistently claimed to be serving the public interest and favoring neither management nor labor. (NYT, Latham)
- May 22, 1936 Prototype Class GG1 No. 4800 makes its first run in the new round of Claymont Trials running Washington to New York and return. (Test Dept)
- May 23, 1936 F.W. Hankins writes to Baldwin Locomotive Works expressing a desire to employ Baldwin to work on the design of a high-speed passenger steam locomotive and also a high-speed freight design or possibly a single dual-service design. (CMP)
- May 25, 1936 New York State Transit Commission files for injunction against LIRR charging more than 2 cents per mile fare in New York City after June 1 under state law barring a railroad from charging more than its parent company; LIRR responds that it is an intrastate railroad not subject to ICC rates and that law was crafted to apply to it and it alone. (NYT)
- May 25, 1936 Sen. Burton K. Wheeler introduces a joint resolution to extend the office of Federal Coordinator of Transportation for 3 years, but without the section of the original act covering job protection and severance pay, an issued settled by the May 21 Washington Agreement; the

unions demand that the bill drop all references to eliminating duplicate services and facilities, thus gutting the original Emergency Railroad Transportation Act of 1933; Joseph B. Eastman refuses to continue under those terms. (RyAge, Latham)

- May 25, 1936 In a letter to Pres. Roosevelt, Federal Coordinator of Transportation Joseph B. Eastman notes that many of the railroads want the post of Federal Coordinator of Transportation abolished so that they will be free to work out coordinations in their own way, and that it is natural for them to feel this way. (Latham)
- May 27, 1936 Van Sweringen interests and Frank Taplin compromise on representation on the Wheeling & Lake Erie Railway; Taplin gets 3 additional directors for a total of 6 out of 15, plus one seat on the Executive Committee; Vans retain majority control. (NYT)
- May 27, 1936 Pres. Roosevelt writes to Federal Coordinator of Transportation Joseph B. Eastman saying that the work of coordination should go forward. (Latham)
- May 29, 1936 Realizing that support from the White House is lukewarm at best, Sen. Burton K. Wheeler cancels hearings to be held this day on his joint resolution to extend the office of Federal Coordinator of Transportation for three years, and the matter is dropped. (Latham)
- May 31, 1936 CB&Q places its first *Advance Denver Zephyr* in service between Chicago (Union Station) and Denver; two 3-car Budd train sets, being the original *Pioneer Zephyr* and *Mark Twain Zephyr*. (C&C, Overton)
- June 1, 1936 Mayor La Guardia reverses his earlier stand and instructs New York City Board of Transportation to arrange new contract for purchase of LIRR Rockaway Beach lines; conversion cost of \$24 million prevents purchase during remainder of the Depression; La Guardia also hopes to “recapture” the BMT Culver Line and Liberty Avenue Elevated for the new Independent (IND) system. (NYT,)
- June 1, 1936 ICC reduces base passenger fare from 3.6 cents to 2 cents per mile and Pullman fares to 3 cents per mile; half cent per mile Pullman surcharge dropped; cut was pushed by B&O and its affiliates, whereas PRR and NYC favored fare of 2.5 cents; PRR implements cuts on its New Jersey commuter service, but not LIRR; the fare cut brings an immediate increase in ridership. (NYC AR, NYT, RyAge)
- June 1, 1936 PRR Board changes title of Assistant VP in Charge of Operations and Chief of Motive Power Frederick W. Hankins to Assistant VP-Chief of Motive Power; General Foreign Freight Agent A.J. Ball to Foreign

- Freight Traffic Manager; Coal & Ore Agent J.H. Cross to General Coal & Ore Agent. (MB)
- June 1, 1936 PFW&C Railway Board authorizes construction of a 300-ton coaling tower to replace a 700-ton tower at Allegheny Shops. (MB)
- June 1, 1936 Cunard-White Star Line's *R.M.S. Queen Mary* arrives at New York on its maiden voyage; it takes the Blue Riband for the fastest crossing from the *Normandie* later in the year; the *Queen Mary* is slightly longer and narrower than her rival, the French Line's *Normandie*, but with somewhat more traditional interior decorations. (StmbtBII)
- June 2, 1936 New Haven disaffirms lease of Old Colony Railroad on grounds earnings do not cover rent. (AR)
- June 3, 1936 NY&LB Board approves the retirement of certain switches and signals at West End, the connection with the CNJ's Sandy Hook Route. (MB)
- June 3, 1936 Old Colony Railroad files for bankruptcy following New Haven's repudiation of the lease. (Sutherland)
- June 3, 1936 Future Seaboard System and Conrail executive Richard Dyer Sanborn (1936-1989) born at Sanbornville, N.H. (WhosWho)
- June 4, 1936 Conference held between Baldwin Locomotive Works officials and W.F. Kiesel, J.V.B. Duer and W.R. Elsey for PRR; PRR demands a passenger locomotive to haul 15 standard cars at 100 MPH on level track between Paoli and Chicago; Baldwin presents a number of 4-8-4 and 4-4-4-4 designs made for other railroads; PRR rejects 4-8-4 in favor of rigid frame duplex; also asks BLW to consider 4-4-6-4. (CMP)
- June 4, 1936 New York Supreme Court grants temporary injunction forcing LIRR to reduce fare within New York City to 2 cents per mile. (NYT)
- June 4, 1936 Amalgamated Association of Iron, Steel & Tin Workers (AFL) capitulates and accedes to representation on CIO's Steel Workers Organizing Committee (SWOC), which is chaired by John L. Lewis's right-hand-man Philip Murray (1886-1952). (Dubofsky)
- June 4, 1936 Speaker of the House Joseph W. Byrns (1869-1936) dies of a stroke, requiring a recess for funeral services, interfering with the passage of railroad legislation in the last days of the session. (CongBio, Latham)
- June 5, 1936 Pres. Clement receives honorary Doctor of Laws degree from Lafayette College (NYT)

- June 6, 1936 On the basis of preliminary testimony, a Senate resolution authorizes a Senate Education & Labor Committee subcommittee headed by Sen. Robert M. La Follette, Jr., (1895-1953) to investigate violations of freedom of speech and assembly in the matter of the CIO's organizing drives under the Wagner Act; the staff is drawn from the Labor Dept. and the National Labor Relations Board, some of whom will admit to being Communist Party members or sympathizers during the post-war McCarthy era; the secret "Venona" intercepts of Soviet intelligence messages later reveal that four staff members are secret Soviet agents, including Chief Counsel John Abt (1904-1991). (FedReg, Seely, wiki)
- June 7, 1936 Rapid transit (subway) line of Delaware River Joint Commission begins operating between 8th & Market Streets, Philadelphia, and Broadway, Camden, over Delaware River Bridge, drawing additional passengers off PRR ferries; operated by the Philadelphia Rapid Transit Company. (SEPTA)
- June 7, 1936 PRR announces it will place radios in lounge cars of 16 east-west trains so passengers may listen to Republican and Democratic nominating conventions. (NYT)
- June 8, 1936 Congress reconvenes after the recess over the death of House Speaker Joseph W. Byrns. (NYT)
- June 9, 1936 ICC denies railroads' request for permanent increase but extends the temporary increase of 1935 to Dec. 31, 1936.
- June 9, 1936 ICC approves PRSL acquisition of Stone Harbor Railroad. (PRSL/Rdg)
- June 10, 1936 Courts stay an injunction sought by the New York Transit Commission to force the LIRR to implement the 2 cents per mile fare pending a hearing. (RyAge)
- June 10, 1936 PRR Board approves extension of Chartiers Branch from Tylerdale to Hackney, Pa.; approves contract with Grand Trunk Milwaukee Car Ferry Company for joint use of its car ferry between Muskegon and Milwaukee. (MB)
- June 10, 1936 PCC&StL Railroad Board authorizes an extension of the Chartiers Branch from Tylerdale to Hackney (15.9 miles). (MB)
- June 10, 1936 Loren S. Wells (1868-), Electrical Engineer of the PRR System and a main figure in the first electrifications on the LIRR, is honored with a lunch at the Engineers Club. (PR)
- June 10, 1936 Republican National Convention meets in Cleveland; it nominates Gov.

- Alfred M. Landon (-) of Kansas, a former Bull Moose Progressive, who is not a virulent opponent of the New Deal, but who is earnest and deadly dull. (Smith/FDR)
- June 13, 1936 Supervisor of Operating Expenditures Col. Isadore A. Miller (1882-1936) dies at Jefferson Hospital in Philadelphia after a long illness. (PR)
- June 15, 1936 LIRR files final brief with PSC and Transit Commission for commuter fare increase. (PR)
- June 15, 1936 PRR signs electrification agreement with Washington Terminal Company. (WTCO)
- June 15, 1936 U.S. pays \$1.7 billion in bonds as bonus to World War I veterans; passed by Congress over Pres. Roosevelt's veto; most of this money is spent, causing a brief upsurge in automobile sales and housing starts. (Kindleberger)
- June 15, 1936 PRR contracts with Lehigh Valley Railroad permitting LV to use its new Newark, N.J., station. (MB)
- June? 1936 New South Amboy station opens on NY&LB. (RREmply)
- June 1936 PRR places second behind the International Business Machines Corporation in Forbes magazine's "Industrial Modernization Contest." (RyAge)
- June 1936 In one of last acts as Federal Coordinator of Transportation, Joseph B. Eastman recommends expanding the list of companies to be investigated by the Senate Committee on Interstate Commerce to include the Chicago Great Western Railroad, Seaboard Air Line, Denver & Rio Grande Western, and Western Pacific Railroad, as well as the Van Sweringen System and Pennroad Corporation. (NYT)
- June 1936 Reading resumes the publication of its employee magazine, suspended for the Depression, now also covering the CNJ as the *Reading-Jersey Central Magazine*. (AR)
- June 16, 1936 General Freight Agent Fred Carpi testifies to the ICC that there is a strong shipper demand for door-to-door service, and the railroads must meet it or lose all LCL freight. (PR)
- June 16, 1936 Office of the Federal Coordinator of Transportation and Regional Coordinating Committees expire at 12:00 M. (RyAge, Latham)

- June 16, 1936 Radio priest Father Charles Coughlin announces that he will support a third party candidate to run against Pres. Roosevelt; on the same day, universal pension advocate Dr. Francis E. Townsend and Gerald L. K. Smith (1898-1976), the heir to what is left of the late Huey Long's Share Our Wealth movement, state that they will work together for a third party to combat the "communistic philosophy of Frankfurter, Ickes, Hopkins and Wallace." (NYT)
- June 17, 1936 AAR establishes three Regional Committees on Coordination to continue effort to economize through consolidation of facilities; efforts continue through 1941 but of 700 proposed projects nationwide, only 32 are implemented with an annual savings of only \$350,000. (AAR)
- June 17, 1936 B&O Pres. Daniel Willard praises Joseph B. Eastman as a person but hails the end of the office of Federal Coordinator of Transportation as freeing the railroads from curbs on economies. (NYT)
- June 17, 1936 Steel Workers Organizing Committee formed at Pittsburgh with Philip Murray (-), VP of the United Mine Workers as Chairman. (HistPitts)
- June 18, 1936 New York Appellate Court rules that LIRR must implement 2-cents per mile fare system-wide, effective July 1. (NYT)
- June 18, 1936 Court appoints New Haven Trustees as also Trustees for Old Colony Railroad. (Sutherland)
- June 18, 1936 Union Pacific Railroad places its first *City of Denver* lightweight streamliners in service between Chicago and Denver; two train sets of 11 cars. (C&C)
- June 19, 1936 *Cape Codder* loses all-Pullman status with the start of the 1936 season. (Guide)
- June 19, 1936 New York Appellate Court grants a temporary stay for LIRR implementing the 2-cent per mile fare. (NYT)
- June 19, 1936 Lehigh Valley Railroad diverts its diminishing anthracite coal exports to Lake Ontario from its own pier at North Fair Haven to the PRR pier at Sodus Point. (ICC)
- June 19, 1936 Prairie Progressive Republican Congressman William Lemke (1878-1950) announces he will run for the presidency as an independent and is forming the Union Party committed to a massive redistribution of income; he outlines its platform, which includes committing the country to autarky and isolationism, not stationing the armed forces outside U.S. territory or entering into military alliances, banning

imports from low wage countries, a central bank to control the currency, redeeming all U.S. government bonds in paper money, cancelling all farm and home mortgage debt; guaranteed wages for workers and guaranteed profits for farmers, old age pensions, public works spending, a ceiling to abolish high incomes, low property taxes on farms and homes, breaking up big business and supporting the expansion of small businesses, and curbing the centralization and bureaucracy of the New Deal; on the same day, the Populist radio priest Father Charles Coughlin endorses the Union Party. (NYT)

- June 20, 1936 Guffey-Snyder Bituminous Coal Act defeated in Senate by opposition of Majority Leader Joseph Robinson of Arkansas. (Dubofsky)
- June 20, 1936 Seventy-fourth Congress adjourns. (wiki)
- June 21, 1936 Time of westbound "*The Spirit of St. Louis*" cut by 0:50 to 21:30; *American* cut by 1:30 to 21:20 and *St. Louisian* to 22:40; PRR inaugurates a new Dayton-New York sleeping car, running on "*The Spirit of St. Louis*" east of Columbus. (PR, Guide, RyAge)
- June 21, 1936 New Haven air conditions express trains between Grand Central Terminal and the Berkshires. (Guide)
- June 21, 1936 Steel Workers Organizing Committee begins its organizing campaign at McKeesport. (Warren)
- June 22, 1936 LIRR files appeal with the Court of Appeals from the Transit Commission's ruling to compel a reduction of fares within New York City limits from 3 cents a mile to 2 cents a mile. (PR)
- June 22, 1936 Senate Committee on Interstate Commerce, Burton K. Wheeler of Montana, Chairman, begins hearings on the Van Sweringen System of railroads; investigations continue for two years. (NYT)
- June 22, 1936 James R. Downes, Assistant to Pres. Clement, testifies to ICC that PRR's free pick-up & delivery will be "no disadvantage to the trucker." (PR, NYT)
- June 22, 1936 Revenue Act of 1936 taxes undistributed profits of corporations on a scale from 7% to 27%; this conforms to an old Progressive notion that all profits belong to the stockholders, and all capital projects should be paid for out of new stock or bond issues; it ignores the fact that conservatively managed companies such as the PRR, or Carnegie Steel have always used retained earnings for improvements and as a safety net against lean years; it also hides the issue that income is being subjected to double taxation, first when earned and again when banked

or paid out as dividends. (EAH, Cannadine)

- June 22, 1936 Pres. Roosevelt meets with CIO and United Mine Workers head John L. Lewis at White House and promises to support UMW until new legislation can be passed to replace the old Guffey-Snyder Act; will cooperate with Steel Workers Organizing Committee activities in return for labor's support for reelection. (Dubofsky)
- June 23, 1936 New York Court of Appeals orders LIRR to begin issuing refund coupons to riders within New York City paying more than 2 cents per mile after June 30, pending final arguments. (NYT)
- June 23, 1936 ICC approves abandonment of Dresden Branch between Trinway and Tunnel Hill, Ohio (10.85 miles). (C&C says done same year)
- June 23, 1936 Democratic National Convention meets in Philadelphia; Pres. Roosevelt succeeds in abolishing the "two-thirds rule" that has given the South veto power over the nomination since 1832; the result is to diminish the influence of white southerners in the party. (Smith/FDR)
- June 23, 1936 Gerald L. K. Smith, the head of what is left of Gov. Huey P. Long's movement, announces from Chicago that he, Father Charles Coughlin, and Dr. Francis E. Townsend are forming the Union Party to oppose Pres. Roosevelt's reelection; it represents a coalition of various heartland constituencies, plus urban Catholics, and is a populist party that is radical and against the rich and big business, but is non-Marxist and represents something closer to small-town traditional values; however, Coughlin and Smith become more overtly anti-Semitic, denouncing Roosevelt and his Jewish advisers as Communists or Communist dupes. (NYT, Smith/FDR)
- June 24, 1936 PRR Board authorizes \$200,000 to be spent at discretion of President Clement to develop new types of passenger equipment; rescinds all four pay cuts for salaried employees made since June 1931 and adopts new schedule of officers' salaries. (MB)
- June 24, 1936 PRR Board revises Bylaws so that order of succession in case of the incapacity of the President is first the VP in Charge of Operations and then the VP in Charge of Traffic, rather than VP's in order of seniority based on date of election to the Board. (MB)
- June 24, 1936 Byrnes Act makes it illegal to transport strikebreakers in industries engaged in interstate or foreign commerce. (wiki)
- June 25, 1936 ICC examiner recommends that Pennsylvania Truck Lines, Inc., be allowed to purchase Barker Motor Freight, Inc., successor to Barker

- Motor Freight Lines; rejects Scott Brothers, Incorporated's acquisition of W.G. Corporation from US Truck Lines, Inc.. (RyAge)
- June 25, 1936 N.J. PUC approves the merger of the Stone Harbor Railroad into the PRSL. (C&C)
- June 25, 1936 NYC *Mercury*, a streamlined train designed by Henry Dreyfuss and created from heavyweight coaches at the Beech Grove Shops, is christened at Indianapolis. (RyAge)
- June 26, 1936 Merchant Marine Act replaces U.S. Shipping Board with U.S. Maritime Commission to develop merchant marine; eliminates subsidies for ocean mail contracts in favor of subsidies based on differences between U.S. and foreign costs; establishes labor standards for seamen. (EAH - see 6/29)
- June 26, 1936 U.S. District Court for D.C. rules the 1935 Taxing Act for railroad retirement is unconstitutional.
- June 26, 1936 American Airlines introduces the Douglas DC-3, an improved version of the DC-2 and one of the most versatile and popular airplanes ever built, between Newark and Chicago. (wiki)
- June 27, 1936 Pres. Roosevelt accepts the nomination for a second term at the Democratic Convention in Philadelphia with a speech before a crowd of 100,000 in Franklin Field denouncing "economic royalists," "privileged princes of these new economic dynasties," who "seek to hide behind the Flag and the Constitution," and the Republican administrations of the 1920s as "a new despotism," which under the mandate he received in 1932, he is in the process of ending; the campaign of 1936 is a high point of scapegoating the rich. (Smith/FDR, Cannadine)
- June 27, 1936 Great Lakes Exposition opens at Cleveland, marking the city's 100th anniversary and its transformation into a major industrial center. (NYT).
- June 29, 1936 Baldwin Locomotive Works officials present a 4-4-6-4 passenger locomotive design to PRR; decide that increased resistance of extra drivers offsets any gain from larger boiler; decide to concentrate on 4-4-4-4 design. (CMP)
- June 29, 1936 Merchant Marine Act creates U.S. Maritime Commission to regulate ocean shipping. (Wyckoff)
- June 30, 1936 Third rail taken out of service between "PORTAL" Interlocking and

- “S” Tower at Manhattan Transfer; it remains in place through the tunnels to permit servicing the catenary. (GO, CE)
- June 30, 1936 Pennsylvania Greyhound Lines, Inc., sells assets of Montgomery Bus Company, Inc., serving Main Line suburbs via Montgomery Avenue, to Aronomink Transportation Company, the bus subsidiary of the Philadelphia Suburban Transportation Company. (MB)
- June 30, 1936 In the last six months, the Keystone Quartette has performed 94 times in 44 cities. (PR)
- June 30, 1936 At the time of ICC investigative hearings, George A. Ball still owns 93.67% of the Van Sweringens’ Midamerica Corporation; Alleghany Corporation still owns 46.4% of the Missouri Pacific Railroad. (Wheeler)
- June 30, 1936 Public Contracts (Walsh-Healey) Act sets minimum wage and 40-hour week for contractors doing business with federal government. (BurLabStats)
- July 1, 1936 PRR System acquires trackage rights over P&LE at Walford, Pa. (5.34 miles). (C&C)
- July 1, 1936 ICC reduces some temporary rate increases granted in 1935 under Ex Parte 115. (RyAge)
- July 3, 1936 Brotherhoods file a complaint with the ICC calling for seats in the locomotive cab for head brakemen. (CNJ AR)
- July 5, 1936 Last day for changing from electric to steam locomotives on NY&LB trains at Manhattan Transfer; all engine changes not taking place at South Amboy are moved to “UNION” Tower at Rahway on July 6. (CMP, CE)
- July 7, 1936 Radio Corporation of America and its subsidiary National Broadcasting Company hold their first demonstration of television for their licensees; includes a film clip of NYC’s *Mercury* and live acts; picture quality is still poor, and it will take almost three years of refinement before public broadcasts begin. (NYT)
- July 8, 1936 New York Court of Appeals orders LIRR to implement 2-cents per mile fare in conformity with ICC reduction of June 1. (NYT)
- July 8, 1936 Virginia Ferry Corporation's streamlined ferry *Princess Anne* placed on public display at Chestnut Street wharf, Philadelphia, followed by a press trial on the Delaware River for invited guests. (CMP)

- July 8, 1936 Mass of hot, dry air moves from Midwest where it has brought crippling drought and crop losses, bringing a 100-plus degree heat wave to the Northeast; outdoor work is stopped during midday and most offices close early for lack of cooling or ventilation; air conditioning is available only in a few department stores and movie theaters. (NYT)
- July 9, 1936 LIRR announces it will begin 2-cent per mile fare within New York City at midnight but will not redeem refund coupons at this time. (NYT)
- July 9, 1936 Heat wave reaches a record 106° in New York City. (Trager)
- July 10, 1936 Virginia Ferry Corporation places streamlined ferry *Princess Anne* in revenue service between Cape Charles and Little Creek at 7:45 PM. (CMP)
- July 10, 1936 Continuing heat wave at New York results in most offices closing by 2:00 PM: NYC and New Haven are forced to add extra cars where possible; 37 deaths in New York are blamed on the heat. (NYT)
- July 11, 1936 Pres. Roosevelt leaves Washington for New York on a PRR POTUS special to attend the dedication of the Triborough Bridge. (CMP)
- July 11, 1936 Triborough Bridge opens in New York, parallel to and downstream of the Hell Gate Bridge; built by Robert Moses's Triborough Bridge Authority; dedication ceremony is marred by record 102.3° heat; Pres. Roosevelt motors to Mott Haven, where his train to Hyde Park is waiting. (Trager, CMP)
- July 11, 1936 Speaking at the Institute of Public Affairs at the University of Virginia, William O. Douglas of the SEC rebuts the testimony of Charles R. Gray, Pres. of the New York Stock Exchange, made July 7, defending speculation and stating that market liquidity is paramount; Douglas states that the SEC will protect investors through regulation in the public interest from the viewpoint of the entire national economy and not from that of "brokers and dealers bent on increasing their income." (NYT)
- July 12, 1936 PRR operates its first "Off the Beaten Track" railroad fan trip for Philadelphia Chapter of NRHS; runs Philadelphia-Whitemarsh-Columbia-Enola-Harrisburg-Lancaster-New Holland-Philadelphia with G5s No. 5725 and 5 coaches and about 200 fans; success prompts PRR to operate more excursions for railfan groups and on its own account until World War II; 3 similar trips are operated in the next 3 months.

(PR, CMP, Railpace)

- July 12, 1936 *"Spirit of St. Louis"* cut to 21:15 schedule; *Commercial Express* extended from Pittsburgh-Indianapolis to Pittsburgh-St. Louis.
- July 13, 1936 N.Y. Supreme Court orders the LIRR to implement the 2 cents per mile fare on July 18. (RyAge)
- July 13, 1936 Baldwin Locomotive Works officials present a design for a 4-4-4-4 passenger locomotive, but both PRR and BLW agree this design cannot meet criteria of hauling 1,200 ton train at 100 MPH within current PRR clearances. (CMP)
- July 14, 1936 Freighter *Golden Harvest* rams the charter steamboat *State of Virginia* off the mouth of the Patapsco River; passengers, including Maryland Gov. Harry W. Nice and staff, are transferred to the freighter, then picked up by the PRR Love Point ferry *Pittsburgh* and returned to Baltimore. (PR)
- July 15, 1936 NYC introduces *The Mercury* between Detroit and Cleveland; billed as "The Train of Tomorrow"; a deluxe streamlined day train designed by Henry Dreyfuss (1904-1972) and 7 cars train sets rebuilt from heavyweight commuter coaches at Beech Grove Shops; 4-6-2 locomotive also streamlined by Dreyfuss with "bathtub" type shroud and illuminated disc drivers. (Guide, C&C)
- July 15, 1936 Streamlined K4s No. 3768 displayed at Broad Street Station. (PR)
- July 15, 1936 For first time since the Delaware River Bridge opened, Philadelphia & Camden Ferry travel returning from shore requires operating all five boats on a four-minute headway. (MWC)
- July 1936 PRR announces that passenger revenue for June is up 6.6% from 1935. (RyAge)
- July 1936 NYC begins demolition of the St. John's Park freight station in lower Manhattan; the 150-foot "Vanderbilt Bronze" pediment is destroyed, the central statue of Cornelius Vanderbilt having been removed to Grand Central Terminal some years earlier. (NYT)
- July 17, 1936 Spanish Army officers begin a nationwide coup against the Republican Popular Front government, which had been moving steadily leftward, including disestablishing the Catholic Church; the Army is determined to maintain the pre-modern dominance of the Church, the big landowners and the military and crush all modernizing and regionalist tendencies; in the monarchist and traditionalist north and west, Gen.

Emilio Mola y Vidal (1887-1937) quickly seizes about a third of the country except for the Basque coast along the Bay of Biscay; however, the coup is quickly crushed in the urban centers of Madrid and Barcelona, where the leading generals are seized and later executed, ensuring that the Republic controls the south and Catalonia; the two sides square off in the Spanish Civil War; the war has echoes of the 16th century wars of religion, with no quarter given and atrocities on either side; the Nationalists exterminate all leftists, atheists and freemasons in captured territory, and the Republicans execute officers and over 6,000 priests. (Preston)

- July 17, 1936 Robert W. Gawthrop formerly judge of Pa. Superior Court, named PRR General Attorney. (NYT)
- July 18, 1936 LIRR cuts all fares to 2 cents a mile after N.Y. Supreme Court denies a stay. (PR)
- July 19, 1936 Federal Power Commission makes public its report, "The Use of Electric Power in Transportation"; recommends electrifying 20 railroad routes, including New York-Boston, Morrisville-Marysville via the low grade line, Paoli-Marysville-Altoona, and Altoona-Conway. (RyAge)
- July 19, 1936 Spanish Gen. Francisco Franco Bahamonde (1892-1975) arrives in Morocco from his posting in the Canary Islands to bring the well-drilled colonial army across to Spain, where it will move north from the Straits of Gibraltar. (Preston)
- July 20, 1936 ICC approves PRR acquisition of Washington, Baltimore & Annapolis Electric Railroad between Odenton and Bowie Race Track, with service retroactive to Mar. 25 for spring meet. (MB)
- July 21, 1936 New York State Transit Commission and NY PSC deny LIRR request for 15% increase within city and 20% outside city limits; claim loss of revenue is from sources other than commutation; LIRR is chided for not expanding with population, even though the island is saturated with rail lines. (NYT)
- July 21, 1936 Water main break floods the trainshed and basement levels of Chicago Union Station. (RyAge)
- July 22, 1936 Association of Long Island Commuters urges that a state Long Island Transit Authority take over LIRR in lieu of granting fare increase; bill for such an authority failed at the end of last session. (NYT)
- July 22, 1936 Against the advice of Herman Goering, Adolf Hitler sends transport planes and then fighter pilots to the Spanish Nationalists, which enables

Gen. Francisco Franco to evade the Republican Navy and ferry his crack troops from Morocco across to Spain; Mussolini follows with a sale of bombers two days later; to make the alliance more attractive, the generals adopt many Fascist trappings, including the Fascist straight-arm salute, and they absorb but neutralize the small Spanish Fascist or Falange Party; however, they reject the modernizing programs of both Fascism and Communism and seek to restore a pre-modern authoritarian society run by the military, landlords and the Church. (Preston)

- July 25, 1936 Former Federal Coordinator of Transportation Joseph B. Eastman, now simply a member of the ICC, writes a memo to Pres. Roosevelt on the need to complete his coordination studies. (Latham)
- July 26, 1936 B&O cuts 1:20 from running time of *National Limited* and 2:40 from running time of *Diplomat* between New York and St. Louis. (Guide)
- July 27, 1936 PRR begins third and last series of high-speed bridge stress tests at Elkton; tests end Aug. 5. (CE)
- July 27, 1936 Railroads again petition the ICC for a rate increase.
- July 28, 1936 Pres. M. W. Clement announces that the LIRR will abide by the rulings of the Transit Commission and PSC in the commuter fare case. (PR)
- July 28, 1936 PRR sells the Walhonding Branch between Brink Haven and Warsaw Jct., Ohio, (19.5 miles) to the Muskingum Watershed Conservancy District for \$750,000. (C&C)
- July 28, 1936 PRR Motive Power Dept. agrees for Baldwin Locomotive Works to develop designs for high-speed passenger and freight steam locomotives, but short of constructing a prototype, without formal signed agreement. (CMP)
- July 29, 1936 F. W. Hankins requests Baldwin Locomotive Works to submit a design for a 4-8-4 capable of handling a 2,000 ton train between Colehour and Harsimus Cove. (CMP)
- July 29, 1936 Jacob Harris of Deal, N.J., files a protest with the ICC that PRR's assessment of the 15-cent surcharge for use of Penn Station on passengers from New Brunswick or Point Pleasant and points east is discriminatory; ICC had required a formal protest to hear the case. (NYT)
- July 30, 1936 ICC denies the railroads' petition for a rate increase.

- July 30, 1936 PRR displays first of 2,000 new Class G27 70-ton gondola cars on Liberty Avenue opposite the Pittsburgh station for three days. (PR)
- July 31, 1936 New Haven disaffirms its lease of the Hartford & Connecticut Western Railroad. (AR)
- Aug. 1, 1936 PRR announces that three prototype P70 coaches modernized by Raymond Loewy are now being tested in New York-Washington trains to gauge public reaction; "Scheme No. 1" is No. 3525 with 60 individually revolving seats; "Scheme No. 2" is No. 3521 with 60 conventional reclining seats but with seat-back folding tray-tables for meals; "Scheme No. 3" is No. 1735 with 42 reclining seats in 1-2 configuration and large washrooms for overnight service; all cars have large fixed windows, air conditioning, and pastel colors. (NYT, Mutual)
- Aug. 1, 1936 PRR begins operating a special round-trip excursion train with modern coaches between Pittsburgh and Cleveland for persons attending the Great Lakes Exposition; runs every Sunday through Sep. (Mutual)
- Aug. 2, 1936 CNJ runs 16 12-car excursion trains between Bayonne and Asbury Park, N.J. over the NY&LB for the eighth annual excursion of the Donohoe League, a Bayonne Democratic Party organization. (Cinders)
- Aug. 3, 1936 AFL Executive Council issues ultimatum to its unions to abandon representation on CIO by Sep. 5 or be expelled. (Dubofsky)
- Aug. 4, 1936 PRSL and Public Service Interstate Transportation Company substitute bus service to Stone Harbor, Avalon, Sea Isle City and Strathmere. (PRSL/Rdg)
- Aug. 5, 1936 ICC hearings on PRR's store-door pick-up and delivery service resume at Washington with testimony by Fred Carpi and Elmer Hart. (Mutual)
- Aug. 5, 1936 Rexall Drug Train arrives at Grand Rapids over the PRR. (Mutual)
- Aug. 6, 1936 Kuhn, Loeb & Co. offers issue of \$20 million PRR General Mortgage bonds. (NYT)
- Aug. 6, 1936 A divided French government votes only token aid to the Spanish Republicans. (Preston)
- Aug. 7, 1936 Yielding to pressure from conservative Catholics who are appalled by the anti-clerical actions of the Spanish Republicans and leftists and the ensuing confiscations and killings of clergy, Pres. Roosevelt announces the U.S. will remain neutral in the Spanish Civil War. (Preston)

Aug. 8, 1936 Philadelphia Division MBA picnic held at Williams Grove. (Mutual)

Aug. 12, 1936 PRR officials learn of pending NYC improvements in New York-Chicago passenger service, including possibility of streamlining the *Twentieth Century Limited*; puts pressure on PRR to offer equal service. (Welsh)

Aug. 11, 1936 Stone Harbor Railroad deeds property to PRSL; cancels debts of \$162,916. (MB, Rdg)

Aug. 12, 1936 Hudson & Manhattan Railroad sues to overturn recent ICC ruling that it is subject to the Railway Labor Act and other ICC regulation, claiming that it is an interurban transit line. (NYT)

Aug. 12, 1936 La Follette subcommittee serves subpoenas on the five big detective agencies used by companies to oppose and infiltrate unions and provide spies in the workplace: Pinkerton's National Detective Agency, the W.J. Burns Detective Agency, the Railway Audit & Inspection Company, Inc., Forest C. Pendleton, Inc. and the Central Industrial Service Company. (NYT)

Aug. 13, 1936 PRR begins preparing the Brinnell tie track at Claymont for its part of the third round of Claymont Trials. (Test Dept)

Aug. 13, 1936 Pres. Roosevelt leaves Washington on a PRR POTUS campaign train for Cleveland to speak at the Great Lakes Exposition; his train then travels to Corry, Pa., then over the Erie Railroad to Binghamton, N.Y., with a stop at Chautauqua, then via the DL&W for a stop at Scranton, then to Wilkes-Barre, and then to New York via the Lehigh Valley Railroad and on to Hyde Park. (CMP, Withers)

Aug. 14, 1936 Metzger Cartage Company incorporated in Ill. to operate a general trucking business; controlled by The Willett Company. (MB)

Aug. 14, 1936 Retired Assistant Freight Traffic Manager Edwin P. Bates (1861-1936) dies at home at St. Davids, Pa. (PR)

Aug. 15, 1936 Tenth annual Central Region MBA picnic held on first of two days at Idlewild Park near Ligonier, Pa.; three excursion trains run, one from Pitcairn, one from Pittsburgh and one from West Brownsville. (Mutual)

Aug. 15, 1936 Pres. Roosevelt's POTUS special arrives at Hyde Park. (Withers)

Aug. 1936 PRR experiments with offering reduced prices for patrons using dining cars at off-peak hours. (NYT)

- Aug. 1936 Northern Montour Railroad dissolved. (Cole - verify PaCorps?)
- Aug. 1936 Union Pacific Railroad receives its first 15 Challenger 4-6-6-4 simple articulateds from American Locomotive Company (ALCO); develops 97,400 lbs. tractive effort; the Challenger type becomes a popular fast freight locomotive on many railroads. (RyAge)
- Aug. 17, 1936 Staff meeting of VP's Charles D. Young, John F. Deasy and Walter S. Franklin considers the situation of Western railroads operating one or two "show" trains, like the *Zephyr*, *Hiawatha*, or *Chief* at very high speeds, reversing the trend where Eastern railroads traditionally had the edge in speed; urge placing two articulated lightweight two-car sets on the *Broadway Limited*, including *Advance* and *Progress* now running on the NYC; could bring weight down to under 450 tons, vs. 660 tons for existing heavyweights, and run Paoli-Chicago in 13:00; urges PRR to buy or build lightweight cars. (CMP)
- Aug. 17, 1936 Narrow-gauge 2-6-0 No. 9684 (former Waynesburg & Washington No. 4) run under steam at Wheeling Centennial. (Koehler)
- Aug. 18, 1936 PRR displays streamlined K4s No. 3768, modernized P70 No. 1735, and freight cars for Wheeling Centennial celebration. (PR)
- Aug. 18, 1936 American Airlines, Inc., begins operating the first Douglas DC-3's in daytime service. (Aviation)
- Aug. 18, 1936 Edwin J. Berwind (1848-1936), the country's largest individual bituminous coal operator, dies at New York. (WwasW, Trager)
- Aug. 19, 1936 Soviet leader Josef Stalin begins the first of the Moscow show trials of 16 leaders of the "Old Bolsheviks," the so-called "left opposition," as he begins to purge the Communist Party of any threats to his power; the most prominent of those accused are Grigori Zinoviev (1883-1936) and Lev Kamenev (1883-1936), former allies of Stalin who have joined the exiled Leon Trotsky; the trials are open to selected sympathetic foreign journalists; the American Communist Party leader Earl Browder toes the party line and supports the purges. (Conquest, wiki)
- Aug. 21, 1936 U.S. Supreme Court upholds the constitutionality of the Motor Transportation Act of 1935. (RyAge)
- Aug. 22, 1936 Second day of the tenth annual Central Region MBA picnic held at Kennywood Park; three excursion trains run, one from Cresson, one from Mingo Jct. and one from Canton, Ohio. (Mutual)

- Aug. 22, 1936 Authority for Expenditure (AFE) filed for new crossovers for direct eastward and westward connection to and from the Wabash Railroad at Fort Wayne. (VP-WR)
- Aug. 23, 1936 PRR runs second “Off the Beaten Track” excursion for the NRHS, running from Philadelphia to Lancaster via the New Holland Branch, then to Rockville, Enola, down the Port Road to Perryville, and return to Philadelphia via the Octoraro Branch. (PR)
- Aug. 23, 1936 Experimental articulated lightweight Pullman sleeper and observation lounge *Advance* and *Progress* leave Chicago eastbound, beginning a week-long test on the *Twentieth Century Limited*. (NYT)
- Aug. 24, 1936 Pres. Roosevelt’s PRR POTUS special returns to Washington from Hyde Park. (CMP)
- Aug. 25, 1936 PRR begins testing Class R1 No. 4899 in the third round of Claymont Trials. (Test Dept)
- Aug. 25, 1936 Grigori Zinoviev and Lev Kamenev are executed after being found guilty of conspiring with the Trotskyites; they are the first Central Committee members to be executed, as Stalin intensifies the purges; the Great Terror reaches its peak between now and the end of 1938, with forced confessions and denunciations, arbitrary arrests and executions and sentences to forced labor in the Arctic and Siberian camps of the GULAG. (Conquest)
- Aug. 27, 1936 Streamlined locomotive *Silver Jubilee* of the London & North Eastern Railway hits 113 MPH. (RyAge)
- Aug. 28, 1936 PRR begins two days of testing GG1's in the third round of the Claymont Trials. (Test Dept)
- Aug. 28, 1936 American Export Lines, Inc., incorporated in N.Y. for the purpose of acquiring the stock and assets of the Export Steamship Corporation, which is dissolved in Dec. 1937. (NYCorps, Moodys, theshiplist.com)
- Aug. 29, 1936 Delegates to the Third World Power Conference to be held in Washington assemble at Penn Station for “Tour No. 4”; tour the Power Director’s office and the new Post Office, then travel to Sunnyside Yard, where they can take short cab rides in a GG1; at 2:00 PM, they switch to the NYC and tour Grand Central Terminal and the West Side Improvement; then travel via NYC to Schenectady (for General Electric) and Chicago. (PR)
- Aug. 30, 1936 Experimental articulated lightweight Pullman sleeper and observation

- lounge *Advance* and *Progress* begin first of three trial trips on *Broadway Limited*; they then test on other long-distance trains. (PR, Guide)
- Aug. 30, 1936 Philadelphia Suburban Transportation Company completes the rebuilding of its terminal at 69th Street, Upper Darby, from stub to loop operation. (DeGrawColl)
- Sep. 1, 1936 Experimental Pullman cars *Advance* and *Progress* exhibited at Chicago Union Station while on *Broadway Limited* service. (PR)
- Sep. 1, 1936 PRR begins two days of tests of Class R1 No. 4899 at the Claymont Trials. (Test Dept)
- Sep. 1, 1936 Reading begins offering fares 10-20% lower than regular fare on off-peak suburban trains at Philadelphia. (AR)
- Sep. 3, 1936 Chief Electrical Engineer John V.B. Duer addresses delegates to the Third World Power Conference at the Palmer House in Chicago on "Electric Locomotives." (PR)
- Sep. 4, 1936 Experimental Pullman cars *Advance* and *Progress* leave New York on last of three trips on *The Broadway Limited*; later tested on *Red Arrow* and *Cincinnati Limited*. (PR, Guide)
- Sep. 5, 1936 PRR reports Labor Day travel up 40-50% from 1935. (NYT)
- Sep. 5, 1936 Delegates to the Third World Power Conference return to Washington from Chicago via the PRR, stopping at Pittsburgh to tour the Westinghouse facilities; the Conference runs from Sep. 7 through 12. (PR)
- Sep. 5, 1936 Three-day second annual convention of the National Model Railroaders Association begins at Chicago Union Station. (Mutual)
- Sep. 5, 1936 Ex-Anchor Line steamship *Octorara* leaves Duluth on last run of Great Lakes Transit Corporation passenger service; passenger service is not revived in 1937 because of the expense of meeting new safety regulations passed after the burning of the *Morro Castle*. (Guide)
- Sep. 5, 1936 AFL suspends 10 CIO unions after failing to comply with AFL order to disband given in Jan.; split between the conservative craft unions of the AFL and the radical industrial unions of the CIO widens. (NYT)
- Sep. 7, 1936 PRR reports the best Labor Day weekend travel since 1929 with 150 extra trains out of New York or a total of 1,500 cars. (RyAge)

- Sep. 9, 1936 Former Anchor Line steamship *Octorara* arrives in Buffalo marking the end of Great Lakes Transportation Corporation passenger service. (Guide)
- Sep. 10, 1936 Banquet for the Third World Power Conference held in the Main Waiting Room of Washington Union Station, the only room in town capable of seating 3,000 guests. (RyAge)
- Sep. 11, 1936 Alleghany Corporation leaves bankruptcy without foreclosure. (Moody's)
- Sep. 11, 1936 United Mine Workers and CIO head John L. Lewis attends Sen. Robert M. La Follette, Jr.'s, National Progressive Conference, which endorses Pres. Roosevelt's reelection but looks forward to forming a new farmer-labor party. (Dubofsky)
- Sep. 12, 1936 PRR begins testing P5a No. 4776 in the Claymont Trials. (Test Dept)
- Sep. 13, 1936 PRR operates an "Off the Beaten Path" excursion for fishermen, not railfans, from Fort Wayne to Culver, Ind., via Columbia City and Plymouth, returning via Logansport (Van) and Columbia City. (PR)
- Sep. 14, 1936 Pres. Clement presents memo on lightweight trains to Board; proposes a program to build nine lightweight trainsets, two of 12 cars for *Broadway Limited*, two of 10 cars for *Liberty Limited*, two of 12 cars for *American*/*"Spirit of St. Louis"*, and two of 13 and 14 cars for *The Congressional*. (CMP)
- Sep. 15, 1936 Pres. Clement appoints special committee on new equipment headed by V.P. Charles D. Young and including John F. Deasy, Walter S. Franklin, George Gibbs, Chief of Motive Power F. W. Hankins and J.V.B.Duer; to consider attaining higher speeds through more powerful locomotives with existing cars or lightweight cars for use with existing locomotives. (VPO, CMP)
- Sep. 15, 1936 Chief of Motive Power F. W. Hankins visits the plant of Electro-Motive Corporation at LaGrange, Ill., where sales representatives give him plans of their proposed 1,800 HP road passenger diesel, that will become Model EA. (CMP)
- Sep. 1936 PRSL ends service over the Riddleton Branch between Daretown and Oakland; revived briefly in 1940 as a freight detour. (PRSL/Rdg)
- Sep.? 1936 Reading "streamstyles" Class G-2sa 4-6-2 No. 178 with a smooth boiler jacket, British-type capped stack and polished metalwork similar

to its No. 108; used in Jersey City-Philadelphia service as a response to the PRR's streamlined electric locomotives. (BeeLine - may be 8/36?)

- Sep. 16, 1936 PRR Board approves application to ICC to acquire track of Massaponax Sand & Gravel Company forming a more direct route to the Bowie Race Track and abandon former Washington, Baltimore & Annapolis Electric Railroad between Naval Academy Jct. and Bowie Race Track. (MB)
- Sep. 16, 1936 W. W. Patchell named Superintendent of St. Louis Division, replacing J. G. Sheaffer, resigned; W. D. Supplee to Superintendent of Indianapolis Division; H.L. Nancarrow to Superintendent of Logansport Division. (MB)
- Sep. 17, 1936 PRR settles six-month strike of New Jersey commuters by reducing the 15-cent surcharge for using Penn Station to a graded fare of from 10 to 7½ cents to points between Penn Station and New Brunswick and Point Pleasant, effective Sep. 21; affects 3,000 year-rounds and 10,000 summer commuters; 15-cent charge remains on all one-way tickets; Jacob Harris of Deal, N.J., who has petitioned the ICC to withdraw the surcharge entirely, agrees to withdraw his petition and reimburse the PRR for unpaid fares in return for the change. (PR, NYT - PR says the base surcharge was 12½ cents)
- Sep. 17, 1936 PRR begins testing reconditioned P5a No. 4781 in the Claymont Trials, running through Sep. 29. (Test Dept)
- Sep. 17, 1936 Pres. Roosevelt leaves Washington on a PRR POTUS campaign train for Boston, returning via Springfield and New Haven on Sep. 19. (CMP)
- Sep. 18, 1936 J.V.B. Duer reports on possible test case for fast running between Pittsburgh and Cleveland; to operate on 2:18 schedule vs. 3:0 current or 60 MPH overall; considers an E6s with 4 modernized coaches made from MP54's @ \$162,000 or 4-car diesel lightweight @ \$600,000; recommends purchase of 2 diesel locomotives but to cut schedule from 2:26 to 2:18 will require \$1.1 million in track improvements which is not justified. (VPO)
- Sep. 18, 1936 ICC approves abandonment of a portion of the Pomeroy Branch between Landenberg, Pa. and Thompson, Del. (3.44 miles). (MB)
- Sep. 18, 1936 Pennsylvania Horticultural Society of Philadelphia opens its two-day fall Flower Show in the Concourse of 30th Street Station. (Guide, Mutual)

- Sep. 18, 1936 New York State Motor Truck Association, Inc., files with ICC to block implementation of railroad free pick-up & delivery service. (NYT)
- Sep. 18, 1936 American Airlines, Inc. inaugurates through overnight coast-to-coast air service with Douglas DST's, later the DC-3, with seven Pullman-type upper and lower berths; runs through in 16 hours. (Aviation, Leary)
- Sep. 19, 1936 ICC approves abandonment of line between Warsaw Jct. and Brink Haven, Ohio. (MB)
- Sep. 20, 1936 LIRR places 80 additional trains in service, mostly off-peak, for a daily total of 844. (PR, RyAge)
- Sep. 20, 1936 Last run of *Cape Codder* between New York and Hyannis; split into *Night Cape Codder* and *Day Cape Codder* for 1937 season. (Guide)
- Sep. 20, 1936 PRR operates its third "Off the Beaten Track" excursion and the first on the Pittsburgh Division, running from Pittsburgh via the Brilliant Branch, Kiskiminetas Jct., Black Lick, Cresson, Mule Shoe Curve and Hollidaysburg to Altoona, returning on the main line. (PR)
- Sep. 20, 1936 Pres. Roosevelt leaves Washington on a PRR POTUS special for Hyde Park; the train is then taken to the NYC's West Albany Shops to be reconditioned. (CMP)
- Sep. 21, 1936 Chief of Motive Power F. W. Hankins discusses the Electro-Motive Corporation passenger diesel proposal with Chief Electrical Engineer J.V.B. Duer. (CMP)
- Sep. 21, 1936 Six officers of the Railway Audit & Inspection Company, Inc., which provides undercover detectives, are indicted for contempt of Congress for refusing to appear at an Aug. 21 hearing. (NYT)
- Sep. 21, 1936 Gen. Francisco Franco named overall Nationalist commander in the Spanish Civil War. (Preston)
- Sep. 22, 1936 Baldwin Locomotive Works officials present four designs to PRR: a 4-4-4-4 passenger locomotive that can haul 1,200 tons but exceeds prior weight and clearance restrictions; a 4-4-4-6 passenger locomotive that can haul 1,200 tons but also exceeds limits; a 4-8-4 freight locomotive with same weight on drivers as an M1a, which fails to meet requirement for a 2,000 ton train; an articulated 4-6-6-4; PRR prefers 4-4-4-4 and asks BLW to consider a passenger version with 80" drivers and a freight version with 72" drivers. (CMP)

- Sep. 24, 1936 PRR runs tests of Class R1 No. 4899 on two round trips between Wilmington and New York at 90 MPH. (Test Dept)
- Sep. 24, 1936 NYC opens five-mile track elevation through Syracuse on the old West Shore alignment, including a new Art Deco passenger station, and abandons its old main line through Washington Street; three-day celebration staged by Edward Hungerford includes the use of 4-4-0 No. 999 and the *DeWitt Clinton* replica. (AR, RyAge - NRHS has last train on Washington St. 9/24 and new station opens 9/25)
- Sep. 24, 1936 United Rubber Workers (CIO) win the first sit-down strike against the B.F. Goodrich Rubber Company at Akron. (NYT)
- Sep. 25, 1936 Testifying before Sen. Robert La Follette's Civil Liberties Committee, Pinkerton National Detective Agency officials state that they have not engaged in strike-breaking since the 1892 Homestead Strike but received about \$1 million in 1935 from corporations, including \$217,000 from PRR for investigation of the distribution of radical publications. (NYT)
- Sep. 25, 1936 Union Party leader Father Charles Coughlin denounces Pres. Roosevelt as an "anti-God" and obliquely suggests that assassination may be required to dispose of an "upstart dictator"; this brings a rebuke from the Vatican. (Smith/FDR)
- Sep. 1936 Louisville track elevation briefly revived. (CE)
- Sep. 27, 1936 *The Buckeye* renamed *The Clevelander*; *The Akronite* established between New York and Akron; *Valley Special* Nos. 354-357 inaugurated between Pittsburgh and Orville, Ohio, via Youngstown, with through cars to and from Chicago on *Gotham Limited*; *Chicago Express* (westbound) rerouted from Youngstown to main line; *The Midwesterner* (westbound only?) extended to operate between New York and Pittsburgh; *The Southerner* introduced as a day train between Washington and Pittsburgh, offering connections with Florida trains; *The Liberty Limited* cut from 17:00 hours to 16:40 and a New York connection established eastbound with cars for New York and Boston; *Indiana Arrow* introduced as 7-hour evening train between Chicago and Louisville with sections between Logansport and Richmond and Logansport and Bradford; New York-St. Louis time cut to 20:55; *Congressional* schedule cut to 3:35, which remains the speed standard on the Northeast Corridor until 1967; fastest "Clocker" cut to 1:34; *The Patriot* established as a Washington-New York train. (Mutual, tt, Guide, RyAge)
- Sep. 27, 1936 NYC establishes No. 23 *The Knickerbocker* between New York and St. Louis. (tt)

- Sep. 27, 1936 New York Zone operates its first "Off the Beaten Track" excursion, running New York-Trenton behind a GG1, thence to Columbia via the Trenton Cut-Off and New Holland Branch, thence to Perryville via the Port Road and return to New York. (PR)
- Sep. 27, 1936 New Haven reduces Boston-Providence *Comet* service from 6 to 5 round trips. (C&C)
- Sep. 27, 1936 Gold Bloc collapses as France, the Netherlands and Switzerland abandon the gold standard under U.S. and British pressure; ends the hoarding of gold in Britain and the Gold Bloc, who begin buying U.S. securities; gold flows to U.S. through Apr. 1937, feeding a false recovery. (Kindleberger)
- Sep. 28, 1936 Electro-Motive Corporation makes a formal proposal to furnish a 3,600 HP two-unit road passenger diesel that can haul the *Broadway Limited* between Paoli and Chicago, cutting the total running time from 16:30 to 15:00 flat. (CMP)
- Sep. 29, 1936 West Jersey & Seashore Railroad Board authorizes construction of a wye and crossover at Haddonfield, retiring station at Lindenwold; purchase of 6 buses for the Atlantic City & Shore line. (MB)
- Sep. 29, 1936 Pres. Roosevelt leaves Highland, N.Y., on a POTUS special returning to Washington from Hyde Park; train runs via the West Shore to Jersey City, where it is delivered to the PRR. (CMP)
- Sep. 29, 1936 Rexall Drug Train is displayed on the PRR at Fort Wayne, where it is visited by 19,000 people. (r&lhs group)
- Sep. 30, 1936 Pres. Roosevelt leaves Washington for Pittsburgh on a campaign train via the B&O. (CMP)
- Fall? 1936 PRR operates first "Mountains & Mines" fan trip as part of its "Off the Beaten Track" series; Philadelphia to Scranton via Bel-Del and DL&W; return via Wilkes-Barre, Hazleton and Reading. (NRHS)
- Oct. 1, 1936 William F. Kiesel, Jr. (1866-1954), retires as Mechanical Engineer after 48 years service and 135 patents; replaced by Warren R. Elsey (1893-1973); with growing emphasis on electric traction, marks beginning of the decline of the PRR Motive Power Dept., VP in Charge of Operation J.F. Deasy and J.V.B. Duer assume a greater role in locomotive planning; impressed with success of the GG1, they favor large (6,000 HP) single-unit steam or turbine locomotives, reversing the traditional PRR "small engine" policy; H.B. Hilliker (1880-) named

- Superintendent of Floating Equipment, replacing Eelsey. (MB, CMP, RyAge, Hirsimaki)
- Oct. 1, 1936 LIRR raises its 12-trip and 60-trip tickets to 2 cents a mile; cuts Penn Station surcharge from 15 cents to 5 cents for Brooklyn passengers only. (PR, NYT)
- Oct. 2, 1936 France devalues the franc.
- Oct. 2, 1936 Pres. Roosevelt travels from East Liberty, Pa., to Penn Station for breaking ground for the Queens-Midtown Tunnel and laying the cornerstone of Jersey City Medical Center a pet project of Boss Frank Hague; Roosevelt then proceeds to Hyde Park. (CMP, NYT)
- Oct. 4, 1936 Asst. VP in Charge of Traffic at New York George Dickie Ogden (1868-1936) dies at Homer City, Pa., at age 68. (NYT)
- Oct. 4, 1936 PRR operates an "Off the Beaten Track" excursion between Chicago and Fort Wayne, going via the Panhandle to Logansport and La Otto and returning via the PFW&C. (RyAge)
- Oct. 5, 1936 Northern Montour Railroad dissolved without construction. (Cards - see above)
- Oct. 6, 1936 Pres. Roosevelt returns to Washington from Hyde Park via the PRR. (CMP)
- Oct. 7, 1936 Former General Agent of Lines West and last Secretary of ATO Herbert Armstrong Jaggard (1865?-1936) dies at Bryn Mawr Hospital at age 71. (NYT)
- Oct. 7, 1936 ICC releases the examiner's report denying Pennsylvania Truck Lines, Inc., permission to acquire Alko Express Lines. (RyAge)
- Oct. 8, 1936 Chief of Motive Power F. W. Hankins presents estimate of \$7.85 million for 73 lightweight Pullmans and 35 lightweight PRR cars; estimates \$37 million for electrification from Paoli to Harrisburg, less \$3.5 million saved by release of 170 steam locomotives. (CMP)
- Oct. 8, 1936 ICC denies application of Pennsylvania Truck Lines, Inc. to acquire control of Baker Motor Freight, Inc., truck lines in Ohio; PRR must first acquire PTL from the American Contract & Trust Company and then operate Baker in a way that is parallel and supplementary to railroad operations, i.e., confining its operations to PRR territory. (NYT, RyAge)

- Oct. 9, 1936 Property of bankrupt and abandoned Tuckerton Railroad Company sold at foreclosure to H.E. Salzberg Company of New York, a salvage firm, for \$10,000. (Brinckmann)
- Oct. 10, 1936 PRR operates "Gold Cup Special" race train from Pittsburgh to Ligonier for the second day of races at the Mellons' Rolling Rock Hunt & Racing Association. (PR)
- Oct. 11, 1936 PRR operates its first "Autumn Leaf" excursion between New York and Stroudsburg, Pa., running via South Amboy, Bordentown and Trenton, and returning directly from Trenton. (PR)
- Oct. 11, 1936 Former Superintendent of Freight Transportation Robert M. Patterson (1851-1936) dies at Merion at age 85. (NYT)
- Oct. 12, 1936 Great Lakes Exposition at Cleveland closes.
- Oct. 13, 1936 PRSL Board authorizes abandonment of stations at Heislerville, Pomona and Yorketown; third rail on middle track between North Woodbury and Cooper Street, Woodbury. (MB)
- Oct. 13, 1936 A new Pennsylvania Greyhound Lines of Indiana, Inc. incorporated to replace the company of same name incorporated in 1926; operates intrastate bus lines from Hammond to Ohio state line via Indianapolis and Kentland; from Ohio to Illinois via Richmond, Indianapolis and Fort Wayne; from Indianapolis to Jeffersonville; subsidiary of Pennsylvania Greyhound Lines, Inc. (MB, C&C)
- Oct. 13, 1936 Pedestrian concourse opens under Market Street and City Hall between 15th Street and 13th Street subway stations, connecting with the earlier concourse running east to 11th Street and to the Broad Street concourse. (SEPTA)
- Oct. 14, 1936 PRR Board authorizes preparation of plans for electrification of low grade freight line between Enola and Morrisville, the Port Line and Monmouth Jct.-South Amboy; also authorizes development of new types of motive power and passenger cars at discretion of President Clement. (MB)
- Oct. 14, 1936 Pennroad Corporation declares dividend of 25 cents a share, payable Dec. 1. (NYT)
- Oct. 15, 1936 Pennsylvania Greyhound Lines of Illinois, Inc., incorporated to operate bus line between St. Louis and the Indiana state line via Effingham, replacing a 1932 company of the same name. (C&C, FinDept)

- Oct. 15, 1936 New 10-car CB&Q *Denver Zephyr* arrives at Penn Station after a delivery run with guests from Budd at Philadelphia; it is placed on display. (NYT)
- Oct. 15, 1936 Universal Carloading & Distributing Company, Inc., controlled by NYC, withdraws New York-Baltimore traffic from B&O lines and switches to PRR after B&O contracts with rival Keeshin Highway Transport Company for combined pick-up & delivery service. (NYT)
- Oct. 15, 1936 New Haven places a two-car air conditioned, self-propelled streamlined train in service between Bridgeport and Hartford via Devon and Waterbury; converted from two standard coaches powered by a high-pressure Besler steam engine. (Guide)
- Oct. 15, 1936 Spanish Republican forces receive their first arms shipments from the Soviet Union, paid for by sending half the Spanish gold reserves to Moscow; in addition, the Comintern has begun organizing the International Brigades made up of committed communists and other leftists from across Europe and North America, most of whose countries remain officially neutral; Stalin is caught between the prospect of a Spain allied to the Fascist powers or an outright communist victory that would likely push France and Britain into an alliance with Hitler against the Soviet Union; at the same time, Stalin comes to insist that the Spanish Communist Party conduct a purge of Trotskyites, anarchists and independents; in contrast, Franco is able to unite all elements of the Right. (Preston, Service, Conquest)
- Oct. 1936 PRR discontinues the use of Pinkerton's National Detective Agency. (Wheeler)
- Oct. 1936 Baldwin Locomotive Works outshops 600 HP diesel demonstrator No. 62,000 with a 6-cylinder De La Vergne VO engine; it is sold to the Santa Fe in 1937 and used to switch Dearborn Station in Chicago. (Kirkland)
- Oct. 16, 1936 PRR excursion special with streamlined K4s No. 3768 and 15 cars celebrates the removal to Cumberland Valley Railroad tracks from High Street, Carlisle, and the opening of a new bypass and station. (RyAge)
- Oct. 16, 1936 CB&Q *Denver Zephyr* placed on display at Grand Central Terminal before being sent west. (NYT)
- Oct. 17, 1936 PRR recognizes the Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employees in place of the former Employe Representation unions, the Association of Clerical Employes

and the Miscellaneous Forces Association. (RyAge)

- Oct. 17, 1936 Old Pennsylvania Greyhound Lines of Illinois, Inc. of 1932 renamed "P.G.L. of Illinois, Inc." (C&C)
- Oct. 18, 1936 PRR operates "Off the Beaten Track" excursion from Pittsburgh to Brownsville, thence via Uniontown to Greensburg, Cresson, Raxis, Black Lick and Torrance, returning direct to Pittsburgh. (PR)
- Oct. 18, 1936 PRR operates an "Autumn Leaf" excursion from Buffalo to Emporium and return. (PR)
- Oct. 19, 1936 PRR contracts with Richmond, Fredericksburg & Potomac Railroad for electrification of northern end of Potomac Yard and the freight tracks leading to the south end of the Long Bridge. (CE, MB)
- Oct. 19, 1936 Transcontinental & Western Air, Inc., inaugurates first air freight service between New York and Chicago using Ford Tri-motors bumped from passenger service by DC-2's in 1934 and renamed "Flying Box Cars"; service is discontinued after a few weeks as time saved over conventional rail express service is too small to justify extra cost. (NYT, TWA)
- Oct. 20, 1936 Pres. Roosevelt leaves Washington on a PRR campaign train en route to Providence, R.I. (CMP)
- Oct. 1936 Business revival begins as industries like steel and textiles with CIO unions speed up production in hope of building up inventory before wages and prices increase further; expansion continues into Aug. 1937. (Kindleberger)
- Oct. 22, 1936 New interlocking placed in service at "BALDWIN" Tower near Eddystone. (CE)
- Oct. 22, 1936 Pres. Roosevelt's campaign train returns from New York to Washington over the PRR. (CMP)
- Oct. 23, 1936 Railroads file with ICC for overhaul of entire rate structure, with rates on some commodities being raised and others cut.
- Oct. 23, 1936 Test run of one of the CB&Q's new *Denver Zephyr* train sets establishes a new speed record, running Chicago-Denver in 12:12 or an average of 83.4 MPH; surpasses the run of the original *Zephyr* of 1934. (C&C)
- Oct. 25, 1936 PRR operates an "Off the Beaten Track" excursion from Chicago via

- Colehour, Van and the Effner Branch to Monticello, the South Bend Branch to Culver, and returning to Chicago via Plymouth. (RyAge)
- Oct. 25, 1936 Norfolk & Western Railway Pres. Arthur C. Needles (1867-1936) dies at Roanoke. (RyAge, Striplin)
- Oct. 26, 1936 Unit Train Committee presents plan for new deluxe New York-Chicago coach train consisting of 6 rebuilt P70's, baggage and dining cars. (CMP)
- Oct. 26, 1936 Eastbound freight train derailed south of Menlo Park, N.J., after striking cars from a derailed westbound freight, killing engineer. (NYT)
- Oct. 27, 1936 Germany and Italy sign a secret alliance, forming the "Rome-Berlin Axis". (Morris)
- Oct. 27, 1936 PRR begins tests of Baldwin 660 HP diesel demonstrator No. 62,000 with new VO engine in Philadelphia area. (Hirsimaki)
- Oct. 27, 1936 Pres. Roosevelt leaves Washington on a POTUS campaign train via the B&O. (CMP)
- Oct. 27, 1936 A 125-car westbound freight derailed at Menlo Park, N.J., at 1:45 PM; an eastbound train of 89 cars plows into the wreck; one engineer is killed and all four tracks are blocked; detour via Monmouth Jct. eastbound and Lehigh Valley Railroad to Metuchen westbound. (RyAge)
- Oct. 27, 1936 William J. Jenks (1870-1960) elected Pres. of the Norfolk & Western Railway, replacing Arthur C. Needles, deceased. (RyAge)
- Oct. 28, 1936 Pres Roosevelt's POTUS special arrives at West 8th Street, Bayonne, over the CNJ at 9:30 AM; Roosevelt travels by car to Staten Island, then to Brooklyn, Manhattan, Governors Island, and the Statue of Liberty, making speeches and inspecting New Deal projects; the train is turned over to the Lehigh Valley Railroad at Johnston Avenue, Jersey City, for a deadhead movement to Penn Station, where Roosevelt boards at 10:53 PM. (CMP, NYT)
- Oct. 28, 1936 Republican candidate Alf Landon (1887-1987) arrives at Penn Station at 4:28 PM, where he is greeted by 10,000; he travels to the Murray Hill Hotel for a dinner with party leaders and donors, including former Gov. Al Smith, who has broken with FDR. (NYT)
- Oct. 28, 1936 PRR Board approves \$104,000 to prepare preliminary plans for coal-burning turbo-electric locomotive. (MB)

- Oct. 28, 1936 American Contract & Trust Company reports the sale of the *Virginia*, the last of the Baltimore & Virginia Steamboat Company's boats, to C.C. Paul & Co. for \$2,000; it is converted to a barge and used to haul logs from the Carolina sounds to Norfolk; authorizes the sale to the PRR of all the stock of Pennsylvania Truck Lines, Inc. (MB, Burgess)
- Oct. 29, 1936 Pres. Roosevelt's campaign train departs Penn Station at 2:30 AM for Wilkes-Barre over the Lehigh Valley Railroad; Pres. Roosevelt addresses a rally of 35,000 assembled by John L. Lewis in Miners' Park at Kingston, Pa., opposite Wilkes-Barre from the platform of his campaign train; the park borders the Wilkes-Barre Connecting Railroad; Roosevelt then travels via the PRR with short stops at Sunbury and Harrisburg, arriving at 30th Street Station, Philadelphia, at 4:00 PM; while Roosevelt motorcades to sites in Philadelphia and Camden, his train is turned over to the B&O for the return to Washington with a stop at Wilmington, home of the du Ponts of the American Liberty League. (CMP, NYT)
- Oct. 29, 1936 Republican candidate Alf Landon addresses a rally at Madison Square Garden. (NYT)
- Oct. 29, 1936 Six Pullmans on westbound 13-car *Clevelander* No. 39 derail at Princeton Jct.; 1 killed, 19 injured; all tracks blocked; reopened eastbound at 11:40 PM, and normal service restored at 8:00 AM; midnight special carrying Republican presidential candidate Alf Landon delayed one hour. (NYT, RyAge)
- Oct. 30, 1936 Pres. Roosevelt travels in a PRR POTUS special from Washington to New York; while Roosevelt speaks in New York, the train is deadheaded to Grand Central Terminal via New Rochelle for a departure to Hyde Park next day, where the Pres. casts his vote. (CMP)
- Oct. 30, 1936 ICC approves pick-up and delivery service for LCL freight. (CNJ AR)
- Oct. 31, 1936 ICC reports that PRR is planning 200-car terminal for LCL at Meadows Yard. (NYT)
- Oct. 31, 1936 Pres. Roosevelt addresses a rally in Madison Square Garden calling the Republican Twenties "nine mocking years of the golden calf" followed by "three years of the scourge"; he charges that the business and banking interests "are unanimous in their hate for me - and I welcome their hatred"; "I should like to have it said of my first Administration that in it, the forces of selfishness and lust for power met their match. I should like it to have it said of my second Administration that in it these forces met their master." (Smith/FDR, Cannadine)

- Nov. 1, 1936 William D. Wiggins (1873-1949) named Chief Engineer, replacing Thomas J. Skillman (1876-1939), who is named Chief Engineer-Consultant pending retirement; William B. Wood (1876-) is named Chief Engineer-Central Region, replacing Wiggins; W.W. Patchell to Superintendent of Baltimore Division, replacing George M. Smith, who retires at age 70 after 55 years of service; F.R. Rex to Superintendent of St. Louis Division, replacing Patchell; C.P. Fisher to Superintendent of Chicago Terminal Division; Russell G. East (1884-1943) promoted from Agricultural Agent to General Agricultural Agent. (MB)
- Nov. 3, 1936 Moorhead C. Kennedy (1862-1936), former President of Cumberland Valley and VP-Purchases, Stores & Insurance, dies at his country estate "Ragged Edge" near Chambersburg; "Ragged Edge" is sold by the family in 1944 and in 2012 is "The Inn at Ragged Edge." (PR, Mutual, chambersburgpublicopiniononline)
- Nov. 3, 1936 Pres. Franklin D. Roosevelt wins an unprecedented landslide victory over Alfred M. Landon of Kansas; popular vote is 16.86 million to 27.75 million; electoral vote is 523-8; the Republicans campaign against Social Security, while Roosevelt campaigns against business interests; Roosevelt has succeeded in overturning the Republican coalition that has dominated since the beginning of the Civil War and replacing it with a new Democratic coalition that combines East Coast liberals with white Southern racists, urban workers and political bosses with farmers and rural laborers, Jews and Catholics, and detaches African Americans from their historic allegiance to the party of Lincoln on economic grounds; this coalition is united by Roosevelt's adroit personal political skills in giving something, but not everything to each group, and it will begin breaking down once he leaves the scene, and dissolves further once the New Dealers begin passing away in the 1960s and 1970s; Union Party candidate William Lemke (1878-1950) wins less than 2% of the popular vote, and the party breaks up; the Communist Party candidate Earl Browder wins only 0.17% of the vote, half of it from New York City and down nearly 50% from the party's high-water mark in 1932; Labor's Non-Partisan League is credited with carrying Ohio, Illinois, Indiana and Pennsylvania for Roosevelt; Democrats get 333-88 majority in House and 75-16 in Senate; election completes the shift of blue-collar workers from Republicans to Democrats; pro-labor Democrats Frank Murphy (1890-1949) and M. Clifford Townsend (1884-1954) elected governors of Michigan and Indiana, respectively; with fellow Democrats in Ohio and Pennsylvania, they will be able to refuse to enforce anti-union injunctions and call out the National Guard in labor disputes; the Democrats take control of the Pennsylvania Senate and House, allowing Gov. Earle to enact his "Little New Deal"; Pittsburgh, a

Republican stronghold since the Civil War, becomes permanently Democratic. (EAH, Burg, Smith/FDR, Cannadine, Dubofsky, millercenter.org, Ottanelli, wiki)

- Nov. 4, 1936 Baldwin Locomotive Works officials meet with PRR committee; PRR approves both passenger and freight versions of 4-4-4-4 and tells BLW that they may be able to increase clearances. (CMP)
- Nov. 5, 1936 Stone Harbor Railroad Company dissolved. (MB)
- Nov. 6, 1936 PRR authorizes General Electric to proceed with its proposal to design one 5,000 HP steam turbo-electric locomotive, using the combustion of pulverized coal to power a turbine; project is put on back burner as GE concentrates on its "Steamotive" for Union Pacific; marks beginning of project undertaken by a group of nine coal-hauling railroads after World War II. (SMPE)
- Nov. 6, 1936 Having won reelection, Pres. Roosevelt returns to Washington from Hyde Park on a PRR POTUS special. (CMP)
- Nov. 6, 1936 NY&LB contracts with local truckers to perform pick up & delivery service. (MB)
- Nov. 8, 1936 Erie & Pittsburgh Railroad director and former Pres. Charles Hamot Strong (1853-1936) dies at Erie. (MB, YaleAlumiObits)
- Nov. 8, 1936 CB&Q places its second streamlined *Denver Zephyr* train sets in service between Chicago (Union Station) and Denver, replacing the temporary 3-car *Advance Denver Zephyrs*; 10 cars hauled by streamlined 2-unit diesels *Silver King-Silver Queen* and *Silver Knight-Silver Princess* that are copies of EMC No. 511-512 in stainless steel, shovel-nosed car bodies. (C&C, Guide, Overton, Wayner, NYT)
- Nov. 8, 1936 First units of the International Brigades reach Madrid, where they help turn back the Nationalist advance on the city; the Spanish Civil War becomes a proxy war and showdown between international forces of the Left and Right, fought for larger stakes than the shape of Spanish society. (Preston)
- Nov. 10, 1936 PRR committee headed by Mechanical Engineer Warren R. Elsey and including stylist Raymond Loewy meets with Pullman engineers to discuss plans of new lightweight cars. (CMP)
- Nov. 10, 1936 Paul L. Grove (1878-1936), Assistant to General Manager-Western Region, dies at Chicago at age 57. (NYT)

- Nov. 10, 1936 William B. Wood named Consulting Engineer of PFW&C Railway, replacing William D. Wiggins. (MB)
- Nov. 12, 1936 PRR Board orders sale of all stock holdings in Transcontinental & Western Air, Inc., and Transcontinental Air Transport, Inc., severing all ties with the airline business; in 1939-40, control of TW&A is purchased by Howard Hughes (1905-1976). (MB, Serling)
- Nov. 13, 1936 Chief of Passenger Transportation E.E. Ernest proposes six lightweight, 12-car trains, with total of 51 Pullman and 21 PRR cars at cost of \$5.27 million; are to be two sets each for New York-Chicago, Washington-Chicago, and New York-St. Louis; St. Louis run to be made in 19:00. (CMP)
- Nov. 14, 1936 Federal court denies request of Merchant Truckmen's Bureau of New York to block implementation of free railroad pick-up & delivery service. (NYT)
- Nov. 14, 1936 New York Transit Commission serves the LIRR with an order to show cause why it should not be prosecuted for contempt of court for charging more than 2 cents per mile within New York City limits; LIRR both round up fares to nearest 5 cents or charges flat 10-cent fare between all stations on Brooklyn-Jamaica rapid transit service and on Flushing line. (NYT)
- Nov. 14, 1936 CNJ resumes work on its Elizabethport track elevation, suspended since 1933. (AR)
- Nov. 15, 1936 City of Chicago reverts from Eastern Standard Time to Central Standard Time, requiring rearrangement of many trunk line passenger schedules. (Guide)
- Nov. 1936 PRR establishes a "Winter Sports Bureau" in Philadelphia and will operate Snow Trains for skiers this winter. (RyAge)
- Nov. 1936 Condor Legion is formed by "volunteers" from the German Luftwaffe to fight for the Nationalists in Spain, where they gain practice in tactics for the coming World War. (Preston)
- Nov. 16, 1936 Third round of Claymont Trials concludes with tests of P5a No. 4776. (Test Dept)
- Nov. 16, 1936 Eastern railroads begin to offer door-to-door LCL pick-up & delivery without extra charges; PRR implements improvements in LCL service, cutting one day off many shipments. (PR, NYT)

- Nov. 16, 1936 New Haven inaugurates pick up & delivery service for LCL freight. (AR)
- Nov. 16, 1936 Connecticut Railway & Lighting Company resumes control of properties from Connecticut Company. (NH AR)
- Nov. 18, 1936 Banquet is the high point of the week-long celebration of the 50th Anniversary of the PRR YMCA at 41st Street in West Philadelphia. (PR)
- Nov. 18, 1936 New Haven Trustees assume operations of Old Colony Railroad. (NH AR)
- Nov. 17, 1936 Unit Train Committee reports on proposal for a fast coach train between New York and Chicago to cost \$228,800; will require rebuilding 12 coaches, 2 baggage cars and 2 diners for 2 trainsets; to be similar to Union Pacific's *Challegner* and operate as advance section of *Golden Arrow* on 17:40 schedule; to use Scheme 3 rebuilt P70's with 360 seats, with one car reserved for women and children and to carry stewardess and porter; should be placed in service as soon as possible; plan results in the *Trail Blazer* of 1939. (CMP)
- Nov. 18, 1936 *Altoona Mirror* reports a statement by Mechanical Engineer W.R. Eley that the PRR will move the Mechanical Engineer's Office to Philadelphia by Dec. 15; involves nearly 100 mechanical engineers, draftsmen and clerks. (CMP)
- Nov. 20, 1936 A deputation from the Altoona Chamber of Commerce waits on Works Manager Frederick W. Grimshaw to urge keeping the Mechanical Engineer's Office in Altoona; they also send a letter to Pres. M. W. Clement. (CMP)
- Nov. 20, 1936 Virginia Ferry Corporation Board authorizes the addition of 22 staterooms on the *Del-Mar-Va*. (MB)
- Nov. 21, 1936 VP Charles D. Young in a memo to VP's John F. Deasy and Walter S. Franklin questions why they are planning for 102 seats in the new *Broadway Limited*, when the train only carries 30-35 passengers; suggests running lightweight equipment as an entirely new train without extra fare. (CMP)
- Nov. 22, 1936 Ernest R. Graham (1868-1936), senior partner of Graham, Anderson, Probst & White, architects of the Philadelphia Improvements, dies. (WwasW)
- Nov. 23, 1936 O.P. Van Sweringen (1879-1936) dies of a heart attack while traveling

in his private car en route to New York on DL&W; as Van Sweringen's option to repurchase expires with his death, control of the Van Sweringen empire passes to George A. Ball of Muncie; "O.P." leaves an estate of only \$700,000, most of which is his brother's life insurance. (Wheeler,)

- Nov. 23, 1936 Altoona Ministerium, representing the city's clergy, writes to Pres. M. W. Clement protesting the removal of the Mechanical Engineer's Office, which will deprive congregations of lay leaders. (CMP)
- Nov. 23, 1936 Following the deaths of Ernest R. Graham and Howard Judson White (1870-1926), surviving senior partner Edward Probst (1870-1942) reorganizes the architectural office of Graham, Anderson, Probst & White; Alfred P. Shaw (1895-1970), Sigurd E. Naess, and Charles F. Murphy leave to form Shaw, Naess & Murphy, one of the most successful architectural firms in Chicago; the remaining partners are Edward Probst, Marvin Probst, Edward E. Probst, William E. Graham and Wellington J. Schaeffer. (Chappell)
- Nov. 23, 1936 Bolstered by the arrival of the International Brigades, the Spanish Republicans blunt the Nationalist attack on Madrid, which settles into a long siege; Gen. Franco prefers a slow war of attrition that allows time for carefully exterminating his enemies in captured territory. (Preston)
- Nov. 24, 1936 Blair County Democratic Party victory dinner at the Jaffa Mosque passes a resolution asking the PRR to reconsider removing the Mechanical Engineer's Office to Philadelphia because of the strong ties of the affected families to the community and its institutions. (CMP)
- Nov. 24, 1936 Charles D. Young elected a director of the Norfolk & Western Railway, replacing Moorhead C. Kennedy. (AR)
- Nov. 25, 1936 PRR Board authorizes \$824,500 for air conditioning 97 passenger cars; \$130,000 for new Trenton, N.J., station. (MB)
- Nov. 25, 1936 Kiwanis of Altoona passes a resolution deploring the removal of the Mechanical Engineer's Office to Philadelphia and petitions the Board to reconsider. (CMP)
- Nov. 25, 1936 Japan signs the Anti-Comintern Pact with Germany and Italy, each agreeing to support the others against the Soviet Union. (Service)
- Nov. 27, 1936 Harry L. Johnston of the *Altoona Mirror* writes to Chief of Motive Power F. W. Hankins protesting the removal of the Mechanical Engineer's Office to Philadelphia; notes that the type of men to be moved are well-educated and respected by rank-and-file workers, and

as members of church and civic groups serve as a counterpoise to labor agitators; the “brain drain” will be a greater loss than the payroll and will allow union organizers to point to the “heartlessness of corporations.” (CMP)

- Nov. 27, 1936 NYC pays off its last Reconstruction Finance Corporation loans. (AR)
- Nov. 28, 1936 Army-Navy Game held for the first time in Philadelphia's Municipal (later JFK) Stadium; PRR runs 38 special trains in what becomes an annual event; Greenwich Yard freight tracks adjacent to stadium serve as temporary terminal; Navy beats Army 7-0. (PR, CMP)
- Nov. 29, 1936 *Keystone Express* No. 21 restored as an express between Philadelphia and Pittsburgh, westbound. (PR, tt)
- Nov. 30, 1936 *Flying Quaker* No. 600 established as early morning train between Harrisburg and Philadelphia (eastbound only) on a 1:58 schedule; leaves Harrisburg at 8:00 AM; name does not appear in timetables. (PR)
- Nov. 30, 1936 PRR Chief Engineer presents estimate for upgrading track for 80 MPH operation: New York-Pittsburgh, \$557,570; Washington-Harrisburg, \$127,600; Pittsburgh-Chicago, \$440.820; Pittsburgh-St. Louis, \$2,382,530. (CMP)
- Nov. 30, 1936 Pres. Martin W. Clement writes to the Altoona Chamber of Commerce on the issue of moving the Mechanical Engineer's Office to Philadelphia, involving 95 people and a \$246,000 monthly payroll, underlining the necessity of having the Mechanical Engineer, Chief of Motive Power and Purchasing Dept in one place; notes that the PRR has stood by Altoona through the worst of the Depression and will expand employment as soon as possible. (CMP)
- Nov. 30, 1936 Chief of Motive Power F. W. Hankins writes a letter to the *Altoona Mirror* defending the company's decision to move the Mechanical Engineer's Office to Philadelphia; have been centralizing Motive Power, Purchasing, Stores and other operating heads at Philadelphia since 1920; railway supply salesmen all come to Philadelphia to work with the Purchasing Dept., and it is desirable to have all mechanical engineering work there as well; PRR has hired 800 young workers, mostly sons of employees or deceased employees, at Altoona since Sep. 1. (CMP)
- Nov. 30, 1936 Electro-Motive Corporation presents color renderings of its proposed EA 1,800 HP passenger road diesels to the PRR; features an elaborate two-tone color scheme. (CMP)

- Nov. 30, 1936 ICC begins investigation of the history of the New Haven, particularly the pre-1914 acquisition of non-steam railroad properties; report recommends ICC be given complete control of railroad outside investments. (NH AR)
- Nov. 30, 1936 NYC announces it has discharged all debt obligations to RFC. (NYT)
- Nov. 30, 1936 Despatch Shops, Inc., incorporated in N.Y. to operate the East Rochester car shops built by the Merchants Despatch Transportation Company. (White)
- Dec. 1, 1936 T. W. Demarest (1868-1955) promoted to General Superintendent of Motive Power in the office of the Assistant VP-Chief of Motive Power; W.Y. Cherry to General Superintendent of Motive Power-Western Region; E.L. Bachman to General Superintendent of Motive Power-New York Zone; H. H. Haupt to General Superintendent of Motive Power-Central Region; M. R. Reed to Superintendent of Motive Power, Eastern Pennsylvania General Division & Central Pennsylvania General Division. (MB)
- Dec. 6, 1936 B&O cuts the running time of the *Royal Blue* from 4:00 to 3:45, northbound only, and institutes reserved seats. (RyAge)
- Dec. 7, 1936 PB&W Board authorizes respacing signals for higher speeds between Darby and Wilmington; building a spur to the Delaware Park Race Track of the Delaware Steeplechase & Race Association. (MB)
- Dec. 7, 1936 The long-postponed Wheeler hearings on railroad finance begin, although authorized in Mar. 1935; the investigation, which subpoenas a huge amount of original railroad documents, is performed by 60 ICC employees under the direction of New Dealer lawyer Max Lowenthal (1888-1971); they begin their investigation with the prelude to the Community of Interest in the 1890s; the first witness is George A. Ball of Mid-America Corporation. (RyAge, Wheeler)
- Dec. 8, 1936 Shippers at Port Newark begin case before ICC to compel railroads to absorb freight transfer charges, alleging preference at other ports. (NYT)
- Dec. 10, 1936 *Florida Arrow* adds cars between Chicago and west coast of Florida. (tt)
- Dec. 12, 1936 Court appoints New Haven Trustees as Trustees for Hartford & Connecticut Western Railroad. (Sutherland)

- Dec. 13, 1936 Escalators cut into the center of the Grand Staircase of Penn Station; placed in service because of the increase in passengers carrying their own bags. (CE)
- Dec. 13, 1936 Porter Allen (1880-1936), Chief Engineer of M of W of Western Region, dies at Winnetka (sp?) at age 56. (NYT)
- Dec. 13, 1936 B&O makes all coach seats on *Royal Blue* reserved at no extra charge. (Guide)
- Dec. 14, 1936 Office of the Mechanical Engineer moves from Altoona to the 5th floor of the West Philadelphia office building at 15 North 32nd Street; about 100 employees make the move. (CMP)
- Dec. 14, 1936 U.S. District Court rules that railroads must pay 1932 and 1933 New Jersey tax bills in full but limits state to collecting more than \$14 million for 1934 and 1935. (CNJ AR, NYT)
- Dec. 15, 1936 Fact-finding committee representing the Port Authority, PRR, New Haven, CNJ and Lehigh Valley Railroad reports on the proposed Greenville-Bay Ridge Tunnel to a policy committee of VP's of the four railroads and the General Manager of the Port Authority; a single-track tunnel with the capacity of 5,000 freight cars a day will cost \$57 million; 1935 interchange between the railroads lying south of Greenville and the LIRR was 670,448 cars, vs. 1.026 million in 1928; total saving would be \$1.08 million a year vs. \$4.46 million in severance wages and retirement of unamortized equipment; 29% of the traffic could be expedited by as much as 6 hours. (PtAuth, Bard)
- Dec. 16, 1936 Pennroad Corporation announces it will move its office from Philadelphia to Wilmington, Del., effective Jan. 1. (NYT)
- Dec. 17, 1936 Paul Turner of Electro-Motive Corporation makes a revised proposal to sell the PRR a 3,600 HP passenger road diesel consisting of back-to-back A units for \$380,000 FOB LaGrange; operating and maintenance costs are estimated at 35 cents per mile; provides figures showing such a diesel can reduce the running time of the "*Spirit of St. Louis*" from 20:55 to 20:10 or 19:27 if certain speed restrictions are lifted. (CMP)
- Dec. 17, 1936 Report on the third round of Claymont Trials finds that the "modified" P5a performs as well at 105 MPH as the standard P5a at 90 MPH. (Test Dept)
- Dec. 17, 1936 Unit Train Committee reports on 90 MPH truck tests between Fort Wayne and Valparaiso; also tests lightweight and rebuilt heavyweight cars from Milwaukee, Union Pacific, Santa Fe; tests continue into early

1938. (CMP)

- Dec. 17, 1936 PRR grants the Louisville & Nashville Railroad exclusive rights to its freight house and team tracks on Front Street in Cincinnati. (MB)
- Dec. 17, 1936 Merchants Despatch Transportation Company and Merchants Despatch, Inc., merged into Merchants Despatch Transportation Corporation; operates, builds and repairs the NYC's refrigerator car fleet. (Cards - check Del corps)
- Dec. 18, 1936 ICC denies railroads' request to restructure rates.
- Dec. 18, 1936 Special court refuses to bar ICC from enforcing tariffs for free railroad pick up & delivery service; also denies PRR motion to dismiss suit brought against it by Master Truckmen of America to block free delivery. (NYT)
- Dec. 18, 1936 Architect Howard Judson White (1870-1936), member of Graham, Anderson, Probst & White, dies. (WwasW)
- Dec. 18, 1936 CB&Q places its second, 7-car versions of the *Twin Zephyr* in service between Chicago (Union Station) and Minneapolis; drawn by 1,800 h.p streamline diesel locomotives *Pegasus* and *Zephyrus*. (C&C, Overton)
- Dec. 19, 1936 PRR operates its first "snow train" for skiers from Philadelphia to Kane, Pa. (PR)
- Dec. 21, 1936 ICC approves PRR acquisition of Massaponax Sand & Gravel Company spur from Arundel to Bowie Race Track and abandoning former WB&A line from Naval Academy Jct. (MB)
- Dec. 21, 1936 Pennsylvania Greyhound Transit Company transfers all assets to Pennsylvania Greyhound Lines, Inc. (MB)
- Dec. 21, 1936 Transcontinental & Western Air, Inc., DC-2 sets new record from Chicago to Newark in 2:58. (TWA)
- Dec. 24, 1936 Stockholders of Keystone Container Car Company vote to dissolve; all stock is owned by the American Contract & Trust Company, and all assets have been converted to cash. (MB)
- Dec. 28, 1936 Pres. Roosevelt suggests labor-management committee to work out the form of a new Railroad Retirement Act. (NYC AR)
- Dec. 29, 1936 ICC authorizes LIRR to issue \$10 million 4% Refunding Mortgage bonds guaranteed by PRR. (NYT)

- Dec. 30, 1936 City of South Amboy sues the PRR, CNJ and NY&LB demanding that they stop more trains at South Amboy as per contract; the PRR would like to stop more trains only to move more of the engine changes there; the CNJ is opposed on the grounds that having the PRR trains sit in the station for the engine change interferes with its own trains, that the City hopes to have more trains stop than the traffic demands, and that the engine change and more stops will give the PRR an edge with South Amboy passengers. (VPO)
- Dec. 30, 1936 Queens Boulevard Line of the Independent (IND) subway extended from Roosevelt Avenue to Union Turnpike. (Feinman)
- Dec. 30, 1936 Militant minority of United Auto Workers, led by a number of Communist organizers, begin a 44-day "sit-down strike" at two General Motors Fisher Body plants in Flint, Mich., occupying the property to prevent the use of strikebreakers and the removal of dies to other plants; pro-labor Gov.-elect Frank Murphy, who takes office next day, refuses to act against the strikers. (Dubofsky, Sobel, Ottanelli, Dunbar)
- Dec. 31, 1936 Assets of Peoples Rapid Transit Company, Inc., consisting of bus franchises between New York and Washington, sold to Pennsylvania Greyhound Lines, Inc. (MB)
- Dec. 31, 1936 Assets of Pennsylvania Greyhound Lines of Indiana, Inc., sold to Pennsylvania Greyhound Lines, Inc. (MB)
- Dec. 31, 1936 PRR now has 1,100 air-conditioned passenger cars.
- Dec. 31, 1936 Temporary rate increases granted under Ex Parte 115 in 1935 expire. (RyAge)
- Dec. 31, 1936 IND subway line opens underneath Queens Boulevard from the 53rd Street tunnel to the Union Turnpike, running roughly parallel to the LIRR main line and offering a nickel fare. (Trager)
- Dec. 31, 1936 Jackson E. Reynolds (1873-1958) resigns as Pres. of the First National Bank of the City of New York, having restored the bank's surplus to the \$100 million level of 1929-1931; he is succeeded by Leon Fraser (1889-1945). (Logan)
- 1936 PRR Garden Club founded by William A. Whittaker; by 1947 it is the largest garden club in the U.S., with many chapters along the PRR. (Program)
- 1936 Fastest New York-Philadelphia schedule cut to 1:34. (AR -also shown

as 1937)

- 1936 LIRR completes track elevation between St. Albans and Springfield. (C&C)
- 1936 New yard built at Linden, N.J. for General Motors plant; not finished until 1937. (AR)
- 1936 Northern part of Delaware & Raritan Canal between Bordentown and Trenton sold to City of Trenton and later filled in. (State Rept)
- 1936? Princeton Branch electrified.?? (probably late May or June 1935! need tt or order)
- 1936 “Cheswold”, former Haverford country house of Pres. A. J. Cassatt, is razed and the land subdivided. (Morrison)
- 1936 Stub of Medford Branch (0.21 mile) at Haddonfield, N.J. abandoned. (C&C)
- 1936 Newark & Delaware City Branch abandoned between Landenberg, Pa., and Thompson, Del. (3.46 miles). (C&C)
- 1936 Elkton & Middletown Branch abandoned (0.31 mile). (C&C)
- 1936 NYP&N opens a branch between Norfolk and Camden Heights (2.73 miles). (C&C)
- 1936 PRR begins utilizing Susquehanna & New York Rail__'s Dike Line which passes around the west side of Williamsport in lieu of the old Williamsport & Elmira line through town. (Triumph)
- 1936 Grade crossing elimination project at Elmira completed. (AR)
- 1936 New air brake and welding shop opens at Altoona. (AR)
- 1936 New river-to-rail coal transfer plant built at Baden near Conway Yard. (AR)
- 1936 Cleveland & Pittsburgh Railroad abandons line between Zoarville and Mineral City, Ohio (0.61 mile).
- 1936 Cleveland & Pittsburgh Railroad relocated between Valley Jct. and Dover for Muskingum Watershed Conservancy District. (or C&M?)
- 1936 Nine miles of Marietta Branch between Kimbolton and Guernsey,

- Ohio, relocated to make way for dams of Muskingum Watershed Conservancy District; includes a 755-foot tunnel. (C&C)
- 1936 Toledo, Columbus & Ohio River Railroad abandons 19.5 miles between Loudonville and Coshocton.
- 1936 Coshocton-Warsaw Jct. ceded from Eastern Division to Panhandle Division.
- 1936 Grade separation completed at Canal Boulevard and protection pier built at the Lower River Bridge on the Toledo Terminal Railroad. (C&C)
- 1936 PRR Pres. Martin W. Clement is elected to membership in the elite Philadelphia Club. (PhilaClub)
- 1936 PRR hires Miss Elva M. Ferguson as the first and only General Office Librarian.
- 1936 PRR has closed 19 freight yards since 1928 at saving of \$1.5 million a year by pre-blocking cars in a few large yards and concentrating all east-west classification at Enola. (Fortune)
- 1936 NJ PUC and Pa. PSC approve the Reading Transportation Company acquiring all the capital stock of the Jersey Central Transportation Company in return for giving the CNJ a 15% stock interest in the Reading Transportation Company; however, it needs the approval of the ICC. (AR)
- 1936 V.V. Boatner reports to Western Regional Co-ordination Committee on terminal consolidation in Chicago area. (Young)
- 1936 Architect William Snaith (-1974) joins the staff of industrial designer Raymond Loewy. (Porter/Loewy)
- 1936 Raymond Loewy's office designs the styling and interiors for the *Ancon*, *Cristobal* and *Panama* of the Panama Line, operating between New York and the Canal Zone. (Porter/Loewy)
- 1936 *Sales Management* magazine poll ranks B&O as top railroad in East in terms of service, trailing only Union Pacific and Santa Fe. (Sanders)
- 1936 Norfolk & Western Railway's Roanoke Shops turns out the first Y-6 Mallet articulated 2-8-8-2 for coal drag freight and helper service; develops 5,500 HP at 25 MPH. (Striplin)

- 1936 Westinghouse Electric & Manufacturing Company decides to exit the diesel locomotive business, leaving the field to the Baldwin Locomotive Works, which has heretofore provided it with the car bodies and mechanical parts of both electric and diesel locomotives. (Kirkland)
- 1936 The eastern portion of Roosevelt Field on Long Island is sold for the construction of a racetrack; the western portion remains an airfield and is used by the military during World War II. (wiki)
- 1936 Michael J. Quill (1906-1966), a combative Communist and former member of the Irish Republican Army, is elected Pres. of the Transport Workers Union (CIO), whose main power base is the New York City subway system; the TWU eventually comes to represent the railroad shop crafts on the PRR. (Hood)
- 1936 International Association of Machinists signs a contract with The Boeing Company; faced with stagnation or decline in railroad shops, the union has begun targeting the aircraft industry and airlines. (wiki)
- 1936 Pres. Roosevelt appoints the President's Committee on Administrative Management, headed by Louis Brownlow to suggest reorganizations of government that will increase efficiency, and not coincidentally, presidential power. (Hoogenboom - verify NARA?)
- 1936 Realizing that it now must decide differences between rail and truck rates, the ICC reduces competition between the two modes by tying truck rates to rail rates; certain minimum truck rates are raised to equal rail rates; this assures that the competition between the two modes will be on a value-of-service basis, in which trucks have the edge, instead of a cost-of-service basis, where railroads have the edge. (Hoogenboom)
- 1936 In *Ashwander v. TVA*, Chief Justice Charles Evans Hughes upholds the constitutionality of the Tennessee Valley Authority over the challenge raised by stockholders in private utility companies; the ruling holds that the construction of dams falls under the powers to provide for national defense and regulate interstate commerce; electricity is merely a byproduct that the government can sell like any other property. (Smith/FDR - see 297 US 288)