

**PRR CHRONOLOGY
1926**

June 2004 Edition

- Jan. 1, 1926** PRR abolishes post of separate Treasurer at Pittsburgh inherited from Lines West.
- Jan. 1, 1926** Pennsylvania, Ohio & Detroit Railroad merger becomes effective.
- Jan. 4, 1926** ACL inaugurates *Florida East Coast Limited* as one-night-out, all-first-class train between New York and Miami on 36:00 schedule.
- Jan. 5, 1926** New passenger concourse bridge opens at Trenton station; old bridge is retained for baggage; other improvements include new baggage building and high level platforms. (NJT)
- Jan. 11, 1926** Pennsylvania Canal Company dissolved.
- Jan. 12, 1926** PRR announces it has reduced the cost of handling scrap by 60% since 1923 by replacing 17 facilities in the Central and Western Regions with a central scrap handling plant at Conway. (NYT)
- Jan. 13, 1926** PRR Board authorizes fitting up Rosenthal Building at Columbus as dining car commissary.
- Jan. 14, 1926** ICC fixes final valuation of Cumberland Valley Railroad as of June 30, 1916 at \$13,031,300. (NYT)
- Jan. 17, 1926** Experimental ATC installation between Sunbury and Lewistown taken out of service after two and a half years service.
- Jan. 1926** Gasoline railcars assigned to local service out of Logansport to Butler, Effner and Bradford, Ohio. (CMP)
- Jan. 1926?** PRR introduces Class B8a 0-6-0T tank shop goat. (Pa News - verify)
- Jan. 1926** Federal Reserve Bank raises rediscount rate from 3.5% to 4%. (Klein)
- Jan. 18, 1926** Daniel Guggenheim Fund for Promotion of Aeronautics formed with a \$2.5 million gift from Daniel Guggenheim

Jan. 20, 1926 Brill gasoline railcar assigned to Pomeroy Branch; #4731 assigned to Butler Branch in Indiana. (CMP)

Jan. 1926 New engine terminal opens at Lamokin Street, Chester; six-stall engine house.

Jan. 1926 Eighteen stalls at Altoona roundhouse (E. Region) extended by 30 feet to accommodate larger locomotives.

Jan. 27, 1926 PRR Board authorizes electrification from Philadelphia to Wilmington and to West Chester via Media; authorizes \$125,000 for exhibit at Sesqui-Centennial International Exposition; extends lease of West Philadelphia Stock Yards to March 1, 1927; agrees with B&O and NYC to finance extension of Chartiers Southern Railway from Mather to Waynesburg after Waynesburg Chamber of Commerce fails to provide one-half of funds.

Jan. 27, 1926 Gasoline railcar assigned to Chambersburg-Mercersburg and Waynesboro Branch runs. (CMP)

Jan. 28, 1926 PRR releases preliminary report for 1925; posts record profit of \$100,108, 007. (NYT)

Jan. 30, 1926 British troops leave the Rhineland.

Jan. 31, 1926 PRR announces it has ordered 100 13,000-gallon tenders from Baldwin Locomotive Works to reduce water stops by heavy freight locomotives. (NYT)

Early 1926 Montauk Company, one-quarter owned by LIRR, sells land at Fort Pond Bay to Montauk Beach Development Company for development. (LIRR AR)

Feb. 1, 1926 NYC inaugurates electric MU service between Sedgwick Avenue and Getty Square, Yonkers, on Putnam Division; last expansion of suburban electric traction at New York City until 1960s. (Condit)

Feb. 3, 1926 In speech to Advertising Club of New York, Pres. Atterbury announces PRR will soon begin a national advertising campaign aimed at building employee morale and helping public understand "the ideals of our management," (NYT)

Feb. 3, 1926 Standard Air Lines, Inc., incorporated by Jack Frye, et al., as subsidiary of Aero Corporation of California. (Davies)

Feb. 4, 1926 PRR denies rumors it is buying into LV. (NYT)

- Feb. 8, 1926** After reviewing arguments, ICC orders application of L.F. Loree's New York, Pittsburgh & Chicago Railroad reopened for further hearings, which are not held until 1929. (RyAge)
- Feb. 10, 1926** PRR awards second group of 24 Heroic Service Medals.
- Feb. 10, 1926** F.J. Scarr applies for bus license between Washington and Waynesburg, Pa. (NYT)
- Feb. 12, 1926** ICC approves PRR purchase of Western Allegheny Railroad, which was purchased by Manor Real Estate & Trust Company from North Penn Coal Company in 1925. (Church)
- Feb. 12, 1926** Settlement reached in five-month anthracite coal strike. (NYT)
- Feb. 13, 1926** Passenger service on Bustleton Branch in Philadelphia ends. (tt)
- Feb. 13, 1926** Ex-Pres. Samuel Rea writes letter to *New York Times* in favor of the North River Bridge Company at 57th Street built by private capital as opposed to 180th Street (George Washington) Bridge proposed by Port Authority. (NYT)
- Feb. 15, 1926** Ford Motor Company begins service on first air mail contract between Cleveland and Chicago. (Davies)
- Feb. 1926** ICC begins hearings in Hell Gate Bridge Case.
- Feb. 1926** Aero Corporation of California organized by three pilots, including Jack Frye; operate a flying school and charter service out of Los Angeles and hold U.S. distributorship of Fokker Company of America. (TWA)
- Feb. 16, 1926** Pres. Atterbury describes proposed Newark Improvements to meeting of Bond Club of Newark; includes a new station for both PRR and H&M and connection with trolley subway to be built in bed of Morris Canal. (NYT)
- Feb. 17, 1926** PRR announces it will build pneumatic grain-loading equipment on south side of Greenville piers. (NYT)
- Feb. 17, 1926** PRR director George Wood (-1926) at Philadelphia at age 84. (NYT)
- Feb. 23, 1926** PRR announces contract for six Class L- 2-D-2, 3,730 HP electric passenger locomotives to Westinghouse; car bodies to be built at Altoona; to be used between Penn Station and Manhattan

- Transfer; designed by John T. Wallis. (NYT)**
- Feb. 25, 1926** Long Island Electric Railway Company sold at foreclosure; passes out of LIRR system.
- Feb. 25, 1926** New York & Long Island Traction Company sold at foreclosure; passes out of LIRR system; reorganized as Queens-Nassau Transit Company in March 1926, but franchises taken by private bus operators.
- Feb. 26, 1926** PRR announces it will not engage in joint negotiations with other railroads with ORC and BRT and will work through Employee Representation Plan. (NYT)
- Feb. 25, 1926** ICC resumes hearing on Hell Gate Bridge Case, in which Port of New York Authority wants bridge opened to NYC. (NYT)
- Feb. 26, 1926** Revenue Act imposes third major tax cut since end of war; cuts income and inheritance taxes and eliminates some other taxes. (EAH)
- Mar. 2, 1926** ICC denies Van Sweringens' plan to consolidate all their lines into NKP by vote of 7-1; holds that merger is sound but method of financing is not, as allows Van Sweringens to increase their stock control from 32.85% to 50.93% without buying a single new share; plan was opposed by old C&O stockholders, who don't want their company to become a vehicle for the Van Sweringens' empire-building, and by Populists and Progressives, who incorrectly view the Van Sweringens as mere fronts for their ancient enemy, the House of Morgan. (Wheeler)
- Mar. 2, 1926** Wave of selling hits New York Stock Exchange in last hour in response to ICC decision. (NYT)
- Mar. 3, 1926** Last of three days of heavy selling on Wall Street sparked by ICC decision in Van Sweringen case; record 3.8 million shares traded. (Wyckoff, NYT)
- Mar. 4, 1926** PRR tests train telephone between cabin car and engine on 73-car eastbound freight on Fort Wayne Division; telephone line strung over tops of cars. (NYT)
- Mar. 7, 1926** New York banker Charles Lanier (1837-1926) dies; headed last non-PRR element in PFW&C; PRR then appoints own officers to PFW&C positions and eliminates outside officials at savings of \$10,000 per year. (NYT has d. 3/6 at age 90)

- Mar. 8, 1926** Illinois Central installs first electro-pneumatic car retarders in U.S. at Markham Yard near Chicago. (AAR)
- Mar. 10, 1926** PRR Board authorizes abandonment of entire Ohio River & Western.
- Mar. 15, 1926** PRR assigns coach train porters, similar to Pullman porters, to principal east-west and Midwest corridor trains.
- Mar. 15, 1926** Toledo & Ohio Central Railway (NYC) places new coal dumper in service at mouth of Maumee River at Toledo for lake coal moving through the Cincinnati gateway; capable of handling new 150-ton coal gondolas used by Virginian Railway. (AR, Borntrager)
- Mar. 1926** Vaness Company receives \$31.7 million loan from J.P. Morgan & Co. to fund debts incurred in buying C&O, Erie, Pere Marquette and Hocking Valley. (Wheeler)
- Mar. 1926** J.G. Brill Company delivers second LIRR diesel #402 after unsuccessful tests on PRR's Delaware Avenue line.
- Mar. 17, 1926** At Association of Railway Executives meeting at the Yale Club, 19 railroads led by L.F. Loree refuse to endorse the acts of the Labor Committee, headed by Pres. Atterbury, in drafting the Watson-Parker Bill in cooperation with the unions; Loree and other dissidents want provision empowering the ICC to set aside any wage award that unduly affects rates. (NYT)
- Mar. 21, 1926** New York, Westchester & Boston Railroad opens extension from Larchmont to Marmaroneck, N.Y., running alongside New Haven main line. (AR)
- Mar. 23, 1926** PRR contracts with George A. Fuller Company for new cab ramp to 33rd Street & 8th Avenue and revising surrounding passageways; approves building marble information booth in General Waiting Room. (CE)
- Mar. 24, 1926** PRR Board authorizes construction of seven electric locomotives. (MB)
- Mar. 24, 1926** PRR transfers 70,000-volume library of Altoona Mechanics Library & Reading Room Association to City of Altoona as nucleus of a free public library. (MB)
- Mar. 24, 1926** ICC concludes hearings in Hell Gate Bridge Case. (NYT)

Mar. 25, 1926 PRR announces plans to electrify Philadelphia-Wilmington and Philadelphia-West Chester lines. (NYT)

Mar. 29, 1926 Ohio declares charter of Massillon & Little Beaver Railroad forfeited for tax delinquency. (Church)

Apr. 1, 1926 Pullman Company assumes operation of LIRR parlor car service; 19 LIRR parlor cars converted to coaches. (AR)

Apr. 1, 1926 Trenton Division is first to put all of its 13 LCL trucks on schedules. (RyAge)

Apr. 1, 1926 T.J. Skillman and W.D. Wiggins appointed Assistant Chief Engineers. (CE)

Apr. 5, 1926 PRR publishes annual report for 1925 showing gross revenue up \$26.8 million and net income up \$24.08 million; operating ratio has fallen to 78.43 from 87.80 in 1921. (NYT)

Apr. 8, 1926 Second section of southbound *Nellie Bly* derails on split rail while taking curve at Delair, N.J. at excessive speed; engineer, fireman and one passenger killed; 40 injured. (NYT)

Apr. 12, 1926 Gas-electric car assigned to Wawa-Oxford locals. (CMP)

Apr. 14, 1926 PRR Board authorizes enlargement of LIRR waiting room at Penn Station. (MB)

Apr. 17, 1926 Western Air Express, Inc., begins air mail service between Los Angeles and Salt Lake City. (TWA)

Apr. 18, 1926 *Florida East Coast Limited* makes last run; replaced by the *Miamian* for 1927 season. (Guide)

Apr. 19, 1926 In Congressional hearing on coal industry legislation, UMW VP Philip Murray charges a railroad conspiracy led by Pres. Atterbury with driving the bituminous coal industry into bankruptcy by forcing down prices. (NYT)

Apr. 1926 PRR inaugurates daily six-day LCL service between Chicago and Miami via Louisville.

Apr. 1926 ICC agrees to reopen 1923 Lake Cargo Coal Case. (Lambie)

Apr. 21, 1926 PT&T Board authorizes construction of cab ramp from 8th Avenue & 33rd Street (\$139,583), enlarging LIRR waiting room

(\$156,310), passageway from LIRR Concourse to Main Waiting Room (\$26,494), and passageways for LIRR to Platforms No. 9 & 10 (\$51,226). (MB)

- Apr. 25, 1926** *Cincinnati Limited* established eastbound. (tt)
- Apr. 25, 1926** Michigan Central Railroad inaugurates *Twilight Limited* as an all-first class day train between Chicago and Detroit. (Sanders)
- Apr. 26, 1926** Pennsylvania, Ohio & Detroit Railroad leased to PRR retroactive to Jan. 1. (Church)
- Apr. 26, 1926** *The Ambassador* inaugurated between New York (Grand Central) and Montreal via NH/B&M/CV/CN. (Kratville)
- Apr. 27, 1926** Ivy Lee and VP in Charge of Traffic Eysmans call for a three-year \$50,000-a-year advertising campaign to "humanize" image of PRR and increase employee interest, productivity and morale. (Marchand)
- Apr. 28, 1926** PRR Board authorizes purchasing entire stock of Detroit Union Railroad, Depot & Station Company and part interest in Fort Street Union Depot Company in Detroit. (MB)
- Apr.. 29, 1926** France signs agreement with U.S. for repayment of \$4.6 billion war debt over 62 years.
- May 1, 1926** PRR operates special trains from Camden to opening of new auto speedway on site of World War I munitions plant at Amatol, N.J.; includes spur tracks and platforms at Amatol.
- May 1, 1926** Nationwide coal strike begins in Great Britain; leads to increase in U.S. coal exports. (NYT)
- May 1, 1926** Automobile racetrack opens on former Amatol site east of Hammonton; PRR establishes a station on grounds called "Speedway." (NYT)
- May 3, 1926** First British General Strike begins as other unions walk out in support of miners; essential services maintained by white collar workers, managers, professionals, students, etc. (NYT)
- May 8, 1926** Interview with W.W. Atterbury, "The Future of Air Transport from a Railroad Viewpoint," appears in the *Saturday Evening Post*; sees airplanes as high-speed, high-value adjunct to railroads. (SEP)

- May 9, 1926** Attracted by fine weather, record number of New York City motorists take Sunday drives; PRR operates four ferry boats on Debrosses Street line on 9-minute headways and three boats on Cortlandt Street line on 10-minute headways. (NYT)
- May 11, 1926** Penn Station stationmaster W.H. ("Big Bill") Egan feted by 150 notables at a 60th birthday party at the Waldorf. (NYT)
- May 12, 1926** Franklin Institute awards ex-Pres. Samuel Rea the American version of its Franklin Medal for his contributions to engineering; recipient of foreign issue of medal is physicist Niels Bohr. (NYT)
- May 12, 1926** National Air Transport, Inc., begins service on mail route between Chicago and Dallas. (Davies)
- May 12, 1926** British General Strike ends, but miners remain out. (NYT)
- May 15, 1926** First Class BB2 electric switcher No. 3910 delivered. (Keyser)
- May 1926** PRR installs a large electric sign advertising *The Broadway Limited* on South Michigan Avenue in Chicago; at night, lights give effect of drivers revolving and smoke streaming from stack. (PaNews)
- May 1926** PRR rearranges and enlarges 12th Street Coach Yard at Chicago.
- May 17, 1926** ICC authorizes PRR to sell \$17 million equipment trust certificates through Kuhn, Loeb & Co. and Fidelity Trust Company of Philadelphia on review demanded by a stockholder, Commissioner Eastman dissenting. (NYT)
- May 18, 1926** Cornerstone laid for new PRR office building at 32nd & Market Streets.
- May 20, 1926** Railroad Labor Act passed with much behind-the-scenes support by PRR; supersedes labor provisions of Transportation Act of 1920 and abolishes the U.S. Railroad Labor Board and replaces with a series of regional Boards of Adjustment and a permanent national Mediation Board to mediate labor questions; act calls for collective bargaining through freely-elected agents, but allows for "company unions." (LC)
- May 20, 1926** Air Commerce Act authorizes Commerce Dept. to promote commercial aviation; creates Assistant Secretary of Commerce for Aeronautics. (Davies)
- May 22, 1926** First Class BB2 electric switching locomotive placed in service at

Sunnyside Yard.

- May 23, 1926** **Western Air Express, Inc., carries its first passenger on its Los Angeles-Salt Lake City route. (Davies)**
- May? 1926** **Pullman assigns 18 new cars to *Liberty Limited*. (check roster)**
- May 29, 1926** **PRR establishes new weekly records for carloadings, 176,070. (NYT)**
- May 29, 1926** **General Passenger Agent Oliver T. Boyd dies at Bryn Mawr Hospital after 29 years of service. (NYT)**
- May 31, 1926** **Sesqui-Centennial International Exposition opens on South Broad Street in Philadelphia; the "Rainbow City" includes a stadium that later becomes the home of the Army-Navy Game; the fair is less than half completed on opening day; backed by the PRR, the fair is a financial disaster and attracts few visitors, in part because of rainy weather and poor word-of-mouth; \$5 million loss is made up by city; PRR exhibits models and paintings and a 1/32 size 69-foot operating four-track model railroad; PRR runs trains to the fair via the South Philadelphia freight line and a station at Broad & Packer Streets. (Program, Mutual, Phila)**
- May 31, 1926** **Chartiers Southern Railway agrees with Waynesburg Chamber of Commerce to build extension from Mather to Waynesburg if local residents will donate right of way. (Church)**
- June 1, 1926** **Philadelphia Terminal Division raised to General Division status with both General Superintendent J.O. Hackenberg and Superintendent R.P. Russell. (MB)**
- June 1, 1926** **PT&T agrees with Adolph A. Weinman for statue of Samuel Rea for Penn Station for \$24,000. (MB)**
- June 1, 1926** **Ford Motor Company's first Model 4-AT Tri-motor makes first flight. (Davies)**
- June 6, 1926** **Sen. George Norris of Nebraska announces that Executive Committee of National Conference on Valuation of American Railroads, founded by the late Sen. Robert La Follette, will continue its efforts to have ICC cut tentative valuation of railroads by \$10 billion, forcing lower rates; ICC's revaluation has found no overcapitalization and revised valuations may in fact be higher. (NYT)**

- June 9, 1926** PRR Board authorizes double track between Charlotteville and Philadelphia, Ind., on St. Louis Division. (MB)
- June 11, 1926** Toledo, Peoria & Western Railway sold at foreclosure to George P. McNear, Jr. (1891-1947), an employee of the Guaranty Trust Company, for \$1.3 million, eliminating PRR interest. (Moody, Stringham)
- June 1926** Banking panic hits Florida and Georgia as 115 banks in Manley-Anthony bank chain suspend with \$30 million in depositor losses; no loss of confidence in banks elsewhere. (Wicker)
- June 15, 1926** Eastbound PFW&C track opens along river in New Brighton between West Rochester and Beaver Falls; new bridge opens across Beaver River between New Brighton and Beaver Falls, permitting old bridge to be converted to road bridge; West Rochester-New Brighton duck-under transferred from Pittsburgh, Youngstown & Ashtabula Railway to PFW&C. (CE)
- June 15, 1926** Civil War telegrapher David Homer Bates (1843-1926) dies in New York City. (NYT)
- June 16, 1926** Special seven-car "Cardinals' Train" of Pullmans painted scarlet and named for famous Catholic leaders leaves New York over NYC-MC routing to First International Eucharistic Conference at Chicago. (RyAge)
- June 17, 1926** *Washington Express* No. 50 stopped by a broken air hose at Gray Station near Blairsville Intersection rear-ended at 50 MPH by 10-car *Cincinnati Limited* No. 40; both trains telescoped; 15 killed, 50 injured; engineer W.S. Gordon of first locomotive of No. 40 has possibly suffered a heart attack. (NYT)
- June 18, 1926** New York Central files brief in Hell Gate Bridge case; joins railroad opposition to Port Authority; claims interchange via Port Morris Branch and crossing throat of Mott Haven Yard would create congestion and other operating problems; in fact is afraid that precedent in this case will lead to its being forced to admit other railroads to its West Side Freight line and losing its advantages in the lucrative Manhattan market.
- June 20, 1926** First International Eucharistic Conference convenes at Chicago; NYC carries 6,000 in special trains from New York (1), Buffalo (1), Detroit (3) and Montreal (1); PRR carries carries 3,225 in special cars from Cincinnati, Columbus, Richmond, Indianapolis, Providence, Dayton, Louisville, Grand Rapids and Newark;

CCC&StL carries 4,500; B&O 2,000. (RyAge)

- June 21, 1926** PRR files brief in Hell Gate Bridge Case stating that admitting NYC to Long Island would amount to short-hauling itself, which is prohibited by ICC; in reality, fears that NYC could advertise itself as having only all-rail access to Long Island from West; Port Authority is mostly interested in bringing local traffic, particularly milk from Upstate, to Long Island, but by refusing to make any distinctions it creates a united railroad opposition.
- June 22, 1926** Fire on B&O Susquehanna River Bridge at Havre-de-Grace results in detours over PRR between 1:00 AM and 4:00 AM. (RyAge)
- June 23, 1926** Special PRR committee commissions statue of Samuel Rea for Penn Station. (MB)
- June 23, 1926** ICC begins hearings on methods of bringing railroad valuations up to date. (NYT)
- June 24, 1926** PRR begins a series of thematic ads in major newspapers touting its services, especially *The Broadway Limited*. (NYT)
- June 25, 1926** Scott Bros., Incorporated, incorporated in Del. to take over properties of Scott Brothers, Inc. and Scott Brothers; PRR purchases 25% interest in this Philadelphia area trucking company. (C&C)
- June 26, 1926** J. Walter Thompson advertising agency presents a report to PRR containing results of an informal poll of its executives and business clients who travel frequently by rail; shows PRR has a very poor reputation relative to other lines and passenger service has deteriorated since war; most complaints focus on impersonal service, poor food, and lack of courtesy on part of all station and train personnel; report leads to the agency being chosen to conduct the new public image campaign. (Marchand)
- June 27, 1926?** PRR begins a national newspaper and magazine advertising campaign with ads in New York and Washington papers. (Sun.? verify NYT - was this week)
- June 28, 1926** PRR announces it has ordered seven Class L5 (?) 3,640 HP electric locomotives to be built at Altoona with electrical gear by American Brown Boveri Electric Corporation; are to replace DD1's and also for freight service. (NYT)
- June 29, 1926** PRR begins sponsorship of "Pennsylvania Railroad Hour" at 9:00

- PM Tuesday evenings on radio stations WJZ (New York), WRC (Washington) and WGY (Schenectady); variety show is structured around imaginary trips on famous PRR trains to popular destinations on PRR system. (check NYT for time of show) (Mutual)
- June 29, 1926 Mrs. Cyrus H. McCormick, Jr., arrives in Chicago, having chartered a three-car PRR train for her sole use, making the trip in 16:55; requires 125 cash fares and cost exceeds \$7,000. (NYT)
- June 30, 1926 P&LE and PCC&StL sell one-third interest in Monongahela Railway to B&O. (C&C)
- June 30, 1925 PRR Board authorizes purchase of 60 new MP54 MU cars, plus conversion of 68 P54's to MU's; also purchase of 8 electric locomotives; authorizes survey for new line north of existing main between Canton and Toledo Jct. (1925 or 1926??)
- June 30, 1926 PRR appoints special committee on profit sharing plans. (MB)
- June 30, 1926 BC&A VP A.J. County reports on financial situation; company does not earn money for either interest or dividends because of heavy truck and bus competition; PRR has refused to continue to buy cupons. (MB)
- July 1, 1926 Passenger service ends on Smyrna Branch between Smyrna and Clayton, Del. (PassDept)
- July 1, 1926 Delaware River (Benjamin Franklin) Bridge opens between Philadelphia and Camden; permits aggressive bus competition for PRR's South Jersey commuter and resort traffic; formal ceremony held July 4.
- July 1, 1926 W.W. Mayer promoted from Real Estate Agent to General Real Estate Agent, new title of head of Real Estate Dept. (MB)
- July 1, 1926 For holiday weekend, PRR runs westbound *Broadway Limited* and *Atlantic City Limited* in two sections, plus five extra sections to NY&LB. (NYT)
- July 2, 1926 PRR runs five extra sections from New York to Atlantic City, six to Philadelphia, and 11 to NY&LB points; PRR carries 400,000 from New York. (NYT)
- July 2, 1926 Congress authorizes formation of U.S. Army Air Corps as successor to Army Air Service.

- July 3, 1926** PRR and LIRR run a total of 775 trains totaling 6,124 cars from New York; 14 extra sections on Northeast Corridor southbound and 12 northbound; 18 to NY&LB. (NYT)
- July 1926** New "OVERBROOK" Tower placed in service. (PaNews)
- July 6, 1926** PRR offers minority stockholders \$10 a share for their holdings to avoid expense of reorganization. (NYT)
- July 6, 1926** NY PSC holds hearings on PRR's request for extension to July 1, 1927 to meet requirements of Kaufman Act. (NYT)
- July 6, 1926** Philadelphia Rapid Transit Company begins operating commercial air service between Hoover Field, Washington, and Philadelphia Navy Yard for Sesquicentennial with Fokker F.VIIa-3m's; runs through Nov. 30. (Davies - RyAge has 7/16)
- July 6, 1926** Westbound PFW&C track opens on new alignment between West Rochester and Beaver Falls; West Rochester Interlocking abandoned; old PFW&C main tracks in 5th Avenue through New Brighton abandoned except for spur to reach freight station. (CE)
- July 8, 1926** Chartiers Southern Railway adopts location between Mather and Waynesburg, Pa.
- July 10, 1926** Union Transportation Company service between Lewistown and Hightstown, N.J., reduced to one mixed train, Mon.-Sat. (Brinckmann)
- July 14, 1926** PRR donates portrait of VP William B. Foster, Jr., to Stephen C. Foster Memorial Home in Pittsburgh on occasion of Stephen Foster's 100th birthday. (NYT)
- July 15, 1926** PRR files with ICC to have the Lehigh & New England Rail__ included with the PRR and opposing Reading's bid for the line. (NYT)
- July 15, 1926** Automatic train stop with cab signals placed in service between Baltimore and Harrisburg via York. (check AR? - or July 17?); coder-type ATC system first demonstrated on Philadelphia Division.
- July 15, 1926** PRR begins experiments on Philadelphia Division with coder-type ATC developed by Union Switch & Signal using specially-equipped MU train; decides to adopt this system in lieu of earlier loop-type.

- July 16, 1926** Special PRR committee reports on future of PRR's relations with BC&A; authorizes no further payments of BC&A coupons. (MB)
- July 18, 1926** NYC places ATC in service on Boston & Albany, on Erie Division (Erie-Cleveland), and on Mohawk Division. (AR)
- July 1926** Famous Players-Laskey Corporation films "The Show Off," starring Ford Sterling and Louise Brooks, at Broad Street Station; interiors are reproduced at Paramount's Long Island studio; comedy, now lost, is story of a clerk who pretends to be a top PRR official. (Mutual)
- July 20, 1926** NY PSC grants PRR an extension until Jan. 1, 1927, to eliminate steam locomotives at Sunnyside Yard and at 37th and 4th Street Yards in Manhattan; grants New Haven until July 1, 1928, to complete electrification over Hell Gate Bridge to Bay Ridge. (NYT)
- July 21, 1926** Washington A. Roebling (-1926) dies at Trenton at age 89. (RyAge)
- July 24, 1926** L.F. Loree files with ICC to merge Kansas City Southern, Missouri-Kansas-Texas, and St. Louis Southwestern. (NYT)
- Summer 1926** PRR sells last 21,838 shares of Southern Pacific Company received in trade for B&O stock in (1906?); realizes profit of \$1.3 million, plus additional profit of \$3.5 million on Pacific Oil Company, spun off of Southern Pacific.
- Aug. 1, 1926** New Haven is finally allowed to increase its New York commuter fares to same level as rest of system. (AR)
- Aug. 1, 1926** Northwest Airways, Inc., incorporated by group of Detroit and Twin Cities businessmen. (Davies)
- Aug. 3, 1926** ICC approves lease of Pennsylvania, Ohio & Detroit Railroad to PRR. (Church)
- Aug. 7, 1926** Illinois Central Railroad inaugurates electric suburban service between Chicago and Matteson, Ill. (Stover)
- Aug. 12, 1926** Violent thunderstorms and heavy rains flood East River Tunnels, forcing a suspension of all LIRR and PRR service at 9:00 PM; other washouts on LIRR. (NYT)
- Aug. 13, 1926** Service restored through two tubes of East River Tunnels at 3:20

- PM and through all four tubes at 7:45 PM. (NYT)
- Aug. 14, 1926 Philadelphia & Camden Ferry Company sells ferry *Baltic*. (AR)
- Aug. 15, 1926 PRR announces it will create a "College of Cookery" at Columbus to train dining car personnel.
- Aug. 16, 1926 Roxborough Railroad dissolved, having never built any line. (MB)
- Aug. 18, 1926 First of 50 M1's, No. 6801, placed in service on Fort Wayne Division, where will replace L1s in freight service; crews call the M1's "bobbed heads" because of short stacks.
- Aug. 23, 1926 "Fitch Steamboat Day" celebrated at Sesqui-Centennial. (Program)
- Aug. 1929 Bay Jct. coal yard at Sandusky enlarged. (Pa. News - date may be 8-9/26)
- Aug. 29, 1926 Baltimore & Ohio passenger trains evicted from Penn Station; return to CNJ terminal in Jersey City with direct bus connection to New York City points. (RyAge)
- Aug. 29, 1926 "Maytag Special" leaves Chicago with 39 carloads of washing machines destined for dealers in western Pennsylvania and West Virginia. (PaNews)
- Aug. 31, 1926 Passenger trains make last run between Blue Ash and Montgomery, Ohio, on CL&N.
- Aug. 31, 1926 Philadelphia & Camden Ferry Company sells ferry *Wenonah* to Dyckman Street & Englewood Ferry Corporation at New York City. (AR)
- Sep. 1, 1926 PRR refuses to pay Baltimore, Chesapeake & Atlantic Railway interest due this date, as it has done since 1921, precipitating BC&A into bankruptcy. (memo)
- Sep. 1, 1926 Marine hoisting engineers at New York finally join Employee Representation Plan. (LC)
- Sep. 4, 1926 John Wanamaker Stores team wins first national industrial track & field championship at Municipal Stadium; PRR takes second place. (NYT)
- Sep. 4, 1926 Labor day exodus from New York; PRR operates 75 extra trains.

(NYT)

- Sep. 4, 1926** **PRR General Manager-Eastern Region R.V. Massey named one of two management members of Board of Arbitration to hear OCR and BRT request for 20% increase. (NYT)**
- Sep. 5, 1926** **PRR tests gas-electric car on Muskegon Branch.**
- Sep. 6, 1926** **Last run of Atlantic City Railroad's *The Baltic* from Baltic Avenue Branch in Atlantic City; end of passenger service on that branch. (RDG)**
- Sep. 6, 1926** **Sesqui-centennial posts best day with only 110,000 visitors. (NYT)**
- Sep. 9, 1926** **Ocean Electric Railway abandons service over LIRR between Hammel and Far Rockaway. (AR)**
- Sep. 9, 1926** **ICC resumes hearings on Reading's proposal to lease the Lehigh & New England Railroad: PRR opposes. (NYT)**
- Sep. 1926?** **Eight duraluminum MP54 MU cars built at Altoona placed in service on Paoli line; five tons lighter than conventional MP54's. (veify fm MP records or photos)**
- Sep. 1926** **Double track opens between Carrothers and Bloomville, Ohio, on the Toldeo Division.**
- Sep. 1925** **Terre Haute-South Bend passenger train replaced by mixed train. (Sanders - verify)**
- Sep. 15, 1926** **PRR Board resolves to make no further purchases of BC&A Railway first mortgage bond coupons, precipitating it into bankruptcy. (MB)**
- Sep. 15, 1926** **Last run of ferry service between Coopers Point, Camden, and Shackamaxon Street, Philadelphia. (Mutual)**
- Sep. 16, 1926** **Elisha Lee named Executive VP and heir apparent; Martin W. Clement succeeds Lee as VP in Charge of Operations; R.V. Massey appointed Asst. VP in Charge of Personnel; Ethelbert W. Smith appointed General Manager-Eastern Region replacing Massey. (MB)**
- Sep. 17, 1926** **PRR tests gas-electric car on East Chicago local No. 474-475 for four days.**

- Sep. 17, 1926** Bayard Henry, PRR director, dies at San Francisco. (NYT)
- Sep. 17, 1926** First major hurricane in 20 years strikes Florida and Gulf Coast, directly hitting Miami and killing 372; much new construction devastated and Florida building boom, weakening since last fall, collapses; brings reduction in levels of through service to Florida. (Bramson) (or 9/18)
- Sep. 18, 1926** Sixth annual PRR system-wide athletic meet held at Philadelphia Municipal Stadium with 1,085 athletes and 5,500 spectators; Eastern Region team wins. (RyAge, NYT)
- Sep. 20, 1926** Motor Transit Corporation incorporated in Delaware as holding company for a nationwide bus system that later becomes Greyhound.
- Sep. 23, 1926** Jack Dempsey-Gene Tunney heavyweight championship fight held at Municipal Stadium as part of Sesqui-centennial; 120,757 spectators; PRR posts bulletins every 15 minutes by radio on Blue Ribbon trains; PRR operates 10 "Tex Rickard Specials", named for the promoter, from Penn Station directly to the Stadium, 25-30 other specials and 80-90 private cars to Broad Street Station; after fight, both Rickard and regular specials leave from Broad Street and private car trains from North Philadelphia or Camden. (NYT,)
- Sep. 23, 1926** Three-day world championship railroad athletic meet held at Municipal Stadium. (Program -verify if actually held)
- Sep. 24, 1926** ICC sets tentative valuation of \$120 million on PT&T, \$43,036,020 on WNY&P Railway. (NYT)
- Sep. 25, 1926** Last run of summer-only commuter service between Camden and Chelsea Station in Atlantic City; last passenger service on Chelsea Branch. (tt.)
- Sep. 25, 1926** National Railroad Track & Field and Baseball Meet held at Philadelphia Municipal Stadium, with terms from 12 U.S. railroads; PRR wins with 203 points. (NYT)
- Sep. 26, 1926** *The Red Arrow* established westbound, all-first class train, New York to Detroit. (tt)
- Sep. 26, 1929** Ford Motor Company introduces 8-hour day and 5-day week to cope with declining sales.

- Sep. 29, 1926** PRR advances \$45,000 to F.J. Scarr, Supervisor of Motor Service, to permit bus substitution for Chambersburg & Gettysburg Electric Railway service in Chambersburg and between Chambersburg and Piney Mountain Inn, which begins same day.
- Sep. 29, 1926** VP Julien L. Eysmans announces establishment of six foreign freight agencies in London, Paris, Basle, Milan, Antwerp and Hamburg. (NYT)
- Sep. 30, 1926** PRR replaces Winslow, Lanier & Co. as transfer and financial agent for PFW&C, ending relationship dating back to 1850s. (MB)
- Oct. 1, 1926** PRR World Series special leaves St. Louis for New York. (NYT)
- Oct. 2, 1926** Second annual PRR-NYC baseball game held at Indianapolis; NYC's Indiana Harbor Belt team wins, 3-1. (RyAge)
- Oct. 3, 1926** St. Louis Cardinals leave New York on special section of *The American* to St. Louis for 3rd-5th games of World's Series; a total of six sections operated, including the *Sportsters Special* for sports writers; team is rushed direct to Penn Station by motorcade; New York Yankees travel by NYC. (NYT)
- Oct. 4, 1926** *Keystone Express* derails near Johnstown, delaying six World's Series specials. (NYT)
- Oct. 6, 1926** Loudonville & Coshocton RPO extended to Mansfield & Coshocton RPO. (Kay)
- Oct. 7, 1926** At ICC hearing on coal rates from central Pennsylvania, Edwin J. Berwind states that rates are unsound and shipments from Pennsylvania to New York Harbor have decreased in last five years relative to shipments from Southern Appalachian Fields to Hampton Roads; J.T. Carbine of PRR defends rate, saying a 10 cent cut would cost railroads \$5 million a year. (NYT)
- Oct. 8, 1926** Pennsylvania Governor Gifford Pinchot announces he has disapproved applications for charter of Pennsylvania General Transit Company and Reading Transportation Company, which would allow PRR and Reading to develop a general bus system in Pennsylvania, on grounds railroads will monopolize bus transportation; courts had reinstated two PSC commissioners that Pinchot has removed as "unfit"; PRR buses continue to operate privately in the name of F.J. Scarr, Supervisor of Motor Services. (RyAge)

- Oct. 8, 1926** St. Louis Cardinals arrive at Penn Station in three special trains for last games of World Series; first section runs from St. Louis in record 21:20; third section carries the press; New York Yankees travel east on NYC; Cardinals win in last game 4-3. (NYT)
- Oct. 13, 1926** Ivy Lee discovers a candid photo of a smiling Pres. Atterbury cheering PRR baseball team at the Oct. 2 game against NYC; arranges for mass distribution to soften Atterbury's image. (Marchand)
- Oct. 1926** PRR discontinues piece work on repairs at engine houses and goes to hourly rates; also reduces piece work at Altoona; results in overall loss in pay. (LC)
- Oct. 15, 1926** Canton-Bayard Cutoff opens for slow running in daylight only between Bayard and Louisville jumpover east of Stark Yard. (CE, RyAge)
- C. Oct. 1926** Toledo, Peoria & Western Railroad replaces all passenger trains with mixed trains and discontinues through Chicago-Peoria passenger cars with Chicago & Alton Rail__. (Stringham - after 9/26/26)
- Oct. 16, 1926** PRR grants shop crafts increase of 3 cents and hour. (NYT)
- Oct. 18, 1926** Queen Marie of Rumania travels in Pres. Atterbury's business car on special train from New York to Washington after arriving on the *Leviathan*; however, the Queen's American tour is orchestrated by the B&O and turned into a major media event. (PaNews, NYT)
- Oct. 18, 1926** Second track opens between Pierron and St. Jacob, Ill., on St. Louis Division.
- Oct. 20, 1926** LIRR begins electric service between Valley Stream and Mineola via West Hempstead, between Floral Park and Mineola, (AR - and between Country Life Press and Salisbury Plains? - no elect in teens).
- Oct. 20, 1926** PRR completes purchase of 118,600 shares of N&W common at average 148.37 and 4,700 shares preferred at 85 since Jan. 1926.
- Oct. 20, 1926** Queen Marie of Rumania returns to New York via PRR. (NYT)
- Oct. 22, 1926** ICC authorizes Pennsylvania, Ohio & Detroit Railroad to abandon Apple Creek Branch, Kramore Jct. to abandoned coal mines at terminus (9.42 miles), also the unused portion from West Lebanon

to coal mines. (Church)

- Oct. 1926** Economic expansion of mid-1920s ends; one-year downturn begins. (NBER)
- Oct. 1926** PRR freight agency moves from Piers 4 & 5, North River, where it has been since 1872, to new Pier 2; old piers are then torn down to widen West Street in New York.
- Oct. 25, 1926** Queen Marie of Rumania departs New York over B&O on western tourn. (NYT)
- Oct. 26, 1926** ICC authorizes abandonment of WNY&P line between Tryonville and Lincoln, Pa. (NYT)
- Oct. 28, 1926** PRR Board raises annual dividend rate from 6% to 7%, last paid in 1907. (NYT)
- Oct. 29, 1926** Reading and B&O open joint produce terminal at Delaware & Snyder Avenues in South Philadelphia.
- Oct. 31, 1926** Last run of Coopers Point-Vine Street ferry at Philadelphia.
- Oct. 31, 1926** Traverse City, Leelanau & Manistique Railway Company dissolved.
- Nov. 1, 1926** PRR establishes a series of European freight and passenger agencies.
- Nov. 1, 1926** PRR begins operating "livestock and meats demonstration train" for Ohio State University; tours system in Ohio for two weeks. (PaNews)
- Nov. 1, 1926** Pennsylvania, Ohio & Detroit Railroad acquires trackage rights over B&O between Pleasant City, Ohio, and mines of Cambridge Colliery Company. (C&C)
- Nov. 3, 1926** Board of Arbitration concludes hearings on ORC and BRT's request for 20% increase; men claim they must work 7-day weeks to make ends meet. (NYT)
- Nov. 3, 1926** First Class BB1 electric switcher, No. 3900-3901, built. (Keyser)
- Nov. 4, 1926** PRR announces order of 128 MU cars for Philadelphia suburban service and 8 locomotives for Sunnyside-Manhattan Transfer service. (NYT)

Nov. 4, 1926 **Barclay Hotel opens on air rights over Grand Central Terminal between 48th & 49th Street. (AR, NYT)**

Nov. 8, 1926 **Gas-electric railcar begins one week of tests on Sunbury & Lewistown and Shamokin Branches.**

Nov. 9, 1926 **William S. Vare elected Senator from Pennsylvania; defeated Gifford Pinchot, who was unable to run for second term as Gov.; however, Senate refuses to seat Vare after Pinchot, as Gov., issues "certificate of doubt" on fairness of election. (Davis)**

Nov. 9, 1926 **John S. Fisher, candidate of the Mellon faction of the Republican Party, elected Gov. of Pennsylvania to succeed Gifford Pinchot. (PaHettge - verify)**

Nov. 9, 1926 **Pres. Coolidge leaves Washington at night on special PRR train en route to deliver Armistice Day speech at Kansas City. (NYT)**

Nov. 10, 1926 **Seaboard Air Line's Fort Myers Extension opens for freight. (Guide)**

Nov. 12, 1926 **ICC examiner recommends that Lehigh & New England Railroad be leased to Reading, not PRR. (NYT)**

Nov. 12, 1927 **Cincinnati Union Terminal Company incorporated to build new Union Terminal. (MB)**

Nov. 13, 1926 **50th Yale-Princeton football game played at Palmer Stadium at Princeton; PRR carries 25,000 on 43 extra trains, 36 from New York. (NYT)**

Nov. 15, 1926 **Canton-Bayard Cutoff opens on PFW&C, Fairhope to Bayard for regular running; forms low-grade cutoff for freight traffic running between Pittsburgh and Canton via C&P line. (CE)**

Nov. 15, 1926 **"Toledo, Peoria & Western Railroad" (not "Company") incorporated in Ill. for purpose of reorganizing Toledo, Peoria & Western Railway. (Moody's)**

Nov. 1926 **New passenger station opens at New Brighton, Pa.. (CE)**

Nov. 19, 1926 **British coal strike ends.**

Nov. 20, 1926 **Army-Navy Game first held at Municipal Stadium. (verify from paper)**

Nov. 22, 1926 **Ohio PUC approves abandonment of PO&D between Kramore and West Lebanon.**

Nov. 23, 1926 **Greyhound Lines, Inc., incorporated in Indiana to operate bus routes parallel to PRR. (C&C)**

Nov. 25, 1926 **PRR abandons WNY&P between Tryonville and Lincolnville (7.32 miles) as approved by ICC.**

Nov. 26, 1926 **Masters, Mates & Pilots (Organization?) begins pushing for recognition as bargaining agent of Philadelphia marine employees; men had failed to secure increases under Employee Representation Plan, so some men insist on bargaining as Masters, Mates & Pilots. (LC)**

Nov. 27, 1926 **Last run of passenger train between Mount Holly and Medford, N.J. (tt)**

Nov. 28, 1926 **Heavy Thanksgiving weekend travel to Atlantic City; *New York Limited* leaves in five sections with total of 49 Pullmans; regular New York train operates in two sections and one extra train run. (NYT)**

Nov. 29, 1926 **PRR disburses record dividend payment of \$8,655,000 after dividend rate increased from 6% to 7%. (NYT)**

Nov. 29, 1926 **Second track opens between Long Point and Schoyer on St. Louis Division.**

Nov. 30, 1926 **14 Class __ electric switchers built at Altoona for service on Bay Ridge Branch delivered to LIRR. (NYT)**

Late 1926 **American Contract & Trust Company activated to serve as vehicle for buying truck and bus lines. (check its MB)**

Dec. 1, 1926 **Philadelphia Sesqui-Centennial closes. (Program)**

Dec. 4, 1926 **New monumental bridge carrying Hudson County Boulevard over PRR and Hudson & Manhattan lines at Journal Square opens; includes separate bus loading lanes. (NYT)**

Dec. 5, 1926 **Double track opens between Gibsonburg and the Portage River at Toledo on the Toledo Division.**

Dec. 6, 1926 **PT&T authorizes space for concessions in LIRR Waiting Room at**

Penn Station. (MB)

- Dec. 8, 1926** PRR Board authorizes Pres. Atterbury to continue negotiations with Philadelphia Rapid Transit Company, Public Service Corporation of New Jersey, United Gas Improvement Company and Philadelphia Electric Company re joint construction of power plants for PRR electrification; since Oct., Pennsylvania Company has purchased 100 shares N&W preferred at 83.75 and 2,500 shares common at 164. (MB)
- Dec. 8, 1926** Richard B. Mellon of Pittsburgh elected a PRR director.
- Dec. 9, 1926** Labor Committee of Association of Railway Executives meets at New York at call of Pres. Atterbury to consider amending the Railway Labor Act of 1926 to create regional boards of adjustment as demanded by unions; railroads, particularly the group led by L.F. Loree, were dismayed at liberality of 72% raise granted to trainmen and conductors by Arbitration Board. (NYT)
- Dec. 11, 1926** First of a series of ads called "Stories of the Day's Work" crafted by Ivy Lee and J. Walter Thompson appears in the *Saturday Evening Post*; ads run through Apr. 1, 1928 and also appear in other national magazines; each ad focuses on the work of an individual (usually idealized) employee, while at the same time emphasizing the size of the PRR system; while probably not affecting the blue-collar forces, the campaign does increase morale among managers. (Marchand)
- Dec. 11, 1926** Pres. Atterbury presented with Yale Cup awarded annually to an alumnus for distinguished public service; ceremony held at Yale varsity football rally hosted by Yale Club of Montclair, N.J. (NYT)
- Dec. 12, 1926** PRR completes improvement of ticket facilities at Penn Station; now possible to buy railroad and Pullman tickets at same window instead of waiting in two lines. (NYT)
- Dec. 15, 1926** New express facility opens at Sunnyside Yard and express business moved from Penn Station (or Jersey City?). (CE, NYT)
- Dec. 15, 1926** Bargemen at New York join Employee Representation Plan. (LC)
- Dec. 15, 1926** Seaboard Air Line's Miami Extension opens for freight. (Guide)
- Dec. 1926?** Frank E. and Charles F. Taplin of Cleveland, who own Pittsburgh & West Virginia Railway, begin purchases of Wheeling & Lake Erie stock.

- Dec. 17, 1926** **J.J. Bernet named Pres. of Erie Railroad, replacing F.D. Underwood, resigned. (NYT)**
- Dec. 19, 1926** **Second track opens between Montrose and Woodbury on St. Louis Division.**
- Dec. 19, 1926** **Robert Bell (1844-1926), former General Superintendent of WNY&P dies at Buffalo at age 82. (PaNews)**
- Dec. 19, 1926** **New station opens at Springfield, Mass. serving Boston & Albany and New Haven. (NYC AR)**
- Dec. 20, 1926** **ICC issues tentative valuation of PRR and leased lines as of June 30, 1918; total value \$2.9 billion vs. \$1.8 billion in outstanding securities; valuation process cost PRR \$5.4 million. (- NYT says value of principal eastern lines only is \$1,078,185,180 as of June 30, 1918; PRR says if add figures for whole system is \$2,563,685,568 vs. \$1,865,823,469 in total securities and \$1,380,405,252 in hands of public)**
- Dec. 20, 1926** **C&O advances 22 points in heavy trading amidst rumors of increased buying by the Van Sweringens. (NYT)**
- Dec. 21, 1926** **PRR announces it will contest ICC valuation of its properties. (NYT)**
- Dec. 21, 1926** **Chambersburg & Gettysburg Electric Railway (Cumberland Valley subsidiary) dissolved.**
- Dec. 22, 1926** **PRR Board approves American Contract & Trust Company purchase of 4,300 shares Scott Bros., Inc. (MB)**
- Dec. 23, 1926** **PRR holds second annual system Christmas party; held simultaneously across system at 8:00 PM EST; broadcast on WJZ (New York, KDKA and other stations; at Philadelphia, Pres. Atterbury greets employees at Metropolitan Opera House. (PaNews, NYT)**
- Dec. 23, 1926** **Second track opens between Casey and Schoyer, Ill., on St. Louis Division. (CE)**
- Dec. 23, 1926** **ACL inaugurates new Pullman lounges on *Havana Special*, equipped with two shower baths and soda fountain-buffet; offers afternoon tea with Filipino attendants. (NYT, Guide)**

- Dec. 26, 1926** VP Julien L. Eysmans announces PRR has made arrangements for Thomas Cook & Son to be general foreign passenger agents. (NYT)
- Dec. 27, 1926** PRR reports Nov. 1926 earnings; first time has earned \$100 million net operating income in first 11 months. (NYT)
- Dec. 31, 1926** B&O acquires one-third interest in Monongahela Railway from PRR and P&LE; Monongahela Railway acquires all stock of Chartiers Southern Railway from B&O, PRR and P&LE. (Church)
- 1926** PRR earns record net railway operating income of \$106,433,000; total net income \$67,567,958 or 13.53% on capital stock. (NYT)
- 1926** Peak year for PRR passenger carrying capacity, 8,268 cars with 352,652 seats.
- 1926** PRR passenger-miles at 4,918,301,580, up slightly from 1925. (NYT)
- 1926** Peak year for PRR New York ferries; 2,372,805 vehicles carried. (HC)
- 1926** Record freight cars handled; 8,638,791 vs. 8,403,527 in 1923, previous peak year; coal traffic up to 1,114,788 cars; freight traffic is 244,052,427 tons, just under record of 1923; 49 billion ton-miles. (NYT)
- 1926** Federal court strikes down New York City's Kaufman Act, outlawing steam locomotives within city limits, as unconstitutional in case brought by Staten Island Rapid Transit Railway; conflicts with federal Safety Appliances Act.
- 1926** African-American employees on Maryland Division form "Maryland Division Mutual Protective Association"; also have the "Colored Pennsylvania Railroad Orchestra" under the leadership of Prof. Ellis Watts of Chester, Pa. (PaNews)
- 1926** LIRR writes off stock of Ocean Electric Railway, Nassau County Railway and Montauk Steamboat Company, Limited. (AR)
- 1926** LIRR abolishes Marine Dept. and places vessel operation under Assistant Superintendent. (AR)
- 1926** LIRR double-tracks Long Beach Branch between East Rockaway and Wreck Lead. (AR)

- 1926** LIRR installs automatic signals and train control on North Side and Whitestone Branches. (AR)
- 1926** Extra shops built and concourse widened between LIRR Concourse and General Waiting Room at Penn Station. (CE)
- 1926** Waverly Yard revised and enlarged. (AR)
- 1926** New yard opens at Martins Creek, N.J. (AR)
- 1926** Pavonia Yard near Camden revised and enlarged. (AR)
- 1926** New scrap dock built at Lucknow, Pa. (AR)
- 1926** New Union Station opens at Erie, Pa.
- 1926** Wheeling Terminal Railway abandons line between W&LE Jct. and De Haas Bridge at Martins Ferry (0.6 miles). (C&C)
- 1926** New engine terminal completed at Outer Yard, Toledo.
- 1926** Second track opens between Altamont and Brownstone, Ill. (?) (AR)
- 1926** William Woodard of Lima Locomotive Works offers to provide PRR with experimental 2-10-4; Alco offers 3-cylinder 4-10-2 at \$110,000 each; vs. \$72,000 for IIs 2-10-0. (CMP)
- 1926** Van Sweringens name John J. Bernet of Nickel Plate President of Erie Railroad. (eff 1/1/1927)
- 1926-1928** L.F. Loree of Delaware & Hudson Co. attempts to form a "Fifth System" in the east by controlling the Wabash, the Lehigh Valley, and the Buffalo, Rochester & Pittsburgh; supported by PRR to keep opposing lines divided and opposed by other eastern trunk lines.
- 1926** NYC begins awarding "Valor Medals" for heroic actions by employees saving lives of others. (AR)
- 1926** NYC carries more Pullman passengers than any other U.S. railroad; *20th Century Limited* grosses \$10 million. (RRH)
- 1926** New York amends the Kaufmann Act to extend deadline for electrification from July 1, 1926 to July 1, 1931. (AR)

1926

Henry Ford introduces five-day week and eight-hour day.