PRR CHRONOLOGY
1922

June 2004 Edition

Jan. 1, 1922	**NYC leases Toledo & Ohio Central Railway. (Green Book)**
Jan. 1, 1922	**Cleveland Union Terminals Company organizes Engineering Dept. with H.D. Jouett, Chief Engineer. (MB)**
Jan. 6, 1922	**PRR announces it will retire its last wooden dining cars in next few months; 20 new steel diners on order. (NYT)**
Jan. 9, 1922	**Van Sweringens incorporate Vaness Company in Delaware as top of their holding company pyramid to finance further railroad purchases.**
Jan. 9, 1922	**PRR announces a 13% reduction in force at Olean Shops. (NYT)**
Jan. 9, 1922	**Alliance & New Castle RPO renamed Ashtabula & New Castle RPO. (Kay as corrected - was Alliance & Mahoningtown)**
Jan. 10, 1922	**Vaness Company acquires all stock of Nickel Plate Securities Corporation, and Cleveland Traction Terminals Company.**
Jan. 10, 1922	**ICC orders 49 railroads to each equip one division with automatic stop or speed control systems; PRR lines are Philadelphia-Pittsburgh, Philadelphia-Atlantic City, and Pittsburgh-Indianapolis. (order made public 1/11 - NYT)**
Jan. 11, 1922	**Special committee on Maryland, Delaware & Virginia Railway reports to Board on negotiations with bondholders.**
Jan. 11, 1922	**Van Sweringens agree to purchase Lake Erie & Western from NYC.**
Jan. 12, 1922	**PT&T authorizes sale of air rights behind Post Office back to 9th Avenue to Post Office Dept. (MB)**
Jan. 13, 1922	**Publicity Department publishes first number of Central Region edition of *Pennsylvania News*, its first tabloid-style employee newspaper Northwestern Region edition follows. (NB: PRR Publicity Dept. also published the *Pennsylvania Standard* newspaper in the early 1920s, with Ivy Lee's partner T.J. Ross as**

	editor.)
Jan. 13, 1022	**PRR cuts time of 1,000 employees at Wilmington Shops from 48 to 35 hours per week. (NYT)**
Jan. 1922	**Lorain, Ashland & Southern Railroad discontinues regular passenger service and replaces with mixed train. (Church)**
Jan. 1922	**Kennett, Pa. station renamed Kennett Square on Octoraro Branch. (Guide)**
Jan. 16, 1922	**Solid train of 50 cars of wheat from Buffalo arrives at Girard Point terminal in Philadelphia after 27-hour trip; new speed record for grain.**
Jan. 18, 1922	**American Society of Civil Engineers bestows honorary membership, its highest honor, on Samuel Rea; limited to 20 living members. (NYT)**
Jan. 22, 1922	**PRR Board authorizes a "Medal for Heroic Service" for acts of heroism performed after Feb. 1, 1922.**
Jan. 23, 1922	**New York City Comptroller Charles L. Craig charges PRR is behind Port Authority's comprehensive plan for railroads in hearing by Board of Estimate; Mayor John F. Hylan charges British capital and railroads are behind plan to move port to New Jersey at expense of New York; City has own belt line scheme with tunnel under the Narrows and railroad yards on Staten Island. (NYT)**
Jan. 24, 1922	**Former USRA Director General Walker D. Hines, testifying to ICC, denies USRA returned railroads in deteriorated condition. (NYT)**
Jan. 25, 1922	**PRR Board authorizes improvement of line of Cumberland Valley between Lemoyne and Shippensburg. (AR says completed in same year)**
Jan. 1922	**Chicago Union Station Company authorizes construction of head house and other remaining work.**
Jan. 1922	**PRR carries 100 cars of Durant automobiles from New York to Chicago in a single train; is largest single train devoted to a single shipper up to that time. (or 2/22?)**
Jan. 28, 1922	**Blizzard strikes Virginia and Washington, D.C., reaching almost to the latitude of New York City before moving out to sea; Rail travel**

	south of Philadelphia crippled and through trains to South annulled; at 6:00 PM, PRR attempts to run a train from New York to Washington, but it is blocked south of Philadelphia; Southern Railway train leaves Penn Station at 12:#0 AM of Jan. 29. (NYT)
Jan. 28, 1922	**Benito Mussolini seizes power in Italy; creates first fascist state.**
Jan. 29, 1922	**PRR restores Northeast Corridor service; Atlantic City still cut off, and tow WJ&S electric trains stranded at Clayton. (NYT)**
Jan. 30, 1922	**New York City railroads, led by Samuel Rea, reject Mayor's plan for Staten Island-Brooklyn tunnel as unwarranted expense; city was to build tunnel and yard on Staten Island, but railroads were to have been responsible for belt line connecting to New Jersey. (NYT)**
Feb. 1, 1922	**PRR serves formal notice that it will not renew agreements granting B&O and LV use of Penn Station which expire effective Sep. 1, 1925; B&O deadline later extended; LV deadline extended to Jan. 1, 1928, by which time PRR has large interest in LV; however, PRR originally prefers that LV relocate to Exchange Place because of growing congestion in Penn Station. (CE)**
Feb. 1, 1922	**PRR announces that it will sell advertising space in trains and stations, reversing a long-time policy; to be limited at first to MU cars out of Philadelphia and Camden and Camden and Jersey City ferryboats. (NYT)**
Feb. 4, 1922	**Pres. Rea denounces decision of ICC that outside repairs cost PRR $3 million more than doing work in own shops as "unjust and unfair"; notes dissent of five ICC members and now defends decision as justified by a traffic increase, the threat of the "outlaw" strike, and neglect of USRA. (NYT)**
Feb. 8, 1922	**PRR Board authorizes $250,000 for experiments with Automatic Train Stop system; authorizes removal of arched train shed at Jersey City Terminal. (MB)**
Feb. 8, 1922	**Last run of passenger trains on Central Indiana Railway between Anderson and Brazil; replaced by caboose on mixed trains. (Guide, Church)**
Feb. 9, 1922	**Last run of Central Indiana Railway passenger service; thereafter carries passengers in caboose on local freight trains between Anderson and Brazil. (Sanders, Church)**

Feb. 13, 1922	**PRR and other railroads testify to committee of N.J. Legislature calling for repeal of state's Full Crew Law and in favor of new bill that would let PUC to prevent undermanning but give railroads discretion to set crew size. (NYT)**
Feb. 16, 1922	**Alliance & Mahoningtown RPO discontinued. (Kay - or Ashtabula & New Castle?)**
Feb. 1922	**Legislatures of New York and New Jersey approve Port Authority's comprehensive rail plan over opposition of Tammany Hall Democrats. (NYT - get dates)**
Feb. 23, 1922	**L.F. Loree and W. Averell Harriman resign from B&O Board. (AR)**
Feb. 23, 1922	**Eastern Railways and BLE and BLFE begin bargaining sessions at Grand Central Terminal. (NYT)**
Feb. 24, 1922	**Gasoline rail car placed in service between Pemberton and Hightstown, N.J., by Union Transportation Company.**
Feb. 25, 1922	**Van Sweringens incorporate Clover Leaf Company in Delaware to hold stock of Toledo, St. Louis & Western; gives NKP access to St. Louis and Peoria gateways.**
Feb. 25, 1922	**LIRR General Superintendent John R. Savage (1869-1922) dies of meningitis at New York following an operation. (NYT)**
Mar. 1, 1922	**PRR agrees with NYC to eliminate grade crossings in Erie, Pa.**
Mar. 1, 1922	**Baltimore, Chesapeake & Atlantic Railway defaults on interest payments. (AR)**
Mar. 1, 1922	**PRR runs New York-Washington special for *New York Times* in 4:37 after newspaper strike ends; special is one baggage car and rider coach. (NYT)**
Mar. 4, 1922	**Former VP of Lines West and PRR Director Joseph Wood (1846-1922) dies.**
Mar. 7, 1922	**Last span of Jersey City Terminal train shed truss removed.**
Mar. 8, 1922	**PRR Board authorizes extension of Wildwood Branch from Wildwood Crest to Cold Spring Inlet; authorizes members of Voluntary Relief Dept. who leave PRR service to continue death benefit by continuing to pay premium. (MB)**

Mar. 8, 1922	**PRR Assistant General Counsel Henry Wolf Biklé representing Eastern Railroads, tells ICC there will be no general rate reduction. (NYT)**
Mar. 11, 1922	**Van Sweringens incorporate Western Company in Delaware to hold stock of Lake Erie & Western.**
Mar. 13, 1922	**Cleveland Union Terminals Company names E.B. Katté of NYC consulting engineer for electrification. (MB)**
Mar. 22, 1922	**PRR Board authorizes enlargement of Pitcairn shops and engine terminal, Enola car shops, next stage of Sharpsburg yard (begun 1918), fourth track between 30th Street and Sharpsburg, and track elevation at Allegheny on Conemaugh Division.**
Mar. 22, 1922	**PRR authorizes termination on notice of use of Conemaugh Division by Pittsburgh & Western under agreement of Mar. 8, 1890.**
Mar. 22, 1922	**PRR forms committee on automatic train control under A.H. Rudd after three years of laboratory work. (ATO)**
Mar. 30, 1922	**PRR orders 250 new steel passenger cars. (NYT)**
Mar. 31, 1922	**By 6-5 decision, ICC sustains AFL's charge that PRR's outsourcing of the repair of 200 locomotives to Baldwin Locomotive Works cost more than double what it would have cost to do the work in own shops or extra cost to PRR of $3 million; with the exception of Commissioner Eastman, majority denies any evidence of a sinister motive on part of railroad. (NYT)**
Apr. 1, 1922	**United Mine Workers strike bituminous and anthracite coal mines simultaneously (NYC AR); stoppage of traffic aids coal roads in their determination to provoke and crush shop crafts before coal strike settled. (Conlon)**
Apr. 1, 1922	**WNY&P acquires trackage rights over Buffalo, Rochester & Pittsburgh Railway between Riverside Jct., N.Y., and Bradford, Pa. (C&C)**
Apr. 1, 1922	**B&O trackage rights over former Cincinnati & Muskingum Valley Railroad between Crooksville and Spangler, Ohio, are cancelled. (Church)**
Apr. 1, 1922	**VP W.W. Atterbury and Francis I. Gowen sail on White Star liner *Olympic* to attend International Railway Congress in Rome; in**

	dockside interview Atterbury says the PRR has adequate coal stocks despite strike. (NYT)
Apr. 4, 1922	**Pres. Rea issues statement calling ICC decision in outsourcing of repairs case "unjust and unfair"; claims PRR exercised what it believed to be sound judgement in an emergency. (NYT)**
Apr. 10, 1922	**Cleveland Union Terminals Company approves contract with Graham, Anderson, Probst & White, architects, for design of Union Terminal and associated structures. (MB)**
Apr. 12, 1922	**PRR Board authorizes construction of new pier and No. 3 grain elevator at Canton, Baltimore, and retirement of grain elevator No. 1.**
Apr. 12, 1922	**Demolition of train shed of Jersey City Terminal completed.**
Apr. 13, 1922	**Southern Pacific Chairman Julius Kruttschnitt testifies before Senate Committee on Interstate Commerce that USRA did not return railroads to private companies in a self-sustaining condition; Sens. Cummins and Pomerene agree. (NYT)**
Apr. 15, 1922	**Three buildings at Meadows Shops destroyed by fire. (NYT)**
Apr. 15, 1922	**Belt Railway of Chicago opens new icing facility. (Guide)**
Apr. 1922	**Hanover Farms, N.J., station renamed Upton on Amboy Division. (Guide)**
Apr. 16, 1922	**Seaboard Air Line establishes new drawing room sleeper between New York and Atlanta on *Atlanta-Birmingham Special*. (Guide)**
Apr. 17, 1922	**Committee of PRR officers recommends abandoning the Frontier Electric Railway project; line is now owned jointly by PRR and DL&W.**
Apr. 1922	**PRR sells 29,000 shares of Pacific Oil Company.**
Apr. 20, 1922	**PRR lays off 250 men at East Altoona roundhouse because of coal strike. (NYT)**
Apr. 22, 1922	**Judge George T. Page of U.S. Circuit Court at Chicago upholds PRR and refuses to lift temporary injunction against U.S. Railroad Labor Board censuring PRR; preliminary injunction had been granted by Judge Kennesaw Mountain Landis in 1921; Judge Page holds that U.S. Railroad Labor Board is not an integral part of**

government and thus can sue and be sued. (NYT)

Apr. 22, 1922 — **1,500 PRR employees, including women, compete in system indoor athletic championships at Columbus, Ohio. (NYT)**

Apr. 26, 1922 — **PRR and Ann Arbor Railroad agree to operate parallel lines between Galena Street, Toledo, and Alexis Jct. as a single double-track railroad. (Church)**

Apr. 26, 1922 — **Van Sweringens' Western Company purchases Lake Erie & Western from NYC for $3 million. (NYC AR)**

Apr. 29, 1922 — **New York-Macon sleeper operated via ACL and Georgia Railroad cut back to New York-Augusta on ACL. (Guide)**

Apr. 30, 1922 — ***The Southland* begins operating year-round as a solid train over PRR between Chicago and Cincinnati via Logansport.**

Apr. 30, 1922 — **Atlantic City Railroad inaugurates *The Boardwalk Flyer*, *The Rocket*, *The Quaker City*, and *The William Penn* between Camden and Atlantic City. (tt)**

May 2, 1922 — **Pres. Rea writes to VP W.W. Atterbury to examine the question of cost and potential savings from electrifying the crossing of Allegheny Mountain; PRR then conducts engineering studies for electrification between Altoona/Hollidaysburg and Seward (near Johnstown) via both Horseshoe and Mule Shoe Curves and also for electrification in Pittsburgh suburban area.**

May 5, 1922 — **VP Elisha Lee, in speech to Transportation Club at New York, calls for less government regulation; holds that motor trucks will find niche for short-haul traffic but not be competitors of railroads. (NYT)**

May 8, 1922 — **PRR experiences bottlenecks at its New York Produce Terminal piers because of flood of spring produce. (NYT)**

May 10, 1922 — **PRR Board authorizes Enola Yard enlargement; second track and grade revision between "KN" Tower and Summitville on Cleveland & Pittsburgh Division; authorizes negotiations for PCC&StL to buy half interest in Chicago & Eastern Illinois line between Terre Haute and Otter Creek Jct. and full title to line from Otter Creek Jct. to Rockville. (MB)**

May 15, 1922 — **Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employes files in U.S. District Court in**

	Philadelphia for injunction to block PRR election for Employe Representation Plan. (NYT)
May 15, 1922	**PRR changes terminal for southern potatoes from Pier No. 29, N.R., to new produce terminal at Meadows Yard, creating opposition from shippers and New York dealers; move then postponed to June 6. (NYT)**
May 1922	**Work on Pennsylvania-Detroit Railroad's Detroit extension resumes.**
May 16, 1922	**ICC authorizes NYC to purchase Chicago River & Indiana Railroad and lease Chicago Junction Railway controlling access to Chicago Unon Stock Yards district. (NYT - may be 1921?)**
May 19, 1922	**Chief Mechanical Engineer Alfred Wolcott Gibbs (1856-1922) dies of heart attack at home in Wayne, Pa. (NYT, Guide)**
May 19, 1922	**NYC acquires 100% control of Chicago River & Indiana Railroad, and on same day it leases Chicago Junction Railway. (NYC AR)**
May 20, 1922	**Samuel Rea and other railroad presidents attend dinner at White House; Pres. Harding advises that ICC will probably lower rates and asks railroads' cooperation; railroad presidents respond that many roads have already cut rates to fight depression and press for cuts in wages and end to featherbedding work rules. (NYT,)**
May 21, 1922	**Committee of railroad executives formed to confer with ICC over rates.**
May 23, 1922	**PRR officially opens enlarged Manhattan Produce Yard at Meadows; 11 tracks for 511 cars; first portion of yard was built in 1920 for watermelons; produce to be forwarded by trucks suing ferries and later through planned Holland Tunnel. (NYT)**
May 23, 1922	**PRR trains begin operating Toledo-Detroit via temporary trackage rights over Ann Arbor Railroad, Pere Marquette, and Wabash; NYC is furious with this invasion of its territory and refuses to cooperate with PRR as it had during the "Community of Interest" period. (C&C, WWA 47/47)**
May 24, 1922	**ICC makes public its ruling of May 16 cutting rates by 10% and setting 5-3/4% as fair rate of return for railroads.**
May 24, 1922	**PRR Board authorizes change of line between Rochester and Beaver Falls, Pa.**

May 25, 1922	**Pres. Rea announces PRR plans to enter Detroit to a meeting of the Detroit Board of Commerce. (NYT)**
May 25, 1922	**New York City Transit Commission Chairman George McAneny, in hearings on proposed moving sidewalk under 42nd Street, proposes a union station for all suburban traffic at 32nd Street & Fourth Avenue by extending tunnel from Grand Central at tapping PRR tunnels; also calls for a subway loop between 42nd & 30th Streets serving Grand Central, Times Square, Penn Station and new union station. (NYT)**
May 26, 1922	**Baldwin "Prosperity Special" consisting of 20 2-10-2s being delivered to Southern Pacific leaves Eddystone via PRR behind doubleheaded L1s; four pushers required over Allegheny Mountain on May 29. (Mutual)**
May 1922	**Rebutting Sen. Robert LaFollette, Robert S. Binkerd, Assistnat to the Chairman of the Association of Railway Executives, notes that labor leaders' charges of Wall Street banker control of railroads are based on exaggerating interlocking directorates by treating membership on boards of subsidiary companies as if they were competing lines; 64 of 99 companies listed as being controlled by 25 men are actually 12 large systems and 7 joint terminal facilities. (NYT)**
May 28, 1922	**U.S. Railroad Labor Board announces wages cut for maintenance of way employees by 10%/ (NYT)**
June 1, 1922	**New York City Transit Commission holds hearing on PRR request to increase LIRR's rent at Penn Station from $240,000 to $300,000 a year; PRR says LIRR has 70% use of station for 35% of cost; Citing LIRR growth, PRR has served notice on LV and B&O to vacate station by 1925. (NYT)**
June 3, 1922	**B.M. Jewell, head of the AFL's Railway Employes Dept., threatens nationwide strike if U.S. Railroad Labor Board cuts shops crafts' wages. (NYT)**
June 5, 1922	**U.S. Railroad Labor Board imposes cuts of 7 cents per hour on shop crafts effective July 1; PRR ignores ruling.**
June 5, 1922	**Atlantic City Railroad inaugurates *The Baltic*, a summer-only train between Camden and the Baltic Avenue Branch in Atlantic City; becomes sole train to serve this branch. (tt)**

June 5, 1922	**ICC holds hearing on PRR's proposed embargo on potatoes to New York in favor of Meadows Yard; Port Authority appears on behalf of shippers; PRR had wanted to move potatoes as least perishable produce to make room for increase of more perishable items at New York piers; PRR cancels the embargo under pressure. (NYT)**
June 6, 1922	**Through summer-only sleepers established between St. Louis and Mackinaw City via Illinois Central to Chicago, Michigan Central to Kalamazoo and GR&I *Northland Limited*. (Guide)**
June 10, 1922	**Post Office Dept. contracts for annex in rear of 8th Avenue General Post Office over PRR tracks. (NYT)**
June 10, 1922	**New York City Mayor John F. Hylan writes to Pres. Harding asking him to veto congressional bill ratifying Port Authority's comprehensive rail plan. (NYT)**
June 12, 1922	**"Prosperity Special" delivered to SP at Corsicana. (Guide)**
June 12, 1922	**PRR and other railroads enter objections with ICC over award of Chicago River & Indiana Railroad and Chicago Junction Railway to NYC. (NYT)**
June 13, 1922	**ICC issues final order to install automatic train control with automatic train stop by Jan. 1, 1925; substitutes Baltimore-Harrisburg for one division Philadelphia-Pittsburgh. (ATO,)**
June 13, 1922	**VP W.W. Atterbury arrives in New York on White Star liner *Majestic*. (NYT)**
June 14, 1922	**Tuckerton Railroad annuls contract for operating Barnegat Railroad and part of Philadelphia & Beach Haven Railroad effective Dec. 15.**
June 1922	**Association of Railway Executives decides that effective Oct. 1, all questions of labor, publicity and accounting will be handled regionally; other functions turned back to American Railway Association. (NYT)**
June 1922	**CCC&StL Railway (Big Four) inaugurates *Sycamore* as deluxe all-steel train between Chicago and Indianapolis. (Sanders)**
June 18, 1922	**Addressing American Railway Association convention at Atlantic City, Frank McManamy, former Manager of Dept. of Equipment under USRA, notes that there are 334,000 bad order cars and 13,128 locomotives out of service on U.S. railroads, and that**

	repairing them would add 300,000-400,000 jobs. (NYT)
June 19, 1922	**Atlantic City Railroad inaugurates *The Ocean City Special*, a summer-only commuter train between Ocean City and Camden, making the run to Philadelphia in 1:25. (tt)**
June 21, 1922	**Gamble Latrobe (-1922), General Superintendent of Southern Grand Division, dies. (ATO)**
June 22, 1922	**PRR reaches agreement with shop crafts under Employe Representation Plan for average cut of 6 cents per hour effective July 16, or less than national agreement. (LC)**
June 22, 1922	**ICC orders 49 railroads to install Automatic Traffic Control (ATC) on one division by Jan. 1, 1925. (NYC AR)**
June 22, 1922	**Speaking to Freight Station Section of American Railway Association, VP W.W. Atterbury charges "so-called economists" with misleading public with false charges against the railroads and urges traffic men to give the railroad's view to shippers. (NYT)**
June 24, 1922	**William Rockefeller (-1922), NYC director and member of Finance Committee, dies. (AR)**
June 25, 1922	**W.T. Noonan, Pres. of Buffalo, Rochester & Pittsburgh Rail__ confirms that plans are afoot by the Iselin and Rockefeller interests to merge the BR&P, the Western Maryland, the Wheeling & Lake Erie and the Toledo, St. Louis & Western. (NYT)**
June 27, 1922	**PRR announces that it has negotiated wage cuts with maintenance of way, telegraph and signal employees through the Employe Representation Plan, effective July 1; cuts are generally smaller than those imposed by the U.S. Railroad Labor Board. (NYT)**
June 28, 1922	**PRR Board authorizes enlargement of Pitcairn car shops; revision of 13th-16th street yards on Conemaugh Division in Pittsburgh; enlargement of Mosier Yard at Girard, Ohio. (MB)**
June 29, 1922	**Railroad managers, meeting in Chicago, reject last-minute ulitmatum from AFL shop craft unions. (NYT)**
June 30, 1922	**U.S., now the world's chief creditor nation, holds 47% of world monetary gold stocks, twice that before World War I.**
June 30, 1922	**U.S. Railroad Labor Board holds last-minute meeting between AFL leaders and mangers of 23 railroads in effort to avoid strike.**

	(NYT)
June 30, 1922	**PRR announces that 5,500 clerical and station workers in Northwestern Region have agreed to wage cuts through Employe Representation Plan. (NYT)**
July 1, 1922	**ICC's 10% rate cut goes into effect, along with US Railroad Labor Board's 10% wage reduction in certain trades. (B&O AR)**
July 1, 1922	**National shop-craft strike begins in attempt to preserve union gains made under USRA; little disruption of holiday traffic; PRR takes lead in trying to break the strike; only 48 strike at Altoona; mores severe in Pittsburgh area, except Conway; unions claim strike is 90% effective at Pittsburgh, PRR claims 45%. (LC, NYT)**
July 1, 1920	**PRR reduces rates on Hudson River ferries by 10%. (NYT)**
July 1, 1922	**PRR increases LIRR's rent for the use of Penn Station from $20,000 to $25,000 per month. (MB)**
July 1, 1922	**PRR System acquires trackage rights over National Docks Railway between Waldo Avenue and Communipaw, Jersey City, under agreement dated May 2, 1923. (C&C)**
July 1, 1922	**Philadelphia & Camden Ferry Company cuts vehicular rates. (AR)**
July 1, 1922	**NKP begins operating Lake Erie & Western.**
July 1, 1922	**Tidewater coal rates revised; PRR rate to New York Harbor is now 22 cents higher than N&W rate to Hampton Roads; higher rate for shorter haul; combines with lower cost of Southern non-union mines to render Pennsylvania and northern West Virginia coal less competitive. (Lambie)**
July 2, 1922	**Police cordon prevents striking shopmen from closing PRR power plant in Long Island City. (NYT)**
July 2, 1922	**Atlantic City Railroad's late night Camden-Atlantic City express No. 33 derails at 70 MPH at Winslow Jct., N.J., when inadvertently switched to the curving Cape May Branch track; with poor visibility in storm, towerman had mistaken a train of coaches being deadheaded to Atlantic City for July 4 traffic for No. 33, which was late; 7 killed, 89 injured. (MacDonald)**
July 3, 1920	**U.S. Railway Labor Board passes resolution calling shop craft strikers "outlaws" and allowing those who remain at work and**

	others who take their places to form new organizations; railroads begin hiring replacements, including many African Americans from the deep South. (NYT, Conlon)
July 4, 1922	**Maintenance of way union leaders meeting in Chicago agree to keep their men out of the strike, although a majority of the membership was in favor of a strike vote; instead, members were to bargain with each railroad with disputes to be settled by U.S. Railroad Labor Board. (NYT)**
July 1922	**Railroads issue ultimatum that shop craft strikes must return by July 10 or lose seniority. (Conlon)**
July 5, 1922	**By PRR accounts, most effective day of Shop Craft Strike on PRR; 22,625 of 55,000 men on strike. (PD)**
July 6, 1922	**Sheriff at Fort Wayne requests National Guard after rocks thrown and shots fired at PRR shopmen who refuse to join strike. (NYT)**
July 8, 1922	**Pres. Rea sails on the White Star liner *Majestic* for a month in London and Paris. (NYT)**
July 10, 1922	**Pres. Harding issues proclamation that railroads must be kept running and promising protection to non-striking shopmen. (NYT say issued 7/11 - says both labor and management have repudiated rulings of U.S. Railroad Labor Board)**
July 10, 1922	**"Period of grace" which PRR allows strikers without losing seniority to return expires at noon. (NYT)**
July 10, 1922	**ICC approves PRR lease of PCC&StL dated Mar. 26, 1921. (Church)**
July 12, 1922	**Chairman Benjamin W. Hooper of the U.S. Railroad Labor Board meets with management representatives in Chicago; briefs them on union demands in order of priority: an end to contracting out of repairs, national bargaining, old work rules, and wage increase; management issues formal statement that no terms will be considered until men return to work.**
July 12, 1922	**Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employes sues PRR in U.S. District Court seking injunction to stop wage cuts negotiated under Employe Representation Plan. (NYT)**
July 15, 1922	**Deputy federal marshals sworn in to protect passage of U.S. mail at**

	strike centers; PRR issues announces it has not yet cancelled any trains and 95.5% have run on time; PRR no longer holds trains at Washington for southern cars, which may arrive up to two hours late. (NYT)
July 16, 1922	**Mob of men and women rush PRR train carrying strikebreakers at Olean; on railroad guard beaten. (NYT)**
July 16, 1922	**Reduced wages for PRR shopmen negotiated under Employe Representation Plan go into effect. (LC)**
July 16, 1922	***Gotham Limited* established between New York and Chicago on 22:00 schedule; also No. 154 St. Louis-Pittsburgh section. (Guide).**
July 17, 1922	**AFL leaders issue proclamation that strike is directed against Wall Street interests and railroad management, not government but that government has taken a consistent anti-union stance. (NYT)**
July 17, 1922	**Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employes on PRR threaten to join strike unless demands met. (NYT)**
July 17, 1922	**PRR suggests travelers arrange in advance to be met in Men's or Women's Waiting Room and Penn Station to avoid confusion created by multiplicity of exits, particularly now that IRT and Hotel Pennsylvania passages are open. (NYT)**
July 19, 1921	**New York & Rockaway Beach Railway merged into LIRR.**
July 19, 1921	**Railroad management issues statement that htey are prepared for a long strike and will not yield. (NYT)**
July 20, 1922	**Eastern Railroad President's Conference appoints a committee to confer with various Senators on Shop Crafts Strike; A.H. Smith of NYC, W.W. Atterbury of PRR, E.J. Pearson of New Haven, F.H. Alfred of __ and L.F. Loree of Delaware & Hudson.**
July 20, 1922	**PRR secures temporary restraining order against strikers from U.S. District Court for Eastern District of Illinois in case of PCC&StL vs. International Association of Machinists.**
July 20, 1922	**U.S. Circuit Court overturns Judge George T. Page's ruling in lower court upholding PRR injunction against U.S. Railroad Labor Board publishing an order stating that PRR has violated Decision 218 calling for new shop crafts elections. (LC)**

July 20, 1922	**PRR signs agreement with City of Pittsburgh covering track elevation of Conemaugh Division between Fort Wayne connection and "BN" Tower. (MB)**
July 20, 1922	**B&O, which has been more affected by strike than PRR, announces it is ready to confer with men on a settlement. (NYT)**
July 21, 1922	**PRR announces it will appeal Circuit Court decision in shop craft election case and will stand by agreements made under Employe Representation Plan; announces that 42,284 of 55,000 shopmen are at work, largest number since strike began; armed guards deployed in Sunnyside Yard. (NYT)**
July 21, 1922	**Bert M. Jewell issues statement insisting on restoration of all seniority rights as condition for ending strike. (NYT)**
July 21, 1922	**Pres. Harding and Chairman Hooper meet to discuss Shop Crafts Strike.**
July 22, 1922	**ICC approves PRR lease of GR&I dated Mar. 26, 1921. (Church)**
July 23, 1922	**J. Cleves Dean, Chairman of Railway Employees Publicity Association sends telegram to Pres. Harding. (what)**
July 24, 1922	**L.F. Lorre, Chairman of Eastern Ralroad Presidents' Conference, issues statement that threat of tie-up by shop strike has passed; unions charge Atterbury and Loree with blocking a settlement. (NYT)**
July 24, 1922	**LIRR train from Rockaway stalls in East River tunnel at 8:00 AM, fouling rush hour traffic for about one hour; LIRR blames battery trouble; unions blame inadequate inspection by strikebreakers. (NYT)**
July 25, 1922	**After lengthy Cabinet meeting, Pres. Harding issues statement that strike settlement should come through U.S. Railroad Labor Board. (NYT)**
July 26, 1922	**Pres. Harding replies to Dean's telegram. (what)**
July 26, 1922	**Alfred Victor du Pont, 23, disinherited son of Alfred I. du Pont and a student at Harvard, begins working as strikebreaker at Wilmington Shops. (NYT)**
July 28, 1922	**U.S. District Court for Eastern District of Illinois grants PRR temporary injunction against shop craft unions.**

July 28, 1922	**Pres. Harding meets with Pres. Atterbury and T. DeWitt Cuyler at White House; then meets with union leaders to try to broker settlement of shop crafts strike. (Conlon)**
July 31, 1922	**U.S. District Court for Indiana grants PRR temporary injunction against the shop crafts unions.**
July 31, 1922	**Pres. Harding sends railroad managements and AFL his terms for a proposed settlement of the Shop Craft Strike; calls for recognition of all decisions of U.S. Railroad Labor Board; railroads to withdraw all lawsuits and men are to return to work. (LC, Conlon)**
July 31, 1922	**PRR Board briefed on situation in Shop Craft Strike; authorizes continuation of same policy and grants VP W.W. Atterbury full power to act. (MB)**
Aug. 1, 1922	**Secretary of Commerce Herbert Hoover addresses Association of Railway Executives regarding administration's plan for ending strike; management rejects provision for strikers to return with seniority.**
Aug. 1, 1922	**Association of Railway Executives sends telegram rejecting Harding's plan. (NYT)**
Aug. 1, 1922	**VP Atterbury issues statement to employees that agreements made under Employe Representation Plan will be carried out.**
Aug. 1, 1922	**PRR restores open-platform observation cars to *Broadway Limited* and *The St. Louisian/New Yorker*; to operate from Apr. 1 through Nov. 30 thereafter; NYC also restores observations to *Twentieth Century Limited*. (Guide)**
Aug. 2, 1922	**AFL unions accept Harding peace plan that management has rejected. (LC)**
Aug. 3, 1922	**Eastern railroads begin sending new shop workers to C&O, N&W, Virginian and Louisville & Nashville to ensure that non-union coal traffic keeps moving. (NYT)**
Aug. 5, 1922	**Traffic on Delaware Division halted by strike sympathizers cutting air hoses on trains of cantaloupes near Seaford. (NYT)**
Aug. 7, 1922	**PRR secures restraining order against shop craft unions from U.S. District Court for the Southern District of Ohio.**

Aug. 7, 1922	**Pres. Harding calls for management and unions to accept his mediation proposal and submit questions in dispute to the U.S. Railroad Labor Board. (NYT)**
Aug. 8, 1922	**Detroit ordinance permits Pennsylvania-Detroit Railroad to use Fort Street Union Depot; Depot Company to enlarge elevated approach from two to four tracks. (Church)**
Aug. 9, 1922	**T.H. Davis, General Chairman of Pennsylvania Shop Crafts, Eastern Region, calls on Pres. Harding to urge that seniority rights of loyal shopmen be protected in any settlement.**
Aug. 9, 1922	**Strike leaders in New York district reject Pres. Harding's offer of mediation; PRR issues statement that loss of seniority does not affect pension rights. (NYT)**
Aug. 11, 1922	**T. DeWitt Cuyler of Association of Railway Executives issues statement after 9-hour conference at Grand Central Terminal; reject compromise on seniority issue but appoint committee to meet Pres. Harding on Aug. 12; in fact, executives vote in favor of acceptance 195-71, so two proposals are prepared for Pres. Harding, minority report signed by W.W. Atterbury rejecting call to take back strikers, and a majority report accepting the return of strikers with seniority to be settled by U.S. Railroad Labor Board; southern and western roads, plus B&O, generally favored a settlement. (NYT)**
Aug. 11, 1922	**AFL declines Pres. Harding's terms offered on Aug. 7., particularly on the seniority issue.**
Aug. 12, 1922	**Management representatives meet at Willard Hotel in Washington with representatives of the engine & train Brotherhoods, who have offered their service as mediators, after separate meetings with Pres. Harding; labor representatives prefer a special panel to rule on seniority rather than the U.S. Railroad Labor Board, and some call for abolition of the Board. (NYT)**
Aug. 13, 1922	**Maintenance of way employees in New York district call on national leaders for a strike vote, citing PRR's and Erie's refusal to honor Chicago agreement of July 4. (NYT)**
Aug. 14, 1922	**Eastern Railroad Presidents' Conference meets at New York office of its Chairman, L.F. Loree; strike committee rejects settlement based on Association of Railway Executives latest proposal to Pres. Harding. (NYT)**

Aug. 17, 1922	**Representatives of Brotherhoods and management meet in New York to continue negotiations in Shop Craft Strike; still deadlocked on seniority issue. (NYT)**
Aug. 17, 1922	**PRR applies to ICC to merge Wheeling Terminal Rail__, Indianapolis & Frankfort Railroad, Ohio Connecting Railway, South Chicago & Southern Rail__ and Cleveland, Akron & Cincinnati Rail__. (NYT)**
Aug. 18, 1922	**Pres. Harding issues message to Congress on the coal and railroad strikes.**
Aug. 18, 1922	**AFL issues statement purporting to show 4,200 men on strike at Altoona Works and 28,366 on rest of PRR system.**
Aug. 19, 1922	**PRR issued statement that 48,789 of 55,000 men still at work; that on July 5, the most effective day of the strike, only 22,625 men on strike; never more than 506 out of 10,400 men at Altoona on strike.**
Aug. 19, 1922	**PRR reaches agreement with operating Brotherhoods covering situations that may arise during coal and shop strikes.**
Aug. 21, 1922	**Work resmues on Mosier Yard improvements suspended in 1920. (CE)**
Aug. 22, 1922	**L.F. Loree, Chairman of the Eastern Railroad Presidents' Conference and one of the no-compromise leaders, dismisses reports of strike's immanent settlement as "bunk." (NYT)**
Aug. 23, 1922	**Association of Railway Executives meeting split on issue of preserving seniority for strikers, with majority opposed; minority considers conciliation. (Conlon, LC)**
Aug. 23, 1922	**Pres. Rea returns from England on the White Star liner Majestic. (NYT)**
Aug. 25, 1922	**Management and operating Brotherhoods issue statement noting failure of mediation. (NYT)**
Aug. 27, 1922	**Pres. Harding entertains Attorney General Daugherty on presidential yacht on Potomac River. (Conlon)**
Aug. 31, 1922	**VP W.W. Atterbury announces shop force 94% normal; PRR will fill places of all strikers and hire and additional 10,000 men this fall; company has increased efficiency as is doing more business with fewer box cars. (NYT)**

Sep. 1, 1922	**U.S. Attorney General Daugherty secures injunction against the striking shop craft workers from U.S. District Court for Northern District of Illinois; restrains union leaders from any interference in railroad operations; also prevents picketing; strike continues until summer of 1923 when unions completely broken. (LC, Conlon)**
Sep. 1, 1922	**B&O Pres. Willard and SAL Pres. Warfield meet union leaders at Emerson Hotel in Baltimore seeking compromise to end strike. (Conlon)**
Sep. 1, 1922	**Coal strike ends at old wage rates. (NYC AR)**
Sep. 1, 1922	**PRR creates new Division Passenger Agent at Detroit.**
Sep. 1, 1922	**Erie & Western Transportation Company leases Erie grain elevator to Export Elevator Company.**
Sep. 2, 1922	**PRR operates a total of 883 trains and 6,587 cars at Penn Station, including 40 extras for Labor Day weekend; 300,000 people handled for new record; LIRR operates 35 extra trains from Penn Station. (NYT)**
Sep. 3, 1922	**Building at 33rd Street Shops in Pittsburgh being used as commissary and sleeping quarters for strikebreakers burned; 8 killed and 10 injured; many jumped from second floor; blamed on strikers; caused by greasy waste stored in building. (NYT)**
Sep. 5, 1922	**Conference of union leaders and presidents of B&O, SAL and NYC meet in Pres. Warfield's office in Baltimore to arrange settlement. (Conlon)**
Sep. 11, 1922	**Federal injunction against strikers stayed ten days by Chicago court.**
Sep. 11, 1922	**PRR begins negotiating one-year extensions of contracts with Bortherhoods at Philadelphia. (NYT)**
Sep. 13, 1922	**Fifty railroads, led by Daniel Willard of the B&O sign agreement with shop craft unions, ending strike; so-called "Baltimore Agreement" calls for joint labor-management commission to rule on questions of seniority for strikers; principal holdouts include PRR, D&H, SP, UP, Santa Fe, Kansas City Southern. IC and Burlington.**
Sep. 13, 1922	**Four strikers at Wilmington arrested for dynamiting 14th Street**

	Bridge and plotting to blow up Wilmington Shops and Bellevue jumpover bridge. (NYT)
Sep. 14, 1922	**Brotherhood of Railway Clerks, Freight Handlers and Station Employes calls for strike ballot on PRR. (NYT)**
Sep. 15, 1922	**NYC signs extended contracts with Order of Railway Conductors and Brotherhood of Railroad Trainmen without recourse to U.S. Railroad Labor Board. (NYT)**
Sep. 1922	**PRR contracts with Baldwin Locomotive Works for 100 I1s 2-10-0's to be delivered at the rate of two a day beginning in the first week of Dec. 1922.**
Sep. 16, 1922	**PRR signs one-year extension of contracts with Brotherhood of Railroad Trainmen on Lines East and Order of Railway Conductors system-wide without recourse to U.S. Railroad Labor Board. (NYT)**
Sep. 18, 1922	**PRR concludes agreements with BLE, BLFE, BRT and ORC. (NYT)**
Sep. 19, 1922	**In affidavit in court hearings on Daugherty injunction, shop crafts leader Bert M. Jewell repeats old charges that inner circle of New York bankers and 17 other interlocking railroad directors control 99 railroads amounting to 82% of railroad network; names inner circle of eight as Robert S. Lovett of UP, William Rockefeller, Henry W. De Forest, A.H. Smith of NYC, George F. Baker, Harold S. Vanderbilt, Samuel Rea and L.F. Loree; says the dominant group of the Association of Railway Executives have conspired to crush unions. (NYT)**
Sep. 19, 1922	**Shop Craft Strike ends on NYC. (AR)**
Sep. 19, 1922	**Fordney-McCumber Tariff raises duties on manufactured goods and farm products to highest level in history. (or 9/21?)**
Sep. 22, 1922	**Bert M. Jewell, Pres. of Railway Employes Dept. of AFL, and W.H. Johnston, Pres. of International Association of Machinists, meet PRR officials at Broad Street Station regarding reemployment of strikers by PRR; Jewell is briefed on Employe Represenation Plan.**
Sep. 23, 1922	**PRR holds third annual outdoor athletic meet at Cricket Field at Altoona, including events for women employees and sons of employees; this year add golf tournament. (NYT)**

Sep. 25, 1922	**Justice Dept. wins case against striking shopmen and secures permanent nationwide injunction against interference with railroad operations.**
Sep. 25, 1922	**Second conference with union leaders held at Broad Street Station.**
Sep. 26, 1922	**Killbuck & Trinway RPO discontinued. (Kay)**
Sep. 28, 1922	**PRR announces 10-day embargoes on all but food and other essentials bound for points west of Altoona and Renovo because of traffic glut. (NYT)**
Sep. 29, 1922	**Third and last conference with union leaders held at Broad Street Station. (LC)**
Nov. 1, 1922	**PRR begins operating Cumberland Valley & Martinsburg Railroad under lease of Mar. 15, 1921.**
Oct. 1, 1922	**J.W. Stone appointed Valuation Engineer, replacing C.A. Preston, retired. (Guide)**
Oct. 5, 1922	**ICC approves PRR leases of Toledo, Columbus & Ohio River Railroad, Cincinnati, Lebanon & Northern Railway, and Cleveland, Akron & Cincinnati Railway dated Mar. 26, 1921; PRR assumes operation of Cincinnati, Lebanon & Northern as part of Cincinnati Division. (Church, MB)**
Oct. 11, 1922	**PRR Board notes that financial conditions are improving; issues notice of appreciation to all officers and employees for bringing the company through the depression. (MB)**
Oct. 11, 1922	**Fort Wayne Union Railway incorporated in Indiana; jointly owned by PRR, Nickel Plate, NYC and Wabash.**
Oct. 12, 1922	**Arno Zillger of Philadelphia demonstrates radio reception without an external aerial on *Broadway Limited* westbound between New York and Chicago. (NYT)**
Oct. 14, 1922	**Sixteen railroads besides PRR, including Southern Pacific, CB&Q, LV, and New Haven, have signed contracts with company shop crafts unions. (NYT)**
Oct. 14, 1922	**U.S. Railroad Labor Board awards 2 cent increase to maintenance of way employees. (NYT)**
Oct. 1922	**Platform canopies completed at Jersey City Terminal.**

Oct. 22, 1922	**Monon restores second round trip between Lafayette and French Lick Springs, Ind. with through coaches and parlor car from Indianapolis from PRR at Gosport. (Guide)**
Oct. 25, 1922	**PRR restores dividend to 6% annual basis for first time since Apr. 1921; stock price rises to 492, highest since fall of 1918. (NYT)**
Nov. 1, 1922	**PRR assumes operation of New York, Philadelphia & Norfolk under lease; operated as Norfolk Division.**
Nov. 1, 1922	**William P. Herod named receiver of Central Indiana Railway. (Church)**
Nov. 2, 1922	**Large brick passenger station opens at Asbury Park on NY&LB. (Gallo)**
Nov. 2, 1922	**Noted Philadelphia lawyer T. DeWitt Cuyler (1854-1922) found dead of stroke in private car as it arrives at Broad Street Station from Rochester; PRR director since 1899; Chairman of Road Committee since June 12, 1911; Chairman of Association of Railway Executives since May 1, 1918. (Guide, WwasW, NYT)**
Nov. 5, 1922	**Funeral of T. DeWitt Cuyler held at Second Presbyterian Church in Philadelphia; Samuel Rea, W.W. Atterbury, Ralph Peters and Francis I. Gowen among honorary pallbearers; private interment in churchyard of the Church of the Redeemer in Bryn Mawr, final resting place of many PRR greats. (NYT)**
Nov. 5, 1922	**Frankford Elevated opens as extension of Market Street Subway from Market to Bridge Streets; built by city and operated by Philadelphia Rapid Transit Company. (Cox)**
Nov. 7, 1922	**Progressive Republican Gifford Pinchot (1865-1946), an Ivy League reformer who had been first Chief of U.S. Division of Forestry, elected Gov. of Pennsylvania over candidates of Vare Machine in Philadelphia and Mellons in Pittsburgh; Pinchot is an inflexible Prohibitionist, and owes his victory in part to newly-enfranchised women, particularly in the Woman's (?) Christian Temperance Union. (PaHertge, Davis)**
Nov. 8, 1922	**Francis I. Gowen submits resignation as VP & General Counsel. (NYT)**
Nov. 8, 1922	**Former VP of Lines West Edward B. Taylor (1850-1922) dies at home at Sewickley, Pa. (NYT)**

Nov. 11, 1922	**Railroads signing the Baltimore Agreement announce they have set up the joint commission to hear seniority disputes.**
Nov. 13, 1922	**300 freight handlers strike at Waverly Transfer in Newark, N.J., over Sunday work. (NYT)**
Nov. 14, 1922	**130 new men, half of them African Americans, brought to Waverly as strikebreakers. (NYT)**
Nov. 17, 1922	**In speech to Commercial Club of Chicago, Pres. Rea calls on lawmakers to stop "tinkering" with railroads and allow them to earn a reasonable return on investment so they can attact capital for improvements. (NYT)**
Nov. 18, 1922	**PRR runs 41 special trains to Princeton for Princeton-Yale game. (NYT)**
Nov. 20, 1922	**U.S. Supreme Court announces it will review case of PRR vs. U.S. Railroad Labor Board. (NYT)**
Nov. 21, 1922	**West Jamaica Land Company, Limited, dissolved. (LIRR AR)**
Nov. 23, 1922	**Madison Street bridge and viaduct opens at Chicago Union Station.**
Nov. 23, 1922	**PRR contracts with Toledo, Peoria & Western for joint use of passenger cars in service between Logansport and Keokuk.**
Nov. 24, 1922	**Governing Board of ATO holds first meeting since Nov. 1917 to revive organization under presidency of C.S. Krick; adds new Committee on Personnel. (ATO)**
Nov. 25, 1922	**PRR operates special trains to Army-Navy Game at Franklin Field; five from Washington, four from New York and three from West Point. (NYT)**
Nov. 27, 1922	**Sen. Wharton Pepper and officials of System Federation No. 90 (the AFL shop crafts union) meet VP Atterbury; Pepper asks to question representatives of the Employe Representation Plan about election of 1921 in effort to obtain settlement between PRR and System Federation No. 90; VP Atterbury issues statement that PRR will not back down and all men must return as new hires; meetings continue into Jan. 1923. (NYT)**
Nov. 28, 1922	**PRR releases figures for Oct. 1922; maintenance of equipment expense up $1.9 million from 1921 and wages up $4.9 million. (NYT)**

Dec. 1, 1922	**Francis I. Gowen relieved as VP & General Counsel at own request and appointed Special Counsel; Clarence B. Heiserman promoted to VP & General Counsel; Henry Wolf Bikle promoted from Assistant General Counsel to new post of General Attorney. (MB)**
Dec. 1, 1922	**R.S. Hurd appointed Special Assistant on staff if VP-Eastern Region to make study of motor truck services and if PRR should engage in same.**
Dec. 1, 1922	**Mail tracks and terminal open between Harrison & Van Buren Streets at Chicago Union Station.**
Dec. 4, 1922	**PRR places Pullman parlor cars rebuilt as smoking or club cars with 50 moveable seats in service between New York and Philadelphia. (Guide)**
Dec. 5, 1922	***Floridan* inaugurated as winter-only, all-Pullman train between Chicago/St. Louis and Florida via IC and Central of Georgia via Albany. (Key)**
Dec. 7, 1922	**PRR grants increases of 1-5 cents to maintenance of way employees, retroactive to Nov. 1. (NYT)**
Dec. 9, 1922	**M.A. Hanna Company incorporated in Ohio as successor to M.A. Hanna & Co.**
Dec. 13, 1922	**PRR Board authorizes dissolution of Northern Central Connecting Railway as charter has expired; proposed line from Aqueduct to Lewisburg up west bank of Susquehanna River with branch to Selinsgrove Jct. is to be hereafter treated as a branch of the Northern Central. (MB)**
Dec. 13, 1922	**PRR Board appoints a committee of three to design a medal for heroic service. (MB)**
Dec. 13, 1922	**Alfred H. Smith elected to NYC Finance Committee, replacing William Rockefeller, deceased. (AR)**
Dec. 15, 1922	**Tuckerton Railroad ends operation of Barnegat Railroad and parts of Philadelphia & Beach Haven Railroad. (MB- check if done - service cont. into 1923)**
Dec. 16, 1922	**Chicago-St. Petersburg sleeping cars added to *The Southland*.**
Dec. 1922	**ICC orders railroads to show cause why they should not cooperate**

	with Port of New York Authority in its plans to unify terminal facilities; most railroads hope to maintain competitive advantages. (NYT)
Dec. 1922	**Seven-story mail building opened between Van Buren & Harrison Streets on east side south of Union Station, Chicago. (RyAge)**
Dec. 21, 1922	**Pres. Rea tells Mayor Hylan and Board of Transit Commissioners that LIRR traffic is growing too fast to be handled at Penn Station; urges construction of subway under 34th Street from Long Island City to 9th Avenue with a new rapid transit line to Jamaica to take the business from western Queens. (NYT)**
Dec. 27, 1922	**PRR Board approves lease for a consolidated ticket office at 114 West 42nd Street and 107-109 West 41st Street in New York; authorizes filing for abandonment of Browns Mills and Island Heights Branches in N.J. (MB)**
Dec. 30, 1922	**Pennsylvania-Detroit Railroad opens Toledo-Alexis Jct. and Carleton-Ecorse Jct., Mich.; with trackage rights over Pere Marquette between Alexis Jct. and Carleton and over Pere Marquette and Wabash between Ecorse Jct. and Detroit. (double-check map)**
Dec. 31, 1922	**Pennsylvania Company transfers its shares of Monongahela Railway to PRR. (Church)**
1922	**PRR stock bottoms at 323. (NYT - prob. early in year, as recover in fall)**
1922	**PRR resumes 6% dividend; net railway operating income nearly doubles from 1921; return on investment increases from 1.88% in 1921 to 3.72% in 1922. (AR)**
1922	**Brotherhood of Railway Clerks retaliates against PRR's refusal to recognize it by having union members on western roads direct unrouted freight away from PRR and to B&O or other lines more sympathetic to labor; practice continues for over a decade. (Fortune)**
1922	**Long anthracite coal strike.**
1922	**PRR orders 475 Class I1s 2-10-0s from ___; largest-ever U.S. order for a single locomotive type.**
1922	**LIRR acquires ferry *Pennsylvania* from ___. (AR)**

1922	**New delivery yard opens at Kearney. (AR)**
1922	**Philadelphia & Camden Ferry Company receives *Haddonfield* and *Millville*. (AR)**
1922	**PB&W abandons Brandywine Summit Branch (1.63 miles). (C&C)**
1922	**Line improvements completed between Lemoyne and Shippensburg. (AR)**
1922	**New engine terminal opens at Hagerstown, Md. (AR)**
1922	**New engine terminal opens at Pitcairn. (AR)**
1922	**Enlarged yard opens at Sharpsburg, Pa. (AR)**
1922	**New engine terminal opened at Mosier Yard on PY&A. (C&C)**
1922	**PRR discontinues (freight) service between Strasburg and Harwalk, Ohio.**
1922	**Bryn Mawr Hotel and 25 acres sold to the Baldwin School, a private school for girls which has been operating there between October and May since 1896 and year-round since 1912. (PhilInq)**
1922	**Work resumed on Spruce Street Engine Terminal at Columbus.**
1922	**Track elevation, Kentucky Avenue to Noble Street, and new 930-foot Bush train shed completed at Indianapolis Union Station; 12 station tracks and 2 bypass tracks. (AR)**
1922	**NYC begins container service between New York and Buffalo with 5 cars and 30 containers. (AR)**
1922	**Secretary of Commerce Herbert Hoover calls air industry congress in Washington; develops idea of private air mail carriers. (TWA)**