

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

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**1939**

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**All data subject to correction or change**

- Jan. 1, 1939                      New Haven trustees for the New Haven begin operating the New York Connecting Railroad with trackage rights from Fremont Street near Fresh Pond Jct. to Bay Ridge, including the Bay Ridge Yard, and of New Haven passenger trains into Penn Station, under an agreement of Dec. 31, 1938; formal contract was demanded by the ICC, as heretofore the service had been conducted without one. (MB, NH AR)
- Jan. 1, 1939                      Under an amendment to the New York State Constitution, railroads are only to pay the cost of improvements to their own property in connection with grade crossing elimination, plus the amount of net benefits to them, up to 15% of the cost of the elimination, the rest to be born by the state. (C&C)
- Jan. 1, 1939                      Charles E. Brinley promoted to Pres. of the Baldwin Locomotive Works; William H. Winterrowd ( -1941) to VP in Charge of Operations; William H. Harman, formerly VP & General Manager of Baldwin-Southwark Corporation, named VP in Charge of Sales, replacing Robert S. Binkerd, a defender of steam. (Kirkland - verify in Baldwin Locomotives)
- Jan. 4, 1939                      ICC orders 10% increase in anthracite coal rates effective Feb. 10, after Pa. PUC fails to approve intrastate increase. (AR)
- Jan .5, 1939                      Pres. Roosevelt appoints Harvard law professor Felix Frankfurter (1882-1965) to the U.S. Supreme Court to replace Hoover appointee Benjamin N. Cardozo (1870-1938) of New York. (NYT)
- Jan. 10, 1939                     George Copeland Urquhart (1866-1939), retired Assistant to the General Real Estate Agent at Pittsburgh, dies. (RyAge)

- Jan. 11, 1939 PRR Board authorizes \$2.5 million for air-conditioning and converting 50 P70's to Scheme 4 and 50 to Scheme 6; authorizes replacing the South Oil City engine house destroyed by fire. (MB)
- Jan. 11, 1939 PRR Board approves the following retirements: "CREASY" Interlocking at Creasy, Pa., "WREN" Interlocking at Mocanaqua, Pa., "FA" Interlocking at Unionville, Pa., "CK" Interlocking at Beech Creek, Pa., freight house and records room at Camden, N.J., and engine house at Springfield, Ohio. (MB)
- Jan. 11, 1939 Wheeling & Lake Erie Railway grants the PRR trackage rights between Rayland and Dun Glen, Ohio. (MB)
- Jan. 11, 1939 Retired Chief Engineer of Bridges & Buildings Henry R. Leonard (1858-1939) dies at Wayne, Pa., in his 81<sup>st</sup> year. (RyAge)
- Jan. 13, 1939 Rep. Clarence F. Lea (1874-1964) of California introduces an omnibus bill, the Transportation Act of 1939; it embodies the recommendations of the Committee of Six, including a Transportation Administrator within the ICC, creating a special court for railroad reorganizations, repealing the ICC's Consolidation Plan and increasing RFC loans to railroads. (RyAge)
- Jan.? 1939 ICC approves application of New England Greyhound Lines, Inc., to acquire the long distance bus routes of the New England Transportation Company. (RyAge)
- Jan. 1939 ICC authorizes Southern Railway to discontinue commuter fares between Washington and points in Virginia because the business has evaporated. (RyAge)
- Jan. 1939 General Electric Company tests its two "Steamotives" Nos. 1 & 2 on regular NYC passenger trains between Buffalo and Cleveland for 10 days. (Lee)
- Jan. 16, 1939 James R. Downes (1883-1955) appointed to VP-Assistant to the President. (RyAge)
- Jan. 16, 1939 PT&T authorizes \$139,090 for new restaurant, bar and cocktail lounge for The Savarins, Inc., in Penn Station and relocation of barbershop; \$42,553 for enlarging Savarins bar in Arcade. (MB)
- Jan. 16, 1939 U.S. Circuit Court overturns 1938 District Court ruling allowing New Haven to discontinue passenger service to 93 stations on East End; railroad appeals. (Sutherland)

- Jan. 17, 1939 Republican Arthur H. James (1883-1973) inaugurated as Gov. of Pennsylvania; he secures legislation banning the sit-down strike and modifying the ban on injunctions in labor disputes. (Sobel)
- Jan. 19, 1939 Dauphin County Court of Common Pleas concludes hearings on the PRR's suit to invalidate the Pennsylvania Full Crew Law. (AR)
- Jan. 21, 1939 Chicago, Milwaukee, St. Paul & Pacific Railroad inaugurates the *Morning Hiawatha* between Chicago (Union Station) and Minneapolis; 11-car train sets are hauled by streamlined 4-6-4's; original *Hiawathas* of 1935 become the *Afternoon Hiawathas*. (C&C)
- Jan. 23, 1939 London, Midland & Scottish Railway ships streamlined 4-6-2 No. 6229 *Duchess of Hamilton* renumbered No. 6220 *Coronation* for the occasion, with eight cars in blue and silver paint scheme, representing its crack *Coronation Scot* train, for tour of U.S. and display at New York World's Fair. (RyAge, Shrlnr)
- Jan. 24, 1939 House begins hearings on the Lea Bill or Transportation Act of 1939. (RyAge)
- Jan. 24, 1939 Pres. Roosevelt nominates Wisconsin radical Thomas R. Amlie (1897-1973) to the ICC. (RyAge)
- Jan. 25, 1939 PRR Board authorizes applying to abandon the line between Loudonville and Brink Haven, Ohio; approves retirement of station at Milford Center, Ohio on the PCC&StL. (MB)
- Jan. 25, 1939 PRR runs a trail run of the Seaboard Air Line Railway's *Silver Meteor* from the Edward G. Budd Manufacturing Co. plant to Downingtown and return at up to 50 MPH. (CPT)
- Jan. 26, 1939 Kaighn Avenue-South Street Ferry Company restores service on old Reading Company route between Camden and South Street, Philadelphia. (SEPTA)
- Jan. 26, 1939 Falangist troops of Gen. Francisco Franco enter Barcelona, capital of the liberal and secession-minded province of Catalonia. (Preston)
- Jan. 29, 1939 ICC permits C&O to assume control of Erie and Nickel Plate through purchase of the holdings of Alleghany Corporation and Virginia Transportation Corporation. (Turner - see 1938!!)
- Jan. 31, 1939 Class S1 6-4-4-6 duplex passenger locomotive No. 6100 leaves Altoona; streamlined by Raymond Loewy; world's largest and most powerful passenger locomotive; known as "The Big Engine" by many

employees; costs \$669,780; is first steam locomotive built at Altoona since 1930; long rigid frame precludes use on certain main line curves, including Fort Wayne curve at Pittsburgh Station; used exclusively between Chicago and Crestline; proves too big in every respect, but serves as basis for later Class T1 4-4-4-4's. (MP Dept. file shows "completed" 2/4/39)

- Jan. 31, 1939 Lehigh Valley Railroad holds a press preview run of its new *Asa Packer* Nos. 25-26 between Pennsylvania Station, Newark, N.J., and Mauch Chunk, Pa.; formally dedicated at a ceremony in Bethlehem; heavyweight consist of a combine, 2 coaches, and diner-lounge car is styled inside and out by Otto Kuhler, including an orange-and-black color scheme; 4-6-2 locomotive No. 2023 is also painted but without true streamlining; replaces streamlined gas-electric car No. 17. (RyAge, Greenberg)
- Feb. 1, 1939 William B. Wood named Chief Engineer-Eastern Region, replacing Edward B. Temple given leave for health; C.I. Leiper named Chief Engineer-Central Region, replacing Wood; John C. White named General Manager-Central Region; James M. Symes returns from the AAR as General Manager-Western Region, replacing White; Temple remains Pres. of the Swarthmore National Bank & Trust Company and active in the affairs of Swarthmore College, his alma mater. (MB, Cnl&RevFmlsPa)
- Feb. 1, 1939 NY&LB Board proposes retiring the Point Pleasant turntable and tracks; all trains are now serviced at Bay Head Jct. (MB)
- Feb. 1, 1939 Budd delivers the Seaboard Air Line Railway's new streamliner *Silver Meteor* at Penn Station, where it is exhibited to the public on Track No. 3 until 2:00 PM, then for special invited guests from 3:00 to 9:00 PM. (CPT, Guide)
- Feb. 1, 1939 Lehigh Valley Railroad inaugurates the *Asa Packer* Nos. 25-26 after a christening and preview run the day before; a day train between New York and Mauch Chunk, leaving New York at 11:23 AM and returning at 5:37 PM. (RyAge, Greenberg)
- Feb. 1, 1939 New Haven opens a new freight station at Harlem River. (AR)
- Feb. 1, 1939 Sen. Burton K. Wheeler releases the first of a series of reports on the railroad holding company situation with recommendations for railroad financing; Wheeler proposes legislation to force the liquidation of railroad holding companies. (RyAge)
- Feb. 2, 1939 *Silver Meteor*, lightweight all-coach streamliner, departs from Track

No. 6 at Penn Station with press and guests for the New York World's Fair station at 10:00 AM; christening ceremony held at the observation end at 11:45 by a "Girl of Tomorrow"; at 12:01 PM, departs for Track No. 15, Penn Station with luncheon served in the dining car, after which it departs on its first trip to Miami; first Florida lightweight streamliner; operates every third day, one-night-out, alternating between Miami and St. Petersburg; 7-car Budd train set is hauled by an EMC E-4 diesel. (CPT, C&C, PassDept, RyAge)

- Feb. 3, 1939 PRR sells ferryboat *Pittsburgh* to the Delaware-New Jersey Ferry Company. (MB)
- Feb. 4, 1939 New York City's West Side Elevated Highway extended southwards from Canal Street to Duane Street; further extensions are planned by halted by World War II. (NYT)
- Feb. 6, 1939 PRR and Pullman begin operating roomette cars between New York and Cincinnati on *The Cincinnati Limited* and between New York and St. Louis on *The American* to meet demand after introduction on Fleet of Modernism in 1938. (PR, Guide)
- Feb. 6, 1939 Sen. Burton K. Wheeler submits the second of a series of reports on the Missouri Pacific Railroad and Alleghany Corporation. (RyAge)
- Feb. 7, 1939 At a "Transportation Symposium" at the Franklin Institute, John W. Barriger III of the RFC blames the current railroad situation on ill-advised trust-busting in the Progressive Era thwarting the emergence of a few strong systems that could have applied less capital more effectively than under the competitive system. (RyAge)
- Feb. 9, 1939 Pres. Roosevelt nominates J. Haden Alldredge (1887-1962) a commerce lawyer from Alabama to succeed Frank McManamy (1870-1944) of the BLF&E on the ICC; draws fire from unions who consider it "labor's seat." (RyAge)
- Feb. 9, 1939 Charles I. Leiper (1874- ) named Consulting Engineer of the PFW&C Railway, replacing W. B. Wood. (MB)
- Feb. 9, 1939 Crew of the *Coronation Scot* arrives in New York on the *Queen Mary*. (RyAge)
- Feb. 13, 1939 Sen. Wheeler introduces a new rail regulatory bill giving the ICC power to regulate railroads spending money to acquire the stocks of other railroads. (RyAge)
- Feb. 15, 1939 PRR Board approves abandoning buildings at the Altoona Machine

- Shop and the east end of the Schenley Branch at Leechburg, Pa. (MB)
- Feb. 15, 1939 Pennsylvania Company Board approves the sale of by the Pennsylvania, Ohio & Detroit Railroad of 1.04 miles of track starting at the PFW&C at Loudonville, Ohio. (MB)
- Feb.? 1939 ICC examiner recommends abandoning the Western Allegheny Railroad from Queen Jct. to the B&O at West Pittsburgh (26.5 miles). (RyAge)
- Feb. 1939 Robert R. Young and Cyrus Eaton sabotage a \$12 million bond issue of the Cincinnati Union Terminal Company, slated to be made to Morgan, Stanley & Co. and Kuhn, Loeb & Co., by calling for bids from “independent bankers,” and appealing to Sen. Robert A. Taft, the ICC and RFC; Morgan and Kuhn, Loeb refuse to bid and the issue goes to a syndicate led by Lehman Brothers. (Carosso)
- Feb. 1939 Over the objections of Robert R. Young, the Chesapeake & Ohio Railway Board enlarges the Board and elects two anti-Young directors. (Borkin - verify)
- Feb. 18, 1939 Golden Gate International Exposition opens on an artificial island (“Treasure Island”) in San Francisco Bay; PRR has minor exhibit of models, putting its main effort into the New York World's Fair. (Mutual)
- Feb. 18, 1939 Retired PRR VP Thomas Benton Hamilton (1865-1939) dies of a stroke at Culver, Ind., at age 73. (RyAge)
- Feb. 19, 1939 Fire destroys 600 feet of the PRR’s Anacostia River Bridge at Washington; freight rerouted through Union Station. (RyAge)
- Feb. 20, 1939 PRR leases space in the Suburban Concourses of 30<sup>th</sup> Street Station to Pennsylvania Savarins, Inc. (MB)
- Feb. 20, 1939 Lehigh Valley Railroad inaugurates a Mauch Chunk-Hazleton connection for the *Asa Packer*. (Greenberg)
- Feb. 21, 1939 U.S. Army Engineers recommend a canal only between Beaver and Youngstown after 20-year fight to build canal all the way to Lake Erie. (HistPitts)
- Feb. 23, 1939 PRR reopens Anacostia River Bridge. (RyAge)
- Feb. 23, 1939 Hudson & Manhattan Railroad files in Federal court to set aside the July 1938 ICC ruling limiting its fare increase to 8 cents. (RyAge)

- Feb. 23, 1939 New Haven begins offering TOFC service between New York and Providence as well as New York-Boston service introduced last year. (RyAge)
- Feb. 27, 1939 Max Essl, Chief Engineer-Diesel Locomotives of the Baldwin Locomotive Works, files for a patent for a 4,000 HP diesel on 1-D+D-1 trucks; the double-ended design reflects Baldwin-Westinghouse designs for electric locomotives and single large units over combining separate units of lower horsepower; Essl is also inspired by seeing the PRR containers to design a series of engines mounted transversely that can be lifted out through the roof for servicing. (Kirkland)
- Feb. 27, 1939 U.S. Supreme Court declares sit-down strikes illegal. (Gregory)
- Feb. 28, 1939 Dayton & Western Railroad and others deed Dayton Joint Tracks between 2nd and Washington Streets to Dayton Union Railway Company. (C&C)
- Feb. 28, 1939 PRR sells the ferry *Pittsburgh* to the Delaware-New Jersey Ferry Company. (MB)
- Feb. 28, 1939 U.S. District Court for the Northern District of Ohio dismisses the railroads' petition for an injunction to block the mandatory installation of automatic stokers on steam locomotives. (Rdg AR)
- Mar. 1, 1939 Former VP in Charge of Finance Henry Tatnall (1855-1939) dies at home in Bryn Mawr of arteriosclerosis at age 83. (NYT, PhlInq)
- Mar. 1, 1939 Chief of Motive Power F.W. Hankins, J.V.B. Duer and C.D. Young visit General Electric plant at Erie to inspect "Steamotive" steam turbine electric locomotive built for Union Pacific. (SMPE)
- Mar. 3, 1939 West Jersey & Seashore Railroad director Albert C. Middleton (1870-1939) dies; associated with Eldridge R. Johnson (1867-1945) in founding the Victor Talking Machine Company in Camden. (MB)
- Mar. 5, 1939 Philadelphia Chapter of NRHS runs "Hi-Line" excursion of 7 cars and an H9 2-8-0; runs over tracks in Washington and Delaware Avenues, plus Newtown Square Branch. (Cinders)
- Mar. 6, 1939 West Jersey & Seashore Railroad Board authorizes abandoning the middle track from "BROWN" Tower at Bulson Street, Camden, to North Woodbury; sale of 24 open trolley cars. (MB)
- Mar. 6, 1939 Connecticut Company leaves receivership. (NH AR)

- Mar. 7, 1939 Baltimore, Chesapeake & Atlantic Railway and Baltimore & Eastern Railroad director William Purnell Jackson (1868-1939) dies at Salisbury, Md. (MB)
- Mar. 8, 1939 PRR Board authorizes combining "D-6" Tower with "ARSENAL" Tower south of 30<sup>th</sup> Street Station; installing a loudspeaker system in the LIRR Concourse of Penn Station and on the platforms at Pennsylvania Station, Newark; purchasing land for an additional two tracks from Broad Street, Elizabeth, to the Waverly Jumpover; remoting the mechanical interlocking at Bernice, Ill., from Maynard, Ind.; retiring "HEARN" Interlocking at Delmar and the station at Woodside, Del. (MB)
- Mar. 8, 1939 Rep. Lea of the House Committee on Interstate & Foreign Commerce introduces a new bill (HR-4862) to modify the Interstate Commerce Act in line with the report of the Committee of Six, as his earlier bill is stalled. (RyAge)
- Mar. 8, 1939 Camp Dix, N.J., which has spent the interwar years as a reserve and National Guard training camp and a staging area for the Civilian Conservation Corps, is renamed Fort Dix and becomes a permanent military installation and induction center for draftees. (dix.army.mil)
- Mar. 9, 1939 Timken roller bearings applied to the crosshead pins of Class S1 No. 6100. (CMP)
- Mar. 1939 PRR paints Budd stainless steel diner No. 4500 Tuscan red to match No. 4501 while at Altoona for repairs and overhaul. (CMP)
- Mar. 13, 1939 PRR S1 6-4-4-6 No. 6100, lettered "Americas Railroads" arrives at New York World's Fair, having traveled over the Poughkeepsie and Hell Gate Bridges, and is set in place on rollers. (RyAge, NYT)
- Mar. 13, 1939 U.S. Supreme Court refuses to hear the appeal of the New Jersey railroads for 1932 and 1933 taxes. (CNJ AR)
- Mar. 14, 1939 PRR loses on court appeal to delay Louisville track elevation. (CE)
- Mar. 14, 1939 VP Charles D. Young addresses the Ohio Valley Advisory Board in Columbus; warns that war, now imminent in Europe, will produce rail traffic above 1929 levels and bring crises and congestion as it did during World War I; in fact, it won't happen, and Young will earn a general's rank for his role in keeping things moving. (RyAge)
- Mar. 15, 1939 Dauphin County Court of Common Pleas declares the 1937



- Pennsylvania Full Crew Law an unconstitutional interference with interstate commerce in a suit brought by the PRR. (AR, RyAge)
- Mar. 15, 1939 Germany invades the rest of Czechoslovakia and the next day proclaims it to be the German provinces of Bohemia and Moravia, the names it had when part of the old Holy Roman Empire. (Morris, wiki)
- Mar. 1939 PRR contracts for an extension to Pier No. 5 in Baltimore and adding six stalls to the Oil City engine house. (RyAge)
- Mar. 1939 Franklin Avenue station in Norristown, Pa., renamed Haws Avenue. (Guide)
- Mar. 17, 1939 Florida Avenue toll drawbridge of Pleasantville & Atlantic Turnpike or Plank Road Company closes at Atlantic City; replaced by present U.S. Route 40, which became part of the state highway system in Apr. 1938. (Butler)
- Mar. 18, 1939 *Coronation Scot*, streamlined train of London, Midland & Scottish Railway makes press runs from Baltimore to Point of Rocks via Washington and back on B&O; poses at Washington Union Station alongside B&O *Royal Blue* 4-6-2 and EA diesel of *Capitol Limited* and GG1 No. 4884. (RyAge); eight-car train is one of three sets normally operated between London and Glasgow. (Guide, RyAge)
- Mar. 18, 1939 ICC amends its original order on automatic stokers; must be applied to all passenger locomotives with 160,000 lbs. on drivers built after Apr. 15, 1939 and on all freight locomotives with 175,000 lbs. on drivers; such locomotives built prior to Apr. 15, 1939, are to be equipped at the rate of 20% of the total per year, or no later than Apr. 15, 1944. (Rdg AR)
- Mar. 20, 1939 Mechanical Engineer Warren R. Elsey comments on Raymond Loewy's proposed PRR double-deck sleeping cars; 28 roomette version on two levels is too cramped and too heavy for 4-wheel trucks; 18 roomette is less cramped but also less economical than a Pullman 12-5 duplex, which carries 22 passengers. (CMP)
- Mar. 20, 1939 ICC approves the abandonment of the Leckie Branch, Derby Branch, Curry Mill Branch, and parts of the Liveright, Mayes and Glen Campbell Branches. (MB)
- Mar. 20, 1939 Pres. Roosevelt nominates SEC Chairman William O. Douglas (1898-1980) to the U.S. Supreme Court, replacing retiring Justice Louis D. Brandeis (1856-1941). (NYT)

- Mar. 21, 1939 LM&S *Coronation Scot* leaves Baltimore on the B&O for a 3,120-mile goodwill tour of 38 U.S. cities, carrying a dozen governors and 37 mayors and ending with display at the New York World's Fair. (RyAge, NYT)
- Mar. 22, 1939 PRR Board authorizes air-conditioning and converting two P70 coaches to lunch counter-observation cars; authorizes a direct connection from the Williamsport Division to Enola Yard at the west end of the Rockville Bridge; replacing the mail conveyors at Penn Station for the enlarged Post Office; installing automatic block signals between Rochester and Wampun Jct., Pa. (MB)
- Mar. 22, 1939 PRR Board approves the following retirements: Hightstown, N.J., station; Laughlin, Ohio, station; "GC" Tower at Gas City, Ind. (MB)
- Mar. 23, 1939 ICC approves the abandonment of the LIRR's Sag Harbor Branch in 40 days. (ICC)
- Mar. 23, 1939 *Coronation Scot* goes on display at Broad Street Station. (Guide)
- Mar. 25, 1939 *Coronation Scot* placed on display at Pittsburgh Station. (PR)
- Mar. 25, 1939 Wilkes-Barre & Eastern Railroad abandoned between Stroudsburg and Suscon, Pa., near Pittston; coal branches in the Scranton area are reached over the Erie Railroad. (Lucas)
- Mar. 27, 1939 Spanish Nationalists under Gen. Francisco Franco (1892-1975) take Madrid, ending the Spanish Civil War; Franco rules as dictator until his death. (Preston)
- Mar. 28, 1939 Testifying before the House Committee on Interstate Commerce, ICC Commissioner Joseph B. Eastman calls the Committee of Six "a really stupid performance"; says the government must take the lead in eliminating "waste" in the railroad industry. (NYT, RyAge)
- Mar. 30, 1939 Ione M. Overfield of Salt Lake City, a holder of 254 shares of Pennroad Corporation, sues PRR, Pennroad, A.J. County, and the estates of five deceased Pennroad directors in U.S. District Court in Philadelphia, charging them with responsibility for losses on National Freight Company as revealed by Wheeler-Truman hearings; charges Pennroad lost \$4 million while PRR gained \$5 million through freight traffic. (NYT)
- Mar. 30, 1939 Sens. Burton K. Wheeler and Harry S. Truman introduce a bill embodying the recommendations of the Committee of Six. (RyAge)

- Mar. 31, 1939      Sens. Wheeler and Truman introduce a bill to have the ICC regulate and abolish railroad holding companies. (RyAge)
- Mar. 31, 1939      Britain and France agree to defend Poland, seen as the next of Hitler's targets. (Mercer)
- Apr. 1, 1939      R.W. Sheffer to Superintendent of Wilkes-Barre Division, replacing C.D. Merrill promoted to Superintendent of Stations & Transfers-Eastern Region; K.R. Vought to Assistant to the General Manager-Eastern Region; J.A. Schwab to Superintendent of Delmarva Division and Baltimore & Eastern Railroad, replacing Vought; H.H. Pevler to Superintendent of Logansport Division, replacing Schwab; M.L. Long to acting Superintendent of Labor & Wage Bureau-Western Region, replacing W.W. Burrell granted leave of absence. (MB)
- Apr. 1, 1939      Future PRR Chairman Stuart T. Saunders (1909-1987) joins the Norfolk & Western Railway as Assistant General Solicitor. (Striplin)
- Apr. 1, 1939      Washington, Baltimore & Annapolis Realty Company sells the former Washington, Baltimore & Annapolis Electric Railroad's Washington terminal to the Greyhound Terminal of Washington, Inc. (Moody's)
- Apr. 1, 1939      CNJ defaults on its General Mortgage bonds; the company has lost \$17.4 million since 1932 because of the Depression, increasing wage and material costs, and high New Jersey taxes. (AR)
- Apr. 2, 1939      B&O expands stewardess-nurse service from *Shenandoah* to *National Limited*; train secretary on *National Limited* discontinued. (Guide)
- Apr. 3, 1939      Senate Committee begins hearings on four transportation bills introduced by Sens. Wheeler and Truman. (RyAge)
- Apr. 3, 1939      Appalachian bituminous coal miners strike after operators refuse to grant either closed shop or abolition of strike penalty clause. (Dubofsky)
- Apr. 4, 1939      General Electric Company delivers "Steamotives" Nos. 1 & 2 to Union Pacific Railroad at Omaha; units have streamlined, diesel-type cab unit carbodies similar to those of the *City* streamliners. (Lee)
- Apr. 5, 1939      Persifor Frazer Smith, Jr. (1870-1939), retired Altoona Works Manager, dies at Paoli. (RyAge)
- Apr. 8, 1939      Buckeye Stages, Inc., dissolved. (Compt)
- Apr. 11, 1939      Congress cuts Pres. Roosevelt's request for \$150 million in emergency

- WPA funding to \$100 million. (EAH)
- Apr. 12, 1939 PRR Board authorizes remote control of the end of double track at Bloomville, Ohio, from Carrothers and at Brownstown ("HUNTER"), Ill., from Vandalia Jct. by CTC. (MB)
- Apr. 12, 1939 PRR Board approves the retirement of the turntable at Stanley, N.Y., and the freight station at Hegewisch. (MB)
- Apr. 14, 1939 *Coronation Scot* train arrives at the New York World's Fair. (RyAge)
- Apr. 1939 J.A. Schwab named Superintendent of the Delmarva Division; Herman H. Pevler named Superintendent of the Logansport Division, replacing Schwab; Walter W. Patchell promoted from Superintendent on special duty in the office of the Chief Electrical Engineer to General Superintendent of the Lake General Division, replacing T.C. Herbert, resigned for health; M.L. Long named Superintendent of the Labor & Wage Bureau-Eastern Region, replacing W.W. Burrell, on leave for health. (RyAge - verify cards, MB)
- Apr. 1939 Chesapeake & Ohio Railway Board removes Robert R. Young from the Executive and Finance Committees in what is believed to be retaliation by the Guaranty Trust Company for his pushing competitive bidding. (Borkin - verify NYT)
- Apr. 16, 1939 PRR operates a fan trip from New York to Harrisburg and Enola in two coaches attached to No. 25 *The Metropolitan*, with inspection of new engine terminal and yard improvements; \$3.50 fare. (RyAge, Railpace)
- Apr. 17, 1939 PRR arranges to use the B&O's Mount Clare Grain Elevator "E" at Pratt & Poppleton Streets in Baltimore. (MB)
- Apr. 17, 1939 Pres. Roosevelt withdraws his nomination of Thomas R. Amlie to the ICC after he is called a Communist during the confirmation hearings; Amlie openly supported the Spanish Loyalists and advocated nationalization of the railroads. (RyAge)
- Apr. 23, 1939 PRR runs excursion for the American Society of Newspaper Editors from Washington to the New York World's Fair; is first train from the PRR to run direct to the station at the fairgrounds. (Pam)
- Apr. 24, 1939 Union Pacific's two "Steamotive" steam turbine electric locomotives leave Los Angeles with a special train headed by old Virginia & Truckee 4-4-0 No. 18 to promote the Cecil B. DeMille movie *Union Pacific*; the train tours the East between Apr. 29 and May 15, traveling east on the NYC and returning via Washington, Pittsburgh, Dayton,

- Cincinnati and St. Louis and arriving at Los Angeles on June 7. (Lee)
- Apr. 26, 1939 PRR Board authorizes renewing the coal wharf and track changes at St. Clair Avenue in Columbus, Ohio (rescinded Oct. 22, 1941); approves retirement of engine house at New Philadelphia, Ohio, and "SCIO" Tower in Ohio. (MB)
- Apr. 26, 1939 Pres. Roosevelt leaves Washington for Hyde Park on a B&O POTUS special. (NYT)
- Apr. 27, 1939 George H. Pabst (1888-1963) elected Pres. of the Erie & Pittsburgh Railroad, replacing A. J. County (1871-1944), retired. (MB)
- Apr. 27, 1939 Senate Committee on Interstate Commerce begins hearings on revising the bankruptcy act to create a special court for railroad reorganizations. (RyAge)
- Apr. 28, 1939 Greyhound Terminal of Columbus, Inc., incorporated in Ohio to build and operate new bus terminal; 39% owned by Pennsylvania Greyhound Lines, Inc. (Compt)
- Apr. 29, 1939 Last run of PRR passenger train between Curwensville and Grampian, Pa. (tt)
- Apr. 30, 1939 Schedule of *"The Spirit of St. Louis"* cut from 20:35 to 20 hours flat; *The St. Louisian* established as an eastbound train (westbound established July 7, 1929) on the old schedule of *"The Spirit of St. Louis"*; *St. Louisian* given Blue Ribbon status;. (PassDept, Mutual)
- Apr. 30, 1939 New York World's Fair opens with theme of "The World of Tomorrow"; the railroad exhibits are arranged by the World's Fair Committee of the Eastern Railroad Presidents' Conference (including PRR VP George LeBoutillier) and occupy the northwest corner of the fairgrounds; Class S1 No. 6100 is displayed lettered for "American Railroads" running in place under steam on rollers; a variety of historic and modern rolling stock is displayed in the open behind it, including PRR H3 No. 1187, M1a No. 6759 and \_\_; the main Railroad Building is the largest building at the fair, with exterior Art Deco murals by Griffith Baily Coale (1890-1950); *John Bull* is a static display in the Rotunda; PRR streamlined K4s No. 3768 and 19 other locomotives appear in "Railroads on Parade," a one-hour pageant performed four times a day telling the history of railroads with script by Edward Hungerford (1875-1948), music and chorus by Kurt Weill (1900-1950), set design and costumes by Harry Horner (1910-1994), Gibbs & Hill, engineers, design by Howard Ketcham (1902-1982) and A. Sheldon Penoyer (1888-1957), and dances by Bill Matons (1906?-1993?);

future choreographer Michael Kidd (1919-2007) is a member of the ballet; in the grand finale or epilogue, “the Railroad Triumphant,” two early locomotives, the *J.W. Bowker* with the Cumberland Valley coach, and the B&O’s *Ross Winans*, and rotating pairs of modern locomotives (usually Loewy No. 3768 and Dreyfuss NYC Hudson No. 5449) enter slowly from the wings and end up pilot-to-pilot, while the entire cast of 134 comes on stage and the chorus sings Weill’s “Mile after Mile”; indoor display “Railroads at Work” is a 160 x 40 model railroad with 400 locomotives and cars; as an historical footnote, choreographer/dancer Bill Matons, who had participated in radical Marxist dance groups in the 1930s, resurfaces on the West Coast in the 1960s as the antiwar activist and street performer “General Hershey Bar,” a parody of Selective Service head Gen. Lewis B. Hershey (1893-1977), a prime villain for young antiwar protesters; Matons continues his “General Hershey Bar” persona well into the 1980s, long after the war is over and the real Gen. Hershey is forgotten, becoming a popular Hollywood eccentric. (Guide, Program, Trains, theotherbrother)

- Apr. 30, 1939      In contrast to the railroad exhibits, the most popular, and perhaps prophetic, exhibit at the Fair is the nearby General Motors Corporation pavilion, featuring the “Futurama” designed by Norman Bel Geddes (1893-1958); visitors ride in moving chairs for aerial views of huge models showing the city of 1960 shaped by the automobile and multi-lane express highways. (Trager)
- Apr. 30, 1939      New LIRR station at the Fairgrounds opens for regular revenue service; designed in a streamlined style by the LIRR’s architect, Irwin L. Scott; has 6 tracks with 4 platforms and a 7<sup>th</sup> track for through PRR trains; platforms are laid out for the mass loading and unloading of shuttle trains to and from Penn Station, which are advertised as 10 minutes for 10 cents; LIRR MU cars used in shuttle service are decorated with the Fair’s Trylon & Perisphere logo; designed by the firm of Harrison & Fouilhoux, the Trylon is a 610-foot three-sided obelisk, and the Perisphere is a 180-foot diameter spherical exhibit building; future PRR VP James P. Newell is in charge of the construction of the PRR-LIRR World’s Fair facilities. (RyAge, Guide, PR, MB)
- Apr. 30, 1939      Pres. Roosevelt travels from Hyde Park in an NYC POTUS special to Mott Haven Yard in the Bronx, then by motorcade to Queens to open the New York World’s Fair, returning to Hyde Park in the evening. (NYT)
- Apr. 30, 1939      500-member Congressional delegation travels to the opening of the New York World’s Fair in a special PRR train. (PR)
- Apr. 30, 1939      “World’s Fair Subway” of the Independent (IND) system opens as a

two-mile branch from the Queens Boulevard Line to the south side of the fairgrounds; operates only in the two seasons the fair is open, served by trains of the GG Crosstown Line; between the end of the evening rush hour and 1:00 AM, express service is provided by the E Train from Hudson Terminal. (Feinman)

- Apr. 30, 1939      Lehigh Valley Railroad inaugurates a second round trip of the Newark-Mauch Chunk *Asa Packer* Nos. 23-24 for World's Fair traffic; runs through Sep. 23, 1939. (Greenberg)
- Apr. 30, 1939      NYC which lacks direct rail access, begins direct bus service between its 138th Street Station in the Bronx to New York World's Fair grounds. (Guide)
- Apr. 30, 1939      Double headed 36-car freight en route from Pitcairn to Columbus hits a derail leaving Kenny Yard and tumbles into a ditch, killing 5, the crews of both locomotives and the conductor. (RyAge)
- Apr. 30, 1939      NYC cuts the schedule of the eastbound *Knickerbocker* from 21:40 to 20:15; extends the *Empire State Express* from Buffalo to Cleveland; inaugurates the *Henry Hudson* and *Mohawk* between Buffalo and New York. (RyAge)
- Apr. 30, 1939      B&O cuts 0:51 from the eastbound *National Limited* to match PRR's speed-up of its St. Louis service; extends the *West Virginian* from New York-Parkersburg to New York-Cincinnati; inaugurates a New York-New Orleans sleeping car via Louisville. (RyAge)
- Apr. 30, 1939      First public U.S. television broadcast made from an antenna on top of Empire State Building in connection with New York World's Fair; broadcast includes Pres. Roosevelt officially opening the Fair. (NYT)
- Apr. 30, 1939      New Haven increases New York-Port Chester local passenger service to half-hourly to compensate for abandonment of the New York, Westchester & Boston Railway. (AR)
- Apr. 30, 1939      CB&Q inaugurates the Budd streamliner *General Pershing Zephyr* between St. Louis and Kansas City; first U.S. train with all-fluorescent lighting. (AAR)
- May 1, 1939      Pennroad Corporation voting trust expires; dissolves part of the connection between Pennroad and PRR; stockholders may now turn in their voting trust certificates for shares; A.J. County remains a Pennroad director. (NYT)
- May 1, 1939      Henry H. Garrigues (1881-1945) named Chief Engineer of

Maintenance of Way-Eastern Region; George S. West (1893- ) named General Superintendent at Williamsport, replacing Garrigues; Paul E. Feucht (1900- ) named General Superintendent of Southwestern General Division, replacing West; J.S. Gillim named Superintendent of Buffalo Division; Paul W. Neff (1896- ) named Superintendent of Columbus Division; W.T. Covert (1873- ) named Assistant Chief Engineer. (RyAge - more)

- May 1, 1939 New England Transportation Company sells certain main bus routes between New York and Boston and New York and Pittsfield to New England Greyhound Lines, Inc., in return for stock; New England Greyhound Lines, Inc., is owned 50/50 with Greyhound Corporation; 1936 reduction in railroad fares caused a 50% drop in New York-Boston bus ridership. (NH AR, Moodys, RyAge)
- May 1, 1939 B&O removes all its uptown bus routes from the CNJ's 23<sup>rd</sup> Street ferry and runs them via the Liberty Street ferry. (ICC)
- May 2, 1939 PRSL authorizes equipping 2 P70 coaches with Dunlop seats, metal sash and safety glass and another 47 cars with ventilating fans; approves retirement of Chelsea Yard in Atlantic City and removing the electrification from the middle track between Brookhaven and South Westville. (MB)
- May 2, 1939 Pres. Roosevelt returns to Washington on a B&O POTUS special. (NYT)
- May 3, 1939 PRR announces that Altoona Works has turned out the first of 100 modernized P70 coaches for World's Fair travel; 50 are for day trains in Northeast Corridor with 84 reversible seats; 50 with reclining seats for long distance trains. (PR, Mutal)
- May 3, 1939 LIRR discontinues passenger service between Bridgehampton and Sag Harbor and abandons the Sag Harbor Branch (4.39 miles). (Guide)
- May 3, 1939 The Robert R. Young-Allan P. Kirby slate is elected as the Board of Allegheny Corporation for another year. (Borkin)
- May 5, 1939 Allegheny Corporation's two-year note for \$2,375,000 to George A. Ball, the balance of the purchase price by Robert R. Young and Allan P. Kirby, comes due; Young and Kirby surrender 1.2 million shares of Allegheny common to Ball, retaining only 800,000 shares; however Young and Kirby has just been reelected, and Ball's stock is tied up in litigation initiated by Young and Kirby, making it difficult for him to unseat them. (Borkin)



- May 5, 1939 United Mine Workers bituminous coal strike spreads nationwide. (Dubofsky)
- May 6, 1939 General Electric twin-unit "Steamotive" demonstrated for Navy officials with a run between Penn Station and Broad Street Station at speeds up to 90 MPH; the "Steamotive" is attached to the train at Newark, and Pres. M.W. Clement poses in the cab before departure. (NYT)
- May 6, 1939 George E. Fetterman, Industrial Agent at Philadelphia, dies at age 60. (RyAge)
- May 6, 1939 At maturity of Robert R. Young and Allan P. Kirby's \$2.375 million note, Young and Kirby surrender the 1,200,000 shares of Allegheny Corporation common held as collateral to the George & Frances Ball Foundation; this stock is transferred back to Young and his associates in 1942. (RyAge, Moodys)
- May 7, 1939 Last day of Philadelphia Rapid Transit Company service on Delaware Avenue elevated spur of Market Street Subway to Chestnut Street because of a decline in passenger ferry traffic; replaced by shuttle bus. (Cox, SEPTA)
- May 8, 1939 PT&T Board authorizes loudspeaker system on LIRR Concourse at Penn Station; \$34,743 for air conditioning Savarins lunch room in the Arcade. (MB)
- May 9, 1939 Senate Committee on Interstate Commerce reports the Wheeler-Truman Bill (S-2009) to implement the recommendations of the Committee of Six, including placing inland waterways under ICC regulation. (RyAge)
- May 10, 1939 PRR Board authorizes discontinuing Allegheny engine house as a maintenance facility. (MB)
- May 10, 1939 In a publicity stunt for Timken roller bearings, 178-lb. professional bodybuilder Charles Atlas, born Angelo Siciliano (1893-1972), pulls the 145,000-lb. observation car of the lightweight *Broadway Limited* a distance of 112 feet with a rope over his shoulder at Sunnyside Yard; to erase doubts that he is merely pulling it downhill, he then pulls it 111 feet in the other direction; the stunt is filmed by the major newsreels, netting the PRR publicity. (CMP, Dubin, wiki)
- May 11, 1939 Outlying mine districts return to work, having gained a union shop. (Dubofsky)

May 12, 1939 Grampian & Altoona RPO cut back to Curwensville & Altoona RPO. (Kay)

May 12, 1939 Northern and Southern Appalachian miners settle on basis of a union shop. (Dubofsky)

May 13, 1939 Coal strike ends.

May 1939 PRR begins two months of testing of slippage and oscillation in steam locomotives when operated at high speed on Claymont, Del., test track; tests includes K4s No. 5371 with roller bearings and other examples of Classes E6s, K4s, I1s, K5, L1s, M1, N1s and N2sa. (EngrofTests)

May 1939 The Japanese Kwantung Army crosses from Manchuria into the Soviet satellite of Mongolia and attacks Red Army troops. (Smith/FDR)

May 17, 1939 Senate Committee on Interstate Commerce reports the Wheeler-Truman Bill as amended after hearings; gives ICC the power to require pooling of LCL traffic, but all references to air transportation have been eliminated. (RyAge)

May 19, 1939 Captive coal mines of United States Steel Corporation in Harlan County, Ky., sign new contract without the union shop. (Dubofsky)

May 22, 1939 Germany and Italy sign the "Pact of Steel" alliance, preparatory to Hitler's planned attack on Poland. (Burg)

May 24, 1939 PRR Board approves additional \$371,000 for experimental Class S1 locomotive; 25 additional 21,000-gallon tenders. (MB)

May 24, 1939 PRR Board approves the following retirements: interlockings at Petersburg, Pa., and Hartford City, Ind.; "BD" Block Station at West Columbia, Pa.; old Cincinnati passenger station; 6 miles of second track between Mechanicsburg and Carlisle; Leckie Branch and part of the Liveright Branch; Jackson Center-Stoneboro (7.74 miles) and 3.91 miles of Jackson siding. (MB)

May 24, 1939 Charles M. South (1867-1939), retired Assistant Chief of Corporate Work, dies at Mount Airy, Philadelphia. (RyAge)

May 24, 1939 Provisions for LCL pooling and regulation of inland waterway transportation dropped from Wheeler-Truman Bill. (RyAge)

May 25, 1939 New barber shop designed by Raymond Loewy opens on south side of LIRR Concourse in Penn Station. (CE)

- May 25, 1929 Senate passes the Wheeler-Truman Bill (S-2009) by a vote of 70-6. (RyAge)
- May 26, 1939 Pres. Roosevelt departs Washington on a PRR POTUS special to spend the weekend and Memorial Day holiday at Hyde Park occupying the private Pullman *Roald Amundsen*; his first PRR trip of the year. (CMP)
- May 26, 1939 AAR extends the limit for eliminating arch-bar trucks in interline service to Dec. 31, 1939. (CNJ AR)
- May 31, 1939 Last run of PRR passenger service on Centreville Branch between Massey and Centreville, Md. (tt)
- June 1, 1939 Pennsylvania Greyhound Transit Company dissolved. (MB)
- June 2, 1939 Lehigh Valley Railroad holds a christening for its new streamlined *John Wilkes* at Wilkes-Barre; streamstyled heavyweight train with fully streamlined bullet-nosed Class K-5 4-6-2's Nos. 2101 and 2103 is styled by Otto Kuhler in a new Cornell Red-and-black color scheme that with some modification becomes the LV standard; consist is a baggage-express car, baggage-mail, 4 coaches, club car *Anthracite Club*, dining car No. 1009, and Pullman parlor car *John Wilkes*, all but the Pullman rebuilt at the Sayre Shops; on the first press run to New York, Pres. Duncan J. Kerr is taken ill and is removed from the train at Bethlehem. (RyAge, Greenberg)
- June 4, 1939 Lehigh Valley Railroad inaugurates the *John Wilkes* between New York and Pittston;.No. 28 replaces the *Wyoming Valley Express* and No. 29 the *Wilkes-Barre Express*. (RyAge, Greenberg)
- June 5, 1939 Baltimore & Eastern Railroad Board authorizes the sale of company property in Ocean City, Md. (MB)
- June 6, 1939 PRR begins long series of road tests of high speed freight truck for operation over 80 MPH for AAR; trains run between Altoona and Lock Haven via Tyrone; powered by E6s No. 3002. (CMP)
- June 6, 1939 *Silver Meteor* begins splitting at Wildwood into separate East Coast and West Coast sections instead of alternating between each coast every six days, giving every-third-day service to both coasts. (RyAge)
- June 7, 1939 *Royal Train*, consisting of 12 cars of Canadian National and Canadian Pacific equipment painted royal blue and silver and carrying King George VI (1895-1952) and Queen Elizabeth (1900-2002) enters the U.S. from Canada at Suspension Bridge at 9:35 PM en route to Washington for a state visit with Pres. Roosevelt; the first state visit to

the U.S. by a reigning British monarch; *Royal Train* is preceded by a 12-car pilot train; two U.S. sleepers are added to the pilot train for U.S. press corps; the pilot train also has PRR diner No. 4500 cut in and out for meals; train travels via NYC to Buffalo, whence departs via PRR at 11:14 PM. (CMP)

- June 8, 1939 At 6:00 AM near Williamsport, a hotbox is discovered on the pilot train; car is cut out at Montgomery, losing 1:30; *Royal Train* is allowed to pass and run ahead; pilot train is still 20 minutes behind at Baltimore, and the press corp is fuming that they will miss the arrival at Washington; Pres. Clement had left the *Royal Train* at Baltimore and assumes personal command of the situation, even helping to couple the GG1 and check air lines despite formal attire; pilot train runs at over 80 MPH and manages to overtake the *Royal Train* in the Washington yards, allowing the press to cover the arrival of the *Royal Train* at 11:00 AM.; following a parade from Union Station viewed by 750,000 spectators, the King and Queen are entertained at the White House. (CMP, Smith/FDR)
- June 9, 1939 New Haven Trustees sell Springfield Street Railway Company to City Coach Lines, Inc. of Chicago. (NH AR)
- June 10, 1939 *Royal Train* departs Washington at 11:30 PM behind GG1 No. 4838 for Red Bank, N.J. via Trenton and Sea Girt; change to steam at Jamesburg; arrive Red Bank at 6:00 AM, where stored in yard; moved to station at 8:00 AM for public reception; King George VI and Queen Elizabeth then travel by car to Fort Hancock on Sandy Hook and by the destroyer *Warrenton* to the Battery at New York, then by motorcade to New York World's Fair; after a day in New York, the royal couple motors to Hyde Park for Sunday with the Roosevelts; trains are deadheaded to Penn Station and then to Poughkeepsie via Hell Gate Bridge and New Rochelle (CMP, Withers)
- June 11, 1939 King George VI and Queen Elizabeth conclude their U.S. visit and leave Hyde Park on *Royal Train* at 9:15 for Montreal via NYC, D&H and CP; the visit helps bolster American sympathy on the eve of war. (CMP, Withers)
- June 11, 1939 PRR operates second "All Around the Town" fantrip, running from Broad Street to Kensington, thence up Kensington & Tacony Branch to Tacony and on to Bustleton, returning direct to Broad Street. (NRHS)
- June 1939 New York City Parkway Authority opens Cross Bay Boulevard parallel to LIRR line across Jamaica Bay to Rockaway. (TBTA)
- June 1939 New Haven Trustees propose to discontinue passenger service on Old

- Colony Railroad's Boston and Cape Cod Groups of lines, effective Sep. 24. (Sutherland)
- June 1939 Robert R. Young continues his vendetta against the House of Morgan by sabotaging the offer of Morgan, Stanley & Co. to place a \$7 million refunding issue for the Terminal Railroad Association of St. Louis, appealing to the press and citing the large savings he achieved in the Chesapeake & Ohio Railroad and Cincinnati Union Terminal issues; the issue goes to Halsey, Stuart & Co. (Carosso)
- June 13, 1939 Second suit against Pennroad Corporation and its original directors filed in U.S. District Court in Philadelphia by David Steckler of New York, owner of 14 shares of Pennroad; charges Pennroad lost \$9 million in purchase of Boston & Maine and that this purchase violated Public Service Law of New York, which limits a holding company to no more than 10%, whereas Pennroad obtained 19.5% of B&M. (NYT)
- June 14, 1939 PRR Board authorizes cab signals between "JD" Conpitt Jct. and "AJ" Kiski Jct. on Conemaugh Division; approves retirement of the Curry Mill Branch and stations at Green Tree, Pa., and Fern Glen, Pa. (MB)
- June 14, 1939 **PCC&StL Railroad Board** authorizes remoting "BERNICE" Interlocking from "MAYNARD." (MB)
- June 14, 1939 ICC begins hearings on revised New Haven reorganization plan. (Sutherland)
- June 15, 1939 Central District, Inc., which is building the Bayonne Port Terminal served by the CNJ and Lehigh Valley Railroads, defaults on the rent; the property is seized by the city in 1940 and is converted to a Navy base during World War II. (CNJ AR)
- June 1939 Baldwin Locomotive Works begins the development of designs for fast locomotives with duplex drive, including a rigid-frame 4-2-2-4 and three-cylinder 4-4-4 for lightweight trains and the preliminary design for a 4-4-4-4 for heavy trains; it presents these designs to several railroads. (BaldLocos)
- June 17, 1939 Union Pacific Railroad returns steam turbine electric "Steamotives" to General Electric; high-pressure boilers and condensers have proved too complicated to maintain in long-distance operation. (Lee)
- June 18, 1939 NYC inaugurates the *Niagara* eastbound Chicago-New York for World's Fair traffic; extends *Empire State Express* to Detroit. (RyAge)
- June 22, 1939 Baldwin Locomotive Works delivers Reading 660 HP switcher No. 36,

- its first regular production model diesel locomotive. (Kirkland)
- June 28, 1939 PRR Board authorizes an additional \$3.16 million for the Newark Improvements, including the station, Dock Bridge and Harrison station; \$1.45 million for track elevation in Louisville from the Ohio River to Breckinridge Street and to the Louisville & Nashville Railroad at 11<sup>th</sup> & Maple Streets. (MB)
- June 28, 1939 PRR Board authorizes joining with other coal-hauling railroads, General Electric Company, Bituminous Coal Research, Inc., and Babcock & Wilcox Company to develop a 5,000 HP coal-burning turbo-electric locomotive with initial contribution of \$400,000 to the locomotive project and \$300,000 for bituminous coal research; project is delayed by war. (MB, SMPE)
- June 28, 1939 PRR Board approves the following retirements: Derby Branch, engine facilities at Derry, Pa.; engine house at Putnam, Ohio; Hanover Street Station at Martins Ferry, Ohio; “BLACK RUN” Interlocking in Ohio. (MB)
- June 28, 1939 Pan American Airways, Inc., begins first regular transatlantic passenger air service. (Gregory)
- June 29, 1939 PRR makes the first announcement of a deluxe New York-Chicago coach train; NYC is caught unprepared and rushes to develop its own version with ordinary unstreamlined heavyweight equipment. (PubDept)
- June 29, 1939 Undistributed Profits Tax repealed and corporate income taxes set at flat 18%.
- June 30, 1939 PRR establishes experimental round trip coach fares on sliding scale of 1.7 to 2.25 cents per mile; coach lowered by up to 32% and Pullman fares up to 19%.
- June 30, 1939 Emergency Relief Appropriation Act changes name of Works Progress Administration to Works Projects Administration; eliminates politically charged Federal Theater Project, and reduces WPA benefits; New Deal effectively ends, with recovery now driven by rearmament spending and unemployment lessened through the military draft. (EAH)
- Mid-1939 CTC installed between “McCALLS” and “CRESWELL” on the Port Road. (Bongaardt)
- July 1, 1939 Savarins restaurant and cocktail lounge opens on LIRR Concourse of Penn Station; air conditioned and designed by Raymond Loewy. (CE)

- July 1, 1939 ICC temporarily ends the annual rotation of the chairmanship and named Joseph B. Eastman the first, and as it happens, only, three-year Chairman. (Hoogenboom)
- July 1, 1939 Pres. Roosevelt departs Washington on a PRR POTUS special to spend the Fourth of July holiday at Hyde Park occupying the private Pullman *Roald Amundsen*. (CMP)
- July 1, 1939 Gen. George C. Marshall (1880-1959) is appointed Army Chief of Staff, a meticulous, no-nonsense administrator whose skills will be essential to rearmament. (Smith/FDR)
- July 5, 1939 Pres. Roosevelt's POTUS special returns to Washington; the PRR is incensed that some Philadelphia papers run a story that 300 railroad and city police have been deployed along the right of way because of recent derailments near "ZOO"; actually only 33 railroad and 10 city police are engaged. (CMP)
- July 12, 1939 Budd Company delivers last of 12 stainless steel lightweight coaches; first of their type on PRR. (PR - Wayner has tot. as 30 eventually)
- July 1939 LCL-1 and LCL-2 now run in two sections of up to 100 cars east of Pittsburgh, one to and from Harsimus Cove and one two and from Greenwich Point, Philadelphia; averages over 30 MPH. (RyAge)
- July 1939 ICC begins its investigation of class rate differentials between Official, Southern and Western Territory; southern and western rates have traditionally been higher because of thinner populations, regional specialization on bulk commodities, higher 19<sup>th</sup> century operating costs, and less interregional and more local traffic; by now, Southern governors hold rate differentials responsible for perpetuating Southern poverty, which has been publicized graphically by New Deal agencies; the Roosevelt Administration, dependent upon a Democratic "Solid South," also supports greater parity in rates. (Hoogenboom)
- July 16, 1939 PRR discontinues use of green and white classification lights to designate extras and multiple sections of trains. (PRRFAX)
- July 18, 1939 PRR signs new track elevation agreement with City of Louisville covering tracks between Ohio River Bridge and Union Station. (CE)
- July 18, 1939 New McMyler coal dumper No. 3 placed in service at Sandusky, Ohio; is located on a new rock-filled mole 600 feet wide and nearly a mile long jutting out to a new channel. (CE, Mutual)

- July 1939 PRR contracts for demolition of 14th & Main Street Station in Louisville. (CE)
- July 1939 Congress passes the Chandler Bill amending the Federal Bankruptcy Act to permit reorganizations without the unanimous consent of the security holders, effective July 28; Sen. Burton K. Wheeler has added so many amendments that it practically applies only to the B&O. (B&O AR, Stover - verify)
- July 26, 1939 *The Trail Blazer* equipment, including streamlined P70's, twin-unit diner, and observation designed by Raymond Loewy, exhibited at Penn Station and makes press runs to Philadelphia; returns to New York on July 28 after display at Philadelphia. (PubDept)
- July 28, 1939 *The Trail Blazer*, deluxe all-coach train, inaugurated between New York and Chicago on 17:25 schedule; New York Central's *Pacemaker* offering identical service and schedule but with ordinary heavyweight equipment inaugurated on same day; *Trail Blazer* name first used for East St. Louis-Pittsburgh preferred freight VL-6 in 1927. (PubDept)
- July 28, 1939 B&O files a reorganization plan; of \$31.4 million annual interest, \$19.6 million is to be paid in cash and \$11.4 million to be contingent upon earnings for the next 8 years; no dividends are to be paid until all contingent interest has been paid. (B&O AR)
- July 29, 1939 First eastbound *Trail Blazer* arrives at New York World's Fair for special ceremony; eastbound trips continue to run direct to Fair. (PubDept)
- Aug. 2, 1939 Future CSX Corporation Pres. John William Snow (1939- ) born at Toledo. (wiki)
- Aug. 3, 1939 Pennroad Corporation asks ICC to delay New Haven reorganization to permit possible consolidation of New Haven and Boston & Maine; City of Boston and Boston Port Authority object to any control of Boston & Maine as limiting competition at Boston. (NYT)
- Aug. 5, 1939 *The Broadway Limited* carries only two passengers from Philadelphia on its entire westbound trip between New York and Chicago. (Welsh)
- Aug. 8, 1939 *The Pittsburger* becomes an all-room Blue Ribbon train. (PR)
- Aug. 12, 1939 Massachusetts creates a special commission to coordinate passenger transportation in Boston area, including extending Boston Elevated Railway service over Old Colony and Boston & Providence Railroad lines. (Sutherland)



- Aug. 14, 1939 Philip Albright Small Franklin (1871-1939), Pres. of the International Mercantile Marine Company and brother of Walter S. Franklin, dies. (WwasW)
- Aug. 14, 1939 National Labor Relations Board issues a ruling in the "Little Steel" Strike, ordering the companies to disband their employee representation plans and hold union elections. (BethStl)
- Aug. 1939 LIRR begins track elevation between Far Rockaway and Rockaway Park. (C&C)
- Aug. 16, 1939 Eastbound *Trail Blazer* makes last trip to World's Fair station; thereafter terminates at Penn Station. (PubDept)
- Aug. 18, 1939 ICC authorizes the abandonment of the Missaukee Branch between Veneer Jct. and Merritt, Mich. (MB - may be 1938?)
- Aug. 19, 1939 Remnants of a hurricane moving up from the Gulf Coast dump 8-16 inches of rain on south-central New Jersey; northbound CNJ *Blue Comet* derails on undermined track at Chatsworth in the Pine Barrens, wrecking the wooden, steel-plated dining car *Giacobini*; Reading café cars are substituted hereafter, and in return, a former *Blue Comet* observation car is assigned to Jersey City-Philadelphia service. (Schwartz, Baer/Coxey - El Simon in Cinders has obs car used by Reading in 4/1939?)
- Aug. 20, 1939 Having restored morale in the Red Army, Gen. Georgi Zhukov (-) mounts a devastating counterattack and drives the Japanese out of Mongolia with heavy casualties. (Smith/FDR)
- Aug. 21, 1939 New air conditioned Savarins cocktail bar opens on north side of Arcade at Penn Station; designed by Raymond Loewy. (CE)
- Aug. 24, 1939 Germany and the Soviet Union sign a nonaggression pact with a secret clause for the partition of Poland, Russian occupation of the Baltic States, and dividing Eastern Europe into spheres of influence; Stalin has failed to make alliances with Britain and France; he probably believes that he can buy time for a military build-up while Hitler first wreaks his revenge upon France; Germany and the Soviet Union immediately cease hostile propaganda against each other; the about-face further divides the political left in the West. (Service, Hastings)
- Aug. 28, 1939 New Haven Trustees withdraw plan to end all Old Colony Railroad passenger service effective Sep. 24. (Sutherland)

- Aug. 28, 1939 Pocahontas Land Corporation incorporated in Va. as a reincorporation of the Pocahontas Coal & Coke Company; coal land subsidiary of Norfolk & Western Railway owns 461,000 acres of coal lands. (Moody's)
- Aug. 28, 1939 The White House has a PRR POTUS special ready to take Pres. Roosevelt to Hyde Park for a vacation; as the situation in Europe worsens, the trip is postponed from day to day and then postponed indefinitely on Sep. 1 when Germany attacks Poland. (CMP)
- Aug. 28, 1939 French Line's flagship *Normandie* arrives in New York, and because of war jitters does not make a return trip, remaining tied up at its New York pier; the French government hopes to keep it out of harm's way for the duration of the war, making no attempt to convert it into a troopship; even before war is declared, hordes of Americans and refugees with passports are hurrying home by every available ship; the German liners are preparing to flee in the other direction. (NYT)
- Sep. 1, 1939 Hitler invades Poland beginning World War II in Europe. (EAH, Hastings)
- Sep. 1, 1939 PFW&C Railway agrees to remove temporarily the PCC&StL crossing at Columbia City and cross its main by means of the wye tracks. (MB)
- Sep. 3, 1939 Great Britain and France declare war on Germany. (Hastings)
- Sep. 4, 1939 The new Cunard-White Star Line liner *R.M.S. Queen Mary* arrives in New York; because the war has begun during its crossing, it is tied up in New York, where it is painted battleship grey and has some of its luxury fittings removed, although it cannot be fitted as a troopship in the neutral U.S.; her rival, the *Normandie* is moored side-by-side at the adjoining French Line pier. (NYT, wiki, ww2troopships.com)
- Sep. 5, 1939 Pres. Roosevelt proclaims American neutrality. (EAH)
- Sep. 1939 Twin-unit diner/lunch counter cars placed on *The Congressional*; includes grill bar, kitchen and formal dining room.
- Sep. 6, 1939 Chauncey P. Overfield of Salt Lake City named Western representative of Pennroad Corporation's investors' committee. (NYT)
- Sep. 7, 1939 PRR begins tests of K4s No. 5399 equipped at expense of Lima and the Franklin Railway Supply Company with their new "oscillating cam" system with poppet valves; designed to improve defects of Caprotti valve gear; runs between Chicago and Crestline. (Hirsimaki)

- Sep. 7, 1939 French troops invade the Saar region of Germany but halt after advancing 5 miles. (Hastings)
- Sep. 8, 1939 Pres. Roosevelt finally leaves Washington for Hyde Park, but via a B&O routing to Highland, N.Y. (CMP)
- Sep. 9, 1939 PRR discontinues Sunday day service on Cortlandt Street ferry. (FerryDept)
- Sep. 10, 1939 Wye connection between Rockville Bridge and Enola Yard leads placed in service; permits Williamsport Division freights to enter and leave Enola Yard without backup moves. (CE)
- Sep. 11, 1939 Stalin orders the Communist Party of the USA to begin denouncing Poland and ending its attacks on Hitler in line with the Molotov-Ribbentrop Pact, ending the "Popular Front" period of alliance with Western anti-fascists. (wiki)
- Sep. 12, 1939 Pitcairn Steel Car Shops reopen; 1,560 men recalled in the Central Region this week to repair hopper and gondola cars. (PR)
- Sep. 13, 1939 PRR Board authorizes construction of an additional 20 GG1 electric locomotives; air-conditioning and conversion of 1 PB70 combine to Scheme 6 and 15 P70 coaches to Scheme 4 (rescinded in May 1941); also \$213,000 for 3 lightweight Budd coaches. (MB)
- Sep. 13, 1939 Pres. Clement announces \$17 million capital improvement program, including 20 GG1's, 2,500 freight cars, 3 streamlined passenger cars, and 15 modernized passenger cars; are to repair 17,500 hopper and gondola cars because of increase in traffic. (PR)
- Sep. 13, 1939 PRR authorizes abandoning the part of the Mehaffey Branch from Mehaffey to Ostend (1.67 miles) and the part of the Moshannon Branch beyond McCartney (1.05 miles)
- Sep. 13, 1939 PRR Board approves the following retirements: "NA" Interlocking at Pittsburgh Terminal Yard; "NP" Interlocking east of Millvale, Pa.; "MN" Interlocking east of Massillon; "PR" Interlocking at Petroleum Center; "BW" Block Station at Panama, N.Y.; "GK" Block Station at Glynden, Pa.; 9 miles of second track between Carlisle and Newville on the Cumberland Valley Branch; part of the Glen Campbell Branch; 17,356 feet of track in Greenville, N.J., Yard; 75-foot turntable at Lebanon, Pa.; wye at Green Spring Jct., Md.; stations at West Middlesex, Pa., and Lakeville, Ohio. (MB)
- Sep. 15, 1939 C.E. Adams appointed Superintendent of LIRR, replacing H.T.

Frushhour. (PR)

- Sep. 15, 1939 Soviet Union signs a peace treaty with Japan, ending their shooting war in Siberia, leaving Stalin free to occupy his share of Poland. (Service)
- Sep. 1939 PRR still has 1,604 locomotives stored dead, 32.5% of its total roster; includes 47 Class M1 4-8-2's, nearly half of the 475 Class I1s 2-10-0's, and 381 of 579 L1s 2-8-2's. (Kirkland)
- Sep. 17, 1939 Soviet Union invades Poland from the east, partitioning Poland as per the secret clause of the Molotov-Ribbentrop non-aggression pact; the NKVD begins shooting or deporting entire classes of Poles deemed anti-Soviet. (EAH, Hastings, Service)
- Sep. 18, 1939 Virginia Ferry Corporation Board authorizes the construction of a new boat. (MB)
- Sep. 19, 1939 Bethlehem Steel Corporation Chairman Charles M. Schwab (1862-1939) dies of a heart attack at his Park Avenue apartment in New York; Schwab has spent his fortune on high living and speculative investments, and his estate is \$338,000 in the red. (BethStl, Warren)
- Sep. 1939 Sharp upturn in PRR business.
- Sep. 20, 1939 Pres. Roosevelt meets with Congressional leaders but concludes he lacks the votes to completely repeal the Neutrality Act; he arranges a bipartisan compromise, lifting the embargo on arms sales but placing them on a cash-and-carry basis, with no U.S. funding, credits or loans to the belligerents; to placate Anglophobic Midwesterners and Irish American Catholics, he plays down the idea of aid to Britain. (Smith/FDR)
- Sep. 21, 1939 U.S. District Court dismisses Ione M. Overfield Suit against Pennroad Corporation on grounds similar case in U.S. District Court in Wilmington has priority. (NYT)
- Sep. 23, 1939 Ex-VP in Charge of Real Estate, Valuation & Taxation Thomas W. Hulme (1868-1939) dies at Bryn Mawr Hospital after a short illness. (PR)
- Sep. 24, 1939 Columbus-New Paris, Dayton-Lytle, Xenia-Springfield ceded from Cincinnati Division to Columbus Division.
- Sep. 24, 1939 Westbound *General* and eastbound *Golden Arrow* placed on 17:00 schedule; NYC places the *Commodore Vanderbilt* on a 17:00 schedule. (AR, NYT)

- Sep. 24, 1939 *The Governor* established eastbound as a fast morning train between Harrisburg and Philadelphia. (tt)
- Sep. 24, 1939 Lehigh Valley Railroad adds a full parlor car to its “streamstyled” *Asa Packer* Nos. 25-26; is extended from Pennsylvania Station, Newark, to the Lehigh Valley freight yard at Johnston Avenue, Jersey City; train operates via Journal Square and National Docks Branch with a backup move on the ramp to the Johnston Avenue line; is serviced at PRR Waldo Yard. (Greenberg)
- Sep. 24, 1939 Hudson & Manhattan Railroad opens new station at 33rd Street & 6th Avenue; actually moved back to 32nd Street to accommodate new 6th Avenue Subway; temporary station at 28th Street closed. (Guide)
- Sep. 25, 1939 Chief Engineer-Consultant Thomas J. Skillman (1876-1939) dies at home at Ardmore at age 62. (PR)
- Sep. 27, 1939 PRR Board authorizes \$2.14 million for conversion of 25 P70's to Scheme 4 and 60 to Scheme 6 (rescinded in May 1941); also authorizes PRR to join NYC and Chrysler Corporation in experiments to develop new high-speed freight truck; experiments continue for next 10 years. (MB)
- Sep. 27, 1939 PRR Board approves retirement of freight stations at Berwyn and Northumberland, Pa. (MB)
- Sep. 27, 1939 PRR executes a new consulting contract to Gibbs & Hill, Inc. (MB)
- Sep. 28, 1939 Work begins on PRR track elevation in Louisville. (CE)
- Sep. 28, 1939 Warsaw surrenders to the Germans. (EAH, Hastings)
- Sep. 29, 1939 Peter H. Woodward (1873-1939), Special Representative of PRR and LIRR Passenger Dept. at New York, dies at Brightwaters, Long Island, after 32 years service. (PR)
- Sep. 29, 1939 Pleasantville & Atlantic Turnpike or Plank Road Company dissolved after sale of the last portion of its road, a small section on Florida Avenue and a bridge over the Thorofare, to the public. (MB)
- Sep. 30, 1939 "Railroad Day" at New York World's Fair. (CMP)
- Oct. 1, 1939 New York World's Fair reduces its admission price for 75 cents to 50 cents (40 cents after 8:00 PM) in a successful bid to boost attendance. (Trager)

- Oct. 3, 1939 National Association of Broadcasters adopts new rules limiting on-air discussion of controversial issues, especially those tending to sow divisions between faiths or races; they are clearly aimed at forcing the anti-Semitic and anti-Communist tirades of radio priest Father Charles Coughlin off the air; most of Coughlin's network contracts expire at the end of the month and are not renewed, although smaller independent stations keep him on for the audience he brings. (NYT)
- Oct. 4, 1939 Tunnel engineer J. Vipond Davies (1862-1939) dies at Flushing, New York City. (DAB)
- Oct. 5, 1939 Polish resistance ends. (Hastings)
- Oct. 6, 1939 Hitler addresses the Reichstag and offers peace to Britain and France, which they reject. (Morris)
- Oct. 9, 1939 Special Court approves the B&O's debt reorganization plan. (AR)
- Oct. 9, 1939 Hitler orders preparations for the attack on France. (Morris)
- Oct. 11, 1939 PRR Board authorizes reverse signals on Track No. 3 between Overbrook and Paoli; abandoning part of the Youghioghenny Branch from the north portal of the Lindencross Tunnel at Cereal to Cowansburg (5 miles) and the Catawissa Branch from Catawissa to 1 mile west of Scotch Valley (11 miles); approves retiring 49<sup>th</sup> Street Station in Philadelphia, Lenni freight house. (MB)
- Oct. 15, 1939 New York Municipal (La Guardia) Airport dedicated; a joint city-WPA project located on site of private North Beach Airport in Queens.
- Oct. 1939 Pennroad Corporation sells 12,300 shares of Seaboard Air Line common, leaving 389,819 shares. (NYT)
- Oct. 1939 Baldwin Locomotive Works places a stock order to build a 4-4-4-4 duplex high-speed passenger locomotive as a demonstrator, with bullet-nose streamlining by Otto Kuhler, but before it can be built, the PRR places an order for two locomotives of this type in July 1940. (BaldLocos, Trains)
- Oct. 17, 1939 New Haven Trustees file for a decision on continuing to pay Old Colony and Boston & Providence Railroad taxes and its 70% share of Boston Terminal Company rents. (Sutherland)
- Oct. 20, 1939 N.J. Attorney General serves notice on the railroads that it will demand judgement for taxes in arrears for 1932 and 1933, plus interest. (CNJ)

AR)

- Oct. 23, 1939 PRR concludes road tests of high speed freight trucks between Altoona and Lock Haven. (CMP)
- Oct. 25, 1939 PRR Board approves the retirement of the passenger and freight stations at Glassmere, Pa. (MB)
- Oct. 27, 1939 New Haven Trustees file to abandon operation of Boston local passenger lines of Old Colony Railroad. (Sutherland)
- Oct. 28, 1939 Delaware, Maryland & Virginia Railroad agrees with Rehoboth, Del., to remove the track in Rehoboth Avenue from the west side of the canal to the Boardwalk and to build a new freight station west of the canal; track was no longer needed because of the discontinuance of passenger service. (MB)
- Oct. 28, 1939 Following secret orders from Moscow to the Communist Party of the USA, Secretary Earl Browder, the party begins direct attacks on Pres. Roosevelt as a bourgeois warmonger. (Ottanelli)
- Oct. 30, 1939 New York World's Fair closes for 1939 season; PRR/LIRR hauls 15.7 million passengers to Fair or one of every four visitors. (AR)
- Oct. 30, 1939 After the tax ruling 10 days earlier, CNJ files for Section 77 bankruptcy, caused largely by high New Jersey state taxes and the inability to meet payments demanded by the state. (AR)
- Oct. 30, 1939 Mixed Claims Commission established by the U.S. and Germany awards the Lehigh Valley Railroad \$9.9 million in compensation for the Black Tom explosion of July 30, 1916; the case has been in litigation since 1924; actual payment is delayed by litigation. (AR)
- Nov. 1, 1939 LIRR discontinues local rapid transit service between East New York and Jamaica to permit removal of two tracks and placing the line in a tunnel.
- Nov. 1, 1939 PRSL approves retirement of 11 open streetcars used in Atlantic City. (MB)
- Nov. 1, 1939 U.S. District Court rules that the railroads can demand that the State of New Jersey not collect more than 60% of the back taxes for 1934-36 pending a revaluation. (Rdg AR)
- Nov. 1939 U.S. Dept. of Labor announces appointment of committee to recommend minimum wage for railroad industry, up to 40 cents per

hour; study reveals that less than 10% of rail workers make less than that.

- Nov. 1939 Electro-Motive Corporation turns out its first Model E6; the first truly standard road passenger diesel; retains the distinctive shovel-nose first introduced on the EA. (Boyd/NRHS)
- Nov. 4, 1939 Pres. Roosevelt signs the Neutrality Act of 1939 repealing the general embargo on arms sales and allowing sales for cash at U.S. points; enables Britain and France to buy war materiel in the U.S., while allowing the U.S. to claim neutrality. (Mercer, millercenter.org)
- Nov. 6, 1939 U.S. Supreme Court upholds Circuit Court ruling of Jan. 1939 forbidding the New Haven to discontinue passenger service to 93 stations on the East End; however, States find little demand for the service and most cuts are not reinstated. (Sutherland)
- Nov. 8, 1939 PRR declares \$1 per share (2%) dividend, vs. 1% dividend paid in 1938; authorizes automatic signals with coded track circuit control between Branford and Anoka Jct.; approves retirement of the Greenville, N.J., roundhouse, Detroit Street passenger station at Xenia, and the suburban coach storage track and wye at Enon, Pa. (MB)
- Nov. 12, 1939 NYC places *Chicago Mercury* in service between Detroit and Chicago on 4:45 schedule, and old train becomes the *Cleveland Mercury*. (Guide)
- Nov. 14, 1939 Max Essl of the Baldwin Locomotive Works files for a patent for his modified design of a 4,000 HP double-ended diesel locomotive riding on 2-C+C-2 trucks with 6 model 408 engines instead of 8. (Kirkland)
- Nov. 1939 ICC decides the *Southern Governors Case* over commodity rates in favor of the South by a sectional 5-4 vote. (Hoogenboom - verify - is 235 ICC 255)
- Nov. 17, 1939 ICC examiner reports on second New Haven reorganization plan; rules that reorganization should proceed subject to the following further modifications: preferred as well as common stock to be written off as having no value, and stockholders should be excluded from any voice in reorganization plan; total capitalization to be reduced to \$365 million; calls for New Haven to acquire the properties of the Hartford & Connecticut Western and the Providence, Warren & Bristol, but rejects Old Colony plan and its inclusion in New Haven unless all passenger deficits ended. (AR, Sutherland)
- Nov. 20, 1939 Court approves petition for reorganization of Boston Terminal



Company. (Sutherland)

- Nov. 22, 1939 PRR Board approves retirement of "MO" Block Station at Elm Street, Erie. (MB)
- Nov. 25, 1939 GM No. 103, Model FT, 5,400-h.p., A-B-B-A unit, the first commercial road freight diesel locomotive, begins a 20-railroad, 83,764-mile demonstration tour; runs over B&O, Erie, and NYC, but not the PRR; each unit contains a 1,350-h.p. 567 V-16 engine; the A and B units are semi-permanently coupled so that the unions cannot claim that each is a separate locomotive requiring a crew; the FT develops about the same horsepower as a 2-10-2. (Trains, Boyd/NRHS)
- Nov. 27, 1939 Pennsylvania Supreme Court upholds the lower court ruling that the 1937 Pennsylvania Full Crew Law is unconstitutional. (Rdg AR)
- Nov. 28, 1939 Newark lawyer Shelton Pitney (1893-1946) and Jersey City banker Walter P. Gardner (1869-1949) appointed bankruptcy trustees of the CNJ. (AR)
- Nov. 29, 1939 Hitler orders the navy and Luftwaffe to prepare destroy British shipping and industry; however, severe winter weather delays his plans, resulting in a lull called the "Phony War." (Morris)
- Nov. 30, 1939 Soviet Union invades Finland with the aim of setting up a puppet government and returning it to the status it formerly had as part of the Russian Empire; the Finns offer unexpectedly sharp resistance; the Communist Party of the USA and its front organizations follow the party line by denouncing Finland and trying to prevent U.S. aid to the Finns; the continuing 180-degree turns in the party line to suit Soviet national interests causes a growing number of fellow travelers and liberals to end their alliance with the American party and begin expelling party members from their organizations; Communist locals are increasingly expelled from AFL and CIO unions. (Burg, NYT, Hastings, Ottanelli, Service)
- Dec. 1, 1939 Seaboard Air Line Railway places second 7-car *Silver Meteor* consist in service, permitting daily service to Miami and every third day to Tampa/St. Petersburg. (Guide, C&C)
- Dec. 1, 1939 Atlantic Coast Line Railroad inaugurates *The Champion*, lightweight all-coach streamliner, between New York and Miami; ACL contributes two 7-car Budd trainsets and two E3A diesels in a purple, white and gold livery; FEC contributes one train and one E3; one set displayed at Penn Station, where the gate to Track 3 is decorated with palm trees; first southbound run Dec. 2; christened at Washington, where diesel

attached; ACL No. 501 is the last E3 built. (PubDept, Hoffman, Boyd/NRHS)

- Dec. 1, 1939 Chesapeake & Ohio Railway discontinues passenger service between Old Point Comfort, Va. and Phoebus to permit expansion of Fort Monroe. (Guide)
- Dec. 1, 1938 Alleghany Corporation receives additional shares of Chesapeake & Ohio Railway stock as a first liquidating dividend from Chesapeake Corporation. (Moody's, Turner) MOVE TO 1938!!
- Dec. 1939 *The Southland* begins being operated in two sections for winter season; southbound is No. 33 to west coast and No. 35 to east coast; northbound is No. 32 from both coasts and No. 36, *Southland Express*, from Jacksonville. (Key, tt)
- Dec. 2, 1939 PRSL authorizes equipping 22 coaches with Dunlop-pilto seats, metal sash and safety glass and 2 combines with metal sash and safety glass. (MB)
- Dec. 2, 1939 First commercial flight, a TWA DC-3 from Chicago, lands at La Guardia Airport in New York; surpasses Newark Airport as world's busiest within one year. (PtAuth)
- Dec. 3, 1939 Florida East Coast Railway inaugurates *Henry M. Flagler*, a lightweight Budd coach streamliner, between Jacksonville and Miami. (Key)
- Dec. 3, 1939 First trip of the *Champion* and *Henry M. Flagler* run side-by-side from Fort Lauderdale to Miami. (Hoffman)
- Dec. 4, 1939 Bondholders' committee announces reorganization plan for Seaboard Air Line Railway that would wipe out the preferred and common stock, including the 15% purchased by Pennroad Corporation for \$4.5 million. (NYT)
- Dec. 4, 1939 Berkshire Coal Company incorporated in Pa.; acquires interest in 20,319 acres of coal land in Washington and Greene Counties from bankrupt Piedmont Coal Company and Gallatin Land Company. (MB)
- Dec. 4, 1939 U.S. Maritime Commission authorizes Baltimore Mail Steamship Company to extend its New York-San Francisco service to Asia, but without federal subsidy. (Moyer/Keystone)
- Dec. 8, 1939 PRSL authorizes the purchase of 24 *Brilliner* streamlined streetcars for Atlantic City service from the J.G. Brill Company. (MB)

- Dec. 9, 1939 Pennroad Corporation files protest with ICC asking it not to approve any reorganization plan that wipes out the stock, including that which it holds. (NYT)
- Dec. 11, 1939 City of Philadelphia passes amendment to Philadelphia Improvements ordinance; PRR agrees to sell the city the triangle in the northeast corner of Broad Street Station needed to extend the Parkway to Broad Street and the City agrees to relieve PRR of paying taxes on it, which it has refused to do since 1930. (CDY)
- Dec. 13, 1939 PRR Board authorizes CTC between Jamison Road and Machias, N.Y. on WNY&P; construction of a 75-foot turntable at Curwensville, Pa.; abandonment of part of the Mayes Branch between Berwindale and Mayes; approves retirement of "BQ" office buildings at Sunbury, freight house at North East, Md. (MB)
- Dec. 13, 1939 PCC&StL Railroad Board authorizes automatic signals with coded track circuit control between Bradford and Anoka Jct. (MB)
- Dec. 13, 1939 The crew of the German pocket battleship *Graf Spee*, a commerce raider that has taken refuge from three pursuing British cruisers at Montevideo, Uruguay, scuttle their ship in the Rio de la Plata rather than surrender it. (Morris)
- Dec. 14, 1939 Susquehanna Coal Company sells portions of its lands without workable coal to the Scott Coal Land Company. (MB)
- Dec. 15, 1939 People's Rapid Transit Co., Inc. bus line dissolved. (MB)
- Dec. 1939 Pennroad Corporation sells 36,000 shares of Seaboard Air Line common, leaving 352,119 shares; has sold a total of 50,000 shares in 1939. (NYT)
- Dec. 1939 ALCO brings out a design for a 2,000 HP freight or passenger service streamlined cab unit. (Kirkland)
- Dec. 18, 1939 PRR declares 2% annual dividend; up from 1% in 1938. (MB)
- Dec. 18, 1939 PRR signs amended agreement with City of Philadelphia covering Philadelphia Improvements. (MB)
- Dec. 27, 1939 ICC begins hearings on modified New Haven reorganization plan. (Sutherland)
- Dec. 29, 1939 ICC denies PRR application to abandon Walhonding Branch between

Brink Haven and Loudenville, Ohio. (MB)

Dec. 31, 1939 Peoples Rapid Transit Company, Inc., dissolved. (MB)

Dec. 31, 1939 Pennsylvania Greyhound Lines of Illinois, Inc., sells all assets to Pennsylvania Greyhound Lines, Inc. (C&C)

Dec. 31, 1939 Reading takes delivery of 600 HP center cab diesel switcher No. 35 built by the St. Louis Car Company; the first diesel locomotive with a Fairbanks-Morse engine. (Kirkland)

Late 1939 PRR completes preliminary design for steam turbine locomotive burning pulverized coal; A-B-A units 205' long with GG1-type nose, one unit containing the condenser, one the boiler and turbine, and one the coal bunker; 2+B-1+B+B-B+B+1-B+2 wheel arrangement; designed to haul 1,200-ton train at 100 MPH.

1939 Operating ratio at 71.2 percent; lowest in PRR history (prob. 20th cent. only)

1939 PRR system debt stands at \$1.05 billion.

1939 Route-miles of railroads in receivership peaks at 77,013, or about one-third of the total. (Grant)

1939 Pennsylvania Company sells its 30% interest in Baltimore Mail Steamship Company. (Compt)

1939 Penn Station passenger traffic reaches pre-World War II peak at 69,662,810, having recovered from Depression low of 47,741,058 and 6% higher than previous peak year of 1930. (Condit)

1939 PRR completes new coaling station at Greenville, N.J. (RyAge)

1939 PRR completes (?) track elevation through Woodbridge, N.J., including new station with high-level platform. (AR - check - no completed 1940 or 41 was 97% done - RyAge)

1939 Coal dumpers at South Amboy rebuilt. (C&C)

1939? "D-6" Tower consolidated with "ARSENAL" Tower at the south end of the 30<sup>th</sup> Street Station complex. (RySig)

1939 Pier No. 5 at Baltimore extended. (AR)

1939 Outer 0.15 mile of the Green Ridge Branch near Shamokin abandoned.

(C&C)

- 1939 South Oil City engine house rebuilt.
- 1939 PRR admitted to NYC-B&O joint ticketing scheme between New York and major Midwestern cities.
- ca. 1939 Acting on complaint of the Budd Company, the Justice Department sues Pullman Incorporated under the Sherman Act, charging it with trying to monopolize the construction and operation of sleeping cars.
- 1939 PRSL modernizes passenger cars with metal sash, new seats and ventilating fans.
- 1939 PRSL abandons bulk of Chelsea Branch (0.92 mile) in Atlantic City. (C&C)
- 1939 Leechburg Collieries Company, Inc., sells Foster Nos. 4-9 Mines and Armstrong Mines to persons associated with PRR. (MB)
- 1939 Leechburg Collieries Company, Inc., leases mines of Cambria Collieries Company near Bellaire, Ohio. (Cards)
- 1939 American Contract & Trust Company sells 40% interest in Moreton Truck Company. (Compt)
- 2939 Automatic signals installed between Rochester and Wampum on the Pittsburgh, Youngstown & Ashtabula Railway. (C&C)
- 1939 NYC assigns lightweight Pullman equipment to *Commodore Vanderbilt, Detroit*, and *Southwestern Limited*. (AR)
- 1939 Akron Chamber of Commerce complains to Ohio PUC to force PRR and B&O to build new Akron Union Depot, promised since 1927; material shortages delay construction until 1949. (B&O AR)
- 1939 Former Superintendent of Telegraph Arthur Hale (1859-1939) dies.
- 1939 Baldwin Locomotive Works appoints Ralph Johnson, a steam advocate, as Chief Engineer; he serves through 1948. (Brown)
- 1939 Bethlehem Steel Company ends the production of railroad cars at its Harlan Plant in Wilmington, Del., after 103 years, having been unable to make the transition to lightweight passenger cars. (BethStl)