

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

**By Christopher T. Baer**

**1941**

**April 2015 Edition**

**All data subject to correction and change**

- Jan. 1, 1941 Mayor La Guardia restricts bus operation on streets east of 8th Avenue in Midtown to ease traffic congestion; Pennsylvania Greyhound Lines, Inc., protests. (MB)
- Jan. 1, 1941 Electro-Motive Corporation and part of the Winton Engine Corporation become the Electro-Motive Division (EMD) of General Motors Corporation. (Trains, wiki)
- Jan. 2, 1941 PRSL rescinds the lease of the Inlet Hotel and dock at Atlantic City to John Hogate Whiticar and negotiates a new 5-year lease to Clarence W. Starn as a restaurant and dock for fishing and sailing parties; Starn is to be reimbursed for the cost of razing the hotel; Cap'n Starn's becomes a landmark tourist seafood restaurant well into the 1960s. (MB)
- Jan. 2, 1941 PRR, B&O and Norfolk & Western Railway agree for the exchange of property and relocation of tracks for the construction of the PRR's westbound receiving yard at Columbus, Ohio. (MB)
- Jan. 7, 1941 Pres. Roosevelt establishes the Office of Production Management to coordinate war production; absorbs the Civilian Priorities Board of 1940. (NARA, cqpress.com)
- Jan. 8, 1941 Pres. M.W. Clement reports to the PRR Board that the American Contract & Trust Company has sold all its stock in Moore-McCormack Lines, Inc., and that the PRR no longer owns any steamship line stocks. (MB)
- Jan. 8, 1941 PRR Board authorizes \$17.5 million equipment program, including 5 GG1's, 20 21,000-gallon tenders, 4,500 freight cars, 600 HB1 containers, 200 cabin cars and remodeling 80 passenger cars; authorizes reverse signaling on Tracks 2 & 3 between Oakington and Edgewood, Md.. (MB)
- Jan. 8, 1941 PRR Board approves the following retirements: "GD" Interlocking at Altoona; welfare building at Sharpsburg Yard. (MB)
- Jan. 8, 1941 PCC&StL Railroad Board authorizes additional tracks in Grandview Yard at Columbus. (MB)

- Jan. 9, 1941 Pennsylvania Company makes a statement to the ICC on the Wabash Railway reorganization: wants the elimination of payments of \$28,089,222 in new securities for unpaid interest on the Refunding & General Mortgage bonds on the grounds that that interest was unearned, and the issue of \$33,813,328 in new common stock to holders of both the common and preferred on payment of a \$13 per share assessment. (MB)
- Jan. 10, 1941 Judge George A. Welsh of U.S. District Court at Philadelphia rejects PRR plea for postponement and sets trial of three Pennroad suits for Feb. 10, 1941; Pennroad minority stockholders' committee announces it will file for a receiver within five days. (NYT)
- Jan. 10, 1941 U.S. Treasury pays the Lehigh Valley Railroad \$9.8 million in compensation for the 1916 Black Tom explosion, later increased to \$10.184 million. (AR)
- Jan. 15, 1941 B&O adds 10-5 sleepers to *Capitol Limited*; the B&O's first lightweights and first roomettes, to meet PRR competition. (Stegmaier, Guide)
- Jan. 15, 1941 PRR adds Franklin Type A oscillating cam poppet valves to T1 prototypes, but gearboxes are placed out of easy reach, increasing maintenance costs.
- Jan. 15, 1941 Syndicate led by First Boston Corporation takes \$11.925 million in Equipment Trust certificates, Series L; used to buy 5 electric locomotives, 4,500 freight cars and 200 cabin cars. (PR)
- Jan. 1941 Banker Cyrus S. Eaton of Otis & Co. meets with Thurman Arnold, head of the Antitrust Division of the Justice Dept., and informs him that the House of Morgan and directors of the Chesapeake & Ohio Railway are conspiring to overturn the adoption of competitive bidding for security issues; urges Arnold to support the principle of competitive bidding in hearings on public utility holding companies by the SEC set for Jan. 27. (Borkin)
- Jan. 1941 American, British and Canadian military planners hold 8 weeks of top-secret meetings in Washington to fix basic strategies for implementation if and when the U.S. enters the war. (Offley)
- Jan. 16, 1941 Last run of passenger train between Federal Street, Pittsburgh and Aspinwall on the Conemaugh Division; all remaining Conemaugh Division trains use the Brilliant Branch to Pennsylvania Station. (A-sheet)
- Jan. 20, 1941 LIRR elevated line opens between Hammel and Rockaway Park; space under steel and concrete elevated becomes a new boulevard.
- Jan. 22, 1941 PRR Board authorizes extending 6 stalls of the Logansport roundhouse and 10 stalls at the 55<sup>th</sup> Street roundhouse at Chicago for Class M1 4-8-2's with large tenders. (MB)
- Jan. 22, 1941 PRR Board approves the following retirements: part of the Youghiogheny Branch between the north end of Lindencross Tunnel and Cowansburg; wye at Titusville, station at Crawfordsville, Ind. (MB)
- Jan. 22, 1941 Robert R. Young derails a move by the anti-Young Chesapeake & Ohio Railway directors to directly negotiate a refunding bond issue with Morgan, Stanley & Co. by threatening to hold every board member personally liable.

(Borkin)

- Jan. 22, 1941 British take Tobruk in Libya with 100,000 Italian prisoners. (Morris)
- Jan. 30, 1941 Max Essl of the Baldwin Locomotive Works files for a patent for a third design for a 6,000 HP single-ended diesel locomotive riding on 2-D+D-2 trucks with 8 model 408 modular engines; ancestor of the "Centipede"; construction of the underframe is begun in May. (Kirkland)
- Jan. 31, 1941 Last run of No. 478-479, Ohio remnant of former Pittsburgh local between Wellsville and Laughlin, Ohio, on C&P River Line; ends all passenger service between Laughlin and East Liverpool. (A-sheet)
- Jan. 31, 1941 Manor Real Estate & Trust Company sells West Philadelphia Abattoir property to Consolidated Dressed Beef Company, Inc. (MB)
- Early 1941 In light of increasing tensions with Japan, Pres. Roosevelt orders the Pacific Fleet moved forward from its base in San Diego to Pearl Harbor in Hawaii. (wiki)
- Feb. 1, 1941 Frederick W. Hankins "promoted" from Assistant VP-Chief of Motive Power to Assistant VP in Charge of Operations, allegedly for the shortcomings in the T1 design; H.W. Jones named Chief of Motive Power replacing Hankins; R.G. Bennett named Assistant Chief of Motive Power; Mechanical Engineer Warren R. Elsey made General Superintendent of Motive Power of Eastern Region, replacing Bennett; he had been rumored as candidate to succeed F.W. Hankins as Chief of Motive Power; C.K. Steins to Mechanical Engineer, replacing Elsey; W.W. Patchell to General Superintendent-Eastern Pennsylvania General Division, replacing Jones; H.L. Nancarrow to General Superintendent-Lake General Division, replacing Patchell; F.W. Stoops to Superintendent of Pittsburgh Division, replacing Nancarrow; C.D. Merrill to Superintendent of Philadelphia Division, replacing Stoops; H.B. Stetson to Superintendent of Williamsport Division, replacing Merrill. (MB, PR)
- Feb. 1, 1941 Former Hudson & Manhattan Railroad Pres. and USRA Director-General William Gibbs McAdoo (1863-1941) dies in California. (DAB)
- Feb. 1, 1941 Pennsylvania Greyhound Lines, Inc. begins using the upper deck of the Eads Bridge under an agreement with Terminal Railroad Association of St. Louis of same date. (MB)
- Feb. 3, 1941 PRSL Board authorizes filing to abandon the Quinton Branch. (MB)
- Feb. 4, 1941 Atchison, Topeka & Santa Fe begins operating first U.S. EMD FT freight road diesel in regular service.
- Feb. 4, 1941 Six charitable organizations merge to form United Service Organizations (USO), which will play a large role in providing aid and entertainment to servicemen in the coming war; the USO will establish lounges for servicemen in transit in most of the larger PRR stations. (millercenter.org)
- Feb. 6, 1941 K4s No. 5338 streamlined at Juniata Shops for *The Jeffersonian* to Raymond Loewy design similar to that used for *The South Wind*; tender No. 6862

streamlined on Feb. 18. (PRRFAX)

- Feb. 6, 1941 Spanish dictator Francisco Franco prudently refuses to enter the war on the German side. (Morris)
- Feb. 9, 1941 PRR begins operating Sunday ski trains between Pittsburgh and Ligonier, with bus connection to Laurel Mountain. (PR)
- Feb. 10, 1941 U.S. District Court at Philadelphia begins hearings in combined trial of Overfield and Weigle Suits against PRR and Pennroad Corporation; plaintiffs demand reimbursement of \$95 million in losses; ex-Sen. Daniel O. Hastings of Delaware heads plaintiffs' legal team; Robert T. McCracken represents PRR blames losses on Depression; Pennroad, which initially sold at \$15.00 is now at \$2.375. (MB, NYT)
- Feb. 10, 1941 First Highway Post Office goes into service using a modified White bus between Washington and Harrisonburg, Va., replacing the Washington & Lexington RPO over the Southern Railway. (Long/Dennis)
- Feb. 12, 1941 K4s No. 3678 streamlined at Juniata Shops for *The Jeffersonian*; tender No. 6958 streamlined Feb. 27. (prrfax)
- Feb. 12, 1941 Field Marshal Erwin Rommel ( - ) arrives in North Africa to reverse Italian defeats; he proceeds to push the British back into Egypt. (Hastings)
- Feb.? 1941 "WEST YARD" Tower burns. (RySig)
- Feb. 17, 1941 U.S. Supreme Court upholds constitutionality of Fair Labor Standards Act of 1938. (Burg - or 2/3)
- Feb. 18, 1941 ICC issues supplemental report requiring New Haven to include the Old Colony Railroad on grounds that it may be profitable for freight. (Sutherland)
- c. Feb 20, 1941 Virginia Ferry Corporation places ferry *Pocahontas* in service. (MB)
- Feb. 21, 1941 Pres. Roosevelt leaves Washington for Hyde Park on a PRR POTUS special, returning on Feb. 25. (CMP)
- Feb. 23, 1941 Charles W. Myers, Real Estate Agent at New York, dies. (Guide)
- Feb. 26, 1941 PRR Board authorizes construction of 2 experimental passenger coaches; approves the retirement of stations at Hawkins, Pa., and New Church, Va. (MB)
- Feb. 26, 1941 ICC issues order dated Feb. 18 modifying New Haven reorganization plan; requires New Haven to acquire property of Old Colony and Boston & Providence but denies application to abandon Boston area lines of Old Colony. (AR)
- Mar. 1, 1941 Last trip of *Advance Florida Special* southbound for season. (Guide)
- Mar. 1, 1941 Lehigh Valley Railroad agrees with Charles Harris to purchase 75-100% of the stock of the State Line & Sullivan Railroad, whose railroad has been

- leased to the Pennsylvania & New York Canal & Railroad Company since 1884. (Baird)
- Mar. 1, 1941 Bulgaria joins the Axis. (Morris)
- Mar. 3, 1941 ICC approves the construction of a branch from “BOYD” Tower north of Jeffersonville to the government powder mill at Charlestown, Ind. (MB)
- Mar. 7, 1941 Cleveland & Pittsburgh Railroad Board authorizes installation of CTC between Hudson and Arlington, Ohio. (MB)
- Mar. 9, 1941 New Virginia Ferry Corporation flagship *Pocahontas* placed in revenue service between Cape Charles and Little Creek. (Baxter)
- Mar. 1941 PRR establishes LCL-5 from Baltimore to Pittsburgh on overnight schedule. (LCL)
- Mar. 11, 1941 Western Air Express Corporation, formerly a part of the Transcontinental & Western Air system, renamed Western Air Lines, Inc.; serves the western United States, Canada, Alaska and Hawaii. (Moody's)
- Mar. 11, 1941 Lend-Lease Act signed, allowing Great Britain, and later the Soviet Union, to obtain armaments “on loan” in the U.S.; a total of \$50.6 billion will be dispensed by the Sep. 1946. (EAH, millercenter.org)
- Mar. 11, 1941 Chairman Joseph O’Mahoney, speaking at the last public session of the Temporary National Economic Committee (TNEC), calls for a “new economic constitution” for the end of the current mobilization effort (New Dealers fear a relapse into Depression if federal spending is withdrawn); this would include federal charters for big corporations, vigorous antitrust prosecution, a tax code that encourages the formation of new small businesses, and a national conference of business, labor, farmers and consumers; in his criticism of bigness, O’Mahoney notes that the value of the PRR, \$2.86 billion, exceeds the assessed valuation of 34 states. (NYT)
- Mar. 12, 1941 PRR Board authorizes \$1.1 million to air-condition and convert 25 P70 coaches to Scheme 4, 3 PB70 combines to passenger-baggage-dormitory cars, and 2 P70 coaches to lounge cars; building a restaurant and lunch room for the Union News Company at Pennsylvania Station, Newark; CTC control of sidings between Norwood Heights, Ohio, and Glen, Ind. (MB)
- Mar. 12, 1941 PCC&StL Railroad Board approves extending 6 stalls of the Logansport roundhouse for Class M1 locomotives. (MB)
- Mar. 12, 1941 In its Monograph No. 26, the Temporary National Economic Committee (TNEC) calls for the public registration of all lobbyists. (NYT)
- Mar. 14, 1941 American Locomotive Company (ALCO) introduces the Model S-1 1,000 HP road switcher; the first U.S. diesel locomotive with a road switcher configuration that can be used for light passenger and freight service. (Kirkland, Steinbrenner)
- Mar. 17, 1941 Southern Railway dedicates New York-New Orleans coach streamliner *The Southerner* at New Orleans. (Guide)

- Mar. 19, 1941 *The Southerner* leaves New Orleans on demonstration run to Washington. (Guide)
- Mar. 19, 1941 National Defense Mediation Board created to prevent strikes in defense industries. (EAH)
- Mar. 19, 1941 Executive agreement signed between U.S. and Canada calling for construction of St. Lawrence Seaway to allow ocean-going vessels to operate into Great Lakes; war and railroad opposition blocks Congressional action for over a decade. (RyAge)
- Mar. 26, 1941 PRR Board authorizes finishing and accepting parts of the second floor of Suburban Station; installing automatic block signals between Lancaster and "COLUMBIA" Interlocking; additions to the Stiles Street Yard in Linden, N.J.; reverse signaling on Tracks 2 & 3, North East to Perryville, Perryville to Oakington, Edgewood to "GUNPOW," Bengies to North Point, Winans to Odenton, Bowie to Landover, and Landover-Washington; revising eastbound yards at Columbus, Ohio; extending Plum Creek Branch 600 feet across the Bessemer & Lake Erie Railroad to a junction with Unity Railways near Unity Jct., Pa.; abandoning 1.03 miles of the Penfield Branch on the Renovo Division. (MB)
- Mar. 26, 1941 Yugoslav officers overthrow the government of Prince Paul, the pro-German regent, and declare neutrality. (Morris)
- Mar. 28, 1941 *The Southerner* exhibited at Washington Union Station. (Guide)
- Mar. 28, 1941 New Haven abandons line between Adamsdale Jct. and Franklin, Mass. (nhrhta)
- Mar. 29, 1941 PRR establishes extra trains ND5 and ND6 between Trenton and Fort Dix via Kinkora Branch to carry inductees in addition to special troop trains run as needed. (Brinckmann says ND1/2??)
- Mar. 29, 1941 Last NYC freight runs up the tracks in 10<sup>th</sup> Avenue from 17<sup>th</sup> Street to 30<sup>th</sup> Street, preceded by George Hayde, 21, the last "10<sup>th</sup> Avenue cowboy"; the track is then abandoned in favor of the elevated High Line. (NYT)
- Mar. 31, 1941 *The Southerner* Nos. 47-48, all-coach streamliner, leaves New York on its first revenue run to New Orleans over PRR and Southern Railway via Atlanta and Birmingham; PRR owns three of the coaches in the special pool; three trainsets are used with three new Southern E6A units in green, white and gold. (Guide, RyAge, Wayner, Boyd/NRHS)
- Mar. 31, 1941 PB&W Board authorizes buying land for a branch from Arundel, Md., to the Bowie Race Track; CTC between Perryville and Cresswell on the Port Road; reverse signaling on Tracks No. 2 & 3 as follows: North East-"GUNPOW," Bengies-North Point, Winans-Odenton, Bowie-Washington. (MB)
- Mar. 31, 1941 Greyhound companies agree to purchase Pan American Bus Lines. (MB)
- Mar. 31, 1941 Temporary National Economic Committee (TNEC) submits its final report

to Congress. (NYT)

- Apr. 1, 1941 United Automobile Workers (CIO) strikes the big River Rouge Plant of Ford Motor Company, a bastion of anti-unionism. (Burg, NYT)
- Apr. 2, 1941 ICC authorizes abandoning 1.62 miles of the Pennville Branch in Clearfield County. (MB)
- Apr. 2, 1941 With only a 30-day supply of coal on hand, United Mine Workers strike to lock in wage and work rules gains before war freezes begin, particularly the elimination of the differential between northern and southern wages; Pres. Roosevelt is concerned that it interferes with rearmament. (NYT, Dubofsky)
- Apr. 3, 1941 Temporary National Economic Committee (TNEC) expires after Congress refuses a further extension; after a mountain of labor and reams of testimony, TNEC disappoints foes of monopoly and concentration by failing to make forceful conclusions or recommend new, strong anti-bigness legislation, while business interests complain of the TNEC's one-sided partisanship; the evidence shows that large corporations are increasingly able to finance themselves through private placements, which are undercutting the traditional importance of investment bankers; liberals see only the evidence showing that concentration persists. (NARA, Carosso)
- ca. Apr. 1941 CTC placed in operation between Harmony, Ind., and Casey, Ill., on St. Louis Division. (see 7/31/40!!)
- Apr. 6, 1941 Hitler invades Yugoslavia and Greece. (Hastings)
- Apr. 7, 1941 Western New York & Pennsylvania Railway Board approves additional classification tracks and two advance tracks in Ebenezer Yard. (MB)
- Apr. 9, 1941 PRR Board authorizes \$352,000 for rebuilding 6 diners to 3 twin-unit diners with full dining and kitchen/dormitory cars; authorizes change of line east of Huntingdon, Pa., to remove speed restriction. (MB)
- Apr. 9, 1941 PRR Board approves the following retirements: "KING" Block Station at King of Prussia; shelter at the old station site at Frankfort, Ind. (MB)
- Apr. 10, 1941 Pres. Roosevelt announces an agreement with the Danish government in exile allowing the U.S. to occupy Greenland and establish bases to secure the Atlantic crossing. (Smith/FDR)
- Apr. 11, 1941 Pres. Roosevelt creates the Office of Price Administration & Civilian Supply (OPACS) within the Office for Emergency Management by merging the Price Stabilization Division and Consumer Protection Division of the old Advisory Commission to the Council on National Defense, which is abolished. (NARA, wiki)
- Apr. 11, 1941 Ford Motor Company agrees to a settlement recognizing the United Automobile Workers (CIO) after a 10-day strike and grants a union-shop contract, the first with a major automaker. (NYT, BurLabStats)
- Apr. 12, 1941 Congress extends Guffey-Vinson Bituminous Coal Act for two years. (Dubofsky)

- Apr. 13, 1941 Japan signs a non-aggression pact with the Soviet Union to protect its northwestern flank; the Soviets recognize Japanese control of Manchuria/Manchukuo, and Japan recognize Outer Mongolia as a Soviet satellite. (authentichistory.com, Smith/FDR)
- Apr. 15, 1941 Last run of passenger service on Sligo Branch of Allegheny Division, Lawsonham to Sligo, Pa. (A-sheet)
- Apr. 1941 SEC rules in favor of competitive bidding for securities of public utility holding companies. (Borkin)
- Apr. 17, 1941 Yugoslavia surrenders to Germany. (Morris)
- Apr. 18, 1941 U.S. Army Engineers reject New Jersey proposal for turning Delaware & Raritan Canal into federal waterway for the coasting trade on grounds of no demand for the service. (Rept)
- Apr. 18, 1941 West Jersey & Seashore Railroad Board authorizes abandonment of line between Alloway Jct. and Quinton; equipping 16 P70's with "Dunlo-pillo" seats, metal window sash, and shatterproof glass and 4 PB70 combines with metal sash and shatterproof windows. (MB)
- Apr. 18, 1941 Pres. Roosevelt leaves Washington for Hyde Park on a PRR POTUS special, returning on Apr. 21. (CMP)
- Apr. 18, 1941 Canadian Prime Minister William Lyon Mackenzie King leaves Norfolk, Va., on an overnight trip to New York via the Norfolk & Western Railway, Atlantic Coast Line Railroad, Richmond, Fredericksburg & Potomac Railroad and PRR in a Canadian private car attached to regular trains. (CMP)
- Apr. 21, 1941 NYC places new *James Whitcomb Riley* on public display at Indianapolis Union Station; streamlined heavyweight cars styled by Henry Dreyfuss and rebuilt at Beech Grove Shops. (Hetherington)
- Apr. 23, 1941 PRR Board authorizes \$375,000 for experimental steam-turbine locomotive, originally Class R2 4-8-4 (later War Production Board restrictions mandate use of heavier carbon steel resulting in Class S2 6-8-6); Board also approves purchase of Beaver Valley Railroad at Beaver, Pa., from Sun Oil Company, 2.3 miles directly and 3.1 miles jointly with Pittsburgh & Lake Erie Railroad; replacing station and low platform at Avenel, N.J., with high platform and shed. (MB)
- Apr. 23, 1941 PRR Board approves the following retirements: "STATE LINE" Interlocking; Collier-Weirton Jct.; station at Onley, Va.; station shelter at Dunkirk, Ind. (MB)
- Apr. 23, 1941 Cleveland & Pittsburgh Railroad Board authorizes joint purchase with Pittsburgh & Lake Erie Railroad of 3.1 miles of Beaver Valley Railroad. (MB)
- Apr. 23, 1941 Pennsylvania Greyhound Lines, Inc., Board authorizes purchase of intrastate certificate between York and Gettysburg from Adams Transit Company;



- sale of Harrisburg-Greencastle certificate to Blue Ridge Transportation Company. (MB)
- Apr. 23, 1941 Raymond Loewy submits a design for a business compartment for *The Congressional* with sofa, two chairs and a folding table; not implemented until 1952. (CMP)
- Apr. 26, 1941 Last run of local mixed train between Olean and Rochester, N.Y.; ends all passenger service between Hinsdale and Rochester. (A-sheet)
- Apr. 27, 1941 *The Advance General* renamed *The Admiral* (eastbound); *The Jeffersonian* inaugurated as deluxe, Loewy-designed all-coach train between New York and St. Louis on a 20:15 schedule; "*The Spirit of St. Louis*" becomes all-Pullman; *The Golden Arrow* No. 78 restored to all-Pullman status on 17:00 schedule; *The Detroit Arrow* westbound renamed *The Chicago Arrow*; third Detroit-Chicago train named *The Red Bird* on 4:45 schedule and given observation car similar to *The Trail Blazer*, plus deluxe coaches and parlor car. (Mutual, Guide)
- Apr. 27, 1941 *The Speaker* No. 178 inaugurated northbound between Washington and New York. (tt)
- Apr. 27, 1941 *The Patriot* No. 170-171 inaugurated as a Boston-Washington train on 8:40 schedule, fastest ever on that route; *The Federal* speeded up and adds Philadelphia-Boston 8-1-3, Washington-Boston 6-6, Providence-Philadelphia and Providence-Washington sleeping cars; New Haven inaugurates the *Pershing Square* between Boston and New York (Grand Central), the eastbound Sunday *Shoreliner* and the westbound Sunday *Sundowner*. (AR, Guide)
- Apr. 27, 1941 *The Down Easter* becomes a summer-weekend-only train between Penn Station, New York, and Waterville, Maine. (tt - was there still a GCT section?)
- Apr. 27, 1941 B&O establishes *The Washingtonian* No. 21-22, a new daylight train between Baltimore and Cleveland, running over P&LE between Pittsburgh-Youngstown and Erie Railroad Youngstown-Cleveland. (Guide)
- Apr. 28, 1941 Lehigh Valley Railroad cuts its Johnston Avenue, Jersey City-Flemington commuter train Nos. 52-53 to Jersey City-South Plainfield; Flemington continues to be served by shuttles connecting with main line trains at Flemington Jct. (Greenberg)
- Apr. 28, 1941 NYC introduces *The James Whitcomb Riley* between Chicago and Cincinnati on 5:30 schedule, 25 minutes faster than the *Sycamore*, previously the premier train on the route; streamlined coach train composed of streamlined heavyweight coaches, diner and buffet-observation from Beach Grove Shops similar to the *Mercurys* and using the former *Mercury* streamlined 4-6-2's. (Guide, Sanders)
- Apr. 28, 1941 Pennsylvania PUC grants Pennsylvania Greyhound Lines, Inc. certificates for business between Harrisburg and Easton. (MB)
- Apr. 28, 1941 Coal strike ends under temporary agreement with \$1 per day increase.

(Dubofsky)

- Apr. 30, 1941 Daniel Willard (1861-1942), Pres. of the B&O since 1910, is promoted to Chairman; Roy B. White (1883-1961), formerly Pres. of Western Union Telegraph Company, elected Pres. of the B&O. (RyAge)
- May 1, 1941 Chief Electrical Engineer J.V.B. Duer promoted to Assistant to Vice President in Charge of Operation; he and his friend VP in Charge of Operations John F. Deasy take a greater role in promoting large steam locomotives; the post of Chief Electrical Engineer is left vacant. (MB)
- May 1, 1941 PRR cuts LCL interchange points with Erie Railroad from 28 to 5: Marion, N.J., Elmira, Buffalo, Akron and Chicago. (LCL)
- May 1, 1941 Last run of *Advance Florida Special* northbound for season. (Guide)
- May 1, 1941 Germany completes the conquest of Greece. (Morris)
- May 2, 1941 For summer seasons only, *The Champion* is renamed *The Tamiami Champions* with separate sections to east and west coasts; heavyweight sleepers added to consist. (tt, Welsh)
- May 6, 1941 First sleeping cars added to SAL's *Silver Meteor*; one car New York-Miami and two cars New York-St. Petersburg. (RyAge)
- May 6, 1941 Southern Railway's *The Tennessean* begins exhibition run from Memphis to Washington. (Guide)
- May 8, 1941 Charles D. Wetmore ( -1941), architect of Grand Central Terminal, dies at age 74. (NYT)
- May 10, 1941 The Luftwaffe's "Blitz" against London and other British cities ends. (wiki)
- May 14, 1941 PRR Board rescinds authorizations of Sep. 1939 for conversion of 40 P70 coaches to Scheme 4 and 61 to Scheme 6 and instead approves \$1.8 million for converting 41 P70's into P56's and 49 P70's to P84's; also orders converting 4 more diners into 2 twin-units with kitchen/lunch counter cars (for *The Congressional?*); rescinds 1940 authorization to rearrange the ticket offices and Oyster Bar at the LIRR waiting room at Penn Station. (MB)
- May 14, 1941 PRR Board authorizes extending eastbound receiving yard at Enola for 125-car trains; rearranging the ticket office and building a buffet for The Savarins, Inc., off the LIRR Waiting Room at Penn Station; rearranging the engine terminal at Sodus Point to accommodate Class IIs 2-10-0's; abandoning 2.7 miles of the Essler Branch from the Lyons Run Branch near Saunders, Pa., to end-of-track; retiring the interlocking at Converse, Ind. (MB)
- May 14, 1941 Henry H. Lee resigns as Pres. of Pennroad Corporation because of poor health; succeeded by Benjamin F. Pepper who joined the company on Jan. 1, 1940 as VP; Pepper proves more sympathetic to the stockholder suits and begins the transformation of Pennroad into an independent investment company. (NYT)

- May 15, 1941 Board of Transportation of the City of New York restores service on two tracks of the old New York, Westchester & Boston Railway between 180<sup>th</sup> Street and Dyre Avenue near the city line; operated as a shuttle service connecting with the IRT at 180<sup>th</sup> Street. (Feinman)
- May 1941 Symbol freight WS-4 established Chicago-Enola for third morning delivery to seaboard. (LCL)
- May 1941 Station-to-station truck service established Patton-Westover, Pa., and Barnesbor-Spangler, Pa. (LCL)
- May 15, 1941 PRR completes simplifying LCL interchange with Nickel Plate from 33 to 6 interchange points. (LCL)
- May 1941 PRSL cancels weekend excursions and low-rate party specials for July and Aug., as cars are needed for troop trains and increased business on regular trains. (RyAge)
- May 1941 Schellingers Landing station renamed Cape May Harbor. (Guide)
- May 17, 1941 *The Tennessean*, streamlined train with heavyweight sleepers, inaugurated with a first eastbound run from Memphis to New York over PRR and Southern Railway via Bristol and Chattanooga; three 13-car trainsets used; hauled by Otto Kuhler streamlined 4-6-2 between Washington and Bristol and two E6A-B diesel sets between Bristol and Memphis; no through cars north of Washington. (RyAge, Guide, Stout, Boyd/NRHS)
- May 20, 1941 Sleeping cars added to *Silver Meteor*. (PassDept - see above)
- May 21, 1941 ICC authorizes the Bellefonte Central Railroad to abandon its unused Fairbrook Branch between State College and Stover, Pa., with the use of the PRR between Stover and Tyrone (22.77 miles). (ICC)
- May 21, 1941 National Labor Relations Board election shows 70% of Ford's River Rouge workers favoring United Auto Workers. (Burg)
- May 22, 1941 New stairways open at Jersey City Terminal for passengers boarding ferries from the street. (FerryDept)
- May 23, 1941 Court orders Trustee to dismantle and sell the property of the New York, Westchester & Boston Railway in Westchester County. (Moody's)
- May 24, 1941 The German battleship *Bismarck* breaks out into the North Atlantic. (Offley - verify - when Hood sunk?)
- May 27, 1941 Pres. Roosevelt declares an unlimited national emergency following German subjugation of Greece and Yugoslavia, allowing him to exert more control over the economy. (Gregory, millercenter.org)
- May 27, 1941 Royal Navy sinks the German battleship *Bismarck*. (Morris)
- May 28, 1941 PRR Board authorizes \$900,000 for 12 lightweight coaches, later cancelled because of war; also conversion of 3 P70's to observation/lunch counter cars, 3 PB70 combines to lounge/dormitory/baggage cars, and 3 PB70 combines

- to PB36's; authorizes rearranging "DS" Interlocking at Terre Haute; retiring the Holden Branch at Detroit. (MB)
- May 28, 1941 Pennsylvania Tunnel & Terminal Railroad Board approves four new shops on the south side of the LIRR Concourse in Penn Station and new buffet for The Savarins, Inc., in LIRR waiting room. (MB)
- May 28, 1941 PFW&C Railway Board approves building a coaling and water facility for the Class T1 locomotives at Millbrook, Ohio; building a wye at Crestline; extending 10 stalls of the 55<sup>th</sup> Street roundhouse at Chicago for Class M1 locomotives with large tenders. (MB)
- May 28, 1941 Pres. Roosevelt creates office of Petroleum Coordinator for National Defense and appoints Secretary of the Interior Harold L. Ickes. (EAH, Giebelhaus)
- May 31, 1941 Last run of passenger train between East Liverpool and Alliance, Ohio; replaced by mixed train on 10-hour schedule beginning June 2. (A-sheet)
- May 31, 1941 Because of success, all three Chicago-Miami coach streamliners are extended to operate all year. (Key)
- May 31, 1941 Fire begins in cattle pens at Harsimus Cove; burns for 24 hours and destroys cattle pens, pier, barges and Erie Railroad grain elevator, warehouse and Pier No. 2; total damage \$5 million. (RyAge, CE)
- June 1, 1941 Roy Barton White (1883-1961) elected Pres. of the B&O, replacing Daniel Willard (1861-1942), promoted to the honorary position of Chairman; Willard has had the longest tenure of any B&O Pres. (AR)
- June 3, 1941 U.S. District Court disapproves ICC reorganization plan for New Haven and appoints a "Compromise Committee" including representatives of the Commonwealth of Massachusetts, the creditors and the Old Colony Railroad; arranges to keep Old Colony commuter lines operating. (Sutherland)
- June 1941 PRR establishes through truck service between Logansport and Union City; new truck routes established, Altoona-Tyrone, Altoona-Hollidaysburg, and Canton-Columbia Cross Roads, Pa. (LCL)
- June 8, 1941 Lehigh Valley Railroad begin running all its Hazleton Branch passenger trains through to Lehighton to make main line connections there rather than at Mauch Chunk. (Greenberg)
- June 9, 1941 Tome School for Boys at Port Deposit, Md., holds its last graduation and closes, after its original endowment lost value in the Depression, and the alumni proved unable to keep it open; the site is acquired for construction of the Naval Training Center, Bainbridge. (portdeposit.org)
- June 10, 1941 Operating Brotherhoods present demands for a 30% increase and the non-operating unions for a 30-cents an hour increase, both of which are rejected by the railroads. (B&O AR)
- June 10, 1941 State of Maryland buys the Annapolis-Matapeke vehicular ferry from the

Claiborne-Annapolis Ferry Company headed by ex-Gov. Harrington; the western terminus is moved to Sandy Point to shorten the trip to 25 minutes on Nov. 1, 1943. (StmbtBll, RdBldgMd)

- June 11, 1941 PRR Board approves \$96,000 for 2 experimental air-conditioned, high-capacity coaches, later cancelled because of war; cancels authorization for numerous unbuilt or suspended projects, including \$997,000 for Philadelphia Improvements, widening right-of-way between Frankford Jct. and Morrisville. (MB)
- June 11, 1941 PRR Board authorizes reverse signaling on Track 3 between "RAGAN" and Wilmington, Del., Track 2 between "LANDLITH" and "WEST YARD," and Track 3 between "MO" Tower, Cresson, and Bennington; remoting "LANDLITH," "WEST YARD" and "RAGAN" Interlockings from Wilmington Station; \$16,300 for facilities to handle the Class S1 locomotive at Crestline. (MB)
- June 11, 1941 PRR Board approves the following retirements: "WR" Block Station at Waterford, Pa.; stations at Bretzwood, Pa., and Clement, Pa. (MB)
- June 11, 1941 Pres. M.W. Clement reports to the Pennsylvania Company Board that the U.S. District Court and ICC have approved the Wabash Railway reorganization plan, including the PRR and Pennsylvania Company acquiring control, providing they place their Lehigh Valley Railroad and New Haven shares in trust; the Wabash bondholders are to receive common stock, and the Pennsylvania Company is to purchase any the bondholders do not take. (MB)
- June 11, 1941 PCC&StL Railroad Board authorizes purchasing property for the extension of the westbound receiving yard at Columbus and track changes in the eastbound yard; authorizes rearranging "DS" Interlocking at Terre Haute Union Station. (MB)
- June 12, 1941 NYC and P&LE inform ICC they will withdraw their objections to PRR acquiring control of Wabash Railroad providing all PRR, Pennsylvania Company and Wabash holdings of New Haven and Lehigh Valley Railroad are placed in trust. (NYT)
- June 13, 1941 ICC concludes hearings on PRR proposal to acquire control of Wabash. (NYT)
- June 1941 B&O dieselizes *The Diplomat* and *The Ambassador* west of Washington. (Guide)
- June 1941 Railroad unions files demands for wage increases totaling \$900 million. (PMiddleton - see 6/10)
- June 1941 Railroads propose four changes in operating rules, citing the press of war freight traffic: 1) starting yard crews at any time instead of at the start of each trick (shift); 2) allowing road crews to perform incidental switching to avoid paying one or more yard crews a full day's pay for as little as 10 minutes' work or a road crew an extra day's pay as a yard crew for the same amount of work; 3) allowing the handling of freight on passenger trains; 4) limiting the time for filing grievances to 30 days. (PMiddleton)

- June 16, 1941 Samuel R. Hursh appointed Chief Engineer, Maintenance of Way-Eastern Region; H.H. Garrigues is transferred to the post of Assistant to the General Manager-Eastern Region pending retirement. (MB)
- June 16, 1941 Waynesburg & Washington Railroad Board approves \$131,475 for the line relocation between Hackneys and Tylerdale. (MB)
- June 18, 1941 PRR announces \$23 million equipment order including 15 GG1's, 6,020 freight cars, 50 cabin cars, and 12 long-distance tenders. (PR)
- June 20, 1941 Henry Ford and the Ford Motor Company sign a contract recognizing the United Automobile Workers (CIO) granting all its demands, the last of the Big Three to do so. (NYT, Gregory - see above)
- June 21, 1941 Last run of Chicago-Grand Rapids sleeper via Michigan Central and PRR. (A-sheet)
- June 22, 1941 Germany invades the Soviet Union with 190 divisions along a 2,000-mile front as Hitler launches Operation Barbarossa; his aim is nothing less than a war of extermination and the seizure of Soviet territory and resources; the Russians have not completed their rearmament program, and entire armies are surrounded and destroyed, but Hitler has underestimated Russia's productive capacity and resilience; following the party line from Moscow, the Communist Party of the USA under Earl Browder again turns 180 degrees from opposing aid to Britain and France to all-out support of the war and an end to strikes that would hurt war production; American isolationists are now denounced as pro-Nazi. (Hastings, wiki)
- June 22, 1941 *The Speaker* No. 109 southbound inaugurated as an early morning train between New York and Washington. (A-sheet)
- June 23, 1941 Automatic Coal Burner Company incorporated in Pa. for purpose of selling and servicing an anthracite version of the "Iron Fireman" stoker in an attempt to protect the anthracite market from further inroads by oil and gas heating; during the war, it handles reconversions to coal to save petroleum; subsidiary of Lehigh Coal & Navigation Company. (Compt)
- June 23, 1941 Edward Conlin, head of the Penn Station information desk, appears on the radio quiz show *True or False* on WJZ and NBC's Blue Network; a panel of six housewives tries to stump Conlin and five other information clerks from New York City transportation terminals. (RyAge)
- June 24, 1941 Pres. Roosevelt promises Lend-Lease aid to the Soviet Union. (EAH)
- June 25, 1941 PRR Board authorizes air-conditioning and conversion of 5 dining cars to cafe-grill cars; escalators from Platforms 8, 10 & 11 to the Exit Concourse at Penn Station; reverse signaling on Tracks 2 & 3 between "LANE" Tower and "UNION" Tower on the New York Division; plaza improvements at Harrisburg Station; wye at Cheverly between the freight line and the Magruder Branch; extending Enola roundhouse. (MB)
- June 25, 1941 PRR Board approves the retirement of the Marlboro, Md., passenger station and the Marshfield, Ind., water station. (MB)

- June 25, 1941 Under pressure from African American leaders including A. Philip Randolph of the Sleeping Car Porters, who threatens a 100,000-man march on Washington, Pres. Roosevelt creates the Fair Employment Practice Committee to prevent racial or religious discrimination in defense plants or government. (NARA, Gregory, Trains)
- June 26, 1941 PB&W Board authorizes remote control of “LANDLITH,” “WILMINGTON,” “WEST YARD” and “RAGAN” Interlockings from Wilmington Station; reverse signaling on Track No. 2, “LANDLITH” to “WEST YARD” and Track No. 3, “WILMINGTON” to “RAGAN”; wye at Cheverly between the freight line and the Magruder Branch. (MB)
- June 26, 1941 Northern Central Railway Board authorizes extending the eastbound receiving yard at Enola Yard for 125-car trains. (MB)
- June 26, 1941 Bill introduced by Sen. Ellison D. Smith (1864-1944) of South Carolina to amend the Railway Labor Act of 1926 in line with complaints made by the Association of American Railroads; the National Adjustment Board would be modified to have four divisions of three members each appointed by the President from management, labor and the public, instead of a total of 18 each from management and labor. (PMiddleton)
- June 28, 1941 LIRR operates first “golf outing” special to the Brentwood Country Club; \$3.00 fare includes round trip and use of links and clubhouse. (RyAge)
- June 28, 1941 American Mixed Claims Commissioner rules that 50% of the Lehigh Valley Railroad’s award in the Black Tom case should go to pay legal fees; LV appeals to the U.S. District Court. (AR)
- June 28, 1941 Pres. Roosevelt creates the Office of Scientific Research & Development under Vannevar Bush (1890-1974) to coordinate defense technologies; beginnings of federal support for “Big Science” that continues through the rest of the century. (millercenter.org)
- June 28, 1941 Minsk falls to the Germans. (Hastings)
- Jun 30, 1941 Virginia Transportation Company liquidated; its holdings of Nickel Plate, C&EI and Pittston Company are transferred to C&O. (Moody’s)
- July 1, 1941 World War I hero Sgt. Alvin C. York (1887-1964) arrives at Penn Station to attend the New York premier of the movie *Sergeant York* starring Gary Cooper (1901-1961) based on his exploits; is greeted by an honor guard from the PRR Post No. 599, Veterans of Foreign Wars. (RyAge)
- July 1, 1941 Richmond-Greyhound Lines, Inc., acquires Peninsula Transit Corporation, operating buses between Baltimore, Richmond and Norfolk (Cards)
- July 1, 1941 German Afrika Korps under the command of Field Marshal Erwin Rommel (1891-1944) has pushed the British in Libya back to El Alamein on the Egyptian border. (Morris)
- July 2, 1941 Reacting to the invasion of the Soviet Union, the Japanese privy council finally decides to expand to the south into Southeast Asia and Indonesia;

they also decide to prepare for war with the U.S. and Britain, should they oppose the advance. (Smith/FDR)

- July 3, 1941 Soviet dictator Josef Stalin (1879-1953) recovers from the shock of the Nazi invasion and calls for a "Great Patriotic War"; factories and machinery are already being moved eastward away from the German advance. (Hastings)
- July 3, 1941 Central Pennsylvania Lumber Company closes its large sawmill complex at Sheffield, Pa., at the junction of the PRR and the Tionesta Valley Railway. (Casler/Kline)
- July 4, 1941 Last run of passenger service on Vincennes Branch between Indianapolis and Vincennes, Ind. (A-sheet)
- July 5, 1941 Station-to-station truck service established Union City-Bradford, Ohio. (LCL)
- July 5, 1941 In permanent settlement, United Mine Workers gain union shop in all coal fields except in captive mines, as well as other gains. (Dubofsky)
- July 6, 1941 Indianapolis & Vincennes RPO discontinued. (Kay)
- July 7, 1941 U.S. Marines land in Iceland to protect shipping lanes to Europe. (EAH)
- July 7, 1941 Station-to-station truck service established Logansport-South Bend and Logansport-Effner. (LCL)
- July 9, 1941 Station-to-station truck service established Indianapolis-Bentonville and Columbus, Ind. (LCL)
- July 9, 1941 Revelle W. Brown (1883-1980), formerly VP in Charge of Operations & Maintenance of the Reading and CNJ, is elected Pres. of the Lehigh Valley Railroad, replacing Albert N. Williams (1888-1961), elected Pres. of the Western Union Telegraph Company. (RyAge)
- July 11, 1941 Station-to-station motor truck service established Terre Haute-Decatur and Terre Haute-Frankfort. (LCL)
- July 11, 1941 Judge Knox of the U.S. District Court holds an auction of the rolling stock and furniture of the New York, Westchester & Boston Railway. (Moody's)
- July 12, 1941 Britain signs a treaty of alliance and assistance with the Soviet Union. (Service)
- July 14, 1941 Raymond Lowey-designed ticket office opens in the Otis Building on La Salle Street in the Chicago Loop; features a light-up map displaying the routes and departure times of major trains; cycle is automatic and repeats every three minutes. (Mutual)
- July 14, 1941 MBA opens (first?) cafeteria at Juniata Shops. (Mutual, 1999 - actually were cafeterias earlier)
- July 14, 1941 Station-to-station truck service established Chicago-Plymouth. (LCL)



- July 14, 1941 Future LIRR and MTA head Peter Eugene Stangl (1941- ) born at Waterbury, Conn. (wiki)
- July 15, 1941 Southbound platform canopy at Wilmington station extended to 14-car length and northbound platform to 12-car. (CE)
- July 1941 Bellefonte Central Railroad abandons its unused line between State College, Pa., and a connection with the PRR at Stover, including the right to run over the PRR to Tyrone. (Guide)
- July 1941 Beaver Valley Railroad, purchased jointly by PRR and P&LE. (Guide)
- July 16, 1941 Station-to-station truck service established Chicago-Logansport. (LCL)
- July 16, 1941 H.G. Hostetter named Superintendent of the Baltimore & Eastern Railroad, replacing J.A. Schwab. (MB)
- July 16, 1941 Smolensk falls to the Germans. (Service)
- July 1941 Wabash reorganized; PRR's common stock interest is preserved, and the PRR emerges with stock control of new Wabash Railroad Company.
- July 18, 1941 Justice Dept. settles antitrust suit vs. Association of American Railroads and their refusal to adopt through routes with motor carriers; AAR agrees to refrain from enforcing its resolutions on member railroads. (RyAge)
- July 19, 1941 Hitler removes some of his forces aiming at Moscow to reinforce armies to the north and south, probably ruining his only chance of punching through Moscow's defenses and taking the Soviet capital. (Morris)
- July 21, 1941 Luftwaffe begins bombing Moscow. (Service)
- July 22, 1941 Justice Dept. files amended antitrust suit against the Pullman Company for monopolizing the construction of sleeping cars. (RyAge)
- July 22, 1941 New Jersey Legislature passes two bills to reform railroad taxes; Assembly by 33-22 and Senate by 12-3; a victory for Gov. Charles Edison ( - ) and a setback for the machine of Jersey City Mayor Frank Hague, which mounted a heavy media attack on "tools of the railroad lobby"; bill changes the tax formula from an *ad valorem* tax to a flat 3% property tax, plus a graduated franchise tax based on earnings; second bill grants railroads 20 years to pay back taxes and waiver of \$16 million in interest and penalties. (RyAge)
- July 23, 1941 Japan advances into southern Vietnam and secures the use of French air and naval bases (many of which will later become U.S. bases and household names during the War in Vietnam) from the Vichy government. (Smith/FDR - or 7/29??)
- July 24, 1941 Pres. Roosevelt threatens to freeze Japanese credits in the U.S. and impose an oil embargo in response to Japanese arranging with the collaborationist Vichy regime to occupy bases in French Indochina. (NYT)
- July 26, 1941 Pres. Roosevelt freezes all Japanese assets and also all Chinese assets in the U.S.; the Philippine armed forces are placed under American command, and

Gen. Douglas MacArthur is recalled to active duty to command in the Philippines; exports of oil to Japan are to continue, but with the additional red tape of individual export licenses; FDR fears that stopping the flow of oil will drive Japan to seize the Dutch East Indies (Indonesia), thus igniting a general war in the Pacific; however, Assistant Secretary of State Dean Acheson (1893-1971), who has to approve export licenses, is a hawk, and once FDR leaves the country, he refuses his approval, cutting off all exports to Japan; by the time FDR returns, it is too late to change course. (Smith/FDR)

- July 27, 1941 Regular passenger service replaces mixed train between East Liverpool and Alliance. (A-sheet)
- July 28, 1941 PRR Passenger Traffic Manager C.H. Mathews, Jr., announces that *The Trail Blazer* has carried 132,000 passengers in its first year and 175,000 in the second; in 1940-41 sometimes operates in second and third sections. (NYT, Guide)
- July 28, 1941 Reading drops trackage rights over the CNJ between Bound Brook and Dunellen, used to turn and service steam locomotives formerly assigned to West Trenton-Bound Brook local passenger trains. (AR)
- July 28, 1941 Japan freezes all U.S. assets. (authentichistory.com)
- July 28, 1941 Dow Jones industrials peak at 130.06, then decline into spring of 1942 on war scares. (Wyckoff)
- July 29, 1941 ICC authorizes PRR and Pennsylvania Company to acquire control of reorganized Wabash Railroad providing that Wabash, Lehigh Valley and New Haven shares are placed in a blind trust.
- July 29, 1941 B&O dieselizes *Ambassador* (and *Diplomat*?). (B&O Mag - see above)
- July 29, 1941 Japan occupies southern French Indochina. (authentichistory.com)
- July 30, 1941 Former Pennroad Corporation Pres. Henry Haworth Lee (1880-1941) dies at Peekskill, N.Y., after suffering a heart attack at Bear Mountain Park while en route to Woodstock, N.H. (NYT)
- July 30, 1941 Pres. of the Philadelphia Saving Fund Society and Baltimore & Eastern Railroad director Stacy B. Lloyd ( -1941) dies. (MB)
- July 30, 1941 Pres. Roosevelt establishes the Economic Defense Board headed by VP Henry A. Wallace; to absorb the Office of Administrator of Export Control on Sep. 15. (wiki)
- Aug. 1, 1941 Passenger service discontinued between Corydon, Pa., and Olean, N.Y. (eff. date) (A-sheet)
- Aug. 1, 1941 Motor truck service established Columbus to Sunbury and Westerville, Ohio.. (LCL)
- Aug. 1, 1941 Pres. Roosevelt imposes an embargo on petroleum shipments to Japan. (NYT)

- Aug. 3, 1941 Pres. Roosevelt leaves Washington on a PRR POTUS special, occupying the *Roald Amundsen*; this is the first PRR trip on which the Pullman *Conneaut* is coupled ahead of the presidential car for the use of the Secret Service; Roosevelt travels overnight to the submarine base at New London, where he boards the presidential yacht *Potomac*, ostensibly for a week-long fishing trip; once out of sight, he transfers to the cruiser *U.S.S. Augusta* and, with escort vessels, steams to Placentia Bay, Newfoundland, for a secret conference with Sir Winston Churchill, who has crossed the ocean on the Royal Navy battleship *H.M.S. Prince of Wales*; the *Potomac* continues to cruise off Massachusetts to give the illusion that FDR is merely on a fishing trip. (CMP, NYT, Smith/FDR)
- Aug. 4, 1941 Raymond Lowey-designed ticket office opens at Boylston and Tremont Streets in Boston with an illuminated map and schedule board similar to that in Chicago. (Mutual)
- Aug. 5, 1941 Passenger's autos shipped to and from New York under ticket plan now picked up and delivered at Waldo Avenue Yard, Jersey City, not Penn Station. (Mutual)
- Aug. 8, 1941 House Committee on Rivers & Harbors votes 17-8 to include funds for St. Lawrence Seaway in omnibus rivers and harbors bill. (RyAge)
- Aug. 9, 1941 Pres. Roosevelt and Prime Minister Churchill, with their senior military leaders, begin four days of secret meetings on the *U.S.S. Augusta* in Placentia Bay, Newfoundland, to discuss war aims; the resulting proclamation is popularly known as the "Atlantic Charter" and contains 8 points on the structure of the post-war world after the defeat of the Axis; by agreeing to Roosevelt's principle of self-determination, Churchill effectively agrees to the imminent dissolution of the British Empire. (Burg, NYT, wiki)
- Aug. 9, 1941 Japanese government decides not to make war on Russia. (Hastings)
- Aug. 11, 1941 Pa. Gov. Arthur H. James vetoes bill that would have raised the truck weight limit to 42,000 lbs. (RyAge)
- Aug. 13, 1941 PRR announces that it has moved over 380,000 draftees to military camps in 859 special trains, not counting extra cars on regular trains. (PR)
- Aug. 13, 1941 Auditor of Disbursements Harry J. Walker (1902?-1941) dies at Philadelphia. (RyAge)
- Aug. 1941 Pittsburgh Transfer renamed Pitcairn Transfer to reflect its actual location. (LCL)
- Aug. 1941 Oil-electric motor car No. 4663 modernized with streamlined front and Fleet of Modernism colors at Altoona; James M. Symes had promised an improved car for the Muskegon Branch and continuing passenger service in return for increased freight traffic. (Weiglin)
- Aug. 16, 1941 Pres. Roosevelt lands at Rockland, Maine, from which he returns to Washington on his PRR POTUS train. (CMP, NYT)

- Aug. 16, 1941 VP-Western Region James M. Symes approves extending stall no. 30 of the Crestline roundhouse to accommodate the Class S1 locomotive; it also has a connection out the back, because the S1 must be turned on the wye, not the turntable. (VPWR)
- Aug. 16, 1941 Retired Harvard professor and railroad consolidation expert William Zebina Ripley (1867-1941) dies at Edgecombe, Mass. (RyAge)
- Aug. 18, 1941 Station-to-station motor truck service established Wheeling-Powhatan. (LCL)
- Aug. 21, 1941 LIRR announces it has retained J.G. White Engineering Corporation to study all facets of its operation. (RyAge)
- Aug. 21, 1941 Passenger service discontinued between Reading and Wilkes-Barre, Pa.; last passenger service north of Reading. (eff. date)
- Aug. 21, 1941 Pres. Roosevelt leaves Washington on a PRR POTUS special for Hyde Park, where he meets with George, Duke of Kent (1902-1942), the youngest brother of King George VI, who arrives from Canada. (CMP, NYT)
- Aug. 23, 1941 Cleveland-Columbus day train No. 614-615 makes last run; train is removed at the request of the War Dept. so that its cars may be used for troops; Akron-Columbus train No. 604-605 extended to Cleveland-Columbus and conventional equipment replaces rail motor car. (tt, PR, Wallis)
- Aug. 25, 1941 Federal judge approves Wabash Railway reorganization plan including provision for PRR to obtain all Wabash common stock. (RyAge)
- Aug. 26, 1941 Removal of ferry house and waiting room at Jersey City Terminal completed; replaced by enclosed corrugated iron bridge between the train concourse and two remaining ferry slips. (ferry dept. notes - may mean only complete walling off of new passageways)
- Aug. 27, 1941 Lykens Water Company dissolved. (MB)
- Aug. 28, 1941 Pres. Roosevelt establishes the Supply Priorities & Allocations Board (SPAB) within the Office for Emergency Management to assign priority in the procurement, production and transportation of everything related to national defense; its purpose is to centralize the supervision of the many defense agencies; the 7-man Board includes the Secretaries of War and Navy, the Administrator of the Office of Price Administration and the Chairman of the Economic Defense Board; Donald M. Nelson (1888-1959) is made director and VP Henry A. Wallace Chairman. (presidency.ucsb.edu, cqpress)
- Aug. 28, 1941 Pres. Roosevelt establishes the Office of Price Administration within the Office for Emergency Management to establish price and rent controls and control inflation, replacing the earlier Office of Price Administration & Civilian Supply; economist Leon Henderson (1895-1986), Administrator; the civilian supply function is transferred to the Office of Production Management. (NARA, wiki)
- Aug. 29, 1941 West Lane Garage Company sells parking garages in Germantown. (MB)

- Aug. 29, 1941 U.S. District Court approves Wabash Railway reorganization. (RyAge)
- Aug. 30, 1941 Robert R. Young succeeds in getting the 150% ratio requirement dropped and the impounded Chesapeake & Ohio Railway stock inherited from the Van Sweringens release, although it is unclear whether it belongs to Alleghany Corporation or George W. Ball. (Borkin)
- Aug. 31, 1941 PRR discontinues Nos. 706-707 between Philadelphia and Pottsville. (RyAge - verify)
- Sep. 2, 1941 PRR announces it is carrying enough crude oil in tank cars from the Southwest to Eastern refineries to provide gasoline for 280,000 cars, or over 2,000 carloads; oil is delivered from pipelines in Ohio and Illinois. (PR)
- Sep. 2, 1941 PRSL Board authorizes abandoning Lucaston station. (MB)
- Sep. 4, 1941 The destroyer *U.S.S. Greer* tangles with a German U-boat, U-652, in the North Atlantic off Iceland while on a mail run; the U-652 fires a torpedo, but misses the *Greer*. (NYT, Offley)
- Sep. 4, 1941 National Mediation Board offers to arbitrate the railroad contract impasse. (B&O AR)
- Sep. 5, 1941 Non-operating unions call for a nationwide strike on Sep. 11. (RyAge)
- Sep. 5, 1941 Pres. Roosevelt leaves Washington for Hyde Park on a PRR POTUS special to visit his mother, who is in failing health; she becomes ill that evening and collapses from heart failure at midnight on Sep. 6. (CMP, NYT)
- Sep. 7, 1941 Sarah Delano Roosevelt (1854-1941), mother of Pres. Franklin D. Roosevelt, dies at her home at Hyde Park at 12:15 PM. (NYT)
- Sep. 8, 1941 Germans complete the encirclement and begin the siege of Leningrad, which holds out despite horrible privations and mass deaths. (Hastings)
- Sep. 9, 1941 Five operating Brotherhoods call a nationwide rail strike to be phased in between Sep. 15 and Sep. 17; the PRR is in the group to be struck first. (RyAge)
- Sep. 9, 1941 The Japanese government and the Emperor agree to give the peace faction one last chance to end the American embargo through diplomacy, but if this cannot be obtained by Oct. 10, the armed forces are to prepare to move into Southeast Asia; Japan has less than two years supply of petroleum, and the U.S. buildup will cause Japan to lose naval superiority in the Pacific by 1942; after the meeting, Prime Minister Prince Fumimaro Konoye (1891-1946) has a secret dinner meeting with U.S. Ambassador Joseph C. Grew, who has a deep understanding of Japan, and presses for a direct peace embassy to Pres. Roosevelt as a last chance for averting war; however, the hawks in the U.S. Cabinet demand that the issues be settled by detailed negotiation amounting to a Japanese capitulation before any meeting takes place, and FDR is too preoccupied by events in Europe. (Smith/FDR)
- Sep. 10, 1941 PRR Board authorizes air conditioning the dining room at Pittsburgh's

Pennsylvania Station. (MB)

- Sep. 10, 1941 PRR Board approves the following retirements: all facilities from north of Bellwood to Blandburg, Pa.; all facilities between Curry and Henrietta; Tracks E & F at the Denholm coal wharf; Tearing Run Branch south of Homer City; "WATSON" Interlocking west of Watsontown, Pa.; "AU" Interlocking at Thomson, Pa.; passenger stations at Hallwood and Bloxom, Va., on the NYP&N; uncompleted engine terminal facilities at Scully, Pa.; Trinway freight house; station at Covington, Ohio; "HOPEDALE" Interlocking east of Miller, Ohio. (MB)
- Sep. 10, 1941 Following his mother's funeral the day before, Pres. Roosevelt leaves Hyde Park on a PRR POTUS special to deal with growing crises, including the impending rail strike, the sinking of two U.S. merchant ships by German U-boats and the skirmish between a U-boat and the *U.S.S. Greer*; Harry Hopkins and NYC passenger representative Herbert H. Harwood (1903-1983) are allowed to board the train at Penn Station; Harwood has been assigned to an office in Washington to arrange POTUS trips over the NYC-West Shore. (CMP, NYT, Withers)
- Sep. 10, 1941 Pres. Roosevelt appoints an Emergency Board headed by Wayne L. Morse, Dean of the University of Oregon Law School, to deal with the railroad strike threat. (LV AR, PMiddleton)
- Sep. 11, 1941 Pres. Roosevelt orders the Navy to shoot at all German warships on sight after a U-boat engages the destroyer *U.S.S. Greer*. (Gregory)
- Sep. 14, 1941 Last trip of summer-weekend-only Washington-Hyannis sleeper; not revived in 1942 because of war. (Guide)
- Sep. 15, 1941 N.J. Attorney General files in state courts against the Railroad Tax Settlement Act. (LV AR)
- Sep. 15, 1941 United Mine Workers strikes captive mines over union shop issue; return to work after one week while issue is sent to National Defense Mediation Board. (Dubofsky)
- Sep. 1941 New Haven abandons passenger service between West Medway and Woonsocket. (Humphrey)
- Sep. 1941 Reading withdraws parlor-coach No. 699 from Philadelphia-Jersey City service and returns it to the *Scranton Flyer*; Pullman parlor cars are removed from the Jersey City-Harrisburg *Harrisburg Special* and *Queen of the Valley*. (Cinders)
- Sep. 16, 1941 Emergency Board reports that it cannot conclude hearings and report to Pres. Roosevelt by Oct. 10; asks for extension to Nov. 1. (RyAge)
- Sep. 16, 1941 Under agreements reached at the Atlantic Conference, the U.S. Navy begins escorting convoys between North America and Iceland, where the Royal Navy takes over. (Offley)
- Sep. 18, 1941 Pres. Roosevelt leaves Washington for Hyde Park on a PRR POTUS special, returning on Sep. 22. (CMP)

- Sep. 18, 1941 Japanese Prime Minister Prince Konoye survives and assassination attempt by militarists. (Smith/FDR)
- Sep. 19, 1941 Raymond Loewy, Walter S. Franklin, J.V.B. Duer and H.W. Jones inspect Loewy's mock-up of his double-decker coach at Wilmington Shops. (CMP)
- Sep. 19, 1941 New Haven "Compromise Committee" reports; calls for reducing rent paid to Boston Terminal Company for South Station and eliminating Old Colony passenger service if the loss exceeds \$850,000 in any of first two years after reorganization. (Sutherland)
- Sep. 19, 1941 Germans take Kiev, capital of the Ukraine. (Service)
- Sep. 20, 1941 Pres. Roosevelt signs the record \$3.55 billion tax bill. (Gregory)
- Sep. 21, 1941 Last run of *Night Cape Codder*; not revived in 1942 because of the war. (Guide)
- Sep. 23, 1941 Staff meeting in VP in Charge of Operations John F. Deasy's office sets a program for handling the rush of military furloughs for the 1941-42 Christmas-New Year's holidays, little realizing that the country will be at war by then; are to use staggered furloughs and confine troops to special trains as much as possible; no cut-rate fares are to be offered to civilians; eliminate the tour or coach specials that were run between New York and Florida last year; eliminate the use of sleeping cars for parlor car service. (CMP)
- Sep. 24, 1941 PRR Board authorizes construction of "ORE" Interlocking at Jeffersonville, Ind. (MB)
- Sep. 24, 1941 PRR Board approves the retirement of the following: Penfield Branch; former shop buildings at Grays Ferry; station at Crescentville, Ohio. (MB)
- Sep. 24, 1941 Penfield Branch abandoned on the Driftwood-Red Bank Low Grade Line. (C&C)
- Sep. 24, 1941 Chief of Passenger Transportation E.E. Ernest comments on Loewy's double-decker coach; only 56 saleable seats or same as P60 (?) coach used on *South Wind*; has less baggage space, harder to load and unload at stations; have to negotiate steps each time in passing between cars. (CMP)
- Sep. 26, 1941 PRR operates a POTUS funeral train for Pres. Roosevelt and party to carry the remains of Eleanor Roosevelt's brother (Gracie) Hall Roosevelt (1891-1941) from a White House funeral service to interment in the family vault at Tivoli, N.Y. (CMP, NYT)
- Sep. 26, 1941 Edward, Duke of Windsor (1894-1972) and Wallis Warfield Duchess of Windsor (1896-1986) leave Washington for Chicago in PRR business car No. 90, attached to No. 5, *The Pennsylvania Limited*; the ex-King is escaping from the tedium of his duties as Gov. of the Bahamas, where he has been exiled for the duration of the war to prevent him from being used as a pawn or potential puppet king by the Germans, as all are aware of his pre-war pro-German views. (CMP)

- Sep. 27, 1941 Last run of mixed train between Altoona and Roaring Springs on Middle Division. (tt)
- Sep. 27, 1941 Last run of CNJ *Blue Comet* after years of operating losses; CNJ exits the New York-Atlantic City passenger market, leaving only PRR service; CNJ abandons all passenger service south of Lakehurst and Barnegat. (Baer/Coxey)
- Sep. 27, 1941 Last run of B&O's "steamstyled" heavyweight *Columbian* between New York and Washington; cars are withdrawn for rebuilding. (RyAge - or 9/28/40??)
- Sep. 28, 1941 *The Golden Arrow* No. 78 eastbound renamed *The Pennsylvanian*; 17:00 schedule with reclining seat coaches and sleeping cars. (Guide)
- Sep. 28, 1941 *The New Englander/The Quaker* renumbered No. 186-187, Philadelphia-Boston, and Philadelphia-Boston (?) cars removed from *The Federal*. (Guide)
- Sep. 29, 1941 USO canteen opens in Penn Station. (Mutual -see 1942?)
- Sep. 29, 1941 Pres. Roosevelt leaves Hyde Park for Washington on a PRR POTUS special; he boards the train early in order to be able to listen to the Joe Lewis-Lou Nova heavyweight title fight on the radio in the lounge of the *Roald Amundsen*. (CMP, NYT)
- Summer 1941 ICC authorizes Pennsylvania Greyhound Lines, Inc., to operate local service between Lancaster and Harrisburg via Elizabethtown, and from Baltimore to Fort Meade and Laurel. (MB)
- Fall 1941 PRR begins planning for a coal-burning cab-forward locomotive.
- Oct. 1, 1941 New 10% luxury tax imposed.
- Oct. 1, 1941 Pittsburgh adopts a more stringent smoke control ordinance after severe smog in Feb.; enforcement delayed by World War II. (HistPitts)
- Oct. 2, 1941 Red Army begins a counter-offensive against the Germans. (Mercer)
- Oct. 3, 1941 *Advance Congressional* established northbound only running on peak travel days, 4 to 6 days per month, and running non-stop between Baltimore and Newark. (tt)
- Oct. 3, 1941 Pres. Roosevelt leaves Washington on a PRR POTUS special for Hyde Park; stops in New York on Oct. 4 to visit his and his late mother's town houses on East 65<sup>th</sup> Street, which are to be sold, and to select furniture to be moved to Hyde Park; train is transferred to Grand Central Terminal for his departure to Hyde Park, returning to Washington on Oct. 6; this is FDR's last trip on the PRR until 1943; with the coming of war, most POTUS trips are moved off the PRR to avoid congestion and the security problem of crossing the Hell Gate Bridge. (CMP, NYT)
- Oct. 8, 1941 PRR Board authorizes air conditioning and conversion of 50 P70 coaches to



P68, 30 P70 coaches to P80, 10 PB70 combines to PB36; and 10 PB70 combines to PB40; extending platform butterfly shelters at Court Street Station, Cincinnati; approves retiring all facilities on the Pennville Branch west of Grampian. (MB)

- Oct. 9, 1941 PRR receives its second off-the-shelf diesel locomotive, 1,000 HP EMD Model NW2 No. 3909 (PRR Class AA6); is assigned to Linden, N.J., yard, which serves a General Motors plant. (Hirsimaki)
- Oct. 10, 1941 Duke and Duchess of Windsor arrive at Chicago via the Chicago & North Western Railway, leaving for Maryland on PRR No. 2, *The Pennsylvania Limited* and No. 554 to Timonium, Md., traveling in PRR business car No. 120 *Pennsylvania* and arriving on Oct. 11. (CMP)
- Oct. 11, 1941 Union News Company's Milk Bar, designed by Raymond Lowey, opens at intersection of LIRR Concourse and Exit Concourse of Penn Station. (CE)
- Oct. 14, 1941 Pennsylvania Greyhound Lines, Inc. Board authorizes purchase of site for terminal in Baltimore; subscription to Greyhound Terminal of Chicago, Inc., which is to build new terminal on Clark Street between Lake Street and Randolph Street. (MB)
- Oct. 15, 1941 Pullman coach-sleeper begins 60-day experimental run between New York and Chicago on *The Trail Blazer*.
- Oct. 15, 1941 German U-boat U-568 torpedoes the destroyer *U.S.S. Kearny*, damaging the ship and killing 11 crewmen, the first U.S. combat fatalities in what amounts to an undeclared war. (Offley)
- Oct. 1941 Pres. M.W. Clement asks President Charles E. Brinley of Baldwin if he can recommend a good existing design for a freight locomotive; Brinley suggests the Norfolk & Western Railway Class A 2-6-6-4.
- Oct. 1941 Norfolk & Western Railway Class A 2-6-6-4 No. 1208 arrives at Altoona; tested on Fort Wayne Division.
- Oct. 1941 Wallis Rigby a British artist who has long designed cardboard fold-together toy locomotives in England, introduces a GG1 as his first U.S. project; a photo op is held in Penn Station with Rigby handing a sample to pioneer WOR radio personality John B. Gambling (1897-1974), a British World War I veteran who has practically invented the wake-up "morning show" radio format, and his son and radio successor John A. Gambling (1930-2004); father and son are sitting in the cab of a real GG1. (RyAge)
- Oct. 1941 Station-to-station truck service established Lancaster-York. (LCL)
- Oct. 1941 NYC converts *The Pacemaker* to lightweight streamlined equipment. (NYT, Guide)
- Oct. 16, 1941 Sens. Wheeler and Truman file No. 26 in their series of reports, denouncing the Association of American Railroads as being entirely dominated by eight strong systems who have blocked attempts to develop joint facilities with weak roads as urged by Joseph B. Eastman during his term as Federal Coordinator. (RyAge)

- Oct. 16, 1941 Wheeler Committee issues Part I & II of its four-part supplementary report on *The Van Sweringen Corporate System: A Study in Holding Company Financing*. (Wheeler)
- Oct. 16, 1941 Having failed to end the American embargo and secure a summit meeting with Pres. Roosevelt, Prince Fumimaro Konoye resigns, the next day, the Emperor turns to a military hardliner, War Minister Gen. Hideki Tojo (1885-1948), to form a new government, but he is to start fresh and not be bound by previous war plans. (Smith/FDR, Hastings)
- Oct. 17, 1941 U.S. military leaders warn the commanders in the Pacific of the possibility of Japanese attack, but they soft-pedal the warning and consider that Japan is more likely to defeat the Soviet Union first. (Smith/FDR)
- Oct. 18, 1941 Wayne L. Morse (1900-1974), Chairman of the Emergency Board, notifies management and labor of his willingness to act as a board of arbitration; it is accepted by the railroads and rejected by the unions. (PMiddleton)
- Oct. 20, 1941 Norfolk & Western Railway's Roanoke Shops turns out the first Class J 4-8-4 No. 600, designed by C.P. McGavock and C.H. Faris; streamlining by Tool Superintendent F.C. Noel; the "J" projects brute force, in contrast to the more elegant lines used by professional designers. (CMP, Striplin)
- Oct. 21, 1941 Norfolk & Western Railway places lightweight streamlined coaches on the *Pocahontas* and *Cavalier*. (RyAge)
- Oct. 22, 1941 PRR Board approves purchase of first EMD 4,000 HP passenger diesel (2 E7A units); authorizes modernization of Pittsburgh Union Station including respacing of tracks and replacement of train shed; approves applying to abandon the Phoenixville Branch between Devault and Swedesford Road (3 miles). (MB)
- Oct. 22, 1941 PRR Board approves the following retirements: branch south of Kennerdell, Pa.; Gap, Pa., station; "FORT" Interlocking at Halifax, Pa. (MB)
- Oct. 22, 1941 PRSL abandons Alloway & Quinton Branch, Alloway Jct. to Quinton (4.22 miles). (Val, PRSL/Rdg)
- Oct. 22, 1941 German advance is halted only 60 miles from Moscow. (Burg - Morris has 30 miles??)
- Oct. 24, 1941 Court authorizes New Haven Trustees to form joint venture with Transcontinental & Western Air, Inc. for joint air-rail service to New England. (AR)
- Oct. 26, 1941 United Mine Workers strike against captive mines resumes after failure of federal mediation. (Dubofsky)
- Oct. 27, 1941 TWA-New England, Inc. incorporated in Delaware; to be controlled 55% by TWA and 45% by New Haven; operation is postponed because of war. (NH AR)
- Oct. 27, 1941 John L. Lewis calls coal strike against "captive mines" of steel companies.

- Oct. 28, 1941 Duke and Duchess of Windsor leave Penn Station on *The Federal* on a one-day trip to Washington, returning on No. 170. (CMP)
- Oct. 29, 1941 Raymond Loewy prepares drawings of what he calls a "Triplex" reciprocating steam locomotive; it is broken into three parts with the coal bunker pushed ahead of the boiler, and a trailing water tender, with the whole thing in a streamlined envelope. (VPO)
- Oct. 30, 1941 Destroyer *U.S.S. Reuben James* is sunk by a German U-boat while on escort duty near Iceland with the loss of 115 lives. (EAH- Offley has 10/31 - verify)
- Oct. 30, 1941 Representatives of Brotherhood of Railroad Trainmen view mock-up of Loewy double-decker coach; repeat same criticism of Operating Dept.; note limited visibility of cars from vestibules. (CMP)
- Oct. 30, 1941 United Mine Workers again return to work after government orders a new round of mediation. (Dubofsky)
- Nov. 1, 1941 New York-Florida sleeping cars remain on *Silver Meteor* for first time in winter season. (RyAge)
- Nov. 3, 1941 Trial of Pullman Company antitrust suit begins before a special three-judge federal court in Philadelphia. (RyAge)
- Nov. 3, 1941 Duke and Duchess of Windsor leave Penn Station in a private Pullman attached to regular trains, en route to Miami and the Bahamas. (CMP)
- Nov. 5, 1941 Presidential Emergency Board headed by Wayne L. Morse, dean of the University of Oregon Law School, awards a temporary wage increase of 7½% for operating and 9 cents per hour (13½%) for non-operating employees, plus 6 days paid vacation, effective Sep. 1, 1941-Dec. 31, 1942; parties to resubmit proposed work rules changes; this was less than a third of what unions had asked for. (RyAge)
- Nov. 5, 1941 Chief Electrical Engineer John V. B. Duer writes a memo to Carleton K. Steins covering Raymond Loewy's design drawings for his "Triplex" locomotive; he thinks that the coal bunker and boiler should be put on a single frame with a trailing water tender; Steins follows this idea, creating a two-unit design; however, the PRR continues to refer to it as the "Triplex." (VPO)
- Nov. 5, 1941 Japanese Privy Council agrees to prepare for war against the U.S. as an alternative to suffocation by the embargo; a final decision is to be made on Nov. 25 to give diplomacy one last chance; Ambassador Joseph C. Grew has already warned that Japan may be pushed into striking out, even if it risks national suicide. (Smith/FDR)
- Nov. 6, 1941 U.S. grants \$1 billion in Lend-Lease credits to Soviet Union. (EAH)
- Nov. 7, 1941 Operating Brotherhoods reject Emergency Board report and call nationwide strike to be phased in between Dec. 7 and Dec. 9. (RyAge)

- Nov. 7, 1941 A Cabinet meeting shows that the Cabinet and Secretary of State Cordell Hull are prepared to support China regardless of the consequences of provoking Japan, while Pres. Roosevelt and the military want to avoid a war in the Pacific in order to concentrate on Europe. (Smith/FDR)
- Nov. 7, 1941 First heavy snowfalls in Russia stymie the Nazi advance before it can make a final assault on Moscow. (Hastings)
- Nov. 9, 1941 Eastbound *Pennsylvanian* No. 78 wrecked at Dunkirk, Ohio, when a cylinder head blows out on the locomotive of westbound freight FW33 and lands on the track in front of it; K4s locomotive No. 3874 is lifted off the track, topples over at 75 MPH and demolishes Dunkirk Tower; the second car and only coach shears against the fallen locomotive; the eighth and last car, a Pullman, is the only one not totally derailed and/or toppled; 13 killed, 44 injured; the train is carrying many servicemen. (RyAge, NRHS)
- Nov. 10, 1941 National Defense Mediation Board rejects union shop in captive mines coal mines of the steel industry by 9-2 vote; CIO members then resign, scuttling the Board. (Dubofsky, EAH)
- Nov. 11, 1941 USO canteen opens in Chicago Union Station; first in the Midwest. (PR)
- Nov. 12, 1941 PRR Board authorizes rebuilding the Jersey City Stock Yards, burned on May 31-June 1; automatic signals between Machias and Hinsdale, N.Y.; replacing unattended block stations with remote controlled signals from "ROCKVILLE" Interlocking 2 miles west of Steubenville, through Bellaire to Powhatan; CTC from "HENRY" to "GEM" controlled from "THORNE" Interlocking in Indiana and respacing signals between Newman and Thorne; applying to abandon 21 miles of the Dresden Branch between Trinway and Blissfield. (MB)
- Nov. 12, 1941 PRR Board approves the retirement of the following: Manayunk, Pa., passenger station; coaling station at Benning, Md.; station at Lake City, Mich. (MB)
- Nov. 12, 1941 PRR operates *R.B.A. Special* between New York and Chicago with its most luxurious equipment for annual dinner of Railway Business Association. (Guide)
- Nov. 12, 1941 Einar Weidemann (1877-1941), Engineer of Bridges & Buildings, Western Region, dies of a heart attack in his office in Chicago Union Station. (RyAge)
- Nov. 14, 1941 Coach/lunch counter cars placed in service on New York-Philadelphia "Clockers." (Mutual)
- Nov. 14, 1941 CNJ ferry *Somerville* makes the last run from 23<sup>rd</sup> Street to Jersey City, leaving at 9:53 PM; leaves the Erie Railroad, DL&W and Electric Ferries serving 23<sup>rd</sup> Street. (NYT)
- Nov. 15, 1941 Lardner V. Morris (1870-1941), former Chief Engineer of LIRR, dies at Bristol, Pa. (RyAge)
- Nov. 1941 Paul Hodges of New York radio station WMCA interviews travelers while

- sitting between the up and down escalators in the Grand Staircase of Penn Station. (RyAge)
- Nov. 1941 Southern Railway dieselizes *The Crescent* between Washington and Atlanta with two E6A-B sets. (Boyd/NRHS, Dubin)
- Nov. 17, 1941 PRR establishes symbol freight PC-2 Buffalo-Pitcairn. (LCL)
- Nov. 17, 1941 Leechburg Collieries Company, Inc., acquires mortgage on Berkshire Coal Company from Union Trust Company of Pittsburgh. (MB)
- Nov. 17, 1939 United Mine Workers resumes strike against captive mines. (Dubofsky)
- Nov. 17, 1941 Pres. Roosevelt meets with Japanese special envoy to Washington Saburo Kurusu ( - ); Kurusu has been stationed in Chicago, has an American wife, and speaks English fluently, the better to conduct do-or-die negotiations; Japan announces its intention to send an additional 50,000 troops to French Indochina. (authentichistory.com, Smith/FDR)
- Nov. 1941 Station-to-station truck service established Columbus-Marion, Ohio. (LCL)
- Nov. 1941 PRR establishes a new 12th Street Freight Station in New York City, including Piers No. 49, 50 & 52, N.R.; receives all inbound LCL freight for Manhattan and Brooklyn. (LCL)
- Nov. 1941 All 10 stalls of 55th Street roundhouse in Chicago extended from 85 feet to 125 feet to accommodate larger locomotives and tenders; note Class S1 has to turn on Burlington wye at Chicago. (CE)
- Nov. 1941 Raymond Loewy presents rendering of a streamlined cab-forward locomotive consisting of three units, a coal bunker, boiler, and water tank; Loewy refers to this as the "Triplex" and considers the name his own trademark, but it is used henceforth to refer to PRR's own steam-turbine project. (CMP)
- Nov. 1941 PRR forms a committee of Mechanical Engineer C. K. Steins and builders' representatives to evaluate existing designs for freight locomotives; examine N&W Class A 2-6-6-4, SP Class AC-9 2-8-8-4, Western Maryland Class M-2 4-6-6-4, UP Big Boy 4-8-8-4, C&O Class T-1 2-10-4 and Class H-6 2-6-6-6, DM&IR Class M3 2-8-8-4, and PRR Class Q1. (Hirsimaki)
- Nov. 20, 1941 Thousands of miners in commercial mines join United Mine Workers strike against captive mines. (Dubofsky)
- Nov. 20, 1941 Japan presents its final offer, a 6-month cooling-off period in which they will make no further advances and pull back from southern Indochina in return for the U.S. relaxing its trade sanctions; Secretary of State Cordell Hull rejects the proposal because it makes no mention of withdrawing from China; Pres. Roosevelt proposes relaxing sanctions gradually in return for Japan not engaging in further expansion or joining any future American-German war; the proposal draws fire from China, other allies and the Cabinet and is never made to Japan. (Smith/FDR)
- Nov. 22, 1941 Steel companies agree to arbitrate United Mine Workers strike against

captive mines. (Dubofsky)

- Nov. 22, 1941 Red Army counterattacks outside Moscow; fresh battle-hardened troops have been rushed from the Far East, where the threat from Japan has diminished. (wiki)
- Nov. 24, 1941 PRR announces plans to modernize 30 80-seat coaches and 10 combines for Northeast Corridor service and 50 68-reclining seat coaches and 10 combines for long distance trains at Altoona Works for \$3.5 million; will then have 643 modernized and air-conditioned cars, 498 cars that are air-conditioned only, and 1,021 air-conditioned Pullmans. (PR, Guide)
- Nov. 25, 1941 Pres. Roosevelt announces he will ask the Emergency Board to reconvene on Nov. 28. (RyAge)
- Nov. 25, 1941 NYC holds press run of new Budd streamlined *Empire State Express*. (RyAge)
- Nov. 25, 1941 Stock holdings of Securities Corporation of the New York Central Railroad, consisting of DL&W and United States Freight Company acquired in 1929-31, transferred to NYC proper, and Securities Corporation dissolved; loss of \$26.8 million written off. (AR, GrnBk)
- Nov. 26, 1941 Secretary of State Cordell Hull (1871-1955) meets with Japanese ambassador Kichisaburo Nomura ( - ) and special envoy Saburo Kurusu; Hull does not present Pres. Roosevelt's cooling-off proposal, rejects the Japanese proposals, and presents a series of new demands that Japan withdraw from China, recognize Chiang Kai-shek's government and withdraw from the Tripartite Pact with the Axis, which amounts to breaking off negotiations; the Japanese are shocked and conclude that the U.S. has no interest in a peaceful settlement. (Smith/FDR)
- Nov. 27, 1941 Admiral Harold R. Stark (1880- ) warns Admiral Husband E. Kimmel, commanding the Pacific Fleet, and Admiral Thomas C. Hart, commanding the Asiatic Fleet of an impending Japanese attack, although the Philippines and Singapore are thought to be the likely targets; the Army issues similar warnings. (Smith/FDR)
- Nov. 28, 1941 A high-level conference of German industrialists and armaments planners concludes that the war against the Soviet Union is no longer winnable; Germany lacks the resources to prevail in a long war. (Hastings)
- Nov. 29, 1941 Last run of passenger trains between Carnegie and Bishop, Pa., on Panhandle Division. (tt)
- Nov. 29, 1941 Railroads reach a mediated settlement with the operating Brotherhoods. (CNJ AR)
- Nov. 1941 Union News Company assumes operation of station restaurants at Philadelphia, Baltimore and Pittsburgh from The Savarins, Inc. (MB)
- Nov. 30, 1941 VP Charles D. Young is commissioned a Brigadier-General in the U.S. Army.

- Nov. 30, 1941 Lehigh Valley Railroad restores No. 11 *The Star* between New York and Buffalo. (Greenberg)
- Nov. 30, 1941 Japanese Premier Hideki Tojo rejects the U.S. proposal for a diplomatic solution to the crisis. (authentichistory.com)
- Dec. 1, 1941 Meeting held in Chief Electrical Engineer John V. B. Duer's office to discuss patents for a new type steam turbine locomotive; Mechanical Engineer Carleton K. Steins is to apply for the patents for the PRR's contribution to the mechanical design; and Raymond Loewy is to apply for the design patents for the body shell. (VPO)
- Dec. 1, 1941 PRSL Board authorizes abandoning bridges on the never-finished Westville Cutoff. (MB)
- Dec. 1, 1941 Wabash Railway Company sold at foreclosure. (Moody's)
- Dec. 1, 1941 Railroads make further concessions to avert a nationwide strike. (RyAge)
- Dec. 1, 1941 Certain employees receive 9½-10 cent per hour increase. (AR)
- Dec. 2, 1941 Pres. Roosevelt announces settlement of wage dispute obtained through his personal intervention after railroads give in on all issues; operating unions receive a 9½% increase and non-operating unions one of 10 cents per hour; settlement is retroactive to Sep. 1; averts nationwide strike called for Dec. 7. (B&O AR, Stover)
- Dec. 2, 1941 With the unanimous consent of the Privy Council and Emperor, the Japanese military sends the order for an attack on Hawaii on Dec. 7, local time; the attack fleet commanded by Vice Admiral Chuichi Nagumo ( - ) is already halfway to Oahu. (Smith/FDR)
- Dec. 2, 1941 Advance German units reach a town north of Moscow from where they can see the spires of the Kremlin only 15 miles away. (Offley, wiki)
- Dec. 4, 1941 The *Washington Times-Herald* and *Chicago Tribune*, owned by arch-isolationist publisher Robert R. McCormick ( - ) publish the text of the secret Anglo-American Rainbow Five war plan that calls for a 5-million man U.S. army to invade Europe alongside the British in July 1943; the plan is in effect handed to the Germans. (Offley - verify)
- Dec. 5, 1941 New Haven receives the first of 10 2,000 HP Model DL-109 passenger cab units from the American Locomotive Company (ALCO); styled by Otto Kuhler with a chisel noses; are the first U.S. diesels designed to be used in either passenger or freight road service. (Kirkland, Steinbrenner, Trains)
- Dec. 5, 1941 With the Germans only 25 miles from the Kremlin, the Red Army begins a massive counterattack before Moscow. (Hastings)
- Dec. 7, 1941 Japan launches a Sunday morning surprise attack on the U.S. Pacific Fleet at Pearl Harbor, destroying 188 planes, 2 battleships (*U.S.S. Arizona* and *U.S.S. Oklahoma*) and 7 other warships; of the other 6 battleships, the *U.S.S. West Virginia* and *California* are sunk, badly damaged, but returned to duty in 1944, the *U.S.S. Nevada* is damaged and beached, but restored in about a

year, the *U.S.S. Maryland* and *Tennessee* are slightly damaged and restored in about two months, and the flagship *U.S.S. Pennsylvania* is protected from all but minor damage by being in drydock; the more vital aircraft carriers *U.S.S. Enterprise* and *U.S.S. Lexington* are at sea and escape destruction, as do the fuel dumps and dockyards; 2,403 Americans are killed, nearly half entombed in the exploding *U.S.S. Arizona*, and over 1,000 wounded; however, in its need for secrecy, Japan has not given any advance warning to Hitler, who is caught off-guard. (EAH, Burg, SMith/FDR, wiki, Offley)

- Dec. 7, 1941 NYC places new Budd-built *Empire State Express* in service between New York, Cleveland and Detroit; Class J3a Hudsons No. 5426 and 5429 are given a matching black and silver streamlined treatment with fluted side panels to match the cars. (AR, Trains)
- Dec. 7, 1941 Baldwin Locomotive Works VP William H. Winterrowd (1884-1941) is killed in an automobile accident as he drives home from Eddystone in the fog, costing the company its prime diesel advocate. (Kirkland)
- Dec. 7, 1941 Federal arbitrator Dr. John R. Steelman (1900-1999) announces the award of a union shop in captive coal mines. (Dubofsky)
- Dec. 8, 1941 U.S. declares war on Japan; PRR carries 17.5 million military personnel on troop trains en route to training camps and ports of embarkation; in his “day that will live in infamy” speech to Congress, Pres. Roosevelt is careful not to mention Germany. (Smith/FDR, Offley)
- Dec. 8, 1941 The aircraft carrier *U.S.S. Saratoga* leaves San Diego for Pearl Harbor to reinforce her sister ship *U.S.S. Lexington* and the *U.S.S. Enterprise* as the only functioning U.S. capital ships in the central Pacific; the *Saratoga* and *Enterprise* will be the only pre-war aircraft carriers to survive the Pacific War; the *Saratoga* then sails to relieve Wake Island, but is recalled when intelligence reveals that the Japanese are descending on Wake. (DSears. wiki)
- Dec. 8, 1941 Japan bombs Singapore; invades Malaya and Thailand. (Hasatings)
- Dec. 8, 1941 Court disapproves New Haven "Compromise Committee's" reorganization plan; court is unconvinced that it will preserve New Haven creditors from losses on Old Colony Railroad and Boston Terminal Company; remands case to ICC (AR, Sutherland)
- Dec. 9, 1941 PRR orders two EMD E6A passenger diesels for the *South Wind* pool. (Hirsimaki)
- Dec. 9, 1941 In a radio address, Pres. Roosevelt links the three Axis powers in his denunciation and states, falsely, that Germany and Japan are carrying out a joint plan of attack. (Offley)
- Dec. 9, 1941 Hitler begins two days of meetings with his top military commanders to assess whether to stop the advance in Russia and turn on cutting off Britain before the Americans can mobilize in force; Hitler orders unrestricted submarine warfare along the entire American coast. (Offley)
- Dec. 10, 1941 Japan begins its invasion of the Philippines and sinks the British battleship



*H.M.S. Prince of Wales* (on which Roosevelt had met with Churchill) and battle cruiser *H.M.S. Repulse*, practically the only naval defense of the British Empire in the Far East, off Malaya. (EAH, Hastings)

- Dec. 10, 1941 Freight embargoed to Toledo, Peoria & Western Railroad. (RyAge)
- Dec. 11, 1941 In the early morning, Germany and Italy declare war on the U.S.; later in the day Congress declares war on Germany and Italy, bringing America into a two-front war. (NYT)
- Dec. 11, 1941 British under Field Marshall Bernard Montgomery (or Claude Auchinleck?) launch an offensive against the Afrika Korps. (Morris)
- Dec. 12, 1941 New York-Miami *Champion* replaces *Tamiami Champion* to both coasts for duration of winter season. (RyAge)
- Dec. 12, 1941 *Florida Special* dieselized and time cut from 26:30 to 24:00; SAL's *Orange Blossom Special* also cut from 26:30 to 24:00; Atlantic Coast Line Railroad places recreation car with hostess and accordion player on *Miamian* as well as *Florida Special*. (RyAge, Hoffman)
- Dec. 12, 1941 *The New York-Florida Limited* renamed *The Palmland* and *The Southern States Special* renamed *The Sun Queen* on the PRR-SAL route between New York and both coasts of Florida; *Palmland* cut by 3:30; *Sun Queen* cut by 2:10 and New York-Boca Grande sleeping car added. (tt)
- Dec. 12, 1941 *The Florida Sunbeam* on Southern-SAL route made a daily all-Pullman train and dieselized between Cincinnati and Valdosta. (Guide)
- Dec. 12, 1941 PRR and its southern connections begin a massive movement to bring the approximately 100,000 soldiers now training at southern bases home to the Northeast for the holidays; first third leaves Dec. 12-13 and returns Dec. 26-30; second third leaves Dec. 14-16 and returns Dec. 26-30; third group leaves Dec. 27-29 and returns Jan. 10-11. (PR - these plans were made before Pearl Harbor and may have been cancelled)
- Dec. 13, 1941 Railroads petition ICC for increase in rates and passenger fares to cover new wage increases. (AR)
- Dec. 13, 1941 City of Jersey City and other municipalities petition the N.J. Supreme Court to declare the 1941 Railroad Tax Settlement Act unconstitutional. (LV AR)
- Dec. 13, 1941 Prime Minister Winston Churchill and advisors embark from Scotland on the new battleship *H.M.S. Duke of York* to meet with Pres. Roosevelt in Washington. (Smith/FDR)
- Dec. 14, 1941 NYC unveils a huge patriotic photo-mural on the east wall of the Concourse in Grand Central Terminal in the area later occupied by the Kodak display. (NYT)
- Dec. 15, 1941 Non-operating unions settle for 10-cent-per-hour increase, retroactive to Dec. 1. (RyAge)
- Dec. 15, 1941 Christian H. Henline (1876- ), engineer of *The Broadway Limited* on the

Fort Wayne Division since 1917, makes his last run from Chicago before retirement. (PR)

- Dec. 1941 N.J. PUC authorizes PRSL to discontinue all passenger service on the Penns Grove, Salem and Bridgeton Branches and cut electric MU service between Camden and Millville. (RyAge)
- Dec. 16, 1941 Henry Wolf Bikle promoted to emeritus position of VP-Law; John Dickinson named General Counsel replacing Bikle. (Mutual, MB)
- Dec. 16, 1941 German General Staff orders a halt to the offensive in Russia and orders its armies to withdraw to defensive lines. (Offley - verify)
- Dec. 17, 1941 PCC&StL Railroad Board authorizes CTC Newman-Thorne, Ind., and Henry to Gem; controlled from "THORNE," plus respacing the signals. (MB)
- Dec. 17, 1941 *The Silver Meteor* begins carrying sleeping cars for first time during winter season, running three times a week Boston-Miami and Boston-St. Petersburg. (Guide - RyAge says began 12/13! south on Meteor and north on Orange Blossom Spc., were other sleepers see 11/1)
- Dec. 17, 1941 New pooling arrangement of Chicago-Florida trains goes into effect; releases 43 cars for other uses. (RyAge)
- Dec. 17, 1941 Chicago-Jacksonville sleeping car added to *The Southland*. (Guide)
- Dec. 17, 1941 *Sunchaser* inaugurated as a winter-only, all-Pullman, every-third-day train between Chicago and Miami via IC route on a one-night-out schedule. (Key, Guide)
- Dec. 17, 1941 Economic Defense Board renamed Board of Economic Warfare. (NARA)
- Dec. 17, 1941 Admiral Chester W. Nimitz (1885-1966) is placed in command of the shattered U.S. Pacific Fleet, replacing Admiral Husband E. Kimmel (1882-1968), who with Army commander Gen. Walter Short (1880-1949) becomes the scapegoat for the Pearl Harbor debacle. (Gregory)
- Dec. 18, 1941 Maryland & Delaware Telephone & Telegraph Company Board votes to dissolve and sell all its property. (B&E MB)
- Dec. 18, 1941 War Powers Act gives Pres. Roosevelt broad executive powers to orchestrate the war effort. (Burg)
- Dec. 18, 1941 Pres. Roosevelt creates Office of Defense Transportation (ODT); government regulation is used instead of outright control as in World War I. (RyAge)
- Dec. 18, 1941 *The Jacksonian* No. 304-305 inaugurated as an all-Pullman winter train between Chicago with sleeping cars to Miami and Tampa via PRR/L&N/ACL/FEC route via Louisville and Birmingham; one-night-out schedule; operates in every-third-day coordinated service with *Dixieland* of Dixie Route and *Sunchaser* on IC route. (Guide)

- Dec. 19, 1941 B&O places a rebuilt and expanded *Columbian* consists in service as a streamlined heavyweight all-coach train between Washington and Chicago to match PRR's *Trail Blazer*. (Stegmaier - Guide says postponed to 1/11/42 - Wayner says Jersey City-Chicago)
- Dec. 19, 1941 Pres. Roosevelt establishes the Office of Censorship to control war news. (millercenter.org)
- Dec. 19, 1941 Learning that the Russians have counterattacked outside Moscow, an infuriated Hitler sacks army commander-in-chief Field Marshal Walther von Brauchitsch (1881-1948), takes personal command of the army and orders it to resume the offensive in Russia. (Offley)
- Dec. 1941 First of sixth lot of 20 GG1's, No. 4909, built at Juniata. (Edson)
- Dec. 1941 PRR sells Greyhound Corporation 50% of the preferred stock of Pennsylvania Greyhound Lines, Inc.
- Dec. 20, 1941 After 79-day trial, Judge George A. Welsh of U.S. District Court at Philadelphia finds PRR liable for losses of Pennroad Corporation in Overfield and Weigle Suits; plaintiffs had demanded \$95 million; Judge Welsh finds PRR liable for "excess prices" paid for securities and all profits of National Freight Company during its 4-year life; dismisses charges against PRR and Pennroad directors, as they did not profit personally; appoints accountants to compute damages. (NYT)
- Dec. 20, 1941 Japan begins its attack on the oil-rich Dutch East Indies (Indonesia).
- Dec. 20, 1941 British retake Tobruk in Libya. (Morris)
- Dec. 21, 1941 PRR Board authorizes the tail tracks and running tracks at Yard C, West Morrisville, Pa.; reverse signaling on Tracks 2 & 3 between "MILLHAM" Tower and "MORRIS" Tower on the New York Division. (MB)
- Dec. 21, 1941 PRR Board approves the retirement of the following: New Overbrook Yard between 52<sup>nd</sup> Street & Woodbine Avenue, including portions partly completed but not in service; stations at Morea and Millerstown, Pa.; Essler Branch. (MB)
- Dec. 22, 1941 PRR announces it will appeal verdict in Pennroad suits. (NYT)
- Dec. 22, 1941 Erie Railroad Company reorganized without foreclosure; old common stock is wiped out, ending Chesapeake & Ohio Railway control that is the legacy of the Van Sweringen era; the Erie is the last major system to enter Chapter 77 bankruptcy and the first to leave; the New York, Susquehanna & Western Railroad and the New Jersey & New York Railroad become independent, the NYS&W wholly so. (RyAge, Grant)
- Dec. 22, 1941 Prime Minister Winston Churchill arrives in Hampton Roads on the battleship *H.M.S. Duke of York* and is flown immediately to Washington; the first Washington Conference (code name, "Arcadia") begins between Churchill, Pres. Roosevelt and their staffs; they agree to a Germany-first strategy, a first invasion in North Africa, joint supreme commands and a joint Anglo-American Chiefs of Staff based in Washington. (Smith/FDR,

Morris)

- Dec. 23, 1941 Japanese take the American outpost on Wake Island after fierce resistance by 400 Marine defenders, a day before the aborted naval reinforcement was scheduled to arrive. (DSears, wiki)
- Dec. 23, 1941 Faced with Japanese landings, Gen. Douglas MacArthur, U.S. commander in the Philippines, begins withdrawing his troops to the Bataan Peninsula on the north side of the entrance to Manila Bay. (Hastings)
- Dec. 23, 1941 Pres. Roosevelt appoints ICC Commissioner Joseph B. Eastman Director of the Office of Defense Transportation. (LV AR)
- Dec. 24, 1941 AFL and CIO agree to a no-strike pledge for the duration of the war. (BurLabStats)
- Dec. 25, 1941 Japanese take the British colony of Hong Kong. (Mercer)
- Dec. 26, 1941 Canadian Prime Minister William Lyon Mackenzie King ( - ) travels to Washington in a Canadian private car attached to No. 169 *The Washingtonian* to meet with Pres. Roosevelt and Prime Minister Churchill. (CMP)
- Dec. 26, 1941 Prime Minister Winston Churchill addresses a joint session of Congress, the first foreigner accorded that honor since the Marquis de Lafayette in 1824. (Smith/FDR)
- Dec. 27, 1941 American Contract & Trust Company approves the sale of 4,000 shares of Pennsylvania Greyhound Lines, Inc., to the Greyhound Corporation. (MB)
- Dec. 27, 1941 Office of Price Administration begins rationing rubber, most of which comes from southeast Asia, now in the hands of the Japanese; civilian consumption cut 80%, including automobile tires. (EAH)
- Dec. 28, 1941 National unions strike Toledo, Peoria & Western Railroad over Pres. George P. McNear's refusal to pay rates called for in national agreements on grounds the company cannot afford it; McNear hires non-union men, touching off acts of violence. (Stringham, Moodys)
- Dec. 29, 1941 Leechburg Collieries Company, Inc., acquires 50.01% interest in Cambria Collieries Company, owning coal land in southeastern Ohio. (MB)
- Dec. 30, 1941 Boston-Florida sleeping cars on *Silver Meteor* begin running daily. (Guide)
- Dec. 30, 1941 B&O signs a new traffic contract for passenger service east of Philadelphia to replace the original trackage rights agreement of 1926; done to avoid new franchise taxes imposed by the State of New Jersey. (CNJ AR)
- Dec. 30, 1941 The aircraft carrier *U.S.S. Yorktown* arrives at San Diego to join the Pacific Fleet, having been transferred from anti-submarine duty in the Atlantic. (wiki)
- Dec. 30, 1941 Admiral Chester W. Nimitz arrives in Pearl Harbor to take command of the Pacific Fleet. (DSears)

- Dec. 31, 1941 PRSL cancels trackage rights to CNJ to operate passenger trains between Winslow Jct. and Atlantic City following the discontinuance of the *Blue Comet*. (VPO, CNJ AR)
- Dec. 31, 1941 B&O discontinues its Elizabeth-Newark, N.J., connecting bus. (RyAge)
- 1941 LIRR shortens the Evergreen Branch by 0.36 mile in line relocation. (C&C)
- 1941 Train-level ferry concourse, restaurant and all but two ferry slips removed at Jersey City Terminal. (completed summer of 1942!)
- 1941 New Haven reorganized; common stock, including PRR's interest, wiped out.
- 1941 PRR agrees to put its Lehigh Valley stock in trust in return for NYC dropping its opposition to its retention by PRR.
- 1941 Dining room of Washington Union Station air conditioned. (C&C)
- 1941 Part of Buck Run Branch (0.52 mile) and part of the Possum Glory Branch (1.79 miles) of the Cherry Tree & Dixonville Railroad abandoned. (C&C)
- 1941 CTC installed between Hudson and Arlington, Ohio, one mile north of Akron. (C&C - PR indicates this was done in 10/1940)
- 1941 Holden Branch (0.35 mile) in Detroit abandoned. (C&C)
- 1941 PRR orders first passenger road diesels, a 4,000 HP A-A combination, for *The South Wind*; order later cancelled by War Production Board.
- 1941 Gibbs & Hill presents report on electrification from Harrisburg to Conway Yard; cost estimated at \$120 million. (Reutter)
- 1941 NYC rebuilds 30th Street freight yard, completing West Side Improvements begun in 1929. (AR)
- 1941 Chesapeake Steamship Company merged into the Baltimore Steam Packet Company (Old Bay Line) to eliminate duplicate steamboat service between Baltimore and Norfolk; owned one-half by Seaboard Air Line Railway, one-third by Southern Railway and one-sixth by Atlantic Coast Line Railroad. (Prince - verify Moodys?)
- 1941 National Council of Freight Handlers, Express and Station Employees organized by African Americans who are barred from or marginalized in the existing unions. (Trains)
- 1941 Defense Plant Corporation announces it will build a big armor-plate mill at Homestead; has a peak wartime employment of 15,000. (Warren - verify NYT)