

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

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**1945**

**April 2015 Edition**

**All data subject to correction and change**

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| Jan. 1, 1945 | Borrowed Norfolk & Western Class J 4-8-4 hauls <i>Broadway Limited</i> from Chicago to Ft. Wayne.  |
| Jan. 1, 1945 | Pittsburgh, Lisbon & Western Railroad merged into Youngstown & Southern Railway under agreement of June 27, 1944. (Moody's, Cole)  |
| Jan. 2, 1945 | U.S. Circuit Court approves New Haven reorganization plan on appeal but directs further review of the Old Colony Railroad passenger deficit question. (Sutherland)   |
| Jan. 2, 1945 | Western railroads file answer to government's antitrust suit asking dismissal of charges. (RyAge)  |
| Jan. 2, 1945 | Case of <i>Georgia v. Pennsylvania Railroad Company, et al.</i> argued before the U.S. Supreme Court; John Dickinson for the PRR. (justitia.com)   |
| Jan. 2, 1945 | Record blizzard hits Buffalo on top of 30 inches of snowfall in Dec. 1944. (RyAge)   |
| Jan. 2, 1945 | Howard W. Hughes named General Solicitor, replacing Robert S. Gawthrop, deceased. (MB)   |
| Jan. 1945    | PRR sells \$51.78 million General Mortgage 3-1/8% Series F bonds to redeem \$60 million 4½% Debenture bonds.   |
| Jan. 1945    | Justice Dept. files <i>amicus curiae</i> brief asking the Supreme Court to hear to the complaint of the State of Georgia that a "conspiracy" of northern railroads is harming the state's economy. (RyAge - may be very late 1944) |
| Jan. 3, 1945 | Seaboard Air Line Railway reorganization plan becomes effective. (RyAge)   |

- Jan. 9, 1945 Japanese forces land on the main Philippine island of Luzon, where the Japanese defense is skillfully conducted by Gen. Tomoyoki Yamashita, who retreats to the mountains and holds out until Aug. 1945. (Hastings)
- Jan. 10, 1945 PRR Board approves funding for a corporate history to be prepared by the engineering firm of Coverdale & Colpitts. (MB)
- Jan. 10, 1945 PRR Board authorizes the replacement of the existing mechanical interlocking "HOLMES" Tower and station at Holmesburg Jct. with a new electro-pneumatic tower and station combination; rescinds the \$104,000 appropriation for a turbo-electric locomotive of Oct. 1936. (MB)
- Jan. 10, 1945 PRR Board approves the following retirements: part of the Lykens Branch at Williamstown; Rock Stream, N.Y., station on the Elmira & Lake Ontario line and moving the building from Aloquin to serve as a station and tool house; Dixmont station on the PFW&C. (MB)
- Jan. 10, 1945 PRR acquires trackage rights over Lehigh Valley Railroad between Laurel Jct. and Shenandoah Jct., Pa. (8.5 miles).
- Jan. 10, 1945 ICC examiner recommends for a second time a reduction of 40 cents a ton in the rate on anthracite coal to New York Harbor. (CNJ AR)
- Jan. 10, 1945 Baldwin Locomotive Works completes 2,000 HP passenger demonstrator unit No. 2000; No. 2001 follows on Mar. 28; No. 2000 goes straight to tests on the CNJ, Reading, New Haven and B&O. (Kirkland)
- Jan. 11, 1945 ODT General Order 47 immediately bans all seasonal resort trains and bans operation of any train after Mar. 1 that operated with less than 35% occupancy in Nov. 1944. (RyAge, Guide)
- Jan. 12, 1945 PRR completes second study for through sleeping cars to Los Angeles and San Francisco. (VPO)
- Jan. 12, 1945 Red Army launches its Vistula-Oder Operation, the final offensive against the Germans on the Eastern Front. (Hastings, Service)
- Jan. 13, 1945 Red Army completes occupation of Budapest. (Mercer)
- Jan. 1945 Army relaxes military censorship, allowing the description of the embarkation facilities at Camp Kilmer. (CNJ AR)
- Jan. 1945 Baldwin Locomotive Works's first road passenger diesel demonstrator No. 2000, a 2,000 HP A-unit, is tested on the B&O; a second A-unit is completed by April. (RyAge, BaldLocos)

- Jan. 16, 1945 General Manger-Eastern Region William C. Higginbottom (1880-1969) promoted to the new office of Assistant VP-Eastern Region pending retirement; H.L. Nancarrow to General Manager-Eastern Region, replacing Higginbottom; Paul E. Feucht to General Manager-Western Region, replacing Nancarrow; J.L. Cranwell to Superintendent, Lake Division, replacing Feucht; J.S. Gillum to Superintendent, Philadelphia Terminal Division, replacing Cranwell; J.D. Morris to Superintendent, Panhandle Division, replacing Gillum; B.W. Tyler, Jr., to Superintendent, Renovo Division, replacing Morris; F.W. Stoops to Assistant to the General Manager-Central Region; J.A. Schwab to Superintendent, Pittsburgh Division, replacing Stoops; C.J. Henry to Superintendent, Maryland Division, replacing Schwab; Park M. Roeper to Superintendent of Freight Transportation-Eastern Region, replacing Henry; A.J. Greenough to Superintendent, Wilkes-Barre Division, replacing Roeper; John I. Kirsch to new post of Engineer of Tests-Signals; H.L. Stanton to Superintendent of Telegraph & Signals-Eastern Region, replacing Kirsch; H.C. Griffith to Assistant Chief Engineer-Traction-Communications-Signals; Jacob Stair, Jr., to Electrical Engineer, replacing Griffith. (MB, PR)
- Jan. 16, 1945 American pincers movement meets to close the “Bulge”; the Germans lose almost all their tanks and planes but manage to withdraw in good order; however, the losses deplete the ability to defend the Eastern Front, ensuring that the Russians, not the Americans will take Berlin; at the same time, the Allied advance becomes more cautious for fear of flanking attacks. (Hastings)
- Jan. 17, 1945 ODT orders railroads affected by severe lake effect blizzards across upstate New York and the upper Midwest to discontinue passenger service to keep war traffic rolling; thousands of freight cars are immobilized by snow and ice; in the evening, the NYC orders cuts in passenger trains, although not of major trains such as the *Twentieth Century Limited*, *Commodore Vanderbilt* or *Southwestern Limited*; *New England Wolverine* and *Wolverine* are combined; PRR announces it is only “studying” the order, as it is less affected by snows. (NYT)
- Jan. 17, 1945 Red Army takes Warsaw, having bided its time in the suburbs for over 5 months, while the Germans annihilate the anti-communist Polish underground. (EAH, Morris)
- Jan. 18, 1945 First production model Q2 No. 6175 placed in service; are assigned to Eastern Division of Central Region; prove slippery and consume excessive water.
- Jan. 20, 1945 Pres. Roosevelt is sworn in for his fourth term; because of the war, there is no parade, and the ceremony is moved to the south portico of the White House; FDR delivers his last speech standing but upon coming inside suffers a brief attack of angina. (Smith/FDR)

- Jan. 22, 1945 New sleet storm hits western and central New York State, interfering with rail traction. (RyAge)
- Jan. 22, 1945 Because of heavy snows and sleet in upstate New York, ODT embargoes most freight in Official Territory for one week; much traffic detoured over Chesapeake & Ohio Railway and Norfolk & Western Railway. (RyAge)
- Jan. 22, 1945 Pres. Roosevelt leaves Washington on a super-secret RF&P-C&O POTUS special for Newport News and the Norfolk Navy Yard, where he boards the *U.S.S. Quincy* en route to the summit meeting with Winston Churchill and Josef Stalin at Yalta in the Crimea. (Withers, Smith/FDR)
- Jan. 23, 1945 U.S. Court of Appeals upholds lower court ruling that New Haven stock has no value and should not receive anything under the reorganization plan; remands the case to the ICC to settle the price to be paid for the Old Colony Railroad; also affirms the clause permitting the Old Colony to drop certain passenger trains if losses exceed a set amount. (AR)
- Jan. 24, 1945 PRR Board authorizes extensions to the 37<sup>th</sup> Street Freight Station at New York; approves retirement of the station at Hallwood on the NYP&N. (MB)
- Jan. 26, 1945 ODT and AAR impose a 72-hour freight embargo on all but war goods to and from the snowbound areas in upstate New York and other areas south and east of the Great Lakes at 12:01 AM; NYC's Gardenville Yard near Buffalo is under 4 feet of snow, and 2,000-3,000 cars are stuck at Selkirk Yard. (NYT, CNJ AR)
- Jan. 27, 1945 Syracuse, N.Y., has received 102 inches of snow so far this winter. (RyAge)
- Jan. 28, 1945 American lines are restored to their positions as before the Battle of the Bulge. (Hastings)
- Jan. 29, 1945 VP in Charge of Operations John F. Deasy proposes that the Baldwin Locomotive Works and Westinghouse Electric & Manufacturing Company collaborate with the PRR on developing a prototype of the Class V1 turbine locomotive; Chief Electrical Engineer John V. B. Duer writes to the Baldwin Locomotive Works concerning the patents, particularly possible patent infringement from the similar steam turbine locomotives that Baldwin is building for the Chesapeake & Ohio Railway. (VPO)
- Jan. 29, 1945 Gen. Curtis LeMay (1906-1990) is transferred to head XXI Bomber Command on Guam, from which he organizes the B-29 bomber offensive against Japan. (strategicaircommand, Hastings)
- Jan. 31, 1945 Pennsylvania-Reading Motor Lines, Inc., dissolved. (MB)

- Jan. 31, 1945 Red Army units cross the Oder River 40 miles east of Berlin. (Mercer)
- Feb. 1, 1945 New snow storm hits Buffalo-Syracuse area. (RyAge)
- Feb. 2, 1945 NYC announces it has ordered an additional 25 Niagara 4-8-4's. (NYT)
- Feb. 3, 1945 ODT imposes new four-day embargo in Official Territory at 12:01 AM because of new storms. (NYT, RyAge)
- Feb. 4, 1945 Roosevelt, Churchill and Stalin begin summit conference at Yalta in the Crimea to plan the postwar settlement and the organization of the United Nations; Germany must surrender unconditionally and will be partitioned into four occupation zones run by the U.S., the U.S.S.R., Britain and France; Roosevelt assents to Stalin's setting up communist buffer states in Eastern Europe (which he already occupies) and annexing eastern Poland; FDR gets Stalin to agree to join the war on Japan after the defeat of Germany. (Gregory, Mercer, Hastings, Smith/FDR)
- Feb. 8, 1945 Major blizzard hits New England. (RyAge)
- Feb. 11, 1945 Budapest surrenders to the Red Army. (Hastings)
- Feb. 13, 1945 U.S. District Court orders New Haven reorganization plan remanded to ICC for reconsideration of Old Colony Railroad question only; PRR demands a complete rehearing. (Sutherland)
- Feb. 14, 1945 PRR Board authorizes move to settle Overfield and Weigle Pennroad suit out of court after plaintiffs offer to settle for \$16.58 million, or 75% of last court award; done to prevent Delaware Chancery Court case from moving to trial and reopening entire issue. (MB)
- Feb. 14, 1945 In a then obscure meeting whose consequences will outlast those of Yalta, Pres. Roosevelt meets with King Ibn Saud (1876-1953) of Saudi Arabia on the *U.S.S. Quincy* to secure an alliance that will protect the West's access to Saudi oil in anticipation of the decline of British power in the Middle East. (Gregory)
- Feb. 14, 1945 Allied bombing raid destroys the center of the old Saxon capital of Dresden in a fire storm; 135,000 civilians are burned or suffocated in their bomb shelters. (Morris)
- Feb. 15, 1945 Assistant to the VP in Charge of Operations John Van Buren Duer is one of fifteen honored at the 75<sup>th</sup> anniversary of the founding of Stevens Institute of Technology for notable engineering achievements. (RyAge)
- Feb. 15, 1945 Franklin David Davis (1885-1945), General Superintendent of Northern

- General Division, dies at Buffalo. (RyAge)
- Feb. 1945 Wartime economic expansion peaks; short contraction begins. (NBER)
- Feb. 1945 Q2 No. 6175 sets record for Altoona Test Plant of 7,987 indicated HP; this is the last locomotive tested on the Test Plant. (Hirsimaki says 4/1946?)
- Feb. 1945 EMD resumes the production of passenger road diesels with its 2,000-h.p. model E7; it has the short nose first introduced on freight units instead of the slant-nose of the prewar passenger models. (Boyd/NRHS)
- Feb. 16, 1945 Pres. Ralph Budd (1879-1962) announces that CB&Q will build “vista dome” lounge cars. (RyAge)
- Feb. 19, 1945 Assistant Attorney General Wendell Berge files with the U.S. District Court asking that it reject Pullman, Incorporated’s segregation plan; Berge wants the Pullman fleet sold to the railroads themselves at depreciated value; the new company is to operate those cars that are used in interline service without owning them. (NYT, RyAge)
- Feb. 19, 1945 U.S. Marines land on Iwo Jima, 750 miles from Tokyo; the casualty rate is higher than D-Day. (Hastings, EAH)
- Feb. 21, 1945 H. W. Jones, John V. B. Duer, Carleton K. Steins and J. S. Stair of the PRR meet in Philadelphia with representatives of Baldwin Locomotive Works and Westinghouse Electric & Manufacturing Company in Philadelphia and agree that they will develop and build a prototype Class V1 coal-burning direct-drive turbine locomotive on the same terms as they have built the Class S2 No. 6200; Westinghouse will design the turbines, gearing and drives, Baldwin the locomotive, and the PRR only the driving and guiding trucks; this has the effect of raising the costs of the locomotive from \$750,000 if built at Altoona, to \$975,000. (VPO)
- Feb. 23, 1945 Pullman Company warns that half of all available Pullmans are now being operated for the armed forces and that this percentage will increase as the war reaches a climax. (RyAge)
- Feb. 25, 1945 G. M. Humphrey, Pres. of the M.A. Hanna Company writes to Pres. M. W. Clement complaining about the announcement of the Class V1; the PRR has chosen a side view to emphasize the difference in arrangement from a conventional locomotive; Humphrey would have preferred an angle shot that emphasized the streamlining and “modernity” still possible in a coal-burning locomotive. (VPO)
- Feb. 26, 1945 CNJ applies to bankruptcy court to transfer its leases of Pennsylvania lines to the Central Railroad Company of Pennsylvania in a bid to avoid New Jersey

- taxes. (AR)
- Feb. 27, 1945 U.S. House begins hearings on Crosser Social Insurance Bill that had been drawn up by the Railway Labor Executives Association. (RyAge)
- Feb. 27, 1945 Pres. Roosevelt returns to Norfolk on the *U.S.S. Quincy*; the stress of the trip has further damaged the president's health, and he is losing weight and his appetite. (Withers, Smith/FDR)
- Feb. 28, 1945 PRR Board approves the sale of Piers 49 & 50 at Shackamaxon Street to the Pennsylvania Sugar Company. (MB)
- Feb. 28, 1945 Legal Dept. informs PRR Board of tentative settlement of all three Pennroad suits by payment of \$15 million to Pennroad Corporation. (MB)
- Feb. 28, 1945 Lewisburg Bridge Company dissolved. (MB, C&C)
- Feb. 28, 1945 Since Pearl Harbor, about 38,500,000 troop-trips have been run by U.S. railroads, including 91,000 special trains, 246,194 coach trips, 430,685 sleeping car trips, and 120,046 baggage car and kitchen car trips. (AAR/Mutual)
- Feb. 28, 1945 A greatly-fatigued Pres. Roosevelt returns to Washington from Yalta on a C&O-RF&P POTUS special. (Withers)
- Mar. 1, 1945 Pennroad Corporation and PRR Boards agree to settlement subject to approval of Delaware Court of Chancery; PRR is to pay Pennroad \$15 million; done to head off further trial of the Perrine Suit, now pending in the Delaware Court of Chancery. (NYT)
- Mar. 1, 1945 Ninth car of 11-car eastbound "*Spirit of St. Louis*" derails and the three cars fall off a 45-foot-high bridge near Steubenville at 12:36 AM; 7 injured. (NYT)
- Mar. 1, 1945 Senate confirms left-leaning former VP Henry A. Wallace as Secretary of Commerce over strong opposition; in compensation, federal loan agencies are removed from the Commerce Dept jurisdiction. (RyAge)
- Mar. 2, 1945 PRSL Executive Committee authorizes the construction of a loop track at New Hampshire & Mediterranean Avenues in Atlantic City. (MB)
- Mar 3, 1945 Pres. Roosevelt appoints former VP Henry A. Wallace Secretary of Commerce, replacing Jesse H. Jones. (wiki - verify)
- Mar. 3, 1945 Allies complete the "liberation" of Manila after house-to-house fighting that leaves the city in ruins and 100,000 civilians dead. (Hastings)

- Mar. 5, 1945 Pullman-Standard Car Manufacturing Company hold press and trade preview of its display, "Tomorrow's Trains Today" at Waldorf-Astoria Hotel; new designs include a three-tier sleeping car, duplex roomettes, a club car with theater, and a double-deck commuter car. (RyAge)
- Mar. 6, 1945 ICC examiner C. E. Boles rules that the Chesapeake & Ohio Railway was out of Alleghany Corporation's direct control between 1938 and 1942, hence is subject to the Transportation Act of 1940 which mandates ICC approval for controlling two or more railroads; Alleghany should be required to divest itself of the Chesapeake & Ohio Railway, Nickel Plate and Pere Marquette Railway. (Moody's, Borkin)
- Mar. 7, 1945 Ohio River flood crests at Cincinnati and Louisville; PRR terminates Cincinnati trains at Norwood; washouts between Xenia and Cincinnati cause detours via Dayton and B&O; Produce Yard and 11<sup>th</sup> Street freight house at Pittsburgh flooded. (RyAge)
- Mar. 7, 1945 U.S. troops cross the Rhine over the bridge at Remagen, which the Germans had failed to destroy in time. (Hastings)
- Mar. 8, 1945 PRR reopens Produce Yard and 11<sup>th</sup> Street freight house at Pittsburgh. (RyAge)
- Mar. 9, 1945 Gen. Curtis LeMay mounts Operation Meetinghouse, the first concentrated firebombing raid against Tokyo with 325 B-29's; the densely-packed wooden buildings kindle a firestorm and between 80,000 and 100,000 Japanese are killed and 16 square miles of the city destroyed; incendiary attacks on other Japanese cities follow; the B-29's are also used to mine the Japanese coast, taking a large toll of Japanese shipping and further cutting imports. (Hastings, wiki)
- Mar. 10, 1945 Ralph B. M. Burke (1884-1945), Manager of Warehouses and VP of Harborside Warehouse Company, Inc., dies at New York. (RyAge)
- Mar. 10, 1945 NYC Pres. Gustav Metzman receives the first Class S-1a Niagara 4-8-4 from American Locomotive Company (ALCO), which is rolled out for inspection by Gov. Thomas E. Dewey and other officials; zenith of NYC steam power designed by Paul W. Kiefer; assigned to passenger service between Harmon and Chicago. (NYT, AR)
- Mar. 11, 1945 Japan begins kamikaze suicide plane attacks against the U.S. fleet massing off Okinawa. (Hastings)
- Mar. 12, 1945 ICC approves B&O voluntary debt adjustment plan. (AR)
- Mar. 12, 1945 Port Authority presents its plan for a consolidated bus terminal at 40<sup>th</sup> Street &

8<sup>th</sup> Avenue and notes that 13 bus lines back it; pushed on the grounds of eliminating traffic congestion to and from terminals east of 8<sup>th</sup> Avenue; Mayor La Guardia and Robert Moses urge Greyhound Corporation to join the project; Greyhound has assembled a large tract between 33<sup>rd</sup> & 34<sup>th</sup> Streets east of 8<sup>th</sup> Avenue opposite Penn Station, closer to the center of town and more desirable, on which it plans to build its own large terminal and office building. (NYT)

- Mar. 14, 1945 PRR Board authorizes building an X-ray laboratory at 12<sup>th</sup> Street, Altoona. (MB)
- Mar. 14, 1945 NYC's first pair of 2,000-HP EMD E7 passenger road diesels hauls an eastbound 9-car train to Buffalo at speeds up to 80 MPH; leaves Collinwood at 4:30 PM, 20 minutes late, and arrives at Buffalo at 8:51 PM, 34 minutes early; although they receive almost no publicity, road service tests reveal the diesels to be superior to the new Niagaras, which are thus obsolete at birth; the NYC also fields E7's far earlier than the PRR. (NYT, )
- Mar. 15, 1945 PRSL agrees with Thomas H. Munyan to sell its Atlantic City trolley line to the new Atlantic City Transportation Company for \$1 million; the Atlantic City Transportation Company is owned 50/50 by Philadelphia contractors John McShain (1898-1989) and Matthew McCloskey (1893-1973). (PRSL/Rdg)
- Mar. 15, 1945 Now 63,000 Mexican track workers on U.S. railroads vs. 34,000 a year ago. (RyAge)
- Mar. 1945 New "infants' lounge" nursery opens at Chicago Union Station. (RyAge)
- Mar.? 1945 NYC receives first four A-B-A sets of EMD E-7 6,000 HP road passenger locomotives. (AR)
- Mar. 1945 NYC assigns its first road passenger diesels, EMD E-7's, to the *Twentieth Century Limited*; *The Broadway Limited* remains steam-powered west of Harrisburg.
- Mar. 1945 PRR orders 25 production models of T1 from Altoona and 25 from Baldwin after the War Production Board lifts restrictions. (Pre 3/10)
- Mar. 1945 Results of NYC polls show passengers most favor air conditioning and private sleeping accommodations in postwar cars. (RyAge)
- Mar. 1945 Rep. Alfred Lee Bulwinkle (1883-1950) (D-NC) introduces a bill to exempt railroad rate agreements and rate bureaus from antitrust laws if they have ICC approval. (RyAge)
- Mar. 1945 Wilbur E. Dow, Jr., files with ICC against surcharge on passengers using Hell

Gate Bridge Route. (RyAge)

- Mar. 19, 1945 Cambria Collieries Company, owning coal lands in Belmont and Monroe Counties, Ohio, renamed Cambria Land Company; controlled by Leechburg Collieries Company, Inc.. (MB)
- Mar. 20, 1945 PRR announces completion of design of Class V1 "Triplex" 9,000 HP 2-D+2-D steam turbine locomotive to be built jointly with Baldwin and Westinghouse; to be 137.5 long; falling revenues after end of war preclude construction; also announces pending construction of Class Q2 duplexes. (PR)
- Mar. 20, 1945 Raymond Loewy responds to the V1 "Triplex" locomotive publicity complaining that he originated the "Triplex" concept in 1941 and "suggesting" that future publicity state that it "was conceived by the Pennsylvania Railroad's Consulting Designer, Raymond Loewy and developed by the railroad's engineering staff ..."; he also complains about the poor quality of the rendering supplied to the press. (VPO)
- Mar. 20, 1945 Government counsel Folwer Hamilton asks the U.S. District Court to reject the Pullman, Inc., segregation and force it to sell its car manufacturing business instead of the sleeping car business. (NYT, Borkin)
- Mar. 20, 1945 Pres. Roosevelt calls for a special advisory board of the Office of War Mobilization & Reconversion to study a guaranteed annual wage plan being pushed by Philip Murray of the CIO; plans generally call for all workers to be employed at set wage for the entire life of a union contract; both unions and the administration fear a return of depression conditions after the war. (Personnel Dept.)
- Mar. 22, 1945 U.S. District Court orders Pullman, Inc. to consummate the sale of its sleeping car business within one year, rejecting the government's request that it be required to sell its manufacturing business instead. (NYT, Borkin)
- Mar. 24, 1945 Pres. Roosevelt leaves Washington on a B&O POTUS special in what will be his last visit to Hyde Park for a rest. (Smith/FDR)
- Mar. 25, 1945 German resistance west of the Rhine ends. (Hastings)
- Mar. 26, 1945 S2 6-8-6 steam turbine locomotive placed in revenue service between Chicago and Crestline; normally running east on *The Trail Blazer* and west on *The Admiral*. (Trains)
- Mar. 26, 1945 VP in Charge of Operations John F. Deasy responds to Raymond Loewy's criticisms by noting the Loewy's original "Triplex" design was for a three-unit reciprocating locomotive, whereas the PRR's engineers have replaced it with a two-unit turbine design; he promises that Loewy will be given credit for

styling the V1 when it reaches that point. (VPO)

- Mar. 26, 1945 U.S. Supreme Court grants petition by 5-4 vote to hear *Georgia v. Pennsylvania Railroad Company, et al.* (aka the “State of Georgia Case”), the antitrust case brought by State of Georgia against eight southern and twelve northern railroads, the PRR chief among them, over through rates that discriminate against the State of Georgia; Justices William O. Douglas (1898-1980), Hugo L. Black (1886-1971), Frank Murphy (1890-1949), Stanley F. Reed (1884-1980) and Wiley Blount Rutledge (1894-1949) are the majority; Owen Roberts (1875-1955), Felix Frankfurter (1882-1965) and Robert H. Jackson (1892-1954) the minority; Frankfurter and Jackson are the only Roosevelt appointees to oppose the case. (RyAge)
- Mar. 26, 1945 Japanese resistance ends on Iwo Jima at the cost of 7,184 American dead; the island’s airfield is mostly used for planes returning from raids damaged or short of fuel, not for offensive operations. (Hastings)
- Mar. 26, 1945 Consulting engineer Louis T. Klauder (1880-1945) dies. (familytreemaker)
- Mar. 27, 1945 Alleghany Corporation petitions the ICC to limit its control to the Chesapeake & Ohio Railway system and place in a voting trust all its stock of the Pittston Company and any carriers it might acquire in the future. (Moody’s)
- Mar. 27, 1945 U.S. forces take Mannheim and Frankfurt-am-Main. (EAH)
- Mar. 28, 1945 Chesapeake & Ohio Railway asks War Production Board to build three steam-turbine-electric locomotives similar to the projected PRR V1. (RyAge)
- Mar. 29, 1945 Pres. Roosevelt returns from his last trip to Hyde Park via a B&O POTUS special in the morning; in the afternoon, he leaves Washington on a POTUS special over the Southern Railway to his vacation cottage at Warm Springs, Ga., for a rest, occupying the presidential car *Ferdinand Magellan*; Roosevelt is obviously terminally ill, which is apparent to many of his aides; Roosevelt’s schedule calls for him to return to Washington on Apr. 18 and then travel to San Francisco for the opening of the United Nations Conference on Apr. 25. (Withers, Klara, Smith/FDR)
- Mar. 30, 1945 Pres. Roosevelt arrives at Warm Springs, Ga. (Smith/FDR)
- Mar. 30, 1945 Red Army crosses into Austria. (Mercer)
- Apr. 1, 1945 U.S. Army and Marines begin a two-month battle for Okinawa, 360 miles from Japan and the last stop before the Japanese home islands. (EAH)
- Apr. 1, 1945 Stalin telegraphs Gen. Eisenhower that their two armies should converge near Leipzig and Dresden, and that Berlin now has only secondary importance; he

- then instructs his commanders to prepare to race to Berlin. (Service)
- Apr. 2, 1946 Thirty Twenty Co. incorporated in Pa. to acquire the building at 3020-26 Market Street in West Philadelphia. (MB)
- Apr. 7, 1945 U.S. carrier aircraft sink the Japanese super-battleship *Yamato* as it steams on a suicide charge against the U.S. fleet off Okinawa. (Hastings)
- Apr. 8, 1945 U.S. troops complete first railroad bridge across the Rhine at Wessel to supply the advancing armies. (RyAge)
- Apr. 9, 1945 Berkshire Coal Company in southwestern Pa. renamed Berkshire Land Company; controlled by Leechburg Collieries Company, Inc.; Leechburg Collieries Company, Inc., renamed Leechburg Company. (MB)
- Apr. 11, 1945 U.S. troops reach the River Elbe. (EAH)
- Apr. 12, 1945 Pres. Franklin D. Roosevelt (1882-1945) dies of a stroke at Warm Springs, Ga., at age 63; at Washington, Harry S. Truman (1884-1972) becomes President; at night, the POTUS special, which was being stored at Atlanta, is sent back to Warm Springs to become a funeral train; because the casket cannot be passed through the windows of the armor-plated *Ferdinand Magellan*, the 7 compartment-buffet-lounge *Conneaut*, normally used by the Secret Service, is placed at the rear of the train to carry the bier. (EAH, Klara)
- Apr. 13, 1945 Red Army launches its final drive to Berlin. (EAH)
- Apr. 13, 1945 Pres. Roosevelt's 11-car funeral train leaves Warm Springs for Washington at 10:15 AM, running at about 25 MPH because of the trackside crowds. (Klara)
- Apr. 13, 1945 A meeting is held in the Philadelphia office of Chief of Passenger Transportation E.E. Ernest and reaches tentative arrangements for handling Pres. Roosevelt's funeral train from Washington to Hyde Park and return; a number of changes are subsequently made in the consists and schedule; among the last minute changes, two B&O engines are to be kept at Washington and PRR protect steam engines at Baltimore and Wilmington; hump operation at Bay View Yard is stopped while the funeral trains pass, and mail conveyors are stopped at 30<sup>th</sup> Street Station. (CMP)
- Apr. 14, 1945 Pres. Roosevelt's funeral train arrives in Washington at 9:55 AM over the Southern Railway for funeral services in the East Room of the White House at 4:00 PM; five principal cars are cut out for use on the train that is to carry the funeral party to Hyde Park, N.Y. (Withers, Klara)
- Apr. 14, 1945 The Baltimore protect engine leaves Washington at 9:40 PM, acting as the pilot train for the funeral trains as far as Baltimore; the first section of Pres.

Roosevelt's funeral train, 13 cars carrying members of Congress, and including 2 B60 baggage cars with floral tributes, leaves track 20 of Union Station at 10:15 PM; many writers confuse this "Congressional" section with the regular train of the same name; the funeral train proper departs Union Station at 10:20 PM; the funeral train itself is 17 cars with the Pullman private car *Roald Amundsen* cut in ahead of the *Ferdinand Magellan* for Pres. Truman and his suite; *Wadsworth* is assigned to the Cabinet and *Glen Canyon* to the Supreme Court; the train includes PRR dining cars No. 4497 and No. 4478; the train is delayed 0:39 by three pulled couplers, caused by the extra weight of the armored *Ferdinand Magellan* acting like an anchor, and finally clears the Washington Terminal at 11:03 PM. (CMP, Klara)

Apr. 15, 1945 The first, Congressional, section of the Roosevelt funeral train arrives at 30<sup>th</sup> Street Station on time at 1:28 AM, followed quickly by the main section running 0:11 late at 1:45 AM; Mayor Bernard Samuel (1880-1954) presents a wreath for the bier; Assistant VP-Eastern Region W.C. Higginbottom leaves the funeral train, and his place is taken by New York Division Superintendent J. Benton Jones (1905-1986); two sections of No. 172, the *Federal*, overtake the funeral trains by using the High Line while the funeral trains are at 30<sup>th</sup> Street; the first section arrives on Track 11 at Penn Station at 4:14 AM and the funeral train proper on Track 12 at 4:35 AM; the "Congressional" section departs on time at 4:30 AM, and the funeral train at 5:00 AM, running over the Hell Gate Bridge and up to New Rochelle; the main funeral train arrives at New Rochelle just before 6:00 AM, where it runs to a small freight yard east of the station, where a new engine, draped in black, is attached to the *Roald Amundsen* for the reverse movement to Mott Haven Yard in the Bronx; during the change, another wreath is presented by the mayor; the "Congressional" section arrives at Mott Haven at 6:00 AM and the funeral train at 6:25 AM, and NYC J-1d 4-6-4 No. 5283 and a NYC buffer coach are attached to the funeral train (motor to Harmon??); the first section leaves about 6:20 AM, running 30 minutes ahead of the main funeral train, which departs at 6:50 AM; the first, "Congressional," section runs to Hyde Park station; at 8:40 AM, the funeral train arrives at a private siding below the Roosevelt estate at Hyde Park, where the casket is unloaded and taken uphill by an honor guard from West Point; the burial service in the garden of Roosevelt's Library concludes at 10:51 AM; both trains run to Albany for turning and servicing during the burial service; both sections depart from Hyde Park station, the funeral train 0:20 late at 11:50 AM, and the "Congressional" section at 12:18 PM; the funeral train departs Mott Haven at 3:10 PM, Penn Station at 4:26 PM, 30<sup>th</sup> Street at 5:59 PM, and arrives at Washington at 8:27 PM, about a half hour late; the "Congressional" section departs Penn Station at 4:50 PM, 0:55 late. (CMP, Klara, Withers, NewRochelleStdStar, TMeehan)

Apr. 15, 1945 Curwensville & Altoona RPO discontinued. (Kay - note probably carried in caboose of a freight train as no passenger car)

- Apr. 1945 Edward G. Budd Manufacturing Company receives order for 48 cars for New York-Florida pool service, 30 for Seaboard, 10 for PRR and 8 for Richmond, Fredericksburg & Potomac Railroad. (RyAge)
- Apr. 1945 PRR begins construction of third track between Crestline Yard and Bucyrus and a new brick tower at Crestline. (RyAge, CE)
- Apr. 1945 Over the next two months, 60,000 German POWs are moved to camps in the interior U.S. (Thorne)
- Apr. 16, 1945 Pennroad stockholders apply to U.S. District Court in Wilmington for rejection of settlement as inadequate and for the appointment of a receiver. (NYT)
- Apr. 16, 1945 Red Army launches its assault on the Oder River east of Berlin. (Hastings)
- Apr. 17, 1945 Gen. Walther Model (1891-1945), commander of Wehrmacht Army Group B, commits suicide after his forces are trapped in the Ruhr Pocket; 317,000 become Allied POW's. (Hastings)
- Apr. 19, 1945 Red Army has advanced from the Oder River to the Neisse. (Service)
- Apr. 20, 1945 PRR stockholders Anna C. Dickheiser and Edward S. Birn sue PRR in U.S. District Court at Philadelphia to set aside settlement as constituting a fraud upon the stockholders; Matilda J. Feldman, owner of seven shares of Pennroad, also sues on grounds that settlement is too small. (NYT)
- Apr. 20, 1945 Allies take Nuremberg. (Mercer)
- Apr. 21, 1945 Red Army reaches the outer defenses of Berlin. (Hastings)
- Apr. 23, 1945 U.S. Supreme Court denies a motion for a rehearing in *Georgia v. Pennsylvania Railroad Company, et al.* (wikisource)
- Apr.? 1945 Robert R. Young offers compromise to ICC; Alleghany Corporation will trustee its Nickel Plate, Missouri Pacific and W&LE stock, and C&O will trustee its Erie stock. (check NYT?)
- Apr. 24, 1945 U.S. and Russian troops meet at the Elbe River, cutting Germany in two. (Hastings)
- Apr. 24, 1945 Former PRR Superintendent Joseph H. Gumbes (1866-1945) dies. (findagrave)
- Apr. 25, 1945 PRR Board authorizes extending 0 Track from Linden Park Yard to Linden, N.J.; purchase of Erie Railroad property on the Cleveland lakefront west of the

Cuyahoga River. (MB)

- Apr. 25, 1945 Red Army completes the encirclement of Berlin; they then begin fighting their way towards the city center block-by-block, against fierce last-ditch resistance. (Hastings)
- Apr. 28, 1945 PRR Pres. Martin W. Clement questions VP in Charge of Operations John F. Deasy where the Class V1 turbine locomotive can be used if successful. (VPO)
- Apr. 28, 1945 Deposed Italian dictator Benito Mussolini (1883-1945) and his mistress are captured and shot by Communist partisans near Milan as they try to flee to Switzerland; the bodies are then urinated on and hung by the heels from a filling station canopy like slaughterhouse carcasses. (EAH, Mercer)
- Apr. 30, 1945 Adolf Hitler (1889-1945) commits suicide in his underground Berlin bunker as the Red Army closes in on the nearby Reichstag building; Propaganda Minister Joseph Goebbels (1897-1945) and his wife Magda (1901-1945) also commit suicide after poisoning all their children. (Hastings, Mercer)
- Spring 1945 CNJ tests a Baldwin diesel demonstrator on the NY&LB; leads to an order for 3 2,000-HP "double enders." (AR)
- May 1, 1945 Development of steam turbine locomotive by Locomotive Development Committee begins under engineer John I. Yellott (1908-1986); plan calls for burning pulverized coal and screening fly ash to prevent damage to the turbine blades; locomotive to be housed in a diesel-type car body.
- May 1945 Dr. John I. Yellott (1908-1986), currently Director of the Institute of Gas Technology at Illinois Institute of Technology, is named to direct the Bituminous Coal Research project to develop a coal-burning turbine locomotive. (RyAge)
- May 1, 1945 Northeast Airlines (formerly New England Airlines, Inc.) begins operating between New York and Boston after New Haven reduces its ownership. (NH AR)
- May 1, 1945 Wildcat anthracite coal strikes begin. (Dubofsky)
- May 2, 1945 Berlin finally falls to the Red Army after last-ditch house-to-house fighting; German forces in Italy surrender. (EAH, Hastings)
- May 4, 1945 Government seizes the anthracite coal mines, but the men refuse to return to work. (Dubofsky)
- May 7, 1945 Gen. Alfred Jodl (1890-1946) signs the unconditional surrender of German

- armed forces at Gen. Eisenhower's headquarters in Rheims; V-E Day; Jodl will be hanged for war crimes. (EAH)
- May 8, 1945 Pullman Incorporated's "Tomorrow's Trains Today" exhibit opens for five days of public viewing at Washington, D.C. (RyAge)
- May 8, 1945 Many Wehrmacht divisions surrender to the British and Americans rather than fall into Soviet hands. (Service)
- May 8, 1945 The U.S. suspends Lend-Lease deliveries to the Soviet Union. (Service)
- May 9, 1945 PRR Board approves the retirement of the stationery storehouse building (the former Cleveland & Pittsburgh Railroad office) at Pittsburgh. (MB)
- May 9, 1945 Wehrmacht divisions begin surrendering to Red Army commander Marshal Georgi Zhukov (1896-1974). (Service)
- May 10, 1945 War Production Board permits resumption of manufacture of more consumer goods. (Gregory)
- May 10, 1945 Westinghouse Electric & Manufacturing Company renamed Westinghouse Electric Corporation. (Moody)
- May 11, 1945 U.S. District Court in Philadelphia dismisses the Feldman Suit against the Pennroad Corporation settlement. (NYT)
- May 12, 1945 Pullman, Inc., makes another offer to sell the Pullman Company and sleeping car fleet to the railroads' buying group; the railroads have been dilatory and have not formulated a real plan; the railroads are divided between two camps, one headed by the PRR that wants each railroad to own and operate its own cars (among other things, the PRR operates a very large number of one-railroad parlor cars), and the other by the NYC that wants to retain the current pool operation. (MB, Borkin)
- May 12, 1945 The government begins discharging the first 250,000 veterans through camps converted to separation centers, including Camp Atterbury, Fort Dix and Fort George G. Meade; PRR begins running hourly locals between the Camp Atterbury and Indianapolis Union Station using coaches created from box car bodies. (NYT, PennsyWest)
- May 13, 1945 New concrete coaling station placed in service at Harvey, Ohio, on the Sandusky Branch, replacing a timber trestle-type coaling station at Carrothers; designed to improve the fueling and watering of wartime coal trains on the Sandusky Branch. (CE)
- May 14, 1945 ICC files sixth supplemental report on New Haven reorganization approving

- price of Old Colony Railroad; denied PRR and Old Colony Railroad petitions to reopen record. (Sutherland)
- May 15, 1945 Erie & Pittsburgh Railroad Board authorizes a bunk house and restaurant at Wheatland. (MB)
- May 15, 1945 ICC decides the Class Rate Case on a 7-4 vote, finding that the current class rate structure “reacts to the disadvantage of the South and West”; 6 of th 7 Commissioners in favor come from the South or West (in 1933 a majority of Commissioners came from Official Territory); orders a 10% increase in class rates within Official Territory and reductions of 10% in the area between the Mississippi River and Rocky Mountains and between those territories and Official Territory; requires all railroads to develop a single uniform classification instead of separate Official Classification, Southern Classification and Western Classification. (RyAge, Rdg AR, Locklin, Hoogenboom)
- May 1945 United Railroad Workers of America, CIO, issues a poster in Spanish seeking the votes of the Mexican shop workers in its jurisdictional dispute to displace the Brotherhood of Railroad Shop Crafts, Pennsylvania System; says the Brotherhood is a PRR agent and the CIO is the “real union.” (CMP)
- May 1945 Peak month for the rail shipment of ordnance to embarkation ports, 2 million tons. (NYT)
- May 1945 Robert R. Young, temporarily stymied in his battle for control of the Chesapeake & Ohio Railway, decides to regain the offensive by intruding himself in the disposition of the Pullman Company; through NYC Pres. Gustav Metzman and J.P. Morgan & Co. partner George Whitney, he meets with Pullman, Incorporated, Pres. D. A. Crawford and offers to form a syndicate to purchase the company entire. (Borkin)
- May 17, 1945 Cleveland & Pittsburgh Railroad Board authorizes facing-point connection between main line and River Branch at Mingo Jct.; authorizes purchase of Erie Railroad’s lakefront property west of the Cuyahoga River at Cleveland for \$492,500. (MB)
- May 17, 1945 Federal Communications Commission allocates 60 radio channels in 152-162 Mc range for exclusive railroad use. (RyAge)
- May 18, 1945 Illinois Central Railroad Pres. Wayne A. Johnston announces that the 9-railroad consortium’s steam-turbine-electric locomotive burning pulverized coal will have its boiler tests in June. (NYT)
- May 19, 1945 U.S. District Court orders Toledo, Peoria & Western Railroad returned to George P. McNear on grounds that the ODT seizure was illegal. (RyAge)

- May 20, 1945 Anthracite coal strike settled giving men same gains as those made by bituminous coal miners. (Dubofsky)
- May 23, 1945 PRR Board approves the retirements of the station at Kirk, Md., and the platforms at Calvert Station, Baltimore. (MB)
- May 23, 1945 PFW&C Railway Board approves third track between Crestline and Bucyrus and reverse signaling on the middle track; extending the westbound Mohican siding at Loudonville to 125 cars; extending track pans at Millbrook Water Station west of Leetonia. (MB)
- May 23, 1945 Engineers and trainmen begin a nationwide strike. (CNJ AR)
- May 23, 1945 Chesapeake & Ohio Railway distributes its stock of the Pittston Company as a dividend; this old Van Sweringen holding company thus becomes an independent energy company. (RyAge)
- May 24, 1945 PRR completes auxiliary 5-track yard east of Alton & Southern crossing at Rose Lake, Ill. (CE)
- May 24, 1945 National Mediation Board finds that Mexican workers on the Santa Fe are indeed employees, not contract laborers, and are thus entitled to vote in union representation elections; the Brotherhood of Maintenance of Way Employees, AFL is hoping to use Mexican support in its jurisdictional dispute with the Association of Maintenance of Way & Miscellaneous Employees, CIO. (CMP)
- May 25, 1945 By now, a total of 53,004 PRR employees have entered the armed services. (Mutual)
- May 25, 1945 Engineers and trainmen accept a compromise brokered by Pres. Truman of an 18½ cent increase and no work rules changes. (CNJ AR)
- May 25, 1945 An April article by French Communist Jacques Duclos (1896-1977) announcing the end of the Popular Front is published in English in the *Daily Worker*, launching an attack on Earl Browder (1891-1973), who has led the Communist Party of the USA through the Depression and war; Duclos is a hardline Stalinist and recognized as Stalin's conduit to western parties, and now that the war is won, he demands a return to orthodoxy; Browder has come to hold the heretical view that class warfare under Party leadership is not necessary to achieve working class gains in the U.S. (NYT, Devine)
- May 26, 1945 Philadelphia consulting engineer Louis Tobias Klauder (1880-1945) dies; his son Louis Thornton Klauder (1907-1999) becomes head of Louis T. Klauder and Associates. (ancestry, ltk.com)

- May 28, 1945 PRR begins 3-storey extension to Stationmaster's Office in the Concourse at Penn Station. (RyAge)
- May 31, 1943 American Contract & Trust Company Board authorizes the purchase of an additional \$50,000 in the stock of the Automatic Coal Burner Company. (MB)
- May 31, 1945 Seaboard Air Line Railway sold at foreclosure to the creditors at Portsmouth, Va., for \$52,000,500. (NYT)
- Mid-1945 PRR discontinues extras ND-5 and ND-6 between New York and Fort Dix ending regular passenger service on the Kinkora Branch. (Brinckmann)
- June 1, 1945 Responding to the Santa Fe ruling, Charles E. Musser of the Personnel Dept. informs VP in Charge of Operation John F. Deasy that it will affect the Shop Craft election on the PRR; the question now hinges on whether men over 45 and women who are employed only for the duration or permanent employees who are furloughed to the military are entitled to vote. (CMP)
- June 2, 1945 New York, Susquehanna & Western Railroad receives last of diesel order, claiming to be the first class I railroad to completely dieselize. (RyAge)
- June 4, 1945 Pennsylvania act appropriates \$5 million for dredging deposits of coal silt washed from the anthracite breakers from the bed of the Schuylkill River north of Norristown. (Bernhart)
- June 4, 1945 National Board of the Communist Political Association votes to restore Marxist-Leninist orthodoxy, ending the Popular Front, with only leader Earl Browder voting no. (NYT)
- June 5, 1945 ICC overrules its examiner and accepts a compromise offered by Robert R. Young; authorizes Alleghany Corporation to acquire stock control of Chesapeake & Ohio Railway, Nickel Plate and Pere Marquette Railway, providing it places its holdings of the Pittston Company, Erie Railroad, Missouri Pacific and other railroads in a blind trust with the Chase National Bank and Alleghany Corporation declares itself to be a common carrier subject to ICC regulation; the ICC also acknowledges Young's positive contributions to the management of the roads he controls. (C&O AR, Moodys, Borkin)
- June 5, 1945 U.S., Britain, France and the Soviet Union agree to the occupation of Germany and its division into zones run by each of the Allies; Berlin, well within the Soviet zone, is to be similarly divided, but there is not agreement on eventual reunification, which will occur only in 1989. (AmrenDcads)
- June 7, 1945 Pres. Truman asks all Americans not to travel to free railroad equipment for

the redeployment of troops to the Pacific. (RyAge)

- June 11, 1945 Pennsylvania Tunnel & Terminal Railroad Board approves additions to stationmaster's office in Penn Station because of war traffic, particularly wounded servicemen, and tripling of office staff. (MB)
- June 13, 1945 PRR Board authorizes the purchase of 90 lightweight passenger cars; purchase and retirement of the rolling stock of the PFW&C Railway; reverse signaling on Track 3 between "BF" and "SLOPE" Towers west of Altoona; purchase of land at Pittsburgh for a YMCA; purchase of land to enlarge Hawthorne Yard near Indianapolis. (MB)
- June 13, 1945 Pennsylvania Company Board authorizes the sale of its Lehigh Valley Railroad General Consolidated Mortgage bonds. (MB)
- June 13, 1945 PCC&StL Railroad Board authorizes purchasing land for enlarging Hawthorne Yard. (MB)
- June 13, 1945 Pittsburgh & West Virginia Railway sells 59,400 shares of Wheeling & Lake Erie Railway common to Pennroad Corporation for \$4.4 million. (NYT)
- June 14, 1945 Officials of AAR and several railroads meet in Chicago to lay plans for a 500-coach pool to handle returning troops. (RyAge)
- June 15, 1945 PRR returns T1 4-4-4-4's to full Harrisburg-Chicago service, ending confinement to the Fort Wayne Division.
- June 15, 1945 Burned out journal derails cars of a 103-car eastbound freight at Milton, Pa., causing them to fall into the path of oncoming No. 575 *Dominion Express/Northern Express*; 7 of 14 cars derailed; 17 killed. (RyAge)
- June 15, 1945 Pres. Truman issues executive order directing ODT to retain possession of the Toledo, Peoria & Western Railroad, in effect overruling the court by declaring it a war necessity. (RyAge)
- June 1945 At the June Pullman, Inc., Board meeting, Pres. D. A. Crawford presents Robert R. Young's proposal for a 30-day exclusive option on the Pullman Company business; it also receives requests for options from Gloré, Forgan & Co. and Morgan, Stanley & Co.; all bids are tabled pending another appeal to the railroads. (Borkin - verify NYT)
- June 18, 1945 Thomas H. Munyan, representing the John McShain and Matthew McCloskey contracting interests, agrees to purchase all the stock of the Atlantic City & Shore Railroad, Atlantic City & Ocean City Railroad, and Central Passenger Railway. (PRSL/Rdg)

- June 19, 1945 PRSL terminates its 1907 trackage rights agreement with the Atlantic City & Shore Railroad (Atlantic City-Longport) for operating trolleys and buses, effective June 30; replaced by Atlantic City & Shore Railroad operating line as agent pending transfer to new company. (PRSL/Rdg, MB)
- June 21, 1945 Japanese resistance on Okinawa ends; kamikaze suicide pilot attacks make this the costliest battle of the war, sinking 29 ships and damaging 164. (Hastings)
- June 22, 1945 VP in Charge of Operations John F. Deasy replies that the Class V1 turbine locomotive should be used between Harrisburg and Altoona, as it will have enough coal to operate 160-170 miles at 50 MPH. (VPO)
- June 22, 1945 PB&W Board approves reverse signaling on Track No. 3 between "DAVIS" and North East. (MB)
- June 24, 1945 PRSL again runs a winter schedule and operates Saturday, Sunday and holiday Atlantic City trains via Camden instead of the bridge route. (RyAge)
- June 26, 1945 United Nations formed at San Francisco conference. (Mercer)
- June 27, 1945 Last Q2 No. 6199 leaves Altoona Works.
- June 27, 1945 Isaac W. Roberts (1881-1967), son of Pres. George B. Roberts and Pres. of Philadelphia Saving Fund Society elected to PRR Board, replacing Thomas Newhall (1876-1947), resigned. (MB)
- June 28, 1945 SEC rules that Pennroad's plan to acquire 59,400 shares of Wheeling & Lake Erie Railway from Pittsburgh & West Virginia Railway is exempt from requirements of Investment Company Act.
- June 30, 1945 W.C. Higginbottom (1880-1969), Assistant VP-Eastern Region, retires after 50 years of service. (PR)
- June 30, 1945 With the war in Europe over, Camp Upton at Yaphank, N.Y., is declared surplus; in Jan. 1947, the site is converted into Brookhaven National Laboratory for the study of peaceful uses of atomic energy. (brookhavennatlab)
- June 30, 1945 Last run of the U.S. Army RPO on the Iranian State Railways between Bandar Shapur on the Persian Gulf and Teheran; the line has been operated by the 711<sup>th</sup> and 730<sup>th</sup> Railway Operating Battalions to send supplies to Russia. (Long/Dennis)
- July 2, 1945 Chesapeake & Ohio Railway distributes all of its Pittston Company common stock to its stockholders as a dividend, spinning off another legacy of the Van Sweringen era. (AR - see above)

- July 3, 1945 Maryland Ferry Company, a shell company incorporated in 1931, finally organized; does not hold another meeting until Oct. 1947. (MB)
- July 3, 1945 U.S. District Court approves New Haven reorganization plan; five appeals taken. (AR)
- July 5, 1945 Gen. Douglas MacArthur proclaims victory in the Philippines, although the Japanese commander, Gen. Tomoyuki Yamashita (1885-1946) still holds a part of Luzon. (AmrcnDcnds)
- July 1945 730th Railway Operating Battalion turns over operation of Iranian State Railways to the British and returns to the U.S. (Mutual)
- July 1945 ODT places all U.S. passenger cars in pool to be available for returning armed forces from Europe and transfer to Pacific.
- July 1945 Pullman Company informs the railroads that it will cancel all sleeping and parlor car contracts on Dec. 31, 1945, with short-term contracts after that until the sale of the fleet is concluded. (Borkin - verify)
- July 1945 Boiler for Eastern Railroads' proposed coal-turbine locomotive tested at Altoona; cannot reach rated horsepower without slag formation and is returned to Baldwin for rebuilding; turbine locomotive is now conceived as a single unit on D-C+C-D trucks and a GG1-style body. (Hirsimaki - check - according to SMPE tests probably began in Aug. and concluded 11/20)
- July 1945 Railroads break off negotiations with engine & train employees, who are demanding a 25% increase and 45 work rule changes.
- July 1945 Dining Car Dept. reports on almost two years of experiments to test Raymond Loewy's idea of prefabricated meals for dining cars; finds prefab breakfasts impractical; dehydrated food in its current state is unappetizing and will remind ex-servicemen of army rations; thermos containers have to travel one way empty and are subject to breakage and bacteria growth; pre-cooked frozen food offers the best option but the company should also continue experimenting with canned foods; future dining cars will still need conventional kitchens and some fresh ingredients. (Rept.)
- July 15, 1945 ODT bars operation of sleeping cars on routes of 450 miles or less; 163 sleeping cars withdrawn from PRR service or 18% of total number requisitioned by ODT; *The Pittsburgher*, all-Pullman train between New York and Pittsburgh discontinued; *The Edison* becomes a mail train; routes discontinued are: New York to Washington, Baltimore, Pittsburgh, Cape Charles, Norfolk, Richmond, Williamsport and Emporium; Philadelphia to Washington, Pittsburgh, Cape Charles, Richmond, Providence, Boston, Erie

and Buffalo; Washington/Baltimore to Pittsburgh, Akron, Springfield, Mass., Providence, Rochester, Canandaigua and Buffalo; Pittsburgh to Buffalo, Columbus, Cleveland, Harrisburg, Detroit, Cincinnati and Scranton; Chicago to Cincinnati, Cleveland, Columbus, Springfield, Ohio, Dayton, Indianapolis, Louisville and Detroit; St. Louis to Indianapolis and Columbus; Cincinnati to Cleveland and Grand Rapids. (PassDept, )

- July 15, 1945 Henry Haydock Garrigues (1881-1945), Assistant to General Manager-Eastern Region, dies at Radnor of heart disease. (PR)
- July 15, 1945 In obedience to the ODT order, the NYC drops 159 sleeping cars; drops the *Montreal Limited* and the Cleveland-Cincinnati *Forest City Express*; replaces the overnight Chicago-Detroit *Motor City Special* with a day train. (NYT)
- July 15, 1945 In obedience to the ODT order, New Haven replaces the midnight all-Pullman New York-Boston *Owl* with a coach train; drops sleeping cars from the *State of Maine*, *Narragansett*, *New Englander* and *Quaker*. (NYT)
- July 15, 1945 In obedience to the ODT order, Lehigh Valley Railroad discontinues the overnight New York-Buffalo *Maple Leaf* Nos. 7-8 and the *Star* No. 11. (NYT)
- July 1945 *Queen Mary* arrives in New York with 15,642 American troops. (StmbtBll - verify NYT)
- July 16, 1945 First atomic bomb, produced by the super-secret \$2 billion Manhattan Project, is detonated at Alamogordo, N.M. (EAH)
- July 17, 1945 Truman, Churchill and Stalin begin the final wartime summit meeting at Potsdam, near Berlin, to plan the postwar settlement; Stalin is officially informed of the successful test of the atomic bomb, although his spies have infiltrated the Manhattan Project; Truman intends to use the bomb to end the war with Japan and hopes to do so before the Soviets can invade and occupy Japanese territory from Siberia or have a share in Japan's reconstruction; Stalin's commanders promise they will attack no later than Aug. 9, which proves to be too late. (Gregory, Service)
- July 21, 1945 In week ending this date, PRR sets new record for troop movements, 125,000 men in 179 trains, totaling 2,700 cars. (CIO News)
- July 23, 1945 CB&Q introduces the first vista-dome car *Silver Dome* in regular service on the *Twin Cities Zephyr*. (Overton)
- July 26, 1945 *The Pittsburgher* restored as a day train with parlor cars and coaches. (tt)
- July 26, 1945 Winston Churchill resigns as Prime Minister of Great Britain after the Labour Party wins the general election. (Hastings)

- July 26, 1945 Truman, Churchill and Chiang Kai-shek issue the Potsdam Declaration reiterating their demands for Japan's unconditional surrender; Japan is to be shorn of all her overseas possessions, including Manchuria, Formosa and Korea; Japan is to be occupied and demilitarized pending the formation of a new civilian government; it threatens Japan with "prompt and utter destruction" unless it surrenders. (Hastings)
- July 27, 1945 Powhatan Mining Company leases 4,550 acres of coal land in Captina District from PRR's Cambria Land Company. (MB)
- July 28, 1945 Thomas H. Munyan assigns his right to purchase the PRSL Atlantic City track from the Inlet to Longport to the Atlantic City Transportation Company. (C&C)
- July 28, 1945 Chief Engineer of Maintenance of Way-Eastern Region Walter R. Parvin (1892-1945) dies at Cape Charles, Va. (PR)
- July 28, 1945 Japan rejects the Allies' demand for unconditional surrender. (Hastings)
- July 28, 1945 U.S. Senate ratifies the charter of the United Nations by a vote of 89-2. (AmrcnDcnds)
- July 28, 1945 A revived Communist Party of the USA deposes accommodationist leader Earl Browder (1891-1973) and replaces him with hard-line Marxist-Leninist William Z. Foster (1881-1961); Foster has denounced Browder as a "bourgeois reformist" and champion of "reactionary capitalism"; Browder is permanently expelled from the Party on Feb. 13, 1946, for "deserting to the side of the class enemy"; Foster adopts a policy of cooperating with the non-Communist left only on a temporary basis and only if the Communists have control; this ultimately alienates most of the non-Communist left and feeds into the coming Cold War. (NYT, Devine)
- Aug. 4, 1945 PRR executes largest single troop movement of the war; 20,000 returnees carried to Camp Kilmer in 31 trains totaling 331 Pullmans, 100 coaches and 41 kitchen cars, between 8:00 PM on Aug. 4 and 4:39 AM on Aug. 5; troops had arrived on the *Queen Mary* and *Hermitage* and were taken to 22 reception centers around the country. (Mutual)
- Aug. 6, 1945 The U.S. B-29 *Enola Gay* drops "Little Boy," a uranium atomic bomb with a yield of 12.5 kilotons of TNT on Hiroshima, Japan, killing about 70-80,000 immediately and thousands more from burns and radiation sickness. (Hastings)
- Aug. 8, 1945 Soviet Union declares war on Japan. (Hastings)

- Aug. 9, 1945 Just after midnight, the Soviet Union begins a massive invasion of Japanese-occupied Manchuria, having moved over a million men and supplies from the German front via the Trans-Siberian Railroad. (Hastings)
- Aug. 9, 1945 "Fat Man," a second, plutonium, atomic bomb of 22 kilotons is dropped on the port city of Nagasaki, killing about 30-40,000 immediately. (Hastings, EAH)
- Aug. 9, 1945 Vice Chancellor of Delaware approves Pennroad settlement. (NYT)
- Aug. 10, 1945 With the end of the war in sight, the War Dept. orders a halt to all rail shipments of ammunition and ordnance to the ports. (NYT)
- Aug. 13, 1945 Chancellor of Delaware affirms Vice Chancellor's ruling on Pennroad settlement. (NYT)
- Aug. 14, 1945 The three regional railroad committees meets in Washington at the call of NYC VP-Finance Willard F. Place; ask an extension of the deadline for buying the Pullman fleet until Sep. 1947, to postpone any action until after the end of the war. (Borkin)
- Aug. 14, 1945 War Manpower Commission lifts all wartime controls. (AmrcnDeds)
- Aug. 15, 1945 Emperor Hirohito (1901-1989) issues a public statement accepting the Potsdam Declaration; Pres. Truman proclaims Japanese surrender at 7:00 PM, Aug. 14, Washington time. (Hastings)
- Aug. 15, 1945 War Dept. order a halt to all rail shipments of war supplies except food; all supply trains are sidetracked; since the start of 1944, 600,000 freight cars have been used to ship 20 million tons of ordnance to embarkation points. (NYT)
- Aug. 15, 1945 Government ends gasoline rationing. (SEPTA)
- Aug. 1945 Cunard Line's *Queen Elizabeth* begins returning U.S. and Canadian troops, running through Mar. 1946. (StmbtBll - verify NYT)
- Aug. 18, 1945 Pres. Truman orders a return to civilian production. (Gregory)
- Aug. 18, 1945 Main Japanese army in Manchuria surrenders to the Russians. (Hastings)
- Aug. 21, 1945 Chesapeake & Ohio Railway Board votes to send merger proposals to the Nickel Plate, Wheeling & Lake Erie Railway, and Pere Marquette Railway. (Moody's, NYT)
- Aug. 24, 1945 Presidential private car *Ferdinand Magellan* is carried deadhead on PRR train No. 400 from Washington to the Pullman Company shops at Wilmington to have the elevator and other appliances used by the wheelchair-bound late Pres.

- Franklin D. Roosevelt removed. (CMP)
- Aug. 25, 1945 Lakefront Dock & Terminal Company incorporated to build joint NYC-B&O coal and ore docks near the mouth of the Maumee River at Toledo. (NYC AR)
- Aug. 26, 1945 Soviet forces subdue the last Japanese resistance and complete their occupation of Manchuria and North Korea. (Hastings)
- Aug. 27, 1945 Robert R. Young, Allan P. Kirby and Cyrus Eaton's Otis & Co. banking house petition the U.S. District Court to submit a proposal to buy the Pullman Company fleet; pledge to spend \$500 million on modern lightweight cars to replace the old heavyweights and operate a through coast-to-coast service; the last is Young's idee fixe, although in fact there is no market for it; Young is represented by Arnold & Wiprud, formed in June by former Antitrust Division lawyers Thurman Arnold and Arne Wiprud; Young then invites all railroad presidents to meet with him to make arrangements if his bid succeeds. (Borkin)
- Aug. 27, 1945 Chicago, Logansport & Louisville RPO established. (Kay)
- Aug. 27, 1945 U.S. and the Soviet Union divide Korea into North and South at the 38<sup>th</sup> parallel. (AmrcnDcnds)
- Aug. 29, 1945 New Jersey Supreme Court rules that the 1941 Railroad Tax Settlement Act is invalid for 1941 but valid for 1942 and subsequent years; City of Jersey City appeals. (NYT, CNJ AR, LV AR)
- Aug. 30, 1945 War Manpower Commission announces that about 67,000 Mexican railroad workers will be repatriated by Nov. 20 as their contracts expire. (NYHrldTrib)
- Aug. 31, 1945 Matilda J. Feldman files appeal with the Delaware Supreme Court to block the Pennroad settlement. (NYT)
- Aug. 31, 1945 U.S. District Court approves ICC's sixth supplemental report on New Haven reorganization plan. (Sutherland)
- Late summer 45 Directors of C&O, NKP, Pere Marquette and W&LE vote to merge; blocked by dissident holders of NKP preferred stock. (Rehor)
- Sep. 1, 1945 Thomas C. Hanna appointed Editor of *Mutual Magazine*. (Mutual)
- Sep. 2, 1945 Japan surrenders to the Allies at a ceremony on the *U.S.S. Missouri* in Tokyo Bay ending World War II. (Hastings)
- Sep. 2, 1945 During World War II, railroads moved 90% of all military freight and 97% of all military group passenger travel, including operation of 113,891 troop

- trains. (AAR)
- Sep. 6, 1945 Order of U.S. District Court fixes final form of New Haven reorganization plan. (Sutherland)
- Sep. 6, 1945 Pres. Truman announces his postwar economic recovery plan to Congress, including full employment, raising the minimum wage, extending Social Security, universal health insurance, increased aid to education and public housing for the poor. (AmrenDcnds)
- Sep. 10, 1945 LIRR announces it has placed car-washing machines in service at Richmond Hill and Babylon Yards. (PR)
- Sep. 11, 1945 PRR still has 8,433 Mexican workers, mostly in Maintenance of Way, about equally divided among the three Regions; since 1943, the PRR has employed a total of 14,236 Mexicans, 10,828 in MofW. (CMP)
- Sep. 12, 1945 Pres. Martin W. Clement informs the Board that he will meet Robert R. Young of the Chesapeake & Ohio Railway in New York tomorrow to discuss the future of sleeping car operations; PRR wants either to own and operate its own cars or else have them owned and operated by a strictly neutral company, not one owned jointly by the railroads; urge railroads to take over the stock of the Pullman Company and continue operations for 3 years while it transforms itself into a "housekeeping" company with the railroads owning the cars; the Young-Kirby-Eaton group wants to take over the Pullman Company and do business under cost-plus contracts with the railroads; PRR is to get 15% of the Pullman fleet or 142 lightweight and 506 heavyweight cars. (MB)
- Sep. 12, 1945 PRR Board approves the retirements of engine house facilities at Dennison, Ohio; car icing facilities at 20<sup>th</sup> & Whitcomb Streets, Columbus. (MB)
- Sep. 12, 1945 PCC&StL Railroad Board authorizes purchasing land for extending the eastbound receiving yard at Columbus, Ohio. (MB)
- Sep. 15, 1945 New car washer placed in service at 12th Street Coach Yard in Chicago. (CE)
- Sep. 1945 Lt. Col. Charles J. Hodge (1907-1986), who has commanded the 117<sup>th</sup> Mechanical Cavalry Squadron from the North Africa landings through Italy, France and Germany, returns to the New York brokerage firm of Glore, Forgan & Co., where he will lead the PRR into many questionable investments and financial entanglements in the 1960s; he is made a full partner in Aug. 1950. (NYT)
- Sep. 17, 1945 Representatives of railroads involved in east-west service meet in Chicago to discuss future of sleeping car operations.

- Sep. 1945 Pres. Clement sounds out Missouri Pacific Railroad on running through trains to Southwest via St. Louis gateway; MP is not interested. (Welsh)
- Sep. 1945 U.S. railroads begin repatriating Mexican laborers.
- Sep. 19, 1945 NYC VP-Finance Willard F. Place sends a memo to the railroad presidents urging immediate action in the face of the Young-Eaton syndicate's bid for the Pullman Company; purchase of individual sleeping cars by each railroad will take too long, and the railroads must act now; a railroad committee is then formed with Place as its head. (Borkin)
- Sep. 19, 1945 Representatives of Eastern, Southern and New England railroads meet in New York to discuss the future of sleeping car operations.
- Sep. 19, 1945 Boards of Nickel Plate and Pere Marquette Railway approve unification with Chesapeake & Ohio Railway, but Wheeling & Lake Erie Railway Board and stockholders of all four lines refuse. (Bias)
- Sep. 20, 1945 Seaboard Railway Company renamed Seaboard Air Line Railroad Company. (Moody)
- Sep. 21, 1945 PRR receives first road passenger diesels, two 2,000-HP General Motors E7A's No. 5900-5901, delivered at Indiana Harbor; temporarily assigned to Harrisburg-Altoona service as L&N has refused to use in pool service on *The South Wind* without a way to equalize the mileage; later assigned *The Red Arrow* between Harrisburg and Detroit; Detroit run chosen because GM executives ride train. (Hirsimaki)
- Sep. 21, 1945 The body of John Borland Thayer III (1894-1945), Financial VP of the University of Pennsylvania and son of PRR VP John B. Thayer, Jr. (1862-1912), is found in a car parked on the edge of Fairmount Park in West Philadelphia, he having committed suicide by slashing his wrists and throat with razor blades; Thayer, who has been dead about 40 hours, has been suffering a nervous collapse over the last two weeks and was last seen on the morning of Sep. 18, when he left his job at the University of Pennsylvania; it is generally believed that the loss of his youngest son, Edward Cassatt Thayer (1920-1943) at sea in the Pacific war at age 22, followed by his mother's death on the 32<sup>nd</sup> anniversary of the sinking of the *Titanic* resonated with his own traumatic memories of surviving the sinking in 1912. (Phllnq, NYT)
- Sep. 21, 1945 Strike of United Mine Workers supervisors for union recognition idles 200,000 bituminous coal miners. (Dubofsky)
- Sep. 22, 1945 In week ending this date, PRR sets new record for troop movements, 141,000 men in 227 trains, totaling 3,500 cars; surpasses the record for July. (CIO News)

- Sep. 24, 1945 Pennsylvania Company halts the sale of its Lehigh Valley Railroad General Consolidated Mortgage bonds after selling \$1,552,000. (MB)
- Sep. 24, 1945 Delaware Supreme Court sets Dec. 3 for hearing appeals by Matilda Feldman and the Perrines to block Pennroad settlement. (NYT)
- Sep. 25, 1945 Pres. Clement writes to VP in Charge of Operations Deasy regarding the successful dieselization of the *Twentieth Century* and impending dieselization of other NYC trains. (Welsh)
- Sep. 25, 1945 VP in Charge of Operations John F. Deasy submits a new AFE for \$975,000 for the construction of one Class V1 steam turbine locomotive; the Accounting Dept. questions whether the increase in cost of \$225,000 is because the locomotive will be built by outside builders, Baldwin and Westinghouse, instead of at Altoona; if so, the additional charge cannot be made to operating expenses; this means that \$500,000 must be charged to Road & Equipment. (VPO)
- Sep. 25, 1945 Seaboard Railway Company renamed Seaboard Air Line Railroad Company, a reorganization of the Seaboard Air Line Railway. (Moody's)
- Sep. 26, 1945 PRR Board approves the retirement of 15 stalls at the Effingham roundhouse and the freight station at 3<sup>rd</sup> Street between Summer & Winter Avenues in Grand Rapids. (MB)
- Sep. 27, 1946 VP-Western Region James M. Symes writes to VP in Charge of Operations Deasey recommending priority for dieselizing Blue Ribbon trains: *Red Arrow*, *Broadway Limited*, *Liberty Limited*, *Cincinnati Limited*, and "*Spirit of St. Louis*"; total of 14 2-unit diesels for cost of \$5 million. (VPO)
- Sep. 27, 1945 Robert R. Young and William Daley of Otis & Co. meet with the railroads' Place committee in the NYC Board Room at 230 Park Avenue to discuss the Pullman Company; Young pledges to cooperate with the railroads in offering improved service; the committee is non-committal. (Borkin)
- Sep. 1945 Last PRR Railway Battalions placed on reserve status.
- Sep. 1945 Scenes for *Pride of the Marines* with John Garfield (1913-1952) shot at 30th Street Station. (Mutual)
- Sep. 1945 PRR presents formal proposals for transcontinental passenger trains; four trips per week each way New York to Los Angeles and two per week New York to Seattle; trains to operate east of Chicago on PRR and NYC on alternate days and west of Chicago on Santa Fe/Overland Route and Great Northern/Milwaukee Road; earlier, a proposal had been made to the Missouri

Pacific on through trains to Texas. (PassDept, Welsh)

- Sep. 29, 1945 New York City Planning Commission adopts zoning to bar new or expanded bus terminals east of 8<sup>th</sup> Avenue, aimed to force Greyhound Corporation into the newly proposed Port Authority Bus Terminal; Robert Moses is now opposed to blocking Greyhound from enlarging its terminal at 34<sup>th</sup> Street opposite Penn Station. (NYT)
- Sep. 29, 1945 Baldwin Locomotive Works completes switcher second No. 403 for the LIRR. (Kirkland)
- Sep. 30, 1945 Wartime imposition of nationwide daylight savings time ends.
- Oct. 1, 1945 ODT surrenders operation of Toledo, Peoria & Western Railroad to Pres. George P. McNear; strike and violence resumed, and service suspended. (Moody's)
- Oct. 2, 1945 PRR announces order for 90 lightweight passenger cars to reequip the *Trail Blazer* and *Jeffersonian*; interiors by Raymond Loewy; include 70 coaches; 5 twin-unit diners, 5 buffet lounge-observation cars and 5 buffet-lounge baggage cars; an additional 22 coaches have been ordered for through services to the South. (PR)
- Oct. 3, 1945 VP John F. Deasy responds to Pres. Clement's prodding by recommending 3 additional road passenger diesels but of 6,000 HP in A-B-A units; to be used on one trip each to Chicago, St. Louis and Cincinnati. (Hirsimaki)
- Oct. 4, 1945 In PRR shop craft elections, boiler makers, laborers and molders vote for representation by United Railroad Workers of America, CIO, and other crafts by Brotherhood of Shop Craft Employees. ( , CIO News)
- Oct. 4, 1945 War Production Board replaced by Civil Production Administration to aid reconversion to peacetime production. (EAH)
- Oct. 1945 200 Mexican laborers on PRR and B&O from camps at Philadelphia, Chester, Bristol and Media given a tour of the Franklin Institute and Fels Planetarium. (Mutual)
- Oct. 10, 1945 PRR authorizes purchase of 10 6,000 HP passenger diesels; EMD Model F-3 in A-B-B-A configuration; one 2,000 HP passenger diesel and 5 600 HP diesel switchers. (MB)
- Oct. 10, 1945 Caton & Loudon Railway incorporated in Maryland for the purpose of reorganizing the Catonsville Short Line. (Moody's)
- Oct. 10, 1945 On a rehearing of *Alden Coal Company, et al. v. Central Railroad Company of*

*New Jersey, et al.*, ICC orders a 25 cents per ton reduction in the rate for anthracite coal to New York tidewater; railroads go to court to block the cut without success; in return, the ICC postpones the effective date of the reduction to May 22, 1946. (Rdg AR)

- Oct. 10, 1945 NYC receives the first of an additional 25 Niagara 4-8-4's. (NYT)
- Oct. 11, 1945 U.S. District Court dismisses Dickheiser and Birn's Suit to block Pennroad settlement. (NYT)
- Oct. 13, 1945 Brokerage house Glore, Forgan & Co. makes a bid for the entire stock of the Pullman Company. (Borkin)
- Oct. 13, 1945 Donner Estates, Inc., owners of 60,000 shares of Nickel Plate preferred, announces that it will vote against merger with the Chesapeake & Ohio Railway. (NYT)
- Oct. 15, 1945 Number of women railroad employees has fallen to 109,424, down from 117,307 on July 15. (RyAge)
- Oct. 15, 1945 Robert R. Young announces that if stockholders of Nickel Plate, Wheeling & Lake Erie and Pere Marquette fail to approve merger, the Chesapeake & Ohio Railway will consider selling its holdings of their stocks. (Bias)
- Oct. 1945 Postwar economic contraction bottoms out; three-year expansion begins as economy reconverts to peacetime production. (NBER)
- Oct. 1945 PRR orders 90 new passenger cars built at Altoona to designs of Raymond Loewy and special research committee for purpose of reequipping *The Trail Blazer* and *The Jeffersonian*; 70 coaches, 5 twin-unit diners, 5 buffet-lounge-observations and 5 lounge-buffet-baggage cars; also plans 14 cars for new every-third-day Chicago-Florida streamliner on 29-hour schedule. (Mutual - doublecheck in MB)
- Oct. 1945 SEC recognizes the ICC order and exempts Alleghany Corporation from SEC registration under the Investment Company Act, but the exemption can be revoked whenever Alleghany ceases to be a common carrier. (Borkin)
- Oct. 16, 1945 Robert Moses issues a letter to the Port of New York Authority asserting that the expansion of the Greyhound bus terminal at 34<sup>th</sup> Street opposite Penn Station will actually decrease congestion. (Doig)
- Oct. 17, 1945 Public opinion forces John L. Lewis to end the bituminous coal strike without government seizure of the mines and with no gains. (Dubofsky)
- Oct. 18, 1945 Twenty railroads, including PRR, accounting for 80% of the Pullman service,

form a Buyers' Group of Railroads under NYC VP- Finance Willard F. Place (1896-1961) to challenge Robert R. Young's bid to purchase the Pullman Company. (Borkin. LVCorp, )

- Oct. 19, 1945 Famed artist N. C. Wyeth (1882-1945), who had painted PRR advertising posters in the early 1930s, and his 3½-year old namesake grandson are killed when a westbound PRR freight train collides with their car at a grade crossing near Chadds Ford, Pa.; the locomotive is derailed, but there are no other injuries. (NYT)
- Oct. 20, 1945 730<sup>th</sup> Railway Operating Battalion, composed of PRR men, deactivated. (RyAge)
- Oct. 21, 1946 Reconditioned Cunard liner *Queen Elizabeth* arrives at New York on her first postwar and first ever public crossing; many passengers are delegates to the opening of the United Nations in New York, including Soviet Foreign Minister V. M. Molotov and party. (StmbtBll)
- Oct. 22, 1945 Work begins on additional facilities at Hughart Yard at Grand Rapids. (VP-WR)
- Oct. 22, 1945 Greyhound Terminal of Cleveland, Inc., incorporated to build and operate new bus terminal; 37.5% owned by Pennsylvania Greyhound Lines, Inc. (Compt)
- Oct. 24, 1945 PRR Board admits it has lost effort to retain some value for its \$20.3 million New Haven common stock, which will become worthless in reorganization. (MB)
- Oct. 24, 1945 PRR Board authorizes cab signals on the High Line between “ZOO” and “ARSENAL” Towers, on the Delaware Extension between “ARSENAL” and “STADIUM,” on the freight tracks between “ARSENAL” and “BRILL,” and on the Delair Bridge Line between “JERSEY” and Pavonia Yard; new dormitory buildings at Columbus; rearranging “B” Yard at the Columbus Coach Yard; approves retirement of the reservoir west of Gallitzin. (MB)
- Oct. 24, 1945 PFW&C Railway Board approves rearranging “B” Yard at 12<sup>th</sup> Street Coach Yard in Chicago. (MB)
- Oct. 25, 1945 Gov. Edward Martin proposes redeveloping The Point at Pittsburgh as a city park; most of the land is occupied by PRR’s Duquesne Freight Station and team tracks. (CDYoung)
- Oct. 25, 1945 New York City Board of Estimate approves an amended zoning resolution that will allow the City Planning Commission to designate “congested zones” in which building a new bus terminal or enlarging an existing one will be forbidden, furthering the Port Authority’s plan to force all buses into a union

terminal west of 8<sup>th</sup> Avenue and blocking Greyhound Corporation's plan to enlarge its terminal on West 34<sup>th</sup> Street. (PtAuth AR)

- Oct. 27, 1945 Railroad Buyers Group presents formal offer for the capital stock of the Pullman Company, but with adjustments for depreciation and deferred maintenance that the Pullman Company rejects; the Buyers Group then petitions the U.S. District Court. (PR, Borkin)
- Oct. 30, 1945 Chesapeake & Ohio Railway Board votes to withdraw its merger offer to the Nickel Plate and Wheeling & Lake Erie Railway after the NKP preferred stockholders state they will oppose merger at the stockholders' meeting, and the C&O refuses to meet their demand for a higher valuation of their securities; last attempt to realize the Van Sweringen System fails, and its pieces are eventually split between CSX and Norfolk Southern; the C&O will proceed to merge the Pere Marquette Railway only. (NYT)
- Nov. 1, 1945 Charles D. Young resigns as Deputy Director of ODT and returns to PRR as VP in Charge of Real Estate, Purchasing & Insurance. (MB)
- Nov. 1, 1945 Property of the Catonsville Short Line Railroad conveyed after foreclosure to the Caton & Loudon Railway, removing it from PRR system; remains operated by the PRR on a trackage basis. (Compt, Moodys)
- Nov. 1, 1945 Position of Adviser of Women-Western Region, held by Mrs. Martha B. Davis, is abolished as returning veterans reclaim jobs from women war workers. (SL&W-WR)
- Nov. 4, 1945 Second section of *The Liberty Limited* Nos. 56-57 is made all-reserved-coaches only and observation lounge similar to *The Trail Blazer*; first section Nos. 58-59 made all-Pullman and non-stop running between Baltimore and Englewood discontinued;; Washington coaches removed from *The Trail Blazer*. (tt, PR)
- Nov. 5, 1945 ICC examiner recommends lifting the 90-cent surcharge on passengers using the Hell Gate Bridge to and from points south of New York. (NYT)
- Nov. 6, 1945 U.S. District Court concludes two days of hearings on the disposition of the Pullman Company, which pits the Railroads Buying Group and Pullman against the government at the Young-Eaton syndicate; orders Pullman to report by Dec. 3 which of four bids it will accept; in court hearing, Robert R. Young offers to pay \$75 million cash for the Pullman Company; Railroad Buyers Group then offers cash, and Pullman accepts. (MB, Borkin)
- Nov. 7, 1945 Railroad Buyers Group approves offer of Pullman, Inc., of May 12. (MB)
- Nov. 7, 1945 Finley Coal Company renamed The Finley Company. (MB)

- Nov. 1945 Traffic officers of PRR and NYC meet with those of western lines on transcontinental passenger service. (PassDept)
- Nov. 1945 On initiative of Santa Fe, NYC and Santa Fe agree to through New York-Los Angeles sleeper on the *Chief* and *Twentieth Century Limited*.
- Nov. 8, 1945 Revenue Act cuts wartime taxes and ends excess profits tax.
- Nov. 8, 1945 PRR demands Santa Fe also operate a through Los Angeles sleeper via the *Broadway* as price for its agreeing to through NYC service; PRR begins negotiations with Southern Pacific for a rival New York-Los Angeles car; SP and Pullman Company persuade Santa Fe to delay service as plays into hands of Robert R. Young's campaign to buy the Pullman Company. (Welsh)
- Nov. 14, 1945 PRR Board authorizes improvements at the 28<sup>th</sup> Street Engine Terminal at Pittsburgh; approves retirement of the South Witmer Branch at Irvona. (MB)
- Nov. 14, 1945 U.S. Army Corps of Engineers closes "emergency bridge" across Potomac River between Alexandria and Shepherds Point. (Harwood)
- Nov. 15, 1945 Monbel Coal Company renamed Monbel Company. (MB)
- Nov. 1945 Addition to stationmaster's office opens in the north well of the Concourse of Penn Station; designed by McKim, Mead & White; reception room features a cutaway axonometric mural of the station by Angelo Magnanti. (CE)
- Nov. 16, 1945 Altoona Works delivers No. 5500, first of 25 T1's; use old, unreliable Type A poppet valves instead of new Type B, creating maintenance headaches.
- Nov. 16, 1945 Robert R. Young's first ads appear stating that C&O and Nickel Plate are ready to offer coast-to-coast service if other railroads will join them; he sends proofs of the ad to all members of Congress, the press, and influential businessmen; Young crafts his public campaign for the Pullman Company around the idea that railroads are making no attempt to offer satisfactory passenger service, particularly through Chicago and St. Louis; in fact, the market for long-distance rail passenger service is about to nosedive; nonetheless, Young's barbs goad the railroads into developing through car service. (Borkin, Welsh)
- Nov. 20, 1945 Boiler for GE/Babcock & Wilcox coal-burning turbine completes tests at Altoona Test Plant, which had to be altered to test a boiler without chassis; tested with five types of bituminous coal; problems with fly ash and clinker; (tests probably began in Aug. or early Sep.) (SMPE)
- Nov. 20, 1945 New York Mayor Fiorello La Guardia again denounces Greyhound

Corporation's refusal to move to the proposed Port Authority Bus Terminal. (NYT)

- Nov. 20, 1945 U.S. District Court approves the B&O's debt adjustment plan; while it buys the company some time, it means that \$84.6 million in debt will fall due on Jan. 1, 1965, a time when all northeastern railroads will be reeling from major economic restructuring. (AR)
- Nov. 21, 1945 United Auto Workers strike General Motors; a wave of postwar strikes follows as pent-up demand for higher wages explodes. (Dubofsky, Gregory)
- Nov. 23, 1945 Food rationing ends except for sugar.
- Nov. 23, 1945 Pittsburgh Coal Company absorbs the Consolidation Coal Company and changes its name to Pittsburgh Consolidation Coal Company; the M.A. Hanna interests of Cleveland, led by George H. Humphrey (1890-1970) are the dominant factor in the company's affairs. (Consol)
- Nov. 27, 1945 PRR places order for 10 passenger F3 A-B-B-A sets with EMD.
- Nov. 28, 1945 PRR Board authorizes purchase of 159 lightweight sleepers from Pullman for east-west service; yard for Ford Motor Company near Metuchen on the Bonhamton Branch; approves the retirement of the freight house at Spruce Creek and the station at Gosport Jct., Ind. (MB)
- Nov. 30, 1945 Railroad Credit Corporation disburses last payments for year; have loaned total of \$70.1 million or 95.5% of total fund collected from strong railroads. (RyAge)
- Dec. 1, 1945 Atlantic City trolley operation on PRSL Atlantic Avenue tracks, Inlet-Longport, sold to new Atlantic City Transportation Company after delay caused by PUC approval. (AR, PRSL/Rdg)
- Dec. 1, 1945 Army-Navy Game returns to Municipal Stadium in Philadelphia after war hiatus. (PhilInq)
- Dec. 1, 1945 Alexander M.W. Hursh (1886-1961) named Chief Medical Examiner, replacing John A. White, deceased.
- Dec. 1, 1945 Philadelphia Municipal Airport at Hog Island reopens. (SEPTA)
- Dec. 3, 1945 Car retarders placed in service on southbound hump at Potomac Yard. (Mordecai)
- Dec. 3, 1945 Seaboard Air Line Railway No. 4500, the first 3,000 HP 2-D+D-2 cab unit, is christened at the Baldwin Locomotive works at Eddystone; two units coupled

back to back will create the 6,000 HP “Centipede.” (BaldMag)

- Dec. 4, 1945 Pere Marquette Railway Board approves the merger with the Chesapeake & Ohio Railway. (NYT)
- Dec. 4, 1945 Nickel Plate Board authorizes the purchase of 78,145 shares of Wheeling & Lake Erie Railway from the Chesapeake & Ohio Railway at 70, plus a one-year option on the C&O’s remaining holdings of W&LE. (NYT)
- Dec. 7, 1945 Representatives of the ODT, State Dept., Dept. of Labor and the railroads meet in Washington to find ways of speeding the repatriation of Mexican railroad workers. (CMP)
- Dec. 9, 1945 717<sup>th</sup> Railway Operating Battalion, composed of PRR men, arrives back in U.S. (RyAge)
- Dec. 10, 1945 Bulwinkle Bill designed to exempt railroads from antitrust laws, provided ICC regulates them in the public interest passes the House. (Rdg AR)
- Dec. 11, 1945 Comptroller Ralph C. Miller (1878-1945) dies after 46 years service. (MB)
- Dec. 11, 1945 Virginia Ferry Corporation Board authorizes rebuilding the superstructure of the ferry *Princess Anne* removing Loewy streamlining at cost of \$115,000; streamlining cost an additional \$11,344 in 1936. (MB)
- Dec. 12, 1945 Young-Otis group concludes three days of testimony before federal court in the Pullman divestiture case. (MB)
- Dec. 12, 1945 Betting on a revival of long-distance passenger travel, NYC places an order for 420 sleeping cars, all of which are to be all-room cars; with the earlier order for 300 coaches, it constitutes the largest-ever passenger car order, equal to 52 complete streamliner consists; present order is 200 cars from Pullman-Standard, 112 from Budd and 108 head-end cars from American Car & Foundry. (NYT)
- Dec. 13, 1945 One millionth returning soldier passes through Camp Kilmer on PRR troop train.
- Dec. 14, 1946 *Florida Arrow* restored as a winter-only, every-third-day train between Chicago and Miami; operates in coordinated service with *Dixieland* on Dixie Route and *Sunchaser* on IC, both of which are also restored after being discontinued for war. (tt, Key)
- Dec. 14, 1945 Third track opens between West Yard, Crestline, and "COLSAN", crossing of Sandusky Branch on east side of Bucyrus, Ohio; signaled for westbound trains. (CE)

- Dec. 14, 1945 756<sup>th</sup> Railway Shop Battalion, composed of PRR men, arrives back in U.S. (RyAge)
- Dec. 1945 New Haven places an order for 180 lightweight cars with Pullman-Standard, including 50 parlor cars; they are similar to the pre-war “American Flyer” design but with wider windows and fluted stainless steel below the belt rail. (Cinders)
- Dec. 1945 Fairbanks, Morse & Co. delivers its first “Erie-built” 2,000 HP road locomotive in an A-B-A 6,000 HP configuration for passenger service; because F-M’s Beloit manufacturing facilities are still limited, the streamlined cab-unit bodies are subcontracted to General Electric Company at its Erie Works, hence the name; the units are sold to the Union Pacific Railroad. (Kirkland)
- Dec. 1945 The Pittston Company redeems its 22,426 shares of preferred stock at par plus a \$2.50 dividend, completing its separation from the Van Sweringen railroads; it becomes an independent energy company. (C&O AR)
- Dec. 16, 1945 R.W. Grigg named Superintendent of the Delmarva Division and Baltimore & Eastern Railroad, replacing L.G. Walker, Jr. (MB)
- Dec. 18, 1945 U.S. District Court approves the sale of Pullman Company fleet to the Railroads Buying Group over the opposition of the Young-Kirby-Eaton group, providing there are no interlocking directorates and both railroads and Pullman Company buy cars under competitive bidding; Pullman is allowed to continue the service until Mar. 31, 1946, to allow for consummating the purchase, but the railroads’ request to remove the ban on interlocking directorates is denied. (RyAge, Borkin)
- Dec. 19, 1945 PRR Board authorizes purchase of 55 baggage cars, lounge cars, coaches and diners for east-west trains; purchase of 123 Pullman parlor cars. (MB)
- Dec. 19, 1945 PRR Board approves the following retirements: stations at Punxsutawney, Pa., and Magnolia, Ohio; part of Pier No. 1 at Boston Street, Baltimore; water station at Watts, Ind. (MB)
- Dec. 19, 1945 PCC&StL Railroad Board authorizes a new trainmen’s service building at Columbus, Ohio. (MB)
- Dec. 1945 PRR monthly passenger revenue highest on record.
- Dec. 1945 Operating ratio hits 160.3% for month; operating ratio for year is 83.7% vs. 72.9% in 1944.

- Dec. 1945 Franklin Type B rotary cam poppet valves applied to K4s No. 3857; show marked improvement over Type A used on T1 prototypes but are not adopted for general use.
- Dec. 1945 PRR postpones development of 7,500 HP electric locomotive.
- Dec. 1945 Class S1 No. 6100 makes last run. (prrfax)
- Dec. 20, 1945 Tire rationing ends. (Gregory)
- Dec. 22, 1945 Busiest day recorded at Penn Station. (RRMusPa)
- Dec. 27, 1945 PRR announces it will order 214 lightweight cars to reequip Blue Ribbon trains at cost of \$21 million; are 129 all-room sleeping cars, 21 lounge cars, 9 observation lounge cars, 11 twin diners, 6 single diners, 21 coaches, 2 coach-lounge cars, and 4 baggage-dormitory cars; is in addition to 112 coaches announced earlier. (RyAge)
- Dec. 27, 1945 City of Newark requests the Port of New York Authority to take over both Port Newark and Newark Airport. (PtAuth AR)
- Dec. 31, 1945 PRR purchases all Pullman heavyweight parlors and lightweight sleepers assigned to it; leases them back to Pullman Co. for operation; PRR buys 142 lightweight sleepers for \$7.56 million and 123 parlor cars for \$774,000.
- Dec. 31, 1945 New England Steamship Company sells Martha's Vineyard and Nantucket Lines to Massachusetts Steamship Lines, Inc.; the last New Haven steamboat operation. (NH AR)
- Dec. 31, 1945 Kaighn Avenue-South Street Ferry makes last run on former Reading route between Camden and Philadelphia. (SEPTA)
- Dec. 31, 1945 In a bid to placate labor, Pres. Truman dismantles the War Labor Board and replaces it with the Wage Stabilization Board. (AmrcnDclds)
- 1945 Float bridges replaced and yard rearranged at Greenville, N.J.
- 1945 Atlantic City Transportation Company abandoned between Somers Point and Ocean City. (PRSL AR - not 1946? may be early 1946)
- 1945 Installation of car retarders in westbound yard at Enola completed. (AR)
- 1945 Lykens Valley Railroad & Coal Company abandons 0.85 miles at Williamstown, Pa. (C&C)
- 1945 Engine house extended and new shop built at Cleveland. (AR)

- 1945 Millers Run Extension, Cecil to Bishop, Pa., (1.1 miles) abandoned. (C&C)
- 1945 0.67 mile of the Bridgeville & McDonald Branch abandoned on the Panhandle Division. (C&C)
- 1945 New car washer built at Chicago. (AR)
- 1945 Second track opens between Gem and Greenfield, Ind., (7.06 miles), completing the double-tracking of the Columbus Division between Richmond and Indianapolis. (AR, C&C)
- 1945 New terminal facilities completed at Rose Lake, Ill. (AR)
- 1945 Busiest year for Penn Station, New York; 109,349,114 passengers; 3/5 from LIRR; busiest station in U.S.
- 1945 Spectrographic laboratory installed at Altoona Test Plant. (Mutual)
- 1945 New freight car repair facility (Passenger Car Shop No. 2) placed in service at Altoona; later known as Miscellaneous Shop No. 2. (altoonaworks.info)
- 1945 NYC, PRR and B&O stop honoring each other's tickets between New York and major Midwestern cities; later revived in 1957.
- 1945 PRR and NYC reach agreement settling cross claims arising out of NYC vacating old Cleveland Union Depot in 1930; clears way for joint PRR-NYC bridge over Cuyahoga River west of depot. (NYC AR)
- 1945 Great Lakes Transit Corporation ceases operations. (Barnett)
- 1945 Number of New Haven passengers into Grand Central Terminal peaks at 30,158,447; number of passengers into Penn Station falls slightly to 5,717,339; New Haven has 90% of New York-Boston travel. (AR)
- 1945 New Haven orders new lightweight cars from Pullman-Standard to reequip all Shore Line and several Springfield trains. (AR)
- 1945 New Haven tests Westinghouse Electric & Manufacturing Company FM radio communication on freight trains. (AR)
- 1945 New Haven installs IBM freight car recording system. (AR)
- 1945 Future PRR VP David C. Bevan serves as deputy head of the U.S. Mission of Economic Affairs in London. (CInl&RevFmlsPa)

- 1945 During the war, the Lehigh Valley Railroad has carried 118,901 outbound troops to Camp Kilmer and distributed 116, 088 returning troops from Camp Kilmer. (AR)
- 1945 Reading builds the first 8 of its Class T-1 4-8-4's at Reading Shops; the Reading's first high-speed "Super Power" freight locomotives, they will achieve fame heading the company's "Iron Horse Rambles" and other excursions starting in the 1960s; some will be loaned to the PRR during a motive power shortage in 1956. (AR - verify Wiswesser)
- 1945 Reading acquires its first 5 5,400-HP Model FT A-B-B-A freight road diesels. (AR)
- 1945 Alton Railroad, formerly part of the B&O system, merged into the Gulf, Mobile & Ohio Rail\_\_. (Overton - verify Moodys)
- 1945 International Association of Machinists splits from the AFL over its failure to settle a jurisdictional dispute with the United Brotherhood of Carpenters & Joiners and the Amalgamated Association of Street & Electric Railway Employees of America. (wiki)
- 1945 CIO affiliates with the Soviet-dominated World Federation of Trade Unions; the AFL refuses. (BurLabStats)
- 1945 M.A. Hanna Company sells its Ohio coal properties to the Consolidation Coal Company, in return for Consol stock. (EncycClvIndHist - verify Moodys)