

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

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1948

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All data subject to correction and change

- Jan. 1, 1948 State of New Jersey's new constitution increasing second-class railroad property taxes takes effect. (AR)
- Jan. 1, 1948 NYC Pres. Gustav Metzman announces completion of \$75 million passenger equipment program to reequip 28 trainsets, aka "The Great Steel Fleet"; all 720 cars to be delivered by Oct. 1948, two years late; 19 long distance trains have been dieselized and 10 more are to be dieselized by spring. (Guide)
- Jan. 1, 1948 Great Britain nationalizes the railways. (RyAge)
- Jan. 1948 Asbestos station renamed Wyndmoor on Fort Washington Branch. (Guide)
- Jan. 3, 1948 Southern Railway inaugurates the *New Yorker* No. 40 between Atlanta and New York (northbound only). (tt)
- Jan. 5, 1948 C.J. Burlage, Chief Claim Agent at Chicago, dies. (Guide)
- Jan. 7, 1948 PRR Board authorizes cab signal installations Pittsburgh-Crestline-Chicago and Indianapolis-St. Louis; axial fans over Platforms 7, 8, 9 & 11 in Penn Station to alleviate heat; purchase of 122 diesel switchers. (MB)
- Jan. 7, 1948 PRR Board authorizes retirement of Athletic Park east of Tyrone. (MB)
- Jan. 8, 1948 Robert R. Young files exceptions with ICC in proceeding to have Alleghany Corporation and Chesapeake & Ohio Railway exercise control of NYC, citing the bias of ICC Examiner C. E. Boles. (NYT, Borkin)
- Jan. 13, 1948 PRR agrees with City of Pottsville, Pa., to relocate main line tracks to permit building new four-lane highway. (MB)

- Jan. 18, 1948 Atlantic City & Shore Railroad (“Shore Fast Line”) ends electric passenger service between Atlantic City (Virginia Avenue & Boardwalk) and Somers Point; last passenger service on PRSL Somers Point Branch; company and parent holding company, Atlantic City & Shore Company are liquidated during the year. (Borgnis, DirObsSec)
- Jan. 1948 Ferryboat *Philadelphia* sold to Delaware-New Jersey Ferry Company for New Castle-Pennsville service. (NYT)
- Jan. 23, 1948 Soviet Union bars U.N.-supervised elections in North Korea. (AmrcnDcnds)
- Jan. 28, 1948 PRR Board authorizes purchase of 114 diesel switchers; extending 11 stalls of Crestline roundhouse, 6 stalls at Fort Wayne, and all stalls at 55th Street, Chicago for Class Q2; retirement of frame portion of engine house at Outer Yard, Toledo. (MB)
- Jan. 28, 1948 Pres. Clement reports to Board that they are suggesting that passenger business of LIRR is for sale; reports two trainsets being rebuilt for *The Senator* and one for Chicago-Detroit service; propose to build two new trainsets for *The Congressional*, convert 100 cars from ice to mechanical air conditioning and rebuild 120 coaches for Northeast Corridor service; notes because of recent severe weather, freight tonnage is down by average of 80%, length of passenger trains has been reduced, and 20 extra sections per day have been required west of Harrisburg. (MB)
- Feb. 1, 1948 Edwin A. Lucas (1892-1972), Swarthmore ‘14, Penn Law ‘17, joins the PRR as General Solicitor after being a partner at the firm of Drinker, Biddle & Reath. (MB, Org)
- Feb. 1, 1948 New Haven assumes operation of parlor cars except through PRR lines over Hell Gate Bridge from Pullman Company. (AR)
- Feb. 2, 1948 AFL declines to endorse Henry A. Wallace’s presidential bid. (AmrcnDcnds)
- Feb. 8, 1948 Former Superintendent of Motive Power, Southwest System, Samuel Prescott Bush (1863-1948) dies. (NCAB)
- Feb. 10, 1948 Virginia Ferry Corporation Executive Committee authorizes the purchase of an LSM landing craft (*LSM 73*) from the U.S. Maritime Commission for conversion into an oil barge. (MB)
- Feb. 10, 1948 NYC completes re-equipping *The Pacemaker* with new Budd cars, including two new observation cars. (NYT)
- Feb. 15, 1948 Title of Henry W. Large changed from General Traffic Manager-Coal to General Coal Traffic Manager. (MB)

- Feb. 16, 1948 PRR conveys all property at The Point in Pittsburgh to state for future park; Duquesne Freight Station leased back pending its removal. (MB)
- Feb. 16, 1948 PRR relieves Philadelphia commuter congestion by operating all Wilmington trains with locomotives from Old Broad Street between 4:30 and 6:00 PM; releases 7,000 seats in MU's for reassignment to Paoli, Norristown, and West Chester lines; since 1937, ridership on Paoli Line has increased 216%, Wilmington 217%, West Chester 206%, Norristown 219% vs. 135% on LIRR; PRR plans to modernize 50 MU cars. (PR, MB)
- Feb. 16, 1948 Former PRR officer Norman B. Pitcairn (1881-1948), Pres.& Chairman of Wabash Railroad and Lehigh Valley Railroad director, dies. (AR, Guide)
- Feb. 16, 1948 Reading turns out No. 210, the first of 10 new Class G3 4-6-2's, the last Pacifics built in the U.S.; the Reading had calculated that a single steam locomotive would cost less than a two-unit 3,000 HP diesel to haul its fleet of rebuilt passenger trains. (BeeLine)
- Feb. 20, 1948 CNJ sells its headquarters building at 143 Liberty Street in New York, also once the home of the New York offices of other anthracite railroads and railroad associations. (NYT)
- Feb. 24, 1948 Charles D. Young writes to James M. Symes calling attention to an article on turbine locomotives in the Feb. 14 issue of *Railway Age* and suggests inviting Westinghouse Electric Corporation and Babcock & Wilcox to collaborate on a design for a high-pressure water-tube boiler for the Class S2 6-8-6 chassis. (VPO)
- Feb. 24, 1948 Progressive Party presidential candidate Henry A. Wallace addresses the House Foreign Relations Committee, accusing Pres. Truman of "laying the foundation" for war with the Soviet Union and insisting that the U.S. must reach an "understanding" with the USSR; his text is prepared by two concealed Communists, David Ramsey and Victor Perlo (1912-1999) and is cloned directly from Party documents. (NYT, Devine)
- Feb. 25, 1948 PFW&C Railway Board approves extending 11 roundhouse stalls at Crestline, 11 at 55th Street, Chicago, and 6 at Fort Wayne for Class Q2 locomotives; new commissary at 12th Street Coach Yard at Chicago. (MB)
- Feb. 25, 1948 Communist Party seizes power in Czechoslovakia in a coup d'etat. (AmrcnDcads)
- Feb. 26, 1948 PRR announces it will construct new \$4.5 million warehouse between Penn and Liberty Avenues in Pittsburgh. (HistPitts)

- Feb. 27, 1948 Oral arguments on Robert R. Young's and Alleghany Corporation's application for seats on the NYC Board begin before the full ICC. (Borkin)
- Feb. 28, 1948 Union Transfer Affiliated Company abandons operations; services performed by Scott Brothers and Pennsylvania Truck Lines, Inc.
- Feb. 28, 1948 Last run of electric interurban passenger service on the Youngstown & Southern Railway, Youngstown to Columbiana. (Cole)
- Feb. 29, 1948 *The Statesman* No. 51 restored westbound between Washington and Pittsburgh. (tt)
- Feb. 29, 1948 *The Buckeye* (Cleveland-Pittsburgh, eastbound only) becomes an unnamed local.
- Feb. 1948 Opinion Research, Inc., retained to study PRR dining car service and conditions on LIRR. (MB)
- Mar. 1, 1948 LIRR appoints David E. Smucker General Manager and Harry A. Weiss Traffic Manager of LIRR to coordinate public relations to counter poor public image on Long Island; J.D. Morris appointed Superintendent of Pittsburgh Division replacing Smucker. (MB)
- Mar. 1, 1948 PRR displays a "recreation car" for *The Jeffersonian* at Penn Station in New York; interiors by Raymond Loewy include a children's playroom with storybook decorations, newsreel theater, pinball game, bar and lounge with zebra-hide tubular chairs. (Mutual, NYT)
- Mar. 1, 1948 Union Transfer Affiliated Company, a trucking company operating east of Harrisburg sells most operations out of PRR system. (MB)
- Mar. 1, 1948 Reading inaugurates *The Wall Street*, a rush hour express between Philadelphia and Jersey City; five heavyweight cars, three coaches, a diner and the club car *Wall Street*, are "streamstyled" and air conditioned at Reading Shops; drawn by new Class G3 4-6-2 No. 210. (Guide, Rdg, BeeLine)
- Mar. 1, 1948 New Haven assigns diesels to Naugatuck passenger trains between Bridgeport and Winsted, Conn. (nhrhta)
- Mar. 2, 1948 VP James M. Symes rejects Charles D. Young's suggestion for a high-pressure water-tube boiler for the S2 turbine locomotive, as the only way to increase turbine efficiency is to use a forced draft, and no fan can stand up to the damage from fly ash and other abrasives. (VPO)
- Mar. 4, 1948 PRSL Executive Committee authorizes installing ceiling fans in 30 P70's and 6 PB70's. (MB)

- Mar. 7, 1948 PRR places three ACF "recreation cars" in service on *The Jeffersonian* (Nos. 7300-7302). (Mutual)
- Mar. 8, 1948 Steamboat *Elisha Lee* taken out of service for repairs for 10 days; replaced by *Maryland*. (PsTrMgr)
- Mar. 9, 1948 Chester Valley Golf Club incorporated in Pa. after the PRR sells The Pennsylvania Golf Club at Frazer to its members, it is still operating, although heavily remodeled. (PaCorps, ChesVllyGlfClb)
- Mar. 10, 1948 PRR Board authorizes installing diesel facilities at Meadows, Harsimus Cove, Greenville, New Brunswick, Barracks (Trenton), 46th Street, Reed Street, Frankford Jct. (all Philadelphia), Lancaster, Buttonwood, Ebenezer, Buffalo, Gallitzin, Pitcairn, 28th Street (Pittsburgh), Stoney Creek (Chester), Wilmington, Benning, Ivy City, Little Creek, York, Baden, Freedom, Canton, Colehour, 55th Street, 59th Street, 12th Street (all Chicago), 21st Street (Detroit), Wellsville, 18th Street (Columbus), and Rose Lake. (MB)
- Mar. 10, 1948 Czech nationalist leader Jan Masaryk (-1948) dies after falling from a window; the new Communist government labels it a suicide, raising suspicions in the West. (AmrcnDclds)
- Mar. 1948 Remodeling of Fort Street Union Depot in Detroit completed; includes air conditioning; a new office floor is installed in the upper part of the old two-storey waiting room, and the main floor is refinished in the Moderne style; the information booth is backed by a large Plexiglas map showing the principal lines of all the railroads using the station; Harley, Ellington & Day, architects. (MichSocArch, Trains, C&O AR)
- Mar. 15, 1948 Bituminous coal strike begins over pension rights. (AmrcnDclds, B&O AR)
- Mar. 1948 New Ford Motor Company Lincoln-Mercury plant opens near Metuchen, N.J.; PRR provides a new connection from its Bonhamtown Branch, a 140-car yard, and set off tracks parallel to the main line between Metuchen and Stelton. (Mutual)
- Mar. 1948 Transport Workers Union Pres. Michael J. Quill openly breaks with the Communists and purges them from the union by the end of the year; Quill realizes that the 5-cent fare, a shibboleth of the New York City left, must be increased to support future wage increases. (Hood)
- Mar. 16, 1948 General Attorney Edward A. Kaier (1908-1981) named Director of Public Relations of PRR and LIRR reporting to the Pres. Clement; Board also considers hiring Arthur W. Page, ex-VP of AT&T, as public relations consultant for LIRR. (MB)

- Mar 18, 1948 ODT issues General Order No. 69 restricting coal-burning train mileage to 75% of that in place on Mar. 1, effective Mar. 21. (Guide)
- Mar. 19, 1948 *Elisha Lee* returned to service on Cape Charles-Norfolk route; *Maryland* withdrawn from service. (PsTrMgr)
- Mar. 19, 1948 Lakefront Dock & Terminal Company opens new joint NYC-B&O coal and ore terminal near mouth of Maumee River at Toledo, and old terminals abandoned; consists of 2 Hulett's and 3 McMyler dumpers. (NYC AR, B&O Mag)
- Mar. 20, 1948 Richmond, Fredericksburg & Potomac Railroad's *Old Dominion* Nos. 11-12, makes last run between Washington and Richmond; lightweight cars reassigned to locals. (Griffin)
- Mar. 22, 1948 PRR imposes government-ordered cuts in steam-powered passenger miles because of coal strike, mostly confined to local service; PRR has only 18-day supply of coal left (); eliminates night train between Columbus and Cleveland, which is not restored. (verify -or day tr? nite tr was restored)
- Mar. 26, 1948 American Contract & Trust Company Board authorizes the purchase of 9,200 shares of Penntruck Company stock for \$230,000. (MB)
- Mar. 27, 1948 Presidential Emergency Board recommends 15½ cent per hour increase for engineers, firemen and switchmen retroactive to Nov. 1, 1947; Brotherhoods reject offer.
- Mar. 28, 1948 PRR Board authorizes installing escalators at east end of Suburban Station and improving ventilation; retirement of track pans at Frenchtown, N.J. (MB)
- Mar. 31, 1948 Vice President-Assistant to the President John F. Deasy retires after 47 years service; given \$15,000 bonus. (MB)
- Apr. 3, 1948 Pres. Truman signs the Foreign Assistance Act, establishing the Marshall Plan with \$6 billion to fund the rebuilding of Western Europe. (AmrcnDcds, wiki)
- Apr. 5, 1948 Pioneer railroad photographer Charles B. Chaney (1875-1948) dies; his collection, including priceless early twentieth century PRR images, is eventually acquired by the Smithsonian Institution. (findagrave)
- Apr. 6, 1948 Eastern railroads petition ICC to increase basic passenger fares from 2.5 to 3 cents per mile. (AR)
- Apr. 8, 1948 PRR-sponsored Railway Battalions are reactivated as part of the Army Reserve; the 706th Grand Division, the 717th, 724th and 730th Operating

- Battalions, and the 756th Shop Battalion. (Mutual)
- Apr. 8, 1948 Thomas S. Gates (1873-1948), Pres. of American Philosophical Society and PRR and Pennsylvania Company director, dies. (MB)
- Apr. 9, 1948 Pres. Truman signs the Mehaffie Act which streamlines railroad bankruptcy proceedings; requires approval of only 75% of security holders to extend debt maturities and cut interest rates. (B&O AR, Sutherland)
- Apr. 10, 1948 Non-operating Brotherhoods demand 40-hour week, time-and-a-half for Saturday and double time for Sunday, plus 25 cents per hour increase. (AR)
- Apr. 12, 1948 Second round of passenger cuts imposed because of coal strike, including No. 414-415 Pittsburgh-Erie via Sharon, ends all passenger service between Sharon and Erie on Erie & Pittsburgh line. (what source - tt has last trip 4/24, Cole has 4/10 - was cut cancelled at last minute?)
- Apr. 12, 1946 Bituminous coal strike ends with gain of full pensions after age 62. (B&O AR)
- Apr. 12, 1948 Erie & Pittsburgh RPO cut back to Sharon & Pittsburgh RPO. (Kay)
- Apr. 13, 1948 ODT suspends coal conservation order. (Guide)
- Apr. 14, 1948 NYC re-equips *James Whitcomb Riley* with mix of Budd and Pullman-Standard lightweight cars. (RyAge)
- Apr. 1948 NYC installs "rotary reservation recorder" at centralized reservation bureau of Grand Central Terminal. (Guide)
- Apr. 16, 1948 Further round of cuts announced, now expanded to main line trains, including *The Pennsylvania Limited* (westbound) and *The Admiral* (eastbound) between New York and Chicago and "*The Spirit of St. Louis*", *The American* (westbound) and *The Sunshine Special* (eastbound) between Indianapolis and St. Louis; strike is settled and all cuts rescinded before the last round is put into effect.
- Apr. 19, 1948 Chesapeake & Ohio Railway's Greenbrier resort hotel at White Sulphur Springs, W.Va., reopens after use as a hospital during the war. (AR, Bias)
- Apr. 20, 1948 Federal court fines the United Mine Workers of America \$1.4 million and John L. Lewis \$20,000 for contempt of court. (AmrcnDcnds)
- Apr. 1948 Last run of the West Coast section of the *Orange Blossom Special*. (Shrady)
- Apr. 24, 1948 *The Flamingo* makes last run as a through Midwest-Florida train. (Guide, Key)

- Apr. 24, 1948 Last run of PRR Washington-San Francisco sleeper via Overland Route a/c extremely low occupancy. (tt, Sanders)
- Apr. 24, 1948 Through New York-Mexico City sleepers via MP *Sunshine Special* make last runs on both PRR and NYC; also PRR New York-El Paso and Washington-Dallas/Fort Worth sleepers; El Paso car cut to New York-Fort Worth but later restored. (tt, Guide)
- Apr. 24, 1948 Last run of Akron-Columbus day train No. 604-605, later restored. (Guide)
- Apr. 25, 1948 *Sunshine Special* ceases to operate as a through train; through diners and coaches discontinued and only through sleepers remain; Missouri Pacific had wanted to curtail through sleepers as through traffic has fallen to about 18 passengers per day. (Welsh)
- Apr. 25, 1948 Sunbury & Bellefonte RPO discontinued. (Kay)
- Apr. 25, 1948 B&O discontinues through sleepers, Washington-San Francisco via Overland Route and Washington-Houston via Missouri Pacific. (Guide)
- Apr. 28, 1948 PRR Board authorizes rearranging Waldo Avenue Yard for perishable traffic being floated to New York City; new interlocking at Girard, Pa. and double-signaling of eastbound main between Girard and Niles. (MB, VPO)
- Apr. 28, 1948 VP in Charge of Operations James M. Symes reports to Board that in 1947 PRR carried 101 million tons of coal and consumed 16 million tons; price increased 123% and rates increased 34 cents, therefore increase in cost of fuel is \$5 million more than increase in earnings from coal traffic; diesels will cut coal consumption to 13-14 million tons in 1948, reducing increase in fuel bill to \$1 million. (MB)
- Apr. 28, 1948 PRR obtains trackage rights over Lehigh Valley Railroad between Laurel Jct. and Shenandoah Jct. (MB)
- Apr. 29, 1948 Raymond Loewy sends PRR photographs of his model for Penn Center superimposed on photos of the City Planning Commission's model. (CDY)
- Apr. 30, 1948 Last run of passenger train between Wawa and Oxford, Pa., by Brill railcar No. 4641 as train No. 793, ending passenger service on Octoraro Branch; leaves one local freight Wawa-Oxford and one trip per week between Nottingham and Perryville. (VPO, Cinders)
- Apr. 30, 1948 Lightweight 14-4 sleeper replaces heavyweight 8-5 in *Sunshine Special* between New York and San Antonio. (tt)
- May 1, 1948 North Korea, the part occupied by the Soviet Union at the end of World War

- II, proclaims itself the Democratic People's Republic of Korea. (AmrcnDcnds)
- May 6, 1948 ICC's third interim rate increase goes into effect; provides 22.5% increase over 1947 levels, compared to 41% requested by eastern railroads.
- May 6, 1948 Frederic C. Dumaine, Sr., announces that he and associates have acquired a majority of the New Haven's preferred stock. (NYT)
- May 6, 1948 CNJ abandons passenger service on the stub of its Newark & New York Branch between Communipaw and West Side Avenue, Jersey City. (AR - check)
- May 1948 Most major east-west trains dieselized west of Harrisburg. (see Mutual note 9/49!)
- May 1948 First 3 of 100 air-conditioned coaches turned out by Altoona Shops.
- ca. May 1948 Robert R. Young of the Chesapeake & Ohio Railway announces his plan for a high-speed lightweight train called Train "X"; full-sized mockup of a car built by C&O and Pullman-Standard displayed at the Chicago Railroad Fair (date?)
- May 10, 1948 President Truman takes over railroads to thwart disruption of strike threatened by engineers, firemen and trainmen for 6:00 AM next day; railroads cancel strike layoffs; NYC's Gustav Metzman appointed Col. in charge of eastern railroads with PRR's A.F. McIntyre as second in command; Federal Court issues temporary injunction against strike. (NYT)
- May 10, 1948 ICC denies C&O/Alleghany Corporation request to take its NYC stock out of the hands of the Chase National Bank as trustee and to name as NYC directors Robert R. Young and C&O Pres. Robert J. Bowman; however it removes the personal criticisms of Young in the report of Examiner C. E. Boles. (Borkin)
- May 11, 1948 PRR annual meeting; stockholders' committee elected in 1947 reports in favor of anti-strike legislation. (MB)
- May 12, 1948 Pres. Clement reports to board that half of business is performed at operating ratio of 100% and the rest at an average of 70%; operating ratio for coal is up from 56% in 1939 to 83% in 1947; \$200 million of passenger, mail and express business is performed at operating ratio of 121%, up from 63% in 1943; company will therefor seek rate relief for passengers and coal. (MB)
- May 12, 1948 PRR Board authorizes purchase of 49 diesels; retirement of Sharpsburg engine house and shops. (MB)
- May 13, 1948 NYC announces that over 5,000 have enrolled in their correspondence course in public relations in the first two months. (NYT)

- May 14, 1948 Pennsylvania Tunnel & Terminal Railroad Board approves four axial fans over platform 10 to alleviate heat; authorizes four new shops on south side of LIRR Concourse at Penn Station originally approved in 1941 but delayed by war. (MB)
- May 14, 1948 Streamlined lightweight equipment assigned to Frisco *Meteor*; PRR assigns 10-5 sleepers *Cascade Brim* and *Cascade Ravine*, shadowlined to match fluted sides, to New York-Tulsa run. (Guide, Welsh)
- May 14, 1948 State of Israel is declared from part of the dissolved British Mandate in Palestine; at midnight, troops from Egypt, Jordan, Syria, Lebanon and Iraq attack. (AmrcnDcads)
- May 1948 Robert R. Young announces he will pursue a merger of the NYC, C&O and Virginian Railway. (Borkin, Turner - verify NYT)
- May 1948 U.S. Supreme Court, by 5-3 decision, returns Chesapeake & Ohio Railway-Pere Marquette Railway merger to ICC, letting it stand. (Bias)
- May 1948 Lehigh Valley Railroad receives the last of its seven 4,000 HP twin Alco PA-1 road diesel sets to dieselize all long distance passenger service. (Steinbrenner, AR)
- May 1948 The pre-war "Red Bankers" commuter club and a new "Westfield Club" sign new agreements with the CNJ for air conditioned club cars; the clubs are to pay the cost of air conditioning the cars over 15 years, plus certain other expenses, amount to \$2.65 per month plus the regular fare with a full car; in return, more affluent commuters get a guaranteed seat in a refurbished, air-conditioned car. (RyAge)
- May 16, 1948 *Texas Special* streamlined and MKT/Frisco 14-4 lightweight sleepers assigned to New York-San Antonio run; PRR 10-5 sleepers *Cascade Range* and *Cascade Meadow* painted with shadowlining to mimic stainless steel fluted sides; new *Texas Special* has only two trainsets with only two hours allowed for turnaround at St. Louis; also loses best connections to East, driving traffic to MP route. (Welsh, Thomas, Guide)
- May 20, 1948 PRR Philadelphia police training school graduates first class. (Mutual)
- May 20, 1948 Cleveland & Pittsburgh Railroad Board authorizes extending eastbound yard at Bedford for dispatching ore trains. (MB)
- May 25, 1948 Railway Labor Executives Association calls for nationalization of railroads and direct bargaining with government. (NYT)

- May 25, 1948 United Auto Workers of America signs a new contract with General Motors Corporation calling for an annual 2% increase matched to the national rate of increase in industrial productivity, pensions, and the company meeting half the cost of health insurance in return for a no-strike pledge for the life of the contract; it contains the first cost of living adjustment clause (COLA), with increases matched to inflation; the contract becomes the yardstick for all unionized manufacturing industries; it creates stability and predictability after the wave of postwar strikes, but managements lose control of wage increases. (Samuelson, Hoerr)
- May 26, 1948 PRR Board approves relocation of part of 60th Street Branch in Philadelphia; authorizes retirement of 1,031 feet of Court Street Branch at Reading and "BX" block station at Division Street, Youngstown. (MB)
- May 26, 1948 Progressive Party presidential candidate Henry A. Wallace endorses nationalization of the railroads. (NYT)
- May 30, 1948 PRR through New York-Fort Worth sleeper on *Sunshine Special* re-extended to El Paso. (tt)
- May 30, 1948 Robert R. Young announces that he has cancelled about a third of the Chesapeake & Ohio Railway's huge 1946 passenger car order, citing "incredibly slow" deliveries and doubled costs; says his is going to substitute Train "X," although the C&O only builds some experimental test cars. (NYT)
- June 1, 1948 PB&W Board adopts plan dated May 4, 1948 for relocating the 60th Street Branch for the Philadelphia International Airport; approves the location of the Back Rivers Branch between Bay View Yard and the Patapsco & Back Rivers Railroad. (MB)
- June 1, 1948 VP-New York Zone and VP of LIRR J.C. White named VP in Charge of Purchases, Stores & Insurance, replacing Charles D. Young, retired after 48 years service; Herman H. Pevler named VP of LIRR and VP-New York; Walter W. Patchell to General Manager-Central Region, replacing Pevler; J.P. Newell to General Manager-Western Region, replacing Patchell. (MB)
- June 3, 1948 James M. Symes recommends against through operation of GG1's to New Haven; New Haven electric locomotives are geared only for 65 MPH; GG1's can operate on New Haven with minor modification to pantographs, but New Haven would have to pay rent; no way to balance mileage.
- June 3, 1948 Pres. Truman leaves Washington via PRR to begin cross-country campaign tour. (Withers)
- June 7, 1948 PRR and PRSL operate 27 special trains to the annual Shriners' convention in Atlantic City; trains are parked at Ohio Avenue & Bachrach Boulevard as

- temporary hotels. (NYT)
- June 13, 1948 New Haven imposes deep cuts in Old Colony service, including use of *Comet* railcars, which are retired. (AR, Humphrey)
- June 1948 PRR receives its first Fairbanks, Morse & Co. H44-10 switchers. (Kirkland)
- June? 1948 New Haven dieselizes the Maybrook Line and discontinues pusher service with 15 ALCO FA-1A/FA-1B pairs, replacing 46 Class L 2-10-2's. (RyAge)
- June 16, 1948 Fred Carpi named VP in Charge of Traffic, replacing Walter S. Franklin, who remains Executive VP. (MB)
- June 17, 1948 Reed-Bulwinkle Bill passes over Pres. Truman's veto; authorizes railroads and truckers to make interline agreements on rates and legalizes rate bureaus, which the Justice Dept. held to be violations of the Sherman Act, providing the ICC determines they are in the public interest; the ICC supports the Act; rate bureaus tend to inflate rates and curb competition, and their need for consensus hinders the railroads' ability to respond quickly to competition from other modes. (, Locklin, Hoogenboom - wiki has 6/25)
- June 17, 1948 First PRR Baldwin "Sharknose" 2,000 HP passenger diesels in 6,000 HP A-B-A unit configuration placed in service; used on passenger trains between Harrisburg and Chicago/St. Louis; the sharknose design is often misattributed to Raymond Loewy based on its similarity to the T1, but it is designed by Hadley, Ryder & Pedersen. (Kirkland)
- June 18, 1948 *The Night Cape Codder* restored as a summer-weekend-only train between Grand Central and Woods Hole/Hyannis; summer-weekend-only Washington-Hyannis sleeper also restored after being suspended for war. (Guide, tt)
- June 18, 1948 Pres. Truman's campaign special returns to Washington over PRR from St. Louis. (Withers)
- June 18, 1948 American Locomotive Company (ALCO) outshops its last steam locomotive at Schenectady, Pittsburgh & Lake Erie Railroad 2-8-4 No. 9406. (Steinbrenner)
- June 18, 1948 A single West German political unit is created when France combines its occupation zone with those of the U.S. and Britain. (AmrcnDcads)
- June 20, 1948 A new currency, the Deutschmark, is established for West Germany. (AmrcnDcads)
- June 21, 1948 Republican National Convention convenes in Philadelphia. (NYT)

- June 22, 1948 Washington Terminal Company authorizes lengthening tracks 15 to 18 for 18-20-car trains and tracks 23-26 on lower level for 18-23-car trains. (VPO)
- June 23, 1948 PRR Board contributes \$250,000 to Lima-Hamilton Company (Corp.) project to build a compressor gas-turbine locomotive; Lima-Hamilton to put up \$1 million; PRR to get locomotive upon completion for an additional \$250,000; approves lengthening platforms on lower level of Washington Union Station for longer southern trains; authorizes retirement of block station at Edenburg, Pa., on Pittsburgh, Youngstown & Ashtabula Railway. (MB)
- June 23, 1948 Act places railroad unemployment insurance tax on sliding scale.
- June 24, 1948 Railroads file an amended application for a 65% increase in mail pay. (CNJ AR)
- June 24, 1948 Republican National Committee, meeting in Philadelphia, nominates N.Y. Gov. Thomas E. Dewey on the third ballot; Dewey runs on a liberal platform that distances him from rank-and-file Republicans in the heartland, while he comes across personally as cold and aloof, speaking in broad generalities and refusing to go on the attack. (NYT, wiki)
- June 24, 1948 Pres. Truman signs a new Selective Service Act requiring all young men between 18 and 25 to register for military service. (AmrcnDcads)
- June 24, 1948 Soviet Union blocks Western access to Berlin in response to the failure to agree on the structure of a united but neutral Germany and American attempts to introduce the West German Deutschmark in West Berlin, a move Stalin believes will upset Soviet management of the East German economy; formal start of the Cold War. (EAH, Service, AmrcnDcads)
- June 26, 1946 Last run of C&O-NYC-MP Washington-San Antonio sleeper. (tt)
- June 26, 1948 Western Allies mount the 321-day Berlin airlift to keep West Berlin from starvation, and in the end, it is Stalin who backs down in the face of the Anglo-American monopoly of nuclear weapons. (AmrcnDcads, Service)
- June 27, 1948 PRR restores summer-only parlor car service between Washington and Atlantic City, but without a through train as before the war. (tt)
- June 30, 1948 Pennsylvania Terminal Real Estate Company sells the Hotel Pennsylvania to New York Hotel Statler Company, subsidiary of Hotels Statler Company, Inc., for \$15.5 million. (Moody's)
- June 30, 1948 Justice Dept. files in U.S. District Court for the Northern District of Illinois against control of General Motors Corporation by E.I. du Pont de Nemours & Company and the du Pont family. (RiggsGuide)

- 1948 PRR cancels further steam locomotive development, including V-1 turbine locomotive, and orders full dieselization.
- July 1, 1948 N.Y. PSC grants LIRR an additional 25% increase in commuter fares over those of 1947.
- July 1, 1948 A.F. McIntyre appointed Chief of Freight Transportation, replacing John C. Rill granted indefinite leave to be Pres. of Fruit Growers Express; J. Benton Jones named General Manager-New York Zone replacing McIntyre. (MB)
- July 1, 1948 Thomas M. Goodfellow named Superintendent of the Delmarva Division and Baltimore & Eastern Railroad, replacing R.W. Grigg. (MB)
- July 1, 1948 Conductors and trainmen file for a 25-cent increase. (CNJ AR)
- July 1, 1948 CNJ discontinues operation of the 105-year old Ashley Planes near Wilkes-Barre; freight can now be hauled more economically up the “back track” by 6,000-HP diesels. (AR)
- July 1, 1948 New York City transit fare raised from 5 cents to 10 cents. (Feinman)
- July 6, 1948 CNJ files to reorganize under the Mahaffie Act instead of the Bankruptcy Act. (AR)
- July 7, 1948 ICC authorizes Eastern railroads to increase base fare to 3 cents per mile in coaches and 4 cents in first class effective July 19, 1948. (AR)
- July 7, 1948 Dr. John R. Steelman (1900-1999) resumes mediation efforts at the White House. (RyAge)
- July 9, 1948 Federal control of railroads ends at 4:00 PM after Brotherhoods accept compromise on work rules and the same 15.5-cent increase as the other unions, retroactive to Nov. 1, 1947. (RyAge)
- July 9, 1948 First scheduled flight arrives at New York International Airport in southern Queens; originally called Idlewild and later J.F.K International Airport. (Aviation)
- July 11, 1948 Under ruling of Ohio PUC, PRR restores day trains No. 604-605 between Akron and Columbus with railcar and no baggage service until it can get formal approval of discontinuance. (Guide,)
- July 12, 1948 Democratic National Convention convenes in Philadelphia; northern liberals secure the adoption of a civil rights plank in the party platform, causing about 35 Southern delegates led by South Carolina Gov. J. Strom Thurmond (1902-

2003) to walk out. (NYT)

- July 15, 1948 Democratic National Convention nominates Pres. Harry S. Truman for reelection on the first ballot; with his administration beset by scandals and a divided party, Truman appears as headed for defeat; instead of attacking Dewey, he attacks the “do-nothing” Republican-controlled 80th Congress, which in fact has been very busy pushing pro-business legislation, and stokes fears that the return of Republicans to power will also restore the Depression. (NYT, wiki)
- July 15, 1948 Truce declared ending the first Arab-Israeli War with Israel in possession of West Jerusalem. (AmrcnDcnds)
- July 1948 Eleven PRR *Cascade*-series sleepers painted in Missouri Pacific *Eagle* colors for through service.
- July 1948 PRR receives first of two American Locomotive Company (ALCO) FA-1/FB-1 A-B-B-A 6,000 HP freight diesel locomotives. (Kirkland)
- July 1948 Virginia Ferry Corporation buys WWII landing craft *LST 63* to eliminate traffic jams. (NYT)
- July 17, 1948 A rump meeting of Southern Democratic delegates (known as “Dixiecrats”) meeting in Birmingham, Ala., nominates South Carolina Gov. J. Strom Thurmond (1902-2003) for Pres.; their objective is to preserve “Jim Crow” segregation in the South by trading their electoral votes. (NYT)
- July 18, 1948 NYC discontinues all remaining through sleepers to Southwest via St. Louis rather than assign lightweight equipment; last trips July 17; cars are: New York-Dallas/Fort Worth and New York-Houston via MP, New York-Dallas, New York-Fort Worth, and New York-San Antonio via *Texas Special*, and New York-Oklahoma City via Frisco *Meteor*; also discontinues second section of *Southwestern Limited* eastbound, which carried these cars. (tt)
- July 19, 1948 ICC and state PUC’s raises eastern coach fares by 20% and parlor car fares by 14.3%. (CNJ AR)
- July 19, 1948 CNJ places 4 air-conditioned commuter club cars in service, with a fifth to go on later in the summer. (RyAge)
- July 20, 1948 Chicago Railroad Fair, marking centennial of Chicago railroading, opens at 23rd Street on Lake Michigan, former site of Century of Progress; last of the great railroad fairs; Edward Hungerford scripts pageant “Wheels-a-Rolling” similar to 1939 “Railroads on Parade” featuring 21 historic locomotives, the *Pioneer Zephyr* and two contemporary trains, one steam and one diesel; PRR participates in consolidated exhibit of Eastern Railroads; exhibits *John Bull*

replica, *Pioneer*, *Reuben Wells*, GG1, T1, S2, Cumberland Valley combine, the RPO *Robert E. Hannegan*, and a Merchandise Service box car; NYC exhibits No. 999; GM exhibits *Train of Tomorrow*; Chesapeake & Ohio Railway a non-operating full-size mock-up of a Train "X" car. (NRHS, RyAge)

- July 20, 1948 As the result of a tip by former spy courier Elizabeth T. Bentley (1908-1963), twelve leading members of the Communist Party of the USA are indicted by a federal grand jury under the 1940 Smith Act for conspiring to overthrow the government, they include Party Chairman William Z. Foster (-) and future Chairman Gus Hall (-). (NYT)
- July 24, 1948 Progressive Party, meeting in Philadelphia, nominates former VP Henry A. Wallace for Pres. on a platform opposing the Cold War and Marshall Plan and calling for tighter controls on big business and abolishing the House Un-American Activities Committee; the platform is largely written by Communists Lee Pressman (1906-1969) and John Abt (1904-1991); Wallace and other non-Communists in the Party fail to distance themselves from Communist support; perennial Socialist candidate Norman Thomas (1884-1968) quits the Progressives over the Communist issue and runs on the Socialist Party ticket. (NYT, Devine, wiki)
- July 25, 1948 Britain finally ends wartime bread rationing. (AmrcnDcads)
- July 26, 1948 Pres. Truman calls Congress into a special session, then dares them to pass the liberal Republican platform into law; the Republicans thus play into Truman's "do-nothing" image. (wiki)
- July 26, 1948 Pres. Truman ends racial segregation in the armed forces by executive order; the war has created a new impetus to the drive for equal civil rights that will continue to accelerate. (AmrcnDcads, wiki)
- July 27, 1948 ICC issues final decision in *Ex Parte* 166 granting a permanent 23% rate increase. (AR)
- July 27, 1948 Sometime during the week ending this date, confessed Communist spy courier Elizabeth T. Bentley testifies to a Senate committee investigating domestic subversion, describing a spy ring and naming John Abt and Victor Perlo. (NYT)
- July 28, 1948 Ferryboat *Newark* disabled by broken shaft at Cortlandt Street at 12:30 PM; ferry service suspended. (FerryDept)
- July 28, 1948 Virginia Ferry Corporation authorizes the purchase of LST-63 and its conversion into a four-lane vehicular ferry at the Newport News Shipbuilding & Dry Dock Company. (MB)

- July 28, 1948 Limestone Improvement Company incorporated in Indiana; acquires coal lands in Sullivan County. (MB)
- July 29, 1948 Raymond Loewy's office makes final settlement for its work on Penn Center and the models and plans are turned over to the PRR's Chief Engineer; the PRR is unable to obtain financial backing or commitments. (CDY)
- July 29, 1948 Edward Hungerford (1875-1948), railroad publicist and author of histories of B&O, Erie and NYC and of railroad pageants, dies in New York. (B&O Mag)
- July 29, 1948 LIRR holds "Family Day" for employees' families at Morris Park Shops, including cab rides for kids. (RyAge)
- July 29, 1948 Baldwin Locomotive Works announces that it has agreed to sell 500,000 shares to Westinghouse Electric Corporation, which becomes its largest stockholder, raising \$7 million in working capital in an attempt to improve its diesel product line. (Kirkland, Hirsimaki)
- July 31, 1948 Idlewild (later Kennedy) International Airport in southern Queens, New York City, formally dedicated. (Aviation)
- Aug. 1, 1948 *Silver Star* restored, becoming a year-round train to Miami; SAL establishes sleeping car between New York and Atlanta on the *Palmland/Cotton Blossom*. (Guide)
- Aug. 2, 1948 PRSL Executive Committee authorizes \$3.6 million to modernize 60 P70' coaches with mechanical air conditioning; retires loop track at New Hampshire & Mediterranean Avenues in Atlantic City. (MB)
- Aug. 2, 1948 CNJ files with the ICC for reorganization under the Mahaffie Act instead of Chapter 77 of the Bankruptcy Act. (Rdg AR)
- Aug. 3, 1948 Whittaker Chambers (1901-1961), a former Communist and now an editor of *Time* magazine, testifies to a Congressional committee presenting evidence of Soviet moles and spies and secret Party members at the top levels of the New Deal government, including former Assistant Treasurer Harry Dexter White (1892-1948), Alger Hiss (1904-1996), a high-ranking State Dept. diplomat, Lee Pressman, John Abt and Victor Perlo. (NYT)
- Aug. 4, 1948 Pennsylvania Railroad Day at Chicago Railroad Fair. (RyAge)
- Aug. 6, 1948 CNJ Baldwin double-ender No. 2003, the first of a second lot of three, placed in service. (Kirkland)
- Aug. 7, 1948 Cleveland & Columbus RPO discontinued. (Kay)

- Aug. 9, 1948 Pennsylvania Tunnel & Terminal Railroad Board approves sale of Hotel Pennsylvania to Hotels Statler Company, Inc. (MB)
- Aug. 11, 1948 BLE and BLF&E sign formal agreement embodying award of Mar. 1948. (RyAge)
- Aug. 11, 1948 All N.Y. railroads raise their one-way fares, except commuter tickets, from 2½ cents to 3 cents per mile. (NYT)
- Aug. 12, 1948 First New Haven Board elected since bankruptcy; old management headed by Howard S. Palmer (1885-1980) voted out; Frederic Christopher Dumaine, Sr. (1866-1951), head of Amoskeag Corporation and a director since 1923, elected Pres. & Chairman; Dumaine secures control in a coup by buying preferred stock, which alone has voting rights until 1953. (AR, NYT)
- Aug. 1948 Pennroad Corporation sells last of its shares of Boston & Maine Railroad common, although it retains a large block of preferred. (NYT)
- Aug. 13, 1948 Philadelphia Mail Steamship Company dissolved, having never gone into operation. (MB)
- Aug. 14, 1948 Last run of PRR New York-Dallas/Fort Worth 3 DB-buffet-lounge and Washington-Houston/Galveston sleeper on *Sunshine Special*. (tt)
- Aug. 14, 1948 Last run of passenger service between York, Pa., and Frederick, Md.; last run of Lancaster & Frederick RPO. (tt, Kay)
- Aug. 14, 1948 Last run of day train No. 604-605 between Akron and Columbus, leaving overnight train No. 624-625 between Cleveland and Columbus with Cincinnati sleeping car. (Guide)
- Aug. 15, 1948 *Sunshine Special* replaced by *The Texas Eagle*, running through between New York and Fort Worth-El Paso/San Antonio-Houston-Galveston; Missouri Pacific and Texas & Pacific Railway equips *The Texas Eagle* with lightweight equipment and diesel power. (Welch, Thomas, Guide, Watson/Brown)
- Aug. 15, 1948 South Korea, the part occupied by the U.S. at the end of the war, declares itself the Democratic Republic of Korea under Syngman Rhee (-) a military strongman; Rhee begins covert actions to reunify Korea. (AmrcnDcds)
- Aug. 1948 Robert R. Young's *Railway Progress* profiles "Perlman of the Rio Grande," prefiguring his choice of Perlman to head the NYC in 1954. (Borkin)
- Aug. 16, 1948 PRR troop train collides with freight at Bucyrus, Ohio; 14 hurt. (NYT)

- Aug. 21, 1948 Interviewed in the "Washington Merry-Go-Round" column of the *Washington Post*, Robert R. Young states that the Mellon-controlled Koppers Company of Pittsburgh, which controls the Virginian Railway, is violating the Clayton Antitrust Act, and he is willing to take the stock off their hands. (Borkin)
- Aug. 25 1948 PRR announces expansion of postwar equipment program to \$216.7 million; includes 566 diesels, 395 new lightweight passenger cars, 273 rebuilt coaches, parlor, diner and lounge cars, and 4,400 new freight cars; passenger cars are to include 212 sleeping and lounge cars, 118 overnight coaches, 40 diners, including 16 twin-units, and 25 observation and lounge cars without sleeping accommodations; *Senator* and *Congressional* to be reequipped with compartment cars. (NYT, RyAge, Guide)
- Aug. 25, 1948 E. Rowland Hill (1872-1948), co-founder of Gibbs & Hill, dies. (G&H)
- Aug. 31, 1948 Laurence F. Whittemore (1894-1960) elected Pres. of New Haven, replacing Frederic C. Dumaine, who remains Chairman. (AR)
- Sep. 1, 1948 Charter of the Atlantic Transport Company (W.Va.), which has performed car floating and lighterage for the PRR at Baltimore, expires; service probably continues to be performed by parent United States Lines Company until 1961, when the tugs and barges are sold to the Baltimore Towage & Lighterage Company. (Moyer/Keystone)
- Sep. 5, 1948 Pres. Truman departs Washington in 16-car special over PRR en route to Grand Rapids. (Withers)
- Sep. 7, 1948 PRSL Executive Committee authorizes retiring one track and all passenger stations on the Somers Point Branch; all electric traction facilities between Atlantic Avenue, Atlantic City, and Pleasantville, and the "electric" drawbridge over the Thorofare at Atlantic City. (MB)
- Sep. 8, 1948 Cortlandt Street ferry service resumes with *New Brunswick*. (FerryDept)
- Sep. 8, 1949 Ground broken for new Akron Union Depot, serving PRR and B&O. (B&O Mag)
- Sep. 9, 1948 Pres. Clement and Treasury Secretary John W. Snyder participate in ceremony at Washington Union Station honoring 82,535 PRR employees who have joined payroll savings plan for buying U.S. savings bonds. (RyAge)
- Sep. 11, 1948 Two 52-seat, 2-1 seating parlor cars assigned to *The Colonial*.
- Sep. 15, 1948 PRR board orders extension of train telephone service to *Broadway Limited*, *"Spirit of St. Louis"*, and *Cincinnati Limited*; retirement of troop loading platforms at Fort Hayes, Columbus, Ohio; reports 13,500 employees dropped

since 1946. (MB)

- Sep. 15, 1948 Gen. Dwight D. Eisenhower christens a new trainset for *Twentieth Century Limited* at Grand Central Terminal; ceremony also features Beatrice Lillie (1894-1989) and Mayor William O'Dwyer (1890-1964); train is left on display for 15 hours, viewed by 33,218 people; Gov. Dwight H. Green (1897-1958) christens the train at Chicago. (Guide, RyAge, AR)
- Sep. 15, 1948 Cleveland Union Terminals Company approves contract allowing Erie Railroad to use Union Terminal in lieu of its old station. (MB)
- Sep. 15, 1948 *Freedom Train* on display at Pennsylvania Station, Pittsburgh. (HistPitts)
- Sep. 1948 Reading parlor-coach No. 699 makes last run on the *Scranton Flyer*, ending first class accommodations on that train. (Cinders)
- Sep. 1948 James Wideman Lee, Jr. (1882-1948), brother and partner of Ivy Ledbetter Lee, dies at Rye, N.Y. (findagrave)
- Sep. 1948 Northern Pacific Railway reequips the *North Coast Limited* running between Union Station, Chicago, and Seattle in a new two-tone green color scheme. (by Loewy??) (Overton)
- Sep. 16, 1948 American Locomotive Company Pres. Robert McColl calls the steam locomotive "a vanishing race." (RyAge)
- Sep. 16, 1948 CNJ Baldwin double-ender No. 2005, the last of a second lot of three, placed in service. (Kirkland)
- Sep. 17, 1948 New York Central places new *Twentieth Century Limited* in revenue service; 16-car consist features observation cars *Hickory Creek* and *Sandy Creek* with raised "Lookout Lounge" at rear and mid-train lounge cars *Atlantic Shore* and *Lake Shore* with barber shop, secretary, and shower. (Guide, Wayner, Dubin)
- Sep. 17, 1948 Last major Truman campaign train (17 cars) departs Washington on PRR en route to Chicago; Truman declares as train departs, "I'm going to give 'em hell." (Withers)
- Sep. 18, 1948 Budd Company holds demonstration of car fitted to test riding quality between Caln and Parkesburg for representatives of press and AAR; runs at 40, 60, 80 and 100 MPH; for all but 100 MPH tests, guests ride in diner, where lunch is served.
- Sep. 18, 1948 Last run of NYC through sleeper between New York and San Antonio via MKT. (Thomas)

- Sep. 19, 1948 Southern Railway begins terminating its St. Louis trains at Relay Station in East St. Louis to avoid charges on Eads Bridge and Union Station. (Sanders)
- Sep. 1948 PRR announces that it will re-equip the *Congressional* and *Senator*. (Mutual)
- Sep. 1948? PRR announces that it will install escalators in Suburban Station. (Mutual)
- Sep. 1948 LIRR introduces microwave control for substations, switches and signals; microwave link established between Jamaica and Floral Park; system developed by Sperry Gyroscope Company and Union Switch & Signal.
- Sep. 24, 1948 American Export Lines *Excalibur* (II) departs Pier D at Harborside Terminal at 4:31 PM, restoring passenger service to the Mediterranean; the first of a new, more modern set of "Four Aces," freight and passenger steamers; the *Excalibur* is followed by the second *Exochorda*, *Exeter* and *Excambion*; the original "Four Aces" had been impressed for war duty and three had been lost. (NYT, excambion.org)
- Sep. 26, 1948 *The Allegheny* No. 6 (westbound only) inaugurated as a local train between St. Louis and Pittsburgh. (tt)
- Sep. 25, 1948 Last run of passenger service between Hagerstown, Md., and Winchester, Va. (eff. date 9/28?)
- Sep. 26, 1948 PRR restores Washington-Houston sleeper on *Texas Eagle*. (tt)
- Sep. 28, 1948 AAR authorizes construction of a new research center at Illinois Institute of Technology to replace old facilities at Purdue University; to be completed Nov. 1949. (RyAge)
- Sep. 29, 1948 PRR Board authorizes retirement of hog abattoir at Harsimus Cove. (MB)
- Oct. 1, 1948 PRR Director Richard D. Wood (1877-1948) dies; third generation of the Wood family on the PRR Board. (MB)
- Oct. 1, 1948 Clair I. Clugh (1901-1994) named Works Manager at Altoona, replacing Frederick G. Grimshaw (-); Millard Arnon Pinney named Engineer of Tests, replacing Lloyd B. Jones, given leave until retirement on Nov. 1; Jones becomes a consultant to the Franklin Railway Supply Company. (MB, RyAge)
- Oct. 1, 1948 Spencer Danby appointed Valuation Engineer, replacing Dana O. Lyle. (MB)
- Oct. 1, 1948 Railroads petition the ICC for an 8% increase in freight rates. (CNJ AR)
- Oct. 3, 1948 Chicago Railroad Fair closes; over 2.5 million visitors. (NYT, RyAge)

- Oct. 4, 1948 First broadcast of "The Railroad Hour/Show Train"; musical revue airs at 8:00 to 8:45 PM on Mondays on the ABC radio network; originates in Hollywood, sponsored by AAR and features singer Gordon MacRae (1921-1986) and conductor Carmen Dragon (1914-1984) and his orchestra; presents condensed versions of operettas, musicals, and musical adaptations of other stories; done to counter Robert R. Young's radio propaganda. (Mutual, RdoMmres, RLHS)
- Oct. 5, 1948 PRR's C.K. Steins addresses National Coal Association meeting on status of coal burning gas turbine locomotive project noting many difficulties and setbacks, particularly in pulverizing the fuel and filtering fly ash. (RyAge)
- Oct. 6, 1948 PRSL Executive Committee retires electric MU cars Nos. 6706-6726. (MB)
- Oct. 11, 1948 ICC orders increased allowances for railroads performing lighterage and floatage in New York Harbor, effective Jan. 5, 1949; later deferred on reconsideration sought by NYC and others. (CNJ AR)
- Oct. 11, 1948 Chesapeake & Ohio Railway displays 6 new cars for its proposed Washington-Cincinnati *Chessie* streamliner at Penn Station, prior to a tour to major C&O cities; one of three "family coaches" contains a children's movie theater showing cartoons, a playroom with games and coloring books, space for bassinets, a mini-kitchen for preparing formula, and a diaper-changing station, with a regular coach section for parents; regular day coaches are to have individual baggage lockers, writing desks, and air filters to permit smoking in all cars; the cars are decorated with scenes of C&O country painted by artists Rockwell Kent (1882-1971), Paul Sample and Adolph Dehn; also a tavern lounge car; Pres. Robert R. Young and VP Walter J. Tuohy accompany the press run to Washington; after this, nothing further is heard of the *Chessie*; the B&O's *Cincinnati* has demonstrated that there is no money in the Washington-Cincinnati market. (NYT, Trains,)
- Oct. 11, 1948 Robert R. Young travels between New York and Philadelphia on a press run of 6 new Chesapeake & Ohio Railway *Chessie* passenger cars, which are making a 2-week tour around the system; says that unless the cost of passenger cars can be cut, the passenger train is doomed; calls on other railroads to support his lightweight Train "X." (NYT)
- Oct. 12, 1948 Railroads file for 40 cent-per-ton increase in rates on coal and coke, 35 cents on ore, and an increased average of 13% on other commodities; entered as *Ex Parte* 168. (AR)
- Oct. 13, 1948 PRR Board approves second stage of Pittsburgh Station Improvements; to respace and lengthen tracks for 20-car trains; on report of Walter S. Franklin, approves applying to ICC to purchase DT&I and Springfield Suburban Railroad from Pennroad Corporation. (MB)

- Oct. 13, 1948 Pennsylvania Company Board authorizes the repurchase of \$500,000 in Lehigh Valley Railroad bonds, as the price has fallen. (MB)
- Oct. 13, 1948 PRR offers to buy DT&I and Springfield Suburban Railroad from Pennroad Corporation at 105.50, and Pennroad accepts. (RyAge)
- Oct. 15, 1948 Telephone service placed on *The Speaker* (southbound) and *The President* (northbound) instead of *The Legislator* and *The Potomac*.
- Oct. 15, 1948 J.G. White Engineering Company issues a supplemental report on the LIRR; calls for raising fares, cutting taxes, and state subsidies or purchase. (Condit)
- Oct. 15, 1948 Bethlehem Steel Corporation purchases the J.H. Weaver Company, owning 12,000 acres of low-volatile metallurgical coal in the area north of Johnstown; as a condition, it places the 60% interest of J.H. Weaver Company in the Cambria & Indiana Railroad, a collector line, in a voting trust. (275 ICC 360)
- Oct. 16, 1948 Conductors and trainmen receive 10-cent per hour increase. (AR)
- Oct. 19, 1948 ICC denies railroads' 1947 request for increase in LCL rates.
- Oct. 20, 1948 NJ PUC orders PRSL to retire all wooden MU cars by Dec. 31 and air condition 60 P70 coaches..
- Oct. 26, 1948 *Freedom Train* returns to Havre-de-Grace, having toured 313 cities, the tour is then extended to an additional 13 cities. (Steinbrenner)
- Oct. 27, 1948 Insurance company executive John A. Diemand (1886-1974) elected PRR director in place of Thomas S. Gates, deceased. (MB)
- Oct. 27, 1948 PRR Board authorizes purchase of 15 6,000 HP freight diesel cab units, 2 4,000 HP passenger cab units, 50 1,000 HP switchers, 50 660 HP switchers, and 20 380 HP switchers; conversion of 50 P54 coaches to MU cars; construction of diesel facilities at Enola, Conemaugh, Pendleton Shops, Spruce Street (Columbus), 29th Street Shop (Columbus), Scully, Grand Rapids, Mingo Jct., and Kinsman Street (Cleveland). (MB)
- Oct. 27, 1948 New Jersey establishes New Jersey Turnpike Authority to build a superhighway from New York to the Delaware River near Wilmington. (NJTA)
- Oct. 29, 1948 Walter J. Tuohy (1901-1966) elected Pres. of Chesapeake & Ohio Railway, replacing Robert J. Bowman, resigned for health. (Bias, AR)
- Oct. 31, 1948 Logansport-Louisville section of *The Union* No. 319-320 inaugurated. (tt)

- Nov. 1, 1948 Mackinaw City & Richmond RPO expanded to Mackinaw City & Cincinnati RPO. (Kay)
- Nov. 2, 1948 Pres. Truman is reelected in a upset victory over Gov. Thomas E. Dewey with 303 to 189 electoral votes; the third party candidates do not attract many votes; the Dixiecrats get 2.4% of the popular vote and 39 electoral votes, and the Progressives get slightly less of the popular vote and no electoral votes; the Democrats regain control of Congress. (EAH, wiki)
- Nov. 2, 1948 Progressive Party candidate Henry A. Wallace gets about 2.4% of the popular vote; his poor showing, coupled with the Communists' heavy-handed approach, ends up driving a wedge between the Communist and non-Communist left; by pushing Communist union leaders to support the Progressive line in opposition to their national leaders, Communist Party Secretary William Z. Foster provokes a showdown that ends in expulsions from the CIO unions and the end of Communist influence in the union movement. (Devine)
- Nov. 3, 1948 Capital Airlines establishes the first coach air fares for off peak travel between New York and Chicago at 4 cents a mile, vs. a 6 cent regular fare. (NYT, Locklin)
- Nov. 4, 1948 PRR agrees to build a new viaduct for NYS&W connecting its main line with Marion Jct. over the Erie's Croxton Yard in return for trackage rights; Erie had removed old trestle to reroute NYS&W into its yards. (MB)
- Nov. 4, 1948 Virginia Ferry Corporation places the new ferry *Northampton* in service; rebuilt from *U.S.S. LST 63* at Newport News Shipbuilding & Drydock Company; capacity of 66 automobiles; shallow draft and light bow makes for poor handling in heavy weather. (Baxter)
- Nov. 8, 1948 Work begins on Market Street Subway between 36th & 42nd Street. (SEPTA)
- Nov. 9, 1948 LIRR applies to N.Y. PSC for 20.97% increase in commuter fares; opposed by organized commuter groups. (NYT, RyAge)
- Nov. 10, 1948 PRR Board authorizes \$2.9 million to resume work on Philadelphia Improvements by completing lower level of 30th Street Station. (MB)
- Nov. 10, 1948 Report to Board on dining car service by consultants Cresap, McCormick & Paget and PRR committee. (MB)
- Nov. 10, 1948 John B. Hollister elected PRR director in place of Richard D. Wood, deceased. (MB)
- Nov. 10, 1948 Directors leave on three-day inspection trip to Chicago, going via Fort Wayne

- and returning via Columbus. (MB)
- Nov. 12, 1948 S1 locomotive No. 6100 scrapped. (Edson has 1/49??)
- Nov. 12, 1948 Engineers, firemen and switchmen receive a 10-cent increase, retroactive to Oct. 16. (NYT, CNJ AR)
- Nov. 13, 1948 General Motors' *Train of Tomorrow* delivered to PRR by Erie Railroad at Marion Jct., Jersey City; travels to GM's Linden, N.J., plant for three days of display. (VPO)
- Nov. 14, 1948 Reading inaugurates *The Schuylkill* making two round trips between Philadelphia and Pottsville by reequipping trains Nos. 2, 7, 10 & 11; streamstyled heavyweight cars rebuilt at Reading Shops; consist is a combine, 3 reclining-seat coaches, a coach-grill car, and 4 standard coaches. (Guide, RyAge)
- Nov. 15, 1948 Alco-General Electric's new gas-turbine-electric locomotive No. 101 begins track tests at Erie, Pa., Plant; burns cheap bunker C oil; B-B-B-B wheel arrangement and double-ended diesel type car body; develops 68,400 lbs. continuous tractive effort; (AAR, RyAge, Lee)
- Nov. 15, 1948 Pennsylvania Company and Wabash Railroad contract to buy stock of Detroit, Toledo & Ironton Railroad at 105-110 and Springfield Suburban Railroad at 39.31 from Pennroad Corporation; Wabash is to take 45,329 shares of DT&I. (MB)
- Nov. 15, 1948 B&O declares a \$1 per share dividend on its preferred stock, its first dividend since 1931. (AR)
- Nov. 16, 1948 William R. Gerstnecker (1914-1984) appointed Assistant to Treasurer. (MB)
- Nov. 16, 1948 PRR delivers *Train of Tomorrow* to Lehigh Valley Railroad at Metuchen. (VPO)
- Nov. 18, 1948 PRR places re-equipped *Trail Blazer* (two sets) in service; first of Blue Ribbon Trains to receive postwar equipment; includes new twin-unit diners. (Mutual)
- Nov. 1948 First period of postwar expansion ends; 11-month contraction begins. (NBER)
- Nov. 24, 1948 PRR Board authorizes wayside trainphone equipment between B&P Jct., Baltimore, and Lock Haven, Leolyn (?) and Sred (?). (MB)
- Nov. 29, 1948 New York's IND Fulton Street Subway extended from Broadway-East New York to Euclid Avenue. (Feinman)

- Nov. 30, 1948 New York's West Side Elevated Highway opens between Duane Street and Carlisle Street near the Battery, where it connects with the new Brooklyn-Battery Tunnel and a tunnel under Battery Park to Franklin D. Roosevelt Drive, the express highway along the East River. (NYT)
- Dec. 1, 1948 Homes Bannard (1905-1966) named Manager of Dining Car Service, replacing John F. Finnegan, who is named General Passenger Agent at New York. (MB)
- Dec. 6, 1948 Groundbreaking ceremonies held at 30th Street Station for resumption of work on Philadelphia Improvements, suspended since 1937; work to be done in six steps; to cost an additional \$22.5 million to PRR and \$48 million to city and state. (CE)
- Dec. 7, 1948 Seaford Corporation incorporated in Delaware; acquires 90% of stock and all assets of Monbel Company and The Finley Company from Granite Improvement Company. (Cards)
- Dec. 8, 1948 PRR Board considers new electric freight locomotive under development by Westinghouse and GE capable of hauling 150-car trains, or equal to three P5a's; PRR lacks sufficient electric locomotives to cover all freight service in electrified zone. (MB)
- Dec. 8, 1948 PRR Board authorizes retirement of Kennett Square, Pa., passenger station. (MB)
- Dec. 8, 1948 PCC&StL Railroad Board authorizes extending 40 stalls and 35 outside tracks at the St. Clair roundhouse at Columbus for Class Q2 locomotives. (MB)
- Dec. 9, 1948 NYC announces that it has received the first Budd all-stainless steel 12-6 sleeping cars, the first of 89 new all-room sleepers and the 629th car of its postwar order; assigned to *New England States*. (NYT, Guide)
- Dec. 12, 1948 PRR portion of *Texas Eagle* No. 3-4 renamed *The Penn Texas*; new New York-Dallas/Fort Worth sleeper added. (tt, Guide)
- Dec. 12, 1948 PRR inaugurates *The Steeler* as a fast lightweight day train between Pittsburgh and Cleveland via Salem on a 2:40 schedule, stopping only at Alliance and Hudson; *Valley Special* No. 34 becomes an unnamed local between Pittsburgh and Chicago via Youngstown. (tt, RyAge)
- Dec. 14, 1948 Last run of passenger service between Barnegat Pier and Toms River, N.J.; track abandoned between Toms River and Bay Head Jct; Point Pleasant & Philadelphia RPO cut back to Toms River & Philadelphia RPO. (tt, Kay - Kozempel has track abnd 1949)

- Dec. 15, 1948 PRR places re-equipped *Jeffersonian* in service; three trainsets and locomotives; all-coach streamliner. (Mutual)
- Dec. 15, 1948 Richmond, Fredericksburg & Potomac Railroad places 3 new 10-6 lightweight sleeping cars in service between New York and Norfolk. (AR)
- Dec. 1948 PRR receives from Fairbanks, Morse & Co. the first of its order of 12 H20-44 2,000 HP road switchers. (Kirkland)
- Dec. 1948 ICC announces that it will permit no merger with the NYC unless its earnings and credit improve. (Turner)
- Dec. 1948 Reading opens a new modern ticket office on the train floor of Reading Terminal; part of modernization that includes a bank of escalators from the street level, enclosure of the Concourse portion of the train shed, and modern storefronts on Market Street. (AR)
- Dec. 1948 B&O pays first dividend since 1931. (verify NYT)
- Dec. 16, 1948 SAL's *Silver Star* extended to west coast of Florida. (Guide)
- Dec. 17, 1948 Presidential Emergency Board in non-operating union case reports in favor of 7 cents an hour increase retroactive to Oct. 1, 1948 and 40-hour week at 48 hours pay effective Sep. 1, 1949; both sides are dissatisfied with the award. (AR)
- Dec. 20, 1948 PRR refuses to be co-sponsor of General Motors' *Train of Tomorrow* at displays at Harrisburg (Apr. 2-4, 1949), Canton, Ohio (May 11-13, 1949) or Fort Wayne (May 21-22, 1949). (VPO)
- Dec. 21, 1948 PRR signs new contract for improvements at Pittsburgh station with McKim, Mead & White. (CE)
- Dec. 22, 1948 PRR Board authorizes construction of new freight warehouse between 12th & 16th Streets, Pittsburgh; air conditioning and modernizing 114 passenger cars; appoints committee to deal with LIRR financial crisis. (MB)
- Dec. 23, 1948 Former Japanese Prime Minister Hideki Tojo (-1948) and six other military leaders found guilty of war crimes are hanged. (AmrcnDcnds)
- Dec. 1948 Twenty-six new double-decker MU cars now in service on LIRR.
- Dec. 24, 1948 PRR holiday extra hits derailed freight car at Conway, Pa.; 1 killed. (NYT)
- Dec. 27, 1948 Communist government of Hungary arrests Cardinal József Mindszenty for treason and conspiring with the western powers. (AmrdnDcnds)

- Dec. 29, 1948 ICC authorizes interim 5.8% rate increase in *Ex Parte* 168, effective Jan. 11, 1949; approves revised Railway Express rates, giving PRR an additional \$1.2 million. (AR)
- Dec. 31, 1948 PRR and other railroads buy The Pullman Company through proportional shareholdings; Pullman remains as operator of sleeping and parlor car, which are divided among the railroads and leased back to Pullman; PRR acquires 465 cars.
- 1948 PRR passenger losses for year are \$44 million.
- 1948 PRR begins \$1 billion capital improvement program.
- 1948 PRR now has 348 diesel units, up from only 73 in 1947.
- 1948 Three Baldwin Centipede sets assigned to Columbus. (PRRTHS)
- 1948 PRR modifies Trust of 1878.
- 1948 LIRR posts \$6.02 million loss; largest in its history, although earnings are also at record high.
- 1948 New York PSC grants LIRR a further fare increase of 5% for total of 25% but still temporary.
- 1948 New Jersey Tax Act offsets second-class railroad property taxes raised by the state constitution of 1948 by reducing taxes on the other classes, thus returning taxes to 1941 levels. (AR)
- 1948 Philadelphia-Camden ferry service discontinued between hours of 9:00 PM and 5:30 AM.
- 1948 Old Calvert Station razed.
- 1948 Richmond, Fredericksburg & Potomac Railroad dieselizes switching at Potomac Yard. (AR, Moredcai)
- 1948 New “WX” Tower built at Warwick, Ohio, at the crossing of the PRR Akron-Orrville line and the B&O. (Railpace)
- 1948 Youngstown & Southern Railway abandoned between Columbiana and Leetonia. (Cards)
- 1948 Youngstown & Southern Railway abandoned between Darlington and New Galilee. (Cards)

- 1948 Youngstown & Southern Railway abandons electric passenger service. (Cards)
- 1948 PRR installs train communication system between Columbus and Sandusky.
- 1948 Greyhound lines open new bus terminal in Cleveland; owned by Greyhound Terminal of Cleveland, Inc. (Compt)
- 1948 C&O takes delivery of its *Chessie* cars from Budd; the train makes some publicity runs but never goes into service, and all but four of the cars are eventually sold to other railroads. (Turner)
- 1948 New Haven completes dieselization of all services west of Cedar Hill and Hartford, except for Maybrook Yard switchers. (AR)
- 1948 Fairbanks, Morse & Co. completes its enlarged locomotive manufacturing facility at Beloit, Wisc., and terminates its contract with General Electric Company for "Erie-Built" car bodies; the "Erie-Built" are replaced by the new "Consolidation" or "C Line" cab units. (Kirkland)
- 1948 International Association of Machinists opens its membership to African Americans. (Trains)
- 1948 Brotherhood of Locomotive Firemen & Enginemen makes an effort to extend its discriminatory contracts with the Southeastern railroads that keep African Americans in second-class positions nationwide and exclude them from all firemen's jobs. (Trains)