

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

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1949

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All data subject to correction and change

- Jan. 1, 1949 Local passenger trains discontinued between Terre Haute and Paris, Ill., ending all passenger service on Indiana portion of Peoria Branch. (eff. date)
- Jan. 1, 1949 First 2 "Wassell Units" installed in Penn Station Reservation Bureau; developed by Wassell Organization, Inc., they are consoles with 9 rotating drums holding reservation boards, operated by clerks with headphones in direct communication with ticket agents; 8 more units installed later. (Mutual)
- Jan. 1, 1949 Hotel Pennsylvania renamed Hotel Statler, reflecting new management; becomes a Hilton hotel in 1954. (Moody)
- Jan. 1, 1949 J.N. Abbott named Superintendent of Floating Equipment replacing H.B. Hilliker. (MB)
- Jan. 1, 1949 Paul W. Kiefer appointed Chief Engineer-Equipment of NYC. (AR)
- Jan. 1, 1949 Ann Arbor Railroad leaves receivership without foreclosure. (Moody)
- Jan. 3, 1949 Last Sunbury-Bellefonte, Pa., passenger train cut from weekday to tri-weekly operation (eff. date). (tt)
- Jan. 3, 1949 U.S. Supreme Court rules that the Taft-Hartley Act's ban on the closed shop is constitutional. (AmrcnDcds)
- Jan. 6, 1949 French *Train de la Reconnaissance Francais au Peuple Americain*. popularly known as the "Merci Train" or the "Gratitude Train", leaves the Gare Montparnasse in Paris en route to the U.S.; gesture of thanks for *Friendship Train* food; consists of one World War I era 4-wheel "40 and 8" box car of presents for each state capital and one for D.C.; cars were originally designed to carry 40 men or 8 horses. (Mutual)

- Jan. 8, 1949 Cortlandt Street ferry service becomes erratic as *New Brunswick* is taken out of service with no notice for occasional routine maintenance. (Ferry Dept)
- Jan. 8, 1949 *Freedom Train* returns to Broad Street Station for 6 days of display after touring 324 cities. (NYT)
- Jan. 10, 1949 581 railroads apply to ICC for changes in *per diem*, mileage and demurrage rates under the Reed-Bulwinkle Act. (RyAge)
- Jan. 11, 1949 Railroads receive 6% interim rate increase under *Ex Parte* 168. (AR)
- Jan. 12, 1949 PRR committee on LIRR reports that \$39.3 million in LIRR bonds mature on Mar. 1, while cash on hand is down to \$100; PRR Board agrees that no hope of restoring LIRR to profitability; PRR to stop making up LIRR deficit; agrees to purchase LIRR bonds maturing on Mar. 1, 1949. (MB)
- Jan. 12, 1949 Pres. Clement reports to PRR Board that PRR will not join effort to have AAR registered as a rate conference under the Reed-Bulwinkle Act as being a change of direction that will give credence to antitrusters in Truman's Justice Dept.; Board hears report that on-time performance is down to 56% because of heavy holiday travel and mail and need to use steam locomotives in electric territory. (MB)
- Jan. 13, 1949 LIRR notifies PRR Board of its inability to redeem its bonds. (MB)
- Jan. 13, 1949 Chesapeake & Ohio Railway appoints Thomas J. Deegan (1910-1977) VP in Charge of Public Relations. (AR)
- Jan. 14, 1949 *Freedom Train* ends its nationwide tour at Washington, coinciding with the inauguration of Harry Truman; attempts to extend the operation of the train through a Congressional appropriation fail. (NYT, Steinbrenner)
- Jan. 14, 1949 After a wartime lull, the Justice Dept. brings its first major postwar antitrust prosecution against the American Telephone & Telegraph Company (AT&T), aiming to break it up and separate it from its manufacturing arm, the Western Electric Company. (AmrcnDcnds)
- Jan. 15, 1949 PRR contracts with Union News Company to assume The Savarins' unexpired food service leases at Penn Station. (MB)
- Jan. 15, 1949 NYC pays first dividend since Jan. 1946; 50 cents per share. (AR)
- Jan. 20, 1949 PRR files with ICC to acquire DT&I. (MB)
- Jan. 23, 1949 PRR discontinues *Chicago Arrow* (westbound) and *The Red Bird* (eastbound), morning trains between Chicago and Detroit (eff. date), cutting Chicago-

Detroit service to two round trips. (tt)

- Jan. 26, 1949 PRR Board authorizes construction of four experimental 5,000 HP electric locomotives capable of hauling 150 cars without helpers; advises LIRR to seek legal relief and authorizes American Contract & Trust Company to buy LIRR bonds; reports on-time performance now up to 76%. (MB)
- Jan. 29, 1949 PRR and Wabash Railroad apply to ICC for permission to acquire Detroit, Toledo & Ironton Railroad and Springfield Suburban Railroad from Pennroad Corporation, thus giving it a more direct line between Cincinnati and Detroit. (NYT)
- Early. 1949 CIO withdraws from the Soviet-dominated World Federation of Trade Unions. (BurLabStats)
- Feb. 1, 1949 PRR establishes \$1 fee for reserved seats in coach.
- Feb. 1, 1949 PRSL Board authorizes an automatic interlocking at "MW" Minotola; retires 26 wooden MU cars. (MB)
- Feb. 5, 1949 PRR carries 15 cars of the "Merci Train" plus a G-31 gondola fitted as a speakers' platform, the Pullmans *Fern Lake* and *Central Plains* and New York Zone business car No. 7532, from Meadows Yard to 14th Street Yard in Washington; each of the 15 "40 and 8" cars are carried piggyback on a PRR flat car; ceremonies are held at Trenton, where New Jersey's car is set out, Broad Street Station, where Pennsylvania's and West Virginia's cars are cut out before being sent to Harrisburg, at Wilmington where Delaware's car is set out, and at Baltimore, where Maryland's car is set out for Annapolis; the remaining 10 cars for D.C., Va., N.C., S.C., Ga., Fla., Ala., Miss., La., and Ark. are stored at 14th Street Yard in Washington. (Mutual, PaHrtg)
- Feb. 6, 1949 Pennsylvania's "40 and 8" car (No. 5) arrives in Harrisburg, where contents are taken to the State Museum; most objects are later lost, with a few pieces ending up at the Blair County and Lycoming County Historical Societies; the car is eventually restored as an exhibit at Fort Indiantown Gap Military Reservation in Lebanon County. (PaHrtg)
- Feb. 6, 1949 A ceremony is held in the 14th Street Yard in Washington to deliver the District of Columbia's car from the "Merci Train"; the cars for the Southern States are delivered to either the Richmond, Fredericksburg & Potomac Railroad or the Southern Railway at Potomac Yard. (Mutual)
- Feb. 6, 1949 A second section of the "Merci Train" leaves Weehawken, N.J., via the Erie Railroad for the Midwest. (Mutual)
- Feb. 10, 1949 Lehigh Valley Railroad approves a reorganization plan; to accumulate 5 years

- interest on the Income bonds, during which time, no dividends are to be paid; the bondholders are to name two-thirds of the directors; the Pennsylvania Company-Wabash share of the LV is to be reduced from 51% to 42%. (MB)
- Feb. 11, 1949 Philadelphia Transportation Company system shut down by strike. (SEPTA)
- Feb. 13, 1949 Commonwealth of Pa. purchases 1.3 acres at Pittsburgh from PRR for use in Point Park. (HistPitts)
- Feb. 1949 Fairbanks, Morse & Co. outshops its first model H16-44 1,500 HP road switcher No. 1503, upgraded from 1,500 HP to 1,600 HP during construction; after demonstration runs, it is sold to the LIRR in June 1950. (Kirkland)
- Feb. 16, 1949 PRR Board authorizes purchase of 15 6,000 HP freight units, 2 4,000 HP passenger units and 120 switchers; orders full dieselization of Grand Rapids Division. (MB)
- Feb. 16, 1949 PRR Board approves retirement of Manunka Chunk, N.J., Interlocking; refrigerating plant at Polk Street freight station in Chicago. (MB)
- Feb. 16, 1949 Ferries *Newark* and *Chicago* sold to Delaware-New Jersey Ferry Company, leaving *New Brunswick* as sole boat available for Cortlandt Street run; the *Chicago* is rebuilt for vehicular ferry service, and the disabled *Newark* is used for parts. (FerryDept, Clark/StmbtBll)
- Feb. 16, 1949 Glassboro & Bridgeton RPO discontinued. (Kay)
- Feb. 20, 1949 Philadelphia Transportation Company resumes service after strike. (SEPTA)
- Feb. 24, 1949 PRR places its first Baldwin model DRS-4-4-1000 1,000 HP road switcher in service; six units assigned to Valpo Local commuter service. (Kirkland)
- Feb. 25, 1949 PRR assents to Lehigh Valley Railroad debt readjustment plan. (MB)
- Feb. 25, 1949 Philadelphia & Wildwood RPO cut to Philadelphia & Millville RPO. (Kay)
- Feb. 26, 1949 Last run of PRSL passenger service between Millville and Cape May on the old West Jersey & Seashore Railroad route via Woodbine Jct. (tt)
- Feb. 28, 1949 PRR publishes *Centennial History of the Pennsylvania Railroad* prepared for the company by the consulting firm of Coverdale & Colpitts. (B&K)
- Feb. 28, 1949 PRR places its first Baldwin "Sharknose" freight unit in service at Crestline, Ohio; 6,000 HP in an A-B-B-A configuration. (Kirkland)
- Mar. 1, 1949 PRR disavows LIRR debts. (AR)

- Mar. 1, 1949 New Haven cuts running time of *Merchants Limited* by 20 minutes to 3:55. (Guide)
- Mar. 1, 1949 New Haven discontinues most off-peak Old Colony passenger trains running via Atlantic as condition of reorganization. (AR)
- Mar. 1, 1949 NY Public Service Commission grants LIRR a further temporary 25% fare increase, effective Mar. 6.
- Mar. 2, 1949 LIRR files for Section 77 bankruptcy. (AR)
- Mar. 2, 1949 Robert R. Young asks VP James M. Symes whether PRR would be interested in "Train-X." (VPO)
- Mar. 2, 1949 Railroads file with ICC to reopen LCL Case.
- Mar. 2, 1949 A U.S. Air Force B-50 bomber circumnavigates the globe to prove the striking power of the U.S. (AmrcnDcnds)
- Mar. 3, 1949 American Car & Foundry tests first Spanish Talgo train, under development since 1944 through cooperation with Patentes Talgo, S.A., of Spain, at Berwick, Pa.; later given extensive road tests over DL&W east of Binghamton. (Doughty, Talgoamerica.com)
- Mar. 5, 1949 Last run of train No. 980-891 between Buffalo and Oil City; ends all passenger service between Buffalo and Corry. (tt)
- Mar. 5, 1949 Last run of PRR Washington-Los Angeles sleeper via No. 59 *Liberty Limited* and No. 2 *Pennsylvania Limited*, running on the Santa Fe *Los Angeles Limited* west of Chicago; unable to meet competition of B&O. (tt)
- Mar. 6, 1949 PRR discontinues *The American* east of Harrisburg with cars forwarded on *The Clevelander*.
- Mar. 6, 1949 Buffalo & Pittsburgh RPO cut back to Corry & Pittsburgh RPO. (Kay)
- Mar. 7, 1949 Chief of Motive Power Howell T. Cover informs VP James M. Symes that PRR would have no interest in "Train-X" because of two-wheel suspension and floor level too low for high-level platforms. (VPO)
- Mar. 9, 1949 PRR Board authorizes construction of coal mine branch leaving the PCC&StL main in German Township, Harrison County, Ohio, intersecting the Cadiz Branch in Cadiz Township, to the W&LE Railway on the line between Cadiz and Athens Townships, 6.3 miles. (MB)

- Mar. 9, 1949 PRR Board authorizes modernizing 40 D78R dining cars; retiring "OB" Interlocking at 59th Street, Philadelphia. (MB)
- Mar. 9, 1949 PCC&StL Railroad Board authorizes remoting "AIR LINE" Interlocking (CI&I Crossing) from "MAYNARD" at the Grand Trunk Western crossing. (MB)
- Mar. 12, 1949 PRR discontinues Saturday service on Cortlandt Street ferry. (FerryDept)
- Mar. 12, 1949 Edward Brinton Temple (1871-1949), former Chief Engineer-Eastern Region and Pres. of the Swarthmore National Bank & Trust Company, dies. (CInl&RevFmlsPa)
- Mar. 14, 1949 U.S. District Court names David E. Smucker of the PRR and lawyers Hunter L. Delatour of Great Neck and James D. Saver of Bayshore, both friends of the judge, as trustees of the LIRR. (NYT)
- Mar. 14, 1949 United Mine Workers stages partial walkout over pension issue. (Dubofsky)
- Mar. 15, 1949 *Broadway Limited* re-equipped; Raymond Loewy's design is more subdued than the 1938 train, with plain plastic laminates instead of exotic wood veneers and metal foils; two trainsets and diesels cost \$4.6 million; includes restored telephone service between New York and Harrisburg; features observation lounge cars *Mountain View* and *Tower View* with master room and shower; like all postwar PRR observations, these are flat end, instead of teardrop like on the *Twentieth Century Limited*. (Mutual, Dubin)
- Mar. 15, 1949 Telephone service removed from *The Speaker* and *The President*.
- Mar. 15, 1949 PRR opens new Youngstown, Ohio, station after old station condemned for new bridge approach. (CE)
- Mar. 15, 1949 Order of Railway Conductors and Brotherhood of Railroad Trainmen demand 40-hour week for yard service with same pay, graduated pay scale based on weight-on-drivers of locomotive, plus rules changes. (RyAge)
- Mar. 15, 1949 Nine-day strike begins on Wabash Railroad; loss to PRR of \$301,000. (MB)
- Mar. 16, 1949 Edward C. Gegenheimer (1893-1964) named acting Director of Public Relations, replacing E.A. Kaier who resumes office of General Attorney. (MB)
- Mar. 18, 1949 PRR announces that it will convert parts of the Columbus and Crestline Shops to diesel repair and maintenance. (NYT)
- Mar. 19, 1949 Railroads sign new contract with non-operating unions granting 7 cent

- increase and 40-hour week effective Sep. 1, 1949. (AR)
- Mar. 20, 1949 *California Zephyr* inaugurated between Chicago (Union Station) and Oakland/San Francisco on CB&Q-D&RGW-Western Pacific route; becomes famous as one of the country's most luxurious cruise trains. (RyAge, Overton)
- Mar. 23, 1949 VP in Charge of Operations J.M. Symes reports to PRR Board that two accidents have been caused by axles breaking on Baldwin Centipedes; 8¼-inch axles carry 64,600 lb/ loads; all removed from service and rebuilt with 9-inch axles; reports 1,000 laid off on LIRR and improvement program stopped; total PRR investment in LIRR is \$143,8 million. (MB)
- Mar. 24, 1949 Railroads file an amended application for an 80% increase in mail pay. (CNJ AR)
- Mar. 26, 1949 Demolition of Phillipsburg, N.J., station begins. (Lee)
- Mar. 1949 Train-phone system extended Baltimore-Harrisburg, Harrisburg-Williamsport-Elmira, and Williamsport-Tyrone.
- Mar. 1949 Alco-General Electric oil-burning gas-turbine locomotive No. 101 begins first road tests over PRR between Erie and Kane, Pa.; later sold to Union Pacific Railroad as its No. 50. (, Lee)
- Mar. 1949 BLW "Centipedes" withdrawn to have 8-1/2" axles replaced with 9" ones after two accidents caused by axles breaking.
- Mar. 29, 1949 Former __ Eden B. Hunt (1868-1949) dies. (ancestry.com)
- Mar. 31, 1949 Pennsylvania Terminal Real Estate Company dissolved. (MB)
- Mar. 31, 1949 Railroads file for an additional 35% interim increase in mail pay. (CNJ AR)
- Apr. 1, 1949 PRSL Executive Committee authorizes the retirement of the oyster houses and dock at Maurice River; Salem engine house. (MB)
- Apr. 3, 1949 Government secures Taft-Harley injunction against striking coal miners. (Dubofsky)
- Apr. 4, 1949 North Atlantic Treaty Organization (NATO) founded as a mutual defense pact by the U.S., Canada, Great Britain, France, Italy, Belgium, the Netherlands, Portugal, Denmark, Norway, Iceland and Luxemburg, with the object of containing the Soviet Union and binding the U.S. to the military defense of the independence of Western Europe. (avalonproject, Service)
- Apr. 6, 1949 Townsend & Chestertown RPO discontinued. (Kay)

- Apr. 8, 1949 VP in Charge of Operations James M. Symes rules that Raymond Loewy is not to use any renderings of his "Triplex" locomotive designs in his own publicity or advertising, as the PRR is not going to build any of them. (VPO)
- Apr. 9, 1949 Pittsburgh & Lake Erie Railroad discontinues passenger service between Pittsburgh and Brownsville, Pa. (eff. date).
- Apr. 11, 1949 David E. Smucker and Hunter L. Delatour confirmed as trustees of LIRR; Smucker, of PRR, is named Chief Operating Officer; court rejects appointment of James D. Saver as third Trustee. (AR)
- Apr. 11, 1949 Senate directs Committee on Interstate & Foreign Commerce to investigate problems of transportation modes and radio; hearings held by a subcommittee under Ohio Republican Sen. John W. Bricker (1893-1986). (RyAge)
- Apr. 11, 1949 Presidential Emergency Board denies the request of the BLE and BLF&E for additional men in the cabs of diesel locomotives. (Rdg AR)
- Apr. 12, 1949 Lima-Hamilton Corporation, agrees to take over ALCO's steam parts business. (Hirsimaki)
- Apr. 1949 Erie Railroad introduces time freights No. 99-100, the *Flying Saucers*, with second-morning service between Jersey City and Chicago for LCL and forwarder freight; forces PRR and NYC to speed up their services to stay competitive. (Grant)
- Apr. 1949 PRR opens new station at Curtis Park, Pa., on the PB&W 550 feet north of the old Academy Station. (Guide)
- Apr. 1949 U.S. Army Engineers begin construction of flood control dam on Conemaugh River near Saltsburg, requiring relocation of Conemaugh Division main line. (HistPitts)
- Apr. 20, 1949 Federal court fines John L. Lewis \$20,000 and United Mine Workers \$1.5 million for violating Taft-Hartley injunction and strike ends temporarily. (Dubofsky)
- Apr. 21, 1949 *Florida Arrow* makes last run from Miami to Chicago. (Sanders - see below)
- Apr. 22, 1949 ICC concludes hearings on PRR purchase of DT&I; Erie Railroad wins a half interest in Springfield Suburban Railroad. (MB)
- Apr. 22, 1949 PB&W Board approves the extension of tracks and platforms at Washington Union Station. (MB)

- Apr. 22, 1949 Sleepers added to *Dixie Flagler* to compensate for discontinuance of *Dixieland*. (Key)
- Apr. 23, 1949 Last runs of passenger service between Seaford, Del., and Cambridge, Md. and between Kings Creek and Crisfield, Md. on Eastern Shore; Seaford & Cambridge RPO discontinued. (tt, Kay)
- Apr. 23, 1949 Sleepers added to *City of Miami* to compensate for discontinuance of *Sunchaser*. (Key)
- Apr. 24, 1949 Eastbound *American* restored between Harrisburg and New York; No. 34, the former *Valley Special* cut to Chicago-Crestline local; *Northern Arrow* dieselized. (Mutual, tt)
- Apr. 24, 1949 PRR adds New York-Dallas sleeper via *Texas Special*. (tt)
- Apr. 24, 1949 Detroit & Mansfield RPO and Pittsburgh & Wheeling RPO discontinued. (Kay)
- Apr. 24, 1949 Erie Railroad begins running into Cleveland Union Terminal and abandons use of own station. (Guide)
- Apr. 24, 1949 Sleepers added to *South Wind* to compensate for discontinuance of *Florida Arrow*. (Key)
- Apr. 24, 1949 PRR contributes 3 all-room sleepers to pool with RF&P, New York-Richmond; 1 car to pool New York-San Francisco via *California Zephyr* on *Manhattan Limited* (west) and *The Rainbow* (east); 1 car each to pool with N&W for New York-Norfolk, New York-Hagerstown-Roanoke, New York-Washington-Williamson.
- Apr. 24, 1949 New Haven assigns lightweight equipment to *The Puritan*. (RyAge)
- Apr. 25, 1949 Williamsport & Altoona RPO cut back to Lock Haven & Altoona RPO. (Kay)
- Apr. 25, 1949 NYC extends *Pacemaker* LCL trains from Albany to Boston. (AR)
- Apr. 25, 1949 AAR-sponsored "Railroad Hour" on the ABC radio network cut from 45 minutes to 30 minutes. (RadioMemories)
- Apr. 25, 1949 Fairbanks, Morse & Co. introduces its "Consolidation Line" or "C-Liners," cab units in 1,600, 2,000 and 2,400-HP models. (RyAge)
- Apr. 26, 1949 PRR places re-equipped *Liberty Limited* in service; two 14-car trainsets and diesels cost \$4.28 million. (Mutual, RyAge)

- Apr. 27, 1949 New bus terminal for Atlantic City opens on Bacharach Boulevard between Tennessee & South Carolina Avenue. (Butler)
- Apr. 27, 1949 PCC&StL Railroad Board adopts a plan of the Georgetown Branch from the Cadiz Branch in Cadiz Township to the Wheeling & Lake Erie Railway near the Cadiz-Athens Township line to develop coal deposits. (MB)
- Apr. 27, 1949 Alleghany Corporation purchases control of Investors Diversified Services, Inc., an investment company, from Bertie C. Gamble. (NYT, Moodys)
- Apr. 28, 1949 *Dixieland* makes last run from Miami to Chicago via Dixie Route. (Key)
- Apr. 29, 1949 *Sunchaser* makes last run between Miami and Chicago via IC route. (Key)
- Apr. 29, 1949 New agreement with the operating unions includes increasing vacations for five or more years service from one week to two weeks, effective July 1. (Rdg AR)
- Apr. 30, 1949 *Florida Arrow* makes last run between Miami and Chicago. (tt)
- Apr. 30, 1949 *Florida Sunbeam* makes last run between Miami and Midwest via NYC/Sou/SAL route. (Key)
- May 1, 1949 PRR discontinues direct operation of LIRR; New York Zone abolished and remaining PRR lines returned to Eastern Region; New Jersey General Division renamed New York General Division (posts remain vacant); headquarters of New York Division moved from Jersey City (office building vacated) to Penn Station, New York; C.F. Trowbridge appointed Assistant to VP in Charge of Operations; H.C. Griffith promoted to Chief Electrical Engineer. (MB)
- May 2, 1949 PRR officials, including Howell T. Cover and Chief of Passenger Transportation E.E. Ernest, ride test of AC&F TALGO train over DL&W between Hoboken and Port Morris, N.J. (VPO)
- May 3, 1949 Virginia Ferry Corporation reaches a settlement with the Va. State Highway Dept., which had intervened in its plans to shift its northern terminus from Cape Charles to Kiptopeke; the State will withdraw its suits, and the Virginia Ferry Corporation will pay 25% of the cost of rebuilding the highway from Bay View to Kiptopeke. (MB)
- May 3, 1949 Class N2sa No. 7181 makes the last official steam run on the Grand Rapids Division. (Keystone)
- May 5, 1949 B&O reequips the 8-car, all-coach Washington-Chicago *Columbian* with lightweight cars, including the first dome cars in the East, replacing the 1937 Otto Kuhler cars originally built for New York-Washington service. (B&O)

Mag, RyAge)

- May 5, 1949 Schuylkill Navigation Company of 1815 dissolved after the transfer of its property to the state. (Rdg AR)
- May 10, 1949 PRR annual meeting authorizes increase of \$100 million in company debt; stockholders' committee urges stockholders to lobby government; calls for repeal of 15% war tax on passenger tickets and facilitating abandonment of passenger service. (MB)
- May 11, 1949 Citing present savings on diesel over steam of \$10-12 million, Pres. Clement calls for a 1 million HP diesel program over five years; in terms of HP, PRR is now 82% steam, 9% electric and 8.7% diesel; at completion of program will be 67.7% steam, 9% electric and 18% diesel. (MB)
- May 11, 1949 Pennsylvania Company Board accepts the offer of the Lehigh Coal & Navigation Company to buy half its 19.89% stake in the Lehigh & Hudson River Railway at 65, the Lehigh Valley Railroad to take the other half. (MB)
- May 12, 1949 Old PRR electric train terminal at Tennessee Avenue in Atlantic City, converted to a Public Service bus terminal in 1933, is demolished. (Butler, Borgnis)
- May 12, 1949 Lima-Hamilton Corporation completes its first diesel locomotive, a 1,000 HP switcher demonstrator. (Kirkland)
- May 12, 1949 Soviet Union lifts the Berlin blockade, announcing that it has completed "repairs" to roads and railroads. (AmrcnDcds)
- May 13, 1949 Pennsylvania Tunnel & Terminal Railroad Board approves axial fans over platforms 7, 8, 9 & 11 in Penn Station to alleviate heat. (MB)
- May 13, 1949 Lima-Hamilton Corporation turns out its last steam locomotive, Nickel Plate 2-8-4 No. 779. (Kirkland)
- May 1949 Airline passenger-miles exceed Pullman passenger-miles for first time.
- May 1949 PRR experiments with Raytheon "Radar-Range" microwave ovens in a dining car. (Mutual)
- May 1949 CB&Q reequips the *Denver Zephyr* between Union Station, Chicago, and Denver. (Overton)
- May 1949 Raymond Loewy forms Raymond Lowey Corporation as a private corporation under the laws of New York to handle his "specialized architecture" business such as department stores, which is a growing element of his commissions; its

stockholders are the same as the partners in Raymond Loewy Associates.
(Loewy)

- May 1949 United Steelworkers of America submits demands for a new agreement on wages, pensions and “social insurance” fringe benefits covering medical care; the companies agree to bargain only on wages; the economy is slipping into recession and steel profits are falling. (Seely)
- May 17, 1949 Budd Company announces the purchase from the government of a surplus war plant at Red Lion in Northeast Philadelphia for \$5.25 million; to be used exclusively for the manufacture of railroad and transit cars. (NYT)
- May 22, 1949 New Haven assigns lightweight equipment to the *Bostonian* and *New Yorker*. (RyAge)
- May 23, 1949 The Western occupation zones become the new Federal Republic of Germany (West Germany). (AmrcnDcads)
- May 24, 1949 PRR begins interchange with the Patapsco & Back Rivers Railroad and the use of its freight station at Sparrow’s Point. (MB)
- May 25, 1949 Pres. Clement announces to Board that PRR has cut 1.25 million annual passenger train miles since Jan. 1949; proposes to discontinue *The Admiral* and speed up *The General* to 16 hours. (MB)
- May 25, 1949 PRR Board authorizes purchase of 24% interest in Illinois Northern Railway, a Chicago switching line owned by International Harvester Company. (MB)
- May 25, 1949 Old Colony Railroad dissolved. (NHCorp)
- May? 1949 *Northen Arrow* resumes for the summer season; now diesel powered. (Mutual)
- May 28, 1949 Last run of Pittsburgh-Harrisburg-Scranton sleeper via DL&W from Northumberland. (tt)
- May 31, 1949 George B. Harley (1879-1959), Special Assistant in Publicity, retires after 34 years of service.
- June 1, 1949 Virginia Ferry Corporation Executive Committee authorizes the employment of architect Lester C. Tichy to prepare the site plan for the Kiptopeke Beach Land Corporation. (MB)
- June 1, 1949 First RDC demonstrator No. 2960 leaves the Budd Company plant at Red Lion for a test on the PRR’s Delmarva Division. (Crouse)
- June 2, 1949 Demolition of Phillipsburg, N.J., station completed. (Lee)

- June 2, 1949 State Fire Marshal of Ohio orders the PRR's Crestline passenger station torn down within 30 days as a fire hazard and dilapidated condition; the 86-year old station contains a dormitory run by the Railroad YMCA on the upper 3 floors; a final hearing is postponed until Sep. 20 to allow the PRR to make alternate plans; the project is completed in 1951. (CE)
- June 3, 1949 Railroads file with ICC to increase base passenger fare from 3 cents to 3.375 cents coach and from 4 cents to 4.5 cents Pullman. (AR)
- June 1949 PRR begins major project to improve clearances on remaining Panhandle Division tunnels to accommodate new large box cars used on other railroads and avoid detours.
- June 8, 1949 PCC&StL Railroad Board reports that property owners along the proposed Georgetown Branch have been unable to agree on compensation, and the company will have to condemn a right of way. (MB)
- June 9, 1949 NYC reequips *New England States* with new Budd stainless steel lightweight cars. (Guide)
- June 11, 1949 Class S2 steam turbine No. 6200 removed from service on account of high maintenance costs and stored at Crestline. (PRRFAX)
- June 11, 1949 Lima-Hamilton Corporation, ships its final steam locomotive, a Class M-1 2-8-4 for the Louisville & Nashville Railroad. (Hirsimaki)
- June 13, 1949 PRR places 36 air-conditioned coaches in service on NY&LB seashore trains.
- June 13, 1949 United Mine Workers Pres. John L. Lewis orders week-long "stabilizing period" of no work so coal stocks will be drawn down before contract negotiations begin. (Dubofsky)
- June 14, 1949 PRSL Executive Committee retires Salem station and train order signals between Folsom and Cape May. (MB)
- June 1949 PRR announces that the Grand Rapids Division is completely dieselized; however, two steam locomotives remain in standby and are occasionally used. (Keystone)
- June 16, 1949 Martin W. Clement retires as President; succeeded by Walter S. Franklin; office of Chairman of the Board created as an emeritus position for Clement until his retirement on Dec. 31, 1951. (MB)
- June 16, 1949 Kiptopeke Beach Land Corporation incorporated in Va. to develop excess real estate at Virginia Ferry Corporation's new Kiptopeke terminal with motel,

house lots, etc. (MB)

- June 16, 1949 Richmond-Washington Company Board votes to move its office from the PRR office in Jersey City to Camden; P.W. Triplett, its agent at New York, has been transferred from Jersey City to New York City. (MB)
- June 16, 1949 Alco-GE oil-burning gas turbine electric No. 101 publicly demonstrated; General Electric announces it is being sent to the Union Pacific Railroad, where it is tested into 1951 and leads to orders for more turbine locomotives. (Lee)
- June 19, 1949 NYC cuts schedule of *Commodore Vanderbilt* to 16:00; assigns lightweight streamlines equipment to *Commodore Vanderbilt*, *Twilight Limited* and *Detroit*. (Guide, RyAge)
- June 19, 1949 Buffalo Chapter of the NRHS runs an excursion over the Rochester Branch. (alleganycountynyhistory)
- June 20, 1949 *Bar Harbor Express* restored for summer season, offering bedrooms for the first time.
- June 20, 1949 PRR discontinues passenger service between Harrington, Del., and Franklin City, Va. (tt)
- June 21, 1949 Nassau County Transit Commission presents review of LIRR condemning its relationship with PRR. (MB)
- June 22, 1949 PRR Board authorizes modifying Juniata Shops and 20th Street Shops at Columbus, Ohio, for diesel maintenance. (MB)
- June 22, 1949 Pittsburgh, Youngstown & Ashtabula Railway sells PRR 460 50-ton hopper cars formerly leased to it. (MB)
- June 24, 1949 Baltimore & Eastern Railroad Board authorizes abandoning the line between Hebron and Mardela Springs (4.8 miles). (MB)
- June 24, 1949 Virginia Ferry Corporation Board authorizes the sale of land to the Kiptopeke Beach Land Corporation, which in turn deeds back to the Virginia Ferry Corporation a site for ferry terminal and access road at Kiptopeke; Virginia Ferry Corporation to buy all the stock of the Kiptopeke Beach Land Corporation. (MB)
- June 25, 1949 PRSL discontinues electric commuter trains between Clayton and Millville, retaining limited service between Camden and Clayton. (tt)
- June 25, 1949 No. 47, Harrisburg-Pittsburgh section of *The St. Louisian*, makes last run. (tt)

- June 25, 1949 Last trip of PRR New York-Dallas/Fort Worth sleeper on *Penn Texas*. (tt)
- June 25, 1949 Philadelphia & Atlantic City RPO discontinued. (Kay)
- June 25, 1949 Chicago Railroad Fair opens for second season; new exhibits include "Vitarama," a five-screen synchronized projector system; PRR adds Class E7 No. 8063 inaccurately "restored" as "record-setting" Class E2 No. 7002. (Guide, Mutual)
- June 26, 1949 PRR places re-equipped *General* in service on reduced 16:00 schedule; two 13-car trainsets; becomes an all-room train; Gen. Dwight D. Eisenhower is at the throttle for the first 100 yards leaving Penn Station. (Mutual, RyAge)
- June 26, 1949 *The Rainbow* (eastbound only) discontinued and its schedule assumed by *The Admiral*; 1:10 cut from *The Senator*, offering fastest Washington-Boston time yet; *The Akronite* (eastbound) combined with *The Clevelander* east of Pittsburgh. (tt)
- June 26, 1949 New Haven cut schedule of *Yankee Clipper* to 4:00; *Merchants Limited* reequipped with lightweight cars and extra-fare coaches added, ending its all-parlor-car status. (Guide - RyAge say Merchants reequipped 9/26, coaches added 9/26?)
- June 26, 1949 New Haven assigns lightweight equipment to the *Yankee Clipper*, *Colonial*, *Gilt Edge*, *Murray Hill*, *Bay State*, *Puritan* and *42nd Street*. (RyAge)
- June 28, 1949 Central Indiana Railway Board appoints a committee to prepare abandonment and dissolve the company. (MB)
- June 29, 1949 Railway Express Agency asks for 10% increase.
- June 29, 1949 U.S. withdraws its last occupation troops from South Korea. (EAH)
- June 30, 1949 Last day for All-American Airlines' in-flight pick-up-and-delivery mail service based in Pittsburgh. (Long/Dennis)
- July 1, 1949 Joseph F. Tripician (1889-1977), formerly confidential secretary to Pres. Clement, named Assistant Secretary. (MB)
- July 1, 1949 Paid vacation for employees with five or more years service increased from one week to two weeks. (Rdg AR)
- July 1, 1949 United Mine Workers contract expires; go to three-day week instead of full strike. (Dubofsky)

July 9, 1949 LIRR purchases its former business car *Jamaica*, No. 7532, from the PRR. (MrkrLmp)

July 9, 1949 Harrington & Franklin City RPO discontinued. (Kay)

July 10, 1949 Last run of Sunday passenger service on the PRSL between Camden and Millville. (VPO)

July 10, 1949 ACL combines *Miamian* and *Champion (West Coast)* between New York and Jacksonville. (Guide)

July 12, 1949 K4s No.3678, streamlined in 1941, destreamlined at Juniata Shops. (PRRFAX)

July 14, 1949 Soviet Union tests its first atomic bomb, ending the nuclear monopoly of the Western powers. (TimeAlmnc - Service has 8/29!!)

July 15, 1949 MU No. 4561 equipped by Westinghouse with ignitron rectifiers and d.c. traction motors outshopped at Wilmington for testing. (HFBrown)

July? 1949 Pres. Truman gets the United Steelworkers of America to agree to a 60-day postponement of the Aug. 1? strike deadline, while the issues are heard by a 3-man Steel Industry Board; Truman bypasses the provisions of the Taft-Hartley Act, which had passed over his veto. (Seeley - verify NYT)

July 16, 1949 K4s No. 5338, streamlined in 1941, destreamlined at Juniata Shops; tender No. 6862 destreamlined May 18, 1950. (PRRFAX)

July 1949 NYC adds Budd "Lookout Lounge" observation cars to *Southwestern Limited*, completing re-equipping. (Guide)

July 24, 1949 PRR and Philadelphia Chapter on NRHS operate "Off the Beaten Track" excursion from Philadelphia to Perryville via Oxford, thence up Port Road through Harrisburg to the Rockville Bridge and return via Enola and the Low Grade Line. (NRHS)

July 27, 1949 ICC approves CNJ reorganization plan. (Rdg AR)

July 29, 1949 Harrisburg & Winchester RPO discontinued. (Kay)

July 30, 1949 Last run of passenger service between Townsend, Del., and Centreville, Md., on Eastern Shore. (tt)

Aug. 1, 1949 Lehigh Valley Railroad reorganization plan takes effect. (MB)

Aug. 6, 1949 Last run of passenger service between Clayton, Del., and Oxford, Md., ending

- last branch passenger service on the Eastern Shore. (tt)
- Aug. 6, 1949 Last run of PRR New York-Dallas sleeper on *Texas Special*, leaving single New York-San Antonio car. (tt)
- Aug. 8, 1949 NYC begins closing lower level of Grand Central Terminal between 11:00 PM and 7:00 AM. (Guide)
- Aug. 10, 1949 Consulting engineer William Hugh Coverdale (1871-1949) of Coverdale & Colpitts and director of PRR subsidiaries dies. (MB, WwasW)
- Aug. 11, 1949 ICC issues final ruling in *Ex Parte* 168 granting 9.6% rate increase effective Sep. 1, 1949. (AR)
- Aug. 15, 1949 "PENROSE" Interlocking placed in service in Greenwich Yard in South Philadelphia; remotely controlled from "STADIUM." (PRRTHS)
- Aug. 1949 PRR announces that it has received the last of 145 road diesels ordered since the war, and all principal east-west freight and passenger trains have been dieselized; passenger service is now 42% diesel, 39% electric and 19% steam. (NYT, Mutual, MB)
- Aug. 1949 Budd RDC prototype demonstrator No. 2900 tested on Delmarva Division. (Mutual - or 2960??)
- Aug. 1949 PRR acquires first of six 10-6 sleepers for Seaboard Air Line pool.
- Aug. 1949 First diesels assigned to PRR St. Louis passenger trains. (Sanders)
- Aug.? 1949 Grand Rapids Division is first to be completely dieselized; Youngstown yards dieselized. (see above)
- Aug. 18, 1949 PRR places re-equipped "*Spirit of St. Louis*" in service on reduced 20-hour schedule; three 14-car trainsets and diesels cost \$5.85 million; feature new mid-train lounge and observation lounge. (Mutual, Guide)
- Aug. 21, 1949 K4s No. 3768, original Loewy locomotive of 1936, and tender No. 6955 streamlined at Juniata Shops. (prrfax)
- Aug. 24, 1949 "New York Central Day" at the Chicago Railroad Fair. (RyAge)
- Aug. 29, 1949 Pennroad Corporation announces it has sold all of its shares in the Wheeling & Lake Erie Railway to several institutional investors for profit of \$2.4 million. (NYT)
- Sep. 1, 1949 Railroads begin a 40-hour week for non-operating employees; end the practice

of Saturday commuter service pegged to a half-day of Saturday work, rather than pay overtime; the number of PRR employees falls from 123,000 to 88,000 in Nov. 1949.

- Sep. 1, 1949 Railroads receive a permanent 10% rate increase, replacing the interim 6% increase of Jan. 11. (Rdg AR)
- Sep. 1, 1949 Reading discontinues the free pick-up and delivery of LCL freight at certain stations in place since 1937. (AR)
- Sep. 2, 1949 PRSL Executive Committee retires 20 obsolete MU cars. (MB)
- Sep. 3, 1949 NYC ends Saturday ferry service between Weehawken and Cortlandt Street, N.Y., operating in rush hours only; boats assigned are the *Albany*, *Catskill*, *Niagara* and *Rochester*. (StmbtBlI)
- Sep. 5, 1949 Last run of Plymouth, N.H., sleeper on *The Down Easter*. (Guide)
- Sep. 7, 1949 LIRR trustees file with the court to buy 8 2,000-HP Fairbanks-Morse "C-Liner" diesels for use on its non-electrified lines. (NYT)
- Sep. 8, 1949 PRR temporarily discontinues Cortlandt Street ferry service to make major repairs to the ferry *New Brunswick*. (FerryDept)
- Sep. 10, 1949 Last run of LIRR Greenport parlor car on *Peconic Bay Express*. (Guide)
- Sep. 11, 1949 Last run of *The East Wind* from Bangor, Maine, to Penn Station, New York; begins running to Grand Central in 1950 season. (Guide)
- Sep. 14, 1949 PRR Board authorizes retirement of grandstand and bleachers at Altoona Cricket Field; Wellsville Transfer freight station; parts of Waldo Avenue Yard in Jersey City. (MB)
- Sep. 14, 1949 PRSL Executive Committee authorizes the purchase of six 1500 HP road switchers from Baldwin Locomotive Works. (MB)
- Sep. 15, 1949 PRR lays off 15,000 men because of the impending steel strike. (MB)
- Sep. 15, 1949 PRR places re-equipped *Pittsburgher* and *Golden Triangle* in service; four trainsets and diesels cost \$7.04 million. (Mutual - RyAge has 9/24 for Pittsburgher)
- Sep. 1949 PRR retires last Class HH1 2-8-8-2. (Edson)
- Sep. 1949 Baldwin Locomotive Works turns out its last domestic steam locomotive, C&O 2-6-6-2 No. 1309. (Hirsimaki)

- Sep. 1949 The Federal Republic of Germany (“West Germany”) is created as the new independent government for the U.S., British and French occupation zones, with a capital at Bonn, a spa town on the Rhine. (Service)
- Sep. 19, 1949 Presidential fact-finding board decides Firemen's Diesel Case rejecting all demands of firemen, including requirement that firemen be placed on all diesels under 44 tons. (AR)
- Sep. 19, 1949 Budd formally introduces the RDC, self-propelled Rail Diesel Car, at Chicago Union Station; makes press run to Valparaiso and back over PRR; makes exhibition runs for public the rest of the week. (RyAge)
- Sep. 19, 1949 United Mine Workers initiates full bituminous coal strike after southern operators stop paying into the pension fund and restricted tonnage reduces funds available to pay current pensions. (Dubofsky)
- Sep. 21, 1949 Ignitron rectifier MU car No. 4561 begins two days of road tests with a.c. car No. 764 between West Yard in Wilmington and “DAVIS” at Newark. (HFBrown)
- Sep. 21, 1949 Pres. Truman signs the Mutual Defense Assistance Act providing military aid to NATO. (AmrcnDcDs)
- Sep. 23, 1949 Last run of Lehigh Valley Transit Company’s through “Liberty Bell Limited” service between Allentown and 69th Street, Upper Darby; passengers change at Norristown, but freight continues to run through. (DeGraw)
- Sep. 23, 1949 Pres. Truman announces that the Soviet Union has the atomic bomb. (AmrcnDcDs)
- Sep. 24, 1949 Last run of PRSL electric commuter trains between Camden and Clayton, ending all electric service; all remaining MU equipment retired. (Coxey)
- Sep. 24, 1949 Last run of New Haven passenger service between Taunton and Fall River; later restored in 1952. (tt, Guide)
- Sep. 24, 1949 Reading inaugurates *King Coal* between Philadelphia and Shamokin by reequipping Trains Nos. 6 & 97 with 11 cars of streamstyled heavyweight equipment rebuilt at Reading Shops; at the same time, the Reading discontinues all passenger service west of Shamokin to Williamsport and cuts Shamokin service to a single daily train. (AR, BeeLine)
- Sep. 25, 1949 PRR discontinues mixed train service between Paris and Decatur, Ill., last remnant of passenger service on Peoria Branch (eff. date); discontinues last tri-weekly passenger service between Sunbury and Bellefonte, Pa. (eff. date).

- Sep. 25, 1949 *The Akronite* (westbound) combined with *The Admiral* east of Pittsburgh.
- Sep. 25, 1949 PRR-Wabash discontinue all through passenger service between Detroit and Chicago, including the *Detroit Arrow* and *Mid-City Express*; transfer service between PRR and Wabash main line trains at Fort Wayne continues; PRR was supposedly unwilling to buy new equipment for such a short run. (tt, Sanders)
- Sep. 25, 1949 10-2 drawing room car between Detroit and St. Petersburg on *The Southland*, formerly operated via Wabash to Fort Wayne, switched to run via B&O and Cincinnati. (Guide)
- Sep. 25, 1949 NYC combines the *Advance Commodore Vanderbilt* and *Pacemaker*. (may be 1950? - check NYT)
- Sep. 25, 1949 New stainless steel roomette sleepers placed on *The Crescent* between New York and New Orleans. (Guide)
- Sep. 1949 Southern Railway receives last of 46 10-6 sleeping cars in the *River* series for *The Crescent* and *The New Royal Palm*. (Stout)
- Sep. 26, 1949 New Haven assigns lightweight equipment to the *Merchants Limited*. (RyAge)
- Oct. 1, 1949 Northwestern, Southwestern General Divisions abolished; Grand Rapids Division abolished and merged into Fort Wayne Division; Philadelphia Terminal General Division abolished; New York General Division abolished. (MB)
- Oct. 1, 1949 Terre Haute & Decatur RPO discontinued. (Kay)
- Oct. 1, 1949 CNJ leaves bankruptcy without foreclosure after reorganization under the Mahaffie Act; control by the Reading Company continues. (Rdg AR, RyAge)
- Oct. 1, 1949 Nationwide steel strike begins after companies reject the recommendations of the Steel Industry Board, including a ruling that the companies bear the entire 10 cents per hour costs of pensions and fringe benefits. (Seeley)
- Oct. 1, 1949 Communist Party Chairman Mao Zedong (1893-1976) proclaims the People's Republic of China in Beijing, having defeated the Nationalists led by Chiang Kai-Shek (1887-1975) in the civil war; the Nationalists have fled to the island of Taiwan, where they continue the government of the Republic of China; anti-Communists in the U.S. accuse the Truman Administration of having "lost" China. (TimeAlmnc)
- Oct. 2, 1949 Chicago Railroad Fair closes for second and last season; 2.7 million visitors. (Guide, NRHS)

- Oct. 3, 1949 PRR Cortlandt Street ferry service resumes. (FerryDept)
- Oct. 3, 1949 "Railroad Hour" moves from ABC to larger and more prestigious NBC radio network to reach wider audience. (RadioMemories)
- Oct. 4, 1949 PRSL Executive Committee authorizes retiring the third rail between Camden and Millville; applying to abandon the following lines: 8.22 miles of the Millville Branch from a point 1.5 miles south of Manumuskin to Woodbine; 3.81 mile branch from 1.9 miles south of Woodbine to South Seaville; 3.73 miles of Maurice River Branch between Leesburg and Maurice River; 4.55 miles of Riddleton Branch; 27.42 miles of Newfield Branch between Newfield and Pleasantville; 6.16 miles of the Somers Point Branch; 3.72 miles of the Stone Harbor Branch; 6.35 miles of the Mullica Hill Branch; and the 1.06-mile Cape May Real Estate Branch to Schellengers Landing. (MB)
- Oct. 7, 1949 Union Transfer Affiliated Company, former PRR truck line, dissolved. (MB)
- Oct. 7, 1949 The Soviet zone of occupation becomes the German Democratic Republic (East Germany). (AmrcnDcads)
- Oct. 10, 1949 New modern station opens at Burlington, N.J., near Keim Boulevard about a half mile south of the old station at Broad & High Streets; new standard design is also used on the LIRR; old station with attached "BU" Tower removed from service; switch at "BU" for south end of single track remoted from "MJ" Interlocking at north end of single track. (CE, WJRls)
- Oct. 10, 1949 ICC grants 16-2/3% increase in one-way interstate passenger fares.
- Oct. 12, 1949 PRR reports it has laid off an additional 16-17,000 men since Sep. 30; workforce is now about 91,000 vs. low of 81,000 in June 1938. (MB)
- Oct. 13, 1949 PRR agrees with the Budd Company to allow it to test its new Rail Diesel Car (RDC) demonstrator No. 2960 between New York and Washington and other routes for a charge of \$1.87 per mile. (BuddCo)
- Oct. 14, 1949 Map designed by Raymond Loewy Associates showing through car routes in reflective tape reinstalled in a new glass frame in the Stationmaster's Office in Penn Station. (CE)
- Oct. 14, 1949 11 Communist Party members convicted of conspiring to overthrow the government and sentenced to prison under the Smith Act. (AmrcnDcads - verify, who?)
- Oct. 15, 1949 Alko Express Lines, operating trucks between Philadelphia and Pittsburgh, sells operating rights. (MB)

- Oct. 1949 Industrial designer Raymond Loewy (1893-1986) appears on the cover of *Time*. (Porter/Loewy)
- Oct. 1949 The Soviet Union creates the German Democratic Republic as the government for the Soviet zone with its capital at Berlin, thus dividing the country into east and west; Berlin remains divided between East and West Germany and a front line in the developing Cold War. (Service)
- Oct. 17, 1949 Former Chief Signal Engineer Alexander Holley Rudd (1867-1949) dies at Lakeville, Conn., at 82. (RyAge)
- Oct. 18, 1949 Budd RDC-1 demonstrator No. 2960 makes round trip from Broad Street Station to Parkesburg.
- Oct. 19, 1949 On complaint of New York City Mayor's Committee on Unity, PRR ends the practice of segregating African American passengers on through cars from New York to the South; the PRR had usually assigned them to separate cars unless they asked for a specific car to avoid trouble with the southern lines and having passengers harassed south of Washington and forced to change cars; Southern Railway says it observes Southern Jim Crow laws but does not force negroes coming from north of Washington to change seats; Seaboard Air Line says it will continue to insist on segregation. (NYT)
- Oct. 19, 1949 John Van Buren Duer, ex-Chief Electrical Engineer, receives George R. Henderson Medal of Franklin Institute for his work on PRR electrification. (RyAge)
- Oct. 1949 Economic contraction ends; Korean War expansion begins. (NBER)
- Oct. 1949 Lightweight equipment assigned to sleeper lines to Louisville, Memphis and Nashville via Cincinnati and L&N.
- Oct. 1949 PRR acquires first of six 10-6 sleepers in the *County* series for the Atlantic Coast Line pool.
- Oct. 24, 1949 William J. Wilgus (1865-1949), engineer of Grand Central Terminal, dies at Claremont, N.H. (Middleton)
- Oct. 24, 1949 Permanent headquarters of the United Nations dedicated at New York. (AmrcnDcads)
- Oct. 26, 1949 EMD holds open house at La Grange at which it displays the first production models of the 2,250-HP E-8 passenger cab unit, the 1,500-HP F-7 freight cab unit and the FP-7A passenger cab unit; it also introduces its first true road-switcher, the 1,500-HP GP7, as well as 1,200-HP and 800-HP switchers.

(RyAge)

- Oct. 26, 1949 PRR Board authorizes retirement of Lyons Run Branch (3.86 miles) at Saunders, Pa.; releases The Savarins, Inc., from the food service contract at Penn Station. (MB)
- Oct. 26, 1949 Ignitron rectifier MU car No. 4561 placed in revenue service on Paoli line. (HFBrown)
- Oct. 26, 1949 Minimum wage raised from 40 cents an hour to 75 cents an hour. (AmrcnDcds)
- Oct. 29, 1949 PRSL Executive Committee authorizes applying to abandon 1.01 miles of the Coopers Point Branch between "CENTER" Tower and Front Street, Camden. (MB)
- Oct. 31, 1949 West Jersey & Seashore Railroad Board authorizes applying to abandon the Millville Branch from 1.5 mi. south of Manumuskin to 0.35 mi. north of Woodbine, and from 1.9 mi. south of Woodbine to the end of the branch at Seaville. (PRSL)
- Oct. 31, 1949 Walter Reuther, Pres. of the CIO, begins to purge Communists from the CIO unions, where they have operated since the 1930s. (AmrcnDcds)
- Nov. 1, 1949 LIRR adopts new color scheme of slate gray with dark green undercarriage and aluminum roofs in place of Tuscan red; unveiled on an MU car; all 1,333 passenger cars are to be done by Nov. 1952. (RyAge)
- Nov. 1, 1949 Central Pennsylvania General Division abolished and merged into Eastern Pennsylvania General Division; Lake General Division abolished and merged into Eastern Ohio General Division. (MB)
- Nov. 1, 1949 Williamsport and Wilkes-Barre Divisions merged to form Susquehanna Division with headquarters at Williamsport; Norristown-Newton (jct w LV!) ceded from Wilkes-Barre Division to Philadelphia Terminal Division; Erie & Ashtabula and Cleveland Divisions merged to form Lake Division with headquarters at Cleveland; Monongahela Division abolished and merged into Pittsburgh Division; Logansport Division abolished; Bradford-Logansport ceded to Columbus Division and balance merged with Chicago Terminal Division to form Chicago Division. (MB)
- Nov. 8, 1949 ICC grants increase in base fares from 3 to 3.375 cents per mile, equal to 12½% increase, in interstate passenger fares, effective Nov. 28, 1949. (AR)
- Nov. 9, 1949 PRR Board authorizes construction of diesel facilities at Ebenezer, Erie, Baden, Freedom, Richmond, Ind., Terre Haute and Logansport. (MB)

- Nov. 9, 1949 Pres. Clement reports to Board that the votes for shop craft representation will be completed this week; CIO now represents five crafts and AFL two. (MB)
- Nov. 9, 1949 PRR announces it has placed orders for 226 diesels for \$38 million; largest single PRR purchase of diesels to date; includes 45 road freight units, 5 road passenger units, and 176 switchers; with the 594 diesels the PRR already owns, the new order will make give the PRR the largest diesel fleet in America. (NYT,)
- Nov. 9, 1949 Coal strike ends; strike has a severe impact on the Chesapeake & Ohio Railway, the nation's largest coal hauler, whose operating ratio reaches 80.1%, leading it to abandon its ambitious passenger program and begin dieselization. (Dubofsky, Turner)
- Nov. 11, 1949 Steel strike ends with gain of a \$100 monthly pension at 65 after 25 years service, plus death, sickness and accident benefits, to be paid for by the companies without employee contributions; Bethlehem Steel Corporation, which already had a noncontributory pension plan, has taken the lead in reaching a settlement; the 10-cents an hour benefit package is also adopted by the Ford Motor Company and sets a national pattern. (AR, HistPitts, BurLabStats, Seeley)
- Nov. 12, 1949 Former CNJ trustee Walter P. Gardner (1869-1949) dies at Short Hills, N.J. at age 80. (AR)
- Nov. 14, 1949 Scranton & Sunbury RPO discontinued. (Kay)
- Nov. 14, 1949 PRR contracts with Lima-Hamilton Corporation for 11 2,500 HP center-cab transfer diesel locomotives; only the Baldwin "Centipede" and a few demonstrators pack as much horsepower into a single unit; Baldwin is unable to offer the same horsepower and loses the job. (Hirsimaki)
- Nov. 15, 1949 DL&W inaugurates the lightweight diesel streamliner *Phoebe Snow* between Hoboken and Buffalo; named for its legendary early 20th century advertising icon, whose clothes stayed white upon "the Road of Anthracite." (RyAge)
- Nov. 16, 1949 PRR raises Philadelphia and Pittsburgh commuter fares an average of 22%. (BltnAlmnc, HistPitts)
- Nov. 19, 1949 Youngstown & Southern Railway retires the following lines: Darlington-New Galilee (2.0002 miles), Columbiana-Leetonia (2.822 miles), and 0.536 mile to East Front Street, Youngstown. (Cole)
- Nov. 20, 1949 Last run of B&O through Jersey City-Oklahoma City sleeper on Frisco *Meteor*. (Thomas, Guide)

- Nov. 25, 1949 PRR handles Army-Navy Game traffic, 30,000 passengers in 40 special trains, 22 from New York and 18 from south of Philadelphia; nearly 600 cars used; passengers include Pres. Truman. (Mutual, RyAge)
- Nov. 28, 1949 Basic one-way passenger fares increased 12½% or a minimum of 5 cents per ride. (Rdg AR)
- Dec. 1, 1949 Wheeling & Lake Erie Railway leased to Nickel Plate for 99 years. (Moody's)
- Dec. 3, 1949 Cortlandt Street ferry *New Brunswick* begins making mid-day trips to ferry troops around New York harbor as needed, maintaining ferry service to Cortlandt Street only in rush hour. (FerryDept)
- Dec. 5, 1949 Railroads complete presentations in government reparations case. (RyAge)
- Dec. 6, 1949 PRSL Board authorizes retiring Kirkwood station. (MB)
- Dec. 7, 1949 Stationary test of Allis-Chalmers gas turbine for BCR locomotive held at ALCO facility at Dunkirk, N.Y.; run for 38 hours or equal to round trip between New York and Chicago; report greater than 90% combustion efficiency; turbine is not adapted for locomotive use; Allis Chalmers locomotive turbine is now being tested with oil and will then be brought to Dunkirk for testing with coal. (MB, RyAge - week of 12/5, B&O Mag) (erase Mutual note at 2/50)
- Dec. 1949 NY Public Service Commission appoints William Wyer (1895-1977) as consulting engineer to study the LIRR; Wyer specializes in railroad reorganization and has recently presided over the reorganization of the CNJ.
- Dec. 1949 PRR establishes an award program of special lapel buttons for 25-50 years of service. (NB: 50-year pins go back to 1920s at least!)
- Dec. 12, 1949 Norfolk & Western Railway places new 10-car lightweight consists on the *Powhatan Arrow* between Norfolk and Cincinnati. (Guide)
- Dec. 13, 1949 Last run of PRR New York-Tulsa sleeper on *The American* and Frisco *Meteor*; last through car via Frisco, leaving only San Antonio car on *Texas Special* and cars via Missouri Pacific. (tt)
- Dec. 14, 1949 PRR Board authorizes expenditure for 91 lightweight coaches, 165 lightweight sleeping cars and 3 recreation cars; also 8 6,000 HP freight diesels, 15 ___ HP freight diesels, 8 6,000 HP passenger diesels, 1 2,000 HP passenger diesel, and 100 diesel switchers. (MB)
- Dec. 14, 1949 PRR Board commissions portrait of Martin W. Clement. (MB)

- Dec. 15, 1949 New Haven places first of 27 lightweight sleeping cars on *The Owl*. (RyAge)
- Dec. 15, 1949 *New Royal Palm* inaugurated as daily lightweight streamlined winter-only Midwest-Florida train on NYC/Sou/FEC route; replaces *Florida Sunbeam* of earlier years. (Guide); old *Royal Palm* stops operating north of Cincinnati. (RyAge, Sanders)
- Dec. 1949 Former Reading ferry terminal at South Street, Philadelphia, unused since 1945, to be razed. (StmbtBII)
- Dec. 1949 Railway Mail Association, the railway postal workers union, renamed the National Postal Transport Association, reflecting increased use of other modes of transportation to move the mail. (Long/Dennis)
- Dec. 16, 1949 PRR increases commuter fares by average of 22% at Philadelphia, Harrisburg, Pittsburgh and Cleveland.
- Dec. 16, 1949 Lightweight equipment assigned to *Florida Special*; still all-Pullman (???) (or 12/15?? - Bramson has 12/15 for Fla Spc - RyAge has 12/12)
- Dec. 16, 1949 Atlantic Coast Line Railroad divides the *Champion* into separate *East Coast Champion* Nos. 1-2 and *West Coast Champion* Nos. 91-92. (tt)
- Dec. 16, 1949 Boston-Florida seasonal sleeping cars restored after being discontinued for the war. (rlhs)
- Dec. 20, 1949 Pittsburgh Consolidation Coal Company acquires all the coal lands of the M.A. Hanna Company and its subsidiary Tri-County Lands Company in Belmont, Harrison and Jefferson Counties, Ohio; Hanna's last coal properties. (Moody's)
- Dec. 21, 1949 Laurence F. Whittemore forced to resign as Pres. of New Haven by Chairman Frederic C. Dumaine, who also becomes Pres.; Dumaine is assisted in this move by Patrick B. McGinnis (1904-1973), a former railroad analyst for a brokerage house. (AR, Trains)
- Dec. 22, 1949 LIRR wreck at Sunnyside; motorman W. Shelton blamed. (NYT)
- Dec. 22, 1949 PFW&C Railway Board approves remodeling the Crestline station and building a new service building. (MB)
- Dec. 23, 1949 Chicago railroads report to Mayor Martin H. Kennelly rejecting plans for consolidating three terminals south of the Loop. (RyAge)
- Dec. 27, 1949 ICC authorizes Santa Fe (51%), CB&Q (25%), Pennsylvania Company (12%)

- and NYC (12%) to acquire Illinois Northern Railway, a Chicago-area switching line, from the International Harvester Company. (AR, MB)
- Dec. 28, 1949 PRR Board authorizes retirement of turntable at Curwensville. (MB)
- Dec. 29, 1949 Pennsylvania Company, PFW&C Railway, PB&W Railroad, Erie & Pittsburgh Railroad, American Contract & Trust Company, PCC&StL Railroad and other subsidiaries complete a three-day move of their main office from Philadelphia to 44 East Lancaster Avenue, Ardmore. to escape new city taxes. (MB)
- Dec. 29, 1949 ICC vacates its previous order on a complaint of the CNJ increasing the allowance for lighterage and floatage at New York Harbor and dismisses the original complaint; CNJ appeals to the U.S. District Court. (CNJ AR, Rdg AR)
- Dec. 30, 1949 ICC files amended mail pay award raising increase to total of 95% from 80% asked by railroads. (AR)
- Dec. 31, 1949 Edwin J. DeVilbiss, Manager of the Insurance Dept., retires after 41 years service. (Mutual)
- Dec. 31, 1949 Chesapeake & Ohio Railway discontinues travel credit cards because of rising costs. (RyAge)
- Dec. 31, 1949 Last Chesapeake & Ohio Railway (Hocking Valley) passenger train departs joint C&O-PRR station at Lancaster, Ohio. (Miller)
- Dec. 31, 1949 Lehigh Valley Railroad merges the Lehigh Valley Railway, Lehigh Valley Railroad Company of New Jersey, Pennsylvania & New York Canal & Railroad Company, Schuylkill & Lehigh Valley Railroad, Eastern & Northern Railroad, Loyalsock Railroad, Lehigh & New York Railroad, State Line & Sullivan Railroad, Delaware, Susquehanna & Schuylkill Railroad, Montrose Railroad and the Lehigh Valley Harbor Terminal Railway. (AR, LVCorp)
- Dec. 31, 1949 Lehigh Valley Railroad abolishes the Wyoming Division, leaving only the New York and Buffalo Divisions with a division point 4 miles west of Coxtown, Pa. (AR)
- Dec. 31, 1949 Pittsburgh Consolidation Coal Company sells its last two railroads, the Montour Railroad and the Youngstown & Southern Railway to the PRR and the Pittsburgh & Lake Erie Railroad. (Consol)
- 1949 PRR now has 594 diesel units, up from 348 in 1948.
- 1949 By end of 1949, PRR has spent \$170.2 million on diesels, including those on order and fuel stations, largest single improvement ever undertaken; 1,628

- steam locomotives retired during the year. (AR)
- 1949 PRR abandons and removes line between Seaside Park and Bay Head Jct., N.J., and Toms River to Barnegat Pier. (Kozempel)
- 1949 Juniata Erecting & Machine Shop rebuilt for diesel maintenance. (altoonaworks.info)
- 1949 Toledo, Peoria & Western Railroad receives four Alco 1,500 HP road switchers to dieselize main line service. (Moody's)
- 1949 NYC again passes dividend. (AR)
- 1949 NYC extends use of leased trucks for LCL service over Big Four lines in Ohio, Indiana and Illinois, replacing peddler freights. (AR)
- 1949 CIO anti-Communist drive results in the expulsion of two Communist-dominated unions; five more are expelled in 1950. (BurLabStats)