

PRR CHRONOLOGY
1944

August 2004 Edition

- Jan. 1, 1944** **Fare increase originally approved by ICC in 1942 goes into effect; suspension of freight rate increase extended to July 1, 1944, and then to Jan. 1, 1945.**
- Jan. 8, 1944** **NYC director William Kissam Vanderbilt, Jr. (1878-1944) dies. (AR)**
- Jan. 8, 1944** **F.D. McQuinn, General Passenger Agent at Philadelphia, dies at Bryn Mawr after 47 years of service. (Guide)**
- Jan. 11, 1944** **Strategic bombing of Germany from British bases begins as prelude to invasion. (EAH)**
- Jan. 12, 1944** **PRR Board authorizes abandonment of Scottsville Branch at Garbutt, N.Y., on Rochester Branch. (MB)**
- Jan. 14, 1944** **Firemen, conductors and switchmen sign contract on same terms accepted by engineers and trainmen on Dec. 27, 1943.**
- Jan. 14, 1944** **VP-Chicago Horace E. Newcomet (1877-1944) dies after 48 years service. (Guide - or b. 1874!)**
- Jan. 1944** **Central Indiana Railway abandoned between Lebanon and Advance (8.7 miles). (Guide)**
- Jan. 17, 1944** **Non-operating unions sign agreement for 4-10 cents per hour sliding scale increase retroactive to Feb. 1, 1943, and a further 1-5 cent increase retroactive to Dec. 27, 1943, but surrender demand for time and a half for overtime. (AR)**
- Jan. 18, 1944** **Army control of railroads lifted. (AR)**
- Jan. 22, 1944** **U.S. District Court issues formal segregation decree in Pullman Case by vote of 2-1.**
- Jan. 22, 1944** **U.S. forces land at the Anzio beachhead 30 miles south of Rome. (EAH)**
- Jan. 24, 1944** **Oliver P. Keller, Sr., first engineer of *Broadway Limited*, dies at**

Lemoyne, Pa.

- Jan. 30, 1944** CTC placed in service between Red Bank and Oil City, Pa., on Allegheny Division.
- Jan. 31, 1944** Pennroad Corporation announces it has sold the last of its \$5 million Detroit, Toledo & Ironton Railroad First Mortgage bonds. (NYT)
- Feb. 1, 1944** Warren R. Elsey appointed Assistant VP in Charge of Real Estate, Purchases & Insurance, replacing F.W. Hankins, retired after 53 years service. (MB, Guide)
- Feb. 2, 1944** PRR files motion to send New Haven reorganization plan back to ICC. (Sutherland)
- Feb. 8, 1944** ICC issues fifth supplemental report amending its 1943 New Haven reorganization plan in line with rulings of U.S. District Court in Dec. 1943. (Sutherland)
- Feb. 1944** Harry Babcock named General Manager & Traffic Manager of PRSL, replacing J.O. Hackenberg, given leave for health. (Guide)
- Feb. 23, 1944** 110-foot turntable replaces 100-foot turntable at Conway to turn duplex engines.
- Mar. 3, 1944** Court denies PRR motion to send New Haven reorganization plan back to ICC. (Sutherland)
- Mar. 4, 1944** Last run of passenger service over New Haven's Dorchester Branch (ex-NY&NE main line) between Boston and Readville; later revived in 1970s. (Guide)
- Mar. 5, 1944** Steamboat *Elisha Lee* (former New Haven *Elisha Peck*) placed in service between Cape Charles and Norfolk to replace *Virginia Lee* requisitioned by armed forces. (Hudson to Horseshoe says 3/17? - High Line says week of 3/5)
- Mar. 5, 1944** Passenger service on New Haven's Dorchester line suspended because of war-induced shortage of coaches. (AR - see 3/11)
- Mar. 6, 1944** U.S. District Court approved revised ICC New Haven reorganization plan; confirms that shares have no value; New Haven Board appeals. (AR)
- Mar. 8, 1944** Plaque honoring "Big Bill" Egan placed in Penn Station.
- Mar 11, 1944** Last run of New Haven passenger service on former New York & New

England main line between Readville and Boston; service later restored in 1979. (Humphrey)

- Mar. 15, 1944 Joseph B. Eastman, head of ODT and former Federal Coordinator of Transportation, dies in Washington; succeeded pro-tem by deputy Charles D. Young. (Guide)
- Mar. 22, 1944 PRR Board authorizes contracting with government for hiring 3,000 Mexicans as track gang men and laborers. (MB)
- Mar. 27, 1944 PRR Board approves construction of 25 Q2's at Juniata. (MB)
- Apr. 4, 1944 Col. J. Monroe Johnson of ICC named Director of ODT. (Guide)
- Apr. 12, 1944 Pres. Clement meets with heads of other coal-hauling railroads to promote the development of a coal-burning turbine locomotive.
- Apr. 12, 1944 PRR Board authorizes purchase of all stock of Lewisburg Bridge Company. (MB)
- Apr. 12, 1944 Mechanical Engineer's office issues specification drawing for proposed Class V1 4-8-4-8 steam turbine "Triplex"; twin turbines developing 9,000 HP with top speed of 100 MPH; 48" drivers; total weight 882,000#; starting drawbar pull 115,000#. (CMP)
- Apr. 13, 1944 Enlarged USO opens in Penn Station.
- ca. Apr. 1944 Nursery opens in 30th Street Station for women traveling with small children.
- ca. Apr. 1944 Double track on new alignment opens between Stubblefield and (St. Jacob ? or) Pierron, Ill. (Mutual - could be Feb.-Mar.)
- Apr. 1944 PRR resumes consideration of transcontinental through passenger train to San Francisco and Los Angeles via both Santa Fe and Overland Route.
- Apr. 26, 1944 PRR Board considers selling off real estate acquired for Darby Creek Low Grade Line, though no final decision is made; projected cost of line has risen from \$14.5 million in 1920 to over \$20 million in 1944; had acquired nearly all real estate at cost of \$2.18 million. (MB)
- Apr. 26, 1944 PRR makes blanket donation of \$2,500 to Salvation Army of Philadelphia as recompense for their providing free food, coffee and first aid during the 1943 *Congressional* wreck and Broad Street Station fire. (MB)

- May 1, 1944** **New 647-car yard opens west of Riley Road at Indiana Harbor, Ind. on PFW&C. (CE)**
- May 8, 1944** **U.S. District Court issues final judgement In antitrust case brought by Budd and other car builders; Pullman Incorporated ordered to decide whether to divest manufacturing or car-operating subsidiary within 90 days.**
- May 16, 1944** **Pennsylvania Tunnel & Terminal Railroad Board approves widening entrance from 7th Avenue Subway and refinishing north wall of LIRR Concourse in Penn Station. (MB)**
- May 17, 1944** **East and westbound sidings at Dunreith, Ind., extended to 150 cars. (CE)**
- May 17, 1944** **General Solicitor Robert S. Gawthrop (-1944) dies. (Guide)**
- May 24, 1944** **PRR Board authorizes abandonment of last 0.88 miles of Lykens Branch. (MB)**
- June 4, 1944** **Allies occupy Rome. (EAH)**
- June 6, 1944** **D-Day; Allied forces land in Normandy opening a new front in Europe; largest amphibious operation in history. (EAH)**
- June 14, 1944** **Germans begin launching V-1 "buzz bombs", the first cruise missiles, against targets in southern England. (EAH)**
- June 15, 1944** **U.S. troops invade Saipan in the Mariana Islands; when secured, it will provide an air base within long-range bombing distance of Japan. (EAH)**
- June 1944** **NYC orders 300 passenger cars from Pullman-Standard, Budd and (ACF?).**
- June 1944** **ODT places second order for 1,200 box car troop sleepers and 400 kitchen cars with Pullman-Standard.**
- June 1944** **U.S. Supreme Court begins hearing State of Georgia antitrust case against railroads. (RyAge)**
- June 1944** **Port Authority announces a plan to build a union bus terminal between 8th & 9th Avenues in New York City on condition that all bus lines use it and all eight existing bus terminals east of 8th Avenue are closed; plan opposed by Greyhound which wants to expand its terminal on 34th**

Street opposite Penn Station.

- June 1944** **Solid Fuels Administrator Harold Ickes announces that PRR, NYC. Nickel Plate, C&O and Pere Marquette Railway are now using Midwestern coal from Indiana, Illinois and western Kentucky because of the scarcity of Appalachian coals. (Guide)**
- June 16, 1944** **U.S. launches first B-29 long-range bomber attack against the Japanese home islands. (EAH)**
- June 17, 1944** **PRSL discontinues all Bridge trains to and from Atlantic City on weekends and holidays and shifts all equipment to Camden route. (Guide)**
- June 19, 1944** **New Haven and B&M inaugurate *Day Express* No. 122-123 between Grand Central Terminal and Portland via Worcester as summer resort train. (Guide)**
- June 22, 1944** **VP in Charge of Operations John F. Deasy requests development of experimental Class V1 2-D+2-D streamlined steam turbine locomotive; development work begins without formal authorization from Board. (VPO)**
- June 22, 1944** **Servicemen's Readjustment Act or "G.I. Bill of Rights" provides for postwar educational subsidies for veterans.**
- June 26, 1944** **Hudson & Manhattan Railroad begins use of tokens instead of cash fares; cash fares and tickets still used on PRR portion between Journal Square and Newark. (PA)**
- June 28, 1944** **PRR Board authorizes extending experiment with Union Inductive Train Communication System to through passenger trains between Harrisburg and Pittsburgh and to freight trains on Middle Division. (MB)**
- June 29, 1944** **Westbound siding at Dublin Jct., Ind., lengthened to 150 cars; remotely controlled from Dunreith. (CE)**
- July 1, 1944** **United Nations Monetary & Financial Conference opens at Bretton Woods, N.H. to plan postwar economic order and a substitute for the old gold standard; includes World Bank and International Monetary Fund. (EAH)**
- July 1, 1944** **LIRR Atlantic Avenue Improvement opens between East New York and Morris Park, including tunnel between Shepherd Avenue and 120th Street.**

July 15, 1944 Service Women's Lounge opens at Broad Street Station.

July 19, 1944 Pullman, Inc. decides to sell Pullman Company and retain more lucrative car-building business.

July 24, 1944 Nursery opens in Penn Station for mothers traveling with small children; staffed by registered nurses and decorated with murals of nursery rhymes by Angelo Magnanti; is cut out of Concourse behind Women's Waiting Room; space for nursery had been provided above Ladies Lounge in 1910 but never finished. (PR, SR)

July 1944 1.070 women employed in Altoona Shops.

July 1944 Justice Dept. files suit against AAR, Western Association of Railway Executives and several railroads over issue of rate bureaus. (? RyAge)

July 1944 Peak month for Chemical Laboratory at Altoona; 11,117 tests and samples. (Mutual)

July 27, 1944 Westbound passing siding at Centerville, Ind., lengthened to 125 cars; controlled from Dunreith. (CE)

July 27, 1944 B&O stages demonstration of radio communication system for train orders on switcher No. 404 and a caboose at Baltimore; developed by Bendix Radio Company. (B&O Mag)

Aug. 1, 1944 Monbel Coal Company incorporated; owns coal reserves in Belmont and Monroe Counties, Ohio; controlled by Granite Improvement Company.

Aug. 2, 1944 Eastbound passing siding at Centerville, Ind., lengthened to 125 cars; controlled from Dunreith. (CE)

Aug. 7, 1944 PRR announces it will extend use of inductive train telephone system to main line between Harrisburg and Pittsburgh; permits train-train and train-tower conversations; completed late 1945. (Guide)

Aug. 14, 1944 War Production Board permits limited reconversion of industry to civilian production. (EAH)

Aug. 14, 1944 NYC Pres. Frederick E. Williamson resigns for health. (AR)

Aug. 20, 1944 Former VP in Charge of Finance & Corporate Relations A.J. County dies.

- Aug. 22, 1944** Dining Car Dept. begins experiment of canning certain soups and stews at Sunnyside for serving on trains. (Rept.)
- Aug. 23, 1944** Test Dept. issues report of performance of two prototype Class T1's on Altoona Test Plant; sets record of 6,100 HP; develops tractive effort equal to three K4s's at 85 MPH; on basis of these tests, management decides to proceed with production models.
- Aug. 25, 1944** Allies enter Paris. (EAH)
- Aug. 28, 1944** First Class Q2 4-4-6-4 duplex freight locomotive No. 6131 placed in service on Western Region; simplified Loewy streamlining; is largest non-articulated locomotive in world.
- Aug. 1944** Fairbanks-Morse & Co. turns out first diesel, a switcher for Milwaukee Road. (Trains)
- Aug. 30, 1944** Pullman addresses a letter to railroads suggesting they buy the sleeping car business as a group; purchase would not include the Railroad Rolling Stock Patents Corporation owned jointly with Chrysler, PRR, NYC and Santa Fe; PRR prefers that each railroad operate own sleepers; NYC in favor of pool.
- Sep. 1, 1944** C.I. Leiper appointed VP-Pittsburgh pending retirement. (who to VP_CR?)
- Sep. 1, 1944** Gustav Metzman (1903-) elected Pres. of NYC replacing Frederick E. Williamson, resigned. (AR)
- Sep. 1, 1944** Pres. Roosevelt leaves Washington for Hyde Park on an unusual route: PRR to Belvidere and L&HR to Poughkeepsie Bridge; train stops for most of next day at Allamuchy, N.J., on L&HR so FDR can visit his long-time mistress Lucy Mercer Rutherford, whose country estate is nearby. (Withers)
- Sep. 7, 1944** Germany launches first V-2 guided missiles against London. (EAH)
- Sep. 11, 1944** PRR reorders an EMD E7 A-A set for *South Wind* cancelled by WPB in 1942.
- Sep. 12, 1944** Allies cross German frontier. (EAH)
- Sep. 13, 1944** State regulatory commissioners and others petition ICC to rescind rather than suspend the 1942 rate increases.
- Sep. 14, 1944** Hurricane hits New York City with 95 MPH winds; storm surge

- interferes with railroad marine operations.
- Sep. 20, 1944** **PRR begins operating Lewisburg Bridge Company.**
- Sep. 21, 1944** **ICC reopens hearings on 1942 rate increases.**
- Sep. 27, 1944** **Finance Committee reports to Board that new ICC rules bar traditional PRR practice of selling its securities by the issue to merchant bankers; may now have to sell directly to individuals, banks and trust companies, which will require increasing the size of the Financial Dept. (MB)**
- Sep. 29, 1944** **Retired NYC Pres. Fredeick Ely Williamson (1876-1944) dies. (AR)**
- Sep. 30, 1944** **VP in Charge of Personnel H.A. Enochs retires after 50 years service and office abolished; Chief of Personnel becomes department head. (MB)**
- Sep. 30, 1944** **Pullman, Inc., files divestiture plan, electing to keep profitable car-building business and dispose of operations of sleeping and parlor cars. (or 10/2?)**
- Oct. 14, 1944** **Car retarders placed in service at westbound classification yard at Enola. (from CE - VPO gives 12/1!)**
- Oct. 20, 1944** **Red Army crosses into East Prussia. (EAH)**
- Oct. 20, 1944** **U.S. forces under Gen. MacArthur land in the Philippines. (EAH)**
- Oct. 24, 1944** **At meeting with General Electric at Philadelphia, PRR agrees to design tender for proposed steam turboelectric locomotive. (SMPE)**
- Oct. 25, 1944** **U.S. wins Battle of Leyte Gulf in the Philippines, last and greatest naval battle of the war; shattered remnants of Japanese fleet withdraw northward. (EAH)**
- Oct. 1944** **Last of 65 Class J1's, No. 6174, outshopped at Juniata. (Edson)**
- Oct. 31, 1944** **VP-Pittsburgh C.I. Leiper retires after 47 years of service. (see above)**
- Nov. 1, 1944** **Donald L. Sommerville appointed Chief Engineer-Central Region; Dr. John White II named Chief Medical Examiner replacing Dr. Harvey Barttle, retired.**
- Nov. 1, 1944** **Eastern Air Lines begins operating between New York and Boston. (NH AR)**

- Nov. 3, 1944** Waynesburg & Washington standard guage track first tested by a Class B6 locomotive between Washington and Hackney, Pa.; proves unsafe unless original 50# and 60# rail is replaced; portion between Hackney and Waynesburg is used only by an automobile with flanged wheels to maintain franchise.
- Nov. 7, 1944** PRR and eight other railroads, including NYC, B&O, N&W, Illiois Central, contract with General Electric Company to build and test an experimental boiler for a 5,000 HP coal-burning turboelectric locomotive; Pase II, contingent upon the success of Phase I, would involve building a chassis and road tests. (MB, SMPE)
- Nov. 14, 1944** *Advance Golden Arrow* inaugurated between New York and Chicago (westbound only) for passengers from points between New York and Paoli and points west of Pittsburgh. (Guide)
- Nov. 15, 1944** Third track completed between Havre-de-Grace and Bush River, Md., for war traffic.
- Nov. 22, 1944** Nine railroads make first payment of \$335,000 to General Electric to cover development and tests of coal-burning turboelectric locomotive; proportions are bases on 1939 gross revenues; PRR's share is \$104,199. (SMPE)
- Nov. 19, 1944** NYC extends No. 98 from Chicago to Boston as *Paul Revere*. (Guide)
- Nov. 24, 1944** Army opens the air war against Japanese cities with a B-29 bombing raid against Tokyo launched from Saipan. (EAH)
- Nov. 28, 1944** Experimental Class S2 6-4-4-6 steam turbine locomotive No. 6200 delivered and placed on display at Philadelphia; developed by Baldwin with turbine components by Westinghouse; T1-type Loewy streamlining rejected; develops 6,900 HP at turbine shaft. (Hirmsaki says in service 10/1/44!!); simplified smokebox design leads to staybolts breaking and steam leaks, although turbine performs well.
- Dec. 4, 1944** B&O files with ICC for debt adjustment as is unable to meet maturing debts.
- Dec. 5, 1944** PRR begins one month of tests with borrowed N&W Class J 4-8-4 No. 610 in freight and passenger service on Fort Wayne Division; tests made at request of VP-Western Region J.M. Symes, who is not impressed by performance of T1's and Q2's; makes 2 freight and 12 passenger runs at speeds up to 94 MPH; less power than T1 at speeds over 42.5 MPH but better acceleration. (Hirsimaki)

- Dec. 12, 1944** ICC refuses to cancel the 1942 freight and passenger rate increase but extends suspension of freight rate increase to Jan. 1, 1946. (AR)
- Dec. 14, 1944** Dog-leg eliminated in tracks No. 3 & 4 south of Wilmington, Del., station; center platform extended south 285 feet to accommodate 18-car trains. (CE)
- Dec. 15, 1944** Bituminous Coal Research, Inc., the R&D organization of the coal industry, forms a Locomotive Development Committee, with representatives of the railroads, coal companies, and Alco and chaired by Roy B. White of the B&O, to develop a gas turbine-electric locomotive using powdered coal as fuel; thus retaining railroad market for coal industry in face of diesel threat.
- Dec. 16, 1944** "Battle of the Bulge" begins; last German counter-offensive on Western Front under Gen. Karl von Runstedt; attack is launched along an undermanned 80-miles section of front in the Ardennes forest. (EAH)
- Dec. 23, 1944** Washington Union Station closes doors for several hours as Christmas rush exceeds station capacity.
- Dec. 26, 1944** U.S. forces lift siege of Bastogne ending the Battle of the Bulge. (EAH)
- Dec. 28, 1944** Third Circuit Court of Appeals overturns District Court penalty of \$22.1 million imposed on PRR in Ione M. Overfield and Grace Stein Weigle Pennroad suits by 2-1 vote, holding six-year statute of limitations has expired; Overfield and Weigle appeal to U.S. Supreme Court. (NYT)
- Dec. 30, 1944** Lewisburg Bridge Company deeds property to PRR.
- 1944** PRR gross revenues hit high of \$1.01 billion; record for any U.S. railroad. (check AR)
- 1944** PRR employs about 17,000 African Americans, second only to the Pullman companies with 24,000; begins featuring contributions of black railroaders in some of its advertising. (Brown Railroader)
- 1944** Canton Yard at Baltimore enlarged.
- 1944** Fourth track added Seabrook-Bowie on Washington line account war traffic.
- 1944** WNY&P abandons lines Crosby-Clermont and Scottsdale-Garbutt, Pa.
- 1944** Cleveland & Pittsburgh Railroad abandons branch between New

Philadelphia and Roswell, Ohio (5.53 miles). (C&C)

1944

Bay Junction Yard at Sandusky enlarged.

1944

Government brings antitrust suit against western railroads and Association of American Railroads seeking to dissolve the AAR and any collusion on rates and services. (AR)

1944

Number of New Haven passengers using Penn Station peaks at 5,781,523; New Haven passengers at Grand Central equals 29,940,276. (AR)

1944

NYC receives first two 5,400 HP road freight diesels. (FT's?). (AR)