

**PRR CHRONOLOGY**  
**1917**

**June 2004 Edition**

- Jan. 1, 1917**                    **Pittsburgh, Cincinnati, Chicago & St. Louis Railway, Vandalia Railroad, Pittsburgh, Wheeling & Kentucky Railroad, Anderson Belt Railway, and Chicago, Indiana & Eastern Railway merged to form Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company (PCC&StL) under agreement of Sep. 28, 1916. (Church)**
- Jan. 1, 1917**                    **St. Louis System created on Lines West from former Vandalia Railroad organization.**
- Jan. 1, 1917**                    **New organization on Lines West: Benjamin McKeen to Fifth V.P. (Real Estate & Industrial Development); R.E. McCarty to Resident V.P. at Detroit; William Hodgdon to Traffic Manager; John J. Koch to Freight Traffic Manager, Northwest System (?); D.F. Crawford General Manager; P.F. Smith, Jr., General Superintendent of Motive Power.**
- Jan. 1, 1917**                    **New organization in Accounting Dept.: Frank J. Fell, Jr., appointed to new position of General Accountant; Auditor of Coal Traffic abolished and Auditor of Merchandise Traffic renamed Auditor of Freight Traffic.**
- Jan. 1, 1917**                    **PRR begins screenings of "The Americanization of Tony," a company film to teach citizenship to Italian employees.**
- Jan. 1, 1917**                    **Philadelphia & Cape Charles RPO extended to Philadelphia & Norfolk RPO. (Kay)**
- Jan. 1, 1917**                    **Boston, Providence & New York RPO renamed Boston & New York RPO. (Kay)**
- Jan. 2, 1917**                    **Southern Railway agrees with PCC&StL for trackage rights between 1st Street & 10th Street at New Albany, Ind., with use of passenger station. (Church)**
- Jan. 8, 1917**                    **First section of Hawthorne Yard, new centralized freight yard for Indianapolis, opens southeast of city.**
- Jan. 11, 1917**                    **Former PRR \_\_ and U.S. Attorney General Wayne McVeagh (1833-1917) dies. (ExBio)**

- Jan. 18, 1917** ICC issues report of Car Supply Investigation notes extremely uneven car distribution causing severe losses and delays for shippers.
- Jan. 1917** PRR announces plan for new \$16 million Pittsburgh Terminal to accommodate heavy traffic growth since 1914; also to construct Pennsylvania & Newark bridge over Delaware River and enlarge Morrisville Yard.
- Jan. 1917** Pittsburgh & West Virginia Railway incorporated as reorganization of Wabash-Pittsburgh Terminal Railway, but outside Gould control.
- Jan. 23, 1917** Pres. Rea denies rumors PRR is planning to acquire Missouri Pacific Rail\_\_. (NYT)
- Jan. 24, 1917** PRR Board approves construction of new shops in exit concourse of Penn Station east of the escalator. (MB)
- Jan. 29, 1917** Irvona & Cresson RPO discontinued. (Kay)
- Jan. 31, 1917** Germany announces it is resuming unrestricted submarine warfare on Feb. 1. (EAH)
- Feb. 1, 1917** Stock market breaks on fear of war with Germany. (Wyckoff)
- Feb. 2, 1917** Railroads appoint Car Service Commission under C.M. Sheaffer of PRR to work with ICC to redress problems of car supply.
- Feb. 2, 1917** Pittsburgh & Wheeling RPO discontinued. (Kay)
- Feb. 3, 1917** U.S. breaks diplomatic relations with Germany after U-boat sinks *U.S.S. Housatonic* after warning. (EAH)
- Feb. 5, 1917** Delaware, Ohio, ordinance calls for relocation of Toledo, Columbus & Ohio River Railroad to east side of city. (Church)
- Feb. 5, 1917** U.S. troops under Gen. Pershing withdrawn from Mexico after unsuccessful pursuit of Pancho Villa's guerillas, permitting normalization of relations with new Mexican government. (EAH)
- Feb. 14, 1917** PRR Board authorizes purchase of McAllister Bros. fleet of tugs and lighters at New York City for \$736,850 to obtain more freight capacity for war traffic in New York Harbor. (MB)
- Feb. 14, 1917** PRR Board orders examination of extension of its Hudson &

**Manhattan line from Park Place, Newark, south to the underground trolley terminal in the basement of the Public Service Building in response to rumors that Public Service is again considering building a trolley tunnel under the Hudson River in competition with the H&M. (MB)**

- Feb. 14, 1917** PRR Road Committee reports loss on Jersey City ferries for year ending Nov. 30, 1916 is \$170,484. (MB)
- Feb. 19, 1917** Thomas N. McCarter, Pres. of Public Service, presents plan to Mayor of Newark for extending Hudson & Manhattan Railroad underground to new terminal at Public Service Building; would require special act to pass under street and Military Park. (NYT)
- Feb. 20, 1917** Pennsylvania Company obtains trackage rights over Wabash Railway at Detroit.
- Feb. 21, 1917** PRR Board authorizes purchase of additional 50,000 shares of New Haven stock. (MB)
- Feb. 1917** Pres. Thomas N. McCarter of Public Service denies is considering a New York trolley tunnel; rumors refer to a planned vehicular tunnel.
- Feb. 1917** Shop craft unions score first big victory by signing "Southeastern Agreement" for uniform wages and strict job classification with all major southeastern railroads; wage increase effective Mar. 1 and work rule changes Sep. 1. (LC)
- Feb. 26, 1917** Newark & Marion Railway sold at foreclosure.
- Feb. 27, 1917** Pennsylvania-Detroit Railroad Company incorporated to build Detroit extension; enables PRR to tap Ford Motor Company and other automobile plants. (date 2/20, filed 2/27)
- Feb. 27, 1917** Eastbound *Mercantile Express* stopped at Mount Union, Pa., rear-ended in fog by preference freight PG-20 doing 50 MPH; three steel sleepers on rear telescoped; all 20 passengers in rear car *Bellwood* killed, including Chester A. Minds, a coal operator of Ramey, Pa., and eight members of his family, who were en route to a funeral in Utica, N.Y. (NYT)
- Feb. 28, 1917** PRR Board adopts revised locations for branches between Millsboro and Prosperity, Pa., and between Millsboro and Waynesburg, Pa. (MB)

- Feb. 28, 1917** U.S. railroads report than 145,000 cars have accumulated in Eastern ports for want of shipping to move goods to Europe. (Hines)
- Feb. 28, 1917** Butler & Pittsburgh RPO discontinued. (Kay)
- Mar. 1, 1917** State Department publishes Zimmermann note describing German offer to return all lost territory to Mexico if it enters the war as Germany's ally. (EAH)
- Mar. 3, 1917** Congress passes Special Preparedness Fund Act establishing excess profits tax; levies tax on all corporate profits over 7% on capital; raises inheritance taxes.
- Mar. 9, 1917** New York Connecting Railroad and Hell Gate Bridge dedicated by Samuel Rea and designer Gustav Lindenthal in special ceremony; special train brings PRR officers and directors from Philadelphia; bridge connects PRR and New Haven lines and permits through service to New England points; longest steel arch bridge in the world up to that time (1,017 ft.); only one of four tracks open; operated by steam until electrified in 1918. (CE, NYT - when elect. for pass - engine change at S.S. 2 in Sunnyside - C&C says span is 995')
- Mar. 10, 1917** PRR Gun Club of the General Office and Philadelphia Terminal Division opens new trap shooting grounds east of Overbrook. (Mutual)
- Mar. 10, 1917** Police arrest a former German sailor tapping PRR telegraph and telephone lines near Wissinoming; signal wires also cut; one man captured after a running gunfight between Wissinoming and Frankford; a second man wounded by escapes. (NYT)
- Mar. 13, 1917** At annual meeting, PRR stockholders approve \$75 million increase in corporate debt. (AR)
- Mar. 14, 1917** PRR makes informal temporary agreement with New Haven and New York Connecting Railroad to operate passenger service into Penn Station to be operated by New Haven. (MB)
- Mar. 14, 1917** PRR Road Committee orders closing Maple Avenue station i West Chester and replacement by station at Biddle Street. (MB)
- Mar. 16, 1917** Tsar Nicholas II of Russia abdicates after a provisional government is formed; Russian Revolution begins. (or 3/15?)

- Mar. 16, 1917** Trinway & Cincinnati RPO cut to Trinway & Morrow RPO. (Kay)
- Mar. 18, 1917** John A. Anderson (1829-1917), first Superintendent of Voluntary Relief Dept. dies at Lambertville, N.J.
- Mar. 18, 1917** U.S. learns Germans have sunk three American vessels.
- Mar. 19, 1917** At urging of Pres. Wilson, railroads accept award of Committee of the Council of National Defense granting 8-hour day for engine & train service employees under new strike threat; a Commission of Eight, consisting of one representative of each Brotherhood and four from management set up to handle disputes; later in day, Supreme Court upholds constitutionality of Adamson Act. (LC)
- Mar. 1917** PRR announces plan for electrification between Altoona and Gallitzin and a large new Altoona station on the site of the Logan House.
- Mar. 1917** Work on Chicago Union Station project resumes after local strikes settled.
- Mar. 1917** NKP, Erie and Wheeling & Lake Erie issue report calling for stub-end Union Station in Cleveland's Public Square.
- Mar. 22, 1917** Pres. Rea testifies before ICC that U.S. railroads are in poor shape and that their condition impairs national defense; notes PRR needs terminal improvements in New York area totaling \$20 million. (check - prob. rationale for rate increase - statement is used later used by USRA to support its claim that railroads were broken down when it took over rather than poorly managed under government control)
- Mar. 23, 1917** Secretary of War orders PFW&C bridge over Allegheny River at Pittsburgh raised to 47.5 feet clear. (Church)
- Mar. 24, 1917** At Newlands Committee hearings, Thetus W. Simms of Tennessee attacks cost of urban improvements like Grand Central Terminal and Penn Station (citing A.J. Cassatt's statue in particular) as wasteful extravagances, reflecting rural America's fear that they are somehow passed on to them in the form of higher rates; also complains that service improvements by strong railroads further undermine weak ones. (Hearings)
- Mar. 25, 1917** General Manager Simon Cameron Long (1857-1917) drops dead on Paoli Local in West Philadelphia while returning to his home in Merion shortly after midnight. (ATO, NYT)

- Mar. 26, 1917**      **New Haven directors' special runs from Grand Central Terminal over Hell Gate Bridge to Sunnyside Yard and Bay Ridge; New York Connecting Railroad turned over to New Haven for operation; Southern Division (freight line) is not yet finished. (CE)**
- Mar. 26, 1917**      **City of Cleveland passes ordinance for elevation of Cleveland & Pittsburgh between Holton Avenue and Central Avenue. (Church)**
- Mar. 28, 1917**      **PRR Board authorizes sale of \$60 million General Mortgage bonds to Kuhn, Loeb & Co. (MB)**
- Mar. 31, 1917**      **U.S. railroads report shortage of 144,797 cars, up from 115,000 in Nov. 1916. (Hines)**
- Apr. 1, 1917**      **Elisha Lee named General Manager of Lines East, replacing Simon Cameron Long, deceased. (MB)**
- Apr. 1, 1917**      **Hell Gate Bridge opens for revenue passenger service; *Federal Express* restored via Hell Gate Bridge, plus two locals for mail and express work; trains are operated by steam. (CE) (NYT has open ca. 1:00 AM on Apr. 2; northbound *Federal Express* crosses about 1:00, followed by southbound at 1:05; *Federal Express* now runs through in 12:10.)**
- Apr. 2, 1917**      **President Wilson delivers war message to Congress citing continued German sinkings of American ships, sabotage, and intrigue with Mexico and saying "the world must be made safe for democracy." (EAH)**
- Apr. 2, 1917**      **PRR releases Jan. and Feb. figures showing decrease of net operating income from 1916 of \$6.4 million; NYC net income decreases \$8.5 million; most laid to wage increases under Adamson Act, decreased business and increased fuel costs. (NYT)**
- Apr. 6, 1917**      **Congress declares war on Germany, bringing U.S. into World War I; in period ending June 1, 1919, PRR carries 2,031,588 troops on Lines East, including 4,653 special trains; 26,286 PRR employees join services and 443 are killed (total deaths 528); war business requires 278,000 new hires, who require training. (EAH)**
- Apr. 6, 1917**      **Newark & Marion Railway suspends operation.**
- Apr. 7, 1917**      **U.S. declares war on Austria-Hungary; however, U.S. does not join Allies, but insists on being a separate "associated power." (EAH)**

- Apr. 7, 1917** Harbor Boatmen's Union strikes at Philadelphia, including PRR ferries. (LC)
- Apr. 9, 1917** PRR buys \$2 million New Haven Collateral Trust gold notes from J.P. Morgan & Co. (MB)
- Apr. 10, 1917** PRR secures \$20 million short-term demand loan from Kuhn, Loeb & Co. (MB)
- Apr. 11, 1917** Leading railroad officials meet in Washington at invitation of Council of National Defense and pledge voluntary cooperation to handle war traffic, hoping to stave off full government control; organize as the Special Committee on National Defense of the American Railway Association; direction given to a five-man Executive Committee, headed by Pres. Fairfax Harrison of Southern Railway and including Samuel Rea and Daniel Willard of the B&O; this committee with the addition of a member of the Council of National Defense and one from the ICC constitutes the "Railroad' War Board;" the earlier Car Service Commission is placed under the Railroads' War Board. (Hines)
- Apr. 11, 1917** Philadelphia Harbor Boatmen's Union ends strike with increase of \$2.80 per day. (LC)
- Apr. 12, 1917** Bradley Jct. & Idamar RPO changed to Bradley Jct. & Dixonville RPO. (Kay)
- Apr. 14, 1917** North track of new Cumberland Valley concrete arch bridge between Harrisburg and Lemoyne opens.
- Apr. 1917** Month of maximum loss of Allied shipping to U-boats, 881,000 gross tons. (EAH)
- Apr. 16, 1917** Headquarters of Trenton Division moved from Camden to Trenton.
- Apr. 16, 1917** PRR discontinues station at Maple Avenue, West Chester and establishes non-agency station at Biddle Street, West Chester. (CCHS)
- Apr. 17, 1917** Willard Thomson (1837-1917), VP & General Manager of Maryland, Delaware & Virginia Railway and Baltimore, Chesapeake & Atlantic Railway, dies. (MB)
- Apr. 1917** Class FF1 1-C+C-1 No. 3931 experimental a.c. electric freight locomotive built at Juniata; develops 4800 HP; intended as

prototype for Altoona-Johnstown electrification but used in pusher service between Overbrook and Paoli. (NYT publicizes 7/8/17 ca. when placed in service, says 7,000 HP)

- Apr. 1917** PRR begins hiring Mexicans as track workers to replace men drafted or lured to better-paying war industries; housed in camps along line between New York and Pittsburgh.
- Apr. 23, 1917** Railroads' War Board begins regular meetings in Washington. (NYT)
- Apr. 24, 1917** Liberty Loan Act authorizes war bonds, eventually totaling \$20.5 billion, to be sold by public subscription. (EAH)
- Apr. 25, 1917** PRR Board grants President Rea unlimited powers to render greatest service to the government for the war effort. (MB)
- Apr. 25, 1917** PT&T Board authorizes \$19,459 for new shops on the lower level Exit Concourse of Penn Station east of escalator. (MB)
- Apr. 25, 1917** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad merged into PRR under agreement dated Jan. 2, 1917. (C&C)
- Apr. 26, 1917** Railroads' War Board directs roads to give preference to coal and ore over all other freight. (NYT)
- Apr. 30, 1917** *Colonial Express* restored via Hell Gate Bridge.
- May 1, 1917** First PRR census of women workers shows 1,494 employed on Lines East; before 1917, only a few hundred women employed as station agents, telegraphers, cleaning women and clerks; increases to over 9,000 in summer of 1918. (Mutual)
- May 1, 1917** Grand Rapids & Indiana Railway purchases assets of Muskegon, Grand Rapids & Indiana Railroad under agreement of Mar. 30. (Church)
- May 2, 1917** James Roberts Wood (1843-1917), retired Passenger Traffic Manager, dies at Atlantic City.
- May 4, 1917** Millville & Watsontown RPO discontinued. (Kay)
- May 6, 1917** *Havana Special* established as all-year train between New York and Key West.
- May 6, 1917** Fifty railroad executive travel to Washington on special train to



- plead with ICC for immediate 15% freight rate increase. (NYT)
- May 7, 1917** Eastern railroad presidents testify before ICC demanding 15% rate increase; Samuel Rea of PRR states failure to grant increase will impair railroads ability to handle increasing war traffic. (NYT)
- May 7, 1917** Marion Railway Corporation incorporated in New York as reorganization of Newark & Marion Railway.
- May 9, 1917** Plans of Pittsburgh Union Station Committee turned over to Gibbs & Hill for review; calls for demolition of Rotunda cab stand and construction of large office building south of existing head house; west side of this building to face a large open plaza created by city between Liberty and Penn Streets. (CE)
- May 9, 1917** Charles D. Young, named Superintendent of Motive Power of Southern Grand Division, replacing James Milliken, transferred to special duties; \_\_ named Engineer of Tests, replacing Young. (AR)
- May 10, 1917** LIRR Pres. Ralph Peters announces the establishment of a training school for women office workers to release men for war duty. (Mutual)
- May 15, 1917** Pucketa Branch opens from Parnassus to Valley Camp Coal Company mines (1.5 miles) on Conemaugh Division.
- May 1917** PRR offers jobs to women; Pres. Rea orders General Manager Lee to investigate and report which jobs can be filled by women; will open stenographer and typist jobs at once. (Information 5/29/17)
- May 17, 1917** Selective Service act establishes military draft.
- May 18, 1917** Congress passes Selective Service Act establishing a military draft for young men ages 21 to 30; a total of 2,810,296 called up during course of war. (EAH)
- May 18, 1917** One track of Newville-Oakville line revision opens on Cumberland Valley Railroad.
- May 22, 1917** General Manager Elisha Lee addresses meeting of ATO; notes that on May 17, of 68,000 cars backed up in East, 20% were idle on PRR, and with Lines West, PRR System accounts for 40% of blocked cars; VP W.W. Atterbury speaks on recruiting a shop regiment from PRR employees; notes employment of Mexicans and "colored people" to replace employees who have enlisted or sought

- higher paying war plant work. (ATO)
- May 23, 1917**      **PRR Board adopts new location for Ten Mile Run Branch between Millsboro and Waynesburg; authorizes extension from Park Place Newark to underground trolley terminal at Public Service Building. (MB)**
- May 1917**      **PRR begins construction of line along Ten Mile Creek from Besco to Mather, Pa., for account of Chartiers Southern Railway.**
- May 1917**      **Car shortage peaks at 164,000 cars nationwide. (Hines)**
- May 26, 1917**      **Monmouth Jct. & Sea Girt RPO extended to Princeton Jct. & Sea Girt RPO. (Kay)**
- May 28, 1917**      **PRR Board authorizes \$5 million subscription to First Liberty Loan of 1917. (MB)**
- May 29, 1917**      **Congress passes Esch Car Service Act giving ICC broad powers to enforce car service regulations; car shortages gradually ease but start to rise again in fall. (Hines)**
- May 1917**      **Site-clearing begins for new Union Station in Chicago.**
- June 1, 1917**      ***Washington-Bar Harbor Express* established on PRR as a summer only train between Washington and Bar Harbor, Maine (Mount Desert Ferry), via Worcester and Lowell; combined with older *Bar Harbor Express* out of Grand Central at Portland. (or 6/11? - check Kratville, etc. has 6/11)**
- June 1, 1917**      **F.L. DuBosque appointed to new post of Superintendent of Floating Equipment on staff of General Superintendent of New Jersey Grand Division; also has jurisdiction over P&C and WJ&S marine operations at Camden. (AR)**
- June 2, 1917**      **George Wishart Creighton (1856-1917), General Superintendent of Eastern Pennsylvania Grand Division, dies after 39 years of service.**
- June 3, 1917**      **IRT 7th Avenue Subway opens between Times Square and Penn Station for shuttle service; passages to connect Penn Station with subway not yet completed, and only entrance at 34th Street is open. (NYT)**
- June 6, 1917**      **Susquehanna Coal Company conveys 1.1 miles of track at Williamstown, Pa., originally built by Summit Branch Mining Company, to Lykens Valley Railroad & Coal Company. (Val)**

- June 9, 1917** Pres. Rea issues an appeal to all 250,000 PRR employees for maximum efficiency in war emergency. (NYT)
- June 1917** Camp Upton located at Yaphank, N.Y., on LIRR; LIRR carries 4.4 million passengers there; Camp Mills established east of Hempstead, later site of Mitchell Field. (Seyfried elsewhere Camp Upton est. 4/1917)
- June 11, 1917** Traverse City Railroad sells assets to GR&I Railway under agreement of Mar. 30. (Church has 5/11!! - verify)
- June 13, 1917** PRR Board authorizes purchase of land for enlarging Shire Oaks Yard. (MB)
- June 14, 1917** Gen. John J. Pershing arrives in Paris to command American Expeditionary Force (AEF); is adamant that Americans not be merged into Allied command. (EAH)
- June 15, 1917** Pres. Rea and Alfred P. Thom appeal to Senate Finance Committee to exempt railroads from war profits tax; note that years 1911-1913 selected for pre-war average profit were worst years for railroads in recent memory. (NYT)
- June 15, 1917** Congress passes Espionage Act; also used to suppress antiwar activities. (EAH)
- June 15, 1917** BC&A agrees with Atlantic Transport Company of W.Va. for furnishing tug and six covered barges for use between Crisfield and Onancock, Pungoteague and Nandua Creeks; charters gasoline boat *Somerset* from S. Irwin Austin. (MB)
- June 1917** Shipments of materiel for AEF begin; by time of Armistice, 4.4 million tons have been shipped. (AEH)
- June 16, 1917** NYP&N brought under PRR organization for Southern lines; Elisha Lee to General Manager and Gamble Latrobe to General Superintendent.
- June 18, 1917** PRR assumes operation of Grain Elevators No. 1, 2, & 3 from lessee Central Elevator Company of Baltimore City.
- June 1917** ICC denies railroads request for rate increases except for coal, coke and iron ore in Eastern Territory. (verify)
- June 1917** Pres. Rea donates his 137-foot yacht *Monalooa*, which he recently

**purchased, to U.S. Navy for coast patrol duty in the Atlantic out of Philadelphia; in charge of his son Henry C. Rea, an officer of the Naval Reserve. (NYT)**

- June 1917**                    **PRR conducts study on effectiveness of its Americanization program for resident alien employees, mostly Italians and Mexicans, using movies, lectures and pamphlets; of 27,721 aliens employed on Lines East, 8,003 have been naturalized, 3,069 have taken out first papers, and 5,064 have declared intention to become citizens; on Lines West, for 7,300 aliens, figures are 1,900, 1,700 and 1,300. (NYT)**
- June 25, 1917**            **Massey & Chestertown RPO discontinued. (Kay)**
- June 26, 1917**            **First U.S. troops, units of 1st Division, arrive in France. (EAH)**
- June 27, 1917**            **PRR Board authorizes purchase of property for station improvements at Harrisburg. (MB)**
- June 30, 1917**            **PRR establishes new system for handling LCL freight to reduce congestion; LCL freight will be dispatched from stations only at specified "sailing times" on particular days and in specific station-to station "sailings"; will eliminate much transfer station work and eliminate peak activity which occurs at most freight stations in afternoon. (NYT)**
- June 30, 1917**            **Post Office Dept. receives first regular appropriation of \$100,000 for air mail service. (Davies)**
- July 1, 1917**              **PRR begins operating Cornwall & Lebanon Railroad under agreement of June 27, 1916; becomes new Lebanon Division of PRR.**
- July 1, 1917**              **PRR posts Jan.-May figures, showing decrease in net earnings over last year of \$10.6 million; gross revenue up \$15 million, but expenses up \$25.6 million. (NYT)**
- July 1, 1917**              **PRR imposes major cuts in passenger service, 102 trains east of Pittsburgh totaling 6,500 train-miles daily to free lines for war traffic and cars for troop trains; also withdraws many parlor, restaurant, sleeping, club and observation cars; Lines West withdraws 34 trains, including 10 suburban trains out of Pittsburgh.**
- July 1, 1917**              **Essler Branch opens from Lyons Run Branch to Irwin Gas Coal Company mines (2.67 miles) on Pittsburgh Division.**

**July 1, 1917**            **Oliphant Branch opens from Fairchance Branch to Jeffrey Colliery No. 1 (1.03 miles ) on Monongahela Division.**

**July 1, 1917**            **F.G. Grimshaw named Superintendent of Motive Power of WJ&S, replacing H.H. Maxfield on leave to military. (AR)**

**July 1, 1917**            **Turnbull Murdoch named General Manager of Baltimore, Chesapeake & Atlantic Railway; A.H. Seth named Superintendent of Steamer Lines. (AR)**

**July 1, 1917**            **Western Union Telegraph Company given new contract to string wires on Lines East for first time since Pres. Cassatt ordered lines cut down in 1902. (NYT)**

**July 1, 1917**            **Toledo, Peoria & Western Railway enters receivership. (Stringham)**

**July 5, 1917**            **Gen. Pershing creates General Staff for A.E.F.; Pershing wins Allied consent for massing U.S. forces in eastern France in Toul sector east of Verdun. (EAH)**

**July 6, 1917**            **PRR breaks off negotiations with Hudson Coal Company, which had tentatively agreed to buy all Susquehanna Coal Company property, excluding South Amboy storage yard, for \$7.5 million. (MB)**

**July 6, 1917**            **Turnbull Murdoch elected VP of Baltimore, Chesapeake & Atlantic Railway as well as General Manager. (AR)**

**July 7, 1917**            **LIRR runs first troop trains to Camp Upton on Long Island.**

**July 1917**                **ICC decides 15% Case; grants increase for coal, coke and iron ore, plus general increase in Official Territory.**

**July 13, 1917**            **ICC issues two decisions on coal rates; on all-rail route to western points, raises Inner Crescent differential to 40 cents and Outer Crescent to 60 cents; in Lake Cargo Case raises Inner Crescent differential to 28 cents and Outer Crescent to 40 cents; war boon in coal production bars any protests until after war. (Lambie)**

**July 15, 1917**            **PRR embargoes freight sent east for export without government license in line with Pres. Wilson's proclamation of July 9 to reduce congestion at ports. (NYT)**

**July 15, 1917**            **Lancaster Avenue Improvement Company sells its turnpike to state.**

- July 16, 1917**      **Susquehanna Coal Company sells all mining properties to Susquehanna Collieries Company, a company organized by M.A. Hanna & Co. of Cleveland, for \$9.3 million in Susquehanna Collieries Company bonds, effective July 15.**
- July 16, 1917**      **New Indianapolis Council resolution again calls for elevating Belt Railroad tracks between Kentucky Avenue and Shelby Street and Louisville Division to Ray Street. (Church)**
- July 17, 1917**      **Assets of Muskegon, Grand Rapids & Indiana Railroad sold to GR&I retroactive to May 1.**
- July 17, 1917**      **PRR begins joint operation of road between Lewistown and Wrightstown, N.J., with Union Transportation Company in return for maintaining it; enables PRR to access Camp Dix.**
- July 18, 1917**      **PRR announces sale of all anthracite properties, accounting for about 5% of total production, to M.A. Hanna & Co. interests; Delaware & Hudson Company had demanded certain concessions that the PRR would not grant. (NYT)**
- July 18, 1917**      **Camp Dix established as induction center near Wrightstown, N.J. on the Pemberton & Hightstown; formally dedicated Aug. 24; PRR builds 8 mles of track between Lewistown and Wrightstown and within Camp.**
- July 19, 1917**      **Gibbs & Hill makes first report on Pittsburgh Union Station improvements; to be done in tandem with electrifying Pittsburgh Division and other suburban services; calls for 20 tracks with high-level platforms on present level instead of 18 as at present; enlarged baggage space at grade level and new electrified suburban level below grade; suburban level is eventually to contain 18 tracks exiting to Fort Wayne and Pan Handle lines to south, similar to existing tracks; design is based on projection that traffic will double by 1950. (CE)**
- July 20, 1917**      **Railroads' War Board creates system of "tags" for expediting movement of government freight; however, each agency uses them indiscriminately, increasing chaos; huge quantities of building materials sent to site of new Hog Island Shipyard in Philadelphia, even though no tracks for unloading at site; by end of year 85% of traffic on Pittsburgh Division is moving under preference orders. (Hines)**
- July 21, 1917**      **Blacksville & Western Railway incorporated in W.Va. to build from Blacksville to Brave, Pa.; controlled by Peoples Natural Gas**

- Company under arrangement with receiver of Morgantown & Wheeling Railway; railroad is to be conveyed to Morgantown & Wheeling and be paid for from 60% of gross freight revenue derived from Gas Company at Brave. (Church)**
- July 22, 1917**      **PRR announces it has suspended its rule against hiring persons over 45 as a war measure; persons between 45 and 70 may be employed for the duration plus six months. (NYT)**
- July 27, 1917**      **PRR Board approves location of branch from Marianna to Prosperity and Mount Hermon in place of branch from Millsboro to Prosperity and Mount Hermon and from Waynesburg to Ellsworth; authorizes purchase of land for storage yard between Marietta and Shocks Mills. (MB)**
- July 28, 1917**      **War Industries Board established to regulate production and prices. (EAH)**
- July 29, 1917**      **Gen. John J. Pershing cables War Dept. that has studied supply situation and come to conclusion that U.S. cannot depend on the French for supply lines; asks that ablest railroad operating man be sent with assistants of his own choosing; War Dept. recommends W.W. Atterbury. (NYT/Pershing)**
- Aug. 1, 1917**      **F.W. Waring appointed Engineer of Tests in place of C.D. Young.**
- Aug. 1, 1917**      **Philadelphia & Camden Ferry Company cuts work week from 60 to 56 hours. (LC)**
- Aug. 5, 1917**      **PRR begins increased service to Camp Dix from both Camden and Trenton via Kinkora and Lewistown. (Brinckmann)**
- Aug. 6, 1917**      **At special meeting of Board, Pres. Rea notes that government has requested that VP W.W. Atterbury be Director General of Transportation for American Expeditionary Force; Board grants Atterbury leave at full salary; at Rea's suggestion, names Elisha Lee Acting VP in Charge of Operations and appoints R.L. O'Donnel to new post of Assistant General Manager to share burden of war business. (MB)**
- Aug. 8, 1917**      **PRR contracts for routing some PB&W trains from B&P Tunnel via Northern Central, Green Spring Branch and Western Maryland to permit rebuilding of tunnel.**
- Aug. 8, 1917**      **PRR committee approves sale of Susquehanna Coal Company assets, including two tugboats, nine ocean going barges and seven**

- harbor barges, to M.A. Hanna & Co. (MB)
- Aug. 10, 1917** Congress passes Priority Law to streamline railroads' system of "priority schedules"; Pres. Wilson appoints Robert S. Lovett of Union Pacific Directory of Priority in Transportation. (Stover verify)
- Aug. 10, 1917** Lever Food & Fuel Control Act authorizes Pres. Wilson to regulate production and fix prices of food and fuel; Herbert Hoover (1874- ) appointed U.S. Food Administrator. (EAH)
- Aug. 17, 1917** Track elevation begins in Indianapolis between Pennsylvania and Davidson Streets. (CE)
- Aug. 20, 1917** Richard L. O'Donnel appointed Assistant General Manager; J.H. Gumbes named General Superintendent of Western Pennsylvania Grand Division, replacing O'Donnel; P.L. Grove named Superintendent of Delaware Division, replacing E.B. John, transferred. (MB)
- Aug. 20, 1917** DD1 being coupled to 10-car eastbound *Colonial Express* in Sunnyside Yard rams train, damaging first 3 cars; 11 injured; first accident on New York Connecting Railroad. (NYT)
- Aug. 20, 1917** French break German lines at Verdun.
- Aug. 21, 1917** W.W. Atterbury leaves for Europe. (Davis)
- Aug. 22, 1917** PRR acquires 0.97 mile branch from Fairfield Coal & Coke Company at Bolivar; becomes Bolivar Branch.
- Aug. 23, 1917** Harry A. Garfield named U.S. Fuel Administrator. (EAH)
- Aug. 24, 1917** Brier Hill Steel Company agrees to relocate station and other facilities at Mosier Yard near Youngstown at its own expense. (CE)
- Aug. 28, 1917** Indiana & Branch RPO discontinued. (Kay)
- Aug. 29, 1917** Blacksville & Western Railway conveys its railroad and all stock of Monongahela & Ohio Railroad (inc. 1912) to Morgantown & Wheeling Railway.
- Sep. 1, 1917** Gen. Pershing establishes his headquarters at Chaumont. (EAH)
- Sep. 1, 1917** W.W. Atterbury reports to Gen. Pershing in France and is appointed head of Transportation Corps of American



**Expeditionary Force; Atterbury requests following subordinates: James A. McCrea as General Manager, C.M. Bunting as Business Manager, Horace C. Booz as Engineer for Construction, J.G. Rogers as Deputy, and Moorhead C. Kennedy of Cumberland Valley Railroad, who becomes Deputy Director of Transportation of AEF with rank of Colonel; also future PRR Pres. Walter S. Franklin. (NYT/Pershing, )**

- Sep. 1, 1917** PRR absorbs Girard Point Storage Company under agreement of July 19; assumes operation of its floating elevators and grain barges at Philadelphia.
- Sep. 2, 1917** PRR announces that 2,549 employees have volunteered for the armed forces. (NYT)
- Sep. 3, 1917** LIRR joint service over BMT between Chambers Street, Manhattan, and Rockaway Park via Chestnut Street connection discontinued. (Boland has 9/17, which is day of PSC order?)
- Sep. 4, 1917** Grand Rapids & Muskegon RPO discontinued. (Kay)
- Sep. 5, 1917** Government raids Industrial Workers of the World for its opposition to war; "Big Bill" Haywood and nine other IWW leaders arrested.
- Sep. 6, 1917** Buffalo & Philadelphia RPO cut back to Buffalo & Harrisburg RPO. (Kay)
- Sep. 7, 1917** Lewes & Georgetown RPO discontinued. (Kay)
- Sep. 8, 1917** Nonunion telegraphers on Trenton Division strike over wage advance and second relief day per month; some trains delayed up to three hours; threatens traffic to Camp Dix; PRR agrees to grant increase of \$144.00 a year and a second relief day each month effective Sep. 1. (NYT)
- Sep. 10, 1917** Osceola Mills & McCartney RPO discontinued. (Kay)
- Sep. 12, 1917** Trenton Division Superintendent E.J. Cleve announces service is back to normal and embargo on freight lifted; 175 of 315 strikers have returned under ultimatum and rest to be replaced. (NYT)
- Sep. 1917** Stone Harbor Railroad discontinues service with end of 1917 season.
- Sep. 1917** Camp George G. Meade opens west of Odenton, Md., one of 16 training bases established for troops drafter for World War I.

**(PRRFAX)**

- Sep. 15, 1917** Ground broken for what will be world's largest (?) shipyard at Hog Island near present Philadelphia International Airport. (verify)
- Sep. 17, 1917** Newfield & Atlantic City RPO discontinued. (Kay)
- Sep. 18, 1917** Altoona & Henrietta RPO discontinued. (Kay)
- Sep. 19, 1917** BC&A contracts with Baltimore Transfer Company for truck service between piers and PRR stations in Baltimore. (MB)
- Sep. 20, 1917** John G. Rodgers (1862- ) appointed Assistant to the President; A.J. Whitney appointed General Superintendent of Northern Grand Division, replacing Rodgers; A.M. Parker promoted from Superintendent of Allegheny Division to Superintendent of WJ&S, replacing James Buckelew, transferred to Superintendent of Maryland Division in place of Whitney. (AR)
- Sep. 22, 1917** Passenger Traffic Manager George W. Boyd dies after 45 years of service. (or 8/22? - Information, Guide has 9/22)
- Sep. 25, 1917** Princeton Jct. & Sea Girt RPO discontinued. (Kay)
- Sep. 26, 1917** PRR Board authorizes new automatic block signals between Selinsgrove and Sunbury. (MB)
- Sep. 26, 1917** Samuel Rea, writing on behalf of railroads entering New York City, declines to join in building and operating elevated marginal railroad in South Brooklyn; construction cost has increased substantially since 1913 and could not be operated except at large annual loss. (NYT)
- Sep. 26, 1917** PRR Road Committee hears report of committee recommending discontinuance of Jersey City ferries without further action. (MB)
- Oct. 1, 1917** James P. Anderson appointed Passenger Traffic Manager, replacing George W. Boyd, deceased; Oliver T. Boyd to General Passenger Agent, replacing Anderson. (Guide, MB)
- Oct. 1, 1917** Cumberland Valley President Moorhead C. Kennedy takes leave to join AEF as Deputy Director General of Transportation with rank of colonel; Thomas B. Kennedy appointed Assistant to President in charge of Operation.
- Oct. 1, 1917** Second Liberty Loan offered; \$3 billion.

- Oct. 1, 1917** Newark Railway reopens in New York State. (C&C)
- Oct. 3, 1917** War Revenue Act increases taxes, including a graduated tax on incomes over \$1,000, an increase in the corporation tax to 6%, an excess profits tax of 20-60%, and greatly increased taxes on luxuries. (EAH)
- Oct. 5, 1917** W.W. Atterbury commissioned Brigadier General in U.S. Army. (or 10/3??)
- Oct. 6, 1917** Philadelphia & West Chester RPO merged into Philadelphia & Port Deposit RPO. (Kay)
- Oct. 8, 1917** Coal Traffic Manager Robert Hartshorne Large (1875-1917) dies after 23 years of service.
- Oct. 10, 1917** PRR Board authorizes \$5 million subscription to Second Liberty Loan; authorizes enlargements of engine terminals at West Brownsville and Kane, Pa. (MB)
- Oct. 10, 1917** PT&T authorizes \$130,000 for connection from Penn Station to 7th Avenue Subway; also additional \$12,421 for shops on Exit Concourse east of escalator. (MB)
- Oct. 11, 1917** U.S. Fuel Administration orders the 700 coal mines located along PRR to supply it with fuel, pro rata; new priority orders are to be issued for distribution of coal throughout East. (NYT)
- Oct. 12, 1917** New Johnstown, Pa., station opens. (AR implies station done early 1917 and completion of track elevation later - check other year for date from CE file)
- Oct. 13, 1917** Wilkes-Barre & Sunbury RPO discontinued. (Kay)
- Oct. 1917** PRR acquires and opens Meadows Branch No. 2 from Newark Meadows Improvement Company. (C&C)
- Oct. 1917** Lancaster Avenue Improvement Company and Philadelphia, Bala & Bryn Mawr Turnpike Company dissolved.
- Oct. 1917** Gen. W.W. Atterbury notifies S.M. Felton, Director-General of Military Railways in Washington, that the British are shipping whole locomotives across the Channel to France, while U.S. locomotives are shipped broken down and require 33 days to assemble upon arriving at U.S. port base at St. Nazaire; urges U.S.

- locomotives be shipped fully assembled. (Hurley)
- Oct. 15, 1917**      **Chartiers Southern Railway again adopts locations Marianna-Besco, Clarksville-Waynesburg, and Waynesburg to Smith Creek in Greene County.**
- Oct. 15, 1917**      **U.S. Shipping Board requisitions all private ocean-going vessels.**
- Oct. 16, 1917**      **PRR increases wages of shopmen by \$3.4 million per year.**
- Oct. 16, 1917**      **Pres. Rea testifies to Joint Commission of New York and New Jersey that PRR lacks money for further terminal improvements without rate increases; rates now as low as 6.4 mills per ton-mile. (NYT)**
- Oct. 18, 1917**      **Camden-Pemberton locals extended to Camp Dix.**
- late Oct. 1917**      **Car supply problem quickly deteriorates, increasing congestion at eastern terminals. (Hines)**
- Oct. 20, 1917**      **U.S. Shipping Board establishes a Board of Arbitration covering all marine workers in New York harbor to prevent strikes from interfering with war effort; board is agreed to by all major maritime unions, and it first time unions have any control over PRR operations. (LC)**
- Oct. 21, 1917**      **First units of U.S. 1st Division move to front in Toul sector, relieving French units. (EAH)**
- Oct. 23, 1917**      **Monongahela Railway authorizes construction of Scotts Run Branch; partly built and suspended; superseded by Scotts Run Railway. (Church)**
- Oct. 24, 1917**      **PRR Board authorizes abandonment of 40th Street Station in West Philadelphia. (MB - may have been revived from earlier abandonment?)**
- Oct. 27, 1917**      **First U.S. troops enter combat in France.**
- Oct. 27, 1917**      **Cape May, Delaware Bay & Sewells Point Railroad abandoned. (ElctRyJrnl)**
- Nov. 1, 1917**      **George J. Adams named to new post of Assistant to V.P. in Charge of Accounting; Walter Thayer named General Coal Freight Agent, replacing Coal Traffic Manager Robert H. Large, deceased, and post of Coal Traffic Manager abolished.**

- Nov. 1, 1917** National car shortage at 158,000. (Stover)
- Nov. 2, 1917** PRR issues embargo on freight originating at points east or west destined for Western Pennsylvania Grand Division; excepts government freight, food, coal, coke and limestone. (NYT)
- Nov. 2, 1917** Col. Johnson Hagood, a career officer from an old Georgia military family who had made a reputation building the island fortress on Corregidor in the Philippine Islands, is posted to Neufchâteau, near the front, as commander of the advance section, Lines of Communication (LOC). (Hagood)
- Nov. 1917** Pennsylvania Railroad Women's Division for War Relief established to aid families of employees in military service; open to wives, sisters and daughters of PRR employees and later to women employees; organization is parallel to that of PRR with the wife of each major official occupying a place corresponding to that of her husband; leaders conduct sewing classes making clothing, blankets, and surgical dressings and preparing care packages for troops.
- Nov. 3, 1917** Camp Meade Branch opens between Odenton, Md., and Admiral (Camp Meade). (AR)
- Nov. 1917** After falling in summer, car shortages reach 150,000 nationwide, approaching peak of May 1917; backup of cars in clogged terminals reaches 90,000 and still rising. (McAdoo says shortage on 11/1 is 158,000 with 180,000 more cars than normal standing on Eastern railroads)
- Nov. 1917** Railroads' War Board attempts to establish traffic pooling on all lines between Pittsburgh and tidewater but blocked when Attorney General notes this would violate Sherman Act. (Hines)
- Nov. 6, 1917** South Philadelphia Republican machine of Edward H. Vare (1862-1922), George Vare and William S. Vare (1867-1934) wins control of city government; remains in power with interludes of reform through 1933; Vare Bros. contracting firm is a main source of graft and patronage and gets many PRR contracts; during the 1920s and early 1930s, the Vare Brothers have lunch with W.W. Atterbury at the Union League on a regular basis.
- Nov. 7, 1917** Bolsheviks, the more radical wing of the Russian Socialists led by Vladimir I. Lenin, overthrow the provisional government of Alexander Kerensky in a coup at St. Petersburg. (EAH)

- Nov. 9, 1917** Cresson & Dixonville RPO cut to Bradley Jct. & Dixonville RPO; Glen Campbell & Cresson RPO discontinued; Columbia & Perryville RPO and Lancaster & Harrisburg RPO (via Columbia) combined to Harrisburg & Perryville RPO. (Kay)
- Nov. 12, 1917** Western New York & Pennsylvania merges Union Terminal Railroad Company of the City of Buffalo, owning branch from near Exchange Street to Bailey Ave., Buffalo, under agreement of Nov. 2, 1916. (Val)
- Nov. 12, 1917** Pres. Rea reports to Road Committee re plan of assigning all Pennsylvania Company leases of Lines West roads to PRR effective Jan. 1, 1918, looking to eventual unification of Lines East and West; Lines West officers to become officers of PRR; stock of Pennsylvania Company to be reduced to \$100,000 pending dissolution; at this point, Rea advises concentrating all management at Philadelphia; proposes to create a separate executive officers committee for Lines West officers, to consult regularly with similar committee for Lines East; notes that many of the smaller companies earn over 9% and are now subject to war profits tax, where if merged into larger companies would not earn enough for tax. (MB)
- Nov. 12, 1917** PB&W acquires property of Chester Creek Railroad under agreement of Sep. 21, 1917. (C&C)
- Nov. 12, 1917** Ground floor waiting room at Jersey City ferry station closes at 11:30 AM; ferry tickets sold in upper waiting room. (FerryDept)
- Nov. 12, 1917** PRR establishes "shipping day" or "sailing date" system of handling LCL freight at New York City and Brooklyn. (NYT)
- Nov. 13, 1917** Railroads discover secret balloting under way by Order of Railway Conductors and Brotherhood of Railroad Trainmen to demand wage increases totaling \$109 million per year. (NYT)
- Nov. 14, 1917** PRR Board authorizes removing lower deck cabins from three Hudson River ferries to increase vehicular capacity. (MB)
- Nov. 15, 1917** While testifying to ICC in 15% Rate Case, Pres. Rea says government loans to railroads of about \$1 billion at 4% should receive serious consideration. (NYT)
- Nov. 15, 1917** National Surgical Dressings Committee of America establishes booth in Penn Station for changing bandages of traveling soldiers, granting emergency loans and other USO-type work.

- Nov. 15, 1917** U.S. Shipping Board's Board of Arbitration awards wage increase to New York harbor marine workers retroactive to Nov. 1. (LC)
- Nov. 15, 1917** Col. Hagood writes a memorandum to Brig. Gen. James G. Harbord, Chief of Staff of the AEF, outlining the chaos in the Army's supply network; Hagood, like most career military men, wants complete military control of transportation. (Hagood)
- Nov. 1917** PRR applies for further rate increase to offset \$75 million per year in added expenses.
- Nov. 17, 1917** As 15% Rate Case hearings progress, opinion turns to some form of government control or operation for duration of war; news leaked that Newlands Committee is considering a plan for government guarantee of a certain rate of return. (NYT)
- Nov. 19, 1917** At 15% Rate Case hearings, Daniel Willard proposes an additional war rate of 1%, as rising wages and prices are already exceeding projections. (NYT)
- Nov. 1917** Villa Maria, Pa. station on West Chester Branch renamed Immaculata. (Guide)
- Nov. 1917** Morgantown & Wheeling Railway opens between Price and Pentress, W.Va. (3.2 miles).
- Nov. 24, 1917** *Boston-Pittsburgh-St. Louis Express/St. Louis-Pittsburgh-Boston Express* No. 71-72 inaugurated as through train carrying first Boston-St. Louis and Boston-Pittsburgh sleepers; runs combined with *Mercantile Express* west of Pittsburgh; union objects to running crews through between New York and Pittsburgh or 10:25 hour, 434 mile day. (tt, PrsnlDept)
- Nov. 25, 1917** Pres. Rea's statement rebutting charges that Penn Station is a "monument to inefficiency" and a "white elephant" is published; calls it a "monument to foresight and the necessities of New York City." (NYT)
- Nov. 25, 1917** Western Maryland ends detour via PRR Green Spring Branch and resumes running via Fulton after clearances increased in B&P Tunnel at Baltimore.
- Nov. 27, 1917** New Cumberland Valley concrete arch bridge over Susquehanna River completed and turned over to company by contractors.
- Nov. 27, 1917** Fairfax Harrison, Chairman of Railroads' War Board, issues

statement noting that congestion is confined almost entirely to Eastern railroads and is caused by excessive use of preference orders issued on government contract work. (NYT)

- Nov. 27, 1917 Pres. Rea states PRR won't cut passenger service unless there is an official government curb on traffic. (NYT)
- Nov. 27, 1917 ATO holds last meeting until 1922; suspended by USRA. (ATO)
- Nov. 28, 1917 General Operating Committee of Eastern Railroads, appointed by Railroads' War Board, hold first meeting at Pittsburgh; George D. Ogden of PRR Chairman; establishes eastern open-top car pool; plan to zone coal movements to avoid cross-traffic; divert traffic away from Pittsburgh where possible; elimination of "fast freight line" trains with all trains to have maximum slow-speed loading; transfer of locomotives between railroads; establish fifth morning delivery between Chicago and New York, etc. (Hines)
- Nov. 28, 1917 PRR Board authorizes sale of Trenton Delaware Bridge to states and dissolution of bridge company; authorizes enlargement of Conemaugh and Northumberland Yards. (MB)
- Nov. 28, 1917 Pennsylvania Company agrees to transfer all railroads operated by it to PRR. (Church)
- Nov. 30, 1917 U.S. 42nd "Rainbow" Division, composed of National Guard units from many states, begins to arrive in France; Col. Douglas Mac Arthur (1880-1964), Chief of Staff; Division was created so one state would not bear brunt of first casualties. ( , Manchester)
- Nov. 30, 1917 *Broadway Limited* makes last run; withdrawn as war measure at request of General Operating Committee; *20th Century Limited* remains in service, as NYC has less industrial congestion. (Guide)
- Dec. 1, 1917 ICC reports to Congress on railroad situation noting that unification of railroads not yet achieved; would require either waive antitrust and anti-pooling regulations plus federal aid or direct government operation. (Hines)
- Dec. 1, 1917 NYC removes observation cars from major New York-Chicago trains, including *20th Century Limited*, *Lake Shore Limited*, and *Wolverine*. (NYT)
- Dec. 5, 1917 ICC issues special report to Congress recommending two options to relieve congestion for war effort; voluntary unification of private companies and exemption from existing antitrust and anti-pooling



laws or seizure by president under act of August 1916 for government operation with companies receiving compensation.

- Dec. 5, 1917 " \_\_ " Interlocking placed in service at Toledo Jct.
- Dec. 6, 1917 After conferring with Railroads' War Board, Sen. Newlands announces railroads will need \$1 billion in government guaranteed loans in addition to 15% rate increase to meet war traffic demands; War Board demands that antitrust laws be suspended so that Eastern railroads can pool operations. (NYT)
- Dec. 6, 1917 PRR discontinues observation cars on *Pennsylvania Limited*, *Manhattan Limited* and *St. Louisian* and replaces each with an extra sleeper. (NYT)
- Dec. 7, 1917 U.S. declares war on Austria-Hungary.
- Dec. 7, 1917 Pres. Wilson discusses railroad crisis with Cabinet. (NYT)
- Dec. 7, 1917 National Association of Owners of Railroad securities, representing institutional investors, endorses rate increase and pooling of traffic. (NYT)
- Dec. 7, 1917 Edwin A. Dawson ( -1917), former Manager of Star Union Line, dies.
- Dec. 1917 PRR increases wages of erecting shop workers at Altoona by 11.4%.
- Dec. 1917 Two months of sub-zero temperatures and blizzards hit Northeast; increasing congestion and bottlenecks on railroads. (RyAge)
- Dec. 12, 1917 Eastern railroads announce embargo of all freight without permits already issues by Export Division of General Operating Committee; idea is to ship only those goods for which shipping is available at New York; members of Railroads' War Board meet with Pres. Wilson to pledge cooperation; Wilson refuses to state publicly what has already become known, that he will press for government control for the duration of the war. (NYT)
- Dec. 12, 1917 PRR denies it will cut hourly "Clocker" service between New York and Philadelphia or consolidate service with that of Reading-CNJ. (NYT)
- Dec. 12, 1917 PRR and Nickel Plate begin operating their parallel lines between Buffalo and Brocton, N.Y., as single two-track railroad. (C&C)

- Dec. 12, 1917** PRR Board authorizes extension of four-track system from "CR" Tower to north of Dravosburg. (MB)
- Dec. 14, 1917** Pomeroy & Newark Railroad merged into PB&W under agreement dated Oct. 15, 1917; becomes Pomeroy Branch of Maryland Division. (C&C, AR)
- Dec. 14, 1917** Pomeroy-Newark ceded from Philadelphia Division to Maryland Division. (MB says 1/1/18)
- Dec. 15, 1917** Ex-Docks Commissioner of New York City Calvin Tomkins calls for unifying all waterfront rail terminals as joint terminal; development of new freight belt lines; freight rail tunnels under the Hudson, and access by New Jersey railroads to freight facilities on West Side of Manhattan now monopolized by NYC. (NYT)
- Dec. 16, 1917** Cumberland Valley opens new connection for eastbound traffic from Western Maryland Railway at North Jct., Hagerstown.
- Dec. 16, 1917** PRR annuls *New York & Florida Special* and *Seaboard Florida Limited* north of Washington for 1918 season and discontinues all through sleeping cars to southern points operating over PRR in daylight; reduced to those on two overnight trains each way between New York and Washington; one northbound and three southbound trains eliminated between New York and Washington; saves equivalent of three full trains of sleepers. (NYT)
- Dec. 17, 1917** Congress passes Eighteenth Amendment imposing Prohibition.
- Dec. 18, 1917** Newlands Committee hearings conclude; by now, question of orderly prosecution of nationalization or further regulation is pushed off the stage by war emergency. (Newlands Rept.)
- Dec. 1917** Enlargement of B&P Tunnel at Baltimore completed; floor lowered 2-6" to accommodate larger locomotives and cars.
- Dec. 1917** Extremely severe winter begins; weather through Mar. 1918 compounds car supply problems.
- Dec. 1917** Shop craft unions serve notice will demand nationwide contract covering a wage increase and working conditions on Dec. 1, 1917.
- Dec. 20, 1917** Over next month, shop workers at Altoona spend 9,225 man-days shoveling snow to keep lines clear; backlog of bad order locomotives and cars increases. (RyAge)

- Dec. 21, 1917** PRR issues appeal to public to refrain from unnecessary holiday travel to reduce congestion; estimates will carry 15,000 soldiers on leave. (NYT)
- Dec. 22, 1917** Railroads' War Board reports to Senate Committee on Interstate Commerce that labor shortage is interfering with their ability to keep lines in repair. (Hines)
- Dec. 26, 1917** President Wilson announces government takeover of the railroads under authority of Army Appropriation Act of 1916; placed under United States Railroad Administration, headed by his son-in-law, William Gibbs McAdoo as Director General of Railroads; McAdoo retains office of Secretary of the Treasury and other posts; serves as Director-General without pay. (Hines)
- Dec. 27, 1917** In response to Wilson's announcement, rails rise 5-15 points in first hours of trading; J.P. Morgan, Jr., and Samuel Rea issue statements of support and cooperation; Rea urges government funds for expansion and equipment. (NYT)
- Dec. 27, 1917** Pres. Rea writes to ex-New York Docks Commissioner Calvin Tompkins stating that Penn Station is really a union station, as it serves LIRR, New Haven and six southern railroads (though no roads that compete with PRR); is in favor of a joint terminal line along Hudson River piers (where coincidentally, NYC has near monopoly and PRR is at disadvantage). (NYT)
- Dec. 28, 1917** United States Railroad Administration (USRA) assumes operation of all U.S. railroads at 12:00 noon; control for accounting purposes begins Jan. 1, 1918; McAdoo relies heavily on John Skelton Williams, formerly of Seaboard Air Line, Alfred H. Smith, President of NYC, Robert S. Lovett, Chairman of Union Pacific, Henry Walters of ACL, and Walker D. Hines and Edward Chambers of Santa Fe; Smith is given problem of breaking logjam on PRR and B&O in Pittsburgh area; McAdoo's first order is that all freight be sent by most direct route, regardless of railroad system. (Hines, McAdoo, NYT)
- Dec. 28, 1917** Pennsylvania Company assigns leases of PFW&C, Cleveland & Pittsburgh, Erie & Pittsburgh, and Pittsburgh, Youngstown & Ashtabula to PRR. (Church)
- Dec. 29, 1917** Director General W.G. McAdoo names Alfred H. Smith of NYC as Assistant Director General in charge of transportation in Eastern Territory. (NYT)

- Dec. 30, 1917** PRR offers use of Penn Station and its Exchange Place Terminal in Jersey City to all railroads terminating on west side of Hudson River. (SR 97/30)
- Dec. 31, 1917** USRA takes over function and most personnel of Railroads' War Board and Board dissolved. (Hines)
- Dec. 31, 1917** PRR cancels trackage rights over CNJ between Whittings and Farmingdale, N.J., for passenger service to Lakewood.
- 1917** PRR stock price peaks at 60, marking cusp between War Panic of 1914 and uncertain conditions and congestion following U.S. entry into World War I.
- 1917** PRR ton-mileage peaks at \_\_\_\_.
- 1917** In their demand for workers to meet contracts, munitions factories and other war industries bid up the price of labor, decreasing the purchasing power of railroad workers and creating an inflationary spiral; many railroad workers flock to war industries and those who remain demand wage increases.
- 1917** PRR begins hiring more African American workers because of war-induced drain of manpower into war industries; number employed nearly 13,000 by 1923; war brings "Great Migration" of blacks from rural destitution of deep South to jobs in industrial cities of Northeast and Midwest. (Brown Railroader)
- 1917** PRR rebuilds tug *Media* with diesel engine; unsuccessful and soon reconverted to steam.
- 1917** LIRR Bay Ridge Improvement completed.  
**1917** LIRR begins using new Bay Ridge float yard to handle westbound empties from New Haven to PRR via Hell Gate Bridge; moved via Long Island City as direct New York Connecting Railroad line to Fresh Pond Jct. is unfinished. (AR)
- 1917** LIRR trolley service extended from Clinton Road to Merrick Avenue (Salisbury Plain?).
- 1917** PRR establishes the PRR Tobacco Fund to supply ex-PRR soldiers in France with American tobacco. (Mutual)
- 1917** PRR School of Telegraphy moved from Bedford, Pa., to 1625 Filbert Street near Broad Street Station; includes a "train room"

with standard gauge toy train layout for practicing telegraph and telephone dispatching and block station operation. (Mutual)

- 1917? USRA abolishes Star Union Line and Union Line (and Empire Line?) organizations.
- 1917 Greenville Yard enlarged with 21 miles of additional track.
- 1917 Double track completed between Bordentown and Lalor Street, Trenton.
- 1917 New 8-track yard built at "J" block station at South Amboy.
- 1917 Kensington & New Jersey Ferry Company ceases dividends and hereafter operates at a loss. (ATO)
- 1917 52nd Street freight yard at Philadelphia enlarged. (AR - cant verify actual completion - was resumed in 1921)
- 1917 PB&W establishes telephone dispatching on Linwood, South Chester and Claymont Branches, between Townsend and Farmington, Clayton and Goldsboro, Seaford and Federalsburg, Clayton and Seaford, Townsend and Centreville, and Massey and Chestertown on Delaware Division. (AR)
- 1917 New storage yard for 838 cars opens at Canton, Baltimore.
- 1917 NYP&N completes extension of receiving yard at Cape Charles.
- 1917 Third track built between Northumberland Yard and Montandon.
- 1917 Hollidaysburg freight yard enlarged on Middle Division. (AR - cant verify if completed)
- 1917 PRR opens new ore dock at Buffalo.
- 1917 Shire Oaks Yard enlarged on Monongahela Division. (AR - cant verify)
- 1917 James W. Ellsworth distributes his third interest in Pennsylvania-Ontario Transportation Company to Pennsylvania Company and Canadian Pacific Railway. (Keystone)
- 1917 Track elevation completed between Delta and Stanley Avenue at Cincinnati.

- 1917**                    **GR&I abandons Bear River Branch (1.43 miles), Plaster Mill Branch (2.81 miles), Godfrey Mill Branch (0.69 mile) and Alabastine Mill Branch (0.2 mile).**
- 1917**                    **Polk Street Freight Station opens in Chicago; largest freight station in the world; covers 7 acres with 19 tracks; has direct elevator connection to Chicago freight subways. ("Info" says open in 1918!)**
- 1917**                    **Work on Chicago Union Station suspended. (from Engr. file well after event - may have been 1918-19?)**
- 1917**                    **Central Railroad of Indianapolis completes track elevation in Capitol Street. (AR)**