

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

By Christopher T. Baer

1943

April 2015 Edition

All data subject to correction or change

- Jan. 1, 1943 Two detouring PRR freight trains crash head-on on the Wheeling & Lake Erie Railway near Valley Jct., Ohio; 15 killed or injured. (Rehor)
- Jan. 1, 1943 Ann Arbor Railroad leaves receivership; Norman B. Pitcairn, Pres. (RyAge)
- Jan. 1943 Flag hung in Broad Street Station with a large star containing the total number of PRR employees in service and a smaller gold star containing the number of fatalities.
- Jan. 2, 1943 Metzger Cartage Company, subsidiary of The Willett Company, dissolved. (MB)
- Jan. 4, 1943 756th Shop Battalion called to active duty.
- Jan. 5, 1943 PRSL Board authorizes applying to abandon the Stone Harbor Branch between Cape May Court House and Stone Harbor. (MB)
- Jan. 1943 Wildcat strikes begin in anthracite coal mines. (Dubofsky)
- Jan. 7, 1943 Office of Price Administration bans all pleasure driving effective 12:00 N. (SEPTA)
- Jan. 9, 1943 Ann T. Hauser becomes first PRR passenger trainwomen on Maryland Division.
- Jan. 9, 1943 Pres. Roosevelt departs Washington at 10:30 PM on a super-secret 5-car POTUS special; all railroad and Pullman personnel except the engine crew are replaced by messmen from the presidential yacht *U.S.S. Potomac*; the train runs north on the B&O as if bound for Hyde Park, but at Fort Meade runs over to the PRR and south to a military site near Miami, where the party boards two Pan American Airways "Clippers" for the flight to Casablanca in Morocco; the train is stored on an abandoned siding of an Air Corps base near Jacksonville. (Withers)
- Jan. 10, 1943 *St. Louisian* reestablished eastbound between St. Louis and New York.
- Jan. 11, 1943 Denver & Rio Grande Western Railroad completes the installation of welded PRR-type 131-lb. rail through the Moffatt Tunnel, the longest welded rail

installation in the world; the work is done under Chief Engineer and future NYC and Penn Central Pres. Alfred E. Perlman. (Mutual)

- Jan. 13, 1943 PRR Board authorizes the completion of double track on the Columbus Division between Richmond and Indianapolis by building 16.3 miles east and west of Greenfield, Ind. (MB)
- Jan. 13, 1943 PRR withdraws T1 prototypes from Harrisburg-Chicago service and confines them to the Fort Wayne Division.
- Jan. 14, 1943 Pres. Roosevelt and Prime Minister Winston Churchill hold a summit conference at Casablanca and decide on a first invasion of Europe through Sicily and Italy and on a combined bombing offensive against Germany; the U.S. agrees to commit 30% of its effort to the Pacific War against Japan; Roosevelt makes a public statement independent of Churchill setting Allied terms as nothing but unconditional surrender; the harsh terms, reminiscent of World War I, probably encourage many Germans to stick with Hitler. (millercenter.org, Hastings, Morris)
- Jan. 15, 1943 Mediation of demands of non-operating unions for 20 cent increase and closed shop breaks down. (RyAge)
- Jan. 15, 1943 NYC pays \$1.00 per share dividend for 1942; first since 1931. (AR)
- Jan. 1943 Sixty-foot fluorescent American flag designed by Raymond Loewy hung in main passage between General Waiting Room and Concourse in Penn Station; is illuminated with ultraviolet "black light" in the dimmed-out room. (RyAge)
- Jan. 1943 LIRR has added 40 women engine wipers at Morris Park; now has over 200 women in jobs formerly held by men. (RyAge)
- Jan. 1943 New brick "SA" Tower placed in service at South Amboy Jct., replacing one burned in 1938. (Railpace)
- Jan. 16, 1943 Charles D. Young named Deputy Director of ODT.
- Jan. 18, 1943 Operating unions file for 30% increase with minimum of \$3 per day. (RyAge)
- Jan. 18, 1943 Track 4 (southbound) opens between Bengies and North Point, Md. (CE)
- Jan. 18, 1943 Russians break the 16-month blockade of Leningrad, although the Germans are not driven out of artillery range until Jan. 1944; the death toll in the city is probably 1 million. (Hastings)
- Jan. 19, 1943 Pres. Roosevelt orders end to bituminous coal strike. (how? was out of the country)
- Jan. 19, 1943 U.S. District Court Judge George A. Welsh orders PRR to pay Pennroad Corporation damages to extent of \$22.1 million in Ione M. Overfield and Grace Stein Weigle Suits; present Pennroad stockholders can share in distribution; suit ran 81 days and generated 18,000 pages of testimony; Pennroad stockholders and PRR file appeals, Pennroad asking for \$100

million, and PRR for dismissal of award; award is based on \$9.14 million loss on Pittsburgh & West Virginia, \$4.4 million loss on Seaboard Air Line, \$1.27 million on Boston & Maine and \$7.1 million on National Freight Corporation. (NYT, AR)

- Jan. 20, 1943 PRSL abandons 4.7 miles of the Riddleton Branch between Daretown and Oakland; removal of rails is completed on May 17. (AR, VPO)
- Jan. 23, 1943 Tripoli falls to the British Eighth Army, which is chasing the outnumbered Axis forces westward into Tunisia. (Hastings)
- Jan. 24, 1943 Whitney Warren (1864-1943), architect of Grand Central Terminal, dies at New York Hospital. (NYT)
- Jan. 25, 1943 Pentagon completed in Arlington, Va., as headquarters for War Dept.; world's largest office building is served by the Rosslyn Branch of PRR. (Gregory)
- Jan. 25, 1943 Operating Brotherhoods request a 30% increase; the companies refuse. (B&O AR)
- Jan. 26, 1943 Seaboard Railway Company incorporated in Virginia for the purpose of reorganizing the Seaboard Air Line Railway. (Moody's)
- Jan. 27, 1943 PRR Board authorizes construction of a wye in the northeast angle of Grogan Crossing on the Pennsylvania, Ohio & Detroit Railroad at Columbus, Ohio. (MB)
- Jan. 27, 1943 Track 1 (northbound) opens between Bengies and North Point, Md. (CE)
- Jan. 27, 1943 Americans stage their first daylight bombing raid on Wilhelmshaven. (millercenter.org)
- Jan. 28, 1943 Central Indiana Railway Board authorizes applying to the ICC to abandon the line between Lebanon and Advance. (MB)
- Jan. 30, 1943 War Production Board issues new series of orders regulating freight transportation and sets up zoning system for tank cars. (RyAge)
- Jan. 31, 1943 Pres. Roosevelt returns to Washington on an ACL-RF&P POTUS special from Miami, after the air journey from Casablanca. (Withers)
- Early 1943 Richmond, Fredericksburg & Potomac Railroad completes enlargement of Potomac Yard, adding 11.5 miles of track. (AR)
- Feb. 1, 1943 John L. Gressitt named Chief Engineer, replacing W. D. Wiggins promoted to emeritus position of Vice President-Engineering; Samuel R. Hursh to Assistant Chief Engineer-Maintenance, replacing Gressitt. (PR)
- Feb. 1, 1943 PRR cancels Lima contract for 25 J1's after War Production Board opposition; built at Altoona instead.
- Feb. 1, 1943 Closing arguments begin in Pullman antitrust case. (RyAge)

- Feb. 2, 1943 ICC begins rehearing on *Ex Parte* 148 increases on application of Office of Price Administration and Secretary of Agriculture Claude Raymond Wickard (1893-1967). (RyAge)
- Feb. 2, 1943 Last elements of the trapped German army surrender at Stalingrad, marking the turning point of war in Europe. (Service)
- Feb. 3, 1943 John Howes Burton, Pres. of a New York cotton goods firm, calls for building a new LIRR terminal on the East Side on 4th Avenue between 33rd & 34th Streets. (RyAge)
- Feb. 4, 1943 RAF Air Marshal Sir Arthur "Bomber" Harris (-) orders the unrestricted bombing of German targets; the British continue bombing by night and the Americans by day. (Morris)
- Feb. 5, 1943 Meeting of VP's of various lines using Potomac Yard agree on steps to eliminate congestion caused by war traffic; PRR to divert 150 cars per day from the Atlantic Coast Line and Seaboard Air Line via Cape Charles and 60 cars via Winston-Salem and Hagerstown; Chesapeake & Ohio Railway to take take 100 cars per day from ACL at Richmond and run through Potomac Yard; PRR to add 4 unclassified trains from Potomac Yard to Baltimore and 4 to Edge Moor Yard to be classified there; ACL to preclassify oil cars and C&O coal cars so don't have to be humped at Potomac Yard. (CE)
- Feb. 6, 1943 Elizabeth Johns, first "trainwoman" on Philadelphia Terminal Division begins working the Paoli Local; two others also assigned, with 27 more in training. (PR, RyAge)
- Feb. 7, 1943 Extra-fare surcharge on *Broadway Limited* dropped; *Twentieth Century Limited* remains extra-fare. (RyAge)
- Feb. 7, 1943 Shoe rationing begins. (Gregory)
- Feb. 8, 1943 PRR files appeal of Pennroad decision. (RyAge)
- Feb. 9, 1943 Pres. Roosevelt places all war plants on 48-hour week. (EAH)
- Feb. 10, 1943 Syndicate headed by Salomon Brothers & Hutzler takes \$6.45 million Equipment Trust certificates, Series N. (PR)
- Feb. 11, 1943 ICC rehearings on *Ex Parte* 148 close. (RyAge)
- Feb. 15, 1943 USO lounge and canteen opens on Market Street side of Broad Street Station; volunteer workers are from Women's Aid. (PR, Mutual, RyAge)
- Feb. 1943 Six large photo-mural cutouts 25 feet wide by 40 feet high hung on the west wall of the General Waiting Room at Penn Station; a soldier, sailor and marine, representing the services, and a conductor, engineer and red cap representing railroad employees; Raymond Loewy insists on including the African American red cap. (NYT, CE)
- Feb. 1943 First of seventh and last lot of 10 GG1's, No. 4929, built at Juniata. (Edson)
- Feb. 1943? White Plain, Md., renamed Indian Head Jct. on Popes Creek Branch.

(Guide)

- Feb. 16, 1943 In a letter to the *New York Times*, Elisha Friedman charges featherbedding by the railroad craft unions wastes manpower and hinders the war effort. (NYT)
- Feb. 16, 1943 Russian advance reaches Kharkov, but the Germans retake it on Mar. 3. (Hastings)
- Feb. 19, 1943 "Big Inch" oil pipeline opens from Texas to temporary terminal at Norris City, Ill., where oil can be transferred to NYC and other railroads. (RyAge)
- Feb. 22, 1943 Field Marshal Erwin Rommel is forced to abandon his counter-attack at the Kasserine Pass, but not before mauling the U.S. II Corps, exposing the Americans' lack of training and battlefield experience. (Hastings, Smith/FDR)
- Feb. 24, 1943 PRR Board authorizes applying to abandon 5.53 miles of the Tuscarawas Branch near New Philadelphia; approves retirement of ore docks No. 2 & 3 at Ashtabula. (MB)
- Feb. 24, 1943 Office of Price Administration begins food rationing in dining cars. (RyAge)
- Mar. 1, 1943 Emergency Board begins hearings on non-operating union requests for increase and closed shop.
- Mar. 1, 1943 PRSL agrees with the War Dept. for an easement for the Cape May Canal and the construction by the government of a railroad drawbridge. (MB)
- Mar. 1, 1943 Chinese First Lady Mme. Chiang Kai-shek (1897-2003) arrives at Penn Station at 8:40 AM on a state visit to New York; Mme. Chiang plays an important part in securing American support for her husband's regime. (NYT)
- Mar. 1, 1943 Food rationing extended to canned goods. (Gregory)
- Mar. 3, 1943 PRSL Executive Committee approves abandoning and writing off the portion of the Riddleton Branch between Daretown and Oakland. (MB)
- Mar. 4, 1943 Pres. Roosevelt departs Washington for Hyde Park on a B&O POTUS special; for the first time no dining car is provided for the president and his entourage, diners having been diverted to troop trains. (Withers)
- Mar. 4, 1943 Three-day air Battle of the Bismarck Sea results in the destruction of Japanese reinforcements headed for New Guinea, blunting Japan's advance on Australia; Japan loses 8 transports, 5 destroyers and nearly 2,900 men, while the Allies suffer minimal casualties. (EAH, wiki)
- Mar. 5, 1943 Allies bomb Essen, home of the Krupp Works, launching a bombing offensive against the Ruhr Valley, the center of German heavy industry. (Morris)
- Mar. 6, 1943 Office of Price Administration relaxes the ban on pleasure driving. (SEPTA)

- Mar. 7, 1943 Draft extended to men ages 38-45. (Gregory)
- Mar. 8, 1943 Pittsburgh, Lisbon & Western Railroad acquires Signal-Columbiana trackage from Youngstown & Suburban Railway. (Cards)
- Mar. 10, 1943 PRR Board authorizes abandoning the Richards Colliery Branch (1.53 miles) west of Mount Carmel. (MB)
- Mar. 10, 1943 PCC&StL Railroad Board authorizes extending the westbound receiving yard and Tracks 3 & 4 on the Columbus & Newark Division between "US" Tower at Nelson Road and Leonard Avenue at Columbus; authorizes \$1.96 million for improving clearances on the Panhandle Division, including eliminating Tunnel No. 4 at Bertha, Pa., and No. 9 at Cadiz Jct.; completing double-tracking on the Columbus Division between Richmond and Indianapolis by building 16.3 miles east and west of Greenfield, Ind. (MB)
- Mar. 12, 1943 Lt. James Higbie Clement (1918-1994), son of Pres. Martin W. Clement, marries Ida L. Larkin, great-granddaughter of Capt. Richard King (1824-1885), founder of Texas's fabled King Ranch; Clement later becomes Chairman of the ranch, but resigns with the rest of family management in 1988 in the face of financial difficulties. (NYT)
- Mar. 13, 1943 Banker J.P. Morgan, Jr. (1867-1943) dies at Boca Grande, Fla., following a stroke. (NYT)
- Mar. 15, 1943 Body of J.P. Morgan, Jr., arrives at Penn Station on the 8:50 AM train from Florida and is taken to the Morgan Library pending a private funeral. (NYT)
- Mar. 15, 1943 U.S. Supreme Court decision in Western Pacific Railroad and Chicago, Milwaukee, St. Paul & Pacific Railroad Cases excludes certain stocks from the reorganization plans and upholds powers of ICC in reorganization cases. (NYT, Sutherland)
- Mar. 15, 1943 John L. Lewis calls coal strike for Apr. 1.
- Mar. 1943 War Production Board removes rail from unused LIRR line between Salisbury Plain and Bethpage Jct.; had been left in place to retain title to right of way. (RyAge)
- Mar. 1943 Western Allegheny Railroad abandoned between Dewey and Bradys Bend, Pa. (0.89 miles). (Guide, C&C)
- Mar. 1943 Yielding to southern political pressure, the Transportation Board of Investigation & Research recommends on a sectional 1-2 vote that Congress instruct the ICC to develop a single nationwide classification and rate system, as the present three-territory system discriminates against the South. (Hoogenboom)
- Mar. 1943 Sen. ___ Shipstead of Minnesota introduces a bill requiring competitive bidding on all railroad security issues. (Borkin - verify)
- Mar. 1943 German U-boat sinkings of Allied merchant convoys peak. (Smith/FDR)
- Mar. 16, 1943 PRR issues a memo on the transportation of prisoners of war; are to use P70

coaches with no interior partitions; toilet doors are to be removed; windows may not open more than 5 inches. (CPT)

- Mar. 20, 1943 First of 60 Class J1a 2-10-4 freight locomotives (No. 6475) leaves Altoona Works.
- Mar. 22, 1943 A Motive Power Dept. letter of this date shows that only NY&LB trains Nos. 720 *The Skipper*, 728, 723 and 741 change from steam to electric locomotives at South Amboy; Nos. 710-733 *The Broker* and No. 704 run through to Jersey City Terminal at Exchange Place under steam; all others have an engine change at "UNION" Tower in Rahway. (CMP)
- Mar. 22, 1943 Pres. Roosevelt orders coal miners to remain at work.
- Mar. 24, 1943 PRR board approves contract of Dec. 17, 1942 with Baldwin Locomotive Works covering patents for 6,500 HP geared coal-burning steam-turbine locomotive; authorizes the construction of an additional Class J1a 2-10-4's; authorizes retirement of the General Superintendent's office building at 11th Avenue & 12th Street, Altoona. (MB)
- Mar. 28, 1943 Baldwin Locomotive Works rolls out its diesel demonstrator No. 6000 for tests within the Eddystone Plant; only 2 of 8 engines have been installed, making for 1,500 HP instead of 6,000 HP. (Kirkland)
- Apr. 1, 1943 Lester E. Gingerich named Superintendent of the Delmarva Division and Baltimore & Eastern Railroad, replacing P.W. Triplett. (MB)
- Apr. 1, 1943 Charles E. McCarty named Manager of Potomac Yard and charged with eliminating bottlenecks. (CE)
- Apr. 1, 1943 Meat, fat and cheese rationing begins. (Gregory)
- Apr. 1, 1943 Pres. Roosevelt leaves Washington for Hyde Park on a B&O POTUS special. (Withers)
- Apr. 2, 1943 Waynesburg & Washington standard-gauged by shifting rail for potential coal traffic. (Koehler says completed in 1944)
- Apr. 6, 1943 Pres. Roosevelt returns to Washington on a B&O POTUS special. (Withers)
- Apr. 8, 1943 Pres. Roosevelt freezes wages, salaries and prices with his "hold the line" order. (EAH, RyAge)
- Apr. 10, 1943 Raymond Loewy's office applies for three design patents covering the streamlined shell of the proposed "Triplex" steam turbine locomotive. (VPO)
- Apr. 12, 1943 ICC, at urging of the Director of Economic Stabilization Fred M. Vinson (1890-1953) and Secretary of Agriculture Claude R. Wickard, suspends the freight rate increase of Mar. 1942 granted in *Ex Parte 148* for the period from May 15, 1943 until Jan. 1, 1944; also suspends interstate commuter fare increases until Jan. 1, 1944, but continues the regular interstate passenger fare increase; costs PRR \$30 million per year. (RyAge, AR)

- Apr. 13, 1943 Pres. Roosevelt, who has just dedicated the Jefferson Memorial, leaves Washington via an RF&P-ACL POTUS special on the first leg of a great-circle inspection trip of military bases and war plants, mostly in the South; his first stop is the Marine Corps base at Parris Island, S.C. (Withers)
- Apr. 14, 1943 PRR Board authorizes the purchase of a second-hand ferry boat, rescinded June 8, 1943. (MB)
- Apr. 14, 1943 PRR Board approves the following retirements: "MORRIS" ("Q") Interlocking at Morris Jct., Pa.; Amesville Branch No. 3 and part of Amesville Branch No. 1 near Houtzdale; Liveright Branch near Clearfield; parts of the Dundale Branch; third rail on the Wegee Branch between Gravel Jct. and Mapleton; 65-foot turntable at North Madison, Ind. (MB)
- Apr. 18, 1943 Using decoded intercepts, American fighters ambush and shoot down the plane carrying Japanese naval chief Admiral Isoroku Yamamoto (1884-1943), who has been making a morale-building tour of the front in the southwestern Pacific. (wiki)
- Apr. 19, 1943 Pres. Roosevelt crates post of Solid Fuels Administrator for War. (EAH)
- Apr. 20, 1943 U.S. District Court holds Pullman Company in violation of Sherman Antitrust Laws; formal divestiture order not issued until Jan. 22, 1944. (RyAge)
- Apr. 20, 1943 Pres. Roosevelt POTUS special arrives in Monterrey, Mexico, for a meeting with Mexican Pres. Manuel Avila Camacho (1897-1955). (Withers)
- Apr. 21, 1943 Pres. Roosevelt and Pres. Avila Camacho travel together to Corpus Christi, Texas, to inspect the Naval Air Training Center; the two presidential trains part after a side-by-side photo op at Flour Bluff Jct., 19 miles from Corpus Christi. (Withers)
- Apr. 24, 1943 *The Flamingo* makes last run over PRR between Chicago and Louisville; not restored on PRR after war but restored south of Louisville. (tt, Guide)
- Apr. 24, 1943 United Mine Workers begin bituminous coal strike as National War Labor Board is hearing their demands. (Dubofsky)
- Apr. 24, 1943 Pres. Roosevelt reaches Camp Carson and Denver in Colorado, the westernmost point on his inspection tour. (Withers)
- Apr. 27, 1943 War Manpower Commission limits 27 million U.S. workers to the jobs they now hold. (Gregory)
- Apr. 28, 1943 PRR board authorizes purchase of 6 secondhand 2-8-8-2's from N&W for \$250,200; installing electro-mechanical air conditioning on car No. 1801; new float bridge at Greenville; enlarging stations at Aberdeen and Edgewood for military travel; signaling on Tracks 3 & 4 between "US" Tower and Leonard Avenue, Columbus, Ohio; approves retirement of station at Juniata Bridge, Pa., and Painter, Va. (MB)
- Apr. 28, 1943 National War Labor Board refuses to consider their case until striking miners return to work. (Dubofsky)

- Apr. 29, 1943 Pres. Roosevelt returns to Washington on a B&O POTUS special from Cincinnati at the end of his cross-country inspection trip. (Withers)
- Apr. 29, 1943 Federal government agrees with the Mexican Government covering the importation of Mexicans as war workers on the railroads. (CMP)
- Apr. 30, 1943 VP-Engineering William D. Wiggins (1873-1949) retires after 48 years service. (RyAge, MB)
- Apr. 30, 1943 *Dixieland* make last run between Miami and Chicago on Dixie Route; discontinued for war. (Guide)
- Spring 1943 Richmond, Fredericksburg & Potomac Railroad, PRR and B&O begin routing troop trains through Potomac Yard and freight line to avoid Washington Terminal. (RF&P)
- Spring 1943 B&O surrenders control of the bankrupt Alton Railroad. (Overton)
- May 1, 1943 Pres. Roosevelt orders Secretary of the Interior Harold L. Ickes (1874-1952) to seize anthracite and bituminous coal mines to prevent strike, as John L. Lewis of UMW attacks wage freeze. (EAH, Dubofsky)
- May 1, 1943 War Manpower Commission announces an agreement with Mexico to import 6,000 Mexicans as track workers to relieve chronic labor shortages, particularly on southwestern railroads; Mexicans are to work on 180-day contracts with a portion of wages held in escrow to ensure repatriation; are to be paid and treated the same as American workers; ceiling is later raised to 40,000, of whom over half work on Southern Pacific and Santa Fe; program is later extended to the East, and PRR eventually employs about 4,000 Mexicans. (RyAge)
- May 1, 1943 *Sunchaser* makes last run between Miami and Chicago on IC route; discontinued for war. (Guide)
- May 2, 1943 *The Jacksonian* makes last run from Miami to Chicago; cut for war and never restored. (tt, Key)
- May 2, 1943 John L. Lewis calls off coal strike. (EAH)
- May 3, 1943 Electrification energized on nine newly-extended tracks in northbound classification yard at Potomac Yard; extended by 57 to 80 car lengths to permit 150 car trains. (CE)
- May 4, 1943 War Dept. rejects 17 coaches for a B&O POW movement from Stapleton, Staten Island, and requires the PRR to deliver 17 P70s via Linden Jct. at 10:00 PM in exchange; the cars, which mostly come from the C&O, Atlantic Coast Line, Louisville & Nashville and Southern Railway have partitions (i.e., they are Jim Crow cars), which are forbidden for POW use because the partitions obstruct the guards' vision; the PRR will use the southern cars in regular U.S. troop trains until they can be returned. (CPT)
- May 4, 1943 Striking coal miners return to work. (Dubofsky)

- May 5, 1943 Prime Minister Winston Churchill leaves Greenock, Scotland on the *Queen Mary* for a meeting with Pres. Roosevelt; the ship also carries 5,000 German POWs. (Hastings, ww2troopships.com)
- May 7, 1943 George Stuart Patterson (1868-1943), former PRR General Solicitor and director of the Pennsylvania Company and PFW&C, dies. (MB)
- May 1943 PRR acquires 6 Norfolk & Western Railway Class Y3 2-8-8-2's to meet motive power shortages; become PRR Class HH1 and used in drag and hump service out of Columbus.
- May 1943 PRR begins conversion of six X32A box cars to P78A coaches for Pittsburgh commuter service. (Keystone)
- May 1943 Dining Car Dept. officers meet with Raymond Loewy who displays model of a proposed dining car for prefabricated meals; meals are now to be carried hot in thermos jugs rather than frozen. (Rept.)
- May 10, 1943 Reading contracts for the demolition of its old Chestnut Street ferry house in Philadelphia. (Rdg)
- May 11, 1943 Erie & Pittsburgh Railroad Board authorizes facilities at Victory, Pa., to serve the Army's Shenango Personnel Replacement Depot. (MB)
- May 11, 1943 Prime Minister Winston Churchill and staff arrives in New York on the Cunard liner *Queen Mary*, serving as a troop ship; also on board are 5,000 German POW's bound for American prison camps. (ww2troopships.com, Smith/FDR - verify Churchill bio?)
- May 11, 1943 Conference between Pres. Roosevelt, Prime Minister Churchill and their military staffs, code name "Trident," meets in Washington to work on the invasion of Europe and the air war against Germany; Churchill prefers attacking through Italy; Roosevelt and the Americans via a direct landing in France; they agree to a landing in France, code-named "Overlord," for May 1944, with a continuation of operations in Sicily and Italy by those forces already committed there. (millercenter.org, Smith/FDR)
- May 12, 1943 (Gilbert) gives this date for Churchill's arrival in New York and train to Washington, with the Trident Conference beginning 5/13??)
- May 12, 1943 PRR Board authorizes reverse signals on Track 3 between "MO" Tower, Cresson, and "SO" Tower, South Fork; approves retirement of the Kinsman Street coaling facilities at Cleveland and the Bute Run Branch. (MB)
- May 12, 1943 Women's Aid of the Pennsylvania Railroad organizes a surgical dressings unit working on the 20th floor of Suburban Station at the request of the Red Cross; meet twice a week in summer and three times a week from Nov. to May. (Mutual)
- May 12, 1943 Pres. Clement reports that the Pennsylvania Company has increased its stock holdings in the Wabash Railroad to 77%. (MB)
- May 12, 1943 U.S. Circuit Court of Appeals upholds the lower court ruling dismissing the suit of Pennroad Corporation stockholder David Stecker for an alleged loss

of \$9 million on the purchase of Boston & Maine stock. (NYT)

- May 12, 1943 Meeting held in New York between officers of the Traffic Control Division of the War Dept. and the Military Transportation Section of the AAR to streamline the handling of troop movements; railroads are to receive 72 hours advance notice of MAIN movements; in the early days of the war, 56% of moves were arranged on less than 48 hours notice; loading of coaches for overnight use on troop trains is to be increased from 50% to a maximum of 75%; "secret" classification is to be limited to movements to ports of embarkation or staging areas pending shipment overseas; cars used for POW trains are to have clear vision from end to end and conductors are to brief the train commanders regarding all stops so that a cordon of guards can be put on the ground to prevent escapes and recalled in proper time; the railroads are asked to use even greater care in keeping the trains clean and supplied with water, minimize the number of overnight moves requiring sleeping cars instead of coaches, and to eliminate the rough handling of hospital trains. (CMP)
- May 13, 1943 Last German and Italian troops in North Africa under Gen. Hans-Jürgen von Armin (1889-1962) surrender, making 238,000 Allied POW's; Field Marshall Erwin Rommel's Afrika Korps ceases to exist; over the next five months, 109,000 Afrika Korps prisoners are moved to POW camps in the interior U.S.. (EAH, Thorne, Gregory)
- May 15, 1943 ICC suspends 1942 fare and rate increases, except commutation fares, until Jan. 1, 1944 on request of Agriculture Dept.
- May 15, 1943 PRR handles a delegation of 45 Congressmen and 35 military officers inspecting the new Signal Corps facility at Fort Monmouth, N.J.; 4 extra sleeping cars are attached to No. 108 leaving Washington at 2:10 AM and hauled by a special locomotive from Rahway to Little Silver; return by bus to Trenton, then by 3 extra parlor cars on No. 137 to Edgewood, Md., to inspect the arsenal; returning to Washington on No. 111 on May 16. (CMP)
- May 15, 1943 Seaboard Air Line Railway discontinues operating six round trips with its diesels between Washington and Richmond; Atlantic Coast Line Railroad continues to operate six trips over the Richmond, Fredericksburg & Potomac Railroad. (Mordecai)
- May 1943 ODT announces cancellation of summer resort trains for 1943 season, including *The East Wind*, *Bar Harbor Express* and *Northern Arrow*. (Guide)
- May 1943 Allies change their shipping codes, which had been broken by the Germans, and equip planes with a new type of radar that the U-boats cannot detect; Pres. Roosevelt has also ordered the transfer of 60 long-range B-24 Liberator bombers from the Pacific; equipped with an array of powerful anti-submarine weapons, they can stay aloft for 18 hours. (Morris, Smith/FDR)
- May 1943 Allies sink a total of 47 German U-boats; U-boat strength is cut 20% in a single month, turning the tide in the Atlantic; by the end of the year, only 6% of British imports are being lost, and the way is open for massive American troop movements to Britain. (Hastings, Offley)

- May 16, 1943 General reorganization of Traffic Dept.; John B. Large named Assistant VP in Charge of Traffic at Philadelphia; H.C. Oliver named Assistant VP in Charge of Traffic at New York; W.McL. Pomeroy named General Traffic Manager, replacing J.B. Large; J.T. Carbine's title changed from Coal Traffic Manager to General Traffic Manager-Coal. (MB, Guide)
- May 16, 1943 Frank J. Fell's title changed from V.P. & Comptroller to Vice President in Charge of Accounting & Valuation; Ralph C. Miller (1878-1945) promoted to Comptroller. (MB)
- May 17, 1943 New USO-Variety Club canteen opens in Pennsylvania Station, Pittsburgh. (HistPitts)
- May 19, 1943 Prime Minister Winston Churchill addresses a joint session of Congress. (Gilbert)
- May 20, 1943 Cleveland & Pittsburgh Railroad Board authorizes retirement of coaling station at Kinsman Street, Cleveland. (MB)
- May 20, 1943 Office of Price Administration again bans all pleasure driving effective 12:00 N. (SEPTA)
- May 23, 1943 Atlantic City-New York train No. 1080 derails on curve at Delair because of excessive speed; 14 killed. (WJRails)
- May 23, 1943 Twenty-one PRR USO canteens have served about 24,000 servicemen a day since Pearl Harbor, or a total of over 6 million transactions. (PR)
- May 23, 1943 With U-boat sinkings escalating, German Admiral Karl Dönitz orders his submarines out of the North Atlantic; in the next four months, 3,546 merchant ships cross without a single loss, allowing a flood of American soldiers and supplies to pour into Britain. (Smith/FDR)
- May 24, 1943 National Railway Labor Panel awards the non-operating employees an increase of 8 cents per hour, effective Feb. 1, 1943. (Rdg AR)
- May 25, 1943 Trident Conference concludes. (JointChiefs)
- May 26, 1943 PRR Board authorizes a new station at Odenton, Md., for war travel; retiring Montandon station and replacement by a small shelter. (MB)
- May 26, 1943 Richard D. Wood (1877-1948) elected PRR director, replacing George Stuart Patterson, deceased. (MB)
- May 26, 1943 Jackson E. Reynolds (1873-1958) retires from NYC Board, ending direct representation of First National Bank of New York. (AR)
- May 26, 1943 Prime Minister Winston Churchill leaves Washington by airplane. (Gilbert)
- May 27, 1943 Office of War Mobilization established in the Office of Emergency Management, headed by former Supreme Court Justice and future Secretary of State James F. Byrnes (-) of South Carolina; his role is to take the burden of managing the home front from Pres. Roosevelt, allowing him to put all his energies into the actual prosecution of the war. (NARA,

Smith/FDR)

- May 28, 1943 Baldwin Locomotive Works rolls out its No. 6000 road diesel demonstrator; it packs 6,000 HP into a single cab unit, although only 4 of the 8 engines have been installed, for 3,000 HP; begins testing on the Reading between Grays Ferry and Chester through June 10; serves as the prototype for the later Baldwin "Centipedes." (Kirkland, Trains)
- May 28, 1943 Pres. Roosevelt issues an executive order creating a stronger Fair Employment Practices Committee subject only to his own control. (NYT, Trains)
- May 1943 Peak month for war traffic at Potomac Yard, 266,166 cars. (Mordecai)
- May 30, 1943 Consulting engineer and PRR and Pennsylvania Company director John E. Zimmermann (1874-1943) dies. (MB)
- May 30, 1943 *U.S.S. Essex*, the first of a series of 24 large, fast aircraft carriers arrives at Pearl Harbor to replace the pre-war carriers lost in 1942. (DSears)
- June 1, 1943 LIRR Consulting Electrical Engineer Hobart Rawson retires; joined the LIRR in Nov. 1905; recently was in charge of air raid protection and wardens at Penn Station. (PR)
- June 1, 1943 United Mine Workers resumes strike. (Dubofsky)
- June 2, 1943 Pres. Roosevelt orders miners to return to work on June 7. (Dubofsky)
- June 4, 1943 PRSL reroutes Saturday, Sunday and holiday Atlantic City trains from Broad Street Station and the bridge route to Camden for the summer season, except for one commuter round trip on Saturdays. (RyAge)
- June 9, 1943 PRSL abandons remaining 6.42 miles of ex-WJ&S Ocean City Branch between 51st Street, Ocean City, and Sea Isle City; line south of Corsons Inlet has been out of service since Oct. 1942. (Val, PRSL/Rdg)
- June 9, 1943 PRR Board authorizes construction of an additional 40 Class J1a 2-10-4's for \$7.2 million; building 16.3 miles of second track east and west of Greenfield, Ind.; additional interchange facilities with the Wabash Railroad at Logansport. (MB)
- June 9, 1943 PRR Board approves seeking to abandon 0.67 mile of the Bridgeville & McDonald Branch from Gladdeen to Cecil, and the entire Millers Run Extension from Cecil to Bishop (1.10 miles). (MB)
- June 9, 1943 PCC&StL Railroad Board authorizes reverse signaling on the westbound main track between Mounds and High Street, Columbus; authorizes \$1 million to complete double-tracking between Stubblefield and Marty; approves abandonment of the last 0.67 mile of the Bridgeville & McDonald Branch and all of the Millers Run Extension between Cecil and Bishop (1.10 miles). (MB)
- June 9, 1943 Current Tax Payment Act institutes withholding of federal income tax from wages and salaries. (millercenter.org)

- June 1943 PRR issues \$28.48 million First & Refunding Mortgage 3¾% bonds, Series D, to refund equal amount of 4½% Series A bonds as part of ongoing program of debt reduction.
- June 1943 PRR advertising campaign on LIRR promises service improvements, including electrification of Oyster Bay Branch, in return for fare increases and tax relief.
- June 1943 ODT orders 1,200 box car troop sleepers and 400 kitchen cars based on PRR designs from Pullman-Standard. (Keystone)
- June 1943 Total railroad net earnings begin declining, ending the rise that began in Oct. 1938. (RyAge)
- June 14, 1943 Dining Car Dept. begins six-day test of Raymond Loewy's scheme of prefabricated meals, cooked at Sunnyside Commissary, on trains No. 125-156 between New York and Washington; meals get reasonably favorable reviews. (Rept.)
- June 15, 1943 Last GG1, No. 4938, outshopped at Altoona (c/n 4462).
- June 16, 1943 W.D. Supplee named Superintendent of Cleveland Division, replacing F.H. Krick, deceased; J.D. Morris to Superintendent of Renovo Division, replacing Supplee; Park M. Roeper to Superintendent of Wilkes-Barre Division, replacing Morris. (MB)
- June 16, 1943 F.M. Ware appointed General Passenger Agent at Philadelphia, replacing F. McD. Quinn; E.R. Comer appointed General Passenger Agent at Philadelphia; Homes Bannard appointed General Passenger Agent at Washington, replacing Comer; H.H. Young to General Freight Agent at Pittsburgh, replacing R.H. Miller; W.C. Sommers to General Freight Agent at Chicago, replacing I.T. Marine; W.P. Stuart to New England Freight Agent, replacing E.D. Zeigler; C.H. Lippincott to General Coal Manager at Philadelphia, replacing J.T. Carbine. (MB)
- June 16, 1943 Baldwin Locomotive Works demonstrator No. 6000 is tested at high speed with a single coach over the B&O between Eddystone and Elsmere Jct., Del.; reaches 85 MPH. (Kirkland)
- June 18, 1943 National War Labor Board issues new order refusing most demands of striking coal miners. (Dubofsky)
- June 19, 1943 Coal strike resumes. (Dubofsky)
- June 20, 1943 Designer Norman Bel Geddes (1893-1958) submits proposal for a large display promoting Long Island and the LIRR in Penn Station; is a much smaller version of his "Futurama" for General Motors at the 1939 World's Fair, with a large relief map of Long Island to be viewed from above and a model railroad and dioramas below; PRR is not interested as it wants to tie any improvements to the LIRR to tax relief and fare increases. (CE-NY)
- June 20, 1943 Two-day race riot rocks Detroit over the employment of African Americans in previously "whites-only" jobs, leaving 34 dead. (Gregory)

- June 21, 1943 John L. Lewis orders striking miners to return to work under government control; normal production not reached until July 5. (Dubofsky)
- June 23, 1943 PRR board authorizes third track between Oakington and Bush River, Md.; new interlocking station east of Gallitzin; improving Conway engine house for 4-8-2's and 2-10-0's with 21,000-gallon tenders; new "URBAN" Interlocking & Block Station east of Massillon. (MB)
- June 23, 1943 PRR Board approves the following retirements: all of the Lake Conewago Branch east of Colebrook, Pa.; part of the Walhonding Branch between Brink Haven and South Loudonville. (MB)
- June 23, 1943 PFW&C Railway Board approves modifying Conway engine house to handle Class M1, M1a and I1sa locomotives with 21,000-gallon tenders; 5 relay tracks of 150-car capacity in both eastbound and westbound yards at Crestline and additional tracks in the westbound yard; a siding for 150-car trains at Bucyrus; extending the eastbound siding from Dola to Dunkirk; connecting the eastbound sidings at Smithville and Orrville; new "URBAN" Interlocking at Massillon; 60-ton auxiliary coaling station at 55th Street; women's locker and storage facilities at Chicago commissary; additional tracks in Colehour Yard; 5 new relay tracks of 150-car capacity at the east and westbound yards at Fort Wayne; a new yard near Riley Road at Indiana Harbor. (MB)
- June 24, 1943 Chinese First Lady Mme. Chiang Kai-shek (1897-2003) and party travel from New York to Washington in three private cars attached to No. 121. (CMP)
- June 24, 1943 Cyrus Eaton of Otis & Co., an ally of Robert R. Young, protests a pending PRR \$28 million bond issue with Kuhn, Loeb & Co. directly to Pres. Roosevelt and asking him to denounce the action at tomorrow's press conference. (Carosso)
- June 25, 1943 Congress passes Smith-Connally War Labor Disputes Act over Pres. Roosevelt's veto; bars strikes, authorizes government seizures, and gives National War Labor Board more power to impose settlements. (Gregory, Dubofsky)
- June 27, 1943 PRSL ceases operating direct summer service to and from Philadelphia via Delair Bridge on Sundays as part of war effort; some weekday trains continue to run via Delair. (Guide - is 6/4)
- June 27, 1943 Philadelphia Transportation Company first employs women as motormen, conductors and operators on trolley lines. (SEPTA)
- June 29, 1943 PB&W Board authorizes reverse signals between "MIDWAY" and "McCALLS" on the Port Road; enlarging stations at Aberdeen and Edgewood and a new station at Odenton; applying to abandon 6.47 miles of the Pomeroy Branch between Chatham and Landenberg. (MB)
- June 30, 1943 Senate hearings on Burton K. Wheeler's bill to legalize rate bureaus recessed indefinitely. (RyAge)

- July 1, 1943 Herbert A. Enochs promoted to revived position of VP in Charge of Personnel; Charles E. Musser named Chief of Personnel, replacing Enochs; M.L. Long to Superintendent of Labor & Wage Bureau-Eastern Region, replacing Musser; T.R. Colfer to Superintendent of Labor & Wage Bureau-Western Region, replacing Long; H.M. Wood named General Superintendent of Motive Power-Eastern Region; M.S. Smith named Superintendent of Logansport Division, replacing Wood. (MB)
- July 1, 1943 Panhandle Division Tunnel No. 5 west of Gould, Ohio, enlarged to accommodate J1 locomotives. (CE)
- July 1, 1943 CNJ Trustees name William Wyer (1895-1977) Pres., replacing Reading Pres. Edward W. Scheer, and M.L. McElheny General Manager; all joint office-holding with the Reading is terminated. (AR)
- July 5, 1943 German attack begins the Battle of Kursk, in which 900,000 Germans engage 1.3 million soldiers of the Red Army in what becomes the greatest tank battle of the war and the largest until the Arab-Israeli War of 1967. (Hastings, Service)
- July 7, 1943 Cloudburst in eastern Ohio undermines tracks inside Gould Tunnel; a J1 hauling a freight derails and wedges sideways inside the tunnel, blocking the line and causing water to pond to over 8 feet deep inside the tunnel; an officers' train following the freight is trapped between the blocked tunnel and a washout behind; line is blocked for three days before water can be drained and wreckage removed. (PennsyWest)
- July 10, 1943 Allies invade Sicily from North Africa; in terms of the number of men put ashore, it is the largest amphibious operation of the war, 175,000 to 150,000 on D-Day. (Hastings, Smith/FDR)
- July 12, 1943 PRR now cleans coaches on 120 long distance trains with a corps of women who tidy up en route rather than doing full cleaning at terminals to improve car utilization. (PR)
- July 13, 1943 ICC issues fourth supplemental report on New Haven reorganization, ordering further modification of plan. (AR)
- July 13, 1943 Hitler cancels the Kursk attack and withdraws two SS panzer divisions to the defense of Italy, sealing the Red Army's victory. (Hastings)
- July 15, 1943 After a turf battle between VP Henry A. Wallace of the Board of Economic Warfare and Secretary of Commerce Jesse Jones over Wallace's attempt to place the purchasing authority of the RFC under his jurisdiction; Pres. Roosevelt resolves the crisis by abolishing the Board of Economic Warfare and replacing it with the Office of Economic Warfare. (NARA, wiki)
- July 1943 British stage the heaviest air raid in history on Hamburg, creating a firestorm that kills 40,000. (Hastings)
- July 16, 1943 USO lounge opens at Harrisburg Station.
- July 17, 1943 Last run of New Haven *Comet* railcars on Boston-Providence run; later assigned to Old Colony Braintree locals. (Guide, Humphrey)

- July 19, 1943 "Big Inch" 24-inch oil pipeline extended from Longview, Tex., to a point near Phoenixville, Pa., from which one branch runs to the refineries in Bayonne, N.J., and one to Marcus Hook, Pa., providing an overland link between Gulf oil fields and Northeast; then the longest pipeline in the world, it relieves the need to ship crude oil in railroad tank cars to avoid German U-boats; built by War Emergency Pipelines, Inc., with Standard Oil Company (New Jersey) and Sun Oil Company as the largest partners. (Wainwright, RyAge, Gregory, Giebelhaus)
- July? 1943 British streamlined train *Coronation Scot*, stranded at B&O's Mount Clare Shops since end of 1940 New York World's Fair, given to U.S. Army for officers' quarters at Jeffersonville, Ind. (B&O Mag)
- July 22, 1943 American Seventh Army under Gen. George S. Patton captures Palermo, Sicily, taking the initiative after Field Marshal Montgomery's Eighth Army has become bogged down; Patton's victory removes doubts as to the Americans' combat effectiveness. (Morris, Smith/FDR)
- July 24, 1943 Italian Grand Council of Fascism votes to restore the constitutional powers of King Victor Emmanuel III (1869-1947), who can then discharge Benito Mussolini. (Morris)
- July 25, 1943 Italian King Victor Emmanuel forces the resignation of Benito Mussolini as Prime Minister and replaces him with Marshal Pietro Badoglio (1871-1956); they then begin negotiating secretly with the Allies for an armistice to spare Italy further destruction. (Hastings, millercenter.org)
- July 25, 1943 World War II peak day for traffic over Allegheny Mountain; 222 freight trains pass through Gallitzin Tunnels; 5,184 cars eastbound and 5,961 cars westbound or 11,145 cars total, plus about 120 passenger trains. (RailsNE)
- July 29, 1943 Former VP-Eastern Region Charles Shalter Krick (1866-1943) dies at age 77 at his home at St. Davids after a long illness. (NYT, RyAge)
- July 29, 1943 American Contract & Trust Company Board authorizes the purchase of \$50,000 in the stock of the Automatic Coal Burner Company. (MB)
- July 30, 1943 Pres. Roosevelt leaves Washington on a B&O POTUS special on a 10-day secret fishing vacation with his staff; they first stop at Hyde Park for a day before proceeding via NYC and Canadian Pacific Railway to Manitoulin Island in Georgian Bay. (CMP, Withers, NYT)
- Aug. 2, 1943 PRSL Executive Committee abandons and writes off the Sea Isle City Branch. (MB)
- Aug. 2, 1943 Draft extended to fathers of young children. (Gregory)
- Aug. 1943 Enlargement of Bay View Yard to 2,435 car capacity completed. (CE says 6/14/43; rebuilt as separate inbound and outbound hump yards).
- Aug. 5, 1943 Prime Minister Winston Churchill leave Scotland on the *Queen Mary* for another meeting with Pres. Roosevelt at Quebec; he arrives at Halifax on Aug. 9 and takes a train to Quebec. (Gilbert, Hastings)

- Aug. 5, 1943 Red Army retakes Kharkov, this time permanently. (Hastings)
- Aug. 6, 1943 Rebuilt "ODENTON" and "SEVERN" Interlockings placed in service. (CE)
- Aug. 7, 1943 Railroads and non-operating unions accept the findings of the National Railway Labor Panel for an 8-cent increase; cost to the railroads is \$204 million a year; however, Economic Stabilization Director Fred M. Vinson refuses to approve the award as inflationary. (Rdg AR, RyAge)
- Aug. 8, 1943 Pres. Roosevelt returns to the U.S. after his fishing trip to Birch Lake, Canada; special train arrives at Buffalo via the Michigan Central and leaves via the PRR at 2:30 PM for Harrisburg and Philadelphia. (CMP)
- Aug. 9, 1943 ODT issues General Order 24 forbidding supplemental trains or sleeping car routes to winter resorts; frozen at level of Sep. 26, 1942. (RyAge)
- Aug. 9, 1943 Pres. Roosevelt's special returns to 14th Street, Washington, at 7:45 AM. (CMP)
- Aug. 10, 1943 Col. J.A. Appleton, General Manager-New York Zone, secures military leave to be Chief of Rail Division of Office of Chief of Transportation of the War Dept. (Was already in service)
- Aug. 10, 1943 Ferry crews strike Mackinac Transportation Company. (RyAge)
- Aug. 10, 1943 British Prime Minister Winston Churchill arrives at Halifax on the *Queen Mary*; British and U.S. Chiefs of Staff begins assembling in Quebec for a series of conferences, called the Quadrant Conference, to plan the invasion of Europe in the spring of 1944. (NYT, Smith/FDR, millercenter.org)
- Aug. 13, 1943 Churchill travels to Hyde Park for a 3-day visit with Pres. Roosevelt. (NYT - Gilbert has 8/12 notes that at this meeting Roosevelt and Churchill agree to joint control over the atomic bomb)
- Aug. 14, 1943 Third (No. 1) track opens between Severn and Odenton for war traffic. (CE)
- Aug. 14, 1943 Allied bombers destroy the German rocket research center at Peenemünde on the Baltic coast; rocket construction is moved to tunnels deep in the Harz Mountains, where slave laborers work under brutal conditions. (Morris)
- Aug. 14, 1943 Prime Minister Churchill leaves Hyde Park for Quebec on a POTUS special. (Gilbert)
- Aug. 1943 Transcontinental & Western Air, Inc. withdraws from TWA-New England, Inc., which is renamed New England Airlines, Inc. as a New Haven subsidiary. (NH AR)
- Aug. 17, 1943 Baldwin Locomotive Works contracts with Reading to test its 6,000 HP road diesel between in passenger service with an 8-car train on the schedule of the *Crusader*; the test is terminated at West Trenton when it is discovered that the 750 HP engines are developing nearly 1,000 HP and the exhaust temperature is dangerously high; Baldwin realizes that 6,000 HP in a single unit is not competitive with the same in three units; No. 6000 is retired and

parts later used in Seaboard Air Line No. 4500, a 3,000 HP locomotive.
(Rdg, Kirkland)

- Aug. 17, 1943 Gen. George S. Patton's Seventh Army arrives at Messina after heavy fighting but too late to prevent the Axis forces from evacuating across the straits to the mainland unopposed. (Hastings, Smith/FDR)
- Aug. 17, 1943 Pres. Roosevelt arrives in Quebec with Harry Hopkins and other personal staff for a meeting with Prime Minister Winston Churchill and top British and U.S. military brass to plot war strategy for next year's invasion; FDR and Churchill also discuss the atomic bomb and agree that both nations will share the results of the Manhattan Project. (NYT, Smith/FDR)
- Aug. 18, 1943 NYC receives first group of 749 Mexican track workers, first by any eastern railroad; they are sent to 13 camps in Ohio and Michigan. (RyAge)
- Aug. 20, 1943 United Gas Improvement Company completes the divestiture of the Philadelphia Electric Company by the distribution of its stock to its shareholders. (Wainwright)
- Aug. 21, 1943 George P. McNear requests the ODT to return the Toledo, Peoria & Western Railroad to him. (RyAge)
- Aug. 22, 1943 PRR issues a special *Train Talks* to say "Thank You!" to public for putting up with wartime inconveniences; notes now has over 22,000 women employees. (PR)
- Aug. 22, 1943 Fred C. J. Hyland (1887-1943), a dining car steward who has always been in charge of the dining car on Pres. Roosevelt's special trains, dies at Meadowbrook Hospital. (Mutual)
- Aug. 23, 1943 American Contract & Trust Company Board authorizes the purchase of an additional \$50,000 in the stock of the Automatic Coal Burner Company. (MB)
- Aug. 23, 1943 Mexican Government informs the War Manpower Commission that it is halting the recruiting of Mexican labor for the U.S. railroads because of numerous complaints of poor food, inadequate housing and mistreatment. (CMP)
- Aug. 23, 1943 Guffey-Vinson Bituminous Coal Act expires. (RyAge)
- Aug. 24, 1943 Quebec Quadrant Conference ends. (NYT)
- Aug. 25, 1943 Pres. Roosevelt pays a state visit to Ottawa. (NYT)
- Aug. 29, 1943 PRR inaugurates a first section of *The Liberty Limited*, operating non-stop between Baltimore and Englewood. (tt)
- Aug. 30, 1943 Pres. Roosevelt returns to Washington. (NYT - get Withers - Note in between FDR & WC spent time at Hyde Park)
- Aug. 31, 1943 William H. "Big Bill" Egan (1868-1943), General Stationmaster at Penn Station and greeter of celebrities since 1910, dies of pneumonia in a New

York hospital after 59 years service; he has greeted every President from Benjamin Harrison to Franklin Roosevelt; the disposition of his 200 autographed photos of celebrities is unknown. (Mutual, RyAge)

- Aug. 31, 1943 VP in Charge of Accounting & Valuation Frank J. Fell (1878-1961) retires after 47 years of service at his own request and office abolished. (MB, PR)
- Sep. 1, 1943 PRR completes 5 new relay tracks with engine-servicing facilities at each end of Fort Wayne Yard for war traffic. (VPO)
- Sep. 1, 1943 Comptroller Ralph C. Miller (1878-1945) made head of Accounting Dept. reporting to President. (MB)
- Sep. 1, 1943 Office of Price Administration again lifts ban on pleasure driving by "A" card holders. (SEPTA)
- Sep. 3, 1943 Prime Minister Winston Churchill and family arrive at Washington from Quebec by an overnight POTUS special. (Gilbert)
- Sep. 3, 1943 Gen. Badoglio's Italian government signs an armistice with the Allies at Syracuse; the German armies in Italy then turn on their former allies, the Italians ; the Allies begin landing in Calabria on the Italian mainland without opposition. (Morris, Hastings)
- Sep. 5, 1943 Prime Minister Winston Churchill leaves Washington by train for Boston, where he is to receive an honorary degree from Harvard University. (Gilbert)
- Sep. 6, 1943 Eastbound advance section of *Congressional* derailed at 56 MPH at Frankford Jct. in Philadelphia at 6:06 PM; journal of 7th of 16 cars burns off; 6th-15th cars derailed; 7th and 8th car sliced open in collision with signal bridge; 79 killed; east-west trains detoured via Trenton Cutoff with MU shuttles between Philadelphia and Harrisburg; Washington trains detoured via LV-Reading and Cresheim Branch-Trenton Cutoff; Delair Bridge trains and some Clockers rerouted to Camden. (HiLine, VPO)
- Sep. 6, 1943 Representatives of the War Manpower Commission fly to Mexico City with the results of an extensive study of worker grievances compiled by government and railroad officials claiming that they are somewhat exaggerated and are attributable to differences in food and climate, lack of interpreters, delays in repatriating earnings to families in Mexico, and the like, and with a program of suggestions to improve working and living conditions. (CMP)
- Sep. 7, 1943 Tracks restored at Frankford Jct. (HiLine)
- Sep. 8, 1943 Hitler orders a withdrawal behind the Dnieper River. (Hastings)
- Sep. 8, 1943 PRR Board authorizes enlarging the coaling stations at Harrisburg and Enola; reverse signaling on east and westbound tracks between Whiting and Clarke Jct. (MB)
- Sep. 8, 1943 PRR Board approves the following retirements: station at Orleans, N.Y.; station at McElhattan, Pa., replaced with a small shelter; baseball field at

Toledo; part of the Bens Creek Branch near Portage; part of the Hillman Branch east of Hillman; entire Beaver Dam Branch at Flinton, Pa.; part of the South Fork Branch between Rummel and Ashtola; part of the Clermont Branch between Crosby and Clermont (8.3 miles); River Branch at Beaver Falls east of the Pittsburgh & Lake Erie Railroad interchange. (MB)

- Sep. 8, 1943 American Contract & Trust Company buys 41.5% interest in Automatic Coal Burner Company from Lehigh Coal & Navigation Company. (Compt)
- Sep. 8, 1943 Reading opens a USO Lounge in the main waiting room of Reading Terminal. (AR)
- Sep. 9, 1943 Pres. Roosevelt travels by POTUS special to Hyde Park; the Churchills continue to stay at the White House. (Gilbert)
- Sep. 9, 1943 Allies land at Salerno in Campania south of Naples. (Morris)
- Sep. 10, 1943 Germans occupy Rome. (Mercer)
- Sep. 10, 1943 PRR begins the movement of the 4th Division from Fort Dix to Camp Gordon Johnston near Tallahassee, Fla., a train of 52 cars, including 41 flat cars carries 298 men; the total movement, spread over about 10 days, encompasses 16,471 officers and men, plus about 820 flat cars of equipment in over 36 trains. (CMP)
- Sep. 11, 1943 Prime Minister Winston Churchill and family depart Washington on an overnight POTUS special to Hyde Park. (Gilbert)
- Sep. 12, 1943 Fire at Broad Street Station destroys track and umbrella sheds built in 1923, causing \$250,000 damages; discovered at 9:35 AM in engine room under tracks at 15th Street; burns the area under the tracks between 15th & 16th Streets; first 6 cars of 10:00 AM Clocker for New York cut out by steam engine, as are most other cars; 6 cars in affected area destroyed; 11:00 AM Clocker leaves from Suburban Station; Atlantic City and Bordentown trains rerouted to Camden and all others to 30th Street Station. (RyAge)
- Sep. 12, 1943 The Churchill family arrives at Hyde Park, where they spend the day with Pres. Roosevelt before departing by train in the evening for Halifax. (Gilbert)
- Sep. 12, 1943 German S.S. commandos rescue Mussolini from his mountaintop prison and then set him up as the head of a puppet Fascist regime in areas still under control of the German army in northern Italy; he plays no further part in the war. (Hastings, Morris)
- Sep. 13, 1943 7:00 AM Clocker for New York leaves Broad Street Station using the undamaged area west of 16th Street and a boardwalk laid over burned area on line of Track 16. (RyAge)
- Sep. 13, 1943 Germans attack the American beachhead at Salerno, Italy, sowing chaos in the Allied ranks and causing heavy casualties before eventually being forced to withdraw by superior Allied artillery and air power; the Germans then stage a fighting retreat up the mountainous Italian peninsula. (Hastings)
- Sep. 14, 1943 Two more tracks placed in service at Broad Street Station; reopened at the

rate of about two a day. (RyAge)

- Sep. 14, 1943 Prime Minister Winston Churchill departs Halifax on the battle cruiser *H.M.S. Reknown*. (Gilbert, Hastings)
- Sep. 15, 1943 C. Gordon Pennington (1886?-1943), General Passenger Agent at New York, drowns in an undertow while swimming off Montauk at age 57. (NYT, RyAge)
- Sep. 15, 1943 President's Committee on Fair Employment Practice begins four days of hearings in Washington on racial discrimination in hiring; representatives of the railroads and unions involved refuse to appear. (RyAge)
- Sep. 1943 PRR acquires six Baldwin Model VO 1000 diesel switchers (PRR Class AA10b) for use in New Jersey and Baltimore.
- Sep. 1943 Last of 60 Class J1a's built at Juniata. (Edson)
- Sep. 17, 1943 Pres. Roosevelt departs Washington on a B&O POTUS special for Detroit on the first leg of another secret inspection tour of military facilities, running out to Seattle, then down to San Diego and returning via New Orleans and Atlanta. (Withers)
- Sep. 17, 1943 AAR memo from J. J. Pelley notes that the main complaint of the Mexican Government is that contractor's employees providing the same kind of maintenance of way work are paid more; Pelley suggests keeping the two groups completely separated to avoid calling attention to the wage disparity; a voluntary separation would be more flexible than prohibiting contractors from certain regions or divisions entirely. (CMP)
- Sep. 21, 1943 T.W. Preston (1890?-1943), Assistant General Freight Agent at Philadelphia, dies. (RyAge)
- Sep. 22, 1943 PRR Board approves the following retirements: part of the Brady Branch at Glen Campbell; Blairsville YMCA; station at Conway, Mich. (MB)
- Sep. 23, 1943 PRR reestablishes engine terminal at Ralston, Pa., on Elmira Branch for pushers in coal train service. (CMP)
- Sep. 23, 1943 Baldwin Locomotive Works begins the delivery of three 660 HP switchers, PRR Nos. 5914-5916. (Kirkland)
- Sep. 25, 1943 Emergency Board recommends a 4-cent raise for the operating Brotherhoods, effective Apr. 1, 1943; accepted by the railroads and Economic Stabilization Director Fred M. Vinson but rejected by the unions. (Rdg AR, RyAge)
- Sep. 27, 1943 New Haven's two-car streamlined Besler steam train makes last run. (Swanberg)
- Sep. 30, 1943 Allies enter Naples. (Mercer - Morris has British on 10/1)
- Oct. 1, 1943 Pres. Roosevelt returns to Washington on an RF&P POTUS special. (Withers)

- Oct. 2, 1943 LIRR completes the Rockaway track elevation project at a cost of \$11.65 million. (C&C)
- Oct. 5, 1943 PRR asks U.S. District Court that no New Haven reorganization plan be approved until several years after war. (RyAge)
- Oct. 5, 1943 First engagement of the Navy's new Grumman F6F "Hellcat" fighters, flying from the new carriers *U.S.S. Essex*, *Lexington* and *Yorktown*, with the legendary Japanese Zeroes near Wake Island; Grumman engineers have had the advantage of studying a Zero captured intact in 1942, and the Hellcat is more powerful, maneuverable and better armored; Japan is increasingly unable to replace its lost planes and pilots. (DSears)
- Oct. 7, 1943 Pennroad stockholders file with Third Circuit Court of Appeals to remand Pennroad cases to lower court for new determination of damages; want damages raise to \$100 million and PRR directors held personally liable. (NYT)
- Oct. 8, 1943 Third Circuit Court of Appeals begins hearing Overfield and Weigle Suits. (NYT)
- Oct. 11, 1943 Cut bypassing Panhandle Division Tunnel No. 4 east of Bertha, Ohio, placed in service and tunnel abandoned. (CE)
- Oct. 11, 1943 Former Secretary of Lines West and Carnegie Institute Pres. Samuel Harden Church (1858-1943) dies at Shadyside Hospital, Pittsburgh, after being stricken at his desk while planning the Carnegie Institute's 46th Founder's Day celebration. (HistPitts)
- Oct. 11, 1943 ICC rules 5-4 in *Alden Coal Company, et al., v. Central Railroad Company of New Jersey, et al.* that rates on anthracite coal to New York tidewater are not unreasonable and rejects the recommendation of its examiner that they be cut by 40 cents a ton; coal operators demand reconsideration. (Rdg AR, CNJ AR)
- Oct. 13, 1943 PRR Board authorizes widening the 33rd Street entrance to the LIRR Concourse at Penn Station and refinishing the north wall of the LIRR Concourse from the IRT to the Pennsylvania Drug Company. (MB)
- Oct. 13, 1943 PRR Board approves the following retirements: engine terminal tracks at Sharpsburg; portion of McGees Branch at Glen Campbell; part of Martin Branch at Portage. (MB)
- Oct. 13, 1943 Cut bypassing Panhandle Division Tunnel No. 9 west of Cadiz Jct., Ohio, placed in service to accommodate J1 locomotives. (CE)
- Oct. 13, 1943 Government returns last coal mine to owners, followed immediately by a wave of wildcat strikes. (Dubofsky)
- Oct. 13, 1943 Italy declares war on Germany. (Hastings)
- Oct. 14, 1943 N.Y. Supreme Court of Appeals rules that LIRR, NYC and SIRT are entitled to the Jan. 1942 fare increase awarded by ICC on commuters within New

York City, reversing lower court that gave the Transit Commission veto power over ICC ruling. (RyAge)

- Oct. 1943 The Joint Chiefs of Staff adopt a “twin track” strategy, in which the Navy and Marines under Adm. Chester W. Nimitz (1885-1966) will advance on Japan through the central Pacific islands from Hawaii, while the Army under Gen. Douglas MacArthur (1880-1964) will advance from Australia through New Guinea and the Philippines. (Hastings)
- Oct. 16, 1943 Pres. Roosevelt appoints a Special Emergency Board to reconsider the non-operating unions’ requests for an increase, the settlement of which has been rejected by Economic Stabilization Director Fred M. Vinson as inflationary. (Rdg AR, RyAge)
- Oct. 16, 1943 E.R. Comer appointed General Passenger Agent at New York, replacing C. Gordon Pennington, deceased. (MB)
- Oct. 18, 1943 Central Indiana Railway abandoned between Advance and Lebanon, Ind. (8.27 miles). (C&C)
- Oct. 18, 1943 Defense Plant Corporation contracts to build 1,200 troop sleeping cars and 400 kitchen cars and turn them over to The Pullman Company for operation in troop trains; cars are to use box car type bodies to permit conversion to freight or express cars after the war. (Rdg)
- Oct. 19, 1943 ODT leases its fleet of troop sleepers and kitchen cars to Pullman Company for operation.
- Oct. 20, 1943 VP Henry A. Wallace (1888-1965), representing the left wing of the New Deal, calls for an end to government policies that are allegedly fostering transportation “monopolies,” including rate bureaus, and having railroads, truckers and waterways all regulated by the ICC, supposedly with the aim of protecting railroad rates; recites the old charge that rates are kept artificially high to give a rate of return on watered stock. (RyAge)
- Oct. 21, 1943 AAR Pres. John .J. Pelley responds to VP Henry A. Wallace’s attacks. (RyAge)
- Oct. 22, 1943 VP Wallace attacks Pelley for failing to respond to his issues; a press duel follows. (RyAge)
- Oct. 22, 1943 Order for last 32 Class J1's cancelled in favor of Class Q2.
- Oct. 23, 1943 Non-operating unions reject the Emergency Board’s offer of a graduated increase from 4 to 10 cents per hour, instead of the flat 8-cent increase retroactive to Feb. 1. (Rdg AR, RyAge)
- Oct. 27, 1943 PRR Board authorizes additional main tracks from Havre de Grace to Bush River; retires all of the Bolivar Branch. (MB)
- Oct. 29, 1943 Railroads accept extending suspension of rate increase granted by *Ex Parte* 148 to Jan. 1, 1944. (RyAge)
- Oct. 30, 1943 Special Emergency Board appointed by Pres. Roosevelt begins hearing non-

operating unions case. (RyAge)

- Oct. 30, 1943 Edward Cassatt Thayer (1920-1943), grandson of PRR VP John B. Thayer, great grandson of A. J Cassatt and the co-pilot of an Army bomber, is killed in action at Gargrove (sp?) Island in the southwestern Pacific; he is the first member of the elite First City Troop to be killed in the war. (findagrave, PhlInq, NYT)
- Nov. 1, 1943 United Mine Workers begins a general anthracite and bituminous coal strike, citing failure to reach a satisfactory agreement; Pres. Roosevelt reimposes government control. (Dubofsky)
- Nov. 1, 1943 Navy lifts coastal blackout restrictions; PRR orders Cape Charles tugs and barges repainted from battleship gray to Tuscan Red. (CMP)
- Nov. 1, 1943 U.S. Marines land on Bougainville in the northern Solomon Islands. (EAH)
- Nov. 2, 1943 Line relocation and double track open between Stubblefield and Marty, Ill., on St. Louis Division.
- Nov. 3, 1943 Secretary of the Interior Harold L. Ickes makes an agreement with United Mine Workers, ending the strike in return for an \$8.50 per day wage; mines remain under government control. (Dubofsky)
- Nov. 3, 1943 Russell G. East (1884-1943), General Agricultural Agent, dies at Richmond, Ind. (RyAge)
- Nov. 3, 1943 Hitler announces to his generals that no further reinforcements will be sent to the Eastern Front in order to reinforce Italy. (Hastings)
- Nov. 1943 Richmond, Fredericksburg & Potomac Railroad begins routing all troop trains through Potomac Yard and PRR freight line to avoid congestion in Washington Terminal. (RF&P)
- Nov. 5, 1943 New York, Philadelphia & Norfolk Railroad Ferry Company leases one vessel from U.S. Government for five years. (C&C - what?)
- Nov. 5, 1943 Tender No. 6955 streamlined at Columbus Shops as second tender for streamlined K4s No. 3768; old tender No. 6000 destreamlined. (PRR-FAX)
- Nov. 5, 1943 ICC begins hearings on mandatory competitive bidding in issuing of railroad securities instead of underwriting by investment banks. (RyAge)
- Nov. 6, 1943 Coal strike ends. (verify)
- Nov. 6, 1943 Red Army retakes Kiev, capital of the Ukraine; the Soviet Union has reconquered over half the territory seized by the Germans since 1941. (Hastings)
- Nov. 8, 1943 ICC publishes an order extending the suspension of the rate increases granted under *ExParte 148* and additional 6 months to July 1, 1944. (AR)
- Nov. 8, 1943 Special Board awards non-operating unions 4-10 cents per hour increase on a sliding scale. (RyAge)

- Nov. 8, 1943 Thomas C. Hanna (d. 1953), formerly a journalist and radio newsman, joins the staff of *Mutual Magazine* as a features writer and assistant to Editor John Russell Macouch. (Mutual)
- Nov. 9, 1943 New Long Bridge at Washington opens, replacing the bridge of 1903-04; 23 through girder spans replace 12 truss spans; piers were built between the old piers, and the bridge replaced piecemeal while in service; the 1903 draw remains. (AR, JFoley)
- Nov. 9, 1943 Non-operating unions reject government offer. (RyAge)
- Nov. 10, 1943 PRR Board approves the following retirements: Hollidaysburg roundhouse and machine shop; part of the Pomeroy Branch between Chatham and Landenberg. (MB)
- Nov. 10, 1943 PRR acquires trackage rights over CNJ between Farmingdale and West Earle, N.J., to gain access to new Earle Naval Ammunition Depot. (MB)
- Nov. 10, 1943 Arthur C. Dorrance (1893-1946), Pres. of Campbell Soup Company, elected a PRR director, replacing John E. Zimmermann (1874-1943), deceased. (PR)
- Nov. 11, 1943 Pres. Roosevelt departs from Quantico on the presidential yacht *Potomac* for a “fishing trip”; once in Chesapeake Bay, FDR boards the new battleship *U.S.S. Iowa* to travel with his senior military staff to summit meetings in Cairo and Teheran. (Smith/FDR)
- Nov. 14, 1943 Extra sections of certain regular trains given independent numbers and schedules: Philadelphia-Pittsburgh section of *The Metropolitan*, Washington-Pittsburgh section of *The St. Louisian*; New York-Pittsburgh section of *The Pennsylvania Limited*; Washington-Detroit section of *The Red Arrow*; and first section of *The Liberty Limited* (operates non-stop between Baltimore and Englewood eastbound only); most extra sections cater to persons traveling between industrial centers and Washington on war business. (tt)
- Nov. 1943 N.J. PUC denies the PRSL’s request to abandon the branch between Cape May Court House and Stone Harbor. (RyAge)
- Nov. 16, 1943 AAR memo considers possible sources to relieve the labor shortage on the railroads; these include Mexicans, West Indians and Puerto Ricans, conscientious objectors, POW’s and “loyal” Japanese internees; the Mexican Government has agreed to a pool of 20,000 workers, of which about 13,000 are already working on Western railroads; the Mexican Government specifies that the men must receive the same rate of pay as Americans and have decent housing, food and treatment by supervisors; there is at present no money for the further importation of Caribbean islanders, beyond those already imported as farm laborers; the Internal Security Dept. does not want Japanese-Americans anywhere near war work. (CMP)
- Nov. 18, 1943 President’s Committee on Fair Employment Practices issues “cease and desist” order against 23 mostly southern railroads and 7 unions to end racial discrimination in hiring; orders against PRR and NYC are held in abeyance

- pending adjustment of complaints. (RyAge)
- Nov. 20, 1943 PRR opens new Union Market Yard at New York Avenue in Washington. (RyAge)
- Nov. 22, 1943 PRR informs Frederick E. Williamson, Chairman of the Eastern Railroads Presidents Conference, that they stand in need of 3,300 Mexican workers; the PRR has not employed Mexicans previously. (CMP)
- Nov. 22, 1943 Roosevelt, Churchill and Chiang Kai-shek (1887-1975) hold second wartime summit meeting, called the Sextant Conference, in Cairo and demand the unconditional surrender of Japan, including its withdrawal from China, Korea and all Pacific islands acquired since 1914. (Gregory, millercenter.org)
- Nov. 23, 1943 ICC approves the merger of the Columbus & Xenia Railroad and Dayton & Western Railroad into the Little Miami Railroad. (C&C)
- Nov. 24, 1943 PRR Board approves the following retirements: Cresson athletic field; stations at Frankfort, Ind., and Bicknell, Ind. (MB)
- Nov. 24, 1943 In opening phase of Admiral Chester Nimitz's Central Pacific Offensive, U.S. Marines take Tarawa in the Gilbert Islands with heavy losses; Admiral Raymond Spruance's invasion fleet includes 19 aircraft carriers, 12 battleships, and support vessels, but as on all the islands, the Japanese bunkers withstand the opening bombardment, and their soldiers are prepared to fight to the death. (EAH, Hastings)
- Nov. 28, 1943 Roosevelt, Churchill and Stalin begin their first summit meeting at Teheran, Iran, to plan offensives against Germany; the timetable for opening Stalin's long-desired "Second Front" in France is set; the Allies also consider the postwar reconstruction of Europe, including the division of Germany and possible deindustrialization; acceding to Stalin's demand for more secure frontiers, Churchill proposes shifting the Russian-Polish border westward and compensating Poland with territory takes from eastern Germany; Stalin has bugged the American and British private conversations and considers the meeting a great success. (Gregory, millercenter.org, Service, Smith/FDR)
- Nov. 30, 1943 Chesapeake & Ohio Railway, Nickel Plate, and Pere Marquette Railway name joint committee to study merger. (RyAge)
- Late 1943 Combustion engineer Ervin G. Bailey (1880-1974) of the Babcock & Wilcox Company presents the PRR with a design for a water-tube locomotive back end to burn pulverized coal; PRR rejects it as it does not want to have to crush and store pulverized coal at coaling stations or crush it on the tender and feed it to the firebox in tubes. (VPO)
- Late 1943 PRR begins conversion of 50 X32A box cars to P78B coaches for commuter service. (Keystone)
- Dec. 1, 1943 Columbus & Xenia Railroad merged into Little Miami Railroad under agreement of June 29, 1943, after approval by the ICC on Nov. 23. (C&C)
- Dec. 1, 1943 Lewis P. East (1905-) named General Agricultural Agent at Richmond,

- Ind., replacing his father Russell G. East, deceased. (PR)
- Dec. 2, 1943 “Little Big Inch” pipeline opens between Texas and the East Coast refineries. (Giebelhaus)
- Dec. 3, 1943 Former Asst. VP in Charge of Operations Charles Miller Sheaffer (1858-1943) dies at Bryn Mawr Hospital after a heart attack at age 85. (PR)
- Dec. 8, 1943 PRR Board authorizes \$560,000 for construction of first experimental Class Q2 4-6-4-6 No. 6131; approves extension of Cadiz Branch 9.4 miles to mines of Hanna Coal Company. (MB)
- Dec. 8, 1943 PRR Board approves the following retirements: part of the Tuscarawas Branch; Union Crossing Interlocking at the crossing of the PB&W and Union Railroad at Baltimore. (MB)
- Dec. 8, 1943 PCC&StL Railroad Board authorizes 2 relay tracks of 150 cars with adjacent running tracks at Hawthorne Yard; a 150-car eastbound siding west of Centerville; a 150-car eastbound passing siding at Dublin Jct., and extending the westbound siding; extending the eastbound and westbound passing sidings at Dunreith to 150 cars; a 150-car eastbound passing siding at Summit, Ind.; extending the sidings at Davis, Ind., to 232 cars and 400 cars; extending the Cadiz Branch 9.4 miles to the Hanna Coal Company in Short Creek Township, Harrison County, Ohio. (MB)
- c. Dec. 8, 1943 Second track opened between Greenfield and Knightstown on Columbus Division. (PR)
- Dec. 8, 1943 West Lane Garage Company dissolved. (MB)
- Dec. 9, 1943 U.S. Senate considers the Crosser-Truman resolution to have Congress approve a bill granting a flat 8-cent increase to non-operating unions in defiance of the administration’s anti-inflation measures. (RyAge)
- Dec. 9, 1943 William W. Mayer (1879-1943), Real Estate Agent at Philadelphia, dies. (RyAge)
- Dec. 10, 1943 Greyhound Building Corporation of New York incorporated for the purpose of enlarging the existing Greyhound 34th Street Bus Terminal between 7th & 8th Avenues; owned 50-50 by Pennsylvania Greyhound Lines, Inc., and Central Greyhound Lines, Inc. (Compt)
- Dec. 13, 1943 Greyhound Building Corporation buys a 100,000-square foot site including the land under the existing 34th Street Bus Terminal and extending west to 8th Avenue from the Hotel Statler Corporation; the parcel had been assembled by Statler in the late 1920s for a proposed hotel, a project abandoned in the Depression; the proposed new 14-storey terminal, which is to replace the existing 1935 station and the one at 245 West 50th Street used by Central Greyhound Lines, Inc., and New England Greyhound Lines, Inc., has a 74-foot front on 8th Avenue, 540 feet on 33rd Street and 450 feet on 34th Street; Greyhound quickly runs afoul of the Port Authority, which wants to force all bus lines into a terminal it plans to build on 8th Avenue close to the Lincoln Tunnel. (NYT)

- Dec. 13, 1943 In a statement to the stockholders designed to rebut charges of Henry A. Wallace, Thurman W. Arnold (1891-1969), and other antitrusters, Pres. Clement says that PRR does not aspire to be a monopoly or dominate other modes of transportation. (RyAge)
- Dec. 13, 1943 PRR agrees with the War Manpower Commission to take an allotment of 1,000 Mexican workers for the Mechanical and Maintenance of Way Departments; recruiting is to start in Mexico City on Dec. 26, with the men ready to leave by Dec. 31; PRR is to pay an Dept. of Immigration bond of \$20 per worker; camps are to be well-heated because of the colder climate, plus arrangements for obtaining heavy clothing; are to be provided with food suitable to a Mexican diet; many disputes will arise over the cold climate and poor or unsuitable food. (CMP)
- Dec. 13, 1943 Sixteen southern railroads reject the government's "cease and desist" order against racial discrimination; say changes in hiring can only come under workings of the Railway Labor Act; the order is unconstitutional and hinders the war effort. (RyAge)
- Dec. 14, 1943 PRR opens a labor camp for war workers adjoining the engine house at Meadows, N.J. (CMP)
- Dec. 15, 1943 Operating Brotherhoods reject government mediators offer and call nationwide strike for Dec. 30. (RyAge)
- Dec. 1943 Research Committee created in Dining Car Dept. to plan for postwar operations and develop operating economies. (Rept.)
- Dec. 17, 1943 USO canteen opens in North Philadelphia Station.
- Dec. 17, 1943 Dayton & Western Railroad deeds all of its property to the Little Miami Railroad. (C&C)
- Dec. 17, 1943 Pres. Roosevelt returns to Washington. (Smith/FDR)
- Dec. 20, 1943 PRR contracts with George A. Fuller Company for four new stores west of the Doubleday book store on south side of LIRR Concourse and extension of ticket office in southwest corner of General Waiting Room of Penn Station. (CE)
- Dec. 20, 1943 Bennett station renamed Erma, N.J., on PSRL. (Guide)
- Dec. 21, 1943 PRR reduces Cortlandt Street ferry service to one boat; *New Brunswick* laid up at 10:00 PM on Dec. 20. (FerryDept)
- Dec. 21, 1943 Dayton & Western Railroad dissolved. (C&C)
- Dec. 21, 1943 U.S. District Court orders changes to New Haven reorganization plan as per ICC report of July 13. (AR)
- Dec. 22, 1943 PRR Board authorizes improvements at Canton Yard, Baltimore; northbound Track 1 and southbound Track 4 between North Point and Bengies, Md.; extra southbound track between Severn and Odenton; extra northbound track between Bowie and Seabrook; additional tracks in the

- westbound yard at Crestline; automatic signals on Track 1 between Toledo Jct. and Crestline and relocating signals on Tracks 2 & 3; retires Richards Colliery Branch near Mount Carmel and interlocking at Bulger, Pa. (MB)
- Dec. 22, 1943 Lehigh Valley Railroad leases State Line & Sullivan Railroad (Towanda-Bernice, Pa.). (Baird)
- Dec. 23, 1943 Division 3 of ICC rejects claim of racial discrimination brought by three African American sailors who were returning to New York from Florida and were forced to eat in their Pullman berths instead of the dining car; as they still received first class service, ICC rules that segregation is not discrimination in this case. (NYT, RyAge)
- Dec. 23, 1943 Philadelphia Municipal Airport at Hog Island closes because of the war. (SEPTA)
- Dec. 24, 1943 Record of 178,892 passengers carried on a single day on the New York-Washington line; new daily record for ticket sales at Penn Station, surpassing previous record of FDR's second inaugural in 1937. (Trains, Diehl)
- Dec. 24, 1943 Record day for Grand Central Terminal, with 222,005 passengers. (RyAge)
- Dec. 24, 1943 Pres. Roosevelt names Gen. Dwight D. Eisenhower (1890-1969) as supreme allied commander for the invasion of Europe from Britain. (Gregory)
- Dec. 25, 1943 Industrial designer Donald R. Dohner (1892-1943), the true designer of the GG1 body shell, dies suddenly at his home at Forest Hills, Queens, N.Y. (NYT)
- Dec. 26, 1943 Royal Navy sinks the battle cruiser *Scharnhorst*, the last German surface warship operating in the Atlantic Ocean. (Morris)
- Dec. 27, 1943 Federal arbitrators award operating unions 4 cents per hour increase retroactive to Apr. 1, 1943, and an additional 5 cents effective Dec. 27 and one week paid vacation; reject demand for time and one half for overtime over 40 hours; engineers and trainmen accept the award, but others vow a nationwide strike. (AR)
- Dec. 27, 1943 Pres. Roosevelt issues an executive order directing the U.S. Army to take possession of all railroads at 7:00 PM to keep the strikes set for Dec. 30 from interfering with war traffic; to be administered by Lt. Gen. Brehon B. Somervell (1892-1955) and Maj. Gen. C.P. Gross, with M.W. Clement as civilian advisor; several presidents of major systems inducted into service with rank of colonels and obliged to wear military uniforms. (AR, RyAge)
- Dec. 27, 1943 PRR opens a labor camp for war workers in a leased building at Cherry Street at Newark, N.J. (CMP)
- Dec. 31, 1943 Frederick W. Hankins, Assistant VP in Charge of Real Estate, Purchases & Insurance retires after 53 years service. (RyAge -verify - cards have 1/5/44)
- 1943 Total railroad operating revenue hits new high of \$9.075 billion; revenue passenger-miles at 85 billion; revenue ton-miles at 725 billion; net operating

income is \$1.38 billion vs. \$1.485 billion in 1942 because of frozen rates and higher labor and materials costs; net income is \$880 million; however, railroad stock prices have not recovered from Depression, and dividends are at \$215 million vs. \$490 million in 1929. (RyAge)

- 1943 PRR operating revenue is \$979,773,155, a record for any U.S. railroad. (RyAge)
- 1943 PRR is the nation's largest employer of African Americans, over 16,000, although most are in service or unskilled positions. (Trains)
- 1943 Peak post-Depression year for locomotive production at Juniata Shops with 111 built. (altoonaworks.info)
- 1943 LIRR abandons the Bethpage Branch, Bethpage Jct. to Old Bethpage (1.56 miles). (C&C)
- 1943 New "MIDWAY" Tower placed in service at Monmouth Jct. (RySig - may be 1944)
- 1943 New "NASSAU" Tower placed in service at Princeton Jct. (RySig)
- 1943 Pennsylvania Golf Club property in Haverford Township sold to Warner West Corporation, which subdivides it as Chatham Park. (HvrfdTwp)
- 1943 PRSL abandons 0.33 mile connecting track to former WJ&S line between 51st and 55th Streets, Ocean City; also 6.42 miles of ex-PRR line between 55th Street and Sea Isle City. (AR)
- 1943 Pomeroy & Newark Branch abandoned between Chatham and Landenburg, Pa. (C&C)
- 1943 Steelwork of the old PRR Susquehanna River Bridge at Havre-de-Grace, which had been abandoned as a highway bridge in 1940, is removed in a war scrap drive; the stone piers remain in place south of the existing railroad bridge. (portdeposit.org)
- 1943 Potomac Yard enlarged by additional 11.5 miles of track. (Mordecai)
- 1943 Third track added, Seabrook-Bowie, on Washington line account war traffic. (after 8/14 - ca. 9/1/43) (CE)
- 1943 Canopies extended on four platforms at Washington Union Station. (C&C)
- 1943 Remainder of Tomhicken Branch abandoned; 1.27 miles at Catawissa Jct. (C&C)
- 1943 Richards Colliery Branch of the Shamokin Valley & Pottsville Railroad near Shamokin (1.54 miles) abandoned. (C&C)
- 1943 Busiest day for Enola Yard; 20,661 cars in 24 hours. (Mutual)
- 1943 PRR reopens possibility of extending electrification from Harrisburg to Pittsburgh.

- 1943 Monongahela Railway abandons outermost 0.89 mile of Moser Run Branch at Edenborn. (C&C)
- 1943 Pittsburgh, Chartiers & Youghiogeny Railway completes new yard office, renewal of freight house and other yard improvements on Neville Island. (C&C)
- 1943 New Cumberland Branch extended from Chester, W.Va. to Kobuta, Pa., on PL&E to reach synthetic rubber factory; portion in Pa. is New Cumberland & Pittsburgh Railway, on which work had been suspended in 1918 and resumed earlier in 1942; operated by PRR under agreement of Oct. 13, 1942. (C&C)
- 1943 Pittsburgh, Lisbon & Western Railroad abandons line between Signal and Lisbon, Ohio. (Cards)
- 1943 Larger turntables installed at Conway and Crestline. (C&C)
- 1943 Last 25.91 miles of Coshocton-Loudonville line abandoned. (C&C??)
- 1943 17.06 miles of the Wallhonding Branch between Loudonville and Brink Haven abandoned. (C&C)
- 1943 Second track and grade reduction to 0.5% opens between Smithboro and Marty, Ill. (17 miles) on the St. Louis Division. (C&C)
- 1943 St. Louis Union Station handles 72,621 trains totaling 660,906 cars and over 22 million passengers; Fred Harvey Restaurant serves 2,714,570 meals. (Trains)
- 1943 Robert R. Young begins a campaign for his Alleghany Corporation to take over the sleeping car business of the Pullman Company.
- 1943 Future PRR VP David C. Bevan becomes a member of the Lend Lease Mission to Australia. (CInl&RevFmlsPa)
- 1943 N.J. Court of Chancery rules that the Tax Act and Tax Settlement Act of 1941, which aim to reduce the tax burden on the railroads, are unconstitutional. (CNJ AR)
- 1943 General Electric "Steamotives" No. 1 & 2 assigned to Great Northern Railway to meet a wartime motive power shortage; used in short-distance freight service in Washington State; near the end of the year, they are returned to Erie with worn wheels and a defective boiler and dismantled. (Lee)
- 1943 Claiborne-Annapolis Ferry Company moves its western terminus from Annapolis to Sandy Point; the crossing from Matapeke on Kent Island now parallels the route of the future Bay Bridge. (Simmons)
- 1943 Chesapeake & Ohio Railway buys additional Wheeling & Lake Erie Railway stock; with the Nickel Plate, the two companies now own 67% of the W&LE. (C&O AR)

- 1943 United States Distributing Company is merged into The Pittston Company.
(C&O AR - verify Moodys)
- 1943 Ann Arbor Boat Company sells all its assests to the Ann Arbor Railroad.
(Moodys)