

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

By Christopher T. Baer

1944

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All data subject to correction or change

- Jan. 1, 1944 Fare increase originally approved by ICC in 1942 goes into effect; suspension of freight rate increase extended to July 1, 1944, and then to Jan. 1, 1945.
- Jan. 1, 1944 B&O establishes a company research library built around a collection of books bequeathed by the late Pres. Daniel Willard. (RyAge)
- Jan. 3, 1944 Two trains carrying 1,000 Mexican workers for the PRR depart El Paso; Train "A", consisting of a refrigerator car (for dining car supplies), 2 sleepers, 9 coaches and 2 diners with 500 men for the Central Region, leaves at 12:30 AM, running via St. Louis, Columbus, and Orrville to Pittsburgh; Train "B", consisting of a refrigerator car, 2 sleepers, 10 coaches and 2 diners with 500 men for the Western Region, leaves at 1:20 AM, running via St. Louis, Indianapolis, and Logansport to Fort Wayne. (CMP)
- Jan. 4, 1944 Pres. Roosevelt reconvenes the special Shaw Board to seek a compromise agreement with the non-operating unions. (RyAge)
- Jan. 4, 1944 Mechanical Engineer Carleton K. Steins receives patents Nos. 2,338,212 and 2,338,214 covering a turbine or reciprocating locomotive with a tender first, followed by the cab, and then the boiler with the firebox forward, the proposed V1. (VPO)
- Jan. 5, 1944 War Production Board approves eliminating island platform at 7th Street Station in Washington in order to straighten tracks and increase speed limit; to be replaced by wooden platforms and shelter on the sides of the tracks. (CE)
- Jan. 5, 1944 Assistant VP in Charge of Real Estate, Purchasing & Insurance Frederick W. Hankins retires. (PR - or 12/31/43?)
- Jan. 8, 1944 White House announces the appointment of a three-man commission to investigate the refusal of southern railroads and railroad unions to end racial segregation in the hope of securing gradual change; as both white Southern Democrats and African Americans are important parts of his coalition and the former provide his margin of support in the House, Pres. Roosevelt walks a fine line to avoid overly antagonizing either. (RyAge, Smith/FDR)

- Jan. 8, 1944 NYC director William Kissam Vanderbilt, Jr. (1878-1944), great-grandson of the Commodore, dies. (AR)
- Jan. 8, 1944 Francis McD. Quinn (1878-1944), former General Passenger Agent at Philadelphia, dies at Bryn Mawr after 47 years of service. (RyAge, Guide)
- Jan. 11, 1944 Strategic bombing of Germany from British bases begins as a prelude to the invasion of Western Europe. (EAH)
- Jan. 12, 1944 PRR Board authorizes additions to the engine house at Mingo Jct.; new yards at Bay View, Md.; reverse signaling on westbound passenger Track 2 between Toledo Jct. and Lucas; new interlocking station at Black Run, Ohio and remote control of the west end of the passing siding; remote control of the leaving ends of the eastbound and westbound passing sidings at Islets, Ohio, from Newcomerstown. (MB)
- Jan. 12, 1944 PRR Board authorizes abandonment of Scottsville Branch at Garbutt, N.Y., on Rochester Branch; parts of the Moshannon & Clearfield Branch south of Houtzdale. (MB)
- Jan. 12, 1944 Halsey, Stuart & Co., Inc., takes \$4.155 million Equipment Trust certificates, Series O to be used to build 18 steam locomotives and 500 box cars. (PR)
- Jan. 14, 1944 Firemen, conductors and switchmen sign contract on same terms accepted by engineers and trainmen on Dec. 27, 1943, ending their strike threat. (RyAge)
- Jan. 14, 1944 VP-Chicago Horace E. Newcomet (1874-1944) dies after 48 years service. (RyAge, Guide)
- Jan. 15, 1944 NYC pays first dividend of 1% since 1931. (NYT)
- Jan. 1944 PRR installs a public address system in Penn Station; engages School of Radio Technique and radio station WOR to train 25 men and women as announcers; find that women's higher-pitched voices carry better in large spaces when amplified. (RyAge)
- Jan. 17, 1944 U.S. Supreme Court overturns case against Toledo, Peoria & Western Railroad strikers; rules that companies must prove that they have exhausted every reasonable effort at a settlement before courts can issue blanket injunctions against strikers. (NYT, RyAge)
- Jan. 17, 1944 Non-operating unions sign agreement for 4-10 cents per hour sliding scale increase retroactive to Feb. 1, 1943, and a further 1-5 cent increase retroactive to Dec. 27, 1943, in return for surrendering demand for time and a half for overtime; formula guarantees a minimum increase of 9 cents for all workers and is acceptable to Stabilization Director Fred M. Vinson (1890-1953), who had torpedoed the earlier settlement as inflationary. (AR, RyAge)
- Jan. 17, 1944 Speaking to the Southern Governors' Conference, VP Henry A. Wallace blames discriminatory railroad rates for hindering the South's access to national markets and calls for their revision. (RyAge)

- Jan. 18, 1944 Pres. Roosevelt announces settlement with non-operating unions; Army control of railroads lifted at midnight. (AR, RyAge)
- Jan. 18, 1944 Extreme "ceiling zero" smog paralyzes Pittsburgh and environs. (HistPitts)
- Jan. 22, 1944 U.S. District Court at Philadelphia issues formal segregation decree in Pullman Case by vote of 2-1; Pullman, Inc., is given the choice of selling either its manufacturing or sleeping car business; Judge John Biggs dissents, favoring the government's position that Pullman, Inc., be forced to sell the manufacturing business of the Pullman-Standard Car Manufacturing Company, as the only possible buyer for the sleeping car service will be the railroads themselves. (RyAge, Borkin)
- Jan. 22, 1944 U.S. forces land at the Anzio beachhead 30 miles south of Rome but are unable to break out for four months. (EAH, Gregory)
- Jan. 24, 1944 Oliver P. Keller, Sr. (-), first engineer of the *Broadway Limited*, dies at Lemoyne, Pa. (Mutual)
- Jan. 26, 1944 PFW&C purchases 1.04 miles of the Walhonding Branch at Loudonville from the Pennsylvania, Ohio & Detroit Railroad. (MB - verify deed date C&C)
- Jan. 26, 1944 Seaboard Railway Company incorporated in Va. for the purpose of reorganizing the Seaboard Air Line Railway Company. (Moody's)
- Jan. 27, 1944 NYC ferry *Catskill* leaves Weehawken for Cortlandt Street at 6:50 AM in heavy fog; the captain unknowingly runs around into the East River before discovering his error, then beaches on Governors Island, then collides with a tug, and finally backs into the slip at Cortlandt Street at 8:51. (StmbtBl)
- Jan. 27, 1944 Stalin declares Leningrad officially liberated, as the German line is thrown back out of artillery range. (Hastings)
- Jan. 30, 1944 CTC placed in service between Red Bank and Oil City, Pa., on Allegheny Division; operated from "BRADY" Tower. (PR)
- Jan. 31, 1944 Pennroad Corporation announces it has sold the last of its \$5 million Detroit, Toledo & Ironton Railroad First Mortgage bonds. (NYT)
- Early 1944 PRR completes another study for through passenger service to West Coast points via Santa Fe and Overland Route and to Texas via Missouri Pacific. (PassDept)
- Feb. 1, 1944 Warren R. Elsey (1892-1973) appointed Assistant VP in Charge of Real Estate, Purchases & Insurance, replacing Frederick W. Hankins (1876-1958), retired after 53 years service. (MB)
- Feb. 1, 1944 U.S. Marines land on Kwajalein in the Marshall Islands. (Hastings)
- Feb. 2, 1944 PRR files motion to send New Haven reorganization plan back to ICC. (Sutherland)

- Feb. 2, 1944 U.S. captures Roi Island in the Marshall Islands, the first pre-war Japanese territory to fall to the Allies. (millercenter.org)
- Feb. 7, 1944 ICC institutes an investigation of Alleghany Corporation's control of the Chesapeake & Ohio, Nickel Plate, Pere Marquette and other railroads on the grounds it had lost control of them before the passage of the Transportation Act of 1940 and then reacquired them without the ICC permission required by the Act. (RyAge, Borkin)
- Feb. 8, 1944 Chief of Motive Power H. W. Jones writes to Carleton K. Steins asking him to discuss the steam turbine V1 "Triplex" locomotive with the Baldwin Locomotive Works. (VPO)
- Feb. 8, 1944 ICC issues fifth supplemental report amending its 1943 New Haven reorganization plan in line with rulings of U.S. District Court in Dec. 1943. (Sutherland)
- Feb. 9, 1944 PRR Board authorizes additional tracks in the outbound receiving and classification yards at Greenwich, South Philadelphia; revising southbound main track and extending middle platform at Wilmington station; retiring the Manor Branch from Harrison City to the end at Claridge. (MB)
- Feb. 9, 1944 With the patents granted, Carleton K. Steins writes to Chief Engineer Ralph P. Johnson of the Baldwin Locomotive Works arranging to discuss the "Triplex" steam turbine locomotive when they next come up to discuss the Class Q2. (VPO)
- Feb. 14, 1944 CNJ trustees file with the ICC for a larger division of lighterage and floatage charges at New York Harbor. (AR)
- Feb. 15, 1944 Allied infantry makes its first unsuccessful assault on Monte Cassino in Italy, the ancient hilltop monastery that is the birthplace of the Benedictine Order and where the Germans are dug in. (Morris)
- Feb. 15, 1944 Hitler orders his forces to evacuate northern Russia. (Morris)
- Feb. 17, 1944 U.S. Marines land on Eniwetok. (Hastings)
- Feb. 19, 1944 ODT Director Joseph B. Eastman is hospitalized with angina. (RyAge)
- Feb. 22, 1944 Pres. Roosevelt vetoes the Congressional tax bill as "relief not for the needy but for the greedy"; organized labor supports the veto. (NYT)
- Feb. 23, 1944 In his annual report, Pres. Clement notes that the excess profits tax prevents railroads from accumulating reserves for postwar improvements; because the 1936-39 period used in computing the tax was so bad for the railroads, companies must use the "invested capital base" method. (AR, RyAge)
- Feb. 23, 1944 PRR Board approves the following retirements: Sterling No. 2 Branch at Binder, Pa.; Fallen Timber Branch at Glasgow, Pa. (MB)
- Feb. 23, 1944 ICC denies PRSL application to abandon the Stone Harbor Branch. (PRSL/Rdg)

- Feb. 23, 1944 110-foot turntable replaces 100-foot turntable at Conway to be able to turn duplex engines. (Mutual)
- Feb. 24, 1944 New York Zone informs Chief of Motive Power H. W. Jones that they can use over 400 Mexican workers in the Motive Power Dept.; are currently using "Bowery" labor, alcoholics who quit or go on a bender every time they get their pay; others are vagrants who work only to get a warm place to stay during the winter. (CMP)
- Feb. 25, 1944 Congress passes the new tax law over Pres. Roosevelt's veto raising war tax on passenger fares from 10% to 15% effective Apr. 1; raises excess profits tax from 90% to 95% and requires labor unions to file income and disbursement schedules with the IRS, even though they are tax-exempt. (NYT, RyAge)
- Feb. 29, 1944 Otis & Company of Cleveland sues PRR and Pennsylvania, Ohio & Detroit Railroad for \$1 million damages for loss due to the award of \$28.5 million PO&D bond issue to Kuhn, Loeb & Company; company suffered a loss when KL&Co. paid 100, whereas Otis has offered 102. (RyAge)
- Feb. 29, 1944 CNJ subsidiary Easton & Western Railroad, the only subsidiary in Pennsylvania owned rather than leased, changes its name to Central Railroad Company of Pennsylvania and leases the other CNJ lines in Pa. in an attempt to shelter them from high New Jersey taxes. (Moody's, AR)
- Mar. 1, 1944 Because many thousands of vacationers went to Florida despite warnings of the near impossibility of obtaining return Pullman reservations and are now stranded there; ODT authorizes Atlantic Coast Line-Florida East Coast Railway and Seaboard Air Line Railway to each operate an extra all-coach train northbound from Florida to New York starting this day. (RyAge)
- Mar. 1, 1944 Col. John A. Appleton begins directing U.S. forces operating parts of the Bengal & Assam Railway in India to supply troops under Gen. Joseph "Vinegar Joe" Stillwell (1883-1946) operating in southern China. (RyAge)
- Mar. 1, 1944 Trains No. 455 and 457 extended to Camp Reynolds at Victory station on the Erie & Ashtabula Division. (A-sheet)
- Mar. 3, 1944 Court denies PRR motion to send the New Haven reorganization plan back to the ICC. (Sutherland)
- Mar. 3, 1944 Justice Dept. files antitrust suit vs. NYC ownership of United States Freight Company. (RyAge)
- Mar. 4, 1944 Last run of passenger service over New Haven's Dorchester Branch (ex-NY&NE main line) between Boston and Readville; later revived in 1979. (Guide)
- Mar. 5, 1944 Passenger service on New Haven's Dorchester line suspended because of war-induced shortage of coaches. (AR - see 3/11)
- Mar. 5, 1944 Last run of elevated train service across the Brooklyn Bridge between Park Row in Manhattan and Sands Street in Brooklyn. (Cunningham)

- Mar. 6, 1944 U.S. District Court approves the revised ICC New Haven reorganization plan; confirms that the shares have no value; New Haven Board appeals. (AR)
- Mar. 6, 1944 Pullman-Standard Car Manufacturing Corporation completes last of 1,200 triple-deck troop sleepers using box car bodies for postwar conversion. (RyAge)
- Mar. 6, 1944 U.S. mounts its first air raid on Berlin with over 600 bombers and 800 fighters. (Gregory)
- Mar. 7, 1944 Steamboat *Elisha Lee* (the former New Haven *Elisha Peck*) placed in service making two round trips between Cape Charles and Norfolk to replace Virginia Ferry Corporation's *Del-Mar-Va*, used since the government requisitioned the *Virginia Lee* in July 1942; *Elisha Lee* is chartered from the War Shipping Administration and has capacity of 1,320 passengers with 18 staterooms; a portrait of Elisha Lee is placed at the head of the stairs leading to the dining room. (A-sheet, PR)
- Mar. 8, 1944 PRR Board authorizes a transfer bridge and yard at Greenwich, South Philadelphia. (MB)
- Mar. 8, 1944 Plaque honoring the late Stationmaster William H. "Big Bill" Egan placed in the Concourse of Penn Station. (RyAge)
- Mar. 8, 1944 PCC&StL Railroad Board approves retiring "BULGER" Interlocking and remote control from "BURGETTS"; extending the westbound siding at Broadacre, Ohio, to 134 cars; new interlocking at Black Run, Ohio. (MB)
- Mar 11, 1944 Last run of New Haven passenger service on former New York & New England main line between Readville and Boston; service later restored in 1979. (Humphrey - see above)
- Mar. 1944 Seaboard Air Line Railway cancels its emergency all-coach train from Florida to New York; vacationers decline to ride in coaches and would rather wait for Pullman space. (RyAge)
- Mar. 1944 U.S. factories are producing military aircraft at the rate of one every 295 seconds. (Hastings)
- Mar. 14, 1944 PRR obtains the consent of the Pennsylvania Federation of the Brotherhood of Maintenance of Way Employes to the employment of Mexicans as track workers for the duration; PRR is to pay the cost of each meal above 25 cents. (CMP)
- Mar. 15, 1944 Joseph B. Eastman (1882-1944), head of ODT and former Federal Coordinator of Transportation, dies of a heart attack in Washington; succeeded pro-tem by deputy Charles D. Young. (RyAge)
- Mar. 15, 1944 Connection between the Richmond, Fredericksburg & Potomac Railroad and the Rosslyn Connecting Railroad at the south end of the Long Bridge relocated. (MB)
- Mar. 15, 1944 Japanese begin an offensive across the Burmese border into northeastern

India. (Hastings)

- Mar 1944 ICC Bureau of Finance recommends declaring Alleghany Corporation's control of the Chesapeake & Ohio Railway, Nickel Plate and Pere Marquette Railway illegal as it gained control in 1942 without its approval as required under the Transportation Act of 1940. (Bias - this is Boles report of 3/6/45!!)
- Mar. 17, 1944 PRR inaugurates No. 458 *The Sailor*, a coach-only day train from Cape Charles to New York with connection by steamboat *Elisha Lee* from Norfolk; meals by coach lunch attendants. (A-sheet)
- Mar. 20, 1944 Alleghany Corporation sells 704,121 shares of Chesapeake & Ohio Railway for \$32.9 million, or 40% of its holdings; still has 1,140,574 share or a 15% interest in the C&O. (NYT, Moodys)
- Mar. 22, 1944 PRR Board authorizes contracting with government for hiring 3,000 Mexicans as track gang men and laborers; authorizes electrification of Track 1 from "RIVER" Interlocking at North Point to Bengies and from "MINNICK" to "QUARRY" and "ROCK" to "PORT" on the Port Road. (MB)
- Mar. 27, 1944 PRR Board approves construction of 25 Q2's at Juniata. (MB)
- Mar. 27, 1944 At the insistence of his daughter Anna, Pres. Roosevelt is taken to Bethesda Naval Hospital for a physical after suffering a high fever and general debilitation; his personal physician, Admiral Ross T. McIntire, who has maintained that he is not seriously ill, orders that Roosevelt not be told the results; the doctors are shocked to find Roosevelt suffering from congestive heart failure, an enlarged heart and high blood pressure, a likely fatal diagnosis; Roosevelt is given digitalis and put on a diet regimen; his heart condition improves slightly, but not his blood pressure. (Smith/FDR)
- Mar. 31, 1944 Atlantic Coast Line-Florida East Coast Railway coach train from Florida to New York makes last run. (RyAge)
- Apr. 3, 1944 Admiral Ross T. McIntire announces that Pres. Roosevelt is suffering from the flu and complications but is otherwise fine; Roosevelt's medical file is kept secret in a safe at Bethesda and is destroyed immediately after Roosevelt's death, presumably on McIntire's orders. (Smith/FDR)
- Apr. 4, 1944 Pres. Roosevelt names Col. J. Monroe Johnson (1878-1964) of the ICC to be Director of the ODT, replacing the late Joseph B. Eastman. (RyAge)
- Apr. 5, 1944 Fair Employment Practices Committee announces that the PRR agrees to eliminate racial discrimination in the hiring of dining car stewards, allowing many African American waiters to be promoted; since the Sep. 1943 hearings, PRR has opened 10 skilled job categories to African Americans and hired about 400 black mechanics and mechanics helpers. (NYT, RyAge)
- Apr. 5, 1944 Former Assistant VP in Charge of Purchases, Stores and Insurance Samuel Porcher (1857-1944) dies at Philadelphia. (RyAge)
- Apr. 12, 1944 Pres. Clement meets with heads of other coal-hauling railroads to promote the development of a coal-burning turbine locomotive.

- Apr. 12, 1944 PRR Board authorizes purchase of all stock of Lewisburg Bridge Company; approves the following retirements: 0.67 mile of Bridgeville & McDonald Branch between Gladden and Bishop, Pa.; all 1.1 miles of the Millers Run Extension. (MB)
- Apr. 12, 1944 Mechanical Engineer's office issues specification drawing for proposed Class V1 4-8-4-8 steam turbine "Triplex"; twin turbines developing 9,000 HP with top speed of 100 MPH; 48" drivers; total weight 882,000 lbs.; starting drawbar pull 115,000 lbs.. (CMP)
- Apr. 13, 1944 Enlarged USO opens in Penn Station. (Mutual)
- Apr. 14, 1944 Marian Longstreth Thayer (1872-1944), widow of PRR VP John B. Thayer (1862-1912) and a *Titanic* survivor, dies on the 32nd anniversary of the *Titanic*'s striking the iceberg. (PhilInq)
- Apr. 1944 New car-washing machine placed in service at Penn Coach Yard at 30th Street, Philadelphia. (RyAge)
- Apr. 1944 Class T1 4-4-4-4 No. 6110 removed from service after logging 120,000 miles and placed on the Altoona Test Plant, which is rebuilt to take its extra length; 6,552 indicated horsepower is 40% greater than any locomotive tested to date; 6,100 drawbar HP is 46% greater than any other locomotive tested; capacity to evaporate 105,475 lbs. of water per hour is 40% lower than any previously recorded. (BaldLocos, Trains - see if T1 Trust has posted the report)
- ca. Apr. 1944 Nursery opens in 30th Street Station for women traveling with small children.
- ca. Apr. 1944 Double track on new alignment opens between Stubblefield and (St. Jacob ? or) Pierron, Ill. (Mutual - could be Feb.-Mar.)
- Apr. 1944 PRR resumes consideration of transcontinental through passenger train to San Francisco and Los Angeles via both Santa Fe and Overland Route.
- Apr. 1944 NYC places a questionnaire on long distance trains asking for passenger comments on design features of postwar equipment. (RyAge)
- Apr. 1944 ICC refers its case against Alleghany Corporation to the Justice Dept. for possible criminal actions against Robert R. Young and Allan P. Kirby; Young talks the Justice Dept. out of prosecuting him and agrees to cooperate with the Antitrust Division in proceedings against the railroads and investment banks. (Borkin - verify NYT)
- Apr. 1944 Kuhn, Loeb & Co. sponsors its first railroad stock issue in anticipation of the ICC requirement for competitive bids on railroad bonds but not stock; previously, Kuhn, Loeb had handled only bond issues. (Carosso)
- Apr. 1944 First B-29 Superfortress bombers arrive in China to begin attacks on Japan. (Hastings)
- Apr. 17, 1944 ICC orders railroads to show cause why the rate increases granted in *Ex*

Parte 148 should not be postponed further to Jan. 1, 1945. (Rdg AR)

- Apr. 19, 1944 Japan begins Operation Ichi-Go ("Operation No. 1"), occupying further swathes of central and southeastern China to dislodge American air bases threatening their positions and create land links to their forces in Indochina; the Chinese army is too depleted and demoralized after years of war to offer any effective resistance. (wiki, Hastings)
- Apr. 24, 1944 Japanese evacuate New Guinea. (Mercer)
- Apr. 26, 1944 PRR Board considers selling off real estate acquired for the Darby Creek Low Grade Line, though no final decision is made; projected cost of line has risen from \$14.5 million in 1920 to over \$20 million in 1944; PRR had acquired nearly all real estate at cost of \$2.18 million. (MB)
- Apr. 26, 1944 PRR Board approves the following retirements: part of Blairsville Branch; 4,415 feet of the Mill Run Branch at Zanesville. (MB)
- Apr. 26, 1944 PRR makes blanket donation of \$2,500 to Salvation Army of Philadelphia as recompense for their providing free food, coffee and first aid during the 1943 *Congressional* wreck and Broad Street Station fire. (MB)
- Apr. 30, 1944 PRR purchases all the rolling stock of the Little Miami Railroad, consisting of 23 locomotives, 21 tenders, 13 passenger cars and 198 freight cars, for \$1,051,481. (C&C)
- May. 1, 1944 Passenger service at Pomeroy, Pa., discontinued on the Philadelphia Division. (A-sheet)
- May 1, 1944 New 647-car yard opens west of Riley Road at Indiana Harbor, Ind. on PFW&C. (CE)
- May 2, 1944 PRR completes study for through sleeping cars to Los Angeles and San Francisco. (VPO)
- May 2, 1944 Railroads agree to continuing the rate suspension as ordered by the ICC. (Rdg AR)
- May 2, 1944 Senate begins hearings on the bill of Sen. Clyde M. Reed (1871-1949) of Kansas to permit railroad abandonments only where there is no adverse impact on the efficiency of the national transportation system; bill is designed to preserve rail service to rural areas, but is opposed by many interests. (RyAge)
- May 2, 1944 FCC orders hearings on use of radio by railroads. (RyAge)
- May 1944 ICC rules that all railroad issues except for stock issues and short-term debt be by competitive bid, although it notes that Morgan, Stanley & Co. and Kuhn, Loeb & Co. do not dominate the railroads they finance and retain their clients by quality of service. (Carosso - verify date 1st week of May)
- May 3, 1944 Harry Babcock named General Manager & Traffic Manager of the PRSL, replacing J.O. Hackenberg (1878-), given leave for health. (MB)

- May 3, 1944 NYC announces that it has ordered 300 passenger cars from Pullman-Standard (153 cars), Budd (127 cars) and American Car & Foundry Company (20 cars), to be delivered as soon as the materials are available. (NYT)
- May 3, 1944 Rationing of meat, except for certain cuts of beef, comes to an end. (Gregory)
- May 1944 LIRR installs public address system on platforms of Jamaica Station to help eliminate the confusion of “change at Jamaica.” (RyAge)
- May 8, 1944 Reading returns the 1937 *Crusader* equipment to service after a thorough overhaul. (RyAge)
- May 8, 1944 U.S. District Court issues final judgment in antitrust case brought by Budd and other car builders; Pullman Incorporated is ordered to present a divestiture plan within 90 days of accepting the decree. (RyAge)
- May 8, 1944 ICC rules in favor of competitive bidding for railroad security issues in excess of \$1 million on charges brought by Robert R. Young, Cyrus S. Eaton of Otis & Co. and Halsey, Stuart & Co.; it notes that while the charges of monopoly and banker domination made against J.P. Morgan & Co. and Kuhn, Loeb & Co. have not been proved, the failure of the railroads to place their business elsewhere requires action. (Borkin)
- May 8, 1944 Fairbanks, Morse & Co. announces it will manufacture a new line of diesel locomotives using the opposed-piston engine used in submarines which it is now manufacturing for the Navy at a war plant at Beloit, Wisc.; appoints John W. Barriger III Manager of its new Diesel Locomotive Division. (RyAge)
- May 9, 1944 Cyrus Eaton of Otis & Co. again writes to Pres. Roosevelt calling the pending private issue of \$35 million in PRR bonds by Kuhn, Loeb & Co. “scandalous” and noting that his Republican rival Gov. Thomas E. Dewey is the standard bearer of the anticompetitive bidding crowd; Eaton continues his campaign of smearing and harassing his competitors. (Carosso)
- May 10, 1944 Waynesburg & Washington Railroad Board authorizes a relocation of line between Hackney and Waynesburg. (MB)
- May 12, 1944 The last German troops in the Crimea are evacuated by sea. (Hastings)
- May 1944 Pittsburgh Coal Company sells the Cumberland & Pennsylvania Railroad to the Western Maryland Railway. (Consol - verify Moodys)
- May 16, 1944 Pennsylvania Tunnel & Terminal Railroad Board approves widening entrance from 7th Avenue Subway and refinishing north wall of LIRR Concourse in Penn Station. (MB)
- May 16, 1944 L. K. Walker, Jr., named Superintendent of the Delmarva Division and Baltimore & Eastern Railroad, replacing Lester E. Gingerich. (MB)
- May 17, 1944 East and westbound sidings at Dunreith, Ind., extended to 150 cars. (CE)

- May 17, 1944 General Solicitor Robert S. Gawthrop (1878-1944) dies at West Chester. (RyAge)
- May 18, 1944 Cleveland & Pittsburgh Railroad Board authorizes addition to Mingo Jct. engine house. (MB)
- May 18, 1944 Monte Cassino falls to the Allies after prolonged and fierce fighting that leaves the historic monastery a heap of rubble, but the way is now open to Rome. (Morris)
- May 19, 1944 Alleghany Corporation files with ICC for a ruling that its control of Chesapeake & Ohio Railway, Nickel Plate, Pere Marquette Railway, Missouri Pacific and other railroads does not violate Section 5 of the Interstate Commerce Act. (NYT, RyAge, Moodys)
- May 19, 1944 Alleghany Corporation files with the ICC to be allowed to merge the Chesapeake & Ohio Railway, Nickel Plate and Pere Marquette Railway. (NYT - ?? - Moodys say 9/44)
- May 20, 1944 The high point of Popular Front cooperation is reached when the Communist Party of the USA under Earl Browder dissolves itself and restyles itself the Communist Political Association. (NYT)
- May 23, 1944 Allies begin a breakout from the Anzio beachhead. (Hastings)
- May 24, 1944 PRR Board authorizes abandonment of last 0.88 miles of the Lykens Branch; a 5-stall addition to the Kinsman Street engine house at Cleveland. (MB)
- May 24, 1944 PFW&C Railway Board approves signaling third track between B&O Jct. and Toledo Jct.; reverse signaling on westbound passenger Track No. 2 between Toledo Jct. and Lucas; extending track pans at Grafton Water Station west of Leetonia; purchasing 1.04 miles of the Walhonding Branch at Loudonville from the Pennsylvania, Ohio & Detroit Railroad; 5 relay tracks of 150-car capacity at the east and westbound yards at Crestline; automatic signals on Track No. 1, Toledo Jct. to Crestline, and respacing signals on Tracks 2 & 3; new block station and interlocking at Lakeville, Ohio; reverse signaling on the east and westbound mains between Whiting and Clarke Jct.; eastbound siding for 150 cars at Hamlet, Ind. (MB)
- May 24, 1944 In a speech at Pittsburgh, Edward G. Budd predicts a big upsurge in rail passenger travel after the war. (RyAge)
- May 24, 1944 NYC Board announces that it has ordered 4 EMD E7 passenger diesel locomotives. (NYT)
- May 31, 1944 Government returns northern coal mines to owners after they accept 1943 agreement with United Mine Workers; southern mines are returned gradually over the course of the year. (Dubofsky)
- June 1, 1944 Erie & Pittsburgh Railroad Board authorizes constructing a wye at Victory, site of an Army depot; extending tracks 7 & 8 at Wheatland. (MB)
- June 4, 1944 Allies occupy Rome; Gen. Mark Clark (-) has concentrated on the empty

glory of liberating Rome, while allowing the Germans to retreat and set up a new defensive line. (Hastings)

- June 5, 1944 B-29 bombers begin flying missions from India against Japanese targets in Southeast Asia. (Hastings)
- June 5, 1944 Task force leaves Pearl Harbor for an attack on the Japanese-held Mariana Islands. (wiki)
- June 6, 1944 Port Authority announces a plan to build a union bus terminal between 8th & 9th Avenues in New York City on condition that all bus lines use it and all eight existing bus terminals east of 8th Avenue are closed; plan is opposed by Greyhound Corporation which wants to expand its terminal on 34th Street opposite Penn Station. (NYT)
- June 6, 1944 D-Day; Allies land 6 divisions on a 30-mile front in Normandy opening a new front in Europe; largest amphibious operation in history, employing 5,300 ships, 150,000 men, 1,500 tanks and 12,000 aircraft; the only heavy resistance is against the Americans at Omaha Beach, where over 800 are killed on the first day; total Allied dead number about 3,000; the next day, hundreds of thousands of troops began pouring into the beachheads. (Hastings)
- June 8, 1944 Youngstown & Suburban Railway renamed Youngstown & Southern Railway. (Moody's, RyAge)
- June 12, 1944 NYC places its first EMD FT 5,400 HP road freight diesel in service; the second unit arrives on June 24; after trials, they are placed in freight service between West Springfield, Mass., and Elkhart, Ind. (NYT, AR)
- June 13, 1944 A force of 15 U.S. battleships begins the shelling of Saipan in the Marianas. (wiki)
- June 13, 1944 Japanese Combined Fleet under Admiral Jizaburo Ozawa (-) sorties to attack the U.S. Fifth Fleet attacking the Marianas; they are outnumbered two-to-one. (Hastings)
- June 14, 1944 PRR Board authorizes the purchase of the equipment of the Little Miami Railroad; expanding the parcel room and Savarins buffet on the LIRR Concourse of Penn Station; approves the retirement of part of the Morgans Run Branch at Osceola Mills and the baseball park at Fort Wayne. (MB)
- June 14, 1944 Germans begin launching V-1 "buzz bombs", the first cruise missiles, against targets in southern England. (EAH)
- June 15, 1944 U.S. Marines invade Saipan in the Mariana Islands; when secured, it will provide an air base within long-range bombing distance of Japan; fierce Japanese resistance lasts three weeks. (Hastings)
- June 1944 Soon after the D-Day landings, the PRR-sponsored 724th Railway Operating Battalion begins working behind the lines to supply Allied forces. (Mutual)
- June 1944 As Allied forces move out of the D-Day beachheads, 170,000 German prisoners are moved to POW camps in the interior U.S. over the next five

months. (Thorne)

- June 1944 ODT places second order for 1,200 box car troop sleepers and 400 kitchen cars with Pullman-Standard.
- June 1944 U.S. Supreme Court begins hearing State of Georgia antitrust case against railroads. (RyAge)
- June 1944 Solid Fuels Administrator Harold L. Ickes announces that PRR, NYC, Nickel Plate, C&O and Pere Marquette Railway are now using Midwestern coal from Indiana, Illinois and western Kentucky because of the scarcity of Appalachian coals. (Guide)
- June 1944 Republican National Convention nominates Thomas E. Dewey (-) of New York for Pres. and Gov. John Bricker (-) of Ohio for VP. (Smith/FDR - verify NYT)
- June 16, 1944 PB&W Board authorizes electrification of Track No. 1, Bengies to North Point; revising main track alignment and extending the middle platform at Wilmington station. (MB)
- June 16, 1944 U.S. XX Bomber Command launches the first B-29 long-range bomber raid against the Japanese home islands from bases in China. (wiki)
- June 17, 1944 PRSL again discontinues all summer Bridge trains to and from Atlantic City on weekends and holidays and shifts all equipment to Camden route. (RyAge)
- June 18, 1944 Rebuilt "MG" Interlocking ("Mid-Grade") placed in service just west of Horseshoe Curve to handle heavy wartime traffic on the Hill. (Loeb, Railpace)
- June 19, 1944 New Haven and Boston & Maine Railroad inaugurate *Day Express* No. 122-123 between Grand Central Terminal and Portland via Worcester as a summer resort train. (Guide)
- June 19, 1944 Admiral Ozawa launches the first strike against the American fleet; in what becomes known as the "Great Marianas Turkey Shoot," two-thirds of the Japanese planes are destroyed; the new carrier *Taiho*, Ozawa's flagship, and the *Shokaku*, the last of the Pearl Harbor fleet carriers, are torpedoed and sunk. (Hastings, DSears)
- June 20, 1944 Adm. Raymond Spruance's carriers and planes pursue the fleeing Japanese, sinking the carrier *Hiyu* (sp?) and damaging two others; U.S. wins the naval Battle of the Philippine Sea, sealing the conquest of the Mariana Islands; 475 planes, the bulk of Japan's naval air force, are destroyed by carrier planes of Adm. Spruance's Fifth Fleet. (Gregory, Hastings)
- June 22, 1944 VP in Charge of Operations John F. Deasy requests Pres. Clement to approve development of an experimental Class V1 2-D+2-D streamlined steam turbine locomotive, for which \$400,000 is to be charged to capital account and \$350,000 to operating expenses; it is to use the same boiler as the Q2 but which can develop 115,000 lbs. of starting tractive effort from two 4,500 shaft HP turbines; the coal bunker is to be equipped with auxiliary

water tanks, so that water can be pumped forward as the coal is depleted to maintain weight on the front driving unit; overall length is to be 137'-5" and total weight 882,000 lbs.; the V1 is to have clearances similar to the J1; it will require 125-foot turntables, of which there is presently only one at Harrisburg, so that a new turntable will be required at East Altoona; track troughs at Jacks and Latrobe would have to be lengthened from 1,800 to 2,600 feet; Deasy proposes using it on the Middle Division and in helper service between Altoona and Gallitzin, although he foresees its use between Enola and East St. Louis/Chicago using the Port Perry Branch to get through Pittsburgh; development work begins without formal authorization from Board. (VPO)

- June 22, 1944 N.J. Court of Errors & Appeals upholds the lower court ruling that the Tax Acts of 1941 are unconstitutional. (CNJ AR)
- June 22, 1944 Servicemen's Readjustment Act or "G.I. Bill of Rights" provides for postwar unemployment benefits and educational subsidies for veterans. (Gregory)
- June 22, 1944 On the third anniversary of the German invasion, the Red Army launches Operation Bagration, named for a Napoleonic era Russian general, against the German center; it is the greatest offensive of the war with 2.4 million men and over 5,000 tanks; in two months, the Russians advance 450 miles, kill 400,000 Germans, and destroy 2,000 tanks. (Hastings)
- June 26, 1944 Hudson & Manhattan Railroad begins use of tokens instead of cash fares; cash fares and tickets are still used on PRR portion between Journal Square and Newark. (PtAuth)
- June 26, 1944 PRSL Board authorizes the retirement of Clarksboro station. (MB)
- June 26, 1944 ICC begins hearings on propriety of Alleghany Corporation's control of C&O, Nickel Plate, Pere Marquette and other railroads. (RyAge - check - see also 7/26)
- June 27, 1944 Youngstown & Southern Railway absorbs Pittsburgh, Lisbon & Western Railroad. (Cards - verify may be agreement date eff. 1/1/45 - yes)
- June 28, 1944 PRR Board authorizes extending experiment with Union Inductive Train Communication System to through passenger trains between Harrisburg and Pittsburgh and to freight trains on Middle Division; authorizes planning for an (unbuilt) northbound passenger jumpover at Landover, Md.; car retarders in the westbound classification yard at Enola; new dormitory at Enola. (MB)
- June 28, 1944 PRR Board approves the following retirements: Snow Shoe Branch west of Snow Shoe; Fagely Branch west of Mount Carmel; turntable at Lincoln Park near Detroit. (MB)
- June 28, 1944 Chief Electrical Engineer J. V. B. Duer suggests to John F. Deasy that the Class V1 be developed jointly by Baldwin Locomotive Works, Westinghouse Electric & Manufacturing Company and Gibbs & Hill; Pres. Clement's suggestion of involving the coal companies is a mistake, because they don't have the necessary engineering expertise. (VPO)
- June 29, 1944 Westbound siding at Dublin Jct., Ind., lengthened to 150 cars; remotely

controlled from Dunreith. (CE)

- June 30, 1944 Felix R. Gerard (1887-1947) elected Pres. of the Lehigh Valley Railroad, replacing Revelle W. Brown (1883-1980) elected Pres. of the Reading Company. (AR)
- Summer 1944 About 23,000 high school boys are hired by the railroads as summer track workers after a more modest start in 1943. (RyAge)
- Summer 1944 A total of 293 trains pass through Trenton, N.J., on the Northeast Corridor every day. (Condit)
- July 1, 1944 United Nations Monetary & Financial Conference opens at Bretton Woods, N.H., to plan the postwar international economic order and a substitute for the old gold standard; plan includes a World Bank and an International Monetary Fund. (EAH)
- July 1, 1944 LIRR Atlantic Avenue Improvement opens between East New York and Morris Park, including tunnel between Shepherd Avenue and 120th Street. (C&C)
- July 1, 1944 Leechburg Collieries Company, Inc., ceases operation of mines of Cambria Collieries Company in southeastern Ohio; Cambria Mining Company assumes operation of Webb Colliery; Leechburg Collieries also ceases operation of Berkshire Coal Company and leases its remaining mines to Leechburg Mining Company; becomes a holding company and wholly-owned subsidiary of Manor Real Estate & Trust Company. (MB)
- July 1, 1944 Revelle W. Brown becomes Pres. of the Reading Company, replacing Edward W. Scheer, retired. (AR)
- July 1, 1944 Pres. Roosevelt signs extension of Emergency Price Control Act of 1942 which ends authority of Economic Stabilization Director Fred M. Vinson over railroad wage awards. (RyAge)
- July 4, 1944 Red Army recaptures Minsk. (Hastings)
- July 8, 1944 Pullman, Incorporated, announces it will not appeal the divestiture order and must therefore file a plan by Oct. 6. (RyAge)
- July 9, 1944 U.S. secures Saipan after withstanding the last suicide charge by the defenders; the Japanese commanders, including Admiral Chuichi Nagumo (1887-1944), the commander of the attack on Pearl Harbor, have committed suicide, as have perhaps 20,000 civilians; Saipan is the costliest victory for the U.S. yet, with 2,949 dead to about 30,000 Japanese military; Saipan and the neighboring island of Tinian are converted into huge air bases for bomber attacks on Japan. (Hastings, wiki)
- July 11, 1944 Pres. Roosevelt informs the Democratic National Committee that he will run for an unprecedented fourth term out of a sense of duty to see the war through; FDR has sounded out party leaders, including Bronx boss Edward J. Flynn and Party Chairman Robert E. Hannegan (1903-1949) of Missouri, who have told him that the presence of VP Henry A. Wallace (1888-1965), who had been forced on the regulars in 1940, will drive middle-of-the road

and independent voters to Dewey; Wallace has moved to the extreme left of the Democratic Party; he has just returned from a tour of Siberia during which he has been completely and easily duped by his secret police minders into thinking that the prisoners of the gulag are “volunteers,” and the camps as democratic as old New England town meetings; insiders know that Roosevelt’s health is failing, and that the new nominee will almost certainly become Pres.; party leaders persuade FDR that Missouri Sen. Harry S. Truman (1884-1972) is the only candidate whose record will not offend any key party constituency; Truman later rewards Hannegan by appointing him Postmaster General, and the *Broadway Limited’s* RPO will be named for him. (Smith/FDR, wiki, Withers)

- July 12, 1944 Leechburg Collieries Company, Inc., purchases stock of Berkshire Coal Company, whose land it had leased since 1942. (MB)
- July 13, 1944 Pres. Roosevelt leaves Washington on a B&O-NYC POTUS special for Hyde Park, thence via NYC to Chicago and San Diego on a 35-day campaign special doubling as an inspection trip. (Withers)
- July 13, 1944 Red Army occupies Vilnius in Lithuania. (Service)
- July 15, 1944 Service Women's Lounge opens at Broad Street Station with dormitory space for 25; joins a USO Lounge, a men’s dormitory for 200 and an officers’ club with sleeping accommodations for 30. (RyAge)
- July 15, 1944 U.S. Marines begin landing on Saipan in the Mariana Islands. (Hastings - can’t be right - see above)
- July 15, 1944 Pres. Roosevelt arrives at Englewood, Chicago, via the NYC; his train is stopped at the Rock Island’s 51st Street coach yard, where he meets with Democratic National Committee Chairman Robert E. Hannegan and Mayor Edward Kelly. (Withers, wiki)
- July 1944 C. R. Osborn of General Motors Corporation conceives the idea of the vista-dome car while traveling through the Rocky Mountains in the cab of a Denver & Rio Grande Western Railway freight diesel. (Overton)
- July 17, 1944 PRSL again routes all Saturday, Sunday and holiday Atlantic City trains via Camden through Sep. 16, except for one Saturday commuter run via the bridge route to Broad Street Station. (RyAge)
- July 19, 1944 Pullman, Inc., Board decides to sell The Pullman Company and retain the more lucrative car-building business. (Borkin)
- July 19, 1944 Pres. Roosevelt arrives in San Diego via the San Diego & Arizona Eastern. (Withers)
- July 20, 1944 While traveling on his POTUS special to view amphibious landing maneuvers at Oceanside, Calif., Pres. Roosevelt suffers a heart attack caused by congestive heart failure; he quickly recovers, and the news is kept from the press and public. (Weintraub, Smith/FDR)
- July 20, 1944 Plot by aristocratic army officers to kill Hitler with a suitcase bomb at his East Prussian field headquarters fails because the meeting is moved from a

concrete bunker to a building with windows that dissipate the blast; about 5,000 are executed or forced to commit suicide in the aftermath. (Hastings, Morris)

- July 21, 1944 Democrats nominate Pres. Roosevelt, whose health is rapidly failing, for an unprecedented fourth term; VP Henry A. Wallace is ahead for renomination on the first ballot, but heavy action by anti-Wallace forces gives the centrist Sen. Harry S. Truman the nomination after the second ballot; Roosevelt delivers his acceptance speech by radio from the lounge of the presidential car *Ferdinand Magellan* in San Diego; the delegates cannot see how sick and emaciated he is until the Associated Press releases a photo. (Gregory, Withers, wiki)
- July 21, 1944 Pres. Roosevelt sails from San Diego on the *U.S.S. Baltimore* for Pearl Harbor to confer with Admiral Nimitz and Gen. MacArthur on Pacific strategy. (Smith/FDR)
- July 21, 1944 U.S. Marines land on Guam in the Mariana Islands, which has the best harbor; this time, the massive naval and aerial bombardment flattens Japanese defenses, but pockets hold out for three weeks. (Hastings)
- July 22, 1944 Red Army crosses the Bug River into the part of Poland originally occupied by Germany. (Service)
- July 22, 1944 Gen. Hideki Tojo (1884-1948) is forced to resign as Japanese Prime Minister over the loss of Saipan. (wiki)
- July 23, 1944 Lyman Delano (1883-1944), Chairman of the Atlantic Coast Line Railroad and director of the Richmond-Washington Company, dies. (MB)
- July 24, 1944 Nursery opens in Penn Station for mothers, particularly servicemen's wives, traveling with small children; staffed by registered nurses and decorated with murals of nursery rhymes by artist Angelo Magnanti; the room is cut out of the Concourse behind the Women's Waiting Room; space for a nursery had been provided above the Ladies Lounge in 1910 but never finished. (PR, SRea)
- July 24, 1944 U.S. Marines land on Tinian in the Marianas. (Hastings)
- July 1944 1,070 women are now employed in Altoona Shops.
- July 1944 Peak month for Chemical Laboratory at Altoona; 11,117 tests and samples. (Mutual)
- July 25, 1944 Red Army captures Lvov in Poland; the Germans fall back across the River Vistula. (Morris, Service)
- July 26, 1944 ICC begins hearings on the question of whether Alleghany Corporation's control of its railroads lapsed between 1938 and 1941; if so, it would have violated Section 5 of the Interstate Commerce Act as amended by the Transportation Act of 1940, which forbade holding companies to merge operating railroad companies without ICC approval. (RyAge)
- July 26?, 1944 Americans break the German lines at St. Lo and begin to fan out across

- northwestern France. (Morris)
- July 27, 1944 Westbound passing siding at Centerville, Ind., lengthened to 125 cars; controlled from Dunreith. (CE)
- July 27, 1944 Finley Coal Company incorporated in Pa. for purpose of owning coal land in Washington and Greene Counties. (MB)
- July 27, 1944 B&O stages demonstration of radio communication system for train orders on switcher No. 404 and a caboose at Baltimore; developed by Bendix Radio Company. (B&O Mag)
- Aug. 1, 1944 Monbel Coal Company incorporated; owns coal reserves in Belmont and Monroe Counties, Ohio; controlled by Granite Improvement Company. (MB)
- Aug. 1, 1944 Philadelphia Transportation Company workers strike to protest training African Americans to be motormen; all service is suspended. (SEPTA)
- Aug. 1, 1944 The Polish Home Army begins an uprising in Warsaw, hoping to reestablish an independent Poland before the Red Army can arrive; the Germans counterattack, and although the Poles plead for Soviet aid, the Red Army stays east of the Vistula being rested and resupplied. (Service)
- Aug. 2, 1944 Eastbound passing siding at Centerville, Ind., lengthened to 125 cars; controlled from Dunreith. (CE)
- Aug. 2, 1944 ICC concludes its hearings on the legality of Alleghany Corporation's holdings in the Chesapeake & Ohio Railway, Nickel Plate and other railroads; Alleghany is given until Oct. 15, 1944 to file briefs. (Moody)
- Aug. 3, 1944 U.S. Army seizes the Philadelphia Transportation Company transit system to maintain essential war services and support employment of African Americans. (SEPTA)
- Aug. 3, 1944 Three Chinese divisions operating under Gen. Joseph "Vinegar Joe" Stilwell, aided by British "Chindit" special forces and American "Merrill's Marauders" capture Myitkyina, clearing a section of the "Burma Road" which is used to send supplies from India to American and Chinese forces operating in southwestern China avoiding the Japanese-occupied coast. (Hastings)
- Aug. 7, 1944 PRR announces it will extend use of inductive train telephone system to main line between Harrisburg and Pittsburgh; to equip 300 locomotives and 90 cabin cars; permits train-train and train-tower conversations; completed late 1945. (RyAge)
- Aug. 7, 1944 Philadelphia Transportation Company resumes regular service. (SEPTA)
- Aug. 10, 1944 U.S. forces retake Guam. (millercenter.org)
- Aug. 12, 1944 Allies liberate Florence; the Germans withdraw and form a new defensive line along the Po River, where they cannot be dislodged until the collapse of Germany itself. (Morris)

- Aug. 12, 1944 Fire destroys half of the Luna Park Amusement Park at Coney Island; the rest closes at the end of the season, leaving Steeplechase Park as the sole survivor of the great amusement parks. (NYT, Immerso)
- Aug. 14, 1944 War Production Board permits limited reconversion of industry to civilian production, including some consumer appliances. (EAH)
- Aug. 14, 1944 NYC Pres. Frederick E. Williamson (1876-1944) resigns for health effective Sep. 1. (AR)
- Aug. 14, 1944 First African Americans begin working as trainmen on Philadelphia Transportation Company's transit system. (SEPTA)
- Aug. 15, 1944 Pres. Roosevelt returns to Washington after his trip to Pearl Harbor and Alaska. (Smith/FDR - verify Withers)
- Aug. 15, 1944 Allies invade France from the Mediterranean in Operation Dragoon. (Mercer)
- Aug. 1944 Sandusky coal piers set record of 2,066,286 tons in the month. (RyAge)
- Aug. 1944 Losses of Japanese merchant shipping peak at 245,348 tons; American submarines sink over 600 Japanese ships in 1944 and reduce Japan's bulk imports by 40%. (Hastings)
- Aug. 16, 1944 ICC authorizes Terminal Railroad Association of St. Louis to acquire the St. Louis Bridge Company. (Moody's)
- Aug. 17, 1944 Army restores the Philadelphia transit system to the Philadelphia Transportation Company. (SEPTA)
- Aug. 17, 1944 AAR VP R.V. Fletcher denies Wendell Berge's charges against the railroads in hearings before the Senate's Kilgore Committee. (RyAge)
- Aug. 17, 1944 Red Army reaches the German frontier in East Prussia. (Mercer)
- Aug. 20, 1944 Former VP in Charge of Finance & Corporate Relations Albert John County (1871-1944) dies at his summer home at South Bristol, Maine. (PR, RyAge)
- Aug. 21, 1944 First Fairbanks, Morse & Co. Model H10-44 1,000 HP diesel switcher is placed in service on the Milwaukee Road; this is the first diesel built entirely by F-M at its Beloit, Wisc., works; already a successful builder of stationary and marine engines, F-M hopes to have a share of the postwar replacement of steam locomotives by diesels. (Kirkland, Trains)
- Aug. 22, 1944 Dining Car Dept. begins experiment of canning certain soups and stews at Sunnyside for serving on trains. (Rept.)
- Aug. 23, 1944 Test Dept. issues report of performance of two prototype Class T1's on Altoona Test Plant; sets record of 6,100 HP; develops tractive effort equal to three K4s's at 85 MPH; on basis of these tests, management decides to proceed with production models. (Rept)

- Aug. 23, 1944 Dept. of Justice files antitrust suit in U.S. District Court in Nebraska, Wendell Berge's home state, against the AAR and its members, the Western Association of Railway Executives, and 47 western railroads for conspiring to maintain non-competitive rates, and against J.P. Morgan & Co. and Kuhn, Loeb & Co. for monopolizing railroad bond underwriting; seeks dissolution of the AAR. (RyAge)
- Aug. 23, 1944 PRR announces that Capt. James H. Clement (1918-1994), son of Pres. Clement, has been wounded in action in Europe and is recuperating in a hospital in England. (PR, NYT)
- Aug. 25, 1944 Allies enter Paris, which the Germans have abandoned without a fight; the PRR-sponsored 724th Railway Operating Battalion soon moves the first freight train of supplies into the liberated city. (EAH, Mutual)
- Aug. 28, 1944 First Class Q2 4-4-6-4 duplex freight locomotive No. 6131 placed in service on the Western Region; has simplified Loewy streamlining; is the largest non-articulated locomotive in world.
- Aug. 29, 1944 Gen. Curtis LeMay (1906-1990) is assigned to command the 20th Bomber Command, then in India; he overhauls the operations of the B-29 bombers and restores morale. (Hastings)
- Aug. 30, 1944 Pullman, Inc., Pres. D. A. Crawford addresses a letter to the railroads suggesting they buy the sleeping car business as a group; purchase would not include the Railroad Rolling Stock Patents Corporation owned jointly with Chrysler, PRR, NYC and Santa Fe; PRR prefers that each railroad operate its own sleepers; NYC is in favor of a pool. (Borkin)
- Sep. 1, 1944 PRSL Board authorizes retirement of Waterford passenger and freight stations. (MB)
- Sep. 1, 1944 C.I. Leiper appointed VP-Pittsburgh pending retirement; J.W. Oram promoted to Assistant Chief of Personnel; W.R. Triem to General Superintendent of Telegraph. (MB)
- Sep. 1, 1944 Gustav Metzman (1886-1960) elected Pres. of NYC replacing Frederick E. Williamson, resigned. (AR)
- Sep. 1, 1944 Pres. Roosevelt leaves Washington for Hyde Park on an unusual route: PRR to Belvidere and Lehigh & Hudson River Railway to the Poughkeepsie Bridge; train stops for most of next day at Allamuchy, N.J., on the L&HR so FDR can visit his long-time mistress Lucy Mercer Rutherford (1891-1948), whose country estate is nearby. (Withers - note there is no order for this trip in CMP)
- Sep. 1, 1944 Seaboard-All Florida Railway and subsidiaries sold at foreclosure to the Seaboard Air Line Railway Company. (Moody's)
- Sep. 2, 1944 Finland surrenders to the Russians and gives up its eastern territories. (Hastings)
- Sep. 4, 1944 Allies capture Brussels and Antwerp. (Mercer - verify)

- Sep. 5, 1944 Prime Minister Churchill leaves Greenock, Scotland, on the *Queen Mary* for his sixth meeting with Pres. Roosevelt at the Octagon Conference at Quebec; he arrives at Halifax on Sep. 10. (Gilbert)
- Sep. 7, 1944 Germany launches the first V-2 guided missiles against London; the V-2 is the first true long-range ballistic missile which exceeds the speed of sound and against which there is no defense. (EAH)
- Sep. 9, 1944 Bulgaria surrenders to the Russians, who install a communist government. (Hastings)
- Sep. 11, 1944 PRR reorders an EMD E7 A-A set for *South Wind* cancelled by WPB in 1942. (Hirsimaki)
- Sep. 11, 1944 Pres. Roosevelt and Prime Minister Churchill arrive almost simultaneously in Quebec, their trains being spotted on adjacent station tracks; at the Octagon Conference starting next day, they plot the final defeat of Germany and Japan and the shape of the postwar world; Treasury Secretary Henry Morgenthau presents a plan for the permanent deindustrialization of Germany and its permanent reduction to a country of small farms. (Gilbert, millercenter.org, Smith/FDR)
- Sep. 11, 1944 Patrols of the U.S. First Army led by Gen. Omar Bradley (1893-1981) cross the German frontier. (history.army.mil)
- Sep. 12, 1944 Adm. Halsey's Third Fleet destroys 200 Japanese planes off the southern Philippines as a prelude to Gen. MacArthur's invasion. (Hastings)
- Sep. 13, 1944 PRR Board authorizes the expenditure of \$375,000 for a 4,000 HP EMD E7 A-A set; track changes at "Q" Tower at Sunnyside Yard; approves a contract between the railroads and the General Electric Company for a coal-burning steam turbine electric locomotive of 5,435 HP. (MB)
- Sep. 13, 1944 PRR Board approves the following retirements: Bridesburg station and shelter replaced with a small shelter; Highland Avenue, Chester, yardmaster's office (the former Thurlow station), Scottville Branch of the WNY&P, "JO" Block Station at Indianapolis. (MB)
- Sep. 13, 1944 PRR agrees with B&O for two interchange tracks at Bay View, Baltimore. (MB)
- Sep. 13, 1944 State regulatory commissioners and others petition ICC to rescind rather than suspend the 1942 *Ex Parte* 148 rate increases. (RyAge, AR)
- Sep. 13, 1944 FCC begins hearings on railroads' use of radio; representatives of PRR and Union Switch & Signal Company pitch for induction system. (RyAge)
- Sep. 14, 1944 Hurricane moves up about 50 miles off the east coast hitting New York City with 95 MPH winds; storm surge interferes with railroad marine operations, putting low-lying terminals at Jersey City and Hoboken under water and floating ferries above the height of the ferry bridges; over 400 killed.; three storm-driven surges batter the Jersey Shore resorts, destroying the Garden Pier and Heinz Pier and about half of the Boardwalk at Atlantic City and rushing as far inland as the railroad station; also heavy damage along the

Delmarva Peninsula; storm makes landfall on eastern Long Island; PRR's Norfolk-Cape Charles steamboats suspended because of high winds and trains detoured via Washington; electric transmission line blown down across PRR tracks east of Trenton, shorting all electrical facilities and signals between Trenton and Princeton Jct.; LIRR's Rockaway trestle is under two feet of water and many washouts on Long Island; Grand Central Terminal closed between 8:00 PM and 11:45 PM by flood waters; floods at New Haven cut service on the Shore Line between New York and Boston. (RyAge, Gregory, Schwartz, Butler)

- Sep. 14, 1944 Hurricane severely damages the CNJ's unused Atlantic Highlands Pier. (AR)
- Sep. 15, 1944 New York-Boston Shore Line service restored at 5:00 AM. (RyAge)
- Sep. 15, 1944 State of Georgia begins a suit against the PRR, the railroads generally, and the AAR, charging that they conspire to fix rates that discriminate against the South and injure the economy of Georgia. (Latham - verify)
- Sep. 15, 1944 U.S. Marines land on Peleliu, the last island stop east of the Philippines, encountering unexpectedly stiff Japanese resistance; MacArthur's costly advance on the Philippines is undertaken in large measure for his own glory, as following the loss of the Marianas, Japanese forces in the southwest Pacific can be isolated and starved into submission without costly land attacks. (Hastings)
- Sep. 1944 Alleghany Corporation applies to the ICC for approval of its control of the Chesapeake & Ohio Railway, Nickel Plate and Pere Marquette Railway. (Moody)
- Sep. 16, 1944 Pres. Roosevelt and Prime Minister Winston Churchill travel from Quebec to Hyde Park on a POTUS special; at Hyde Park, the Americans and British agree to keep the atomic bomb project secret and to cooperate on atomic energy matters after the war. (Gilbert)
- Sep. 17, 1944 Three Allied airborne divisions land in the Netherlands in an abortive attempt to secure crossings of the Rhine delta. (Hastings)
- Sep. 18, 1944 A German POW is shot and wounded by a guard while making a break for freedom while boarding a prison train in the PRR's Exchange Place Terminal in Jersey City at 12:00 N; MP's threaten to arrest reporters if they don't leave; after this, POW loading is moved to more isolated locations in the Harsimus Cove freight yard. (NYT, Thorne)
- Sep. 18, 1944 Board of Investigation & Research created by Transportation Act of 1940 expires. (RyAge)
- Sep. 19, 1944 Prime Minister Winston Churchill departs Hyde Park on an overnight POTUS special for New York, where he boards the *Queen Mary* for home. (Gilbert)
- Sep. 20, 1944 PRR acquires all the stock of the Lewisburg Bridge Company and begins operating the railroad track on the bridge. (C&C)

- Sep. 20, 1944 B&O announces a new debt adjustment plan; cannot meet \$84 million of \$112 million in upcoming maturities; propose to refund the \$84.6 million RFC debt into an equal amount of Collateral Trust bonds due Jan. 1, 1965. (AR)
- Sep. 20, 1944 National Cash Register Company and IBM begin two days of demonstrating new business machines at AAR offices in Washington; include IBM's punch card and teletype system for transmitting train consist information and NCR's ticket printer and dining car cash register. (RyAge)
- Sep. 21, 1944 ICC reopens hearings on 1942 *Ex Parte* 148 rate increases. (RyAge)
- Sep. 22, 1944 Cleveland & Pittsburgh Railroad Board authorizes addition of five stalls to Kinsman Street engine house. (MB)
- Sep. 26, 1944 Army announces that Camp Upton is converted to a convalescent and rehabilitation facility for wounded veterans; induction center moves to Fort Dix, N.J. (NYT, brookhavennatlab)
- Sep. 27, 1944 Finance Committee reports to Board that new ICC rules bar the traditional PRR practice of selling its securities by the issue to merchant bankers; may now have to sell directly to individuals, banks and trust companies, which will require increasing the size of the Financial Dept.; the Board and Pres. Martin W. Clement believe there is no need for this yet; Board authorizes two additional relay tracks at Port Perry, Pa. (MB)
- Sep. 29, 1944 Retired NYC Pres. Frederick Ely Williamson (1876-1944) dies at his Park Avenue home at New York. (NYT, AR)
- Sep. 30, 1944 VP in Charge of Personnel Herbert A. Enochs (1874-1954) retires after 50 years service and the office is abolished; the Chief of Personnel becomes the department head. (MB)
- Sep. 30, 1944 Pullman, Incorporated, files its divestiture plan, electing to keep its profitable car-building business and dispose of the operation of sleeping and parlor cars. (Borkin)
- Oct. 2, 1944 The Wehrmacht finally crushes the Warsaw Uprising, having simply flattened every part of the city in which the insurgents are operating. (Service)
- Oct. 5, 1944 Railroads petition the ICC to restore the rate increases granted in *Ex Parte* 148 in 1942 and rescinded on government objections on May 15, 1943, effective Jan. 1, 1945, citing the need for money to pay for accumulating deferred maintenance and new construction needed for the heavy wartime traffic. (AR)
- Oct. 1944 Alleghany Corporation withdraws its application to the ICC for a finding that its control of the Chesapeake & Ohio Railway, Nickel Plate, Pere Marquette Railway and other railroads does not violate Section 5 of the Interstate Commerce Act. (Moody's)
- Oct. 11, 1944 PRR Board authorizes signal changes between "WA-2" and "CY" Towers on the New York Bay Railroad; approves the retirement of the Spencer, Ind.,

station. (MB)

- Oct. 11, 1944 PRR agrees with the Erie Railroad to rearrange the crossing and interlocking at Leetonia, Ohio, retroactive to Jan. 1, 1942. (MB)
- Oct. 14, 1944 Car retarders placed in service at westbound classification yard at Enola. (from CE - VPO gives 12/1!)
- Oct. 14, 1944 PRR director Donald R. McLennan (1873-1944), Chairman of Marsh & McLennan, insurance brokers, dies. (MB)
- Oct. 15, 1944 American Airlines introduces air freight service. (NYT, Locklin)
- Oct. 1944 PRR's Sandusky coal piers set new record of 2,200,736 tons per month. (RyAge)
- Oct. 1944 Last of 65 Class J1's, No. 6174, outshopped at Juniata. (Edson)
- Oct. 1944 American Car & Foundry Company retains Otto Kuhler as designer for post-war passenger cars. (RyAge)
- Oct. 1944 U.S. submarines sink 322,265 tons of Japanese shipping; over 6 million tons are so sunk over the course of the war; 1.6% of the U.S. Navy's force is responsible for 55% of Japanese shipping losses; Japan's imports are cut by 40%, slowly strangling a country that must import much of its resources, especially oil, and critically impairing its ability to supply its outlying island outposts. (Hastings)
- Oct. 16, 1944 W.O. Teufel named General Superintendent-Northern General Division, replacing F.D. Davis; James P. Newell to General Superintendent-Southwestern General Division, replacing Teufel. (MB)
- Oct. 16, 1944 Office of Price Administration files with the ICC opposing ending the suspension of rates granted under *Ex Parte 148* and also calling for repealing the passenger fare increase of Feb. 1942. (Rdg AR)
- Oct. 16, 1944 Red Army begins the Gumbinnen Operation, advancing across the border into German East Prussia; the Wehrmacht offers fierce resistance, and the operation is halted on Oct. 27 and the offensive not resumed until Jan. 1945. (wiki)
- Oct. 18, 1944 Motive Power Dept. prepares a performance curve showing the proposed Class V1 turbine locomotive outperforming all PRR conventional steam locomotives and even the Chesapeake & Ohio Railway's 2-6-6-6 "Alleghany" Type at all speeds over 25 MPH. (VPO)
- Oct. 18, 1944 Red Army enters Czechoslovakia. (Mercer)
- Oct. 19, 1944 Belgrade falls to the Red Army. (Hastings)
- Oct. 20, 1944 U.S. Army forces under Gen. Douglas MacArthur land on Leyte in the Philippines with little opposition, and MacArthur poses for the newsreels and proclaims "I have returned!"; the invasion soon bogs down once it advances into the jungle. (Hastings)

- Oct. 21, 1944 First organized Japanese *kamikaze* suicide plane attacks are launched against the U.S. forces off Leyte; Marines finally establish a functioning air base on Peleliu; the last Japanese there finally surrender on Feb. 1, 1945. (Hastings)
- Oct. 21, 1944 Pres. Roosevelt tours all of the boroughs of New York except Staten Island in a pouring rain as if to dispel doubts about his health; he addresses a crowd of 10,000 in Ebbets Field in Brooklyn and is seen by an estimated 3 million people. (Smith/FDR - Withers for how got there?)
- Oct. 23, 1944 Battle of Leyte Gulf begins with submarine attacks on the middle of three Japanese naval columns steaming to engage the U.S. fleet off the east shore of the Philippines. (Hastings)
- Oct. 23, 1944 Romania surrenders to the Russians. (Hastings)
- Oct. 24, 1944 At meeting with General Electric at Philadelphia, PRR agrees to design the tender for the proposed steam turbo-electric V1 locomotive. (SMPE)
- Oct. 24, 1944 Freight Claim Agent Albert P. Hickox (-1944) dies at Philadelphia. (RyAge)
- Oct. 24, 1944 The Battle of Leyte Gulf continues; U.S. carrier planes sink the Japanese super-battleship *Musashi* and force the central Japanese force to halt briefly; then, in the afternoon, Adm. William "Bull" Halsey (1882-1959) is lured away to attack a Japanese decoy fleet to the northeast, leaving the northern flank of the American amphibious support force with little defense; at 10:30 PM, units of the U.S. Seventh Fleet begin engaging the southern Japanese force as it attempts to pass the Surigao Strait between Leyte and Mindinao; here in the early hours of the morning, Adm. Jesse B. Oldendorf (1887-1974) executes the classic naval maneuver of "crossing the T," bringing the combined broadsides of his battleships and cruisers to bear on the front of the enemy; the Japanese commander Adm. Shoji Nishimura (1889-1944) is killed when his flagship is sunk; only 2 Japanese cruisers and 5 destroyers escape. (Hastings)
- Oct. 25, 1944 U.S. wins Battle of Leyte Gulf in the Philippines, the last and greatest naval battle of the war and the largest naval battle in history; at 6:50 AM, the Japanese central force attacks the weakened U.S. fleet from the north, yet it breaks off the engagement after only two and a half hours, though facing only 6 light escort carriers and 7 destroyers and escorts; Adm. Halsey destroys 4 carriers and a destroyer of the Japanese decoy fleet; the Imperial Japanese Navy loses 4 carriers, 3 battleships, 10 cruisers, 9 destroyers and 11,000 men; the Americans lose 3 light carriers, 2 destroyers, 1 destroyer escort and 2,803 men. (Hastings, EAH)
- Oct. 25, 1944 PRR Board finally abandons plans for the Darby Creek Low Grade Line and authorizes the sale of the right-of-way; authorizes a donation of \$300,000 to the United War Chest of Philadelphia, most of which is earmarked for the USO. (MB)
- Oct. 25, 1944 Record day at PRR Sandusky coal piers, dumping 2,071 cars or one every 42 seconds; by Nov. 3, a over 13 million tons have been dumped this year. (PR, RyAge)

- Oct. 25, 1944 Trial run of B&O horse car No. 748, which has been adapted to carry Pres. Roosevelt's new armored limousine as part of the POTUS trains; as the car carries gasoline cans, they must be drained in passing the PRR's New York tunnels; in fact, only one Roosevelt train, plus the funeral train, will use the tunnels after this. (CMP)
- Oct. 26, 1944 Robert R. Young of Alleghany Corporation meets with Attorney General Francis Biddle (1886-1968) concerning the western railroads antitrust case, in which Alleghany's Missouri Pacific Railroad is a party; they issue a joint communique that Alleghany and the Justice Dept. will cooperate on constructive solutions to ending collusion to limit services and suppress technological innovations. (RyAge, NYT)
- Oct. 26, 1944 Pres. Roosevelt leaves Washington with over 60 reporters and photographers on his first campaign train, running over the B&O from Anacostia for Wilmington and Philadelphia. (CMP, NYT)
- Oct. 27, 1944 Pres. Roosevelt's campaign train runs to Philadelphia on the B&O with a whistle stop in Wilmington, where he likens his wartime reelection to Lincoln's; at Philadelphia, Roosevelt visits the Navy Yard and other sites while the train is moved to North Philadelphia, riding in an open car despite intermittent rain and cold weather; in the evening Roosevelt addresses 50,000 at a rally at Shibe Park; leaves from North Philadelphia via the PRR for Chicago. (CMP, NYT, Smith/FDR)
- Oct. 28, 1944 Pres. Roosevelt addresses a crowd of 24,000 from his campaign train at Fort Wayne; in Chicago, his train is switched to the Illinois Central Railroad for a huge rally at Soldier Field. (CMP, NYT)
- Oct. 29, 1942 Pres. Roosevelt's campaign train leaves Chicago for Washington on the B&O, with whistle stops at Clarksburg and Grafton in bituminous coal country; arrives in Washington at night. (NYT)
- Oct. 31, 1944 NYP&N Board approves sale of steamboat *Virginia Lee* to U.S. government for \$490,000. (MB)
- Oct. 31, 1944 VP-Pittsburgh Charles I. Leiper retires after 47 years of service. (MB)
- Nov. 1, 1944 Donald L. Sommerville (1893-1974) appointed Chief Engineer-Central Region; Dr. John White II named Chief Medical Examiner replacing Dr. Harvey Barttle, retired. (MB)
- Nov. 1, 1944 Eastern Air Lines, Inc., begins operating between New York and Boston. (NH AR)
- Nov. 3, 1944 Waynesburg & Washington standard gauge track first tested by a Class B6 locomotive between Washington and Hackney, Pa.; proves unsafe unless original 50-lb. and 60-lb. rail is replaced; portion between Hackney and Waynesburg is used only by a 1940 Ford truck with flanged wheels to maintain franchise. (, Koehler)
- Nov. 3, 1944 Pres. Roosevelt departs Washington on a PRR POTUS campaign train for speeches at Bridgeport, Hartford, Springfield and Boston; this is the last

time FDR travels over the PRR except for his funeral train. (CMP)

- Nov. 4, 1944 In a speech at Fenway Park at which Frank Sinatra sings the national anthem, Pres. Roosevelt denies the influence of Communists in the New Deal; then travels from Boston to Hyde Park via the NYC to vote and wait out the election; earlier, at Stamford, a security guard is killed by a passing New Canaan Branch local. (CMP, NYT, Smith/FDR)
- Nov. 5, 1944 PRR opens new freight station at Wheeling. (PR)
- Nov. 5, 1944 Duke and Duchess of Windsor leave Penn Station for Miami after a four-month stay, en route to Miami and the Bahamas, where the Duke has been exiled as Gov. (NYT)
- Nov. 6, 1944 Pres. Roosevelt returns to Hyde Park from Boston. (NYT)
- Nov. 7, 1944 Pres. Franklin D. Roosevelt defeats Thomas E. Dewey (1902-1971) of New York for an unprecedented fourth term; the popular vote is 25.6 million to 22 million; the electoral vote is 432 to 99; the Democrats gain 24 seats in the House, ending their thin majority there, and lose 2 in the Senate, which they still hold, 56-38. (NYT, Smith/FDR - verify House numbers)
- Nov. 7, 1944 PRR, NYC, B&O, Reading, C&O, N&W, L&N, Virginian Railway, and Illinois Central, contract with General Electric Company and Babcock & Wilcox Company to build and test an experimental boiler for a 5,000 HP coal-burning turbo-electric locomotive; Phase II, contingent upon the success of Phase I, would involve building a chassis and road tests; railroads contribute \$335,000. (MB, SMPE, Rdg)
- Nov. 8, 1944 PRR Board authorizes rearranging the tracks at the Denholm coal wharf; authorizes CTC between Tyrone and Lock Haven. (MB)
- Nov. 8, 1944 Pennsylvania Company Board authorizes of disposing of its stock in the Baltimore Mail Steamship Company. (MB)
- Nov. 8, 1944 U.S. Third Army under Gen. George S. Patton (1885-1945) begins its advance to the Rhine. (history.army.mil)
- Nov. 9, 1944 Pres. Roosevelt leaves Hyde Park by the B&O route after his landmark victory. (NYT)
- Nov. 10, 1944 Pres. Roosevelt's train arrives in the Union Station yards at 8:20 AM in pouring rain; is greeted by 20,000 in the station plaza and over 200,000, mostly government workers, on his motorcade to the White House; his blood pressure now goes up again. (NYT, Smith/FDR)
- Nov. 13, 1944 Robert R. Young names Kenneth A. Browne (1905-1985), who has worked for the Wright Aeronautical Corporation and its predecessors, as Research Consultant to the Pres. of the Chesapeake & Ohio Railway; Browne is to apply aviation techniques and other advanced methods to railroading. (WhosWhoRR)
- Nov. 14, 1944 *Advance Golden Arrow* inaugurated between New York and Chicago (westbound only) for passengers from points between New York and Paoli

and points west of Pittsburgh. (Guide)

- Nov. 15, 1944 Third track completed between Havre-de-Grace (“OAKINGTON”) and Bush River, Md., for war traffic; new interlockings at “SHORT LANE” and “BUSH RIVER.” (CE, RySig)
- Nov. 1944 PRR discusses with steam engineer Ervin G. Bailey (-) of the Babcock & Wilcox Company the possibility of designing a water-tube back end for the Class M1 4-8-2 with 300 p.s.i. and burning run-of-mine coal; B&W estimates boiler efficiency at 77%; the design is eventually dropped because of extensive maintenance problems. (VPO)
- Nov. 1944 Thomas C. Hanna named acting Editor of *Mutual Magazine*, replacing John Russell Mecouch, resigned for health. (Mutual)
- Nov. 16, 1944 Assistant General Traffic Manager Walter S. Yeatts (1876-1944) dies at Bryn Mawr. (RyAge)
- Nov. 19, 1944 NYC extends No. 98 from Chicago to Boston as the *Paul Revere*. (Guide)
- Nov. 20, 1944 Last run of Pittsburgh, Lisbon & Western Railroad passenger service between Columbiana and New Galilee, Ohio. (Cole)
- Nov. 22, 1944 Nine railroads make first payment of \$335,000 to General Electric to cover development and tests of coal-burning turbo-electric locomotive; proportions are bases on 1939 gross revenues; PRR's share is \$104,199. (SMPE)
- Nov. 24, 1944 Army XXI Bomber Command opens the air war against Japanese cities with the first B-29 bombing raid against aircraft factories on the outskirts of Tokyo launched from Saipan, the first attack on Tokyo since the Doolittle Raid of 1942; Japan is now subject to constant attacks from the long-range B-29's, but the early attacks are often ineffective because of mechanical problems and unanticipated encounters with the jet stream at high altitudes. (Hastings, wiki)
- Nov. 28, 1944 Experimental Class S2 6-4-4-6 steam turbine locomotive No. 6200 placed on display for press at Philadelphia; developed by Baldwin with turbine components by Westinghouse; proposed T1-type Loewy streamlining has been rejected; develops 6,900 HP at turbine shaft. (Hirsmaki says in service 10/1/44!! 11/28 is date of press event!! NYT); simplified smokebox design leads to staybolts breaking and steam leaks, although turbine performs well. (RyAge, CMP)
- Nov. 28, 1944 Pres. Martin W. Clement asks when the company will be able to make up its mind on the Class V1 turbine locomotive and whether it will be used for freight or passenger service. (VPO)
- Nov. 28, 1944 First Allied convoys begin unloading at Antwerp. (Hastings)
- Nov. 29, 1944 PRR Board authorizes the purchase of 90 lightweight passenger cars; third track and reverse signaling of middle track between Crestline and Bucyrus; extending 40 indoor stalls and 35 radial tracks at the St. Clair Avenue roundhouse at Columbus to accommodate the Class Q2 locomotives;

- approves the retirement of the transfer yard at Northumberland. (MB)
- Nov. 29, 1944 PB&W Board approves purchase of land for a proposed passenger jumpover at Landover, Md., which is never built. (MB)
- Dec. 4, 1944 B&O files with ICC for debt adjustment as is unable to meet maturing debts.
- Dec. 5, 1944 PRR begins one month of tests with borrowed N&W Class J 4-8-4 No. 610 in freight and passenger service on Fort Wayne Division; tests made at request of VP-Western Region James M. Symes, who is not impressed by performance of T1's and Q2's; makes 2 freight and 12 passenger runs at speeds up to 94 MPH; less power than a T1 at speeds over 42.5 MPH but better acceleration. (Hirsimaki)
- Dec. 6, 1944 Senate promotes John A. Appleton to Brigadier-General. (RyAge)
- Dec. 6, 1944 Senate committee drops the Beaver-Mahoning Canal from the general rivers and harbors bill. (RyAge)
- Dec. 11, 1944 First of a series of severe lake effect blizzards drops 15 inches of snow on the Buffalo area; Pittsburgh receives 15 inches of snow and is paralyzed for two days. (RyAge, NYT)
- Dec. 11, 1944 Pioneer Real Estate Company, a Lehigh Valley Railroad subsidiary, sells the Starrett-Lehigh Building in New York for \$650,000. (LV Corp, AR)
- Dec. 12, 1944 ICC refuses to cancel the 1942 freight and passenger rate increase as requested by Office of Price Administration but extends suspension of the freight rate increase to Jan. 1, 1946. (AR, RyAge)
- Dec. 12, 1944 Senate committee drops the St. Lawrence Seaway from the general rivers and harbors bill. (RyAge)
- Dec. 14, 1944 Dog-leg eliminated in tracks No. 3 & 4 south of Wilmington, Del., station; center platform extended south 285 feet to accommodate 18-car trains. (CE)
- Dec. 15, 1944 Bituminous Coal Research, Inc., the R&D organization of the coal industry, forms a Locomotive Development Committee, with representatives of the railroads, coal companies, and the American Locomotive Company and chaired by Roy B. White of the B&O, to develop a gas turbine-electric locomotive using powdered coal as fuel; thus retaining the railroad market for the coal industry in face of diesel threat.
- Dec. 15, 1944 U.S. Army lands on Luzon, the main Philippine island. (Hastings)
- Dec. 15, 1944 Lt. Warwick Potter Scott, U.S.N. (1901-1944), a grandson of Tom Scott who was captured at the fall of Corregidor, is killed on a Japanese prison ship at Subic Bay in the Philippines. (WoodlandsCmtry)
- Dec. 1944 At the insistence of Gen. Curtis LeMay, B-29 bombers are removed from China. (Hastings)
- Dec. 16, 1944 "Battle of the Bulge" begins; last German counter-offensive on the Western Front under Gen. Karl von Runstedt (1875-1953); under cover of bad

weather that neutralizes Allied air superiority, the attack is launched along an undermanned 80-mile section of the front in the Ardennes forest, creating an inward “bulge” in the American lines. (EAH)

- Dec. 17, 1944 Nazi SS troops gun down 71 surrendered American POWs in cold blood at Five Points near Malmédy during the Battle of the Bulge; future PRR official David E. Pergrin (1917-2012) of the 291st Engineer Combat Battalion and one of his sergeants are on patrol near Geromont, when they encounter three survivors fleeing the massacre on foot; Pergrin is first to notify First Army headquarters of the atrocity; the bodies cannot be recovered until the fighting ends a month later, when one of Pergrin’s engineer companies discovers them using mine detectors. (Pergrin obit)
- Dec. 18, 1944 U.S. Supreme Court rules that racial discrimination policies of the Brotherhood of Locomotive Firemen & Enginemen are illegal, and unions must represent all members equally. (RyAge, Trains)
- Dec. 18, 1944 Germans begin Operation Autumn Mist in the hope on knocking out the Americans before the big Russian offensive in the spring, attacking through the Ardennes forest and punching a hole or “bulge” in the weakly-defended Allied center; they take advantage of bad weather, which nullifies Allied air power. (Hastings - see 12/16?)
- Dec. 20, 1944 PRR Board authorizes the construction of 50 Class T1 locomotives for \$14,125,000; additions to the stationmaster’s office on the Main Concourse level of Penn Station; 16.3 miles of second main track east and west of Greenfield, Ind. (MB)
- Dec. 20, 1944 PRR Board approves the following retirements: athletic grounds at Trenton Shops; pier at foot of 8th Street, Canton, Baltimore; Inwood, Ind., station. (MB)
- Dec. 20, 1944 PCC&StL Railroad Board authorizes extending 40 stalls and 35 outside tracks at the St. Clair Avenue roundhouse at Columbus for Class Q2 locomotives. (MB)
- Dec. 20, 1944 Pres. Roosevelt signs the Federal-Aid Highway Act of 1944; extends federal highway aid to urban areas of 5,000 or more population; creates a secondary federal-aid system and orders designating 40,000 miles as a “national system of interstate highways” linking major cities and markets. (UrbnMssTrnsptn, Locklin)
- Dec. 22, 1944 The weather clears sufficiently to allow Allied planes to operate against the German “Bulge.” (Hastings)
- Dec. 23, 1944 Washington Union Station closes doors for several hours as the Christmas rush exceeds station capacity.
- Dec. 25, 1944 Gen. MacArthur proclaims a premature victory on Leyte; “mopping up” claims an additional 700 American lives. (Hastings)
- Dec. 26, 1944 U.S. forces lift the siege of Bastogne, where surrounded American forces were dug in during the “Battle of the Bulge” but refused to surrender. (EAH)

Dec. 27, 1944 Second blizzard drops another 15 inches of snow on western New York State. (RyAge)

Dec. 28, 1944 Third Circuit Court of Appeals overturns District Court penalty of \$22.1 million imposed on PRR in Ione M. Overfield and Grace Stein Weigle Pennroad suits by 2-1 vote, holding six-year statute of limitations has expired; Overfield and Weigle appeal to U.S. Supreme Court. (NYT)

Dec. 28, 1944 Hill Transfer Company dissolved. (MB)

Dec. 30, 1944 Lewisburg Bridge Company deeds all its property to PRR. (C&C)

Dec. 30, 1944 Red Army begins an assault on Budapest. (Hastings)

1944 PRR gross revenues hit high of \$1.01 billion; record for any U.S. railroad. (check AR)

1944 PRR employs about 17,000 African Americans, second only to the Pullman companies with 24,000; begins featuring contributions of black railroaders in some of its advertising. (Brown Railroader)

1944 A pilot operating in the Italian theater names his B-24 Liberator bomber the *Paoli Local*, which later becomes the subject of a PRR war poster. (Mutual)

1944 Keystone Quartette disbanded. (Outlaw)

1944 Canton Yard at Baltimore enlarged.

1944 Fourth track added Seabrook-Bowie on Washington line account war traffic.

1944 PRR completes the rebuilding of the Long Bridge over the Potomac River to lift speed and weight restrictions; old 11 truss spans replaced with 22 girder spans. (RyAge)

1944 Reading cancels trackage rights over the PRR between Harrisburg and Rockville, following the abandonment of its Schuylkill & Susquehanna Branch between Rockville and Rausch Gap and between Auburn and Auchenbach. (Rdg AR)

1944 Last section of the Fagely Branch of the Shamokin Valley & Pottsville Railroad (0.8 mile) abandoned. (C&C)

1944 Entire Rodkey Branch (0.59 mile) of the Cherry Tree & Dixonville Railroad abandoned, along with 0.93 mile of the main line at Idamar. (C&C)

1944 WNY&P abandons lines Crosby-Clermont (8.27 miles) and Scottsville-Garbutt, Pa. (2.77 miles). (C&C)

1944 Grafton track pans extended on the PFW&C. (C&C)

1944 Cleveland & Pittsburgh Railroad abandons branch between New Philadelphia and Roswell, Ohio (5.53 miles). (C&C)

1944 Yards east of Columbus, Ohio, enlarged. (C&C)

- 1944 Second track extended 1.72 miles on the Sandusky Branch. (C&C)
- 1944 Bay Junction Yard at Sandusky enlarged. (C&C)
- 1944 Portion of Muncie Branch (0.17 mile) abandoned at Matthews, Ind.; the remaining portion between Matthews and Muncie is reached via trackage rights over the CCC&StL between Gridley and Muncie. (C&C)
- 1944 Raymond Loewy takes his principal employees, A. Barker Barnhart (-), his ex-wife Jean Bienfait (-), J. B. Breen (-), and William T. Snaith (-), as partners under the style of Raymond Loewy Associates. (Loewy)
- 1944 Great Lakes traffic at record level of 184.2 million tons, including 90.9 million tons of iron ore, 58.7 million tons of bituminous coal, 1.4 million tons of anthracite coal, 16.2 million tons of grain and 16.9 million tons of limestone. (RyAge)
- 1944 Number of New Haven passengers using Penn Station peaks at 5,781,523; New Haven passengers at Grand Central equals 29,940,276. (AR)
- 1944 U.S. rail passenger-miles peak at 95.6 billion. (AAR)