

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

By Christopher T. Baer

1946

April 2015 Edition

All data subject to correction or change

- Jan. 1, 1946 William C. Higginbottom promoted from General Manager-Eastern Region to Assistant VP-Eastern Region pending retirement; (who replaces?). (PR - verify cards)
- Jan. 4, 1946 Railroads' agreement to purchase Pullman Company affirmed by U.S. District Court. (RyAge)
- Jan. 4, 1946 American Locomotive Company (ALCO) introduces its FA-1/FB-1 1,500 HP road freight diesel, utilizing its new 244 engine; car body with distinctive flat nose is the work of industrial designer Raymond E. Patten. (Steinbrenner)
- Jan. 5, 1946 American Locomotive Company (ALCO) "Black Maria" 4,500 HP A-B-A cab unit demonstrator begins tests in New Haven freight service between Cedar Hill and Maybrook. (Kirkland)
- Jan. 7, 1946 B&O switches Detroit terminal from Fort Street Union Depot to Michigan Central Station. (See 4/28)
- Jan. 8, 1946 The PRR now has only 580 Mexican workers, 474 in Maintenance of Way and 106 in the Motive Power Dept., down from 8,433 in Sep. 1945. (CMP)
- Jan. 9, 1946 PRR Board authorizes the purchase of 142 lightweight Pullman sleeping cars; car retarders for the westbound classification yard at Pitcairn; two-storey brick commissary at 12th Street, Chicago; wye track at the connection between the Bonhamton Branch and the main line. (MB)
- Jan. 9, 1946 PRR Board approves the following retirements: passenger and freight facilities at Mill Creek, Pa.; second storey of "WK" Tower west of Swissvale; stations at Pikeville, Ohio, and North Grove, Ind. (MB)

- Jan. 9, 1946 First American Locomotive Company (ALCO) delivers its first FA-1/FB-1 A-B-A 4,500 HP freight road diesel to the Delaware & Hudson Railroad for testing; distinctive squared-off nose is the work of the General Electric Company design department. (Kirkland)
- Jan. 9, 1946 Western Electric Company struck. (AmrcnDcde)
- Jan. 11, 1946 Partly disassembled boiler for proposed coal-burning turbine shipped from Altoona to Babcock & Wilcox Company for modification and further tests. (SMPE)
- Jan. 13, 1946 CNJ trustee Shelton Pitney (1893-1946) dies of a heart attack at Morristown. (AR)
- Jan. 15, 1946 Toledo, Peoria & Western Railroad tries to move first shipment, a load of coal to a power plant, one mile at Peoria with non-union labor and hired guards; strikers pelt it with rocks. (RyAge)
- Jan. 15, 1946 Nationwide electrical workers strike closes General Electric Company and Westinghouse Electrical Corporation. (HistPitts, AMrcnDcde)
- Jan. 1946 Chesapeake & Ohio Railway, Alleghany Corporation and Nickel Plate file with ICC for NKP to control Wheeling & Lake Erie Railway and end voting trust. (RyAge)
- Jan. 1946 Work begins on modernizing interior of Fort Street Union Depot in Detroit to Moderne design of Harley, Ellington & Day, architects; ancillary functions moved from first floor to new space over the waiting room, whose ceiling is lowered to one and a half storeys. (RyAge)
- Jan. 1946 Missouri-Kansas-Texas and St. Louis-San Francisco approach PRR, NYC and B&O over running through cars to Texas; Pres. Clement is receptive despite potential to alienate Missouri Pacific, the dominant road in that market. (Welsh)
- Jan. 1946 American Car & Foundry begins design work on two TALGO trains ordered by Spanish National Railways; TALGO is a low center-of-gravity, lightweight passenger train with automatic banking on curves at high speeds; TALGO is an acronym for "Tren Articulado Ligero Giocoechea Oriol" or Light Articulated Train; Alejandro Giocoechea is the train's inventor and Luis de Oriol its financial backer. (Doughty)
- Jan. 16, 1946 Meatpackers strike begins.
- Jan. 16, 1946 Elmer Hart (1883-1973) appointed Comptroller, replacing R.C. Miller, deceased. (AR)

- Jan. 20, 1946 Nationwide steel strike begins. (HistPitts)
- Jan. 23, 1946 PRR Board authorizes the purchase of one 6,000 HP passenger diesel, an experimental BLW "Centipede" 6,000 HP passenger diesel consisting of two semi-permanently-coupled 3,000 HP units; 2-D+D-2 wheel arrangement. (MB, RyAge)
- Jan. 23, 1946 PRR Board authorizes purchase of 214 passenger cars to re-equip Blue Ribbon trains, including the *Broadway*, *Liberty Limited*, *General*, "*Spirit of St. Louis*", *Cincinnati Limited*, *Pittsburgher*, and *Golden Triangle* for \$20.5 million; 87 from Pullman-Standard, 70 from Budd and 57 from AC&F; cars are to be delivered in first quarter of 1947, but crush of orders from other railroads and reconversion problems cause 12-16 month delay in delivery, and last delivered in Aug. 1949. (MB)
- Jan. 23, 1946 PRR Board authorizes relocating the 60th Street Branch, the Chester & Philadelphia Branch, and the wye connecting them at Hog Island for expansion of the Philadelphia International Airport; approves retiring the station at Arnold, Pa., and the wharf at Muskegon, Mich. (MB)
- Jan. 23, 1946 LIRR trainmen vote for United Mine Workers of America District 50 as bargaining agent over BRT by a vote of 573-460; John L. Lewis was trying to expand membership to other workers by promising he could win better settlements. (NYT, RyAge)
- Jan. 24, 1946 PB&W Board adopts a plan dated Aug. 11, 1945, to acquire property for a siding and increasing the number of tracks at Bowie Race Track; approves cab signals on the West Philadelphia Elevated freight tracks between "ARSENAL" and "BRILL"; relocating the 60th Street Branch and Chester & Philadelphia Branch for the Philadelphia International Airport. (MB)
- Jan. 24, 1946 United Mine Workers return to AFL ending split begun in 1936. (Dubofsky)
- Jan. 26, 1946 All unions but BLE and BRT agree to arbitration of wages and dropping demands for work rules changes. (RyAge)
- Jan. 27, 1946 New Haven runs first postwar snow train for skiers from Grand Central Terminal to the Berkshires. (RyAge)
- Jan. 27, 1946 Robert R. Young introduces the Chesapeake & Ohio credit card for tickets and reservations. (AR)
- Jan. 28, 1946 Toledo, Peoria & Western Railroad Pres. George P. McNear asks Gov. Dwight Green to call out National Guard to protect TP&W; gets no response. (RyAge)

- Jan. 31, 1946 New aluminum roof completed on Rotunda of Cincinnati Union Terminal. (RyAge)
- Early 1946 Virginia Ferry Corp. car ferry *Princess Anne* rebuilt at Newport News Shipbuilding & Drydock Company, removing most of Loewy streamlining; includes a new raised wheelhouse with bridge wings for better visibility, additional crew space and a new stack and mast. (Baxter – see 1945)
- Feb. 1, 1946 VP-New York George LeBoutillier retires; replaced by John C. White; Paul E. Feucht named General Manager-Central Region, replacing White; H.H. Pevler named General Manager-Western Region, replacing Feucht; J.P. Newell named General Superintendent of Eastern Pennsylvania General Division, replacing Pevler; Andrew F. McIntyre named General Superintendent of Southwestern General Division, replacing Newell. (MB, RyAge)
- Feb. 3, 1946 Coal steamer knocks down two spans of the CNJ's Hackensack River Draw; CNJ abandons the bridge, which requires an expensive replacement to meet federal standards, and ceases through Jersey City-Newark service; limited passenger service to Kearny from western and southern points continues to serve commuters to the Western Electric Company plant. (AR)
- Feb. 3, 1946 Cunard Line's *Queen Mary* leaves Southampton on the first of six trips that bring a total of 12,886 British war brides, who have married U.S. servicemen while they were stationed in Britain, along with their children, to the U.S. (StmbtBl)
- Feb. 4, 1946 International Longshoremen's Association begins New York Harbor strike. (RyAge)
- Feb. 6, 1946 Toledo, Peoria & Western Railroad Pres. George P. McNear resumes service on the Eastern Division; three cars full of strikers follow the 5-car train from Peoria and attempt to block it when a crewman has to stop to throw a switch near Gridley, Ill.; in the resulting scuffle, guards shoot and kill two strikers; four guards arrested, and FBI enters case; attempts to reopen the railroad stop. (RyAge)
- Feb. 11, 1946 Philadelphia Transportation Company shut down by three-day strike. (SEPTA)
- Feb. 11, 1946 Robert R. Young places another one of his large provocative ads in 54 newspapers calling for through passenger service through the Chicago and St. Louis gateways. (Borkin)
- Feb. 13, 1946 PRR Board approves the retirement of the station at Gladstone, Pa., replacing it with a shelter, and of the car shop at Cape Charles, Va. (MB)
- Feb. 15, 1946 ODT drops limit on use of sleeping cars from 450 to 350 miles, returning 372

Pullmans to private use (Trains has 334); order for 1,200 troop sleepers nearly completed; PRR restores Pullman service to 17 cities; *The Pittsburgher* restored as an all-Pullman overnight train; the day train remains as *The Steel King*, using name from 1941; other sleeper routes restored are: New York-Pittsburgh, New York-Norfolk, New York-Emporium, Washington-Akron, Washington-Buffalo, Washington-Providence, Washington-Springfield, Mass., Washington-Rochester, Washington-Canandaigua, Philadelphia-Buffalo, Philadelphia-Erie, Pittsburgh-Scranton, Cleveland-Columbus and Columbus-St. Louis. (Washington-Montreal sleepers also restored) (Guide, RyAge, Trains)

- Feb. 15, 1946 Steel strike ends. (HistPitts - or 2/17?)
- Feb. 15, 1946 J.A. Appleton (1891-1966) named Assistant VP in Charge of Operations upon return from military; Appleton is pro-diesel, as is the Assistant to the VP in Charge of Operations W.W. Patchell. (MB, Hirsimaki)
- Feb. 1946 Negotiations over transcontinental passenger service reveal that Santa Fe is in favor of through cars on existing trains, while Rock Island, C&NW, Union Pacific and Southern Pacific are in favor of entire through trains; GN and NP agree to await results of California service. (PassDept)
- Feb. 1946 NYC restores barber shop service on *Twentieth Century Limited*. (NYT)
- Feb. 1946 NYC places the first of its postwar order of 720 passenger cars in service on the *Empire State Express*. (NYT)
- Feb. 17, 1946 Steel strike ends with a "first round" 18.5 cents per hour increase; sets standard for other wage demands. (, BurLabStats)
- Feb. 19, 1946 General Office Veterans Employee Association of the Pennsylvania Railroad System holds 25th anniversary meeting of 1,600 members in Philadelphia Convention Hall. (RyAge)
- Feb. 20, 1946 Pullman-Standard Car Manufacturing Corp (?) delivers its first postwar streamlined coach to NYC at Detroit. (RyAge)
- Feb. 20, 1946 Boards of Chesapeake & Ohio Railway and Pere Marquette Railway sign merger agreement. (RyAge)
- Feb. 20, 1946 Employment Act of 1946 sets national objective of maximum employment, reflecting fears of return to Depression; creates the Council of Economic Advisers and Joint Economic Committee to monitor economic conditions and make recommendations to the Pres.; remembering the fate of Herbert Hoover, politicians of both parties work to keep unemployment low without regard to inflation. (NYT, Samuelson)

- Feb. 21, 1946 Day & Zimmermann, Inc., issues report on South Jersey rapid transit system to extend from Camden High-Speed Line along PRR/PRSL rights-of-way to Glassboro, Clementon, Haddonfield, Stanwick (east of Moorestown), and Burlington; genesis of what eventually becomes PATCO high-speed line. (Rept)
- Feb. 21, 1946 Future PRR Secretary Bayard H. Roberts (1912-2008) is elected to membership in the elite Philadelphia Club; his father Isaac Warner Roberts was elected a member in 1908. (PhilaClub)
- Feb. 1946 Toledo, Peoria & Western Railroad Pres. George P. McNear and BL&FE VP W.C. Keiser meet at the Illinois Commerce Commission office to study Gov. Dwight Green's proposal for arbitration; Sen. Wheeler introduces a resolution for the Senate Interstate Commerce Committee to investigate the TP&W. (RyAge)
- Feb. 22, 1946 U.S. diplomat George F. Kennan (1904-2005) sends a telegram to Pres. Truman from Moscow advising him that the Western Allies should seek to "contain" the Soviet Union rather than seek open war; the U.S. should continue to develop nuclear weapons as a "deterrent"; this becomes the cornerstone of American policy until the fall of the Soviet Union in 1991. (Service)
- Feb. 23, 1946 Chief of Motive Power Harry W. Jones (1884-1946) dies suddenly at St. Davids, Pa., after 43 years service; his ashes are later scattered at Horseshoe Curve at his request. (RyAge, prrfax).
- Feb. 26, 1946 Toledo, Peoria & Western Railroad Pres. George P. McNear agrees to neutral arbitration but not under Railway Labor Act, whose National Mediation Board he insists is "subservient to the Brotherhoods"; BL&FE refuses to arbitrate until McNear abandons his stand that those he accuses of violence in 1942 strike have lost seniority while strikebreakers have retained it; government mediation effort fails. (RyAge)
- Feb. 27, 1946 PRR Board authorizes the purchase of 3 recreation cars for the *Jeffersonian* at \$375,000; also one Pullman restaurant-parlor car; approves the retirement of station at Pomeroy, Pa. (MB)
- Feb. 27, 1946 PRR Board orders relocation of PCC&StL Railroad main line for 3 miles at Hanlin, Pa. (MB)
- Mar. 1, 1946 ODT further cuts limit for sleeping car routes from 350 to 250 miles; returns an additional 372 Pullman cars to civilian use (Trains - check #); PRR alone returns 74 cars serving 19 cities. (Trains)

- Mar. 1, 1946 J.C. White (1888-1963) appointed Vice President-New York and VP of LIRR, replacing George LeBoutillier (1876-1952), retired after 50 years service; (same date? E.W. Smith named VP-Eastern Region, J.A. Appleton named VP-Central Region replacing Smith, Paul E. Feucht named VP-Western Region; H.H. Pevler named General Manager-Central Region, W.W. Patchell named General Manager-Western Region.) (These dates combined - check cards)
- Mar. 4, 1946 Robert R. Young publishes his soon-to-be-famous ad stating, "A hog can cross the country without changing trains, but YOU can't" as part of his fight to buy the Pullman Company on the theme of a lack of transcontinental cars; he proposes that the Chesapeake & Ohio Railway and the Nickel Plate (which between them have practically no passenger service and none that is competitive over long distances) "propose to give humans a break"; again, Young sends proofs to every member of Congress, Cabinet members and over 40,000 persons listed in *Who's Who*. (Borkin)
- Mar. 4, 1946 Young/Eaton Group, Glore, Forgan & Co. Group, Standard Steel Springs ____, and the Justice Dept. all appeal the District Court's Pullman ruling to the U.S. Supreme Court. (RyAge)
- Mar. 4, 1946 T1's assigned to trains No. 23 *Manhattan Limited* and No. 42 between Pittsburgh and Chicago for testing. (VPO)
- Mar. 5, 1946 Speaking at Fulton, Mo., former Prime Minister Winston Churchill refers to an "iron curtain" dropped down across Central Europe, isolating those countries under Soviet domination and also defining a developing conflict between East and West. (Service, AmrcnDcads)
- Mar. 6, 1946 BLE and BRT announce nationwide rail strike to become effective in stages between Mar. 11 and Mar. 14. (RyAge)
- Mar. 6, 1946 Model of new PRR station placed on public display at Pittsburgh; includes new modified Bush-Rodd train shed similar to Chicago and Newark, easing curve on Fort Wayne line, and retaining head house but replacing Burnham's Rotunda with a low entrance structure in the Moderne style. (CDY)
- Mar. 8, 1946 Pres. Truman appoints an Emergency Board for dispute with BLE and BRT to head off strike. (RyAge)
- Mar. 11, 1946 PRSL Executive Committee authorizes building a branch to the Atlantic City Racing Association's race track near Pomona by July 1. (MB)
- Mar. 13, 1946 PRR Board authorizes the purchase of one Pullman parlor-observation car; 6 new lightweight sleeping cars; approves retirement of "PG" Tower at Petersburg, Pa. (MB)

- Mar. 13, 1946 **PCC&StL Railroad Board** authorizes change of grade and line at Hanlin, Pa. (MB)
- Mar. 13, 1946 General Motors and General Electric strikes end with gain of 18.5 cents an hour increase and paid vacations. (AmrcnDcds)
- Mar. 15, 1946 ODT lifts sleeping car mileage limit entirely, releasing another 189 Pullmans; routes restored include New York-Washington, Philadelphia-Richmond; Philadelphia-Cape Charles, Pittsburgh-Cleveland, Chicago-Indianapolis, and Indianapolis-St. Louis. (RyAge)
- Mar. 16, 1946 Howell T. Cover (1897-1960) named Chief of Motive Power replacing Harry W. Jones, deceased; Cover is an electrical engineer and thus more sympathetic to diesels; Cover orders all unmodified T1's sent to Western Region and modified ones to operate between Harrisburg and Pittsburgh. (MB, RyAge, Hirsimaki)
- Mar. 16, 1946 *The Edison* restored as an overnight Pullman train between New York and Washington. (Trains)
- Mar. 16, 1946 J. Benton Jones (1905-1986) named General Superintendent of Eastern Ohio General Division, replacing Howell T. Cover; P.W. Triplett to Superintendent of New York Division, replacing Jones; Marion Streett to Superintendent of Erie & Ashtabula Division, replacing Triplett; W.H. Mapp to Superintendent of Monongahela Division, replacing Streett; F.R. Rex to Assistant to the General Manager-Central Region; J.W. Leonard to Superintendent of Eastern Division, replacing Rex; H.D. Kruggel to Superintendent of St. Louis Division, replacing Leonard; H.L. Kimble to Superintendent of Toledo Division, replacing Kuggel. (MB)
- Mar. 1946 New Haven restores the *Owl* and *Narragansett* sleeping car lines between New York and Boston. (Trains)
- Mar. 18, 1946 Santa Fe advises PRR it will begin transcontinental sleeping car with NYC between New York and Los Angeles on the *Chief* and the *Twentieth Century Limited* on Mar. 31. (PassDept)
- Mar. 18, 1946 Evidence in State of Georgia Case presented to special master Lloyd G. Garrison for recommendation. (RyAge)
- Mar. 19, 1946 PRR agrees with Santa Fe to operate a Los Angeles sleeper on the *Broadway Limited*. (Welsh)
- Mar. 22, 1946 Fire guts the old Wabash Terminal and 11 warehouses in The Point at Pittsburgh. (HistPitts)

- Mar. 23, 1946 Santa Fe announces it will begin a through Washington-Los Angeles sleeper via B&O.
- Mar. 26, 1946 Meeting held in the office of the Chief of Motive Power with Regional General Managers Nancarrow, Feucht and Pevler to consider operation of the Class T1 locomotives; 10 are to be assigned to passenger pool service between Harrisburg and Pittsburgh and 14 between Crestline and Chicago with new deliveries to be split between the two services and some possibly assigned to Columbus-St. Louis. (VPO)
- Mar. 27, 1946 PRR Board authorizes construction of West Branch No. 2 off the Susquehanna Extension Branch at Spangler. (MB)
- Mar. 31, 1946 PRR inaugurates through sleeping cars to California; PRR had advocated through trains, but Western roads refuse; cars are: New York-Los Angeles by both Santa Fe and Overland Route, Washington-San Francisco via Overland Route, Washington-Los Angeles via Overland Route, New York-San Francisco via Overland Route. (Guide. Welsh)
- Mar. 31, 1946 NYC begins through sleepers between New York and Los Angeles via both Santa Fe and Overland Route; also New York-San Francisco via both Overland Route and CB&Q-Western Pacific route, the last running on alternate days with the PRR on *The General*. (Guide)
- Mar. 31, 1946 B&O begins through sleeper between Washington and Los Angeles via *Capitol Limited* and Santa Fe *Chief*. (Guide)
- Apr. 1, 1946 PRR inaugurates through sleeping car New York-San Francisco via CB&Q-D&RGW-Western Pacific route on *The General*, running on alternate days with NYC on the *Commodore Vanderbilt*. (Guide, PassDept)
- Apr. 1, 1946 United Mine Workers begins bituminous coal strike to secure health and welfare fund; ODT imposes train cuts. (RyAge, Dubofsky)
- Apr. 1, 1946 PRR restores race train service to Bowie Race Track from both Philadelphia and Washington. (VPO)
- Apr. 1, 1946 PRR reports on impact of Gov. Martin's plan to develop The Point at Pittsburgh into a city park. (CDY)
- Apr. 1, 1946 Pittsburgh smoke control ordinance revived but postponed one year on plea of coal producers. (HistPitts)
- Apr. 3, 1946 PRR inaugurates through sleeping cars between New York and San Francisco on Burlington-D&RGW-WP route. (first trip wb.; first eb. lv. SF 4/1); alternates every other day between PRR and NYC.

- Apr. 3, 1946 Conductors, firemen and non-operating employees accept arbitrators' award of 16 cents an hour increase retroactive to Jan. 1. (RyAge)
- Apr. 10, 1946 PRR Board approves relocation of Conemaugh Division main line between Blairsville and Avonmore because of reservoir construction; approves the retirement of the passenger station at Lawsonham, Pa. (MB)
- Apr. 1946 PRR is substituting new standard 133-lb. rail section for old 131-lb., 140-lb. for 131-lb. and 152-lb., and 155-lb. for 152-lb. where needed.
- Apr. 1946 Chief of Motive Power Howell T. Cover cancels Centennial display of historic locomotives as an economy move. (CMP)
- Apr. 12, 1943 American Contract & Trust Company Board authorizes the purchase of an additional \$50,000 in the stock of the Automatic Coal Burner Company, bringing its total holdings to \$200,000. (MB)
- Apr. 14, 1946 VP Charles D. Young calls for a plan for routing Reading trains into 30th Street Station and an enlarged Suburban Station from a connection near North Philadelphia Station and also for bringing B&O trains into 30th Street Station in order to enhance value of the Penn Center development. (CDY)
- Apr. 15, 1946 Railroads petition ICC for an average 19.6% freight rate increase and continuation of 10% passenger fare increase of 1942, which is set to expire six months after end of war; entered as *Ex Parte* 162. (AR, RyAge)
- Apr. 15, 1946 PRR resumes race track service to Havre-de-Grace after war hiatus. (VPO)
- Apr. 15, 1946 Two newest T1's assigned to Nos. 40-41 *Cincinnati Limited* between Pittsburgh and Cincinnati. (VPO)
- Apr. 1946 NYC dieselizes *Twentieth Century Limited*; *Broadway Limited* and other PRR Chicago trains remain steam-powered. (RyAge ad - verify)
- Apr. 1946 Despite heavy lobbying by the PRR and NYC, New York and New Jersey enact laws authorizing the Port Authority to build a central bus terminal on 8th Avenue in New York City. (Doig)
- Apr. 16, 1946 PRR contracts with Army Engineers for relocation of Conemaugh Division between Blairsville and Salina to clear new dam of Conemaugh Flood Control Project. (MB)
- Apr. 16, 1946 J.A. Russell named Assistant to the VP in Charge of Real Estate, Purchases & Insurance; J.T. Ridgely to General Real Estate Agent, replacing Russell; R.J. Littlefield appointed to the new office of General Tax Agent on the staff of the

VP in Charge of Real Estate, Purchases & Insurance; J.A. Schwab to General Superintendent-Southern General Division, replacing Ridgely; David E. Smucker to Superintendent of Pittsburgh Division, replacing Schwab; Park M. Roeper to Superintendent of Fort Wayne Division, replacing Smucker; A. Mosby Harris to Superintendent of Freight Transportation-Eastern Region, replacing Roeper; Clair I. Clugh (1901-1994) to Superintendent of Logansport Division, replacing Harris. (MB)

- Apr. 18, 1946 Emergency Board recommends 16 cent increase for engineers and trainmen.
- Apr. 23, 1946 Class BM70 RPO car No. 5239, named *Robert E. Hannegan* after the Postmaster General, is dedicated at Chicago Union Station; the car has been rebuilt at Altoona on orders from Daniel M. Sheaffer with roller bearing trucks, safety glass, wider doors, an enclosed washroom, cooking facilities, and improved heating, air conditioning and lighting; it is the only named RPO on the PRR. (Long/Dennis)
- Apr. 23, 1946 At the Chesapeake & Ohio Railway annual meeting, Pres. Robert R. Young complains that he needs the cooperation of the Missouri Pacific Railroad and the Missouri-Kansas-Texas Railroad for his proposed transcontinental sleeping car; Young's attempts to force the MP to provide through service to Washington causes the MP to reevaluate the possibility of operating a through train to New York with the PRR. (NYT, Welsh)
- Apr. 23, 1946 Robert J. Bowman (-) elected Pres. of the Chesapeake & Ohio Railway, replacing Carl E. Newton (-), resigned. (AR)
- Apr. 24, 1946 PRR Board authorizes the purchase of 6 new lightweight sleeping cars; authorizes rearranging the interlocking at the crossing of the NYC, Nickel Plate, and Wheeling & Lake Erie Railway at Bellevue, Ohio, with the PRR to use a single track of the Nickel Plate to eliminate 5 crossings. (MB)
- Apr. 25, 1946 Philadelphia City Council approves resuming Philadelphia Improvements and refers to new City Planning Commission; Filbert Street was only partly improved as far as 18th Street; plan is to extend to West Philadelphia and widen from 50 to 90 feet by taking 40 feet off the old Chinese Wall and the north side of Broad Street Station; the Broad Street head house is to be remodeled as an office building; low, boxy office buildings are to be built oriented north-south on the site of the train shed and tracks; Raymond Loewy is asked to work on remodeling Broad Street, but soon concludes it cannot be made into modern office space and develops a unified design for the entire area of Broad Street Station and the Chinese Wall; NYC grants PRR access to all data on their experience with Grand Central Terminal and Park Avenue air rights; scheme is first called "Broad Towers" and later "Penn Center." (CDY)
- Apr. 25, 1946 Engineers and trainmen refuse award of Emergency Board and call strike for

May 18.

- Apr. 28, 1946 First major schedule revisions since war; PRR reduces running time of *The Broadway Limited* to 16:00; *The General*, *Admiral*, *Trail Blazer* and *Golden Arrow* to 17:00; extra fare on *Broadway* dropped. (Guide, tt)
- Apr. 28, 1946 *The Bay State* (northbound) renamed *The William Penn*; *The New Englander* (northbound) renamed *The Quaker*; *Advance Golden Arrow* (westbound) becomes first section and *Golden Arrow* becomes second section. (tt)
- Apr. 28, 1946 PRR restores operation of through trains and parlor cars between Philadelphia and Atlantic City via Delair Bridge; also restores through Washington-Atlantic City summer-only parlor car, but without through trains as in prewar years. (tt)
- Apr. 28, 1946 New York-Bluefield sleeper via Hagerstown cut back to New York-Roanoke via N&W Nos. 1 & 2; New York-Williamson, W.Va. sleeper inaugurated via Washington on *The Pelican* and *The Cavalier*. (Guide)
- Apr. 28, 1946 NYC restores running time of *Twentieth Century Limited* to 16:00. (Guide)
- Apr. 28, 1946 New Haven inaugurates two round trips between New York and Boston for business travel; *Roger Williams* in early morning and *Commander* in late evening. (Guide)
- Apr. 28, 1946 Norfolk & Western Railway inaugurates *Powhatan Arrow*, a lightweight day train between Norfolk and Cincinnati. (RyAge)
- Apr. 28, 1946 B&O moves Detroit terminal from Fort Street Union Depot to Michigan Central Station. (B&O Mag)
- Apr. 28, 1946 "Union Depot" at Cleveland renamed "Pennsylvania Station, as the PRR has long been the sole occupant. (Guide)
- Apr. 30, 1946 Electro-Motive Division resumes diesel locomotive production at LaGrange after General Motors strike. (RyAge)
- May 1, 1946 New York City Planning Commission follows lead of Commissioner Robert Moses and rejects the recommendation of its own committee that it establish three super-congested zones that would ban further bus terminal development east of 8th Avenue; the Port Authority then announces it is cancelling its project for a union bus terminal on 8th Avenue if it cannot have a monopoly of all bus lines; no bus companies will agree to use the new terminal if another has a terminal closer to the business districts. (NYT, PtAuth, Doig)
- May 1, 1946 State orders acquisition of privately held land at the Point in Pittsburgh, most of it the PRR's Duquesne Freight Station, for redevelopment as a park.

(PittsPstGaz)

- May 1, 1946 Federal District Court at Peoria denies application of local shippers to appoint receiver and reopen Toledo, Peoria & Western Railroad. (RyAge)
- May 1, 1946 Chicago, Indianapolis & Louisville Railway (Monon) leaves bankruptcy without foreclosure; stock, including that owned by Louisville & Nashville Railroad and Southern Railway, is wiped out. (Moody's)
- May 3, 1946 BLE and BRT again break off negotiations and call strike for May 18. (RyAge)
- May 3, 1946 Senate committee concludes hearings on Bulwinkle Bill. (RyAge)
- May 3, 1946 N.J. Court of Errors & Appeals reverse the Supreme Court and rules the 1941 Tax Acts are constitutional. (CNJ AR)
- May 7, 1946 BRT Pres. A.F. Whitney calls for permanent government seizure of the railroads. (RyAge)
- May 8, 1946 ODT calls for freight embargoes and 25% cut in steam locomotive passenger mileage effective May 10 and further cut of 25% on May 15 because of coal strike. (RyAge)
- May 8, 1946 PRR Board authorizes electrification of Delaware Park race track spur at Stanton. (MB, VPO)
- May 8, 1946 Rebuilt Class BM70 RPO car No. 5239 named *Robert E. Hannegan* is placed in service on the *Broadway Limited*, complete with a special cancellation of the New York & Pittsburgh RPO; only named RPO car on PRR; BM70 rebuilds were equipped with roller bearings and first RPOs to be air conditioned. (,Long/Dennis)
- May 8, 1946 Port Authority returns \$105,337 in unexpended planning funds originally allocated for the union bus terminal. (PtAuth AR)
- May 9, 1946 Electrical workers strike ends. (HistPitts)
- May 10, 1946 Delaware Supreme Court upholds Chancellor's approval of the \$15 million Pennroad settlement. (NYT)
- May 10, 1946 Temporary truce in coal strike; John L. Lewis orders men back to work until May 25, knowing that pending railroad strike will interfere with coal deliveries. (Dubofsky)
- May 13, 1946 ODT lifts freight embargo because of truce in coal strike. (RyAge)

- May 13, 1946 Federal Airport Act authorizes spending \$500 million by providing 50% of the cost of developing airports on public land over the next 7 years. (Locklin)
- May 15, 1946 ICC begins hearings on *Ex Parte* 162. (RyAge)
- May 15, 1946 Robert Moses makes public an Oct. 24, 1944 letter of ex-Mayor Fiorello La Guardia accepting an enlarged Greyhound bus terminal at 34th Street. (NYT)
- May 1946 PRR contracts for new 110-foot turntable at 28th Street roundhouse in Pittsburgh. (RyAge)
- May 1946 N.J. Court of Errors & Appeals upholds the 1941 Railroad Tax Settlement Act in its entirety. (LV AR)
- May 1946 British *Coronation Scot* locomotive from New York World's Fair repatriated from Mount Clare Shops in Baltimore, where it has been stored during the war. (RyAge - check earlier ref)
- May 17, 1946 Government takes over railroads to prevent strike of engineers and trainmen; strike postponed to May 23. (RyAge)
- May 17, 1946 John Foley (1881-1946), the PRR's retired first Assistant Forrester, dies at home in Wayne two months after retirement. (NYT, Mutual)
- May 18, 1946 Hudson & Manhattan trainmen and PRR trainmen in New York area strike at 5:00 PM, stopping H&M service; PRR adds second boat to Cortlandt Street ferry and bars vehicles to handle crowds. (Ferry Dept)
- May 19, 1946 Hudson & Manhattan service restored at 6:45 PM; ferryboat *New Brunswick* withdrawn at 9:30 PM. (Ferry Dept)
- May 19, 1946 Enlargement and improvements at Hughart Yard in Grand Rapids completed. (VP-WR)
- May 21, 1946 U.S. Circuit Court bars appeals in Matilda J. Feldman Suit to block Pennroad settlement. (NYT)
- May 21, 1946 Philadelphia voters approve issue of \$78.2 million in bonds, the first since 1929, including \$4.3 million to buy right-of-way for Pennsylvania Boulevard from PRR and \$8 million for completing the Market Street Subway and Subway-Surface lines in West Philadelphia. (PhilInq)
- May 22, 1946 Pres. Truman suggests a further increase for all unions of 2-1/2 cents per hour (to 18.5 cents) retroactive to Feb. 22, but no work rules changes; accepted by all but engineers and trainmen. (, AR)

- May 22, 1946 Government seizes bituminous coal mines as Lewis's deadline approaches with no negotiations. (Dubofsky, RyAge)
- May 23, 1946 Trainmen and engineers stage nationwide rail strike beginning at 4:00 PM; PRR restores two-boat service on Cortlandt Street ferry running 24 hours at 15-minute intervals. (AR, FerryDept)
- May 24, 1946 Jersey City Stock Yards, Inc., incorporated in N.J. as PRR subsidiary to acquire property of Jersey City Stock Yards Company at Harsimus Cove. (MB)
- May 24, 1946 Jury acquits four Toledo, Peoria & Western Railroad guards of manslaughter in Gridley shooting. (RyAge)
- May 25, 1946 Pres. Truman goes before Congress and calls for strike legislation, including drafting strikers; BLE and BRT then accept Truman's compromise of 18½ cents an hour wage increase and no work rule changes for one year. (RyAge)
- May 25, 1946 Railroad strike ends at 5:00 PM; *Broadway Limited* is the first long-distance train to depart New York, leaving at 6:42 PM; regular service restored by May 26. (NYT)
- May 26, 1946 Government control of railroads ends; normal service restored. (RyAge)
- May 27, 1946 Coal strike truce ends. (RyAge)
- May 28, 1946 Robert H. Smith (1888-1960) elected Pres. of the Norfolk & Western Railway, replacing William J. Jenks (1870-1960) promoted to Chairman; Smith is a traditionalist committed to coal-burning locomotives. (NYT, Striplin)
- May 29, 1946 Dow Jones industrial average peaks at 212.50, finally rising above the level of 1930; bear market begins on Wall Street. (Wyckoff)
- May 29, 1946 Coal strike ends with gain of 18.5 cents per hour and welfare fund. (Dubofsky, NYT)
- May 29, 1946 PRR resumes service to Delaware Park Race Track at Stanton; electrifies race track spur; previously, MU cars were operated from Philadelphia and Wilmington on Saturdays and holidays and hauled to the track by a steam switcher. (VPO - may have resumed service earlier?)
- May 29, 1946 Riverside Bridge on the Youngstown & Southern Railway washed out by flood, cutting the connection with the PRR at New Galilee. (Cole)
- May 30, 1946 Strike resumes on Hudson & Manhattan after trustee refuses to grant increase

- on grounds they do not handle freight; PRR resumes emergency ferry service. (Ferry Dept)
- May 1946 Dickheiser suit brought by PRR stockholders to block Pennroad settlement as wasting their assets is defeated in Circuit Court of Appeals.
- May 31, 1946 Anthracite coal miners strike. (Dubofsky)
- June 1, 1946 PRR shifts Overland Route Los Angeles car to *The General-The Transcontinental*, cutting 14:30 from running time; also cuts 1:50 from Santa Fe New York-Los Angeles car and 1:00 from Western Pacific San Francisco car; Overland Route car to San Francisco shifted from the *Golden Arrow* to the *Manhattan Limited*. (Guide, Mutual)
- June 1, 1946 New signals placed in service between Crestline and "COLSAN", the crossing of Sandusky Branch on east side of Bucyrus, Ohio, on Fort Wayne Division; track is for Toledo-bound freight that uses Sandusky Branch to Toledo Branch at Carrothers; the new third track is signaled as a westbound track and the now center track in both directions. (CE)
- June 2, 1946 NYC cuts 2:00 from through *Twentieth Century-Chief* car; switches Overland Route Los Angeles car to *Commodore Vanderbilt* with a saving of 15:00 and Overland Route San Francisco car to *Lake Shore Limited* with saving of 14:00. (Guide)
- June 2, 1946 PRR and NYC inaugurate through sleeping cars between New York and Los Angeles via Golden State Route, operating on alternate days; runs via the *Golden Arrow* and *Golden State Limited* westbound and the *Golden State Limited* and *Broadway Limited* eastbound. (tt, Guide, Mutual)
- June 2, 1946 PRR inaugurates through Washington-Los Angeles sleeping car via Overland Route. (PassDept)
- June 2, 1946 B&O inaugurates through Washington-San Francisco sleeper via Overland Route. (Guide)
- June 2, 1946 Former Chief Medical Examiner Dr. Francis D. Patterson (1876?-1946) dies at Overbrook. (RyAge)
- June 3, 1946 *The Day Cape Codder* restored as a summer-weekend-only New York (Grand Central)-Hyannis/Woods Hole train. (Guide)
- June 3, 1946 PRSL Executive Committee authorizes the sale of the old 2nd Street wharf property in Ocean City. (MB)
- June 3, 1946 Service resumes on eastern division of Toledo, Peoria & Western Railroad

- between East Peoria and Effner under protection of sheriff. (RyAge, Moodys)
- June 3, 1946 U.S. Supreme Court rules in *Morgan v. Commonwealth of Virginia* that segregation on interstate buses is unconstitutional. (AmrcnDcds)
- June 6, 1946 U.S. District Court appoints Fred Windish, a car dealer of Galesburg, Ill., as receiver of Toledo, Peoria & Western Railroad. (RyAge)
- June 7, 1946 *Bar Harbor Express* restored as summer-only train between Philadelphia and Ellsworth, Maine, for the first time since the war; this year with coaches as well as Pullmans; advance Fri. trips begin June 7; daily effective June 24. (Guide)
- June 7, 1946 *The Neptune* restored as a summer-weekend-only train between New York (Grand Central) and Woods Hole/Hyannis. (Guide)
- June 11, 1946 Toledo, Peoria & Western Railroad resumes full service. (Moodys)
- June 11, 1946 Edward G. Budd Manufacturing Company and Budd Wheel Company merged to form The Budd Company. (Budd)
- June 12, 1946 PRR Board approves northward expansion of Bay View Yard; authorizes an additional \$91,000 for coal-burning turbine locomotive consortium; authorizes purchase of Montour Railroad and Youngstown & Southern Railway from Consolidation Coal Company; Pres Clement reports that a war shortage of electrical material has led to a car shortage on the LIRR with many standees. (MB)
- June 12, 1946 PRR Board authorizes the purchase of 11 more 6,000 HP passenger diesels; four new shops on the south side of the LIRR Concourse between the barber shop and book store in Penn Station; \$146,900 to raise overhead bridges at North Side, Pittsburgh to clear larger locomotives; approves retirement of the station at Bunker Hill, W.Va., on the Martinsburg Branch. (MB)
- June 13, 1946 PRR and Missouri Pacific announce they will establish a through train between New York and Texas; B&O caught by surprise. (Welsh)
- June 13, 1946 Chief of Motive Power Howell T. Cover request the use in the proposed Class V1 turbine locomotive of an electric drive and reversing mechanism invented by Dr. Thomas D. Bowes, naval architect and used in ship propulsion; it will raise the cost of the complete locomotive by \$10,000 to \$985,000; Cover recommends building and testing one truck complete before proceeding with the whole locomotive, and speed is necessary to secure the use of the patent if it proves successful. (VPO)
- June 14, 1946 Last steam locomotive built by PRR, T1 No. 5524, outshopped at Altoona;

Juniata c/n 4,584. (Edson, Lovell)

- June 14, 1946 Jules Guerin (1866-1946), who produced the murals for Penn Station, the Lincoln Memorial, and other famous buildings, dies. (wiki)
- June 15, 1946 U.S. Circuit Court of Appeals stays appointment of Toledo, Peoria & Western Railroad receiver. (RyAge)
- June 1946 NYC receives prototype Class S-1 Niagara 4-8-4 No. 5500 from Alco; designed by Paul W. Kiefer; however, the NYC has already made the decision to dieselize. (Trains - moved to 1945!!)
- June 1946 Pres. Martin W. Clement receives an honorary Doctor of Engineering from Bucknell University. (Mutual)
- June 16, 1946 John Dickinson promoted to Vice President-General Counsel. (MB)
- June 16, 1946 Pittsburgh Consolidation Coal Company acquires the M.A. Hanna Company's subsidiary Hanna Coal Company, with coal properties in eastern Ohio, accounting for about 20% of the state's production, by an exchange of stock. (Consol, Moodys)
- June 17, 1946 Philadelphia & Western Railroad incorporated in Pa. as the reorganization of the Philadelphia & Western Railway. (PaCorps)
- June 18, 1946 PRR and eight other coal railroads contribute \$45,500 to Phase II of General Electric Company's steam turbine locomotive project, which covers building a chassis for the turbine. (Rdg)
- June 18, 1946 PB&W Board approves a plan dated Apr. 22, 1946, to acquire land between Chesaco Park and North Point to extend Bay View Yard; authorizes electrification of the Delaware Park Race Track spur. (MB)
- June 19, 1946 VP in Charge of Operation John F. Deasy formally submits to Pres. M. W. Clement a proposal to first build a truck with the Bowes drive and complete the design of the Class V1 turbine locomotive for \$578,000, followed by construction of a complete locomotive for a total of \$985,000; he urges speed to prevent the Chesapeake & Ohio Railway from claiming patent priority. (VPO)
- June 20, 1946 ICC authorizes interim 6% freight rate increase effective July 1 in *Ex Parte* 162. (RyAge)
- June 21, 1946 *The East Wind* restored as summer-only train between New York and Bangor, Maine, with through cars from Philadelphia, for the first time since the war. (tt)

- June 22, 1946 Hudson & Manhattan strike ends with limited service restored at night; strikers get an 18½ cent increase; PRR ferry service cut back to normal levels on June 23. (NYT, Ferry Dept)
- June 24, 1946 Philadelphia & Perryville RPO cut to Philadelphia & West Chester RPO. (Kay)
- June 25, 1946 *Northern Arrow* restored as summer-only train between Cincinnati and Mackinaw City; first run of a direct sleeping car between Cincinnati and Harbor Springs. (tt)
- June 26, 1946 PRR Board authorizes the purchase of 10 lightweight sleeping cars and 2 lightweight coaches; rearranging tracks and platforms at Yard "D" at Pittsburgh; set-off tracks and a wye connection with the Bonhamton Branch; approves retirement of station at Nottingham, Pa., on the PB&W. (MB)
- June 26, 1946 PRR and Wabash embargo Toledo, Peoria & Western Railroad, isolating it. (RyAge)
- June 26, 1946 American Locomotive Company (ALCO) introduces its PA-1/PB-1 2,000 HP road passenger diesel, utilizing its new 244 engine; car body with distinctive flat nose is the work of industrial designer Raymond E. Patten; demonstrator units are then sent to the Lehigh Valley Railroad for testing on the *Black Diamond* and *Maple Leaf*. (Steinbrenner)
- June 26, 1946 ICC approves the CNJ transferring its leases of Pennsylvania lines to the Central Railroad Company of Pennsylvania, effective Aug. 5. (AR)
- June 30, 1946 Assistant VP-Eastern Region William C. Higginbottom (1880-1969) retires after 50 years of service. (PR)
- Summer 1946 LIRR restores summer parlor car service to East End resorts. (NYT)
- Summer 1946 PRR Publicity Dept. makes *Clear Track Ahead*, a 25 mm sound movie marking the centennial of the PRR; unfortunately, the title will prove to be ironic in the coming years. (Mutual)
- July 1, 1946 PRR Passenger Traffic Manager C.H. Mathews retires on one-year leave of absence after 41 years of service; Earle R. Comer (1902-) appointed Passenger Traffic Manager; Homes Bannard named General Passenger Agent at New York, replacing Comer; Freight Traffic Manager-Eastern Region Edward Steptoe Neilson (1887-1947) retires. (Guide, RyAge)
- July 1, 1946 U.S. conducts its first postwar atomic bomb test at Bikini Atoll with an air-burst explosion; a flotilla of obsolete U.S. battleships and carriers and captured

Japanese warships is moored in the lagoon as targets; the Soviet Union states it cannot accept a U.S. monopoly of nuclear weapons or a vague promise to put nuclear weapons under the United Nations. (AmrcnDcnds)

- July 2, 1946 NYC inaugurates "Pacemaker" LCL freight service in trains NB1-BN2 on overnight schedule between New York and Buffalo; run at up to 60 MPH through in 10 hours; pool of cabooses and 425 box cars painted red and gray. (RyAge, CntrlHdght)
- July 3, 1946 House passes Crosser Bill for increasing Railroad Retirement benefits, 235-49. (RyAge)
- July 3, 1946 Pa. Gov. Edward Martin announces he will allot \$150,000 in state highway funds to cover part of the costs of plans and specifications for extending Pennsylvania Boulevard from 15th Street to 32nd Street. (Phillnq)
- July 7, 1946 PRR and Missouri Pacific inaugurate first train to run through St. Louis gateway between New York/Washington and Texas with New York cars for Dallas/Ft. Worth (sleeper-lounge and diner), Houston/Galveston, Mexico City, San Antonio and El Paso and Washington cars for Dallas/Ft. Worth and Houston/Galveston; Missouri Pacific's *Sunshine Special* becomes a through train over PRR between New York and St. Louis and second-ranked train on the St. Louis line; PRR also inaugurates through cars on *The American* to San Antonio via St. Louis-San Francisco and Missouri-Kansas-Texas's *Texas Special*, and to Oklahoma City via St. Louis-San Francisco's *Meteor*. (Welsh, tt)
- July 7, 1946 B&O begins through sleepers between Washington and Ft. Worth and Houston via Missouri Pacific, between Washington and Dallas/Ft. Worth-San Antonio via the MKT *Texas Special*, and between Jersey City/Washington and Oklahoma City via the Frisco *Meteor*; also a short-lived through Jersey City-Ft. Worth coach via MP. (Guide)
- July 7, 1946 NYC begins through sleeper service between New York and Dallas/Fort Worth, Houston and San Antonio-Mexico City via Missouri Pacific and New York-Dallas, New York-Fort Worth and New York-San Antonio sleepers via Frisco-MKT *Texas Special*; also New York-Oklahoma City sleeper via Frisco *Meteor*. (Guide)
- July 7, 1946 Chesapeake & Ohio Railway begins through sleeper between Washington and San Antonio via Missouri Pacific, using NYC between Cincinnati and St. Louis. (Guide)
- July 8, 1946 PRR's Hulett ore unloaders at Cleveland load 970 cars with 61,530 tons of ore in 24 hours.

- July 1946 Stock prices begin sharp decline.
- July 1946 Southern Railway announces plans to streamline *The Crescent*, and *The Royal Palm*, and add cars to *The Southerner* and *The Tennessean*. (RyAge)
- July 1946 Robert R. Young runs another ad, “Why Must Sleeping Car Passengers Put Up with ‘Rolling Tenements’” against the traditional section sleeping cars, claiming “9 out of every 10 sleeping cars now in service belong in museums!”; in fact, section sleepers will begin to disappear with the end of the wartime travel surge and the belated delivery of postwar car orders. (Borkin)
- July 16, 1946 Longtime Prairie Progressive Sen. Burton K. Wheeler is defeated in the Montana primary in his bid for a fifth term. (RyAge)
- July 17, 1946 VP-Western Region James M. Symes notes that transcontinental car service is unsatisfactory because of lengthy switching movements at Chicago and the fact that through cars are handled on slower, secondary trains; recommends 14 new train sets to provide six through trains per week on various western routes. (Welsh)
- July 18, 1946 Pres. Clement notes that the three new tracks and platforms planned for Suburban Station should allow for 20-car “Clocker” trains; VP Charles D. Young had recommended 25-cars assuming future traffic growth; main line trains will require a pusher or puller engine, which will be cut off at 30th Street. (CDY)
- July 18, 1946 Babcock & Wilcox begins tests on redesigned pulverized coal-burning boiler for Eastern Railroads' proposed turbine locomotive at its facility at Kent, Ohio; features a water-tube boiler designed for 650 p.s.i., 850° F. steam; boiler efficiency varies from 60.2% to 68.75% in tests; this is less than the Test Plant efficiency of the conventional boiler of the PRR Class S2 turbine locomotive. (VPO)
- July 21, 1946 Port of New York Authority presents its \$76.4 million development for Newark Airport and Port Newark. (PtAuth AR)
- July 22, 1946 Atlantic City Race Track opens, but without rail service. (Butler, WJRails)
- July 22, 1946 Last of 292,000 German POWs leave Camp Shanks on the Hudson River north of New York en route to the Brooklyn Army Base to board a transport back to Europe. (Thorne)
- July 1946 PRR and Missouri Pacific agree to streamline the *Sunshine Special* and rename it the *Sunshine Eagle*; not implemented as traffic begins falling off in 1947. (Welsh)

- July 25, 1946 Pres. Truman signs a bill extending wartime wage and price controls for another year because of growing inflation. (Samuelson, NYT)
- July 25, 1946 U.S. conducts the second atomic bomb test at Bikini Atoll, this time an underwater blast that lifts some of the target vessels into the air and flips them like wood chips. (AmrcnDcnds)
- July 31, 1946 Pres. Truman signs Railroad Social Insurance Act (Crosser Act); raises payroll tax to be paid by employees from 3½% to 5¾% and by employers from 6½% to 8¾% effective Jan. 1; increases unemployment benefits and creates a system of survivors' benefits higher than those paid by Social Security; also introduces the first nationwide system of ordinary sick benefits that do not require payroll deductions. (AR, RyAge)
- July 31, 1946 Assistant to the VP in Charge of Real Estate, Purchases & Insurance J.A. Russell submits plans to VP Charles D. Young for building tail tracks and/or a loop at east end of Suburban Station to turn GG1's and pusher locomotives to be used on "Clockers." (CDY)
- Summer 1946 Dickheiser and Perrine Pennroad suits appealed to U.S. Supreme Court; Overfield and Weigle suit has not been appealed and is dead.
- Aug. 1, 1946 Seaboard Air Line Railroad Company acquires the assets of the bankrupt Seaboard Air Line Railway Company. (Moodys, RyAge)
- Aug. 3, 1946 LIRR MU train rams a freight locomotive head-on at Port Washington; conductor killed and 25 injured. (RyAge)
- Aug. 5, 1946 Central Railroad Company of Pennsylvania assumes operation of the CNJ lines in Pennsylvania in a bid to shelter them from New Jersey taxes. (AR)
- Aug. 9, 1946 E7 diesels Nos. 5900-5901 removed from *The Red Arrow* and assigned to Harrisburg-St. Louis service.
- Aug. 13, 1946 Pres. Truman vetoes the Wheeler-Reed Bill expediting railroad reorganizations. (RyAge)
- Aug. 1946 Sandusky coal docks handle a record 2,302,101 tons of coal. (Mutual)
- Aug. 17, 1946 John I. Yellott files for a patent on the Bituminous Coal Research, Inc's. coal-burning gas turbine locomotive, conceived as a 2-D+D-2 wheelbase supporting a double-ended car body styled similar to a New Haven Class EP-4 electric; also for a separate patent on the coal pulverization and combustion apparatus . (Ptnt)
- Aug. 19, 1946 Garden State Race Track opens adjacent to PRSL main line in Cherry Hill,

- N.J.; "Pony Express" race track extras begin operating from Philadelphia.
- Aug. 20, 1946 Meeting of PRR, Baldwin Locomotive Works and Westinghouse Electric Corporation personnel held in Philadelphia on the proposed Class V1 turbine locomotive; both the Bowes drive and DC transmission are rejected as they would make the locomotive 10-20 feet longer; Carleton K. Steins calls for the coal capacity to be increased from 32.5 tons to 42 tons. (CMP)
- Aug. 22, 1946 UMW District 50 postpones LIRR trainmen's strike at very last minute to Sep. 24. (RyAge)
- Aug. 23, 1946 Locomotive Development Committee announces that it will place orders for two prototypes with Baldwin and Alco.
- Aug. 25, 1946 PRR-Frisco New York-Oklahoma City sleeping car cut back to Tulsa. (tt)
- Aug. 27, 1946 Last new PRR steam locomotive, Baldwin-built T1, No. 5546, enters service.
- Sep. 3, 1946 NYC announces completion of order for 153 Pullman-Standard stainless steel coaches with press run to Harmon; 567 more cars on order, or equivalent of 52 train sets. (RyAge)
- Sep. 4, 1946 Chesapeake & Ohio Railway borrows T1 No. 5511 and later No. 5539 to test the duplex concept; high drivers perform poorly on mountain grades, and C&O orders conventional 4-8-4's from Lima.
- Sep. 4, 1946 U.S. Circuit Court of Appeals voids Toledo, Peoria & Western Railroad receivership order. (RyAge)
- Sep. 6, 1946 John I. Yellott gives a paper on coal-burning turbine locomotive to Railway Fuel & Traveling Engineers Association of Chicago; to be about 3,000 HP in diesel-type body. (RyAge)
- Sep. 9, 1946 Chief of Motive Power Howell T. Cover comments on the proposed contract with Baldwin Locomotive Works for building the Class V1 turbine locomotive, noting that the Bowes drive has been dropped from consideration; he also notes that it is probably that the American Locomotive Company (ALCO) will build an all-welded boiler for the Class Q2, and if so, the same type of boiler, and not a Baldwin riveted boiler, should be used on the V1. (CMP)
- Sep. 9, 1946 Last day of operation for Fairmount Park trolley in Philadelphia. (SEPTA)
- Sep. 10, 1946 Reading Company deeds the Schuylkill Canal to the State in return for not being held liable for any claims or costs of dredging. (Bernhart)

- Sep. 11, 1946 PRR Board approves contracting with the Baldwin Locomotive Works and Westinghouse Electric Corporation for the construction of trucks, gearing and drives for the proposed Class V1 turbine locomotive. (VPO, MB)
- Sep. 11, 1946 PRR Board authorizes purchase of 8 lightweight sleeping cars; additions to Hunter Street Yard in Newark on the New York Bay Railroad; freight house at Jersey Yard, Washington; connecting track with the B&O at Indiana, Pa.; new branch to the Snow Hill Coal Corporation northwest of Terre Haute; pool car freight station between Lake & Fulton Streets, Chicago. (MB)
- Sep. 11, 1946 PRR Board approves the following retirements: “MA” Block Station at Mainville on the Catawissa Branch; “BZ” Block Station at Betzwood, Pa.; station at Phoenix, Md., to be replaced with a small shelter; station at Oden, Mich. (MB)
- Sep. 11, 1946 Fire in Ocean City damages the Ocean City-Somers Point trestle of the Atlantic City & Shore Railroad (Shore Fast Line), ending electric car service between Somers Point and Ocean City; buses substituted. (Butler)
- Sep. 11, 1946 Demonstration of railroad radio at Potomac Yard; developed by Farnsworth Television & Radio Corporation of Fort Wayne. (Mutual)
- Sep. 14, 1946 LIRR restores names to East End resort trains: the *Peconic Bay Express* to Greenport and the *Cannon Ball*, *Hampton Express*, *Shinnecock Express*, *South Shore Express*, and *New York Express* to Montauk. (Guide)
- Sep. 19, 1946 PRR VP in Charge of Traffic Walter S. Franklin testifies before the ICC that the PRR is experiencing the worst year in its history with a deficit for the first 7 months of \$27 million after carry-back credits. (Borkin)
- Sep. 1946 NYC Pres. Gustav Metzman testifies to the ICC that it will have a net loss of \$12 million, even after adding a \$20 million carry-back, versus a net profit of \$24 million in 1945. (Borkin - verify NYT)
- Sep. 20, 1946 Pres. Truman fires Secretary of Commerce Henry A. Wallace after a speech critical of Truman’s foreign policies against the Soviet Union and replaces him with W. Averell Harriman; Wallace is the last of Pres. Roosevelt’s cabinet members to be removed. (AmrcnDcnds, wiki)
- Sep. 21, 1946 PRR and Pennsylvania Company director and Campbell Soup Company Pres. Arthur C. Dorrance (1893-1946) dies. (MB)
- Sep. 22, 1946 American Locomotive Company displays the first production model of its PA-1/PB-1 6,000 HP A-B-A set No. 51 for the Santa Fe for three days at the private siding under the Waldorf-Astoria Hotel. (Steinbrenner)

- Sep. 23, 1946 UMW District 50 again postpones LIRR trainmen's strike for four weeks at the last minute. (RyAge)
- Sep. 25, 1946 Pres. Clement notes poor on-time performance of passenger trains, especially Blue Ribbon trains a/c equipment failures and traffic density; delays at one point usually cascade through the entire system. (MB)
- Sep. 25, 1946 PRR Board authorizes the purchase of 5 second-hand steam tugboats. (MB)
- Sep. 25, 1946 PRR announces an order for 1,100 box cars. (NYT)
- Sep. 25, 1946 Experimental use of a "flying post office" with a special TWA cargo plane running from Washington to Chicago and back to Pittsburgh and New York. (Long/Dennis)
- Sep. 29, 1946 First section of *The Golden Arrow* westbound renamed *The Pennsylvanian*; westbound *Admiral* moved from afternoon to 6:45 PM departure, and other schedules respaced accordingly. (tt)
- Sep. 29, 1946 Last trip of through sleeper to Leeds Jct. and Farrington, N.H., on *The Bar Harbor Express*. (Guide)
- Sep. 29, 1946 NYC extends *Empire State Express* from Cleveland to Toledo. (RyAge)
- Oct. 1, 1946 New Pittsburgh smoke control ordinance goes into effect for industry, railroads and commercial establishments. (HistPitts)
- Oct. 1, 1946 Ralph A. Knoff appointed Assistant Chief of Personnel. (Mutual)
- Oct. 1, 1946 Philadelphia Suburban Transportation Company (Red Arrow Lines), controlled by the A. Merritt Taylor family, secures stock control of the Philadelphia & Western Railroad, the Norristown high-speed line. (DeGrawColl)
- Oct. 1, 1946 Acting Secretary of State Dean Acheson states that the U.S. will remain in Korea to push for unification under a democratic government. (AmrcnDcds)
- Oct. 2, 1946 Chief of Motive Power Howell T. Cover notes some objections to the proposed contract with Baldwin Locomotive Works to build the Class V1 turbine locomotive; Baldwin is demanding to build the boiler, because it knows that the PRR would have an all-welded boiler built by its rival the American Locomotive Company (ALCO); Cover wants the most modern boiler. (CMP)
- Oct. 2, 1946 American Locomotive Company (ALCO) outshops its first 1,500 HP RS-2 road switcher for the Milwaukee Road. (Steinbrenner)

- Oct. 4, 1946 Pres. Clement receives the Franklin Institute's William H. Vermilye Medal for contributions to industrial management. (PR)
- Oct. 4, 1946 Last experimental "flying post office" operation. (Long/Dennis)
- Oct. 7, 1946 VP-Western Region James M. Symes recommends purchase of freight diesels rather than more Q2 duplexes on economic grounds. (Hirsimaki)
- Oct. 8, 1946 Philadelphia & Cape May RPO discontinued. (Kay)
- Oct. 9, 1946 PRR Board authorizes purchase of 31 lightweight passenger cars; 3 600 HP diesel switchers; removal of the Pittsburgh station train shed; approves retirement of the telegraph and telephone pole line between Georgetown and Rehoboth, Del. (MB)
- Oct. 9, 1946 PRR authorizes installation of wayside and cab signals between "ARSENAL" and "STADIUM". (VPO)
- Oct. 15, 1946 Robert R. Young withdraws Chesapeake & Ohio Railway, Nickel Plate, and Pere Marquette Railway from Association of American Railroads as part of his plan to become an independent power in the railroad industry. (RyAge, AR)
- Oct. 16, 1946 James M. Symes named Deputy VP in Charge of Operations; from long service in Chicago and experience of dieselization on western railroads, Symes favors diesels over PRR's steam designs; he is also a generation younger than Deasy and Duer; Paul E. Feucht appointed VP-Western Region, replacing Symes; H.H. Pevler to VP-Central Region, replacing Feucht; W.W. Patchell from Assistant to VP in Charge of Operations to General Manager-Western Region, replacing Pevler. (MB, Hirsimaki)
- Oct. 16, 1946 Ethelbert W. Smith named VP-Eastern Region, replacing R.C. Morse, shunted to VP in Charge of Real Estate & Taxation because of regional operating loss; J.A. Appleton named VP-Central Region, replacing Smith; Charles D. Young named VP in Charge of Purchases, Stores & Insurance; Warren R. Elsey's title changed from Assistant VP in Charge of Real Estate, Purchases & Insurance to Assistant VP in Charge of Purchases, Store & Insurance. (MB)
- Oct. 16, 1946 Ten leading Nazis convicted of war crimes at the Nuremberg trials are hanged; the chief surviving Nazi leader, Reichsmarschal Herman Goering commits suicide with a smuggled cyanide capsule before execution. (AmrcnDcDs)
- Oct. 17, 1946 E7 diesels Nos. 5900-5901 returned to *The Red Arrow*.
- Oct. 19, 1946 Tests of pulverized coal-burning boiler conclude at Babcock & Wilcox plant at Kent, Ohio; have burned three types of coal successfully, which is better than

the performance at Altoona, but there are still problems with ash accumulation. (SMPE,)

- Oct. 19, 1946 AAR adopts new standard 115-lb., 132-lb. and 133-lb. rail sections. (RyAge)
- Oct. 20, 1946 Electric Railroaders Association holds fan trip over PRR from Exchange Place, visiting Harsimus Cove, Meadows Shops and South Amboy; runs south to Jamesburg and returns to Penn Station via Monmouth Jct. (RyAge)
- Oct. 23, 1946 EMD introduces model F-3 1,500 HP road diesel locomotive at its La Grange Plant with the display of an A-B-B-A 6,000 HP set for the Santa Fe; model has 7 possible gear ratios for either passenger or freight service. (NYT).
- Oct. 28, 1946 ICC grants increase in Railway Express rates effective Dec. 13.
- Oct. 31, 1946 VP in Charge of Real Estate, & Taxation R.C. Morse escorts members of Philadelphia City Council over the route of Pennsylvania Boulevard between 21st & 30th Streets; some members voice opposition to the city's paying the PRR for land needed to widen the Boulevard from 50 to 90 feet; Morse says the "Chinese Wall" will be torn down in two years. (PhilaBltn)
- Fall 1946 Greyhound Corporation announces that is abandoning its plans to enlarge its 34th Street bus terminal opposite Penn Station in New York City. (Doig)
- Nov. 5, 1946 Republicans win large majorities in both houses of Congress for first time in 14 years; partly in backlash at the unprecedented wave of strikes. (EAH)
- Nov. 5, 1946 VP John F. Deasy authorizes dismantling of mock-up of double deck car stored at Wilmington Shops over objections of Raymond Loewy. (CMP)
- Nov 6, 1946 Baldwin Locomotive Works delivers the first of three 2,000-HP double-ender passenger road diesel locomotives to the CNJ at Eddystone; as the CNJ is still bankrupt, the locomotives are officially the property of solvent subsidiary Wharton & Northern Railroad; the locomotives are to be named for employees who died in World War II and will replace 8 steam locomotives; the double-cab design, for quick turnarounds, is unique on American railroads, and will be made obsolete by the new road-switchers. (NYT, AR)
- Nov. 7, 1946 Philadelphia City Council committees approve ordinances for removing the "Chinese Wall" and building Pennsylvania Boulevard and for extending the Market Street Subway in West Philadelphia. (PhilBltn)
- Nov. 7, 1946 Permanent Indianapolis Industrial Exhibition opens in Concourse of Indianapolis Union Station. (RyAge)
- Nov. 9, 1946 Under pressure from business and conservatives and mindful of the election

results, Pres. Truman lifts price controls on everything but rent, sugar and rice, as they have become unworkable. (AmrcnDcads, EAH)

- Nov.? 1946 Dickheiser Pennroad suit disposed of, leaving only Pennroad stockholders' appeal to U.S. Supreme Court to block settlement. (Feldman vs. Pennroad? - Dickheiser case was found for PRR by Dist. Ct. and confirmed on appeal; was then appealed to Supreme Court along with Feldman)
- Nov. 12, 1946 John J. Pelley (1878-1946), Pres. of AAR since 1934, dies at Washington after minor surgery. (RyAge)
- Nov. 13, 1946 PRR Board approves modification to Trust of 1878, allowing PRR to tap trust fund income to maintain 3% dividend; however delay on submitting to next stockholders' meeting. (MB)
- Nov. 13, 1946 PRR Board authorizes construction of side tracks for the Chrysler Corporation parts plant at Newark, Del.; approves retirement of old "DF" Interlocking at Trenton, N.J. (MB)
- Nov. 13, 1946 New York City Planning Commission releases its report of Oct. 20 calling for three bus terminals on the West Side instead of a single large one; recommends expanding the Greyhound terminal at West 34th Street without its short-haul tenants and discontinuing the Capitol Greyhound terminal at 50th Street between 7th & 8th Avenues. (NYT)
- Nov. 14, 1946 Philadelphia City Council passes two ordinances for completing Pennsylvania Boulevard and removing the "Chinese Wall"; PRR is to put up \$9 million, state \$7 million and city \$4.3 million. (LegalDept)
- Nov. 14, 1946 Preliminary report on pulverized coal-burning boiler tests presented to General Electric.
- Nov. 1946 Mutual Beneficial Association of PRR Employees notes that it now has 18 full-service MBA restaurants around the PRR system. (Mutual)
- Nov. 18, 1946 PRR announces development of "Carryphone" walkie-talkie working in connection with inductive train phone system; developed by PRR and Union Switch & Signal Company; currently in use between Harrisburg and Pittsburgh and on Bel-Del Branch. (, Mutual)
- Nov. 18, 1946 Noted aeronautical engineer Alfred A. Gassner (1892-1959), doing business as Gassner Aircraft Engineering at New York, writes to Robert R. Young of the Chesapeake & Ohio Railway offering his services for lightweight passenger train development, as he has worked on American Car & Foundry Company's TALGO train. (Train-X)

- Nov. 18, 1946 First CNJ Baldwin double-ender No. 2000 *Frank J. Perkins* is displayed at Jersey City Terminal; placed in passenger service next day. (NYT)
- Nov. 19, 1946 ICC begins oral arguments on the sale of the Pullman Company to the Railroads Buyers Group; Robert R. Young appears in opposition; Young says the sale will create a “tighter monopoly” than any since the 1890s and repeats the old saw about a small group of New York bankers led by J.P. Morgan & Co. and Kuhn, Loeb & Co. controlling all railroads and the Pullman Company since the 1890s. (NYT, Borkin).
- Nov. 19, 1946 Robert R. Young announces that the Chesapeake & Ohio Railway will order 284 lightweight passenger cars to replace its entire roster and those of the Pere Marquette Railway and Nickel Plate; also announces that the order of 46 cars from Budd earlier this year is to be a new Washington/Newport News-to-Cincinnati daylight streamliner called *The Chessie*, to feature dome cars, movies, telephones, a nursery and other deluxe features; Young’s order far exceeds the needs of a railroad like the C&O and only about a hundred cars are accepted and the rest cancelled or sold to other railroads upon delivery; *The Chessie* is never placed in revenue service. (NYT, Turner)
- Nov. 20, 1946 Coal strike resumes after John L. Lewis rejects a new government contract; although there is a 37-day supply of coal on hand, Solid Fuels Administration freezes coal in transit, and ODT orders new round of rail service cuts. (RyAge, Dubofsky)
- Nov. 21, 1946 PRR changes EMD diesel order from 10 A-B-B-A passenger F-3's to 10 A-B-A E-7's because of reports of poor riding quality of FT units used on Santa Fe; reduced to 8 E7's on Dec. 12.
- Nov. 21, 1946 U.S. Circuit Court of Appeals at Chicago orders District Court at Peoria to order restoration of service on Toledo, Peoria & Western Railroad. (RyAge)
- Nov. 23, 1946 Special Counsel and former VP & General Counsel Clarence B. Heiserman (1862-1946) dies at Bryn Mawr Hospital. (RyAge)
- Nov. 1946 PRR develops preliminary plans with the American Locomotive Company (ALCO) for a Class Q3 4-4-6-6 duplex with welded boiler.
- ca. Nov. 1946 PRR and P&LE purchase railroads of Pittsburgh Consolidation Coal Company, including the Montour Railroad and the Youngstown & Southern, for \$9.25 million.
- Nov. 26, 1946 Pres. Truman approves \$55 million for flood control dam on Conemaugh River. (HistPitts)
- Nov. 26, 1946 Westbound freight derailed on Toledo, Peoria & Western Railroad near El Paso,

Ill., because of tampered track. (RyAge)

- Nov. 26, 1946 City of Philadelphia and PRR sign new Philadelphia Improvements agreement, replacing old one that expired in Dec. 1935; City is to open Pennsylvania Boulevard 90 feet wide from Broad Street to 32nd Street and “Schuylkill Avenue West” along river from Spring Garden Street to South Street, plus negotiate for completion of Market Street Subway and removal of el as far as 44th Street; City is to pay PRR \$4.3 million for land taken for widening Boulevard. (LegalDept)
- Nov. 27, 1946 PRR Board approves the retirement of the government storage yard at Bucyrus. (MB)
- Nov. 29, 1946 VP John F. Deasy submits papers to Pres. Clement asking authority to spend \$1.15 million to develop one Class V1 modified Triplex 4-8-4-8 coal-burning steam turbine locomotive. (VPO)
- Nov. 29, 1946 *Investor's Reader*, a newsletter of the leading brokerage house of Merrill, Lynch, Pierce, Fenner & Beane, reports that Robert R. Young is “studying” purchasing control of NYC; in fact, buying of stock through Merrill, Lynch, Pierce, Fenner & Beane is already underway; failing in his attempt to get the Pullman Company, Young is aiming to capture the No. 2 railroad. (RyAge, Borkin)
- Nov. 29, 1946 Before the ICC NYC VP-Law Jacob Aronson, who has already clashed bitterly with Robert R. Young, cross-examines Young in the Pullman case; aiming for the newspapers, Young tosses out all his old charges of “Wall Street banker control,” “stockholder rights,” and “rolling tenements”; Aronson refuses to be intimidated and demands that Young cease his “flippancy” and just answer questions; it portends strong regulatory opposition to Young’s attempt to control the NYC. (Borkin)
- Nov. 30, 1946 PRR operates 37 extra trains to the Army-Navy Game. (Mutual)
- Nov. 30, 1946 Edward Gowen Budd (1870-1946), founder of the Budd Company, dies of a heart attack at Philadelphia. (RyAge)
- Dec. 1, 1946 Barnegat Bay trestle burns, ending passenger service between Barnegat Pier and Bay Head Jct., N.J., via the “Back Road.”
- Dec. 2, 1946 Fire destroys 1,200 feet of LIRR Jamaica Bay trestle, interrupting service for a week.
- Dec. 4, 1946 PRR orders first two F3 freight road diesels from EMD; A-B-B-B-A units with 7,500 HP per set.

- Dec. 4, 1946 UMW Pres. John L. Lewis held in contempt of court for violating injunction to end strike and fined \$10,000; UMW fined \$3.5 million, later reduced to \$700,000. (Dubofsky)
- Dec. 5, 1946 ICC cancels the interim rate increase of July 1, 1946 and authorizes an average 17.6% freight rate increase effective Jan. 1, 1947, and also makes temporary 10% passenger fare increase of Jan. 21, 1942 permanent. (AR, RyAge)
- Dec. 5, 1946 U.S. District Court at Peoria orders Toledo, Peoria & Western Railroad to reopen. (RyAge)
- Dec. 6, 1946 *Florida Sunbeam* restored between Cincinnati and Florida via NYC-Southern-SAL route, with through cars via NYC from Chicago, Detroit and Cleveland. (Guide, RyAge)
- Dec. 6, 1946 Virginia Ferry Corporation Executive Committee authorizes the construction of a new northern terminus at Kiptopeke to shorten the ferry crossing. (MB)
- Dec. 7, 1946 *Business Week* prints rumors that Robert R. Young has secret holdings of 218,000 shares of NYC held in "street names" through brokerage houses. (Borkin)
- Dec. 7, 1946 Coal strike ends after United Mine Workers held in contempt of court and fined. (RyAge, EAH)
- Dec. 10, 1946 ICC authorizes Nickel Plate to acquire Wheeling & Lake Erie, including purchase of 21% interest held by Chesapeake & Ohio Railway, over the protest of the C&O. (RyAge)
- Dec. 11, 1946 Report requested by James M. Symes compares the projected results of freight service with 80 A-B-B-B-A diesel sets vs. 202 Q2's; diesels would save over \$14 million per year plus an additional \$6.5 million annual gain if they can improve on-time performance. (Hirsimaki)
- Dec. 12, 1946 Second report on dieselization notes that PRR would lose 8.5% to 10.9% in annual freight revenue represented by fuel coal hauled to other railroads.
- Dec. 12, 1946 Seaboard Air Line Railroad restores *Orange Blossom Special* as a winter-only Florida train. (Guide)
- Dec. 12, 1946 *Dixieland* restored as a winter-only train between Chicago and Florida via C&EI-L&N route. (Guide)
- Dec. 12, 1946 Adams Express Company sells the stock of the Southern Express Company. (Moody)

- Dec. 13, 1946 Westbound *Golden Triangle* hits wreckage of rear-end collision of two freight trains near Guthrie, Ohio, 19 killed and 50 injured. (RyAge)
- Dec. 13, 1946 Railway Express 20% rate increase takes effect.
- Dec. 13, 1946 *Sunchaser* restored as winter-only train between Chicago and Florida via Illinois Central route. (Guide)
- Dec. 14, 1946 *Florida Arrow* restored as winter-only PRR-L&N train between Chicago and Miami. (tt)
- Dec. 15, 1946 *The Pelican* inaugurated over PRR/Southern/N&W between New York and New Orleans via Bristol and Birmingham. (tt)
- Dec. 1946 New PRR freight station opens at Hunter Street Yard, Newark, N.J. (Mutual)
- Dec. 1946 Chesapeake & Ohio Railway reacquires the Greenbrier Hotel at White Sulphur Springs, W.Va., which had been sold to the government as a wartime hospital in Sep. 1942. (AR)
- Dec. 16, 1946 PRR cuts Cortlandt Street ferry from 24 to 16 hour service, six days a week. (Ferry Dept)
- Dec. 18, 1946 PRR Board authorizes \$16.375 million purchase of 19 6,000 HP passenger diesels (5 EMD E7 A-B-A sets, 5 Alco PA A-B-A sets and 9 BLW Centipede A-A sets) to complete dieselization of Blue Ribbon trains and 6 EMD F3 7,500 HP freight diesels to experimentally dieselize one freight train each between Harrisburg and Chicago/St. Louis, plus a B unit for E7 No. 5900-5901; also 5 diesel switchers; ends PRR commitment to steam. (MB)
- Dec. 18, 1946 PRR Board authorizes the purchase of 12 lightweight coaches for pool service with the Atlantic Coast Line Railroad; two new freight houses at West 39th Street between 11th & 12th Avenues in New York; approves retirement of Biddle Street passenger station in Baltimore. (MB)
- Dec. 20, 1946 Excelso Trucking Company dissolved. (MB)
- Dec. 20, 1946 The ultra-top-secret Venona Project, established by Military Intelligence and monitoring and slowly decoding Soviet diplomatic transmissions since 1943, breaks the NKVD (later KGB) code and discovers that Americans and others recruited by the Soviets as spies have penetrated the Manhattan Project, as well as infiltrating the State Dept., Treasury Dept., the Office of Strategic Services (predecessor of the CIA) and the White House; Venona has been kept secret from Pres. Roosevelt and from Pres. Truman, and its findings are now sent to Truman as coming through normal channels such as the FBI; the Venona findings help fuel a second Red Scare and a standoff that will develop

into the Cold War. (wiki)

- Dec. 23, 1946 Montour Land Company incorporated in Pa. By PRR, NYC and P&LE; acquires 22,738 acres of coal lands in Washington and Allegheny Counties along line of Montour Railroad. (Cards, NYC AR)
- Dec. 23, 1946 Peak day for number of passengers using the New York subway and elevated system, 8,872,244. (TransitDigest)
- Dec. 24, 1946 ODT cancels Pullman contract for operation of box car troop sleeper fleet and cars sold for conversion to freight service. (Fisher)
- Dec. 29, 1946 Ten U.S. liberal organizations merge to form the Progressive Citizens of America under the leadership of former Secretary of Commerce Henry A. Wallace; its national leadership is headed by Calvin Baldwin and John Abt (1904-1991), both concealed Communists, who outmaneuver the non-Communist members and steer Wallace towards a third party run for the presidency on a “peace” platform, where “peace” is defined as acquiescence to Stalin’s actions; Wallace himself is not a Communist, but his quirky, semi-mystical personality and political rootlessness (he eventually floats back into the Republican Party where he started), mean that he is easily manipulated. (NYT, Devine)
- Dec. 30, 1946 New York’s IND Fulton Street Subway extended from Rockaway Avenue to Broadway-East New York. (Feinman)
- Dec. 31, 1946 NYC stock has fallen to 13, down from 35 in Jan. 1946. (Borkin)
- Dec. 31, 1946 DL&W ends ferry service between West 23rd Street and Hoboken, the last ferry serving 23rd Street. (Scull)
- Dec. 31, 1946 Pres. Truman issues a proclamation formally ending World War II. (AmrcnDcads)
- late 1946 B&O inaugurates through Washington-San Francisco sleeper via Overland Route.
- 1946 Peak year for Grand Central Terminal; 65,156,063 passengers or about 60% of Penn Station peak in 1945.
- 1946 PRR posts first net operating loss ever, \$8.5 million; operating ratio hits high of 90.71%., up from 83.71% in 1945; increase partially the result of increases in the price of coal and disruption of coal strikes; only third time that posted loss in Jan.-Aug.; others in 1921 and 1938; LCL operating ratio 153%, perishables 124%; passenger operating ratio now at 96%; project 127% for 1947; gross deficit for 1946 is \$37 million, offset by \$19 million tax credit;

- can run in black for 1947 through recent rate increases and proposed cut of 15,000 passenger-miles; 3% dividend is paid from past surplus. (AR)
- 1946 PRR system debt stands at \$892 million, down from \$1.02 billion in 1939; debt reduction was achieved by using war earnings; however, in order to finance necessary rebuilding, debt rises again. (AR)
- 1946 NYC posts loss of \$10.5 million, counting carry-back tax credits; otherwise would have been \$31.6 million; passes dividend; stock falls from 35 to 13. (AR)
- 1946 Number of New Haven passengers into Penn Station falls 39% to 3,486,446. (AR)
- 1946 Raymond Loewy's office produces a design for "Penn Towers" or what will later become Penn Center for the area now occupied by Broad Street Station and its tracks; "Tower Building" at ___ has 27.35 million cubic feet and contains a hotel, apartments, offices, stores, a bus terminal and a television studio (check model photos); "Plaza Building" has 9.4 million cubic feet and contains a department store. (VP PS&I)
- 1946 Atlantic City-Longport branch abandoned. (AR)
- 1946 Southbound classification yard extended at Potomac Yard. (Mordecai)
- 1946 New branch opens at Spangler, Pa. (AR - where?)
- 1946 Car retarders installed in westbound Pitcairn Yard. (AR)
- 1946 ICC approves the purchase by the PRR and Pittsburgh & Lake Erie Railroad of the Montour Railroad, the Youngstown & Southern Railway, and the Pittsburgh Coal Company's private Smiths Ferry Railroad. (Cole - check ICC)
- 1946 Richmond, Fredericksburg & Potomac Railroad installs crossovers between freight and passenger mains north of Alexandria Station, controlled by "AF" Tower. (AR)
- 1946 The Budd Company buys a surplus war plant at Red Lion Road in Northeast Philadelphia as a railroad car building facility in to handle the rush of postwar orders. (Budd - check 1947?)
- 1946 Maintenance of Way Employees and Yardmasters of America drops ban on African American members. (Trains)
- 1946 United Automobile Workers (CIO) ends a three and a half month strike against General Motors Corporation by accepting an 18½ cent increase.

(BurLabStats)

1946

In the aftermath of World War II, the U.S. accounts for 54.1% of world steel production. (Hoerr)