

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

By Christopher T. Baer

1947

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All data subject to correction and change

- Jan. 1, 1947 Pittsburgh Coal Company sells Montour Railroad and Youngstown & Southern Railway to PRR and P&LE (50-50); Y&S transferred to Montour Railroad; sale also includes Pittsburgh Coal Company railroad from Smiths Ferry to Negley. (Cards)
- Jan. 1, 1947 General freight rate increase of 17.6% in effect; first “permanent” increase since Mar. 28, 1938. (CNJ AR)
- Jan. 1947 PRR places new 44-seat deluxe long-distance coaches on *The Trail Blazer* and *The Jeffersonian*; first of order of 93 cars. (NYT,)
- Jan. 3, 1947 Virginia Ferry Corporation Executive Committee authorizes construction of a second slip at Little Creek. (MB)
- Jan. 3, 1947 80th Congress convenes with Republicans in control of both houses and ready to brake or reverse New Deal policies and legislation. (wiki)
- Jan. 5, 1947 Greyhound Corporation announces it will repurchase NYC’s 27.3% interest in Central Greyhound Lines, Inc. (NYT)
- Jan. 8, 1947 PRR Board makes further contribution of \$304,611 to Locomotive Development Committee of Bituminous Coal Research, Inc.; authorizes paying PRR share for 2 diesel switchers at the Fort Street Union Depot; building a new station at Traverse City to replace the old one. (MB)
- Jan. 8, 1947 PRR Board approves the following retirements: 75-foot turntable at Kittanning; restaurant building at Phillipston, Pa.; “SA” Interlocking at Loudon Park, Md. (MB)
- Jan. 8, 1947 Alleghany Corporation notifies ICC that it has purchased 162,500 shares of

NYC on behalf of the Chesapeake & Ohio Railway or 2.5% of total; by Mar. 1947 C&O has 400,000 shares, making it the largest NYC stockholder. (NYT, Moodys)

- Jan. 10, 1947 Willett Company of Indiana, Inc., renamed Penntruck Company, Inc.; operates contract truck services in area bounded by Chicago-Detroit-Columbus-Louisville-Indianapolis. (MB)
- Jan. 13, 1947 U.S. Court of Appeals affirms District Court ruling in New Haven reorganization. (AR)
- Jan. 13, 1947 R.A.W. Carleton resigns as Pres. & Chairman of Hudson & Manhattan Railroad. (NYT)
- Jan. 1947 In the January issue of *Advertising Age*, Robert R. Young announces his railroad program: a new "stockholder controlled" association to replace the AAR, acquisition of the Pullman Company, and the creation of a transcontinental railroad composed of the NYC, Chesapeake & Ohio Railway, Missouri Pacific, Denver & Rio Grande Western and Western Pacific. (Turner)
- Jan. 1947 Marine railway breaks as PRR ferry *Haddon Heights* is hauled out for repairs at Camden; boat is then scrapped in June. (StmbtBII)
- Jan. 18, 1947 Second section of *The Liberty Limited*, the Washington section of *The Red Arrow*, the Philadelphia-Pittsburgh section of *The Metropolitan* and *The Steel King* make last runs. (tt)
- Jan. 19, 1947 First major reduction of peak wartime passenger service; *The Pennsylvania Limited* (eastbound) combined with *The St. Louisian* east of Pittsburgh; *The Akronite* (westbound) combined with *The Clevelander* east of Pittsburgh; the Washington section of *The St. Louisian* (westbound) discontinued west of Harrisburg; *The Duquesne* (eastbound) extended from Philadelphia to New York; Cleveland-Columbus day train No. 604-605 cut to Akron-Columbus; cuts total 9,000 miles per day; to be soon increased to 15,000 miles. (tt, VPO)
- Jan. 19, 1947 B&O inaugurates *The Cincinnati*, a deluxe daylight coach train between Baltimore and Cincinnati to meet competition of Robert R. Young's proposed *Chessie*; with no significant intermediate cities, service is unremunerative and helps convince the Chesapeake & Ohio Railway that there is no market for *The Chessie*. (B&O Mag, Guide)
- Jan. 20, 1947 U.S. Supreme Court refuses to hear the Pennroad suits brought by Dickheiser & Birn, Julia A. Perrine and Matilda Feldman, barring any further litigation in federal courts; leaves only final settlement of the Perrine suit in the Delaware Chancery Court. (NYT)

- Jan. 20, 1947 Railroads' Steering Committee rules that they have no use for the experimental coal-burning turbine boiler, lately tested at Altoona and Kent, Ohio; boiler is purchased by Babcock & Wilcox. (SMPE)
- Jan. 20, 1947 NYC announces it has laid off 7,000 maintenance of way workers to trim its deficit. (NYT)
- Jan. 22, 1947 PRR Board authorizes signal changes between "WA-2" and "CY" Towers on the New York Bay Railroad. (MB)
- Jan. 22, 1947 PRR Board approves the following retirements: station at Butler Jct., Pa.; "NP" Interlocking east of Millvale, Pa.; "PC" Interlocking and "MA" Block Station east and west of Millvale, Pa. (MB)
- Jan. 23, 1947 Representative of United Mine Workers of America District 4 says mine union will fight PRR dieselization in Pa. Legislature. (NYT)
- Jan. 27, 1947 Passenger train derailed at Walton, Ind., by wire coil placed on track by two boys; 6 killed; 20 injured. (NYT)
- Jan. 27, 1947 PRR VP-New York J.C. White is one of several industrial leaders presented with scrolls from Chinese Pres. Chiang Kai-Shek (1887-1975) thanking them for their contribution to China's reconstruction, given at a dinner by the China Institute of America at the University Club in New York. (Mutual)
- Jan. 27, 1947 Chesapeake & Ohio Railway makes an offer for Alleghany Corporation's NYC voting trust certificates. (NYT)
- Jan. 27, 1947 Chesapeake & Ohio Railway begins plan of accepting credit card payment for tickets. (NYT)
- Jan. 28, 1947 Virginia Ferry Corporation Executive Committee authorizes radar installed on the *Del-Mar-Va* and *Pocahontas*. (MB)
- Jan. 29, 1947 U.S. District Court approves five-member New Haven Reorganization Committee. (AR)
- Jan. 29, 1947 Baltimore & Eastern Railroad Board authorizes applying to abandon the Baltimore-Love Point ferry. (MB)
- Jan. 29, 1947 Alleghany Corporation increases its holdings of NYC to 250,000 shares or 4%, versus 65,000 shares held by Harold S. Vanderbilt, formerly the largest stockholder; however, under the 1945 ICC ruling, the shares have to be held in trust by the Chase National Bank. (Borkin)

- Jan. 30, 1947 Responding to Mayor William O'Dwyer and taking advantage of the fact that Robert Moses is on vacation in the Caribbean, including keeping the item off the agenda until after the meeting starts, the New York City Board of Estimate overrules the City Planning Commission and resolves not to permit the new construction or expansion of any bus terminal east of 8th Avenue to reduce traffic congestion; Port Authority responds that it will build a new union bus terminal west of 8th Avenue; the move blocks Greyhound Corporation's plan to build a large modern bus terminal and office building between 33rd & 34th Streets west of 8th Avenue opposite Penn Station, but Greyhound refuses to move into the more remote Port Authority terminal. (PtAuth, NYT, Doig)
- Jan. 31, 1947 Robert R. Young attacks AAR for failure to modernize railroads; says Alleghany Corporation purchases of NYC are move to get bankers out of railroad business and restore competition. (NYT)
- Jan. 31, 1947 Advisory Board of Office of War Mobilization & Reconversion appointed in 1945 reports to Pres. Truman in favor of national guaranteed annual wage plans. (Rept.)
- Feb. 1, 1947 ICC examiner approves the sale of the Pullman Company fleet to the Railroads Buying Group. (Borkin)
- Feb. 1, 1947 Paul D. Fox (1908-1992) elected Treasurer, replacing Howard W. Schotter (1887-1958), promoted to Assistant VP in Charge of Finance; Herman T. Furshour appointed Assistant VP & Chief Engineer-New York Zone; Andrew F. McIntyre to General Manager-New York Zone, replacing Frushour; Charles E. Adams to Superintendent of Southwestern Division, replacing McIntyre; John W. Leonard to Superintendent of Passenger Transportation-Eastern Region, replacing H.B. Stetson, appointed Superintendent of the Monongahela Division; J. D. Fuchs to Superintendent of the Eastern Division, replacing Leonard; W. H. Mapp from Superintendent of the Monongahela Division to Superintendent of the Columbus Division; Assistant to the General Manager-Eastern Region H.H. Garrigues retired for health. (MB)
- Feb. 1, 1947 LIRR bans employees from reserving regular seats for card players. (NYT)
- Feb. 1, 1947 U.S. Court of Appeals denies motion for rehearing in New Haven reorganization case, clearing way for plan to proceed. (AR)
- Feb. 3, 1947 PRSL Executive Committee approves expenditure of \$45,126 for the Atlantic City Race Track spur. (MB)
- Feb. 3, 1947 Robert R. Young appears on cover of *Time*. (Borkin)
- Feb. 4, 1947 Chesapeake & Ohio Railway representatives state that if allowed to merge with NYC, they will divest Nickel Plate. (NYT)

- Feb. 5, 1947 Excelso Trucking Company, Inc., dissolved. (MB)
- Feb. 12, 1947 PRR Board authorizes the purchase of 159 lightweight sleeping cars and 55 other passenger cars; alterations to Fort Street Union Depot; approves retirement of the Shenandoah Branch and Gilberton Branch, Frackville to Shenandoah, Pa. (MB)
- Feb. 14, 1947 CNJ receives the last of a first order of three distinctive Baldwin 2,000 HP "Double-Enders" passenger road diesels Nos. 2000-2002; placed in rotation around the system, replacing 7 steam locomotives. (Kirkland, RyAge)
- Feb. 17, 1947 PRR settles all claims of Pennroad Corporation by payment of \$15 million to Pennroad. (AR)
- Feb. 18, 1947 PRR announces first operating loss ever for 1946. (NYT)
- Feb. 18, 1947 Eastbound *Red Arrow* derails at Bennington Curve just west of Horseshoe Curve at 3.21 AM and rolls down the mountainside; 24 are killed, including 6 postal clerks, and 126 injured; RPO clerk G. C. Bowman of Tyrone is trapped suspended by his feet for 8 hours, dictating his will before expiring. (MB, Long/Dennis)
- Feb. 19, 1947 Pennroad Corporation announces final settlement with PRR after 15 years of continuous litigation; says it will use most of \$15 million to repurchase its own stock. (NYT)
- Feb. 19, 1947 Drexel Institute of Technology presents its first "founder's medal" to PRR for its long service to Philadelphia. (NYT)
- Feb. 19, 1947 Railroads file for a 45% increase in mail pay; present rates set in 1928. (CNJ AR)
- Feb. 21, 1947 General Electric Company issues final report on coal-burning turbo-electric locomotive; was to have been 6,700 HP with estimated cost of \$1.15 million each; compares unfavorably with four-unit 6,000 HP diesel at cost of \$540,000 each; cost per horsepower \$172 for turbine vs. \$90 for diesel; concludes that the turbine cannot be competitive, and the project is scrapped. (SMPE)
- Feb. 22, 1947 Harry K. Thaw (1871-1947), black sheep son of Pennsylvania Company VP William Thaw and assassin of architect Stanford White, dies of a heart attack in Miami Beach. (NYT)
- Feb. 1948 NYC places new Budd equipment on all-coach New York-Chicago *Pacemaker*; first of "Great Steel Fleet" to be reequipped after war. (AR -check date)

- Feb. 23, 1947 Great Northern Railway reequips the *Empire Builder* between Union Station, Chicago, and Seattle. (Overton)
- Feb. 24, 1947 Robert R. Young launches the Federation for Railway Progress in Washington as a counterweight to the AAR to promote competition and progressive management; to have a million members representing management, labor, shippers, etc.; appoints as President Thomas J. Deegan, Jr. (1910-1977), Chesapeake & Ohio Railway VP of Passenger & Public Relations; Foundation plans to combine representatives of railroads, public, security holders, financial institutions, unions and railroad suppliers; an Advisory Board is composed of public figures like Claire Booth Luce (1903-1987) and Admiral William Halsey (1882-1959) and chaired by Edward R Stettinius, Jr. (1900-1949). (, NYT)
- Feb. 26, 1947 Chesapeake & Ohio Railway raises possibility of sale of its Nickel Plate stock to PRR; Robert R. Young states he will talk to PRR Pres. Martin W. Clement about it during the next month; Young envisions a three-system East, with the PRR, B&O and NYC/C&O. (NYT)
- Feb. 28, 1947 Sleeping car *Cascade Mirage* detaches from the rear of the westbound *Sunshine Special* No. 3 at 4:08 AM as it is climbing the east slope between Altoona and Gallitzin; the car rolls 3.4 miles downhill before derailling at the east end of Barndimarte Curve. (prrfax)
- Feb. 28, 1947 Railroads file for 0.2-cent per mile increase in base passenger fares.
- Mar. 1, 1947 Coverdale & Colpitts completes the four-volume "Corporate, Financial and Construction History" of the PRR to the end of 1945; only 100 copies are printed and assigned to specific officers; circulation is tightly controlled until the 1960s. (C&C)
- Mar. 1, 1947 Washington-Indianapolis section of "*The Spirit of St. Louis*" makes last run. (tt)
- Mar. 2, 1947 New York-York sleeper restored.
- Mar. 3, 1947 Pullman Company files with U.S. Supreme Court to dismiss Justice Department's appeal of District Court decision awarding Pullman operation to group of railroads. (NYT)
- Mar. 3, 1947 PRSL Executive Committee authorizes the replacement of Westville station. (MB)
- Mar. 3, 1947 B&O introduces "Sentinel Service" of guaranteed delivery of carload fast freight between 28 principal cities; an expeditor or "sentinel" is in touch with

each train by teletype. (B&O Mag, RyAge)

- Mar. 3, 1947 Chesapeake & Ohio Railway Research Director Kenneth A. Browne (1905-1985) and W. W. Abendroth meet with aeronautical engineer Alfred A. Gassner (1892-) in New York. (Train-X)
- Mar. 4, 1947 Chesapeake & Ohio Railway contracts with Alfred A. Gassner, dba Gassner Aircraft Engineering, for studies leading to the design and specifications for a gas-turbine locomotive for the proposed lightweight passenger train. (Train-X)
- Mar. 5, 1947 E.W. Smith, Louis P. Struble, and Assistant to the VP in Charge of Real Estate, Purchases & Insurance J.A. Russell travel to New York to view a cutaway model of Penn Center's underground concourse and tracks between 15th & 21st Streets prepared by Raymond Loewy's office. (CDY)
- Mar. 6, 1947 National Mediation Board calls for elections of bargaining representatives of PRR shop crafts. (NYT)
- Mar. 6, 1947 LIRR exhibits first of 10 new double deck MU cars; cars prove unpopular because of cramped face-to-face seating; also difficult to clean. (NYT, Keystone)
- Mar. 6, 1947 Port of New York Authority resolves to proceed with the construction of the Port Authority Bus Terminal at 41st Street between 8th & 9th Avenues. (NYT)
- Mar. 7, 1947 LIRR files with N.Y. PSC for 25% increase in commuter fares, promising \$17.6 million worth of service improvements.
- Mar. 10, 1947 N.Y. PSC report on the LIRR finds its passenger cars inadequate and too old. (Condit)
- Mar. 10, 1947 Toledo, Peoria & Western Railroad Pres. George P. McNear (1891-1947) is shot and killed near his home in Peoria while returning home from a basketball game, supposedly in retaliation for the killing of strikers at Gridley; no arrests are ever made. (Stringham)
- Mar. 10, 1947 ICC approves Nickel Plate's acquisition of Wheeling & Lake Erie Railway from Chesapeake & Ohio Railway. (Moodys)
- Mar. 11, 1947 NY PSC orders LIRR to file plan for better equipment utilization by Apr. 1; orders hearings on company's ability to buy 49 new cars. (NYT)
- Mar. 12, 1947 Pres. M.W. Clement reports to Board that Robert R. Young has invited PRR to join his Federation for Railway Progress; PRR questions the preponderance of representation given to interests outside railroad management. (MB)

- Mar. 12, 1947 PRR Board authorizes remodeling freight shed "A" to a new passenger station to replace the old Calvert Station in the next block; approves retirement of the station at Phelps, N.Y., and the freight station at Dayton. (MB)
- Mar. 12, 1947 Seatrain Lines, Inc., begins service from a special loading facility at the New York, Susquehanna & Western Railroad's terminal at Edgewater, N.J. (Lucas)
- Mar. 12, 1947 Addressing a joint session of Congress, Pres. Truman proclaims the Truman Doctrine of containing Soviet expansion by calling for \$500 million in military and economic aid to Greece and Turkey. (avalonproject, AmrcnDcDs)
- Mar. 13, 1947 Pennroad Corporation announces receipt of \$15 million settlement from PRR. (NYT)
- Mar. 1947 PRR receives 10 lightweight coaches for *Silver Meteor* pool.
- Mar. 1947 PRR removes former Cumberland Valley Railroad locomotive *Pioneer* from Franklin Institute. (White)
- Mar. 17, 1947 B&O restores "Serva-Seat" meals on the *National Limited* and *Diplomat*; 85-cent dinners are served by waiters on aluminum trays to passengers in their seats. (RyAge)
- Mar. 19, 1947 Dislodged control box delays first run of double-decker MU on Port Washington Branch. (NYT)
- Mar. 19, 1947 Union Station Transfer Company, a Dayton trucking company, sold by American Contract & Trust Company out of PRR system. (Cards)
- Mar. 19, 1947 C&O Chairman Robert R. Young and Pres. Robert J. Bowman accept the offer, secured by pressuring NYC Pres. Gustav Metzman, of seats on NYC Board to represent Chesapeake & Ohio Railway, pending ICC approval. (NYT, Borkin)
- Mar. 20, 1947 Pittsburgh reform Mayor David L. Lawrence (1889-1966) orders a crackdown on railroads violating the anti-smoke ordinance. (HistPitts)
- Mar. 22, 1947 Pres. Truman announces a program to investigate the loyalty of government employees. (AmrcnDcDs)
- Mar. 25, 1947 17 non-operating unions ask 20-cent increase effective Apr. 25. (NYT)
- Mar. 26, 1947 Pres. M.W. Clement reports to Board that he expects to have a meeting with Pres. Thomas J. Deegan of the Federation for Railway Progress. (MB)
- Mar. 26, 1947 PRR Board authorizes preparing the 6th floor offices in Suburban Station for

occupancy; authorizes acquiring the following trackage from the abandoned Pittsburgh, Shawmut & Northern Railroad: Brandy Camp-Hyde, Pa. (2.4 miles), Coryville-Farmers Valley, Pa. (4 miles), and 2.25 miles at Olean, N.Y. (MB)

- Mar. 26, 1947 PRR agrees with Chesapeake & Ohio Railway to permit it to operate dome cars for its proposed *Chessie* streamliner under PRR catenary at Washington. (MB)
- Mar. 28, 1947 PRSL Board again authorizes construction of the Atlantic City Race Track spur. (MB)
- Mar. 28, 1947 NYC Pres. Gustav Metzman says that he will grant Robert R. Young's request for two seats on the Board "subject to ICC approval." (NYT, Borkin)
- Mar. 31, 1947 PRR cuts Cortlandt Street ferry service from 16 to 8 hours with single crew, 9:15 AM to 5:15 PM, Mon.-Sat. (Ferry Dept)
- Mar. 31, 1947 U.S. Supreme Court splits 4-4 on the sale of the Pullman Company fleet, Robert Jackson not sitting, so the lower court award to the railroads stands, and Robert R. Young fails in his attempt to control Pullman. (NYT, Borkin)
- Apr. 1, 1947 John F. Deasy, now 65, is relieved as VP in Charge of Operation at his own request; appointed to the emeritus position of VP-Assistant to the President pending retirement; James M. Symes is appointed VPO to succeed Deasy, who is embittered over the reversal of his pro-steam policy and is made the scapegoat for PRR's failing performance and 1946 operating loss; Symes is committed to dieselization; VP in Charge of Traffic Walter S. Franklin is named Executive Vice President and heir apparent, while remaining VP in Charge of Traffic. (MB)
- Apr. 1, 1947 NYC cuts *Twentieth Century Limited* to 15:30 eastbound. (Sanders)
- Apr. 1, 1947 NYC and 40 other railroads begin honoring credit cards issued by the Rail Travel Credit Agency with offices in Union Station, Chicago; the system is separate from that adopted by Robert R. Young for the Chesapeake & Ohio Railway and Pere Marquette Railway. (NYT)
- Apr. 1, 1947 ICC approves merger of Pere Marquette Railway into Chesapeake & Ohio Railway; in return, Alleghany Corporation must place its Missouri Pacific Railroad stock in trust. (, Bias)
- Apr. 1, 1947 Richmond, Fredericksburg & Potomac Railroad stops operating all troop trains through the Washington gateway via Potomac Yard and freight line. (Mordecai)

- Apr. 1, 1947 Reading Company transfers all the property and rights of the 1815 Schuylkill Navigation Company, except those now required for railroad purposes, back to the Commonwealth of Pennsylvania. (AR)
- Apr. 4, 1947 A PRR spokesman calls Robert R. Young's plan to buy the LIRR and connect it with New Jersey a "pipe dream." (NYT)
- Apr. 4, 1947 Chesapeake & Ohio Railway and Alleghany Corporation again ask the ICC to release the 400,000 NYC shares from the Chase National Bank voting trust and for Robert R. Young and Robert J. Bowman to have seats on NYC Board while remaining on C&O Board. (NYT)
- Apr. 8, 1947 At PRR annual meeting, stockholders secure the appointment of a Committee of Stockholders to work with management on government and labor problems; idea is for stockholders to lobby for pro-railroad management legislation; formed in response to big wage increases and postwar inflation to lobby for increasing fares and rates in proportion. (MB)
- Apr. 9, 1947 On recommendation of Pres. M.W. Clement, Board declines to join Robert R. Young's new Federation for Railway Progress; as each railroad gets one representative each, regardless of size, PRR will always be outvoted. (MB)
- Apr. 9, 1947 PRR Board authorizes construction of branch from Back River on PB&W to Patapsco on Patapsco & Back Rivers Railroad (6.1 miles). (MB)
- Apr. 12, 1947 PRR places first Baldwin Centipedes, No. 5823A1-5823A2, in freight service on Philadelphia Division. (BLW)
- Apr. 13, 1947 Philadelphia Chapter of NRHS holds the first "Off the Beaten Track" excursion since war; 182-mile circle trip runs Lamokin-West Chester-Frazer-Trenton Cut-off-Monmouth Jct.-Jamesburg-Kinkora-Fort Dix-Delair. (Guide)
- Apr. 14, 1947 Hudson County Court impounds proxies for Hudson & Manhattan Railroad Board election and orders inspectors not to announce results; insurgent group led by C.A. Massie appeared to be in lead. (NYT)
- Apr. 15, 1947 Babcock & Wilcox issues final report on pulverized coal-burning boiler.
- Apr. 15, 1947 First Baldwin Centipede placed in passenger service between Harrisburg and Chicago on Nos. 75/63-22. (BLW)
- Apr. 1947 ICC appoints C. E. Boles, Assistant Director of the Bureau of Finance, as the examiner to hear Robert R. Young and Alleghany Corporation's application to control the NYC; Boles has previously opposed Young's operations through Alleghany Corporation; the Chesapeake & Ohio Railway lawyers talk Young out of seeking to overturn the appointment. (Borkin - verify NYT?)

- Apr. 17, 1947 First Baldwin "Centipede" 6,000 HP diesel set Nos. 5823A1-5823A2, consisting of two semi-permanently coupled 2-D+D-2 3,000 HP units; geared for passenger speeds; a total of 12 pairs are delivered. (Kirkland)
- Apr. 17, 1947 Toledo, Peoria & Western Railroad resumes service as 18-month strike of 14 unions ends. (, Stringham)
- Apr. 20, 1947 First Baldwin Centipede loses 2 hours on westbound *Broadway Limited* because of electrical problems; presages eventual unsuitability for fast passenger service.
- Apr. 21, 1947 Ground broken for extending New York's West Side Elevated Highway south from Duane Street to Carlisle Street near the Battery; this requires the demolition of the pedestrian bridges across West Street at the ferry houses of the DL&W at Barclay Street, the PRR/West Shore at Cortlandt Street, and the CNJ at Liberty Street. (NYT)
- Apr. 23, 1947 PRR Board authorizes the purchase of 8 freight diesels; diesel facilities at Enola, Columbus, Crestline and 55th Street, Chicago. (MB)
- Apr. 24, 1947 Cedric A. Major (1891-1961) elected Pres. of the Lehigh Valley Railroad, replacing Felix R. Gerard (1887-1947), resigned for health. (AR)
- Early 1947? Robert R. Young calls for a new generation of fast, lightweight passenger trains he calls "Train-X"; to be an improved version of the ACF Talgo train; Young names Chesapeake & Ohio Railway Research Director Kenneth Browne (1905-1985), formerly with the Wright Aeronautical Corp. to direct the project; Browne hires Alan R. Cripe (1924-1994), a young engineer from the University of Cincinnati; Pullman-Standard offers to build a prototype car at its own expense. (may not have been publicly announced until 5/1948 - not NYT?)
- Apr. 1947 PRR orders 8 Fairbanks-Morse 6,000 HP A-B-A "Erie-built" passenger road diesels to test its opposed-piston engine design.
- Apr. 25, 1947 Cedric A. Major (1891-1961) elected Pres. of the Lehigh Valley Railroad. (AR - see above)
- Apr. 26, 1947 Last run of overnight No. 911-914, last through train between Pittsburgh and Buffalo and of Pittsburgh-Buffalo sleeper; train is cut to Buffalo-Oil City only; through travel is only possible with a change and layover in Oil City. (tt)
- Apr. 27, 1947 *The New Yorker* No. 52 changed from Chicago-New York to Chicago-Pittsburgh and renamed *The Fort Pitt*; *The Akronite* (westbound) combined with *The Manhattan Limited* east of Pittsburgh. (tt)

- Apr. 27, 1947 NYC dieselizes 17 main east-west passenger trains; *Twentieth Century Limited* cut to 15:30. (NYT)
- Apr. 28, 1947 U.S. Supreme Court refuses to reopen Pullman sale case. (NYT)
- Apr. 28, 1947 In labor elections on LIRR, Brotherhood of Railroad Trainmen elected as bargaining agent over old United Mine Workers District 50; in system shops crafts election, CIO retains four of nine crafts, Brotherhood of Railroad Shop Crafts of America (the old company union) wins one with runoffs in four; AFL unions eliminated; the LIRR was the only railroad to be organized by the UMW. (NYT)
- May 1, 1947 PRR, NYC, B&O, LV, CNJ and DL&W establish Consolidated Ticket Office at 3 West 47th Street, New York. (MB)
- May 1, 1947 Passenger train wrecked when fouled by steel plates projecting from passing freight at Huntingdon, Pa.; 5 killed, 40 injured. (NYT)
- May 1, 1947 Staybolts in the Class S2 turbine locomotive boiler are seal-welded, which eliminates most leakage but not the corrugating of the side sheets between the bolts; a new firebox is designed to be installed as part of next class repairs. (VPO)
- May 1, 1947 J. Russel Coulter (1899-1988), former chief traffic officer of the St. Louis-San Francisco Railway, elected Pres. of Toledo, Peoria & Western Railroad, replacing the late George P. McNear. (NYT)
- May 2, 1947 ICC postpones Chesapeake & Ohio Railway-Pere Marquette Railway merger on petition of minority Pere Marquette stockholders. (Bias)
- May 5, 1947 Norman B. Pitcairn resigns as a director of the Lehigh Valley Railroad. (AR)
- May 5, 1947 As a diversionary tactic, Robert R. Young in testifying before the Senate Banking & Currency Committee (chaired by fellow Texas Wall Street-hater Wright Patman?) makes corruption charges against former RFC officers who ended up in the management of the B&O, which had been kept alive only by RFC loans. (Borkin)
- May 6, 1947 United Railroad Workers (CIO) wins elections to continue to represent four PRR shop crafts; Brotherhood of Railroad Shop Crafts, successor to old company union, only wins election to represent blacksmiths; no union gets majority for four crafts, which go to a runoff; AFL unions eliminated. (MB, NYT)
- May 8, 1947 In a memo to Chief of Motive Power Howell T. Cover, VP James M. Symes

- kills further development of the V1 Triplex, saying it would be a waste of money. (VPO)
- May 8, 1947 Robert R. Young addresses a packed audience at the National Press Club and launches a tirade against supposed banker control and milking of railroads, and Wall Street law firms whose members collect huge fees and move effortlessly between the private sector and government. (Borkin)
- May 9, 1947 Federal court fixes legal fees to be deducted from \$15 million Pennroad Corporation settlement at \$2.445 million. (NYT)
- May 12, 1947 U.S. Supreme Court upholds the ICC's 1945 adjustment of class rates. (Rdg AR)
- May 14, 1947 Chief of Motive Power H.T. Cover replies to VP James M. Symes noting that the V1 Triplex would not be a satisfactory freight locomotive as its principal advantage would be in the higher speed range, which the PRR is in no position to attain at present; it would require 7-10 years for development, whereas diesels are presently available; further expenditures would be a waste of money. (VPO)
- May 14, 1947 President Clement informs PRR Board of studies under way regarding economies to be gained by dieselization and comparison between PRR and other eastern railroads; are studying possibility of using diesels to eliminate pushers on Panhandle and Eastern Divisions; approve purchase of 50 switchers but have made no decision on further diesel purchases. (MB)
- May 14, 1947 Full ICC approves the sale of the Pullman car fleet to the railroad group. (NYT)
- May 1947 PRR acquires 10 lightweight coaches for the *Champion* pool. (Wayner)
- May 1947 Chesapeake & Ohio Railway sells its entire holdings of Wheeling & Lake Erie Railway common stock to the Nickel Plate. (Moody's)
- May 16, 1947 PRSL agrees with the Cape May Party Boat Association, Inc., to run one round trip from Market Street Wharf to Schellengers Landing on Saturdays and Sundays from May 4 to June 22 and daily from June 23 through Sep. 1, 1947. (MB)
- May 16, 1947 Alexander J. Cassatt (1904-1985), VP of Western Saving Fund Society, resigns as director of Pennroad Corporation. (NYT)
- May 18, 1947 *Silver Comet*, streamlined train, inaugurated between New York, Atlanta and Birmingham via PRR and Seaboard Air Line; christened in New York by Jean Parker; *The Sun Queen*, New York-Miami via SAL re-equipped and renamed

The Camellia; *The Robert E. Lee* renamed *The Cotton Blossom*. (tt, Welsh)

- May 19, 1947 Robert Regnault Nace (1882-1947), Chief Engineer of the LIRR and New York Zone since 1928, dies at St. Elizabeth's Hospital, Elizabeth, N.J. (NYT)
- May 20, 1947 ICC grants increase of basic passenger fares effective June 1.
- May 1947 Representatives of eastern railroads meet in New York to discuss strategy to combat unions' demands for increases and work rules changes; if all wage increases go through with rate increases, PRR loss will increase from \$8.5 million in 1946 to \$15 million in 1947 and \$28 million in 1948.
- ca. May 1947 PRR dieselizes *The Broadway Limited*. (prob. first units assigned in Apr. but perhaps not enough for full dieselization?)
- May 1946 PRR receives its first Alco diesels; 3 660HP Model S1 switchers. (check year!!)
- May 24, 1948 PRR moves 18,000 passengers to Shriners' convention in Atlantic City in 62 trains and 750 cars; trains arrive on May 24-25; many Shriners sleep in the parked trains; Los Angeles Shriners stay at the Hotel Pennsylvania in New York and commute to the convention by train. (MB, NYT)
- May 24, 1947 New Haven receives its first of 15 4,500 HP A-B-A Alco FA sets; are to be assigned to dieselize the Maybrook Line. (NYT, AR)
- May 25, 1947 Atlantic City Race Track spur opens off PRSL main west of Atlantic City; "Pony Express" race track extras begin operating from Philadelphia and New York. (or rail service begins 7/27/47??)
- May. 27, 1947 PRR begins demolition of Pittsburgh train shed preparatory to modernization of the station by McKim, Mead & White, architects; the shed spans Tracks 4 to 17, including stub tracks 7-14; two tracks are to be eliminated and the remainder respaced under a Rodd-Bush train shed, with a wider radius curve leading to the PFW&C. (HistPitts, RyAge)
- May 28, 1947 John V.B. Duer of Mechanical Officers Committee informs other eight railroads participating with PRR in General Electric Company's steam turbine project that the committee has received copies of all the patents, drawings and test reports, that there will be no further work, and the project is closed. (Rdg)
- May 28, 1947 NYC annual meeting; announces 1946 loss was \$10.45 million; Pres. Gustav Metzman defends his offer of two seats to Robert R. Young and the Chesapeake & Ohio Railway. (AR, Borkin)
- May 29, 1947 Railroads file with ICC to increase LCL rates. (AR)

- May 31, 1947 Alton Railroad, formerly part of the B&O system, merged into Gulf, Mobile & Ohio Railroad. (Moody's)
- June 1, 1947 ICC increase in basic fare from 2.2 cents to 2.5 cents per mile for coach and from 3.3 to 3.5 cents per mile Pullman goes into effect. (AR)
- June 3, 1947 General Motors' *Train of Tomorrow*, introducing Vista-dome cars, leaves Chicago on nationwide tour; although it moves over a few PRR lines when absolutely necessary, PRR officially boycotts the program as domes exceed PRR clearance, particularly in the New York tunnels, and officials don't want to promote equipment that can only be used by competitors. (MB, CMP)
- June 4, 1947 *Train of Tomorrow* delivered to PRR at Chicago en route from La Grange to Detroit via PRR-Wabash route. (VPO)
- June 4, 1947 New PRR stockholders' committee meets with officers. (MB)
- June 5, 1947 In a commencement speech at Harvard University, U.S. Secretary of State George Marshall announces the Marshall Plan of reconstruction aid to Europe, but it is to be conditional upon the recipients having open markets; the Soviet Union pressures the countries under its influence in Eastern Europe to boycott the Plan, thus sharpening the line between Soviet and American zones of influence and initiating the Cold War, in which the U.S. and USSR jockey for power and influence over other countries without coming into direct military conflict. (Service, AmrcnDcads)
- June 6, 1947 Pere Marquette Railway merged into Chesapeake & Ohio Railway; makes C&O the seventh largest U.S. railroad system. (AR, Guide, Moody's, Bias)
- June 9, 1947 Raymond Loewy models and renderings of Penn Center are transported to Philadelphia. (CDY)
- June 1947 PRR orders six more EMD F3 sets and 13 SW1's for Pittsburgh service; 7 S2's from Alco for use in Buffalo, and 20 BLW DS-4-4-10's and 10 DS-4-4-6's for Baltimore and elsewhere.
- June 1947 PRR receives first freight diesels from EMD.
- June 10, 1947 New Haven announces it is restoring its Rail-Auto Plan of guaranteed rental car after suspension during the war. (NYT, AR)
- June 11, 1947 PRR Board authorizes sale of 51,000 shares of Montour Railroad and 18,850 shares of Montour Land Company to Pennsylvania Company. (MB)
- June 11, 1947 PRR Board authorizes retirement of Carnegie, Pa., freight house and freight

and passenger stations at McElhattan, Pa. (MB)

- June 11, 1947 Pennsylvania Company Board authorizes selling \$1,969,318 in Wabash Railroad Series B 4½% bonds; authorizes purchase from the PRR of 50% of the Montour Railroad for \$4.5 million and 18,850 shares of the Montour Land Company for \$1,885,000. (MB)
- June 11, 1947 Toldeo, Peoria & Western Railroad resumes service after 19-month strike. (Moody's, NYT)
- June 11, 1947 Sugar rationing ends; last wartime rationing.
- June 13, 1947 General Traffic Manager-Coal James T. Carbine (1890-1947) dies at Jefferson Hospital in Philadelphia, two hours after collapsing at the Racquet Club. (NYT)
- June 14, 1947 Despite PRR's official boycott of General Motors' *Train of Tomorrow*, VP James M. Symes orders Motive Power officials Howell T. Cover and Clair I. Clugh to inspect the train at Atlantic City, where it is on display at the AAR convention; suggests that PRR should develop dome cars that can clear catenary; however, Symes makes excuses to avoid attending any official receptions held to mark the train's arrival in display cities. (VPO)
- June 15, 1947 J.G. White Engineering Corporation issues supplemental report to LIRR; inflation has made cost of further electrification prohibitive, but recommends dieselization. (Rept)
- June 15, 1947 New Haven announces that it has received the first of 15 4,500-HP A-B-A sets of ALCO FA units to fully dieselize the New Haven-Maybrook line freight service. (NYT)
- June 1947 NYC publishes *A Practical Evaluation of Railroad Motive Power* by Paul W. Kiefer, describing the results of tests of Niagara 4-8-4 No. 5500. (Trains)
- June 18, 1947 City of Newark threatens to sue PRR unless Hudson & Manhattan Railroad station is built at South Street as per original plan of Newark Improvements. (NYT)
- June 19, 1947 N.J. Supreme Court orders new election for Hudson & Manhattan Railroad Board. (NYT)
- June 19, 1947 Metropolitan Transit Authority created under the laws of Mass. to operate public transit in the City of Boston and surrounding towns. (Moody's)
- June 20, 1947 Operating unions submit demands changing 45 work rules; railroads reply asking changes in 25 rules. (AR)

- June 22, 1947 Chesapeake & Ohio Railway announces it will take delivery in Aug. of its first of three Class M-1 Baldwin-Westinghouse coal-burning steam turbine locomotives; 2-D+2-D-2 streamlined units built to power the stillborn *Chessie* streamliner; weigh 857,000 lbs., develops 98,000 lbs. starting tractive effort and 6,000 HP; are similar to PRR's aborted V1 design; are to go on display June 23 at the Railway Supply Manufacturers Association convention in Atlantic City; the other two units are delivered early in 1948. (NYT, RyAge, prrfax)
- June 23, 1947 Labor-Management Relations Act (Taft-Hartley Act) passed over Pres. Truman's veto; bans closed shop, permits employers to sue unions for broken contracts or damages, forces emergency 60-day cooling-off period on strikes that disrupt essential activities, requires unions to make public financial statements, ends "check-off" system of employer collection of union dues, and requires union leaders to swear they are not members of the Communist Party. (EAH)
- June 23, 1947 U.S. Supreme Court denies appeals of Old Colony Railroad and Boston Terminal Company in New Haven reorganization case, eliminating last obstacle to reorganization. (Sutherland)
- June 25, 1947 PRR Board approves modernizing cars on *The Senator*; not carried out because of operating losses. (MB)
- June 25, 1947 PRR Board authorizes construction of new freight station to replace combined station at Ulrichsville, Ohio. (MB)
- June 25, 1947 Railroads reject operating Brotherhoods' demand for 20-cent increase. (NYT)
- June 27, 1947 ICC approves Nickel Plate's purchase of 115,369 shares prior lien stock and 1,658 shares of preferred of the Wheeling & Lake Erie Railway from the Chesapeake & Ohio Railway. (NYT)
- June 27, 1947 *The Down Easter* No. 122-123 restored as a summer-weekend-only train between Penn Station, New York, and Waterville, Maine. (Guide)
- June 27, 1947 British, French and Soviet officials meet in Paris to discuss the American project for aid to reconstruct Europe (the Marshall Plan). (AmrcnDcads)
- June 29, 1947 NRHS "Off the Beaten Track" excursion runs from Philadelphia to Baltimore, then over the Maryland & Pennsylvania Railroad to York and return via Lancaster. (Guide)
- June 30, 1947 Office of Defense Transportation (ODT) expires.

- June 30, 1947 Passenger Traffic Manager C.H. Matthews, Jr., retires after 42 years service. (Guide)
- June 30, 1947 Railroads consummate purchase of The Pullman Company from Pullman, Incorporated, for \$40.2 million at Wilmington, Del., and a new Pullman Company Board is elected. (NYC AR, RyAge)
- June 30, 1947 Naval Training Center, Bainbridge, near Port Deposit, Md., is deactivated. (portdeposit.org)
- July 1, 1947 Assistant to VP in Charge of Operations John Van Buren Duer (1882-1967) takes early retirement after 41 years service following the fall of his friend and patron John F. Deasy; despite his many contributions to electrification, Duer takes the fall for the duplexes and turbines. (RyAge, Guide)
- July 1, 1947 PRR officials meet with representatives of Brotherhood of Locomotive Firemen & Enginemen.
- July 1, 1947 Railroads establish a pooling system for Pullman cars pending final disposal of cars to individual railroads by Dec. 31, 1948. (B&O AR)
- July 1, 1947 General Motors' *Train of Tomorrow* travels from Wilmington to Baltimore via B&O. (VPO)
- July 2, 1947 *Train of Tomorrow* placed on display at Baltimore. (VPO)
- July 2, 1947 Talks between the former Allies in Paris break down when Soviet Foreign Minister Vyacheslav Molotov denounces the Marshall Plan, which is contingent upon recipients having open markets, and refuses to participate. (AmrcnDcads)
- July 3, 1947 Railroads request a further freight rate increase of 25% in East, 17% average; entered as *Ex Parte* 166. (AR)
- July 3, 1947 United Railroad Workers (CIO) certified as representatives of PRR shop crafts after runoff election. (NYT)
- July 3, 1947 New record day for Grand Central Terminal; 252,251 passengers. (RyAge)
- July 8, 1947 PRR officials meet with representatives of other Brotherhoods.
- July 9, 1947 NY PSC grants first LIRR commuter fare increase since 1918, effective July 14 through June 30, 1948; grants only 20% increase and increase of base fare from 2.2 cents per mile to 2.5 cents, plus elimination of lower round-trip fare; increases LIRR revenue by \$4 million, vs. \$5 million requested by company. (AR)

- July 14, 1947 LIRR begins new station at New Hyde Park. (NYT)
- July 15, 1947 Henry Haydock Garrigues (1881-1945), retired Assistant to the General Manager-Eastern Region, dies at his home at Radnor of heart disease; as Superintendent of the Philadelphia Terminal Division, Garrigues had supervised the restoration of Broad Street Station after the fire of 1923. (PR)
- July 16, 1947 Brotherhood of Locomotive Firemen & Enginemen demands 30-cent increase. (NYT)
- July 16, 1947 Erie Railroad opens a new Akron, Ohio, station, making the nearby PRR station look even shabbier. (Grant)
- July 20, 1947 Pres. Truman restores the peacetime draft as the Cold War gathers momentum. (wiki)
- July 22, 1947 New Haven abandons steam pusher service out of Hopewell Jct. on the Maybrook Line. (NYT)
- July 24, 1947 Williamsport & Erie RPO cut back to Renovo & Erie RPO. (Kay)
- July 25, 1947 Non-operating unions agree to arbitration.
- July 26, 1947 National Security Act abolished the War Dept. and places all armed forces in a new Dept. of Defense; James V. Forrestal (-) is the first Secy. of Defense. (AmrcnDcads)
- July 27, 1947 LIRR announces order of five diesels to combat smoke nuisance. (NYT)
- July 29, 1947 PRR announces it has completed a new X-ray lab at Altoona Test Plant to detect metal flaws using technology developed for aircraft during war. (RyAge)
- July 29, 1947 H.A. Kelley elected Hudson & Manhattan Railroad Chairman and W.T. Rossell Pres.; court later refuses a stockholders' petition that it invalidate the election. (NYT)
- July 31, 1947 Cunard Line's *Queen Mary* arrives in New York on its first postwar civilian crossing; paired with the newer and slightly larger *Queen Elizabeth* for a two-ship weekly packet service. (StmbtBll)
- Summer 1947 Richmond & Fredericksburg & Potomac Railroad completes center third track with reverse signaling between "AF" Tower at Alexandria and Franconia. (AR)

- Aug. 1, 1947 Bureau of New Ideas reorganized and expanded as "Employes' Suggestion Plan" in Personnel Dept. (RyAge)
- Aug. 1, 1947 Breakdown of LIRR double-decker MU car train on Far Rockaway run stalls 25 trains in East River Tunnel. (NYT)
- Aug. 4, 1947 PRSL Executive Committee authorizes retiring the umbrella sheds and platforms of the old electric line terminal at Camden. (MB)
- Aug. 4, 1947 Lehigh Valley Railroad sells the stock of the Middle Coal Company, located northeast of Mount Carmel, to the Coplay Coal Company of Ashland, Pa. (LVCorp)
- Aug. 5, 1947 PRR officially retires Raymond Loewy's "Fleet of Modernism" two-tone paint scheme for passenger cars; change is made as individual cars are brought in for repainting, so some are not repainted until at least 1950. (PRRTHS)
- Aug. 5, 1947 Chesapeake & Ohio Railway Board authorizes a further \$100,000 for research and development of a lightweight passenger train; Pres. Walter J. Tuohy reports on his and Chairman Robert R. Young's recent trip on the AC&F TALGO train; Research Director Kenneth A. Browne displays an O-gauge model of the proposed "Speedliner" or Train "X". (Train-X)
- Aug. 6, 1947 British Transport Act nationalizes all railways and canals into a single British Railways system, effective Jan. 1, 1948. (Marshall)
- Aug. 10, 1947 LIRR installs 4 electric fans to cool platforms at Penn Station. (NYT)
- Aug. 11, 1947 Chesapeake & Ohio Railway contracts with Alfred A. Gassner, dba Gassner Aircraft Engineering, for studies leading to the design and specifications of a lightweight, low-center-of-gravity passenger train that will become Train "X". (Train-X)
- Aug. 15, 1947 PRR and B&O introduce public train telephone service on *The Congressional* and *The Royal Blue*; introduced on *The Potomac* (northbound) and *The Legislator* (southbound) on Aug. 22; only one channel available, so callers on different trains interfere with each other; press demonstration was held on Aug. 14. (RyAge, B&O Mag, Guide)
- Aug. 1947 Fairbanks, Morse & Co. completes its first model H15-44 1,500 HP road switcher No. 1500, which is displayed at the AAR convention at Atlantic City; after a year of demonstration runs, it is sold to the CNJ in Sep. 1948. (Kirkland)
- Aug. 17, 1947 John W. Barriger III places new streamlined equipment on his restored twice-a-day round trip passenger trains on the Chicago, Indianapolis & Louisville

Railway; uses 28 World War II surplus hospital cars and EMD F-unit diesels restyled by Raymond Loewy in a new red and white color scheme with a new logo; trains include the Chicago-Indianapolis *Hoosier* and *Tippecanoe* and the Chicago-Louisville/French Lick *Thoroughbred* and *Bluegrass*. (Hilton)

- Aug. 25, 1947 VP-Western Region Paul E. Feucht approves extending 6 stalls of the Fort Wayne roundhouse to accommodate the Class Q2 locomotives to be used in regular freight service on the Fort Wayne Division. (CE)
- Aug. 26, 1947 Work resumes on the Market Street Subway between 32nd & 46th Street after being stopped in the Depression. (SEPTA)
- Aug. 27, 1947 In a press interview, Robert R. Young issues a declaration that should the ICC deny him representation on the NYC Board, he will sell his Alleghany Corporation stock and stage a bidding war for the NYC on the open market; as in the Pullman case, he floods the newspapers with ads aimed at NYC stockholders promising vast improvements in passenger service, including Train "X". (Borkin)
- Aug. 29, 1947 Former PRR traffic officer (?) John B. Large (1882-1947) dies at Cambridge, Md. (isc.temple.edu)
- Aug. 29, 1947 Metropolitan Transit Authority purchases the properties of the Boston Elevated Railway Company, consisting of the subway, elevated, and surface lines in Boston and the surrounding towns. (Moodys)
- Aug. 31, 1947 Baltimore-Love Point ferry makes last run with boat *Philadelphia*; last departure from Love Point at 8:00 PM. (tt, Simmons)
- Aug. 31, 1947 Southern Railway names Trains Nos. 29-30, New York-Atlanta, *The Peach Queen*. (tt)
- Sep. 1, 1947 All Western and most Eastern railroads adopt "Traveloan" installment payment plan for tickets and vacations. (NYT, NYC AR)
- Sep. 1, 1947 Non-operating unions receive a 15½-cent increase. (CNJ AR)
- Sep. 2, 1947 Arbitration Board awards non-operating personnel 10% wage increase (15½ cents per hour) effective Sep. 1. (NYT)
- Sep. 2, 1947 Fire damages LIRR Jamaica Bay trestle; service restored Sep. 3. (NYT)
- Sep. 4, 1947 American Locomotive Company (ALCO) outshops PA-1 No. 1776 *Spirit of 1976* for the *Freedom Train*; color scheme of white with blue and red stripes is the work of Chester Mack, who previously worked for Raymond Loewy. (Stenbrenner)

- Sep. 5, 1947 Railroads amend *Ex Parte* 166 to call for 27% rate increase to cover recent wage increase, including immediate temporary increase. (AR)
- Sep. 5, 1947 ICC grants increase in commutation fares except at New York. (AR)
- Sep. 9, 1947 LIRR opens first post-war electric substation at St. Albans, Queens. (NYT)
- Sep. 10, 1947 PRR Board authorizes retirement of old station at Broadway, Camden, and "RD" Tower at Black Run, Ohio. (MB)
- Sep. 10, 1947 **PCC&StL Railroad Board** authorizes a freight station to replace the old combined freight and passenger station at Ulrichsville, Pa. (MB)
- Sep. 10, 1947 ICC rules that Allegheny Corporation must place any Nickel Plate stock it receives as a stock dividend from Chesapeake & Ohio Railway (which is distributing its NKP stock) in trust.
- Sep. 11, 1947 Court lifts New Haven receivership; \$206 million in old stock, including that held by the PRR, is wiped out. (NYT)
- Sep. 11, 1947 Henry A. Wallace again charges that Pres. Truman's policies will lead to war with the Soviet Union and warns of "Wall Street rule." (NYT)
- Sep. 15, 1947 ICC begins hearings on Robert R. Young's bid for seats on the NYC Board; Chesapeake & Ohio Railway counsel Joseph C. Kauffman announces that the C&O will distribute its Nickel Plate stock to its own stockholders to end its control by the C&O and smooth the way for a C&O-NYC alliance; the C&O is vigorously opposed by the Virginian Railway, which would use its connection as the sole Pocahontas partner of the NYC. (RyAge, Borkin)
- Sep. 1947 New Haven establishes installment buying of tickets. (AR)
- Sep. 16, 1947 PRR dieselizes freight trains LCL-1 and CG-8 with EMD 6,000 HP A-B-B-A units; both trains extended to Chicago; LCL-1 runs from Harsimus Cover to 55th Street; CG-8 from 59th Street via Columbus to Greenville. (RyAge)
- Sep. 17, 1947 At ICC hearing, Robert R. Young testifies on his plans for NYC, including Train "X" operating at 100 MPH, and launches another tirade against banker control; at the same time, he promises that he will not oust hostile NYC directors until he has received ICC approval for control. (NYT, Borkin)
- Sep. 18, 1947 New Haven reorganization completed; capitalization reduced from \$489 million to \$385 million; Hartford & Connecticut Western, Providence, Warren & Bristol and Old Colony Railroad merged into New Haven with proviso Old Colony passenger service can be eliminated if losses reach certain mark;

consummation of plan was delayed by two years of appeals, mostly over terms of Old Colony inclusion. (AR, Sutherland)

- Sep. 18, 1947 At the ICC hearing, Virginian Railway Pres. F. D. Beale states that any NYC-C&O alliance would leave the Virginian at the mercy of the Chesapeake & Ohio Railway and the Norfolk & Western Railway; Virginian Railway counsel elicits testimony from NYC General Freight Traffic Manager J. P. Patterson and VP Willard F. Place that C&O control would not increase the tonnage and freight revenue of the NYC and would harm its credit. (Borkin)
- Sep. 19, 1947 *Freedom Train* leaves Philadelphia on 33,000-mile nationwide tour, after three days of display, carrying the Declaration of Independence, Constitution, and other historic documents and patriotic displays; PRR donates three coaches which are rebuilt to house the exhibits; Pullman donates three sleepers for staff, Santa Fe donates an equipment car, and ALCO a PA-1 diesel; the train is the idea of Dr. Peter Odegard, Pres. of Reed College at Portland, Ore. and executed by the American Heritage Foundation. (, Steinbrenner)
- Sep. 19, 1947 Speaking to the Progressive Citizens of America, whose leadership is directed by concealed Communists, Henry A. Wallace condemns “anti-Red hysteria.” (NYT, Devine)
- Sep. 23, 1947 ICC authorizes further 17% increase in Railway Express rates.
- Sep. 24, 1947 PRR Board authorizes purchase of 25 more diesel switchers; retirement of "NS" Tower at Indianapolis. (MB)
- Sep. 25, 1947 *Freedom Train* begins two days of display at Grand Central Terminal, where even PRR employees come to see it. (NYT)
- Sep. 27, 1947 *Freedom Train* is displayed on the LIRR at Vanderveer Place between Avenues H & I in Brooklyn. (NYT)
- Sep. 27, 1947 *The Golden Arrow* (westbound) and *The Pennsylvanian* (eastbound) make last runs between New York and Chicago. (tt)
- Sep. 27, 1947 Cresson & Idamar RPO discontinued. (Kay)
- Sep. 28, 1947 *Freedom Train* is displayed at the LIRR’s Jamaica Station. (NYT)
- Sep. 28, 1947 *The Fort Pitt* established westbound, Pittsburgh-Chicago; *The Pennsylvania Limited* (eastbound) restored between Pittsburgh and New York; the Orrville-Youngstown-Pittsburgh *Valley Special* No. 354 extended Chicago-Orrville (or Pittsburgh?) and renumbered No. 34. (tt)
- Sep. 28, 1947 B&O completes dieselization of all New York-Washington passenger trains;

by this time, only two round trips were hauled by P-7 "President" Class 4-6-2's, including No 5, the Jersey City-Washington leg of the *Capitol Limited*, which is now dieselized over its whole route; some extras and Washington-Philadelphia trains remain behind steam. (Guide, AR, CNJHS)

- ca. Sep. 1947 PRR adopts new standard 133-lb., 140-lb., and 155-lb. rail sections, replacing the 131-lb. and 152-lb. standards.
- Sep. 1947 Semi-automatic machine for washing GG1's placed in service at Sunnyside Yard; uses barney car to push GG1 through acid bath and wash. (Mutual - AR says 1946)
- Sep. 30, 1947 Five operating Brotherhoods ask for 30% wage increase effective Nov. 1. (AR, NYT)
- Sep. 30, 1947 *Freedom Train* is displayed at the New Haven's Van Nest Station in the Bronx, ending its tour of New York City; it then departs for Stamford. (NYT)
- Sep. 30, 1947 Chicago Transit Authority, formed under an act of Apr. 12, 1945, goes into operation with the purchase of the Chicago Rapid Transit Company (subways and els.) and the Chicago Surface Lines, a collective title for the 5 companies owning the streetcar and bus lines in the city. (Moody's)
- Fall 1947 CB&Q reequips the *Twin Cities Zephyrs* with new vista-dome equipment. (Overton)
- Oct. 1, 1947 ICC grants additional increase in passenger fares. (AR)
- Oct. 1, 1947 General Motors' *Train of Tomorrow* arrives in New York City via NYC for five days of public display at 60th Street West Side Yards. (VPO)
- Oct. 1, 1947 Lima Locomotive Works, Incorporated, stockholders vote to purchase the General Machinery Company (Corp?) of Hamilton and change its name to Lima-Hamilton Corporation; in fact, it is a takeover by General Machinery, controlled by George A. Rentschler II, to enlarge the market for its Hamilton diesel engines; Lima has come through the war on its steam locomotive orders but has no capacity to manufacture diesels. (Hirsimaki, Kirkland)
- Oct. 3, 1947 PRR sells ferry boat *Philadelphia* to H. Brittingham Roberts for \$13,000; later used on Pennsville-New Castle ferry. (MB, Elliott)
- Oct. 4, 1947 Last run of weekday passenger service between Phillipsburg, N.J., and East Stroudsburg, Pa. on Bel-Del Branch; Sunday service retained for Pocono vacationers; passenger service cut to one weekday train Trenton-Phillipsburg and one Sunday train Trenton-East Stroudsburg. (Lee)

- Oct. 5, 1947 Pres. Truman is the first president to speak to the public on television. (AmrcnDcds)
- Oct. 5, 1947 Soviet Union announces the formation of the Communist Information Bureau (Cominform) at a Sep. 1947 secret meeting in Warsaw by representatives of the Communist Parties of France, Italy, Hungary, Poland, Romania, Czechoslovakia, Bulgaria and Yugoslavia to coordinate their activities and that of their controlled trade unions. (AmrcnDcds)
- Oct. 6, 1947 ICC awards interim 8.9% increase in freight rates effective Oct. 13. (AR)
- Oct. 7, 1947 PRR sells tugboats *Crisfield* and *Delmar* to Chesapeake & Ohio Railway. (MB)
- Oct. 8, 1947 PRR Board agrees to join Locomotive Development Committee of Bituminous Coal Research, Inc.; other members are NYC, B&O, C&O, N&W, L&N, Illinois Central, Virginian, W&LE, M.A. Hanna Company, Sinclair Coal Company, Island Creek Coal Company and Pocahontas Fuel Company; railroads are to contribute in proportion to 1939 gross revenue; PRR eventually contributes \$1 million to steam turbine locomotive development. (MB - was this program begun in 1945??)
- Oct. 8, 1947 Pres. M.W. Clement reports to Board that the purchase of eight pairs of 2,000 HP diesels (A-A unit pairs) will cover all pusher service on the Western Slope; Board approves purchase, as will complete dieselization of all trouble spots on the system. (MB)
- Oct. 8, 1947 PRR Board authorizes retirement of "BW" Interlocking at Columbus, Ohio. (MB)
- Oct. 8, 1947 John V.B. Duer resigns as a director of the American Contract & Trust Company. (MB)
- Oct. 8, 1947 ICC orders 10% rate increase effective Oct. 13. (LV AR)
- Oct. 9, 1947 General Motors' *Train of Tomorrow* arrives in Philadelphia. (VPO)
- Oct 10, 1947 *Train of Tomorrow* begins four days of public display on B&O tracks in South Philadelphia near Municipal Stadium. (VPO)
- Oct. 10, 1947 PRR sells tugboat *Greenwich* to McAllister Bros., Inc., of New York. (MB)
- Oct. 15, 1947 East Stroudsburg & Trenton RPO cut back to Phillipsburg & Trenton RPO. (Kay)
- Oct. 16, 1947 James M. Symes in a confidential memo to Chief of Motive Power Howell T.

- Cover asks if it is possible to convert the T1 into a freight locomotive for use between Crestline and Chicago or Columbus and St. Louis. (VPO)
- Oct. 16, 1947 Lima-Hamilton Corporation sells its first two diesel locomotives. (Hirsimaki)
- Oct. 17, 1947 New Haven places first radar-equipped tugboat in service at Greenville.. (AR)
- Oct. 18, 1947 House Un-American Activities Committee begins an investigation into Communist activities in the motion picture industry. (AmrcnDcds)
- Oct. 1947 New Haven receives its first post-war lightweight cars from Pullman-Standard, dubbed "silversides"; total 103 coaches, 10 diners, 2 observation lounges, 50 parlors and 38 sleepers. (NYT,)
- Oct. 21, 1947 Railroads grant New York harbor boatmen represented by United Railroad Workers (CIO) a 1½ cents per hour raise in return for withdrawal of other demands. (NYT)
- Oct. 22, 1947 *Pravda* publishes a speech by Soviet Politburo Secretary Gen. Andrei Zhdanov (1895-1948), in which he calls for all Communist parties and their sympathizers around the world to unite against world domination by "American imperialism"; he pledges that the Soviet Union will lead the way in wrecking the Marshall Plan by which the U.S. hopes to turn Europe into a "49th state"; the run-up to the Cold War continues. (NYT, Devine)
- Oct. 25, 1947 ICC increase express rates 17%. (AR)
- Oct. 25, 1947 On application of the CNJ Trustees, ICC examiner recommends increasing the allowance for lighterage and floatage of traffic other than coal and coke in New York Harbor; as a terminal road, the CNJ must bear the cost of extensive marine freight operations at New York. (Rdg AR)
- Oct. 27, 1947 New Haven tests its radar-equipped tugboat between Bay Ridge and Greenville in a fog. (NYT)
- Oct. 27, 1947 Port of New York Authority obtains control of Newark Airport and Port Newark from the City of Newark; Port Newark has been falling into decay since the 1920s under municipal ownership; the Port Authority will gradually transform it into the center of the Port of New York. (Doig)
- Oct. 28, 1947 Chicago Union Station Company Executive Committee authorizes plans for developing parking garages in the train shed areas. (MB)
- Oct. 30, 1947 Justice Dept. files antitrust proceedings against the 17 largest investment banking firms, including Morgan, Stanley & Co.; Kuhn, Loeb & Co.; Smith, Barney & Co.; Lehman Brothers; Glore, Forgan & Co.; Goldman, Sachs &

Co.; Drexel & Co.; and Harriman Ripley & Co., for conspiracy to monopolize the securities business; the case drags on for six years; while many of the charges originate with investment banker-in-populist clothing Cyrus Eaton, he never appears as a witness, and another anti-Morgan firm, Halsey, Stuart & Co., is not indicted, even though it is second only to Morgan in the number of issues underwritten; the 17 appear to have been chosen on the basis of past history and their opposition to sealed competitive bidding on bond issues. (Carosso)

- Oct. 31, 1947 Five operating brotherhoods call for a 30% increase. (NYT)
- Nov. 1, 1947 PRR completes removal of train shed at Pittsburgh Station; last of the large-span arched train sheds on PRR; temporary platform canopies completed. (RyAge)
- Nov. 1, 1947 Conductors and trainmen secure 15½ cent increase effective Jan. 1, 1948. (AR)
- Nov. 1, 1947 Earl T. Moore (1897-1987) appointed CEO of the CNJ, replacing William Wyer, resigned; Arthur C. Tosh of the Reading named Chief Operating Officer, replacing Moore. (AR, RyAge)
- Nov. 4, 1947 New Jersey voters approve new constitution that will increase PRR's tax bill by \$6-8 million a year; changes the taxation of second class (non-main stem) railroad property from a flat 3% to prevailing local rates which average about 7¼%. (MB)
- Nov. 5, 1947 PRR directors inspect New York Division and LIRR lines to Babylon, Huntington and Oyster Bay. (MB)
- Nov. 6, 1947 New Haven again tests its radar-equipped tugboat, this time sailing “blind” with the pilot house windows covered; PRR, New Haven and Sperry Corporation officials follow the test from a PRR tug; it is so successful that the whole New Haven fleet is equipped. (NYT, AR)
- Nov. 7, 1947 *Friendship Train* leaves Los Angeles for New York; idea of columnist Drew Pearson (1897-1969) and sponsored by Citizens Food Committee, it collects donations of free food for relief of France and Italy en route; actually many separate sections moving over different railroads, which donate cost of transportation; severe drought in Europe resulted in bread shortages and complicated reconstruction. (Mutual, PaHrtg)
- Nov. 7, 1947 PRR tests radar on tugboat at New York Harbor. (NYT ??)
- Nov. 10, 1947 Chesapeake & Ohio Railway distributes its controlling shares of Nickel Plate to its stockholders as a dividend; the two principal elements of the Van

Sweringen empire are thus divided, one becoming the core of CSX and the other eventually part of Norfolk Southern. (AR, Moodys)

- Nov. 12, 1947 PRR Board authorizes retirement of "AC" Tower at Biddle Street, Baltimore. (MB)
- Nov. 13, 1947 Hudson & Manhattan Railroad bondholder D.A. Callahan sues for appointment of a receiver, charging mismanagement. (NYT)
- Nov. 14, 1947 Conductors and trainmen settle on basis of 15½ cents per hour increase effective Nov. 1, and five work rule changes effective Jan. 1, 1948; engineers and firemen refuse settlement; firemen threaten to strike PRR over issue of no fireman in diesels of 44 tons or less. (AR, NYT)
- Nov. 15, 1947 One section of the *Friendship Train*, consisting of 77 cars, leaves Chicago eastbound on PRR; another section leaves on NYC; PRR train is split into two sections at Fort Wayne, with one proceeding directly to New York and the other making local pickups; PRR employees contribute \$16,259; in evening, a section of the *Friendship Train* leaves Pittsburgh for Philadelphia; five cars added at Pittsburgh. (Mutual, PaHrtg)
- Nov. 1947 Fairbanks, Morse & Co. delivers the first PRR "Erie-Built" 2,000 HP cab units; by Dec. 1948, the PRR acquires 36 A and 12 B units; they are quickly moved into freight service. (Kirkland)
- Nov. 16, 1947 James W. Oram (1909-1986) named Chief of Personnel; replacing Charles E. Musser (1881-1952), granted leave after 44 years service; M.L. Long appointed Assistant Chief of Personnel, replacing Oram. (MB, Guide)
- Nov. 16, 1947 First section of *Friendship Train* arrives in New York (Greenville Yard). (Mutual)
- Nov. 16, 1947 *Freedom Train* draws 7,000 visitors at Harrisburg. (PaHrtg)
- Nov. 16, 1947 Richmond, Fredericksburg & Potomac Railroad inaugurates Nos. 11-12, *The Old Dominion*, a five-car streamlined train between Washington and Richmond. (Griffin)
- Nov. 17, 1947 Second section of *Friendship Train* arrives in Philadelphia; 24 cars of wheat sent to Girard Point Elevator; Pittsburgh section arrives at Harrisburg for state ceremony. (Mutual, PaHrtg)
- Nov. 18, 1947 Second section of *Friendship Train* arrives at Greenville Yard with 73 cars; Pittsburgh section arrives in Philadelphia for ceremony at Broad Street Station. (Mutual, PaHrtg)

- Nov. 18, 1947 Pioneer Real Estate Company, a Lehigh Valley Railroad subsidiary, dissolved. (LV Corp)
- Nov. 19, 1947 Engineers, firemen and switchmen reject mediation and issue strike ballots for a strike on Feb. 3, 1948. (NYT)
- Nov. 20, 1947 Former Freight Traffic Manager Edward Steptoe Neilson (1887-1947) dies. (CInl&RevFmlsPa)
- Nov. 1947 Raymond Loewy is studying "pre-fab" meals to cut dining car costs.
- Nov. 24, 1947 Old Calvert Station, Baltimore, abandoned; express building remodeled as passenger station to serve remaining commuter trains; the old Calvert site has been sold to the *Baltimore Sun* on Oct. 14, and it will demolish the station to build a printing plant. (CE)
- Nov. 24, 1947 Columbus & Cincinnati RPO discontinued. (Kay)
- Nov. 26, 1947 PRR Board authorizes retirement of "MR" Tower at Perrysville, Ohio. (MB)
- Nov. 27, 1947 PRR Board orders 300 new box cars with interior racks to be labeled "Merchandise Service" and confined to PRR.
- Nov. 28, 1947 Last run of Logansport-South Bend passenger train with EMD rail motor car No. 4665; car is sent north to protect the Muskegon Branch run. (tt - may be Sat. 11/29 - Wallis)
- Nov. 28, 1947 Former Lehigh Valley Railroad Pres. Felix R. Gerard (1887-1947) dies. (AR)
- Late 1947 New Haven completes dieselization of Maybrook freight line with 15 4,500 HP A-B-A Alco FA sets. (AR)
- Dec. 1, 1947 Chesapeake & Ohio Railway Class M-1 Baldwin-Westinghouse coal-burning steam turbine No. 500 begins tour of C&O major cities at Washington; one of three 2-D+2-D-2 streamlined units built to power the stillborn *Chessie* streamliner; weighs 857,000 lbs., develops 98,000 lbs. starting tractive effort and 6,000 HP; are similar to PRR's aborted V1 design. (RyAge, prrfax)
- Dec. 3, 1947 Railroads amend *Ex Parte* 166 to ask for a total freight rate increase of 41% in East to cover recent wage increase to conductors and trainmen. (AR)
- Dec. 3, 1947 Paul W. Kiefer, NYC's Chief Engineer, Motive Power & Rolling Stock, awarded American Society of Mechanical Engineer's Medal for 1947. (AR, NYT)
- Dec. 4, 1947 ICC authorizes New Haven to increase base fare from 2.5 to 2.875 cents per

mile. (may be all RRs?)

- Dec. 4, 1947 ICC grants interim increase in mail pay of 25%, retroactive to Feb. 19, 1947; first increase since Aug. 1928. (AR)
- Dec. 6, 1947 Operating agreement for joint operation of PRR and Reading trains between Harrisburg and Dauphin is annulled. (Rdg)
- Dec. 8, 1947 W.J. Egan elected Pres. of Hudson & Manhattan Railroad, replacing W.T. Rossell, resigned; rumors company is seeking sale to Port of New York Authority as solution to continuing deficits, which are partly offset by rents from Hudson Terminal office buildings. (NYT)
- Dec. 10, 1947 PRR begins train telephone service on *Broadway Limited* between New York and Harrisburg.
- Dec. 10, 1947 ICC Examiner C. E. Boles rejects Chesapeake & Ohio Railway/Alleghany Corporation bid for seats on NYC Board or releasing Alleghany's NYC shares from the Chase National Bank trust; accuses Robert R. Young of indulging in a "hobby" and "personal ambition." (NYT, Borkin)
- Dec. 11, 1947 In a press release, Robert R. Young replies by calling Boles a "bureaucrat" and stating that the ICC has two standards, one for him and one for Wall Street bankers. (Borkin)
- Dec. 12, 1947 *Advance Silver Meteor* replaced by *Silver Star* No. 21-22 between New York and Miami PRR and Seaboard Air Line. (Guide)
- Dec. 12, 1947 John L. Lewis again takes United Mine Workers out of AFL. (Dubofsky)
- Dec. 15, 1947 Reading Company begins remodeling and modernizing Reading Terminal; the concourse at the south end of the train shed is enclosed, the ticket office is moved to the train floor, a bank of escalators is installed between the front entrance and the new ticket office, the bus terminal on Market Street is removed for new rental stores with modern storefronts, and a new marquee is installed. (RyAge)
- Dec. 16, 1947 ICC authorizes further increase of 10% in Railway Express rates effective Jan. 22, 1948.
- Dec. 16, 1947 Former PRR VP Benjamin McKeen (1864-1947) dies at age 83. (NYT)
- Dec. 17, 1947 PRR Board appoints committee on dining car situation. (MB)
- Dec. 17, 1947 NYC announces it has ordered 111 diesel locomotives. (NYT)

- Dec. 17, 1947 Amalgamated Clothing Workers denounces a possible third party run by Henry A. Wallace. (NYT)
- Dec. 24, 1947 ICC approves the Pennsylvania Company acquiring the Montour Railroad and the Youngstown & Southern Railway from the Pittsburgh Consolidation Coal Company. (MB)
- Dec. 26, 1947 Record blizzard dumps up to 30 inches of snow in New York area; 80 killed; LIRR paralyzed for 48 hours; PRR operates 93% of passenger trains but stops freight service entirely; trains on NY&LB delayed 30-40 minutes by a stalled locomotive at Long Branch. (MB, RyAge)
- Dec. 26, 1947 PRR, B&O and Western Maryland Railway agree to rehabilitate Baltimore Harbor Belt Railway. (MB)
- Dec. 29, 1947 ICC awards 20% interim six-month rate increase effective Jan. 5, 1948, but rescinds earlier interim increase of 8.9%. (AR)
- Dec. 29, 1947 Henry A. Wallace announces that he will run for Pres. in 1948 as a third party candidate; he adds Lee Pressman (1906-1969), another concealed Communist, to his closest advisers. (NYT, Devine)
- Dec. 30, 1947 American Labor Party denounces Henry A. Wallace's decision to run as a third party candidate as certain to divide the Democratic vote. (NYT)
- 1947? PRR establishes train communication system between Harrisburg and Pittsburgh.
- 1947 PRR places 100 new box cars with racks dedicated to "Merchandise Service" in service.
- 1947 PRR completes new yard south of Metuchen, N.J., to serve a Ford Motor Company plant. (RyAge)
- 1947 New "GRUNDY" Tower opens at Bristol, Pa.; it memorializes local factory owner Joseph R. Grundy (1863-1961), who ironically had been a bitter foe of Pres. W. W. Atterbury. (RyAge)
- 1947 New Greenwich coal pier completed in South Philadelphia. (RyAge)
- 1947 PRR abandons lines from Frackville to Shenandoah and Girardville, Pa. (RyAge)
- 1947 Enola diesel repair shop opens. (Mutual - listed as only 30% in RyAge)
- 1947 PRR and Wabash Railroad agree to each provide one refurbished train for

Chicago-Detroit service.

- 1947 PRR posts operating loss for second consecutive year? was definitely loss on Jan.-Aug.
- 1947 NYC posts net income of \$2.3 million; up from \$10.5 million deficit in 1946. (AR)
- 1947 Blacksmith Shop No. 1 at Juniata Shops destroyed by fire; it is rebuilt with a “fire-proof” roof that possibly saves it in the fire of 1981. (altoonaworks.info)
- 1947 South Bend & Indianapolis RPO discontinued. (Kay)
- 1947 Number of New Haven passengers into Penn Station drops by 32% to 2,379,292. (AR)
- 1947 New Haven completes new headquarters building at 54 Meadow Street, New Haven; old building sold to Knights of Columbus. (AR)
- 1947 Bituminous coal production peaks at 688 million tons, then declines sharply before stabilizing in the late 1950s. (Dubofsky)
- 1947 Railway & Steamship Clerks, Switchmen’s Union of North America, Blacksmiths’ union and Boilermakers’ union drop ban on African American members. (Trains)
- 1947 United States Steel Corporation signs a new union contract negotiated with United Steelworkers of America lawyer Ben Fischer (1913-); Section 2B forbids management from changing or eliminating existing work practices on a plant basis without union consent; the clause protects jobs as demand drops after the war, but will hamper management’s ability to cope with foreign competition after 1957. (Seeley - verify NYT)
- 1947 The Mesabi Range is now estimated to have only a 25-year reserve of iron ore; the World War II effort has consumed 500 million tons of Mesabi ore; the mining companies begin developing crash programs to concentrate the iron present in abundant taconite, which is 25-35% iron, into pellets containing 60% iron; the steel companies also begin searching for new deposits of high-grade ore in Latin America, Africa, Australia and northern Canada. (Seeley)
- 1947 U.S. Navy sells the Chamberlain Hotel at Old Point Comfort, Va., to Richmond Hotels, Inc., which reopens it. (hampton.gov/fort)