

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

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1950

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All data subject to correction and change

- Jan. 1, 1950 Headquarters of Pennsylvania Company, Manor Real Estate & Trust Company and 18 other subsidiaries moved from Philadelphia to the Pennsylvania Company for Banking & Trusts Building at 44 East Lancaster Avenue in Ardmore to escape new city corporate income tax. (MB, NYT)
- Jan. 1, 1950 Baltimore Transit Company abandons its Guilford Avenue trolley elevated railroad, which is built over Northern Central Railway street tracks. (Nixon)
- Jan. 1, 1950 Pullman-Standard Car Manufacturing Company takes over the Chesapeake & Ohio Railway's contract for developing the Train "X" cars from Gassner Aircraft Engineering and assumes expenses on engineering and construction of the prototype, although it subcontracts some of the work back to Gassner. (Train-X)
- Jan. 2, 1950 "Wildcat" bituminous coal strike begins in Illinois and spreads; situation is manipulated by United Mine Workers' Pres. John L. Lewis, hoping to force concessions or government intervention. (NYT)
- Jan. 5, 1950 At night, the PRR ferry *Millville* leaves Market Street, Philadelphia, in heavy fog; 40 minutes later, it arrives at the abandoned Reading ferry slips at Chestnut Street, only a few blocks south; as the ferry bridges have been removed, it cannot unload, and returns to Market Street. (StmbtBII)
- Jan. 6, 1950 Cortlandt Street Ferry makes last run with arrival of *New Brunswick* at Jersey City at 5:15 PM; ran sporadically since the summer of 1949 with the *New Brunswick* frequently out of service for repairs; ICC approval not sought until PRR renews joint service contract with H&M later in the year; ICC approves the discontinuance Feb. 23, 1951; West Shore ferries continue to use PRR Cortlandt Street Station until 1959. (FerryDept)
- Jan. 6, 1950 LIRR drops keystone herald and replaces with a new herald with "LI" in

futura lettering in a circle; also drops Tuscan red in favor of new grey and green paint scheme, both devised by Lester C. Tichy (1905-1981). (herald dated from first appearance in Guide)

- Jan. 6, 1950 Brotherhood of Locomotive Engineers serves notice of request for 20% increase in yard service and rules changes. (RyAge)
- Jan. 6, 1950 BLF&E requests 40-hour week with no reduction in pay for yard service. (RyAge)
- Jan. 6, 1950 Reading begins tests of EMD 2,250 HP E-8 demonstrator No. 952 in Jersey City-Philadelphia service, including on the *Crusader* and *Wall Street*; instead, the Reading stays with its original plan of ordering twin FP7A units developing 3,000 HP. (BeeLine)
- Jan. 9, 1950 United Mine Workers begins series of walkouts against H.C. Frick Coke Company, Pittsburgh-Consolidation Coal Company, Weirton Steel Company and other large bituminous coal operators. (NYT, Dubofsky)
- Jan. 10, 1950 Last run of regular passenger train between Petoskey and Mackinaw City, Mich., leaving summer-only *Northern Arrow*; diesel-powered local extended from Cadillac to Petoskey for 6-month trial period. (or 1/14 LT?)
- Jan. 12, 1950 Greyhound files with New York City to enlarge its 34th Street bus station opposite Penn Station in defiance of earlier city resolution, Mayor Paul O'Dwyer and the Port Authority. (NYT)
- Jan. 15, 1960 Through Chicago-Miami sleeping car established on *The Southland* via CofGa-ACL route. (Guide)
- Jan. 16, 1950 National Mediation Board begins talks on conductors' and trainmen's demands for 40-hour week and rule changes.
- Jan. 20, 1950 PRR places first 12 of 226 new diesels in service. (NYT)
- Jan. 20, 1950 New Haven completes re-equipping the overnight New York-Boston *Owl* with lightweight streamlined cars. (RyAge)
- Jan. 24, 1950 Hudson & Manhattan Railroad displays full-size mock-up of modernized car. (NYT)
- Jan. 24, 1950 Detroit, Toledo & Ironton Railroad acquisition argued before ICC; NYC, B&O and Nickel Plate appear and demand a share. (MB)
- Jan. 24, 1950 United States Steel Corporation Pres. Benjamin F. Fairless announces the decision to build a new plant on the East Coast at Morrisville, Pa., that will

use Venezuelan ore imported by ship; the government approves accelerated depreciation for the plant as a Korean War emergency measure in Oct.; however, the plant remains a relatively weak one and in non-competitive against Bethlehem Steel's plant at Sparrow's Point. (Warren)

- Jan. 1950 PRR begins "pot luck" meals with no choice of entree at 30-40% discount (\$1.45 vs. \$2.35) in lieu of conventional service on *The Jeffersonian* to cut inventory and dining car costs; later extended as supplemental service on *The Trail Blazer*, *The President* and *The Embassy*; in poll, 10% object to lack of choice. (Mutual, NYT, Guide)
- Jan. 25, 1950 PRR Board authorizes retirement of 57th Street water station at Pittsburgh. (MB)
- Jan. 25, 1950 State Dept. official Alger Hiss is sentenced to 5 years in prison for perjury for denying he was a member of the Communist Party. (AmrenDcds)
- Jan. 30, 1950 PRR announces introduction of "Keystone Merchandise Service" for LCL freight, including 500 special new box cars, 3,000 containers and expanded truck pick-up-and-delivery service; will restore speed of freight trains to prewar levels (Mutual, NYT) [NB. 1st 100 Merch. Service box cars b. Altoona late 47 or early 48; response to NYC's "Pacemaker Freight Service" introduced in 1946.]
- Jan. 31, 1950 PRR announces it is dropping about 100 trains, or one-third of passenger train-miles, because of bituminous coal strike. (NYT, MB)
- Feb. 3, 1950 PRSL Executive Committee authorizes retiring the shelter sheds at the old Atlantic City Railroad station at Atlantic City. (MB)
- Feb. 5, 1950 Bituminous coal strike becomes official nationwide after John L. Lewis rejects Pres. Truman's settlement plan; causes major service disruptions; in first cut, PRR cuts passenger steam locomotive miles by 33%. (NYT, Dubofsky)
- Feb. 6, 1950 Passenger cuts deepened to 50% or 125 trains because of coal strike; *General* combined with *Trail Blazer*; *Spirit of St. Louis* combined with *Jeffersonian*; because first class passengers are more critical of "pot luck" meals than coach passengers, they are dropped from Nos. 30-31. (NYT, MB)
- Feb. 6, 1950 Chicago Plan Commission approves its plan for a large stub terminal on Congress Street to replace Dearborn, Grand Central and La Salle Street Stations. (RyAge)
- Feb. 7, 1950 International Harvester Company sells Illinois Northern Railway, an industrial belt railroad connecting with 21 other railroads in Chicago to the

- Santa Fe (51%), CB&Q (25%), NYC (12%) and PRR (12%) for \$960,000. (Moody's)
- Feb. 8, 1950 ICC orders 25% cut in coal-fired freight miles and 50% cut in passenger miles, effective Feb. 10 through Mar. 30. (RyAge)
- Feb. 9, 1950 Sen. Joseph McCarthy (1908-1957) charges that there are 205 Communists in the State Dept., beginning his 4-year reign of intimidation. (AmrcnDclds)
- Feb. 1950 PRR has placed 190 all-room sleepers in service on Blue Ribbon trains. (TrnTlks)
- Feb. 13, 1950 Trenton-Phillipsburg passenger train replaced by Greyhound bus because of coal strike. (Lee)
- Feb. 14, 1950 National Mediation Board announces failure to settle conductors' and trainmen's dispute.
- Feb. 15, 1950 ICC reports that coal situation does not call for further cuts in service. (RyAge)
- Feb. 15, 1950 PRR reports that 90% of passenger trains and 65% of freight trains are now dieselized. (MB)
- Feb. 15, 1950 PRR Board authorizes retirement of part of Brady Run Branch at Glen Campbell, Pa.; part of Mayes Branch from 0.2 miles from junction at Irvona to end of branch at Berwindale (3.8 miles). (MB)
- Feb. 15, 1950 Reading replaces the *Crusader's* original streamlined 4-6-2's Nos. 117 & 118 with new Class G3 4-6-2 Nos. 211 & 212; however, the streamlining is not removed from Nos. 117 & 118, which are assigned to other trains, until Mar. and Aug. 1951, respectively. (BeeLine)
- Feb.? 1950 Former PRR Norfolk-Cape Charles steamboat *Maryland* scrapped, leaving only the *Elisha Lee*. (StmbtBll)
- Feb. 17, 1950 Head-on collision of two LIRR commuter trains on gauntlet track at Rockville Centre kills 32; eastbound train passed stop signal; motorman J. Kiefer held on charge of second degree manslaughter. (NYT)
- Feb. 20, 1950 VP James M. Symes admits in a letter that PRR would be willing to discontinue transcontinental sleepers via Chicago because of poor earnings but would retain routes to the Southwest via St. Louis. (Welsh)
- Feb. 20, 1950 Federal court finds United Mine Workers not guilty of contempt of court for failing to get striking miners to return; Pres. Truman asks Congress for

- authority to seize the mines. (Dubofsky)
- Feb. 24, 1950 Emergency Board appointed to hear conductors' and trainmen's dispute.
- Feb. 26, 1950 Wabash Railroad inaugurates the *Blue Bird* as a lightweight streamlined train between Chicago and St. Louis. (RyAge)
- Feb. 27, 1950 PRR distributes letter from VP's Fred Carpi and James M. Symes in all paychecks, urging all employees to give their best efforts to "Keystone Service." (RyAge)
- Feb. 28, 1950 ICC examiners approve railroads' 1949 request for modification of *per diem*, mileage and demurrage rates under Reed-Bulwinkle Act. (RyAge)
- Mar. 1, 1950 Southern Railway completes re-equipping *The Crescent* with lightweight streamlined equipment; PRR contributes eight matching sleeping cars in *River* series; train carries master room-2DR-buffet lounge cars *Crescent City*, *Crescent Harbor*, *Crescent Moon* or *Crescent Shores* and 5DB-buffet lounge observation cars *Royal Arch*, *Royal Canal*, *Royal Street* or *Royal Palace*. (RyAge, Wayner)
- Mar. 5, 1950 Bituminous coal strike ends as United Mine Workers and operators decide to cooperate to eliminate threat of federal intervention, which neither desires; last big coal strike for a generation, as UMW and operators decide to unite to stem losses to competitive fuels; in some ways it is too late, as the disruptions of 1946-50 have been a powerful incentive to switch to oil or gas, including dieselization on railroads; coal production is almost halved between 1947 and 1954. (Dubofsky)
- Mar. 6, 1950 New York City Traffic Commissioner Robert Moses reverses former position to favor enlarged Greyhound Bus Terminal at 34th Street; invites Greyhound to a closed hearing. (NYT)
- Mar. 7, 1950 ICC approves interstate commuter fare increase between New Jersey and New York. (NYT)
- Mar. 8, 1950 ICC lifts restrictions on coal-burning locomotive miles; strike increases attractiveness of dieselization. (MB,)
- Mar. 8, 1950 PRR Board authorizes retirement of steam locomotive facilities at Frankford Jct. (MB)
- Mar. 9, 1950 PRSL Executive Committee authorizes the purchase of six 1500 HP Baldwin road switchers; retiring second track between Tuckahoe and Woodbine Jct. (MB)

- Mar. 9, 1950 Chicago Greyhound Terminal, Inc., incorporated in Illinois to build new bus station; 21% owned by Pennsylvania Greyhound Lines, Inc. (Compt)
- Mar. 13, 1950 PRR inaugurates new sleeping car between Harrisburg and Erie on *Southern Express/Northern Express* No. 580-581. (RyAge)
- Mar. 15, 1950 Re-equipped *Cincinnati Limited* enters service; two trainsets and diesels cost \$4.5 million; offer duplex rooms and roomettes for first time. (Mutual)
- Mar. 16, 1950 Trenton-Phillipsburg passenger train restored. (Lee)
- Mar. 1950 Identical bills amending Railway Labor Act to permit union shop and check-off introduced in House and Senate. (RyAge)
- Mar. 1950 PRR receives first American Locomotive Company 1,600 HP FA-1/FB-1 in a 6,400 A-B-B-A configuration. (Kirkland)
- Mar. 20, 1950 B&O introduces new fast "Time-Saver Service" for LCL, similar to "Sentinel Service" for carload freight, on its No. 94-97 fast freight between New York and East St. Louis; cuts 5:45 off time and establishes third morning delivery in St. Louis, 4 to 11 hours ahead of PRR trains; beats PRR by a full day between Baltimore/Washington and southwestern gateway points. (B&O Mag, AR)
- Mar. 20, 1950 Pres. Truman appoints Emergency Board to hear Switchmen's Union of North America's demand for 40-hour week. (RyAge)
- Mar. 21, 1950 New York State establishes New York Thruway Authority to construct a network of toll superhighways. (NYTA)
- Mar. 22, 1950 PRR Board authorizes abandonment of Keister Branch (1.4 miles). (MB)
- Mar. 23, 1950 PRR extends "pot luck" one-entree meals to *The Trail Blazer* based on 60% approval by passengers.
- Mar. 24, 1950 New Haven sells Waterbury, Conn., station to a local newspaper as part of its ongoing program to dispose of passenger stations. (RyAge)
- Mar. 1950 Pennroad Corporation plans leasing Pittsburgh & West Virginia Railway to the Nickel Plate. (NYT)
- Mar. 1950 Universal-International Pictures releases documentary *Thundering Rails* devoted to U.S. passenger trains; has many PRR scenes. (Mutual)
- Mar. 27, 1950 NYC announces a new expedited LCL service for individual shippers, using trucks for pick-up-and-delivery. (NYT)

- Mar. 31, 1950 New York City Traffic Commission rejects expansion of Greyhound Bus Terminal on 34th Street. (NYT)
- Mar. 31, 1950 Peninsula Auto Express Company merged into Scott Bros., Inc. (MB)
- Apr. 4, 1950 PRSL assigns first diesel locomotive to Atlantic City. (Butler)
- Apr. 6, 1950 Pittsburgh, Youngstown & Ashtabula Railway authorizes new station at Youngstown because of State Highway Department's relocation of Spring Common Bridge. (MB)
- Apr. 9, 1950 PRR runs first New York-Washington excursion train since World War II on Easter Sunday. (Mutual)
- Apr. 10, 1950 NYC begins a new second-morning LCL schedules, New York-Chicago, to cut one day between East and Midwest. (NYT)
- Apr. 10, 1950 NYC begins a new second-morning LCL schedules, New York-Chicago, to cut one day between East and Midwest. (NYT)
- Apr. 10, 1950 NYC establishes second morning delivery "Expedited Pacemaker" service between New York and Chicago; extends "Pacemaker" LCL freight from Cleveland to Chicago; B&O matches with second morning "Time Saver Service" to Chicago; Erie reluctantly agrees to match B&O with train No. 97; Lehigh Valley-Nickel Plate and DL&W-Nickel Plate also begin second morning service. (AR, RyAge, NYT - Age has B&O starting later)
- Apr. 10, 1950 Order of Railway Conductors calls for strike against Pullman Company effective Apr. 17.
- Apr. 12, 1950 PRR Board authorizes lease of 5,000 box cars and 5,000 gondola cars because of large number of bad order cars; number of active freight cars has fallen 18% in last three years. (MB)
- Apr. 12, 1950 NYC announces it will add 250 special box cars to its "Packemaker" fleet, bringing it to 1,200. (NYT)
- Apr. 12, 1950 Chicago Greyhound Terminal, Inc., absorbs Greyhound Building Corporation of Chicago. (Compt)
- Apr. 14, 1950 Former New Haven Trustee Henry Buckland Sawyer (1871-1950) dies at Wellesley, Mass. (NCAB)
- Apr. 1950 PRSL receives first of order of six Baldwin 1500 HP road switchers, Class BS-15ms, builder's model DRS-4/4/1500. (AR, WJR2)

- Apr. 1950 Baldwin-Westinghouse completes its oil-burning steam turbine electric locomotive No. 4000, aka the "Blue Goose"; 4,000-HP unit resembles a Baldwin Sharknose; it makes several test runs between Harrisburg and Pittsburgh but suffers from high fuel consumption, nearly twice that of an equivalent diesel, gases in tunnels, and high temperatures in summer. (Lee, prrfax)
- Apr. 17, 1950 Arturo Toscanini and the NBC Orchestra depart Penn Station in a 13-car special train on an 8,500-mile, 20-city tour; Toscanini occupies the refurbished private car *Columbus*; train returns to New York on May 28. (Mutual)
- Apr. 19, 1950 BLF&E calls strike against PRR west of Harrisburg, NYC west of Buffalo, Santa Fe, and Southern for Apr. 26 over second fireman on multi-unit road diesels. (RyAge)
- Apr. 21, 1950 Sen. Forrest C. Donnell (1884-1980), Republican of Missouri, introduces bill to outlaw strikes in the rail industry. (RyAge)
- Apr. 21, 1950 Cement Transport, Inc., incorporated in Ohio as subsidiary of Cleveland Cartage Company, a truck company in which PRR has an interest; leases trailers in Cleveland area. (Compt)
- Apr. 21, 1950 Francis J. Scarr (1894-1950), briefly the PRR's bus and truck expert in the 1920s, dies in Japan. (ancestry.com)
- Apr. 24, 1950 PRR establishes second morning service for LCL and freight forwarders, New York-Chicago and New York-East St. Louis; establishes new LCL-2 (Chicago-Harsimus Cove), LCL-3 (Harsimus Cove-East St. Louis) and LCL-4 (East St. Louis-Pitcairn); revises operation of LCL-1 and drops old LCL-2 (Pittsburgh-Harsimus Cove) and LCL-3 (Enola-Chicago); all new freights are diesel-powered.
- Apr. 24, 1950 Firemen's strike postponed two weeks on appeal of National Mediation Board. (RyAge)
- Apr. 24, 1950 U.S. Supreme Court refuses to hear appeal of Massachusetts against Circuit Court decision to let New Haven cut Old Colony passenger service. (NYT)
- Apr. 25, 1950 Fairbanks, Morse & Co. publicly introduces its new "Consolidation-Line" of road units with demonstration run of two 2,400 HP passenger units between Chicago and Sturtevant, Wisc., on Milwaukee Road; "C-Liners" come in several versions between 1,600 and 2,400 HP; replace the unsuccessful "Erie-builds." (RyAge - see 1948)

- Apr. 26, 1950 General Electric Company's "More Power to America" special exhibit trains leaves New York on tour of 150 cities; powered by two Alco PA-1's; 10 lightweight cars contain exhibits of GE products and are sold to the Rock Island after the tour; exhibit is not open to the general public. (RyAge)
- Apr. 27, 1950 New York City Board of Estimate denies Greyhound application to enlarge 34th Street bus station, attempting to force it into new Port Authority Bus Terminal, then under construction; Greyhound refuses to be a tenant at the Port Authority Bus Terminal. (NYT)
- Apr. 27, 1950 National Mediation Board begins proceedings on threatened BLF&E strike. (RyAge)
- Apr. 28, 1950 New Akron Union Passenger Depot formally dedicated; joint PRR-B&O facility located five blocks from old station; 131 x 56 with center platform serving two tracks; ironically, PRR discontinues most Akron service next year. (RyAge, B&O Mag)
- Apr. 29, 1950 Virginia Ferry Corporation shifts northern terminus of Little Creek vehicular ferry terminal from Cape Charles to Kiptopeke, saving eight miles, after nine World War II cement ships are sunk to form a breakwater. (StmbtBll - Elliott has 5/1) (4/29 Sat was prob. last run; 4/30 first to Kiptopeke)
- Apr. 29, 1950 PRSL No. 6005, Baldwin model DRS-4-4-1500 1,500 HP road switcher placed in service at Camden. (Kirkland)
- Apr. 30, 1950 New Haven equips *The Patriot*, Boston-Washington, with lightweight streamlined cars. (RyAge)
- Apr. 30, 1950 NYC inaugurates *Commodore II* No. 66, an all Pullman train leaving Chicago 20 minutes behind *The Commodore Vanderbilt*. (Guide)
- Apr. 30, 1950 Reading-CNJ *Scranton Flyer* Nos. 316-327 makes last run between Reading Terminal and Scranton via Bethlehem; Reading and CNJ also make cuts in New York-Philadelphia service. (Guide, CNJ AR)
- May 1, 1950 PRR introduces *The Morning Steeler* between Pittsburgh and Cleveland; existing train becomes *The Afternoon Steeler*. (tt)
- May 1, 1950 Erie and PL&E inaugurate the *Steel King* between Pittsburgh and Cleveland in competition with *The Morning Steeler*. (NYT)
- May 1, 1950 *Princess Anne* inaugurates Virginia Ferry Corporation service to and from Kiptopeke. (Elliott, Baxter)
- May 1, 1950 NYC begins first U.S. operation of Budd RDC in non-test service between

- Boston and Springfield, Mass.; NYC designates its RDC's "Beeliners". (NYT)
- May 1, 1950 Senate subcommittee begins hearings on bill to amend the Railway Labor Act to authorize union shop and check-off of union dues. (RyAge)
- May 2, 1950 Erie Railroad and Pittsburgh & Lake Erie Railroad introduce the *Steel King*, running between Pittsburgh and Cleveland in 2:40, better than either the PRR or B&O. (Grant - see 5/1)
- May 3, 1950 ICC approves Pennsylvania Company and Wabash Railroad Company acquisition of controlling interest in Detroit, Toledo & Ironton Railroad from Pennroad Corporation, 200,000 shares by Pennsylvania Company and 45,329 by Wabash; also approves Pennsylvania Company and Erie Railroad purchase of Springfield Suburban Railroad from Pennroad Corporation. (RyAge, NYT - MB has 5/2)
- May 4, 1950 BLE testifies against union shop legislation as not needed. (RyAge)
- May 7-8, 1950 Fire destroys 1,800 feet of LIRR trestle over Jamaica Bay on Rockaway Branch, ending service between Hamilton Beach and Hammel; Rockaway Park service continues via Valley Stream and Far Rockaway; the fire ends loop service on the New York & Far Rockway RPO, which then runs in a straight line between Penn Station and Rockaway Park. (MB, George, NYT, Long/Dennis)
- May 10, 1950 BLF&E begins strike at 6:00 AM over issue of second fireman on multiple-unit road diesels; affects PRR north and west of Harrisburg and NYC west of Buffalo as well as Southern and Santa Fe; PRR is shut down completely west of Harrisburg for first two days; freight service is gradually resumed, but passenger service remains suspended; strike also interferes with Philadelphia commuter service. (MB, NYT)
- May 10, 1950 Bay Bridge Company incorporated in Ohio; a labor pool of riggers and millwrights for handling or hauling heavy machinery; wholly-owned subsidiary of Cleveland Cartage Company, in which PRR has an indirect interest. (Compt)
- May 12, 1950 PRR begins moving freight west of Harrisburg; PRR furloughs 86,000 employees; 12,000 shop workers at Altoona idled. (MB, NYT)
- May 13, 1950 BLF&E begins picketing PRR east and south of Harrisburg. (NYT)
- May 13, 1950 LIRR resumes weekend *Fisherman's Special* to Canoe Place and Montauk for the summer season. (NYT)

- May 14, 1950 Maintenance of Way employees seek to restore "normal" level of maintenance by rehiring workers dropped as result of 40-hour week; demand same ratio of maintenance workers to all workers as existed in 1940-1949. (RyAge)
- May 14, 1950 706th Railway Transportation Grand Division begins a two-week training period at Fort Eustis, Va.; Col. John J. Clutz, commander. (Mutual)
- May 15, 1950 Eastman Kodak Company opens a facility on the east side of the Main Concourse of Grand Central Terminal, including the "Colorama," the world's largest color transparency, 18 x 60 feet, which displays a changing succession of photos, mostly American landscapes. (NYT)
- May 15, 1950 Demolition begins for Point Park redevelopment in Pittsburgh. (HistPitts)
- May 1950 Clearfield Bituminous Coal Corporation (NYC) buys 40% interest in the Cambria & Indiana Railroad, a captive line of Bethlehem Steel Corporation running to the coal fields north of Johnstown. (GrnBk? may be 1948)
- May 1950 American Locomotive Company (ALCO) introduces the 1,600 HP RS-3 road switcher. (Steinbrenner)
- May 16, 1950 Firemen's strike ends; won by railroads on all points; cost to PRR \$20 million. (MB - Nat. Agreement signed 5/17 requires fireman to be in cab of passenger trains at all times while in motion)
- May 16, 1950 Pres. Walter S. Franklin announces PRR will lease 10,000 freight cars under equipment leasing plan put forward by Equitable Life Assurance Company; cars to be built for Equitable by Pullman-Standard. (NYT)
- May 17, 1950 PRSL Board authorizes the purchase of 6 RDC's for \$848,400. (MB)
- May 17, 1950 Lima-Hamilton Corporation completes its first center-cab 2,500 HP transfer locomotive, PRR No. 5671. (Kirkland)
- May 18, 1950 Tender No. 6862, companion of K4s No. 5338, destreamlined at Juniata Shops. (prrfax)
- May 18, 1950 Headquarters of Cleveland & Pittsburgh Railroad moved to 44 East Lancaster Avenue in Ardmore. (MB)
- May 19, 1950 Twelve cars of "bouncing betty" land mines and other munitions being shipped overseas explode while being loaded on a ship at the PRR lighterage piers at South Amboy; 30 killed and 600 injured; both South Amboy coal dumpers knocked out of action; explosions litter the area with live mines. (Mutual; NYT)

- May 22, 1950 Alphabet Route (Rdg/WM/P&WV/NKP) establishes second morning service Philadelphia-Chicago and Philadelphia-East St. Louis; Reading also establishes second morning service with Lehigh Valley Railroad and Nickel Plate via Bethlehem and Buffalo.
- May 24, 1950 PRR Board hears reports have leased 100 cushioned box cars from General American-Evans Company; approves order of 12 Budd RDC's for PRSL in lieu of air conditioning 20 coaches as ordered by court. (MB)
- May 24, 1950 Robert R. Young receives 1,751 votes at NYC annual election; Chase National Bank, trustee for C&O's NYC shares votes for regular slate of directors. (AR)
- May 26, 1950 *The Northern Arrow* re-equipped with streamlined lounge/sleeping car and diner with northern Michigan photomurals. (Mutual)
- May 26, 1950 K4s No. 1120, streamlined in 1940, destreamlined at Juniata Shops; tender No. 6958 destreamlined on Nov. 1, 1950. (prrfax)
- May 26, 1950 AAR formally opens new Central Railroad Research Laboratory on campus of Illinois Institute of Technology in Chicago; building designed by campus architect Ludwig Mies Van der Rohe (1886-1969). (RyAge)
- May 26, 1950 House Committee on Interstate & Foreign Commerce concludes hearings on Crosser Bill for union shop and check-off, similar to Senate bill. (RyAge)
- May 27, 1950 Philadelphia District MBA holds an excursion on the Wilson Line's *Delaware Belle* through the Chesapeake & Delaware Canal to Chesapeake Bay and back. (Mutual)
- May 28, 1950 South Amboy coal dumper No. 1 reopens after mine explosion. (Mutual)
- May 31, 1950 LIRR asks Federal Court to abandon Rockaway Branches after trestle fire. (NYT)
- May 31, 1950 ICC authorizes abandonment of Baltimore & Eastern Railroad between Mardela and Hebron, Md. (ICC, RyAge)
- May 31, 1950 K4s No. 2665, streamlined in 1940, and tender No. 6806 destreamlined at Juniata Shops; last Loewy-streamlined K4s. (prrfax)
- May 31, 1950 New Allegheny County smoke control ordinance goes into effect. (HistPitts)
- June 1, 1950 St. Louis and Indianapolis Divisions abolished and merged to form Southwestern Division with headquarters at Indianapolis. (MB)

- June 1, 1950 NYC places first 6-car trainset of 100 new air conditioned MU cars from St. Louis Car Company in service at New York, making two round trips between Grand Central and White Plains North; entire order is delivered by May 1951. (NYT)
- June 1, 1950 ICC authorizes the Bethlehem Steel Company to exercise its 60% control of the Cambria & Indiana Railroad, serving coal lands north of its Cambria Steel Works at Johnstown; the other 40% is owned by the Clearfield Bituminous Coal Company. (275 ICC 360)
- June 2, 1950 Reading places its first two FP7's, Nos. 900 & 901, in revenue service on the *Crusader*, replacing G-3 4-6-2's. (BeeLine)
- June 5, 1950 U.S. Supreme Court outlaws racial segregation in railroad dining cars. (RyAge)
- June 6, 1950 Reading places its second set of FP7's, Nos. 902 & 903, in service on the *Wall Street*, completing the dieselization of its premier New York-Philadelphia trains; a third pair follows in New York service on June 11; a fourth pair is placed in main line service on Sep. 16, 1952. (BeeLine)
- June 6, 1950 Chesapeake & Ohio Railway discontinues steamboat ferry service between Norfolk and Newport News in favor of a bus transfer. (StmbtBII)
- June 7, 1950 Lima-Hamilton Corporation delivers first of 11 2,500 HP center-cab transfer diesels to PRR. (NYT)
- June 8, 1950 New York PSC approves abandonment of LIRR station at Atlantic Avenue on Long Beach Branch and relocate East Rockaway station. (NYT)
- June 9, 1950 PRR places last 6,000 HP Baldwin "Sharknose" A-B-B-A freight unit in service at Renovo. (Kirkland)
- June 1950 PRR completes new dieselization study; to completely dieselize would require 877 new units at a cost of \$207 million, plus \$8 million for servicing facilities; recommends against full dieselization because of law of diminishing returns in last phase; instead recommends purchase of 214 new units to be assigned primarily to Central Region and through freight trains; will practically dieselize Lake, Eastern, Panhandle, and old Monongahela Divisions.
- June 1950 Last class E6 4-4-2 No. 5075 retired. (Edson)
- June 1950 New Haven closes ticket counter in Consolidated Ticket Office at 17 John Street, New York. (AR)

- June 10, 1950 Chesapeake & Ohio Railway re-equips *The George Washington*, *The Sportsman* and *The F.F.V.* with lightweight streamlined cars from its big postwar order. (RyAge)
- June 12, 1950 Special Master appointed in 1945 recommends that the State of Georgia Case against the railroads (*Georgia v. Pennsylvania Railroad Company, et al.*) be dismissed for lack of evidence. (RyAge)
- June 12, 1950 LIRR dedicates first of eight Fairbanks, Morse & Co. CPA20-5 2,000 HP "C-Liners"; guests include Lester Tichy, who has designed new the LIRR color scheme; No. 2001 makes first trip on *Cannon Ball*. (RyAge)
- June 1950 LIRR discontinues use of Tuscan red and keystone herald to declare independence from PRR; new herald is a circle with LI; paint scheme is two-tone gray and green; later charcoal gray and orange; designed by Lester C. Tichy. (RyAge) (see 2/50)
- June 13, 1950 Virginia Ferry Corporation Board authorizes sale of tugboat *No. 8*. (MB)
- June 14, 1950 PRR Board authorizes retirement of Frazer, Pa., station and replacement with shelter. (MB)
- June 14, 1950 PCC&StL Railroad Board authorizes \$2.4 million for the Georgetown Branch. (MB)
- June 15, 1950 PRR holds first demonstration of "Intelex" automated reservation system at Penn Station; primitive computer, developed by International Standard Trading Corporation, a subsidiary of International Telegraph & Telephone Corporation, eliminates conversation between ticket seller and diagram room by automatically accessing a "data base" of car diagrams. (NYT, Mutual)
- June 15, 1950 Emergency Board in yard service case recommends 40-hour week and 18 cent hourly raise effective Oct. 1; accepted by the railroads and rejected by the unions. (RyAge, AR)
- June 1950 LIRR acquires Fairbanks, Morse & Co, H44-16 1,600 HP road switcher demonstrator No. 1503; 8 more units follow in 1951. (Kirkland)
- June 1950 Reading takes delivery of 6 FP7's as its first main line passenger diesels; assigned to name trains replacing the four-year-old Class G4 (?) 4-6-2's; two other units follow in Sep. 1952. (Railpace)
- June 16, 1950 Alterations and extension of the Third Street Pool Freight House east of Fort Street Union Depot at Detroit placed in service; the eastern half of the building is removed for the John C. Lodge Expressway and an addition built

at the westerly end. (CE)

- June 17, 1950 Railway Labor Executives Association announces it is suspending all cooperation with management on all issues. (RyAge)
- June 18, 1950 NYC places its third RDC in service as second "Beeliner" run between Albany and Pittsfield/North Adams. (RyAge)
- June 18, 1950 Union Pacific Railroad places *Train of Tomorrow* consist in pool service between Portland and Seattle. (Guide)
- June 19, 1950 PRR places streamlined lightweight lounge and sleeping cars on *Northern Arrow* for first time. (RyAge - see May)
- June 20, 1950 BRT and ORC reject findings of Emergency Board in yard service case. (RyAge)
- June 21, 1950 Studebaker Corporation announces that it has purchased 165 acres in North Brunswick Township near Adams station, N.J., to build a new factory to be opened by Mar. 1, 1951; PRR is to build connection and yard. (NYT)
- June 21, 1950 Pennsylvania Power & Light Company dedicates the first unit at its new Sunbury power plant, the largest anthracite-fired power plant in the country; it is served by spurs of the PRR and Reading. (Beck)
- June 22, 1950 Hudson & Manhattan Railroad dedicates modernized Grove Street Station in Jersey City. (NYT)
- June 24, 1950 Last run of shuttle trains between Broad Street and 30th Street Stations in Philadelphia. (tt)
- June 24, 1950 Chicago Fair opens, utilizing the site and some buildings and exhibits from the Chicago Railroad Fair of 1948-49; *John Bull* replica, *Pioneer* and *Reuben Wells* appear in pageant with original Camden & Amboy coach and Cumberland Valley coach; plan to establish a permanent World's Fair type industrial exhibition is unsuccessful. (NRHS)
- June 25, 1950 *The Trail Blazer* combined with *The General* as No. 76-77 and *The Jeffersonian* with "*The Spirit of St. Louis*" as No. 30-31 for the summer off-season as an economy measure; *The Indianapolis Limited* No. 20-21 introduced between New York and Indianapolis for summer only to carry overflow from "*Spirit*"; Sunday one-day excursion fares reintroduced on NY&LB for first time since World War II; *Nelly Bly* name restored for first time since World War II; *Sea Breeze* established as an all air-conditioned Philadelphia-Atlantic City train. (tt, Guide)

- June 25, 1950 B&O reassigns *Cincinnatian* from Baltimore-Cincinnati to profitable Detroit-Cincinnati route. (Stegmaier)
- June 25, 1950 Having received arms and munitions from the Soviet Union, Communist North Korea invades South Korea, attempting to reunite the country by force, beginning the Korean War; war production causes a revival of freight traffic; troop movements to Camp Kilmer resume. (Service,)
- June 26, 1950 First special train of "Operation Boy Scout" arrives at Betzwood on Schuylkill Branch with 600 scouts from Indiana en route to National Jamboree at Valley Forge; trains are hauled by back-to-back diesel switchers from West Philadelphia; PRR carries 23,000 of 38,000 scouts attending; operates 41 special trains totaling 497 cars, plus six trains of 76 cars delivered to Reading at Harrisburg and 37 extra coaches on 18 regular trains; uses 150 locomotives, 350 coaches, 100 baggage cars, 75 diners and 75 sleepers; PRR also operates daily shuttles between Betzwood and Philadelphia for sightseeing; the Reading operates 116 special trains during the event. (RyAge, MB, Rdg AR)
- June 26, 1950 *East Wind* restored for season, running between Grand Central Terminal and Portland. (tt)
- June 26, 1950 Norfolk & Western Railway opens a 5.28-mile cut-off line across Elkhorn Mountain, W. Va., with a new 7,110-foot double-track tunnel; 76 miles of electrification are abandoned, made obsolete by the N&W's new large steam locomotives. (AR)
- June 27, 1950 Pres. Truman orders U.S. Navy and Air Force to aid the South Koreans; United Nations approves military assistance; the Soviet Union is boycotting the Security Council because it has given the Chinese seat to the Nationalist government on Taiwan, and is not there to cast a veto. (EAH, Service)
- June 27, 1950 U.S. Court of Appeals permits LIRR to hire Coverdale & Colpitts as consulting engineers for property survey over opposition of counties. (NYT)
- June 28, 1950 PRR Board hears report on dieselization; full dieselization will require 2 million HP in 877 additional locomotives costing \$207 million, plus \$8 million for servicing facilities; at 16.8% return on investment, is too expensive; recommend 510,000 HP in 62 freight units , 9 passenger units (to replace Centipedes) and 143 switchers at cost of \$56 million with 27.7% return on investment; new locomotives to be assigned to Central Region and be divided 40% GM, 30% BLW, 15% Alco, 10% Fairbanks-Morse and 5% Lima-Hamilton Corporation. (MB)
- June 28, 1950 PRR Board hears report on proposed lease of 10 diesels from Bangor & Aroostook Railroad in Maine; used by B&A only for winter potato harvest; to

be used by PRR for lake ore and coal traffic between May 15, 1951 and Nov. 15, 1951; agrees with International Standard Trading Corporation for installation of "Intelex" reservation systems at Philadelphia, New York's Penn Station and other points. (MB)

- June 28, 1950 PRR closes 15-year lease of 3,000 70-ton gondola cars from Equitable Life Assurance Society; Board authorizes additional lease of 2,000 46-foot gondola cars, 4,000 40-foot box cars and 1,000 50-foot box cars. (MB)
- June 28, 1950 Portrait of Pres. Walter S. Franklin by Paul Trebilcock hung in Board Room. (MB)
- June 28, 1950 North Koreans take Seoul, the capital of South Korea. (EAH)
- June 29, 1950 Final Boy Scout special arrives at Betzwood from New York at 11:15 PM. (RyAge)
- June 30, 1950 International Boy Scout Jamboree begins at Valley Forge, Pa. (Rdg AR)
- June 30, 1950 Pullman-Standard Car Manufacturing Company drops Gassner Aircraft Engineering from further work on Train "X" and moves all the work to its plant in Hammond, Ind.; Pullman has become pessimistic about the future of passenger car orders and wants to go slow with development. (Train-X)
- July 1, 1950 First U.S. ground troops land in Korea.
- July 6, 1950 Boy Scout International Jamboree at Valley Forge closes; PRR handles exodus. (RyAge, MB)
- July 7, 1950 U.S. announces it is restoring the draft. (EAH)
- July 8, 1950 Last run of PRSL passenger service between Woodbury and Penns Grove. (tt)
- July 1950 Canton Company of Baltimore acquires control of Cottmann Company, which had operated the Canton ore pier since 1916. (Schlerf)
- July 1950 PRR tests "Infomat" reservation system developed by Union Switch & Signal Company at its Cleveland ticket offices; small consoles in ticket offices are connected to a recording machine in the central reservation bureau at Euclid Avenue; display space available by system of colored lights; experiment is probably a failure, as nothing more is heard of this system. (Mutual)
- July 12, 1950 ICC approves 7.6% increase in LCL rates effective July 24.
- July 13, 1950 Senate subcommittee kills Donnell anti-railroad strike bill by 10-1 vote. (NYT)

- July 14, 1950 First two American Car & Foundry TALGO trains placed in revenue service in Spain; one train of a locomotive and 6 cars is kept in the U.S. as an ACF demonstrator. (Doughty)
- July 14, 1950 Gassner Aircraft Engineering sends its last drawings and records for Train "X" to Pullman-Standard Car Manufacturing Company and withdraws from the project. (Train-X)
- July 14, 1950 First section of New York Thruway opens between Catskill and Saugerties, N.Y., 8.8 miles. (NYTA)
- July 15, 1950 Through Pittsburgh-Cincinnati-New Orleans sleeper inaugurated via L&N.
- July 16, 1950 ICC increase of 22% on interstate commuter fares takes effect. (AR)
- July 16, 1950 Enlarged pool car freight house opens at Congress Street, Detroit.
- July 17, 1950 LIRR opens track elevation at Rockville Centre, scene of Feb. 17 wreck. (NYT)
- July 1950 Last 4-8-4 built in U.S., N&W No. 613, turned out of Roanoke Shops.
- July 19, 1950 Ann Arbor Railroad discontinues last passenger service between Toledo and Frankfort. (Guide)
- July 20, 1950 Pres. Truman asks Congress for \$10 billion rearmament program. (EAH)
- July 27, 1950 Virginia Ferry Corporation Board authorizes rebuilding the bow ramp of the *Northampton* and installing a new diesel engine. (MB)
- July 28, 1950 PRR places first of 40 modernized diner-lounge cars in service on *The Steeler*.
- July 29, 1950 Rail motor car No. 4465 makes the last run of a PRR passenger train between Muskegon Jct. and Muskegon, Mich., (tt, Keystone)
- Aug. 4, 1950 Lima-Hamilton Corporation announces the results of months of secret negotiations, that it is buying the Baldwin Locomotive Works through an exchange of stock; Baldwin will be the surviving corporation, and its investment portfolio will be spun off to a new subsidiary, whose stock will be distributed to the merged company's stockholders; the merger is delayed by objections from Baldwin minority stockholders. (Hirsimaki)
- Aug. 5, 1950 LIRR passenger train runs switch at Huntington Station and rams standing freight train; 46 hurt. (NYT)

- Aug. 7, 1950 PRR Board authorizes purchase of 214 diesel units for \$85 million; said to be largest single diesel order ever placed; hears report Equitable Life Assurance Society has agreed to purchase and lease to PRR 3,000 52-foot gondola cars, 2,000 46-foot gondola cars, 4,000 40-foot box cars and 1,000 50-foot box cars; authorizes retirement of water facilities at Ivy City Engine Terminal in Washington. (MB, PR)
- Aug. 7, 1950 NYC Chief Engineer-Equipment Paul W. Kiefer awarded Franklin Institute's Henderson Medal. (NYT)
- Aug. 9, 1950 ORC and BRT ask Pres. Truman to seize railroads as the only way to get mediation of their dispute in good faith. (RyAge)
- Aug. 11, 1950 ICC issues final approval joint PRR-Wabash control of Detroit, Toledo & Ironton Railroad, rejecting pleas of Nickel Plate, NYC and B&O it share in control. (NYT)
- ca. Aug. 1950 PRR completes dieselization of Bel-Del Branch in N.J.
- Aug. 1950 LIRR files with ICC to abandon Jamaica Bay trestle and portion of Rockaway Beach Branch between Hamilton Beach and Beach 84th Street; also proposes sale to New York City.
- Aug. 1950 Dining Car Dept. announces new commissary at Chicago and use of pre-prepared meals, in which meats are cut and trimmed, potatoes peeled, etc. in commissaries rather than in diners; also notes new "Combination Suggestions" at lower price than table d'hote meals; plan to place two coffee shop lounges in service with Radar Ranges (microwave ovens) and electric grills for short order meals; also two experimental all-electric diners. (TrnTlks)
- Aug. 1950 F.C. Dumaine fires 15 top managers at the New Haven in cost-saving shake-up. (NYT)
- Aug. 1950 CB&Q places Budd stainless steel bi-level gallery cars in service on its commuter trains out of Union Station, Chicago. (Overton)
- Aug. 17, 1950 ICC denies Justice Dept. petition for rehearing of April agreement modifying *per diem*, mileage and demurrage rates. (RyAge)
- Aug. 17, 1950 PRSL Executive Committee approves the retirement of the second track on the ex-Atlantic City Railroad line between West Collingswood and Winslow Jct.; the second track between "BROWN" Tower and West Collingswood is to be converted to industrial track. (MB)

- Aug. 22, 1950 ICC defers PRR-Wabash control of Detroit, Toledo & Ironton Railroad after three other roads protest. (NYT)
- Aug. 22, 1950 Cut bypassing Panhandle Tunnel No. 6 opens. (CE)
- Aug. 23, 1950 Last run of passenger service between Lock Haven and Tyrone and between Milesburg and Bellefonte, Pa. (tt)
- Aug. 23, 1950 Order of Railway Conductors and Brotherhood of Railroad Trainmen call for nationwide strike on Aug. 28. (RyAge)
- Aug. 25, 1950 Senate Labor Committee kills Donnell Bill to outlaw rail strikes by 10-1. (RyAge, NYT)
- Aug. 25, 1950 Lock Haven & Altoona RPO discontinued. (Kay)
- Aug. 27, 1950 Army takes control of all railroads by order of Pres. Truman at 4:00 PM to end threat of nationwide strike by conductors and trainmen over 40-hour week in yard service for 48 hours pay; NYC Pres. Gustav Metzman is made military Regional Director of Eastern Region; Roy B. White of B&O is Regional Director of Allegheny Region, each with rank of colonel. (AR, NYT, Guide)
- Aug. 28, 1950 ICC approves railroads' request for changes in per diem, mileage and demurrage rates. (RyAge)
- Aug. 30, 1950 Lima-Hamilton Corporation completes the first of 16 1,200 HP road switchers for the NYC; used in commuter train service on the Putnam Division and West Shore. (Kirkland)
- Sep. 4, 1950 Chicago Fair closes for last season after disappointing returns. (NRHS)
- Sep. 6, 1950 PRR exhibits new mail storage car at Washington Union Station; carries three tons more than conventional baggage car. (RyAge)
- Sep. 6, 1950 Mediation resumes in Order of Railway Conductors-Brotherhood of Railroad Trainmen dispute. (RyAge)
- Sep. 6, 1950 Baldwin Locomotive Works announces order of 108 diesels for PRR, including 60 1,600 HP road units, 6 800 HP switchers, 19 1,200 HP switchers, 9 1,600 general purpose units, and 14 2,400 HP transfer units. (NYT)
- Sep. 8, 1950 Defense Production Act gives President Truman emergency powers over the economy to curb inflation and accelerate defense production. (BurLabStats)

- Sep. 10, 1950 *East Wind* makes last run of season between Portland and New York; not operated in 1951 and 1952 seasons. (tt)
- Sep. 11, 1950 New York City Planning Commission makes public an application by Pennstation Garage, Inc. to build a four-story, 800-car garage 453' x 46' over south auto ramp along 31st Street side of Penn Station. (NYT)
- Sep. 11, 1950 Westbound "*Spirit of St. Louis*" rear-ends a troop train carrying Pennsylvania National Guard troops from Wilkes-Barre to Camp Atterbury, Ind., at West Lafayette, Ohio; troop train was stopped by broken steam line; 33 killed and 327 injured; engineer W. Eller ran stop signal at 70 MPH. (MB, NYT, prrfax)
- Sep. 11, 1950 Lima-Hamilton Corporation in Lima, Ohio, turns out last locomotive; a PRR transfer diesel No. 5683. (Trains)
- Sep. 13, 1950 PRR Board authorizes retirement of stations at Perdix and Cove, Pa.; Girardville Branch from near bridge 0.90 to end at William Penn Colliery; and Grindstone Branch (2.59 miles) on Pittsburgh Division. (MB)
- Sep. 13, 1950 PRR and Norfolk & Western Railway agree to abandon "CW" Interlocking at 5th Avenue, Columbus, and replace it with a modern electro-pneumatic interlocking system. (MB)
- Sep. 13, 1950 ICC, acting at request of Federal Court at Cleveland, defers approval of PRR-Wabash control of Detroit, Toledo & Ironton and PRR-Erie control of Springfield Suburban Railroad. (NYT)
- Sep. 15, 1950 American forces under Gen. Douglas MacArthur stage massive amphibious landing behind enemy lines at Inchon. (EAH)
- Sep. 1950 PRR takes delivery of the first Fairbanks-Morse CF16-4 "C Liner" 1,600 HP freight cab units in a 4,800 HP A-B-A configuration; 16 A units and 8 B units. (Kirkland)
- Sep. 1950 CB&Q receives the first of 30 bilevel gallery cars on its Chicago area commuter trains; the first U.S. gallery cars seat 96 on the bottom level and 52 in two lines of single seats in the gallery. (NYT, Marshall)
- Sep. 16, 1950 ICC increase of 22% on intrastate commuter fares takes effect. (AR)
- Sep. 17, 1950 New Toledo Central Union Terminal station (NYC) opens; dedicated by Adm. Chester Nimitz (1885-1966) on Sep. 22. (Guide)
- Sep. 19, 1950 Track relocation opens between Blairsville and Salina on Conemaugh Division.

- Sep. 23, 1950 Last run of passenger service between Kiski Jct. and Apollo on Conemaugh Division. (tt)
- Sep. 24, 1950 *The General-Trail Blazer* and "*The Spirit of St. Louis*"-*Jeffersonian* resume separate operation; *The Indianapolis Limited* discontinued; through *California Zephyr* sleeping car eastbound switched from *The Admiral* to *The General*. (tt, Guide)
- Sep. 24, 1950 NYC renames *Commodore II* No. 66 the *Advance Commodore Vanderbilt*. (Guide)
- Sep. 26, 1950 Americans retake Seoul, capital of South Korea. (EAH)
- Sep. 26, 1950 J. Kiefer, motorman at fault in LIRR Rockville Centre wreck, acquitted of manslaughter in second trial; first trial had ended in mistrial. (NYT)
- Sep. 27, 1950 PRR Board authorizes construction of yard at Adams, N.J., to serve new Studebaker Corporation plant. (MB)
- Sep. 29, 1950 Work begins on the Market Street Subway between 42nd & 46th Streets. (SEPTA)
- Sep. 1950? Raritan River Bridge at New Brunswick encased in reinforced concrete; work begun in 1943 but suspended until 1948. (Mutual)
- Oct. 1, 1950 Presidential Emergency Board grant of 40-hour week to yard employees goes into effect, but without old 48-hours pay for 40-hours or overtime for Sundays and holidays; railroads can stagger working days so employees get two consecutive days off, but not necessarily Saturday and Sunday.
- Oct. 1, 1950 A.F. McSweeney named acting Chief of Freight Transportation, replacing A.F. McIntyre, returned to Army; D.B. Lenny appointed General Industrial Agent. (MB)
- Oct. 1, 1950 Stalin sends a telegram to Mao Zedong to transfer 6 or 7 divisions to the 38th parallel in Korea to prevent the defeat of North Korea. (Service)
- Oct. 4, 1950 Pres. Truman creates Defense Transport Administration to revive some of the wartime regulatory powers of the Office of Defense Transportation. (RyAge)
- Oct. 7, 1950 First United States troops cross the 38th parallel into North Korea and capture Kaesong. (NYT)
- Oct. 11, 1950 Last operation of a steam locomotive on Toledo, Peoria & Western Railroad. (Stringham)

- Oct. 12, 1950 BLF&E, ORC and BRT present demand for additional 35-cent increase for all members. (RyAge)
- Oct. 12, 1950 NYC announces order for 200 diesels from four builders for \$31 million. (NYT)
- Oct. 15, 1950 Allis-Chalmers ships coal-burning gas turbine boiler to Alco's Dunkirk, N.Y., plant for tests by Bituminous Coal Research, Inc. (NYT)
- Oct. 1950 Press reports that NYC and Santa Fe are planning a through New York-Los Angeles train; PRR, C&NW and UP respond by announcing plans for a similar train in UP Armour yellow livery to be named *The Los Angeles Limited* westbound and *The Broadway Limited* eastbound; to run through via Chicago Union Station in 64 hours. (Welsh)
- Oct. 1950 Last Class N1s 2-10-2 No. 7150 retired. (Edson)
- Oct. 1950 American Locomotive Company (ALCO) produces its first RS-3 1,6000 HP road switcher. (Kirkland)
- Oct. 16, 1950 Eleven-car "Pennsylvania Week Special" departs Harrisburg on a 6-day tour of the state; includes four examples of the PRR's postwar lightweight passenger car fleet and a 70-ton flat car rebuilt at Altoona as a stage; entertainers include Ezra Stone (1917-1994), aka radio's "Henry Aldrich," Alexis Smith (1921-1993), and Ham Fisher (1900?-1955), creator of the popular "Joe Palooka" comic strip. (Mutual)
- Oct. 18, 1950 PRSL receives first order of six Budd RDCs, Nos. M-402 to M-407. (AR)
- Oct. 19, 1950 Pittsburgh & Fairmont RPO cut to Pittsburgh & Brownsville RPO. (Kay)
- Oct. 20, 1950 U.N. troops capture Pyongyang, capital of North Korea. (EAH)
- Oct. 21, 1950 Last run of passenger service on Monongahela Railway between Brownsville and Fairmont, ending all passenger service. (tt)
- Oct. 23, 1950 Justice Dept. notifies U.S. District Court in Lincoln, Neb., that it intends to mount a court attack on ICC decisions under the Reed-Bulwinkle Act; court orders Justice Dept's. 1944 antitrust suit against the railroads halted pending the outcome of this new suit. (RyAge)
- Oct. 24, 1950 BLF&E breaks off negotiations on its Jan. 6 demands; ORC and BRT said to be seeking 35-cent increase. (RyAge)
- Oct. 24, 1950 ICC approves abandonment of PRSL between Elmer and Daretown, N.J. (NYT)

- Oct. 25, 1950 Non-operating unions call for 25 cent per hour increase. (RyAge)
- Oct. 28, 1950 South Korean troops reach the Chinese border at the Yalu River. (NYT)
- Oct. 29, 1950 Chinese troops counterattack on the eastern end of the Korean border. (NYT)
- Oct. 31, 1950 Cuts bypassing Panhandle Tunnels Nos. 7 & 8 in eastern Ohio open. (CE)
- Oct. 31, 1950 Greyhound Corporation repurchases the 50% part of the stock of New England Greyhound Lines, Inc. owned by New England Transportation Company. (NH AR, Moodys)
- Nov. 1, 1950 Last 5 General Divisions (Eastern Ohio, Eastern Pennsylvania, Northern, Southern, Western Pennsylvania) abolished; Renovo and Buffalo Divisions consolidated to form Northern Division with headquarters at Buffalo; Toledo Division abolished and Toledo Jct.-Detroit line transferred from Western Region to Eastern Division of Central Region, and the Sandusky Branch transferred to the Columbus Division; J.L. Cranwell from General Superintendent of the Western Pennsylvania General Division to Assistant General Manager-Central Region; J.B. Jones from General Superintendent of Eastern Ohio Grand Division to General Superintendent of Transportation-Central Region; J.A. Schwab from General Superintendent of Southern General Division to Assistant General Manager-Eastern Region; A.J. Greenough from General Superintendent of Eastern Pennsylvania General Division to General Superintendent of Transportation-Eastern Division; E.T. Adams from Superintendent of Renovo Division to Superintendent of Northern Division; Norman M. Lawrence from Superintendent of Buffalo Division to Assistant to the VP-Central Region; J.D. Fuchs from Superintendent of Chicago Division to General Superintendent of Transportation-Western Region; H.L. Kimble from Superintendent of Toledo Division to Superintendent of Chicago Division. (MB)
- Nov. 1, 1950 J.W. Horine, Jr., formerly Assistant Electrical Engineer, appointed to new post of General Superintendent of Motive Power-Diesel to supervise maintenance of the new diesel fleet; Superintendents of Motive Power-Diesel created at the Regional Level. (Mutual)
- Nov. 1, 1950 Tender No. 6958, companion of K4s No. 1120, destreamlined at Juniata Shops; last element of five Loewy-designed K4s's. (prrfax)
- Nov. 3, 1950 Brotherhood of Locomotive Engineers demands 20% increase for road service. (RyAge)
- Nov. 6, 1950 Vincent R. Impelliteri (1900-1987), a reform candidate, defeats Tammany Hall candidate Ferdinand Pecora (1882-1971) for Mayor of New York City in

a special election after Mayor William O'Dwyer (1890-1964) is driven from office by scandals. (EncycofNYC)

- Nov. 7, 1950 Emergency Board recommends Pullman conductors' hours be cut from 225 to 210 per month with no increase in rates and that ORC withdraw most of its other 68 demands. (RyAge)
- Nov. 8, 1950 Bypass of Panhandle Tunnel No. 10 in eastern Ohio opens. (CE)
- Nov. 8, 1950 PRR Board approves purchase of 66 streamlined cars to re-equip *The Congressional* and *The Senator* for \$9.57 million. (MB)
- Nov. 8, 1950 First blizzard and cold wave moves south and east from the Northern Plains towards the Midwest. (NYT)
- Nov. 9, 1950 PRR sells lot between Market Street & Pennsylvania Boulevard west of 30th Street Station to the Bulletin Company. (MB)
- Nov. 13, 1950 Single track opens through enlarged Panhandle Tunnel No. 5, permits handling of oversized loads directly between Columbus and Pittsburgh. (CE)
- Nov. 14, 1950 Last run of passenger service between Niles and Alliance, Ohio, ending all passenger service between Boanna and Alliance Jct. (tt)
- Nov. 15, 1950 ICC approves abandonment of PRSL between South Seaville and Woodbine, N.J. (NYT)
- Nov. 15, 1950 Special PRR inspection train opens the new alignment and tunnel elimination between Steubenville and Dennison. (Mutual)
- Nov. 1950 PRR announces construction of 10-track freight yard at Adams, N.J., to serve the new Studebaker Corporation plant. (Mutual)
- Nov. 1950 Two-foot snowfall hits Midwest; paralyzes Pittsburgh-Cleveland area.
- Nov. 20, 1950 American forces reach the Yalu River on the Chinese border, having overrun most of North Korea; prompts massive direct Chinese intervention. (NYT)
- Nov. 20, 1950 Eastward extension of Pennsylvania Turnpike opens between Middlesex, near Carlisle, and King of Prussia. (NYT)
- Nov. 22, 1950 Babylon express rear-ends Hempstead local at Richmond Hill on LIRR killing 79; motorman E.J. Pokorney disregarded signals. (NYT)
- Nov. 22, 1950 New York City Planning Commission approves Pennstation Garage, Inc's. plan for garage above south auto ramp at Penn Station. (NYT)

- Nov. 22, 1950 Great Lakes Transit Corporation, which had succeeded the PRR's Anchor Line after the passage of the Panama Canal Act, is dissolved. (Barnett)
- Nov. 22, 1950 A large cold air mass begins moving south from Canada into the Midwest, bringing record cold and heavy snow to the area between Chicago and Pittsburgh; snow eventually moves as far south as Alabama. (NYT)
- Nov. 23, 1950 Mayor-elect Vincent Impelliteri of New York appoints committee, including Robert Moses, to investigate LIRR in wake of accident; calls for removal of David E. Smucker and H.L. Delatour as Trustees and ending all ties to PRR (NYT); to consider buying LIRR Rockaway Park line for city subway system. (George)
- Nov. 24, 1950 Gov. Thomas E. Dewey demands the resignation of David E. Smucker and H.L. Delatour as LIRR Trustees. (NYT)
- Nov. 24, 1950 "Great Thanksgiving Storm" develops when a high pressure area entrenched over eastern Canada blocks a strong cold front ahead of an Arctic air mass moving into Pennsylvania from the west; warm moist air is pulled up the coast, clashing with polar air producing gale force winds, record snows, and freezing temperatures; a large low-pressure area forms in western North Carolina late in the day and begins moving up the line of the Appalachians; 30-inch snowfall, highest on record, paralyzes Pittsburgh area; 15 killed; most city services shut down until Nov. 29. (Schwartz, NYT, HistPitts)
- Nov 25, 1950 The "Great Thanksgiving Storm" moving up from North Carolina reaches the latitude of Harrisburg, Pa., by late afternoon; brings hurricane-force winds, record high tides and torrential rains to the New Jersey Shore, Greater New York, and eastern Pennsylvania; 18 inches of snow falls at Cleveland, and 25-foot drifts are reported near Steubenville; central Pennsylvania experiences ice storms; Altoona loses all power from the breaking of ice-encrusted electric lines and falling tree limbs; the area between Cape May and Long Island experiences 20 hours of winds up to 108 MPH and high storm surges; 2 inches of rain falls in Manhattan before changing to snow; washouts result in the PRR suspending all New York-Atlantic City service; the storm causes \$400 million in damages and claims 273 lives in 22 states. (Schwartz, CNJ AR, NYT)
- Nov. 25, 1950 Gov. Thomas E. Dewey of New York appoints Robert Moses, R.P. Patterson and C.C. Lockwood a Long Island Railroad Commission to investigate service and report in 60 days. (NYT)
- Nov. 26, 1950 Chinese forces begin a massive counteroffensive in the Yalu Valley, forcing Americans back towards the 38th parallel. (EAH)

- Nov. 27, 1950 U.S. Supreme Court throws out suit by State of Georgia versus 20 Northern and Southern railroads (*Georgia v. Pennsylvania Railroad Company, et al.*) begun in 1944 at request of both sides. (NYT)
- Nov. 27, 1950 Most railroad service restored to normal after the “Great Thanksgiving Storm.” (NYT)
- Nov. 28, 1950 The Justice Department’s antitrust case against 17 investment banking firms, *U.S. v. Henry S. Morgan, et al.*, finally begins before federal Circuit Judge Harold R. Medina (1888-); Medina has just finished convicting 11 top officials of the Communist Party of the USA for violations of the Smith Act. (Carosso)
- Nov. 29, 1950 David E. Smucker and H.L. Delatour resign as Trustees of LIRR under pressure from Gov. Dewey; to be effective upon appointment of successors. (NYT)
- Nov. 30, 1950 Baldwin Locomotive Works acquires the assets of Lima-Hamilton Corporation and is renamed Baldwin-Lima-Hamilton Corporation; George A. Rentschler II of Lima becomes Chairman; the object is to eliminate Lima as a locomotive builder. (Moody’s, PaCorps, Hirsimaki - check date for Rentschler, replaces Charles E. Brinley)
- Dec. 1, 1950 Railroads in Official Territory petition ICC for 4% rate increase with increase on coal of 12 cents per ton. (RyAge)
- Dec. 3, 1950 Last run of regular passenger train between Cadillac and Petoskey, Mich., leaving summer-only *Northern Arrow*. (tt)
- Dec. 4, 1950 ICC authorizes retroactive mail pay increase for period Feb. 19, 1947-Dec. 31, 1950 of \$152 million over interim increase of 1947 or 49% increase. (AR)
- Dec. 6, 1950 PRSL Executive Committee authorizes purchasing an additional 6 RDC’s. (MB)
- Dec. 7, 1950 PRR holds meeting of operating, traffic and other top officials at Pittsburgh to consider ways to improve transportation ratio and employee relations.
- Dec. 7, 1950 ORC seeks \$90 a month increase for Pullman conductors. (RyAge)
- Dec. 7, 1950 PRSL agrees with the City of Camden for building tracks in Delaware Avenue from Vine Street to Federal Street to replace the Coopers Point Branch; to be paid for by the state and the Delaware River Joint Commission. (MB)
- Dec. 8, 1950 Maj. Gen. William H. Draper (1894-1974) appointed sole LIRR Trustee,

- pending ICC approval; consulting engineer William Wyer (1895-1977), proposed by commuter groups, declines nomination. (NYT)
- Dec. 8, 1950 New York City Board of Estimate approves Pennstation Garage, Inc's. plan for 923-car garage over south auto ramp at Penn Station. (NYT)
- Dec. 8, 1950 PRSL abandons Cape May Real Estate Branch to Schellengers Landing (1.06 miles) and Riddleton Branch from Elmer to Daretown (4.55 miles), and the Mullica Hill Branch from Glassboro to Mullica Hill (6.35 miles). (VPO, AR)
- Dec. 11, 1950 U.S. Senate passes bill to amend Railway Labor Act to permit union shop and checkoff of union dues; union shop had been banned since 1934. (NYT)
- Dec. 11, 1950 PRR leases three 2-8-4's (Nos. 573, 576, 580) and nine 4-8-4's (Nos. 551-555, 601-604) from Richmond, Fredericksburg & Potomac Railroad for short-term use. (rf&pgroup)
- Dec. 11, 1950 New York's IND Queens Boulevard Subway line extended from 169th Street, Jamaica, to 179th Street & Hillside Avenue, Jamaica. (Feinman)
- Dec. 12, 1950 John I. Yellott of Bituminous Coal Research, Inc., is granted U.S. Patent 2,533,866 for his coal-burning gas turbine locomotive, originally filed in 1946. (Ptnt)
- Dec. 13, 1950 Wildcat "sickout" of trainmen and conductors begins against 15 railroads in Chicago area; PRR eventually uses about 1,000 volunteers from Accounting, Traffic and Operating Departments to keep passenger trains running. (NYT, RyAge, PrsDpt)
- Dec. 13, 1950 PRR Board authorizes retirement of eastbound freight track between Morado and Homewood Jct., Pa. (MB)
- Dec. 13, 1950 ICC overrides New York PSC and orders New Haven to increase New York intrastate commuter fares by 8% on Feb. 1, 1951. (NYT)
- Dec. 14, 1950 Strike spreads to Washington, Baltimore and St. Louis. (NYT)
- Dec. 14, 1950 Empty LIRR train halts 75 feet short of crashing head-on into standing Brooklyn train at Valley Stream; no injuries. (NYT)
- Dec. 14, 1950 Last run of night train No. 624-625 and Cleveland-Cincinnati sleeping car, ending all passenger service between Akron and Columbus via Orrville; last No. 625, mostly a mail and express train, runs to 12 cars, including 2 sleeping cars with Korean War draftees en route to a training camp in Kentucky. (tt, GO, ClvlndPress - or Fri. 12/15?)

- Dec. 15, 1950 Pres. Truman in radio address demands end to trainmen's and conductors' strike as strike spreads. (NYT)
- Dec. 15, 1950 *The South Wind*, *City of Miami* and *Dixie Flagler* begin operating on two of every three days during winter season to compensate for the discontinuance of the *Florida Arrow*. (tt, Guide)
- Dec. 15, 1950 PRR discontinues stations at Stockdale on Pittsburgh Division and Rosston on Conemaugh Division. (A-sheet)
- Dec. 15, 1950 Port Authority Bus Terminal opens in New York City at 41st Street & 8th Avenue with ramps leading directly to the Lincoln Tunnel; Greyhound is the major holdout and remains at its old terminals. (NYT)
- ca. Dec. 1950 PRR acquires Thirty-Two, Inc., incorporated on Mar. 31, 1945, owning the building at 3020-3032 Market Street, Philadelphia. (Cards - see 12/21)
- Dec. 1950 PRR receives the first of a new series of 1,600 HP Baldwin "Sharknose" freight units; 60 A units and 30 B units are delivered in A-B-A configuration; 12 additional A units are delivered in A-A configuration. (Kirkland)
- Dec. 16, 1950 Pres. Truman declares state of national emergency over Korean War, shifting emphasis from civilian to military production.
- Dec. 16, 1950 Wildcat "sickouts" end. (NYT, RyAge)
- Dec. 20, 1950 Former PRR staff architect William Holmes Cookman (1867-1950), who was responsible for many standard PRR building designs from the 1890s into the 1930s, dies. (Tatman)
- Dec. 20, 1950 Baldwin-Lima-Hamilton Corporation spins off its stocks in The Midvale Company and General Steel Castings Corporation to the Baldwin Securities Corporation. (Moody's)
- Dec. 21, 1950 Operating unions sign memorandum of agreement to settle for increase of 23 cents per hour in yard service and 5 cents in road service over three years, retroactive to Oct. 1, 1950, 25 cents for yardmen and 10 cents for roadmen after Jan. 1, 1951, and 29 cents for yardmen after the 40-hour week is imposed sometime after Jan. 1, 1952; a cost of living adjustment is to be made on Apr. 1, 1951, and in return, no further wage or rule changes will be made for three years. (RyAge, AR)
- Dec. 21, 1950 PRR men elected to Board of Thirty Two Co.; owns the building at 3020-3032 Market Street, Philadelphia, purchased because of Philadelphia Improvements. (MB)

- Dec. 22, 1950 Maj. Gen. William H. Draper takes office as sole LIRR Trustee; D.E. Smucker and Hunter L. Delatour resign. (AR)
- Dec. 22, 1950 Long Island Real Estate Board proposes withdrawing LIRR from Penn Station and building transfer station over Sunnyside Yard. (NYT)
- Dec. 28, 1950 American Contract & Trust Company sells its 41.5% interest in Automatic Coal Burner Company back to Lehigh Coal & Navigation Company; company is then liquidated. (Compt)
- Dec. 29, 1950 Lima-Hamilton Corporation dissolved. (Hirsimaki)
- Dec. 30, 1950 Last runs of PRSL passenger service between Newfield and Atlantic City on former electric route and between Woodbury and Salem. (tt, VPO)
- Dec. 30, 1950 Last run of No. 901-904 *Oil City Express* between Pittsburgh and Oil City; ends PRR passenger service between East Brady and Oil City and through service between Pittsburgh and Oil City. (tt)
- 1950 PRSL completes modernization and air-conditioning of 60 P70 coaches. (AR)
- 1950 PRSL assigns RDC's to all Wildwood-Cape May trains. (Andrew)
- 1950 Pier No. 1 extended at Baltimore. (RyAge)
- 1950 City of Baltimore begins demolishing the dilapidated piers along Light Street once used by the PRR's Chesapeake Bay steamboat fleet and other lines; beginning of the development of the Inner Harbor as a park. (Burgess)
- 1950 New diesel facility completed at Enola. (RyAge)
- 1950 New "C" Tower opens at East Conemaugh on the Pittsburgh Division, replacing the old tower demolished in a wreck. (Railpace)
- 1950 PRR passenger loss hits \$50,000,000; passenger earnings had supported dividend until ca. 1921-26.
- 1950 Seaford Corporation sells stocks of Monbel Company and Finley Company back to Granite Improvement Company. (Cards)
- 1950 Chesapeake & Ohio Railway scraps its three Class M-1Baldwin-Westinghouse coal-burning steam turbine locomotives built in 1947. (prrfax)
- 1950 Fairbanks, Morse & Co. outshops its first CPA24-5 2,400 HP "C Liner" cab units as demonstrator Nos. 480-481; at this time, no other builder offers 2,400 HP from a single engine; runs in tests on the LIRR; sold to the New Haven in

Apr. 1951. (Kirkland)

1950 Havre-de-Grace Racetrack closes. (HistMrkr)

1950 United Automobile Workers (CIO) negotiates a fixed, 5-year contract with General Motors Corporation providing for pensions, guaranteed annual increases and cost-of-living adjustments. (BurLabStats)