

**PRR CHRONOLOGY**  
**1948**

**September 2004 Edition**

- Jan. 1, 1948**      **State of New Jersey adopts new constitution increasing railroad taxes.**
- Jan. 1, 1948**      **NYC Pres.. Gustav Metzman announces completion of \$75 million passenger equipment program to reequip 28 trainsets, aka "The Great Steel Fleet"; all 720 cars to be delivered by Oct. 1948, two years late; 19 long distance trains have been dieselized and 10 more to be dieselized by spring. (Guide)**
- Jan. 1, 1948**      **Great Britain nationalizes railways. (RyAge)**
- Jan. 1948**        **Asbestos station renamed Wyndmoor on Fort Washington Branch. (Guide)**
- Jan. 3, 1948**      **Southern Railway inaugurates the *New Yorker* No. 40 between Atlanta and New York (northbound only). (tt)**
- Jan. 5, 1948**      **C.J. Burlage, Chief Claim Agent at Chicago, dies. (Guide)**
- Jan. 7, 1948**      **PRR Board authorizes cab signal installations Pittsburgh-Crestline-Chicago and Indianapolis-St. Louis. (MB)**
- Jan. 8, 1948**      **Robert R. Young files exceptions with ICC in proceeding to have Alleghany Corporation and C&O exercise control of NYC, citing bias of Examiner Boles. (NYT)**
- Jan. 18, 1948**     **Atlantic City & Shore Railroad ends electric passenger service between Atlantic City and Somers Point; last passenger service on PRSL Somers Point Branch.**
- Jan. 1948**        **Ferryboat *Philadelphia* sold to Delaware-New Jersey Ferry Company for New Castle-Pennsville service. (NYT)**
- Jan. 1948**        **PRR considers rebuilding two train sets each for *The Senator* and *The Congressional*, as well as one Chicago-Detroit train.**
- Feb. 1, 1948**      **New Haven assumes operation of parlor cars except through PRR lines over Hell Gate Bridge from Pullman Company. (AR)**
- Feb. 11, 1948**    **NYC completes re-equipping *The Pacemaker* with new Budd cars.**

(RyAge)

- Feb. 16, 1948 PRR conveys all property at The Point in Pittsburgh to state for future park; Duquesne Freight Station leased back pending its removal. (MB)
- Feb. 16, 1948 PRR relieves Philadelphia commuter congestion by operating all Wilmington trains with locomotives from Old Broad Street between 4:30 and 6:00 PM; releases 7,000 seats in MU's for reassignment to Paoli, Norristown, and West Chester lines, whose ridership has more than doubled since 1937. (PR, MB)
- Feb. 16, 1948 Norman B. Pitcairn ( -1948), Pres. & Chairman of Wabash Rail\_\_, (and son of Robert Pitcairn?), dies. (Guide)
- Feb. 28, 1948 Union Transfer Affiliated Company abandons operations; services performed by Scott Brothers and Pennsylvania Truck Lines, Inc.
- Feb. 29, 1948 *The Statesman* restored westbound between Washington and Pittsburgh. (??)
- Feb. 29, 1948 *The Buckeye* (Cleveland-Pittsburgh, eastbound only) becomes an unnamed local.
- Feb. 1948 Opinion Research, Inc., studies PRR dining car service.
- Mar. 1, 1948 LIRR appoints David E. Smucker General Manager and Harry A. Weiss Traffic Manager of LIRR to coordinate public relations to counter poor public image on Long Island. (MB)
- Mar. 1, 1948 J.D. Morris appointed Superintendent of Pittsburgh Division, replacing D.E. Smucker; H.W. Large appointed Coal Traffic Manager. (Guide)
- Mar. 1, 1948 PRR displays "recreation car" for *The Jeffersonian* at Penn Station in New York; interiors by Raymond Loewy include a children's playroom with storybook decorations, newsreel theater, pinball game, bar and lounge with zebra-hide tubular chairs. (Mutual, NYT)
- Mar. 1, 1948 Reading inaugurates *The Wall Street*, a rush hour express between Philadelphia and Jersey City; five heavyweight cars "streamstyled" and air conditioned at Reading Shops. (Guide)
- Mar. 7, 1948 PRR places three ACF "recreation cars" in service on *The Jeffersonian* (#7300-7302). (Mutual)
- Mar. 10, 1948 General Attorney Edward A. Kaier (1908-1981) named Director of Public Relations of PRR reporting to the President; Board also considers hiring

**Arthur W. Page, ex-VP of AT&T, as public relations consultant for LIRR. (MB)**

- Mar. 1948**      **Remodeling of Fort Street Union Depot in Detroit completed. (Trains)**
- Mar. 15, 1948**   **Bituminous coal strike begins.**
- Mar 18, 1948**   **ODT issues General Order No. 69 restricting coal-burning train mileage to 75% of that in place on Mar. 1, effective Mar. 21. (Guide)**
- Mar. 19, 1948**   **Lakefront Dock & Terminal Company opens new joint NYC-B&O coal and ore terminal near mouth of Maumee River at Toledo, and old terminals abandoned; consists of 2 Hulett's and 3 McMyler dumpers. (NYC AR, B&O Mag)**
- Mar. 22, 1948**   **PRR imposes government-ordered cuts in steam-powered passenger miles because of coal strike, mostly confined to local service; PRR has only 18-day supply of coal left ( ); eliminates night train between Columbus and Cleveland, which is not restored. (verify)**
- Mar. 27, 1948**   **Presidential Emergency Board recommends 152 cent per hour increase for engineers, firemen and switchmen retroactive to Nov. 1, 1947; Brotherhoods reject offer.**
- Mar. 31, 1948**   **Vice President-Assistant to the President John F. Deasy retires after 47 years service. (MB)**
- Apr. 6, 1948**   **Eastern railroads petition ICC to increase basic passenger fares from 2.5 to 3 cents per mile. (AR)**
- Apr. 8, 1948**   **Thomas S. Gates, Pres. of American Philosophical Society and PRR director, dies. (MB)**
- Apr. 9, 1948**   **Pres. Truman signs Mehauffie Act which streamlines railroad bankruptcy proceedings. (Sutherland)**
- Apr. 10, 1948**   **Non-operating Brotherhoods demand 40-hour week, time-and-a-half for Saturday and double time for Sunday, plus 25 cents per hour increase.**
- Apr. 12, 1948**   **Second round of passenger cuts imposed because of coal strike, including No. 414-415 Pittsburgh-Erie via Sharon, ends all passenger service between Sharon and Erie on Erie & Pittsburgh line. (what source - tt has last trip 4/24 - was cut cancelled at last minute?)**
- Apr. 12, 1946**   **Bituminous coal strike ends with gain of full pensions after age 62.**

- Apr. 12, 1948 Erie & Pittsburgh RPO cut back to Sharon & Pittsburgh RPO. (Kay)
- Apr. 13, 1948 ODT suspends coal conservation order. (Guide)
- Apr. 14, 1948 NYC re-equips *James Whitcomb Riley* with mix of Budd and Pullman-Standard lightweight cars. (RyAge)
- Apr. 1948 NYC installs "rotary reservation recorder" at centralized reservation bureau of Grand Central Terminal. (Guide)
- Apr. 16, 1948 Further round of cuts announced, now expanded to main line trains, including *The Pennsylvania Limited* (westbound) and *The Admiral* (eastbound) between New York and Chicago and "*The Spirit of St. Louis*", *The American* (westbound) and *The Sunshine Special* (eastbound) between Indianapolis and St. Louis; strike is settled and all cuts rescinded before the last round is put into effect.
- Apr. 24, 1948 *The Flamingo* makes last run as a through Midwest-Florida train. (Guide, Key)
- Apr. 24, 1948 Last run of PRR Washington-San Francisco sleeper via Overland Route a/c extremely low occupancy. (tt, Sanders)
- Apr. 24, 1948 Through New York-Mexico City sleepers via MP *Sunshine Special* make last runs on both PRR and NYC; also PRR New York-El Paso and Washington-Dallas/Fort Worth sleepers; El Paso car cut to New York-Fort Worth but later restored. (tt, Guide)
- Apr. 25, 1948 *Sunshine Special* ceases to operate as a through train; through diners and coaches discontinued and only through sleepers remain; Missouri Pacific had wanted to curtail through sleepers as through traffic has fallen to about 18 passengers per day. (Welsh)
- Apr. 25, 1948 Sunbury & Bellefonte RPO discontinued. (Kay)
- Apr. 25, 1948 B&O discontinues through sleepers, Washington-San Francisco via Overland Route and Washington-Houston via Missouri Pacific. (Guide)
- Apr. 28, 1948 PRR Board authorizes rearranging Waldo Avenue Yard for perishable traffic being floated to New York City. (VPO)
- Apr. 30, 1948 Last run of passenger train between Wawa and Oxford, Pa., ending passenger service on Octoraro Branch; leaves one local freight Wawa-Oxford and one trip per week between Nottingham and Perryville. (VPO)
- Apr. 30, 1948 Lightweight 14-4 sleeper replaces heavyweight 8-5 in *Sunshine Special*

between New York and San Antonio. (tt)

- May 6, 1948** ICC's third interim rate increase goes into effect; provides 22.5% increase over 1947 levels, compared to 41% requested by eastern railroads.
- May 6, 1948** Frederic C. Dumaine, Sr., announces that he and associates have acquired a majority of the New Haven's preferred stock. (NYT)
- May 1948** Most major east-west trains dieselized west of Harrisburg. (see Mutual note 9/49!)
- May 1948** First 3 of 100 air-conditioned coaches turned out by Altoona Shops.
- ca. May 1948** Robert R. Young of C&O announces plan for high-speed lightweight train called "Train-X"; full-sized mockup of a car built by C&O and Pullman-Standard displayed at the Chicago Railroad Fair (date?)
- May 10, 1948** President Truman takes over railroads to thwart disruption of strike threatened by engineers, firemen and trainmen for 6:00 AM next day; railroads cancel strike layoffs; NYC's Gustave Metzman appointed Col. in charge of eastern railroads with PRR's A.F. McIntyre as second in command; Federal Court issues temporary injunction against strike. (NYT)
- May 10, 1948** ICC denies C&O/Alleghany Corporation request to take its NYC stock out of hands of trustees and name as NYC directors Robert R. Young and C&O Pres. Robert J. Bowman. (verify ICC)
- May 11, 1948** PRR annual meeting; stockholders' committee elected in 1947 reports in favor of anti-strike legislation. (MB)
- May 12, 1948** President Clement reports to board that half of business is performed at operating ratio of 100% and the rest at an average of 70%; operating ratio for coal is up from 56% in 1939 to 83% in 1947; \$200 million of passenger, mail and express business is performed at operating ratio of 121%, up from 63% in 1943; company will therefor seek rate relief for passengers and coal. (MB)
- May 14, 1948** Pennsylvania Tunnel & Terminal Railroad Board approves four axial fans over platform 10 to alleviate heat; authorizes four new shops on south side of LIRR Concourse at Penn Station originally approved in 1941 but delayed by war. (MB)
- May 14, 1948** Streamlined lightweight equipment assigned to Frisco *Meteor*; PRR assigns 10-5 sleepers *Cascade Brim* and *Cascade Ravine* shadowlined to

match fluted sides to New York-Tulsa run. (Guide, Welch)

- May 16, 1948** *Texas Special* streamlined and MKT/Frisco 14-4 lightweight sleepers assigned to New York-San Antonio run; PRR 10-5 sleepers *Cascade Range* and *Cascade Meadow* painted with shadowlining to mimic stainless steel fluted sides; new *Texas Special* has only two trainsets with only two hours allowed for turnaround at St. Louis; also loses best connections to East, driving traffic to MP route. (Welch, Thomas, Guide)
- May 20, 1948** PRR Philadelphia police training school graduates first class.
- May 25, 1948** Railway Labor Executives Association calls for nationalization of railroads and direct bargaining with government. (NYT)
- May 26, 1948** Progressive Party presidential candidate Henry A. Wallace endorses nationalization of railroads. (NYT)
- May 30, 1948** PRR through New York-Fort Worth sleeper on *Sunshine Special* re-extended to El Paso. (tt)
- June 1, 1948** VP-New York Zone and VP of LIRR J.C. White named VP in Charge of Purchases, Stores & Insurance, replacing Charles D. Young, retired after 48 years service; H.H. Pevler named VP of LIRR and VP-New York; W.W. Patchell to General Manager-Central Region, replacing Pevler; J.P. Newell to General Manager-Western Region, replacing Patchell. (MB)
- June 3, 1948** James M. Symes recommends against through operation of GG1's to New Haven; New Haven electric locomotives are geared only for 65 MPH; GG1's can operate on New Haven with minor modification to pantographs, but New Haven would have to pay rent; no way to balance mileage.
- June 3, 1948** Pres. Truman leaves Washington via PRR to begin cross-country campaign tour. (Withers)
- June 13, 1948** New Haven imposes deep cuts in Old Colony service, including use of *Comet* railcars, which are retired. (AR, Humphrey)
- June 16, 1948** Walter S. Franklin named Executive VP and heir apparent; Fred Carpi named VP in Charge of Traffic, replacing Franklin. (MB - note WSF held dual title for a short time?)
- June 17, 1948** Reed-Bulwinkle Bill passes over Pres. Truman's veto; authorizes railroads to make interline agreements on rates providing ICC determines they are in the public interest.

- June 18, 1948** *The Night Cape Codder* restored as a summer-weekend-only train between Grand Central and Woods Hole/Hyannis; weekend-only Washington-Hyannis sleeper also restored after being suspended for war. (Guide)
- June 18, 1948** Pres. Truman's special returns to Washington over PRR from St. Louis. (Withers)
- June 22, 1948** Washington Terminal Company authorizes lengthening tracks 15 to 18 for 18-20-car trains and tracks 23-26 on lower level for 18-23-car trains. (VPO)
- June 23, 1948** PRR Board contributes \$250,000 to Lima-Hamilton Company project to build a compressor gas-turbine locomotive; Lima-Hamilton to put up \$1 million; PRR to get locomotive upon completion for an additional \$250,000; approves lengthening platforms on lower level of Washington Union Station for longer southern trains. (MB)
- June 23, 1948** Act places railroad unemployment insurance tax on sliding scale.
- June 24, 1948** Soviet Union blocks Western access to Berlin; formal start of Cold War; Western Allies mount 321-day Berlin airlift. (EAH)
- June 26, 1946** Last run of C&O-NYC-MP Washington-San Antonio sleeper. (tt)
- June 27, 1948** PRR restores summer-only parlor car service between Washington and Atlantic City, but without through train as before war. (tt)
- 1948** PRR cancels further steam locomotive development, including V-1 turbine locomotive, and orders full dieselization.
- July 1, 1948** N.Y. PSC grants LIRR an additional 25% increase in commuter fares over those of 1947.
- July 7, 1948** ICC authorizes Eastern railroads to increase base fare to 3 cents per mile in coaches and 4 cents in first class effective July 19, 1948. (AR)
- July 9, 1948** Federal control of railroads ends at 4:00 PM. (Guide)
- July 9, 1948** First scheduled flight arrives at New York International Airport in southern Queens; originally called Idlewild and later J.F.K International Airport. (Aviation)
- July 1948** Eleven PRR *Cascade*-series sleepers painted in Missouri Pacific *Eagle* colors for through service.

- July 1948** Virginia Ferry Corporation buys WWII landing craft to eliminate traffic jams. (NYT)
- July 18, 1948** NYC discontinues all remaining through sleepers to Southwest via St. Louis rather than assign lightweight equipment; last trips July 17; cars are: New York-Dallas/Fort Worth and New York-Houston via MP, New York-Dallas, New York-Fort Worth, and New York-San Antonio via *Texas Special*, and New York-Oklahoma City via *Frisco Meteor*; also discontinues second section of *Southwestern Limited* eastbound, which carried these cars. (tt)
- July 19, 1948** Pennsylvania PUC raises intrastate passenger fares by 20%.
- July 20, 1948** Chicago Railroad Fair, marking centennial of Chicago railroading, opens at 23rd Street on Lake Michigan, former site of Century of Progress; last of great railroad fairs; Edward Hungerford scripts pageant "Wheels-a-Rolling" similar to 1939 "Railroads on Parade" featuring 21 historic locomotives, the *Pioneer Zephyr* and two contemporary trains, one steam and one diesel; PRR participates in consolidated exhibit of Eastern Railroads; exhibits *John Bull* replica, *Pioneer*, *Reuben Wells*, GG1, T1 and S2; NYC exhibits No. 999; GM exhibits *Train of Tomorrow*; C&O a non-operating full-size mock-up of a *Train-X* car. (NRHS)
- July 27, 1948** ICC issues final decision in *Ex Parte 166* granting a permanent 23% rate increase. (AR)
- July 28, 1948** Ferryboat *Newark* disabled by broken shaft at Cortlandt Street at 12:30 PM; ferry service suspended. (FerryDept)
- July 28, 1948** Limestone Improvement Company incorporated in Indiana. (MB)
- July 29, 1948** Edward Hungerford (1875-1948), railroad publicist and author of histories of B&O, Erie and NYC and of railroad pageants, dies in New York. (B&O Mag)
- July 31, 1948** Idlewild (later Kennedy) International Airport in southern Queens, New York City, formally dedicated. (Aviation)
- Aug. 1, 1948** *Silver Star* restored, becoming a year-round train to Miami; SAL establishes sleeping car between New York and Atlanta on the *Palmland/Cotton Blossom*. (Guide)
- 1948** Under ruling of Ohio PUC, PRR replaces night trains between Cleveland and Columbus with railcar until can get formal approval of discontinuance. (verify)



- Aug. 7, 1948** Cleveland & Columbus RPO discontinued. (Kay)
- Aug. 9, 1948** Pennsylvania Tunnel & Terminal Railroad Board approves sale of Hotel Pennsylvania to Hotels Statler Company, Inc. (MB)
- Aug. 1948** Pennsylvania Terminal Real Estate Company sells Hotel Pennsylvania to New York Hotel Statler Company for \$15.5 million. (check Moodys, NYT).
- Aug. 11, 1948** Engineers and firemen agree to award of Mar. 1948.
- Aug. 12, 1948** First New Haven Board elected since bankruptcy; old management headed by Howard S. Palmer voted out; Frederic Christopher Dumaine, Sr. ( -1951), head of Amoskeag Corporation and a director since 1923, elected Pres. & Chairman; Dumaine secured control in a coup by buying preferred stock, which alone had voting rights until 1953. (AR, NYT)
- Aug. 1948** Pennroad Corporation sells last of its shares of Boston & Maine common, although it retains a large block of preferred. (NYT)
- Aug. 13, 1948** Philadelphia Mail Steamship Company dissolved. (MB)
- Aug. 14, 1948** Last run of PRR New York-Dallas/Fort Worth 3 DB-buffet-lounge and Washington-Houston/Galveston sleeper on *Sunshine Special*. (tt)
- Aug. 14, 1948** Last run of passenger service between York, Pa., and Frederick, Md.; last run of Lancaster & Frederick RPO. (tt, Kay)
- Aug. 15, 1948** *Sunshine Special* renamed *The Texas Eagle*, running through between New York and Fort Worth-El Paso/San Antonio-Houston-Galveston; MP equips *Texas Eagle* with lightweight equipment. (Welch, Thomas, Guide)
- Aug. 1948?** PRR announces expansion of postwar improvement program; cost now set at \$216.7 million; all major east-west trains dieselized (or to be dieselized?); *Senator* and *Congressional* to be reequipped with compartment cars. (Guide)
- Aug. 16, 1948** PRR troop train collides with freight at Bucyrus, Ohio; 14 hurt. (NYT)
- Aug. 25, 1948** E. Rowland Hill (1872-1948), co-founder of Gibbs & Hill, dies. (G&H)
- Aug. 31, 1948** Laurence F. Whittemore elected Pres. of New Haven, replacing F.C. Dumaine, who remains Chairman. (AR)
- Sep. 5, 1948** Pres. Truman departs Washington in 16-car special over PRR enroute to Grand Rapids. (Withers)

- Sep. 8, 1948 Cortlandt Street ferry service resumes with *New Brunswick*. (FerryDept)
- Sep. 8, 1949 Ground broken for new Akron Union Depot, serving PRR and B&O. (B&O Mag)
- Sep. 11, 1948 Two 52-seat, 2-1 seating parlor cars assigned to *The Colonial*.
- Sep. 15, 1948 PRR board orders extension of train telephone service to *Broadway Limited*, "*Spirit of St. Louis*", and *Cincinnati Limited*.
- Sep. 15, 1948 Gen. Dwight Eisenhower christens new trainset for *Twentieth Century Limited* at Grand Central Terminal; ceremony also features Beatrice Lillie and Mayor Paul O'Dwyer; train is left on display for 15 hours, viewed by 33,218 people. (Guide, AR)
- Sep. 15, 1948 Cleveland Union Terminals Company approves contract allowing Erie Railroad to use Union Terminal in lieu of its old station. (MB)
- Sep. 17, 1948 New York Central places new *Twentieth Century Limited* in revenue service; features observation cars *Hickory Creek* and *Sandy Creek* with "Lookout Lounge" and mid-train lounge cars *Atlantic Shore* and *Lake Shore* with barber shop, secretary, and master room with shower. (Guide, Wayner)
- Sep. 17, 1948 Last major Truman campaign train (17 cars) departs Washington on PRR en route to Chicago; Truman declares as train departs, "I'm going to give 'em hell." (Withers)
- Sep. 18, 1948 Budd Company holds demonstration of car fitted to test riding quality between Caln and Parkesburg for representatives of press and AAR; runs at 40, 60, 80 and 100 MPH; for all but 100 MPH tests, guests ride in diner, where lunch is served.
- Sep. 18, 1948 Last run of NYC through sleeper between New York and San Antonio via MKT. (Thomas)
- Sep. 19, 1948 Southern Railway begins terminating its St. Louis trains at Relay Station in East St. Louis to avoid charges on Eads Bridge and Union Station. (Sanders)
- Sep. 1948 PRR announces that it will re-equip the *Congressional* and *Senator*. (Mutual)
- Sep. 1948 PRR announces \$216 million equipment order, including 566 diesels, 395 new passenger cars, 273 rebuilt passenger cars and 4,400 new freight cars.

(TrnTlks - see Aug.)

- Sep. 1948?** PRR announces that it will install escalators in Suburban Station. (Mutual)
- Sep. 1948** LIRR introduces microwave control for substations, switches and signals; microwave link established between Jamaica and Floral Park; system developed by Sperry Gyroscope Company and Union Switch & Signal.
- Sep. 26, 1948** *The Allegheny No. 6* (westbound only) inaugurated as a local train between St. Louis and Pittsburgh. (tt)
- Sep. 25, 1948** Last run of passenger service between Hagerstown, Md., and Winchester, Va. (eff. date 9/28?)
- Sep. 26, 1948** PRR restores Washington-Houston sleeper on *Texas Eagle*. (tt)
- Sep. 28, 1948** AAR authorizes construction of a new research center at Illinois Institute of Technology to replace old facilities at Purdue University; to be completed Nov. 1949. (RyAge)
- Oct. 1, 1948** PRR Director Richard D. Wood ( -1948) dies; third generation of Wood family on PRR Board. (MB)
- Oct. 3, 1948** Chicago Railroad Fair closes.
- Oct. 4, 1948** First broadcast of "The Railroad Hour/Show Train"; musical revue airs at 8:00 to 8:45 PM on Mondays on the ABC radio network; originates in Hollywood, sponsored by AAR and features singer Gordon MacRea and Carmen Dragon and his orchestra; presents condensed versions of operettas, musicals and musical adaptations of other stories; done to counter Robert R. Young's radio propaganda. (Mutual, RdoMmres, RLHS)
- Oct. 1948** Conductors and trainmen settle for 10 cents an hour increase effective Oct. 16.
- Oct. 12, 1948** Railroads file for 40 cent-per-ton increase in rates on coal and coke, 35 cents on ore, and average of 13% on other commodities; entered as *Ex Parte 168*. (AR)
- Oct. 13, 1948** PRR Board approves second stage of Pittsburgh Station Improvements; to respace and lengthen tracks for 20-car trains; on report of Walter S. Franklin, approves purchase of DT&I and Springfield Suburban Railroad from Pennroad Corporation. (MB)

- Oct. 15, 1948** Telephone service placed on *The Speaker* (southbound) and *The President* (northbound) instead of *The Legislator* and *The Potomac*.
- Oct. 16, 1948** Operating unions receive 10-cent per hour increase.
- Oct. 19, 1948** ICC denies railroads' 1947 request for increase in LCL rates.
- Oct. 20, 1948** NJ PUC orders PRSL to retire all wooden MU cars by Dec. 31 and air condition 60 P70 coaches.
- Oct. 23, 1948** Chicago Railroad Fair closes for 1948 season; over 2.5 million visitors.
- Oct. 27, 1948** John A. Diemand elected PRR director in place of Thomas S. Gates, deceased. (MB)
- Oct. 27, 1948** New Jersey establishes New Jersey Turnpike Authority to build a superhighway from New York to the Delaware River near Wilmington.
- Oct. 31, 1948** Logansport-Louisville section of *The Union* No. 319-320 inaugurated. (tt)
- Nov. 1, 1948** Mackinaw City & Richmond RPO expanded to Mackinaw City & Cincinnati RPO. (Kay)
- Nov. 2, 1948** Pres. Truman reelected in upset victory over Gov. Thomas E. Dewey; Democrats regain control of Congress. (EAH)
- Nov. 10, 1948** PRR Board authorizes \$2.9 million to resume work on Philadelphia Improvements by completing lower level of 30th Street Station. (VPO - check MB?)
- Nov. 10, 1948** Report to board on dining car service by consultants Cresap, McCormick & Paget and PRR committee.
- Nov. 10, 1948** John B. Hollister elected PRR director in place of Richard D. Wood, deceased. (MB)
- Nov. 12, 1948** S1 locomotive No. 6100 scrapped. (or 1949?)
- Nov. 13, 1948** General Motors' *Train of Tomorrow* delivered to PRR by Erie Railroad at Marion Jct., Jersey City; travels to GM's Linden, N.J., plant for three days of display. (VPO)
- Nov. 14, 1948** Reading inaugurates *The Schuylkill* making two round trips between Philadelphia and Pottsville; streamstyled heavyweight cars rebuilt at Reading Shops. (Guide)

- Nov. 15, 1948 GE's new gas-turbine-electric locomotive begins track tests at Erie, Pa., Plant; burns bunker C oil; B-B-B-B wheel arrangement; develops 68,400# continuous tractive effort; (AAR)
- Nov. 15, 1948 PRR and Wabash Railroad contract to buy stock of Detroit, Toledo & Ironton Railroad from Pennroad Corporation.
- Nov. 16, 1948 PRR delivers *Train of Tomorrow* to LV at Metuchen. (VPO)
- Nov. 18, 1948 PRR places re-equipped *Trail Blazer* in service; first of Blue Ribbon Trains to receive postwar equipment; includes new twin-unit diners. (Mutual)
- Nov. 1948 First period of postwar expansion ends; 11-month contraction begins. (NBER)
- Nov. 1948 Engineers and firemen accept 10 cents an hour increase retroactive to Oct. 16.
- Dec. 6, 1948 Groundbreaking ceremonies held at 30th Street Station for resumption of work on Philadelphia Improvements, suspended since 1937; work to be done in six steps; to cost an additional \$22.5 million to PRR and \$48 million to city and state. (CE)
- Dec. 8, 1948 PRR Board considers new electric freight locomotive under development by Westinghouse and GE capable of hauling 150-car trains, or equal to three P5a's; PRR lacks sufficient electric locomotives to cover all freight service in electrified zone. (MB)
- Dec. 12, 1948 PRR portion of *Texas Eagle* No. 3-4 renamed *The Penn Texas*; new New York-Dallas/Fort Worth sleeper added. (tt, Guide)
- Dec. 12, 1948 PRR inaugurates *The Steeler* as a fast lightweight day train between Pittsburgh and Cleveland via Salem on a 2:40 schedule; *Valley Special* No. 34 becomes an unnamed local between Pittsburgh and Chicago via Youngstown. (tt)
- Dec. 14, 1948 Last run of passenger service between Barnegat Pier and Toms River, N.J.; track abandoned between Toms River and Bay Head Jct; Point Pleasant & Philadelphia RPO cut back to Toms River & Philadelphia RPO. (tt, Kay)
- Dec. 15, 1948 PRR places re-equipped *Jeffersonian* in service; three trainsets and locomotives cost \_\_\_. (Mutual)
- Dec. 1948 NYC receives first all-stainless steel 12-6 sleeping cars; assigned to *New*

*England States. (Guide)*

- Dec. 1948** B&O pays first dividend since 1931.
- Dec. 16, 1948** SAL's *Silver Star* extended to west coast of Florida. (Guide)
- Dec. 17, 1948** Presidential Emergency Board in non-operating union case reports in favor of 7 cents an hour increase retroactive to Oct. 1, 1948 and 40-hour week at 48 hours pay effective Sep. 1, 1949; both sides dissatisfied with award. (AR)
- Dec. 20, 1948** PRR refuses to be co-sponsor of General Motors' *Train of Tomorrow* at displays at Harrisburg (Apr. 2-4, 1949), Canton, Ohio (May 11-13, 1949) or Fort Wayne (May 21-22, 1949). (VPO)
- Dec. 21, 1948** PRR signs new contract for improvements at Pittsburgh station with McKim, Mead & White. (CE)
- Dec. 1948** Twenty-six new double-decker MU cars now in service on LIRR.
- Dec. 24, 1948** PRR holiday extra hits derailed freight car at Conway, Pa.; 1 killed. (NYT)
- Dec. 29, 1948** ICC authorizes interim 5.8% rate increase in *Ex Parte* 168, effective Jan. 11, 1949; approves revised Railway Express rates, giving PRR an additional \$1.2 million. (AR)
- Dec. 31, 1948** PRR and other railroads buy the Pullman Company through proportional shareholdings; Pullman remains as operator of sleeping and parlor car, which are divided among the railroads and leased back to Pullman; PRR acquires 465 cars.
- 1948** W.W. Patchell named General Manager-Central Region, J.P. Newell named General Manager-Western Region, A.F. McIntyre named Chief of Freight Transportation, C.I. Clugh named Works Manager-Altoona, H.W. Large named General Coal Traffic Manager, E.A. Kaier named Director of Public Relations.
- 1948** PRR passenger losses for year are \$44 million.
- 1948** PRR begins \$1 billion capital improvement program.
- 1948** PRR now has 348 diesel units, up from only 73 in 1947.
- 1948** PRR modifies Trust of 1878.

- 1948** LIRR posts \$6.02 million loss; largest in its history, although earnings are also at record high.
- 1948** New York PSC grants LIRR a further fare increase of 5% for total of 25% but still temporary.
- 1948** New Jersey Tax Act repeals taxes created by state constitution of 1948.
- 1948** Philadelphia-Camden ferry service discontinued between hours of 9:00 PM and 5:30 AM.
- 1948** Old Calvert Station razed.
- 1948** RF&P dieselizes switching at Potomac Yard. (Moredcai)
- 1948** PRR installs train communication system between Columbus and Sandusky.
- 1948?** Baldwin builds 3 steam turbine-electrics similar to PRR's proposed V1 for C&O; prove unsuccessful.
- 1948** New Haven completes dieselization of all services west of Cedar Hill and Hartford, except for Maybrook Yard switchers. (AR)