

**PRR CHRONOLOGY
1918**

June 2004 Edition

- Jan. 1, 1918** **PRR leases Philadelphia, Baltimore & Washington at 6% guaranteed annual dividend under agreement dated Sep. 26, 1917; becomes Southern Grand Division of PRR; Baltimore Division (PB&W) and Baltimore Division (NC) consolidated and Baltimore Grand Division abolished; Pomeroy & Newark Railroad ceded from Philadelphia Division to Maryland Division.**
- Jan. 1, 1918** **Pennsylvania Company ceases to be an operating company and all operating leases transferred to PRR; Pennsylvania Company officers become PRR officers: J.J. Turner to Senior VP; E.B. Taylor to VP in Charge of Finance & Accounting; D.T. McCabe to VP in Charge of Traffic; G.L. Peck to VP in Charge of Operations; Benjamin McKeen to VP in Charge of Real Estate & Purchasing.**
- Jan. 1, 1918** **Cape Charles Railroad merged into NYP&N under agreement of Nov. 13, 1917.**
- Jan. 1, 1918** **PRR grants 15% bonus to day shop workers and 20% to night shop workers on Lines East in order to retain skilled workers who are being lured away by better pay in war plants. (LC)**
- Jan. 1, 1918** **Director General McAdoo orders coal to be given preference through PRR New York tunnels to eliminate backlog of 750 cars; will relieve coal famine in New York and New England; heavy ice in Hudson River blocks use of piers and float bridges. (NYT)**
- Jan. 2, 1918** **PRR resumes hauling coal trains for Brooklyn and Queens through the Hudson and East River tunnels at night to meet coal shortage; 100 cars in trains of 10 cars each begin running just after midnight to Sunnyside Yard; 1,402 cars carried over next two months. (SR 97/30, NYT)**
- Jan. 4, 1918** **Assistant General Director for Eastern Region A.H. Smith reports that the coal crisis in New York City has ended; four railroad tugs (non from PRR) are harnessed together and used to break ice in Kill van Kull and Arthur Kill and around coal docks to free icebound coal barges; coal shipments through PRR tunnels continue. (NYT)**

- Jan. 5, 1918** *Clevelander/Buckeye, Boston-Pittsburgh-St. Louis Express, eastbound Main Line Express and Congressional Limited* make last runs; withdrawn as war measure.
- Jan. 6, 1918** USRA imposes major cuts in passenger service, saving \$60 million a year; abolishes a la carte meals in dining cars in favor of table d'hote and very limited menus and reduces number of dining cars; abolishes all advertising (including train names and most special services) and establishes consolidated ticket offices in most large cities, saving another \$40 million; USRA operates 9,000 troop trains and 6,496,000 soldiers during war.
- Jan. 6, 1918** PRR drops 104 trains, including No. 71-72 Boston-Pittsburgh; total of 35 parlors and sleepers withdrawn; parlor-observation withdrawn from No. 27-44; *Pan Handle Express/Seaboard Express* revised to bypass Broad Street Station; add all-sleeper trains No. 103 and No. 107 New York to Washington, operating non-stop south of Manhattan Transfer; all parlor car service to Pottsville and Wilkes-Barre discontinued; cut remaining parlor car service to one car per train except two on *Colonial* and on *Metropolitan Express* between New York and Pittsburgh; sleepers discontinued east of Pittsburgh on *Eastern Express* and westbound *Metropolitan Express*; *Federal Express* begins accepting local passengers south of New York; New York-Washington services coordinated with B&O; PRR and CNJ coordinate service on NY&LB and drop two round trips each; 12 Pottsville-Shenandoah-Hazleton-Sunbury trains dropped to clear tracks for coal trains. (tt, NYT)
- Jan. 6, 1918** Total of 213 ocean steamers idle in New York harbor for lack of fuel coal. (Hines)
- Jan. 8, 1918** In his message to Congress, Pres. Wilson outlines his "fourteen points" as the basis of peace. (EAH)
- Jan. 8, 1918** Director General McAdoo exhorts all officers and employees to work like soldiers. (NYT)
- Jan. 9, 1918** PRR Board authorizes enlargement of Eddystone Yard; appropriates \$12,000 to retain Siegfried Rosenzweig as Consulting Engineer to develop Lentz valve gear. (MB)
- Jan. 11, 1918** Pres. Pearson of New Haven writes to Pres. Rea complaining that the use of the Hell Gate Bridge for freight imposes a great burden on the New Haven; Bay Ridge Yard is inadequate. (SR 97/30)
- Jan. 12, 1918** Blizzard and cold wave paralyzes railroads in Midwest and as far east as Buffalo and Pittsburgh; temperature at Chicago down to 25

below; no passenger trains sent eastward from Chicago; no trains operated on PFW&C west of Pittsburgh; westbound No. 23 and *Pennsylvania Limited*, No. 5, annulled at New York and sleepers dropped from other westbound trains; further hampers USRA program to increase flow of traffic to eastern ports. (NYT)

- Jan. 13, 1918** Seventy railroad presidents meet at Grand Central Terminal to draw up demand that Congress declare seizure of railroads is for duration of war only. (NYT)
- Jan. 13, 1918** NYC imposes passenger service cuts, including three trains between New York and Buffalo and two between Weehawken and Buffalo on West Shore Railroad. (NYT)
- Jan. 14, 1918** USRA begins "Freight Moving Week." (NYT)
- Jan. 14, 1918** Second snowstorm moves into Chicago area; railroads still digging out from previous storm; trains from Lines West arriving 5 to 15 hours late at Penn Station. (NYT)
- Jan. 15, 1918** McAdoo and A.H. Smith impose embargo on all carload freight for New York City except food, newsprint, livestock and perishables; to obtain exemptions, consignees must pledge to unload and return cars promptly. (NYT)
- Jan. 15, 1918** USRA closes PRR freight office at Providence, R.I.
- Jan. 16, 1918** Last trip of Boston-St. Louis and Boston-Pittsburgh sleepers.
- Jan. 17, 1918** Through freight service to New England inaugurated via Hell Gate Bridge at 6:00 AM at request of USRA; includes car floats between Greenville and Bay Ridge; only one temporary track is in service between Freemont Street (?) and Fresh Pond Jct. because of settlement problems; LIRR rebuilds line between Fresh Pond Jct. and Bay Ridge; operation is by steam. (CE)
- Jan. 18, 1918** Director General McAdoo issues General Order No. 4 establishing three operating regions under Regional Directors; "Eastern Railroads" covering Official Territory north of the Ohio River, plus the three Pocahontas roads, with A.H. Smith of NYC as Regional Director; Smith's draws subordinates primarily from NYC; PRR deeply resents taking orders from NYC officers, particularly since Smith's and McAdoo's policy is to divert all western traffic off PRR to NYC to avoid routing it through the congested Pittsburgh District; also, *20th Century Limited* keeps running, while *Broadway* and other PRR trains are cut; *Broadway*

in particular never recovers its pre-war parity with the *20th Century*; McAdoo claims that the PRR is in the worst shape of any railroad and has inadequate and rundown equipment; writes in his memoirs without any trace of irony, "The advent of the Railroad Administration was the happiest occurrence of the Pennsylvania's corporate life." (Hines, McAdoo, SR)

- Jan. 1918** J.B. Warrington appointed Terminal Manager of Potomac Yard and Washington Southern Railway north of "AF" Tower in Alexandria as part of Allegheny Region; remainder is in Southern Region. (AR)
- Jan. 1918** Morgantown & Wheeling Railway opens from Pentress, W.Va., to Pennsylvania state line east of Blacksville (2.7 miles).
- Jan. 18, 1918** USRA issues General Order No. 5 creating Railroad Wage Commission headed by Franklin K. Lane, Secretary of the Interior. (NYT)
- Jan. 19, 1918** PRR cuts 30 trips of suburban trains on Lines East at Pittsburgh and 15 suburban round trips at Philadelphia because of fuel crisis. (SR 97/30)
- Jan. 21, 1918** PRR cuts an additional 50 suburban trains at Pittsburgh, 15 more round trips at Philadelphia, 4 round trips on West Jersey & Seashore, and 6 round trips at New York. (SR 97/30)
- Jan. 21, 1918** Gibbs & Hill issues second report on Pittsburgh Union Station improvements; revised to have only six-track electric terminal with turning loop on lower level; Pres. Rea had objected to having lower level ramps to Pan Handle and Fort Wayne lines because of expense and probable future interference with any city subway lines. (CE)
- Jan. 21, 1918** USRA raises freight car demurrage rates by 50%.
- Jan. 23, 1918** Regional Director Smith orders embargo of general freight on PRR, B&O and Reading to give priority to coal (to avoid coal famine in cities) and war traffic. (Hines)
- Jan. 26, 1918** Fourth major blizzard of the season strikes Chicago and moves into Mid-Atlantic states; immobilizes 7,930 freight cars on PRR alone; prevents USRA from lifting embargo on PRR and B&O lines. (RyAge, NYT)
- Jan. 26, 1918** Last run of B&O passenger service between Watson, Ind., and

Jeffersonville; all service to Louisville routed via New Albany and Kentucky & Indiana Bridge. (Sanders)

- Jan. 27, 1918** *Western Express* No. 9 snowbound at Gallitzin when 15 foot drifts block tunnel approaches; 500 men work all night to clear track, which is not opened until 5:00 PM on Jan. 28. (RyAge)
- Jan. 27, 1918** USRA discontinues all through New York-St. Louis cars via B&O. (Sanders)
- Jan. 28, 1918** PRR annuls all passenger service out of Philadelphia in afternoon; 25,000 men commandeered from all operating departments and temporary hire and put to work shoveling snow; drifts on The Hill up to 18 feet deep; tracks reopened on night of Jan. 29. (NYT, RyAge)
- Jan. 28, 1918** Interchange tracks between New York Connecting Railroad and LIRR open at Fresh Pond Jct. (CE)
- Jan. 29, 1918** Regional Director Smith draws up detailed orders for routing traffic from Chicago and St. Louis gateways to New York.
- Jan. 29, 1918** USRA announces that freight congestion on Eastern railroads cannot be cleared before mid-March because of bad weather. (NYT)
- Jan. 29, 1918** Rapid thaw after blizzards causes serious flooding in Midwest and Appalachian Mountains; USRA orders railroads to employ all available men to clear tracks of thawing snow and repair flood damage; 1,100 coal miners in West Virginia put to work clearing tracks; most yards on PRR east of Pittsburgh reopen, and freight service resumes on Pittsburgh Division. (NYT)
- Jan. 29, 1918** Railroad Wage Commission of USRA begins hearings in Washington.
- Jan. 31, 1918** PRR succeeds in operating 2,773 freight trains with 110,457 cars over The Hill during January despite weather. (RyAge)
- Jan. 31, 1918** USRA begins operating solid trains on 60:00 schedule from St. Louis and Chicago to move food and supplies for Allies to eastern ports; formerly took eight days to two weeks. (NYT)
- Feb. 1, 1918** PRR creates Assistant Superintendents for New York, Philadelphia, Maryland and Middle Divisions to cope with press of war business.

- Feb. 2, 1918** **New snowstorm and cold wave move through Midwest, snarling rail traffic. (NYT)**
- Feb. 4, 1918** **PRR keeps all freight stations open to clear out inbound freight, but accepts no outbound freight. (NYT)**
- Feb. 4, 1918** **AFL Railway Employees' Dept. organizes Division No. 2 at meeting at Moose Temple in Pittsburgh; workers of 28 railroads represented; determine to mount an organizing attack on PRR. (Conlon)**
- Feb. 8, 1918** **USRA announces it will standardize all rolling stock in new equipment orders; plan to be supervised by W.G. McAdoo and Director of Finance & Purchases John Skelton Williams. (NYT)**
- Feb. 9, 1918** **USRA issues Circular No. 1 announcing makeup of Director General's staff; includes a separate Division of Labor of equal rank with Division of Transportation and headed by W.S. Carter, former President of the Brotherhood of Locomotive Firemen & Enginemen. (Hines)**
- Feb. 12, 1918** **Assistant General Manager R.L. O'Donnel, at prompting of Smith, orders all General Superintendents, Superintendents and their staffs to get out on road more. (SR 97/30)**
- Feb. 12, 1918** **First keel laid at new Hog Island Shipyard on site of present Philadelphia International Airport.**
- Feb. 1918** **Congestion on Shore Line causes major delays to *Federal Express* during month. (SR 97/30)**
- Feb. 14, 1918** **Director General McAdoo writes to heads of shop crafts, whose application to the railroads for a national agreement had been aborted by imposition of government control, calling for 70-hour week at overtime rates, recognition of seniority, and regulating proportion of apprentices; first national recognition of shop craft unions.**
- Feb. 15, 1918** **PRR signs permanent trackage rights agreement with New Haven; New Haven is to operate New York Connecting Railroad and over PRR into Penn Station. (MB)**
- Feb. 15, 1918** **Twenty-four AFL organizers begin four and a half month organizing drive for shop crafts on Lines East. (Conlon)**

- Feb. 1918** **McKeen car No. 4701 reassigned from Olean-Bradford service to Frederick-Keymar run on Baltimore Division; soon retired for scrap.**
- Feb. 1918** **Number of excess cars in clogged terminals reaches nearly 200,000 nationwide, then begins to fall as USRA program takes effect. (Hines)**
- Feb. 18, 1918** **USRA Director General McAdoo promises that 1 million tons of coal a month will be sent to New England, 600,000 tons by water and 400,000 tons by rail. (NYT)**
- Feb. 19, 1918** **USRA creates separate Safety Section under Hiram W. Belknap, former Chief of the Bureau of Safety of the ICC. (Hines, USRA)**
- Feb. 19, 1918** **Committee on standard locomotives and cars reports to USRA noting that imposition of standard designs will result in delays in obtaining much-needed equipment; Director General McAdoo ignores this advice and proceeds with standard designs.**
- Feb. 19, 1918** **USRA Regional Director A.H. Smith reports that freight congestion in Official Territory has been reduced 44.2 percent since Feb. 6: PRR announces it has moved 12 times as much bituminous coal between Feb. 1 and Feb. 18 as between Jan. 1 and Jan. 18. (NYT)**
- Feb. 21, 1918** **USRA issues General Order No. 8 making pending awards of Wage Commission retroactive to Jan. 1; Director General also to serve as final arbiter of grievances, which may be appealed from decision of individual railroad officers; also orders no discrimination between union and non-union workers; under this protection, national unions complete their organization of shop crafts, maintenance of way employees, clerks, freight handlers, etc. (Hines)**
- Feb. 24, 1918** **Gustav Lindenthal publishes article in *New York Times* citing need for coordinated operation of railroads as demanding construction of North River Bridge, to be linked with an elevated freight belt line along Hudson River. (NYT)**
- Feb. 28, 1918** **PRR discontinues paying W.W. Atterbury's salary at his request.**
- Feb. 28, 1918** **National Coal Association calls on USRA to improve flow of cars to mines, as production has fallen behind 1917 because of car shortage; 3,000 to 4,000 empty hoppers are waiting in Philadelphia district because of preference given to moving food to Europe.**

(NYT)

- Mar. 1, 1918** **PRR Lines West embargoes all eastbound shipments to Lines East; Lines East had been open between Pittsburgh and Altoona with embargoes east of that point. (NYT)**
- Mar. 3, 1918** **Lenin's government makes separate peace with Germany at Brest-Litovsk, removing Russia from the war and allowing the Germans to concentrate on the Western Front.**
- Mar. 4, 1918** **USRA Director General McAdoo appoints Robert S. Lovett, former Chairman of Union Pacific, to be chief of new Division of Additions & Betterments. (NYT)**
- Mar. 4, 1918** **Bernard M. Baruch named Chairman of War Industries Board. (Wyckoff)**
- Mar. 4, 1918** **PRR and Nickel Plate begin joint operation as joint, two-track railroad between Brocton and Buffalo, N.Y. (see above or 1917?)**
- Mar. 5, 1918** **Penn Haven & Sunbury RPO discontinued. (Kay)**
- Mar. 9, 1918** **Huntingdon & Hollidaysburg RPO discontinued. (Kay)**
- Mar. 10, 1918** **USRA Director General McAdoo announces that all of his staff have resigned posts with individual railroad companies. (NYT)**
- Mar. 12, 1918** **PRR stockholders at annual meeting approve increase of debt by \$75 million. (AR)**
- Mar. 12, 1918** **USRA issues bulletin ordering expedited service to government shipbuilding plants being built at Hog Island and Port Newark on complaints of delays and backlogged cars. (USRA)**
- Mar. 13, 1918** **PRR leases Delaware River Railroad & Bridge Company and Union Railroad Company of Baltimore, effective Apr. 1, 1918.**
- Mar. 13, 1918** **Robert S. Lovett of Harriman interests resigns as director of NYC. (AR)**
- Mar. 15, 1918** **All service through new Radebaugh Tunnel near Greensburg, Pa., halted because of instability of roof at west end, despite concrete pumped in 1916; detours via County Home Jct. and old tunnel. (CE)**
- Mar. 16, 1918** **PRR Lines East has 12,400 cars above normal, including 10,800**

eastbound loads; Lines West has 4,000 more cars than normal; backlog of cars in Official Territory has fallen from about 200,000 in Jan. 1918 to 70,000. (NYT)

- Mar. 17, 1918** *Congressional Limited* restored. (Guide)
- Mar. 19, 1918** Congress passes Daylight Saving Act imposing what is later called Daylight Saving time effective Mar. 31. (Guide)
- Mar. 20, 1918** USRA bulletin urges wider adoption of "sailing day" plan for LCL freight; cites, among other successes of this plan, the PRR has registered 25% cut in track standing room and use of freight transfers; 600 cars saved daily, and frequency of local service reduced. (USRA)
- Mar. 21, 1918** Pres. Wilson signs Railroad Control Act setting terms for USRA operation; railroad companies to receive as rent the average annual operating income for the years 1914-17; railroads are upset that period is so short and includes bad earnings year of 1914-15; "recapture clause" provides for eventual return to private owners in same working order; appropriates \$500 million for expenses of USRA; railroads to be returned to companies no later than 21 months after peace. (Hines, Stover)
- Mar. 21, 1918** Germans under Gen. Luddendorf launch last big offensive along a 50-mile section of the Somme front, with objective of splitting British and French forces. (EAH)
- Mar. 22, 1918** USRA creates Railway Board of Adjustment No. 1, consisting of one representative of each brotherhood and four from management to hear grievances not related to wages and hours; supersedes old Commission of Eight of 1917. (LC)
- Mar. 22, 1918** USRA Regional Director A.H. Smith (ex-Pres. of NYC) issues directive to PRR General Superintendents charging Superintendents and Trainmasters do not go out onto line and yards enough and are out of touch with actual conditions; rely too much on written reports from underlings; exempts C.S. Krick from this criticism (SR 97/30); in part is difference between PRR divisional and NYC departmental organization; NYC Superintendents are mere Superintendents of Transportation and have little administrative authority.
- Mar. 23, 1918** USRA imposes an embargo on all LCL freight into Port of New York for at least one week. (NYT)
- Mar. 26, 1918** Allies name Gen. Ferdinand Foch to coordinate resistance on

Western Front. (EAH)

Mar. 26, 1918 **USRA extends permit system to coastwise shipping. (NYT)**

Mar. 27, 1918 **PRR grants right of manufacture and installation to Position-Light Signal Company in return for \$1 per light unit royalty. (MB)**

Mar. 27, 1918 **USRA General Order No. 14 imposes Daylight Saving Time eff. Mar. 31. (Guide)**

Mar. 28, 1918 **USRA General Order No. 16 names president of each company as CEO for purposes of government control; ends authority of Board and its committees over operations. (Guide)**

Mar. 28, 1918 **Gen. Pershing places U.S. units at disposal of Gen. Foch to be used where needed. (EAH)**

Mar. 29, 1918 **U.S. War Labor Board appointed by Secretary of Labor William Bauchop Wilson; L.F. Loree is one of management members. (Conlon)**

Mar. 29, 1918 **Pres. Wilson assents to Gen. Foch being named supreme commander. (EAH)**

Mar. 30, 1918 **Electrified suburban service begins between Philadelphia and Chestnut Hill. (Schotter and AR say 4/1!!; C&C 3/30)**

Mar. 30, 1918 **Pres. Rea replies to Regional Director A.H. Smith in a huff over issue of Superintendents and General Superintendents spending time on road; reminds him that they have control of mileage and tonnage equal to General Managers and VP-Operations of smaller roads; Eastern Pennsylvania Grand Division is about the size of the entire LV; PRR has always wanted line officers to deal with shippers, generalities and developing new ideas; on same day writes to Federal Manager Elisha Lee on implementing Smith's order. (SR 97/30)**

Mar. 31, 1918 **Pres. Wilson signs bill first establishing Daylight Savings Time as a war measure; railroads continue to print timetables in standard time.**

Mar. 31, 1918 **Trenton Delaware Bridge Company sells road bridge to states of N.J. and Pennsylvania and tolls removed.**

Apr. 1, 1918 **PRR leases Union Railroad Company of Baltimore and assumes direct operation.**

- Apr. 1, 1918** USRA decides that all officials at regional level and above should be solely USRA employees and sever their connections with the railroad companies.
- Apr. 1, 1918** A total of 6,936 women employed on Lines East in 61 occupations; over 55% are stenographers, typists and clerks. (Mutual)
- Apr. 1, 1918** USRA and Fuel Administration begin drastic restrictions on movement of coal to eliminate competition and long hauls, particularly in Midwest; Pennsylvania mines not to ship to points further west than Lorain and Wellington, Ohio. (NYT)
- Apr. 1, 1918** USRA Director General McAdoo announces makeup of Board of Adjustment No. 1, including E.T. Whiter, Assistant General Manager of Lines West. (NYT)
- Apr. 2, 1918** New Haven's *Bay State Limited* makes last run between New York and Boston; discontinued by USRA and not revived after war. (RRH)
- Apr. 5, 1918** Third Liberty Loan offered; \$3 billion in bonds.
- Apr. 5, 1918** Congress creates War Finance Corporation to finance industrial expansion. (EAH)
- Apr. 6, 1918** German thrust is within 12 miles of large British depots at rail center of Amiens. (EAH)
- Apr. 8, 1918** National War Labor Board established to arbitrate labor disputes; strikes banned for duration of war. (EAH)
- Apr. 8, 1918** Both tracks of New York Connecting Railroad freight line placed in service between Port Morris and Fremont Street. (Fresh Pond Jct.?) (CE)
- Apr. 9, 1918** Germans begin advance in Armentières sector. (EAH)
- Apr. 13, 1918** Frank Little Sheppard (1851-1918), Resident Assistant to Vice President in Charge of Operations at New York, dies after 50 years of service. (Info. has 4/14!)
- Apr. 14, 1918** USRA takes over operation of coastwise steamships of Clyde, Mallory, Merchants & Miners and Southern Lines. (NYT)
- Apr. 14, 1918** Gen. Ferdinand Foch formally named supreme commander on

Western Front. (EAH)

- Apr. 15, 1918** Cornwall & Lebanon Railroad merged into PRR under agreement dated July 5, 1917; Susquehanna, Bloomsburg & Berwick Railroad merged into PRR under agreement dated Jan. 29, 1918. (C&C)
- Apr. 15, 1918** USRA draws \$43.9 million from revolving fund to redeem notes of New Haven, averting a financial crisis for that road. (NYT)
- Apr. 16, 1918** Charles M. Schwab of Bethlehem Steel named Director General of U.S. Shipping Board Emergency Fleet Corporation.
- Apr. 17, 1918** Director General McAdoo orders USRA to take over New York State Barge Canal to relieve congestion on railroads. (NYT)
- Apr. 1918** PRR grants 11.4% increase to boiler shop workers at Altoona.
- Apr. 23, 1918** USRA forms Committee of Freight Traffic Control at Washington to monitor movements through Potomac Yard, Hagerstown and Hampton Roads gateways. (USRA)
- Apr. 24, 1918** PRR Board authorizes enlargement of Sunnyside Yard.
Apr. 24, 1918 Muskegon, Grand Rapids & Indiana Railroad Company dissolved.
- Apr. 25, 1918** USRA places first orders for 100,000 freight cars; only 19,037 delivered by Feb. 1, 1919. (Hines)
- Apr. 28, 1918** USRA brings B&O trains into Penn Station, New York, using Lehigh Valley tracks between Bound Brook and West Newark Jct.
- Apr. 30, 1918** Director of Military Railways begins loading first of 33 locomotives, fullt assembled for use in France at Bush Terminal in New York; ship *Feltore* is one of four ore carriers built for Bethlehem Steel chartered by government; are among few vessels with hatches large enough to accommodate locomotives; a total of 16 ships eventually obtained. (Hurley)
- Apr. 30, 1918** USRA places first contracts for 1,270 new locomotives from Alco and Baldwin; only 880 delivered by Feb. 1, 1919. (Hines, NYT)
- Apr. 30, 1918** USRA closes PRR's off-line freight office in New Haven.
- Apr. 30, 1918** Railroad Wage Commission reports; finds most railroad workers underpaid, particularly in respect to the increased cost of living; proposes a sliding scale of increases of 43%-8% for employees earning less than \$250 per month, but to subtract any increases

received since Jan. 1, 1916; this upset the longstanding wage differentials as between conductors and brakemen and penalized those who had been most aggressive in winning increases in 1916 and 1917. (Hines, LC)

- May 1, 1918** **Lebanon Division abolished and merged into Philadelphia Division.**
- May 1, 1918** **PRR Women's Division for War Relief assumes operation of surgical dressings booth in Penn Station.**
- May 1, 1918** **USRA creates Fuel Conservation Section. (Hines)**
- May 1, 1918** **PRR director T. DeWitt Cuyler (1854-1922) succeeds Frank Trumbull as Chairman of Association of Railway Executives. (NYT obit)**
- May 1, 1918** **Net railroad operating income for first four months of 1918 is down \$131 million from same period in 1917 despite heavy traffic and government aid.**
- May 5, 1918** **William H. Barnes (-1918), director and ex-Secretary of Lines West, dies after 70 years of service; first joined PRR on engineer corps in 1848.**
- May 7, 1918** **PRR notes that 80.6% of its employees had subscribed a total of \$12 million to Third Liberty Loan.**
- May 7, 1918** **New York Connecting Railroad turned over to Operating Dept. (CE)**
- May 7, 1918** **Wading River & New York RPO cut to Port Jefferson & New York RPO. (Kay)**
- May 8, 1918** **PRR abolishes Real Estate Committee and Committee on Incidental Business and function of both assumed by Road Committee. (MB)**
- May 8, 1918** **PRR notes that now operates a total of 38 special passenger trains daily to serve war industrial plants; total of 369 cars and about 32,000 passengers per day. (SR 97/66)**
- May 12, 1918** **Record freight movement; 9,173 freight cars pass Columbia, Pa. in 24 hours, surpassing record of 9,027 set in 1907.**
- May 12, 1918** **New York Merchants' Association protests USRA's closing of New York agencies of transcontinental railroads; McAdoo has ordered**

- closing of all off-line agencies by May 15. (NYT)
- May 13, 1918** **PRR Engineer Horace C. Booz, formerly with AEF, joins U.S. Shipping Board Emergency Fleet Corporation on six-month leave. (CE)**
- May 14, 1918** **U.S. Shipping Board modifies its New York harbor Board of Arbitration by adding one representative each from labor and management effective June 20. (LC)**
- May 15, 1918** **USRA imposes embargo on carload freight shipments to freight stations, team tracks or private sidings in Philadelphia and Baltimore without permits. (NYT)**
- May 15, 1918** **USRA closes PRR's off-line agency in Boston as part of program to eliminate such offices.**
- May 15, 1918** **Pres. Rea leaves on inspection trip of system. (NYT)**
- May 15, 1918** **Post Office Dept. establishes first daily airmail between New York and Washington; southbound run made in 3:20; northbound pilot, told to follow railroad tracks, runs down Popes Creek Branch into southern Maryland. (Davies)**
- May 16, 1918** **Sedition Act restricts freedom of speech and press in matters affecting war effort and is used to prosecute pacifists and Socialists. (EAH)**
- May 16, 1918** **Pres. Rea appeals to all PRR employees to conserve food in their families. (NYT)**
- May 1918** **Third Liberty Loan offered; \$3 billion.**
- May 1918** **Van Sweringens convene a meeting of railroads serving Cleveland to consider suggestion of ex-NYC VP A.H. Smith, now USRA Regional Director for the Eastern Region, for a new Union Station in the Public Square. (Wheeler)**
- May 20, 1918** **Pres. Rea and Daniel Willard of B&O summoned to USRA office in Washington; Rea called from Pittsburgh; informed by Assistant Director-General Walker D. Hines that the government has resolved that no corporate presidents are to be involved in USRA operation; intends to begin the process in the East; implies that the services or advice of both Willard and Rea are not wanted; Rea protests that the existing managements have succeeded in working the roads well beyond the capacity of 1916 or 1917; in his memoirs,**

McAdoo singles out Julius Kruttschnitt of the Southern Pacific, C.W. Huntington of Virginian, and others unnamed for insubordination and sabotaging his efforts; most railroad presidents taken by surprise; speculations Rea is being punished because ICC members dislike him for taking lead in asking for rate increases. (McAdoo, NYT)

- May 21, 1918** USRA publicly announces that henceforth it will operate railroads through Federal Managers.
- May 21, 1918** President Wilson signs Sedition Act aimed at antiwar and pro-German activities.
- May 22, 1918** PRR discontinues Real Estate Committee and Committee on Incidental Business, leaving only Road and Finance Committees.
- May 22, 1918** Louisville Bridge Company renamed Louisville Bridge & Railroad Company.
- May 24, 1918** USRA creates Troop Movement Section in Division of Transportation; agents at camps formerly maintained by American Railway Association now become USRA employees. (USRA)
- May 24, 1918** USRA creates Committee of Freight Traffic Control at Cincinnati to monitor movement through Cincinnati, Louisville, Evansville, Cairo, Portsville and Paducah gateways. (USRA)
- May 25, 1918** USRA issues General Order No, 27 granting increases recommended by the Railroad Wage Commission and creating the Board of Railroad Wages & Working Conditions to settle disputes; on his own initiative, Director General McAdoo goes beyond recommendations and also sets eight hours as the basic work day; although actual work week may be 70 hours because of war demand, everything over 48 hours is to be considered overtime; also orders equal pay for women and African Americans. (Hines)
- May 25, 1918** USRA issues General Order No. 28 increasing freight rates 25% on June 25 and passenger rates an average of 18% on June 10; half cent a mile surcharge added to sleeping and parlor car fares through Dec. 1918; rate increases are not made retroactive like wage increases.
- May 27, 1918** USRA mandates formation of central and divisional safety committees on all lines by Aug. 1. (USRA)

- May 27, 1918** **Germans begin 3rd Battle of the Aisne with massive advance. (EAH)**
- May 28, 1918** **American Railway Express Company formed under USRA auspices to unify express business; acquires assets of American Express, Wells-Fargo & Co., Adams Express, and Southern Express Companies and express subsidiaries of Great Northern, Northern Pacific and Soo Line.**
- May 28, 1918** **NYC Pres. A.H. Smith chairs meeting of railroads and presents Van Sweringens' plan for new Union Terminal on Public Square; Committee of Engineers appointed.**
- May 28, 1918** **Traverse City Railroad Company dissolved.**
- May 28, 1918** **Railroad workers protest that USRA wage increase is too small. (NYT)**
- May 28, 1918** **U.S. 1st Division captures and holds Cantigny. (EAH)**
- May 30, 1918** **First ship launched from ____ shipyard at Port Newark.**
- May 31, 1918** **USRA General Order No. 29 creates Railway Board of Adjustment No. 2 with representatives of the six shop craft unions to handle disputes other than wages and hours. (LC)**
- May 31, 1918** **Separate Philadelphia & Harrisburg RPO merged into New York & Pittsburgh RPO. (Kay)**
- May 31, 1918** **German advance reaches the Marne about 50 miles from Paris. (EAH)**
- Spring? 1918** **USRA limits work on Chicago Union Station project to that necessary to restore streets and other public facilities, but not station itself.**
- June 1, 1918** **USRA Circular No. 28 divides railroads into seven rather than three regions; "Eastern Railroads" divided into Eastern, Allegheny and Pocahontas Regions; Allegheny Region, under Regional Director Charles H. Markham of the Illinois Central at Philadelphia, consists of Lines East of PRR and of B&O, Hudson & Manhattan, LIRR, Reading, CNJ, Western Maryland, P&LE, B&LE; Elisha Lee appointed Federal Manager of PRR portion with authority over all departments; Lines West placed in Eastern Region based in New York under Regional Director A.H. Smith, formerly Pres. of NYC; Markham has no competitive grudge**

against the PRR; however, arrangement leaves PRR divided, severing Lines East and West and turning PRR into a primarily local road. (Hines, SR 97/30)

- June 1, 1918?** PRR discontinues positions of vice presidents and general managers on Lines West; retains a skeletal executive organization in Philadelphia for duration of USRA control.
- June 1, 1918** Traffic Manager Robert C. Wright resigns to take position with USRA at Washington.
- June 1, 1918** William Kissam Vanderbilt, Jr. (1878-1944), elected Pres. of NYC, replacing Alfred H. Smith, loaned to USRA. (AR)
- June 1, 1918** USRA cancels PRR's arrangement employing Thomas Cook & Son as foreign passenger representatives for the duration. (SR)
- June 1, 1918** Under war conditions PRR has 8,767 female employees on Lines East, up from about 1,494 on May 1, 1917 and 6,936 on Apr. 1, 1918; over half are clerks and stenographers. (Mutual)
- June 3, 1918** Representatives of 500,000 shop craft workers demand that new wage scale be postponed until they get a further increase. (NYT)
- June 3, 1918** U.S. troops participate in the 3rd Battle of the Aisne,, helping the French stop the Germans advance at Chateau-Thierry. (EAH)
- June 5, 1918** New eastbound receiving yard and westbound departure yard at West Morrisville, Pa., placed in service. (CE)
- June 5, 1918** Williamsport & Washington RPO extended to Buffalo & Washington RPO. (Kay)
- June 6, 1918** In first major U.S. action of war, 2nd Division, with 4th Marine Brigade, recaptures Vaux, Bouresches and Belleau Wood. (EAH)
- June 8, 1918** U.S. Shipping Board's Board of Arbitration for New York harbor awards further increase to all marine employees retroactive June 1.
- June 9, 1918** Germans launch fourth assault in the Montdidier-Noyon sector near Amiens, hoping to unite their two salients. (EAH)
- June 10, 1918** George L. Peck named Federal Manager of Lines West, as well as Cincinnati, Lebanon & Northern and Lorain, Ashland & Southern.

- June 10, 1918** USRA raises passenger rates to 3 cents-per-mile. (NYT, Mordecai)
- June 11, 1918** A.W. Thompson, ex-V.P. of B&O, named Federal Manager of Cumberland Valley and Western Maryland; Ralph Peters named Federal Manager of LIRR; W. B. Wood named Federal Manager of GR&I. (last 2 after 6/11? but by 6/24)
- June 11, 1918** USRA forms Exports Control Committee headed by George D. Ogden with representatives of Army and Navy and European allies; develops a system of permits where goods are not dispatched from the interior unless ships available at ports.
- June 11, 1918** USRA creates Operating Statistics Section in Division of Operation. (USRA)
- June 11, 1918** USRA authorizes Hudson & Manhattan "Tubes" to increase New York-Newark fare from 17 cents to 27 cents; under new rate scale, PRR charges 27 cents eastbound, while H&M had to charge 17 cents westbound. (NYT)
- June 12, 1918** Elisha Lee resigns as Acting V.P. in Charge of Operations and General Manager retroactive to June 1.
- June 12, 1918** PRR Board appoints special committee to determine which officers and functions go with USRA and which to remain under control of directors; authorizes double-tracking and change of grade between Eldred and Bullis Mills on Buffalo Division. (MB)
- June 14, 1918** New 27 cent fare takes effect on Hudson & Manhattan "Tubes" from New York to Newark. (NYT)
- June 15, 1918** Louisville Bridge & Terminal Railroad opens new Ohio River Bridge on old piers at Louisville with trestle work for heavy engines.
- June 15, 1918** Buffalo & Harrisburg RPO extended to Buffalo & Washington RPO. (Kay)
- June 16, 1918** Indianapolis & Frankfort opens between Ben Davis and Frankfort, replacing trackage rights on Lake Erie & Western to Kokomo and providing link for southern Indiana coal to Chicago; last new main line railroad to be built in Indiana; operated by PCC&StL.
- June 20, 1918** New record freight movement; 9,531 cars pass Columbia, Pa. in 24 hours, surpassing previous record of 9,173 set on May 12, 1918.

June 20, 1918 **Ralph Peters resigns as Pres. of LIRR to become Federal Manager. (NYT)**

June 24, 1918 **J.B. Yohe appointed Federal Manager of Monongahela Railway in Allegheny Region. (AR)**

June 25, 1918 **USRA orders 25% increase in passenger fares and elimination of special excursion rates. (Lee)**

June 26, 1918 **USRA contracts with new American Railway Express Company to be sole express operator on American railroads.**

June 29, 1918 **USRA surrenders operation of about 1,300 short lines, mostly plant and industrial railroads, retaining control of 553. (NYT)**

June 30, 1918 **Daniel T. McCabe (1849-), V.P. in Charge of Traffic for Lines West until June 1, retires at 70 after 48 years service; Col. Samuel Moody (1851-), Passenger Traffic Manager of Lines West, retires at 70 after 32 years of service.**

June 1918 **PRR sets freight record of average of 7,700 cars per day during month between Enola and Philadelphia; total of 250,322 cars in month, of which 138,532 were loaded for total of about 6 million tons.**

July 1, 1918 **USRA places most PRR departments under Federal Manager; all appointments announced on July 15; G.S. Patterson named General Solicitor; E.A. Stockton General Auditor; J.F. Fahnestock Local Treasurer; W.A. Moncure Real Estate Agent; R.H. Newbern Superintendent of Insurance and Safety.**

July 1, 1918 **Richard Lincoln O'Donnel named General Manager of Lines East.**

July 1, 1918 **Thomas Rodd resigns as Chief Engineer of Lines West and is named Corporate Engineer. (MB)**

July 1, 1918 **Miss Bridgit E. Whalen (1851-), senior PRR woman employee, retires as telegraph operator at Collier, W.Va., a job she has held since July 26, 1868. (Mutual)**

July 1, 1918 **Pennsylvania Terminal Railway and Louisville Bridge & Railroad Company merge to form Louisville Bridge & Terminal Railway under agreement of June 20, 1918, vesting all PRR property south of the Ohio River in one company. (C&C - Church has filed 6/27)**

July 1, 1918 **American Railway Express Company incorporated to consolidate all railroad express companies into one firm under government**

control for blanket USRA contract. (or 5/28?? - see above - 7/1 is eff. date of operation?)

- July 1, 1918** USRA opens consolidated ticket office for all railroads entering Chicago in the Insurance Exchange Building at West Jackson Boulevard and Sherman Street.
- July 1, 1918** AFL shop crafts unions organize System Federation No. 90 representing over 40,000 shop men on PRR. (Conlon)
- July 1, 1918** USRA puts all transportation charges on a cash basis to prevent favoritism. (NYT)
- July 2, 1918** Sen. __ Frelinghuysen (R-NJ) introduces resolution calling for ICC to investigate why USRA took over Hudson & Manhattan "Tubes" and raised fare. (NYT)
- July 3, 1918** New Jersey Warehouse & Guaranty Company dissolved. (MB)
- July 4, 1918** First USRA standard design locomotive, B&O No. 4500, enters service; USRA builds a total of 100,000 freight cars and 1,830 locomotives to standard designs; locomotive designs include both heavy and light 4-6-2's, 2-2-8-2's, 4-8-2's and 2-10-2's, plus 0-6-0's, 0-8-0's, 2-6-6-2's and 2-8-8-2's. (Hines)
- July 5, 1918** Transportation Dept. issues response to Gibbs & Hill plans for improvements at Pittsburgh Union Station; reduces number of tracks on lower level from six to four. (CE)
- July 8, 1918** Harrisburg & Perryville RPO cut to Columbia & Perryville RPO. (Kay)
- July 8, 1918** Work begun on new Canton (Stark) Engine Terminal. (CE)
- July 10, 1918** New Brighton, Pa., ordinance calls for relocation PRR main line. (Church)
- July 12, 1918** Railroad executives meet at Grand Central Terminal to consider July 5 draft of operating contract submitted by USRA; most find it objectionable. (NYT)
- July 12, 1918** U.S. Shipping Board's Board of Arbitration for New York harbor grants further wage increase retroactive to June 1, 1918. (LC)
- July 14, 1918** Philadelphia Rapid Transit Company inaugurates trolley service to Hog Island Shipyard. (Cox)

- July 15, 1918** Frank J. Fell, Jr., named Assistant Comptroller.
- July 15, 1918** ICC increases express rates by 10%.
- July 15, 1918** Germans launch 2nd Battle of the Marne with attacks on both sides of Rheims. (EAH)
- July 1918** Millionth U.S. soldier arrives in France. (EAH)
- July 18, 1918** Gen. Foch launches a counteroffensive on the German salient on the Aisne-Marne line; includes 270,000 U.S. troops. (EAH)
- July 18, 1918** Bradley Jct. & Dixonville RPO changed to Cresson & Idamar RPO. (Kay)
- July 1918** All work on Chicago Union Station stopped. (RyAge)
- July 24, 1918** PRR Board names corporate officers to manage affairs not assumed by USRA, all retroactive to July 15: Henry Tatnall to act as Treasurer; A.J. County as Comptroller; J.G. Rodgers as Engineer of Maintenance of Way; H.C. Booz as Corporate Engineer; T.W. Hulme as General Real Estate Agent; Henry H. Lee Assistant Treasurer; E.B. Taylor Comptroller of Western Lines; Benjamin McKeen Engineer of Western Lines; PRR maintains about 189 corporate employees for both Lines East and Lines West during USRA. (Thomas Rodd is Engr. of Western Lines in PRR AR)
- July 24, 1918** PRR Board approves abandonment of old McMyler coal dumper at Toledo. (MB)
- July 25, 1918** USRA issues Supplement No. 4 to General Order No. 27 fixing a single uniform national standard of wages and working conditions for shop crafts, including a substantial increase retroactive to Jan. 1, 1918, the eight-hour day with time-and-a-half for overtime above eight hours effective Aug. 1, and a minute job classification with rigid craft lines aimed at maximizing the number of workers in each craft; previously, most railroad wage scales for shop labor were based on prevailing local wages for such labor, with substantial variations even within a given railroad; also phases out "handy men" by graduating them to full mechanics by 1922, ending a major union grievance; piece workers did not share fully in wage increase, increasing their resentment. (LC, Conlon)
- July 25, 1918** USRA begins operation of Cape Cod Canal; to be dredged to a depth of 25 feet. (NYT)

- July 1918** First locomotive booster installed by New York Central. (First Facts - verify)
- July 29, 1918** Chester & Philadelphia (RR?) opens between Fort Road and Baldwin, Pa. (8.11 miles) to serve industries along Delaware River. (check C&C for name)
- July 29, 1918** W.D. Duke appointed Federal Manager of Washington Southern Railway, excluding terminal area north of "AF" Tower in Alexandria; part of USRA Southern Region. (AR)
- July 29, 1918** Gen. Pershing names Gen. James G. Harbord head of Services of Supply, replacing Gen. Francis J. Kernan; done to head off move by War Dept. to remove SOS from Pershing's command and place under Gen. George W. Goethals, who would report directly to War Dept.; W.W. Atterbury has more confidence in Harbord than in Kernan, which helps ease militarization of Transportation Dept. (Hagood)
- July 30, 1918** USRA orders discontinuance of most parlor and club car services. (?)
- Aug. 1, 1918** Bedford Division renamed Juniata Division; Bellwood Division abolished and merged into Cresson Division. (MB)
- Aug. 1, 1918** New Haven officials placed in charge of New York Connecting Railroad and all PRR officials withdrawn. (CE)
- Aug. 1, 1918** USRA begins issuing monthly commutation ticket books between New York and Philadelphia by both PRR and Reading-CNJ routes. (NYT)
- Aug. 1, 1918** Indianapolis Union Railway places four permanent tracks and one permanent and one temporary platform in service on track elevation at Union Station. (AR); PCC&StL Louisville Division and Illinois Central trains begin using elevated tracks. (AR, C&C)
- Aug. 1, 1918** Republicans in Senate attack USRA for bad management and poor service. (NYT)
- Aug. 2, 1918** BC&A and MD&V inform USRA Regional Director C.H. Markham that income based on three-year test period is insufficient to meet their expenses. (MB)
- Aug. 5, 1918** Federal grand jury indicts PRR, Swift & Co., Armour & Co. and

- Jersey City Stock Yards Company for alleged illegal rebates growing out of exclusive traffic contract and sale of stock yards to packers through dummy agents; case is brought to test power of USRA General Director to break all special contracts between railroads and big shippers. (NYT)**
- Aug. 6, 1918** **2nd Battle of the Marne concludes with German salient pushed back. (EAH)**
- Aug. 7, 1918** **Last work on Southern Division of New York Connecting Railroad, primarily banking and sodding, completed. (CE)**
- Aug. 8, 1918** **British under Gen. Haig launch offensive on the Somme. (EAH)**
- Aug. 8, 1918** **German line collapses under Allied advance at Amiens.**
- Aug. 10, 1918** **William H. Newman (-1918), retired Pres. of NYC&HR, dies. (AR)**
- Aug. 12, 1918** **First regular U.S. air mail service begins between New York and Washington. (see above - check)**
- Aug. 13, 1918** **USRA Regional Director C.H. Markham writes that BC&A and MD&V are not under USRA control, leaving them to face inflating costs alone; PRR refuses to make further advances, creating a crisis for these lines. (MB)**
- Aug. 13, 1918** **Cleveland, Hudson & Columbus RPO renamed Cleveland & Columbus RPO. (Kay)**
- Aug. 1918** **(LIRR? or independent?) abandons Babylon Railroad trolley between Babylon and Babylon Dock and Babylon and Amityville.**
- Aug. 1918** **Wartime economic expansion ends; brief contraction begins. (NBER)**
- Aug. 17 1918** **IWW leaders jailed under Sedition Act for conspiracy against war effort.**
- Aug. 17, 1918** **Committee of Engineers reports in favor of Van Sweringens' plan for Cleveland Union Terminal on Public Square.**
- Aug. 18, 1918** **French and Americans begin Oise-Aisne offensive. (EAH)**
- Aug. 19, 1918** **British and 108,000 Americans launch Ypres-Lys offensive. (EAH)**
- Aug. 20, 1918** **60th Street Branch opens from South 58th Street to Hog Island in**

- southwest Philadelphia (4.54 miles). (C&C)
- Aug. 22, 1918** Van Sweringens' attorneys present draft of ordinance covering Cleveland Union Terminal improvements to former Mayor Newton D. Baker, now Secretary of War.
- Aug. 24, 1918** Indian Creek & Northern Railway incorporated in W.Va. by New England Fuel & Transportation Company to reach its coal lands in Marion and Monongalia Counties; to build between Lowsville and Blacksville. (Church)
- Aug. 26, 1918** USRA announces formation of Bureau for Suggestions & Complaints. (NYT)
- Aug. 26, 1918** USRA grants Mt. Jewett, Kinzua & Rittersville Railroad right to operate passenger trains over PRR between East Smethport and Larabee.
- Aug. 26, 1918** Cleveland Union Terminals Company incorporated to build Union Terminal on Public Square in accordance with plans of Van Sweringen brothers; to be jointly owned by railroad companies, but Van Sweringens to retain air rights through separate Cleveland Terminals Building Company. (MB)
- Aug. 28, 1918** USRA creates Women's Service Section under Manager Miss Pauline Goldmark to improve the working environment for women. (USRA)
- Aug. 30, 1918** LIRR completes double track between Hicksville and Farmingdale.
- Aug. 30, 1918** Cleveland Union Terminals Company organized; Joseph L. Cannon Pres. (MB)
- Aug. 30, 1918** Former U.S. Senator and Pres. of Northern Central Railway J. Donald Cameron (1833-1918) dies at country home "Donegal" in Lancaster County, Pa. (CongBio)
- Aug. 31, 1918** PB&W purchases property of Eddystone & Delaware River Railroad from Eddystone Manufacturing Company, a textile firm, under agreement dated May 28, 1918. (C&C)
- Sep. 1, 1918** Indianapolis Terminal Division and Vincennes Division merged to form new Indianapolis Division; old Indianapolis Division renamed Columbus Division; Louisville Division and old Indianapolis Terminal Division territory ceded from Southwest System to St. Louis System.

- Sep. 1, 1918** USRA issues Supplements No. 7 and No. 8 to General Order No. 27 granting increases to clerks, baggagemen, crew callers, and maintenance of way employees; also sets eight hours as the basic day with time-and-a-half for overtime over ten hours. (LC)
- Sep. 2, 1918** Under USRA order, PRR abandons its passenger station in Flemington, N.J., and service consolidated at nearby station of CNJ; PRR station used for freight by both roads. (Lee).
- Sep. 3, 1918** USRA opens three consolidated ticket offices in New York City, replacing 48 offices of individual railroads; are at 67 Broadway, 57 Chambers Street, and 114 West 42nd Street. (NYT)
- Sep. 1918** Last run of Longport-Ocean City, N.J. steam launches. (C&C gives disc. as 1919 when officially dropped from Rec. of Transpt. Lines)
- Sep. 1918** "Spanish" influenza epidemic first appears in Boston, New York and Philadelphia; runs through early 1919, claiming lives of between 400,000 and 500,000 Americans.
- Sep. 8, 1918** Fire at Brooklyn Navy Yard destroys interior fittings of seized German liners, as well as yachts of J.P. Morgan, Howard Gould, Samuel Rea and others transferred to government service. (NYT)
- Sep. 13, 1918** USRA orders skilled railroad workers be given draft deferments. (NYT)
- Sep. 14, 1918** U.S. troops under Gen. Pershing capture the St. Mihiel salient, taking 16,000 prisoners and 443 guns. (EAH)
- Sep. 14, 1918** Socialist labor leader Eugene V. Debs sentenced to 10 years for interfering with recruiting under the Sedition and Espionage Acts.
- Sep. 15, 1918** USRA returns Lehigh Valley passenger trains from CNJ to PRR east of Newark; locals to Jersey City Terminal and long-distance trains to Penn Station. (or 9/1?? - 9/15 prob. correct)
- Sep. 15, 1919** Trenton Delaware Bridge Company dissolved. (MB)
- Sep. 18, 1918** NYC accepts terms of operating contract with USRA; first large Eastern railroad to do so. (NYT)
- Sep. 21, 1918** Pres. Rea writes letter to USRA protesting \$1.6 million expenditure for electric headlights on locomotives. (MB)

- Sep. 23, 1918** USRA opens fourth consolidated ticket office in New York City at 31 West 32nd Street. (NYT)
- Sep. 25, 1918** PRR Board subscribes \$5 million to Fourth Liberty Loan; authorizes the following projects: new 8-stall engine house, shop and engine terminal at Greenwich and enlargement of Norris (or Morris?) Street freight yard in Philadelphia; new shops at Marietta, Ohio; enlarging engine terminals at Youngwood and Wilmington; new engine terminal at Thurlow; enlargement of Greenville freight yard and transfer bridges; extension of eastbound advance yard at Pitcairn; concrete plant and enlarging eastbound receiving and westbound departure yards at Morrisville. (MB)
- Sep. 26, 1918** U.S. troops begin Meuse-Argonne offensive, which lasts until the Armistice; 1.2 million U.S. troops engaged. (EAH)
- Sep. 28, 1918** Fourth Liberty Loan offered; \$6 billion in bonds.
- Sep. 29, 1918** Faced with a general collapse, Gen. Luddendorf asks Berlin to push for an armistice. (EAH)
- Sep. 30, 1918** Bulgaria surrenders. (EAH)
- Oct. 1, 1918** PRR now has 7,270 locomotives developing 11.5 million HP.
- Oct. 1, 1918** Morgantown & Wheeling Railway and Monongahela & Ohio Railroad open between Blacksville, W.Va. and Brave, Pa.; two disconnected sections in W.Va. built under charter of Blacksville & Western Railway, and three sections in Pa. built under Monongahela & Ohio. (Church)
- Oct. 1, 1918** Number of women employed on U.S. railroads peaks at 101,785. (USRA)
- Oct. 2, 1918** AFL asks McAdoo to hear arguments on abolishing piece work in shops. (Conlon)
- Oct. 2, 1918** New German government headed by Prince Max of Baden takes power. (EAH)
- Oct. 4, 1918** Explosions rock T.A. Gillespie shell-loading plant at Morgan, N.J., continue for three days leaving 64 dead and forcing suspension of service on portion of NY&LB; detours over PRR via South Amboy, Jamesburg, Freehold and Farmingdale. (Gallo)

Oct. 5, 1918 USRA limits troop trains to no more than 16 cars. (USRA)

Oct. 6, 1918 New German Chancellor Prince Max of Baden asks Pres. Wilson for a peace based on his fourteen points; delays ensue over disputes with Allies over fourteen points and whether Germans can be trusted. (EAH)

Oct. 7, 1918 New concrete arch viaduct over Schuylkill River at Manayunk completed.

Oct. 15, 1918 Coatesville Branch opens between Pomeroy and Midvale Steel & Ordnance Company plant at Coatesville.

Oct. 1918 Operation of Stone Harbor Railroad suspended for winter; not resumed until May 1921. (Val)

Oct. 16, 1918 W.D. Wiggins released from USRA to Corporate Valuation Engineer - Lines West.

Oct. 23, 1918 PRR authorizes furlough for J.G. Rodgers to join AEF in France.

Oct. 23, 1918 PRR Board subscribes another \$5 million to Fourth Liberty Loan; authorizes employees to buy Liberty Loan in eight installments deducted from pay; authorizes sale of 148,286 shares of Southern Pacific Company back to SP; a total of 376,762 shares sold by June 1919; authorizes expenditures for new distributing yard at Delaware Avenue & Morris Street, Philadelphia, and 60th Street Branch. (MB)

Oct. 23, 1918 Letter from Dr. John Grier Hibben, Pres. of Princeton University, thanks PRR for new station and yard improvements. (MB)

Oct. 23, 1918 City of Cleveland passes Cleveland Union Terminal ordinance.

Oct. 28, 1918 Pittsburgh ordinance calls for raising PFW&C Allegheny River Bridge to meet new War Dept. specifications. (Church)

Oct. 30, 1918 PRR stockholders ratify USRA agreement.

Fall 1918 Work on Detroit extension suspended.

Nov. 1, 1918 USRA Director General McAdoo announces he has been able to keep all new railroad loans at 6% interest. (NYT)

Nov. 1, 1918 Chartiers Southern Railway adopts location between Crucible and Nemaquin, Pa.

- Nov. 1, 1918** PFW&C contracts with Borough of New Brighton for relocating its main line from 5th Avenue to route along Beaver River after two years on on-and-off negotiations. (CE)
- Nov. 3, 1918** German sailors mutiny at Kiel. (EAH)
- Nov. 4, 1918** Austria-Hungary surrenders. (EAH)
- Nov. 5, 1918** Republicans retake both houses of Congress in a repudiation of Pres. Wilson. (EAH)
- Nov. 5, 1918** Pittsburgh & Fairchance RPO cut to Pittsburgh, Greensburg & Uniontown RPO. (Kay)
- Nov. 6, 1918** Tugboat firemen and deck hands in New York harbor strike; members of Port & Terminal Workers of New York Harbor (AFL). (LC)
- Nov. 7, 1918** Revolution begins in Bavaria. (EAH)
- Nov. 9, 1918** Kaiser Wilhelm II abdicates and flees to the Netherlands. (EAH)
- Nov. 10, 1918** New York harbor tugboat strike ends with wage increase for strikers. (LC)
- Nov. 11, 1918** Armistice ends World War I; 26,286 PRR employees had joined service, of whom 443 died; PRR subscribed \$10.1 million to Liberty Loans.
- Nov. 13, 1918** USRA signs contract creating union ticket office for all railroads entering New York City.
- Nov. 13, 1918** PRR Board authorizes 3rd & 4th tracks between Gywnns Falls and Loudon Park, Md. (MB)
- Nov. 14, 1918** William Gibbs McAdoo submits resignation as Secretary of the Treasury and Director-General of Railroads, effective Jan. 1, citing inadequate salary and wasting his assets because of the high cost of living in Washington. (McAdoo)
- Nov. 1918** USRA creates Railway Board of Adjustment No. 3 covering the Order of Railway Telegraphers, the Switchmen's Union, the Brotherhood of Railway Clerks and the Brotherhood of Maintenance of Way Employees and Railroad Shop Laborers. (LC)

- Nov. 1918** Postwar business slump begins lasting into June 1919.
- Nov. 18, 1918** Two new freight tracks open through Shanley's Cut in Jersey City between Waldo Avenue and Summit Avenue, freeing old tracks for H&M and passenger trains. (CE)
- Nov. 24, 1918** Pres. Wilson accepts McAdoo's resignation. (McAdoo)
- Nov. 1918** U.S. Shipping Board's Board of Arbitration for New York harbor dissolves itself because of conflict of jurisdiction with USRA and refers disputes to National War Labor Board. (LC)
- Nov. 27, 1918** PRR Board authorizes new engine house at Pitcairn; enlarging engine terminal at Orrville. (MB)
- Dec. 1, 1918** USRA transfers portions of B&O and PRR west of Pittsburgh from Eastern Region to Allegheny Region and P&LE from Allegheny Region to Eastern Region to place all of B&O, PRR and NYC in same regions.
- Dec. 1, 1918** USRA abolishes Committees of Freight Traffic Control at Washington and Cincinnati, the emergency conditions having passed. (USRA)
- Dec. 2, 1918** President Wilson in message to Congress proposes returning railroads to private control, but Congress should adopt new system of regulation.
- Dec. 2, 1918** Special meeting of PRR Board to consider USRA operating contract; USRA offers \$53,6 million per year compensation for Lines East; Board follows Rea's recommendation and approves agreement in principle; law bases compensation on average earnings for three years prior to June 30, 1917, though Rea notes plant improvements have greatly increased earning power since then. (MB)
- Dec. 11, 1918** In letter to ICC, William G. McAdoo proposes five-year extension of USRA; no support in Congress.
- Dec. 11, 1918** PRR Board authorizes issue of \$50 million General Mortgage bonds; authorizes enlargement of West Brownsville Jct. engine terminal. (MB)
- Dec. 1918** USRA begins cutting back on overtime for all but engine & train crews; most other workers had been earning substantial overtime

and thus had their pay greatly reduced.

- ca. Dec. 1918 USRA permits full resumption of work on Chicago Union Station. (according to RYAge - not resumed until Spring 1919)
- Dec. 20, 1918 Kuhn, Loeb & Co. announces that subscriptions to \$50 million 5% PRR General Mortgage bonds are closed; sold at 99-1/4. (NYT)
- Dec. 28, 1918 USRA issues Supplement No. 13 to General Order No. 27 granting increase retroactive to Oct. 1, 1918 to telegraphers and station agents; also establishes eight hours as basic day with time-and-a-half for overtime. (LC)
- Dec. 26, 1918 Monongahela Railway transferred from Allegheny Region to Eastern Region of USRA. (AR)
- Dec. 30, 1918 PRR Board approves operating contract with USRA; compensation to be \$53.6 million per year for Lines East and \$15.15 million for Lines West. (LC)
- Dec. 31, 1918 Director General McAdoo orders elimination of piece work in shops upon confirmation of majority vote of shop crafts; phased out in Jan. 1919. (LC)
- Dec. 31, 1918 William A. Patton (1849-1927), Assistant to President and President of NYP&N, retires for health after 54 years of service; was protege of A.J. Cassatt. (NYT,)
- 1918 PRR stock price bottoms at 40-1/4 due to congestion and threat of federal control; lowest trough since 1877.
- 1918 LIRR completes double track Hicksville-Pinelawn and Floral Park-Garden City. (AR)
- 1918 LIRR adds upper decks to ferries *Babylon* and *Hempstead*. (AR)
- 1918 USRA converts 27 LIRR parlor cars and 4 privately-owned club cars to coaches. (AR)
- 1918 Passenger service over New York Connecting Railroad electrified (or late 1917 - CE has wires and supports in place by 8/27/18 but not in use)
- 1918 USRA begins routing emergency freight through Penn Station at night (or 1917?); continues occasionally after war to relieve car floats. (MB)

- 1918** **Petty's Island Branch opens at Camden, N.J. (MB)**
- 1918** **West Jersey & Seashore Railroad abandons outermost 0.45 mile of branch at Stone Harbor.**
- 1918** **New shop and engine terminal opens at Phillipsburg, N.J.**
- 1918** **Third track placed in service between Chase and Bengies on Maryland Division.**
- 1918** **Enlargement of Potomac Yard completed. (AR)**
- 1918** **Automatic block signals installed, Delmar-Pocomoke, Md. on NYP&N. (AR)**
- 1918** **NYP&N completes car shop and additional tracks at Cape Charles; extra tracks at Port Norfolk Yard. (AR)**
- 1918** **Toledo Terminal Railroad opens new freight car repair shop at Boulevard, Ohio. (C&C)**
- 1918** **Pennsylvania-Detroit Railroad opens between Carleton and the Huron River; work suspended by USRA late in 1918.**
- 1918** **Western Warehousing Company sells old warehouse and dock in Chicago connected with Erie & Western Transportation Company and begins operating a general warehouse business at Polk Street Freight Station.**
- 1918** **Polk Street Freight Station in Chicago opens; 745 x 420; five stories between Polk & Taylor Streets, east of railroad. (or 1917?? prob. 1918 - was delayed 18 months by strikes)**
- 1918** **LIRR removes rail from Laurelton-Cedarhurst Cutoff and uses to lay second track between Floral Park and Garden City.**
- 1918** **Branch of Darby Creek low-grade line surveyed to run to new Greenwich Yard in South Philadelphia via Hog Island area. (CE)**
- 1918** **Cumberland Valley Railroad removes excursion buildings at Williams Grove near Dillsburg.**
- 1918** **Class N1s 2-10-2 freight locomotives, USRA standard design, built for Lines West.**

- 1918** **Women employed in large numbers for the first time as war substitutes; include clerical workers, car cleaners, block operators, machinists; Jessie R. Wilson appointed Supervisor of Women Employes; athletics program is expanded to include women by 1919.**
- 1918** **"Keystone Quartette" organized in General Office Dept. in Philadelphia.**
- 1918** **Work on New Cumberland & Pittsburgh Railway suspended after expenditure of \$1.3 million; later resumed in 1942.**
- 1918** **Connection between Louisville Division and Indianapolis Union Railway elevated.**
- 1918** **Wye connection opens between Indianapolis Union Railway and Hawthorne Yard; trackwork not fully completed until 1920.**
- 1918** **NYC sells its stock interest in Pennsylvania Coal & Coke Corporation, operating in Clearfield District. (Green Book)**