

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

By Christopher T. Baer

1952

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All data subject to correction and change

- Jan. 1, 1952 James M. Symes named Executive VP and heir apparent; James P. Newell (1902-1982) promoted to VP in Charge of Operations; General Manager-Central Region W.W. Patchell (1897-1983) named VP in Charge of Real Estate & Taxation, replacing Richard C. Morse (1882-1963) granted leave for health pending retirement on Mar. 31; H. L. Nancarrow promoted to Assistant VP in Charge of Operations replacing Newell; Edward C. Geggenheimer named to new post of Manager of Operating Practices to coordinate work rules and standards for operating employees, duties formerly performed by William R. Triem, General Superintendent of Telegraph, who is near retirement. (MB, RyAge)
- Jan. 1, 1952 Old Publicity Dept. reorganized within Public Relations Dept. under G. E. Payne as Manager of Publicity; John K. Murphy of PR firm of Pendray & Co., and formerly of Cowles Magazines, Inc., publishers of *Look*, joins PRR as Supervisor of Community Relations. (RyAge)
- Jan. 1, 1952 G.H. Newcomer named Assistant Mechanical Engineer, replacing William McKinley Keller (1901-1974), given leave to be Director of Research of Mechanical Division of AAR. (MB)
- Jan. 1, 1952 Long Island Transit Authority makes informal report to Gov. Dewey calling for authority ownership and operation by PRR or some other corporation, with PRR's return on investment subordinate to LIRR earnings and taxes; calls PRR's reorganization plan "illegal and unacceptable" as it removes the LIRR from all state regulation; reports that while it has increased income by over \$4 million, the increase is exceeded by loss to inflation; cannot earn enough to pay taxes. (NYT, RyAge)
- Jan. 1, 1952 Non-operating unions and trainmen receive a 4-cent increase under the cost-of-living clause. (AR)

- Jan. 1, 1952 David E. Smucker, formerly with LIRR and now Assistant Chief Engineer, named Pres. of DT&I. (check)
- Jan. 1, 1952 First General Electric gas-turbine-electric locomotive placed in regular pool service. (AAR)
- ca. Jan. 1952 PRR assigns Traffic Dept. representatives to ride Blue Ribbon trains, making three round trips a week, to report on quality of service and make regular reports. (Mutual)
- Jan. 3, 1952 In a speech to the Chamber of Commerce of the State of New York, VP David C. Bevan says that railroads could rebound if they were freed from over-regulation and unfair competition; if the PRR were allowed to earn a 6% return like the telephone and electric companies, it would have \$38-100 million more for improvements; notes average rate of return for last 15 years has been 3.67%; Bevan says he is impressed by the “vigor and progressiveness” of his new associated in the railroad industry. (RyAge)
- Jan. 7, 1952 New Haven inaugurates *Advance Merchants Limited* running non-stop between New York and Boston, Monday to Friday, in 4:00; regular *Merchants Limited* stops at New Haven, New London and Providence. (Guide, RyAge)
- Jan. 9, 1952 PRR Board authorizes retirement of Uniontown, Pa., station. (MB)
- Jan. 13, 1952 Schedule of eastbound *Manhattan Limited* No. 22 cut by 29 minutes. (Guide)
- Jan. 14, 1952 ICC begins hearings on railroads' petition to reopen *Ex Parte* 175.
- Jan. 15, 1952 Last section of New Jersey Turnpike opens between Newark and George Washington Bridge approach in Ridgefield Park, completing the first long-distance superhighway in the Northeast Corridor. (NYT)
- Jan. 1952 GG1's Nos. 4908-4913 are repainted from Brunswick Green to Tuscan Red with gold leaf stripes and Clarendon lettering to match the new Budd stainless steel cars for the *Congressional* and *Senator*; Nos. 4856, 4857, 4876 and 4929 are repainted later, and gold leaf striping and lettering is changed to buff paint later in the year. (ClsscTrains)
- Jan. 16, 1952 Chesapeake & Ohio Railway borrows the Train “X” equipment from the Pullman-Standard Car Manufacturing Company to complete the development at its own expense; through May 28, 1954, it completes the development of the coupling system, brake system and heating and air conditioning and runs a number of road tests, including three demonstration runs. (Train-X)

Jan. 18, 1952 Class Q1 No. 6130 and Class S2 No. 6200 dropped from roster.

Jan. 1952 Prototype Class Q2 No. 6131 retired. (Edson)

Jan. 16, 1952 NYC begins serving “Magic Tray” pre-cooked frozen meals, which are just TV dinners served with side dishes on cafeteria trays, on its “Upstate Special” service between New York and Albany. (RyAge)

Jan. 17, 1952 LIRR asks for a “penny-a-day” fare increase to cover Jan. 1 wage increase; William Wyer says an 11% increase would pay all interest and taxes, and a 26% increase would give a 5-3/4% rate of return. (RyAge)

Jan. 19, 1952 Passenger service ends on Ohio Central Division of NYC, ending its use of Columbus Union Station. (MB - verify)

Jan. 19, 1952 Last run of C&O Railway Hocking Valley locals Nos. 35-36 between Toledo and Columbus, leaving the section of *The Sportsman*. (Miller)

Jan. 22, 1952 PRR holds meeting with representatives of McKim, Mead & White regarding placing two levels of bowling alleys in the main dining room of Penn Station; contract is instead later given to Lester C. Tichy, ending McKim, Mead & White's association with the building. (CE)

Jan. 23, 1952 PRR and NYC contract with Robert Heller & Associates, consultants of Cleveland, to study problem of passenger losses, hoping to operate at break-even point; considers possible elimination of duplicate long-distance services through cooperation with NYC and B&O; Heller has just completed a similar study for the Pullman Company. (_ , Trains)

Jan. 23, 1952 ICC grants Railway Express Agency, Inc., 6-cent per shipment surcharge effective Feb. 28.

Jan. 24, 1952 Emergency Board issues report recommending that firemen receive same 12.5 cents per hour increase as trainmen received in 1951. (RyAge)

Jan. 28, 1952 BLFE rejects settlement and prepares for strike. (RyAge)

Jan. 30, 1952 ICC approves PRSL’s elimination of cab signals on the former Atlantic City Railroad route between South Camden and Winslow Jct. and reduction to single track. (PRSL)

Feb. 1, 1952 *The Trail Blazer* recombined with *The General*. (tt)

Feb. 4, 1952 ICC and state regulatory agencies increase commuter fares by 14%, vs. 20% asked for by railroads, effective Feb. 28. (CNJ AR)

- Feb. 6, 1952 NJ PUC grants an increase of intrastate commuter fares in northern New Jersey equal to that granted by the ICC. (CNJ AR)
- Feb. 6, 1952 PRSL Executive Committee approves the retirement of Pedricktown station. (MB)
- Feb. 6, 1952 NYC announces it has retained Robert Heller & Associates to study operating loss and tailor passenger service to actual demand. (NYT)
- Feb. 8, 1952 ICC grants 15-20% commuter fare increases at New York, Pittsburgh, Harrisburg and Chicago. (NYT - publication date)
- Feb. 9, 1952 Engineer F.B. Yentzer acquitted of manslaughter in 1951 wreck of *Red Arrow* at Bryn Mawr. (NYT)
- Feb. 11, 1952 LIRR announces it has engaged color designer Howard Ketcham (1902-1982) to redesign interiors of passenger cars. (NYT)
- Feb. 13, 1952 Toledo & Ohio Central Railway merged into NYC. (Cards)
- Feb. 14, 1952 Presidential Emergency Board recommends industry-wide union shop with check-off of union dues for non-operating employees; AFL favors union shop contracts to bar raids by CIO unions. (AR, NYT)
- Feb. 15, 1952 PRR engages Ik Shuman (1893-1965), formerly with *The New Yorker*, *Holiday*, *Esquire* and *Coronet* magazines, as consultant for publications. (NYT, RyAge)
- Feb. 1952 Philadelphia City Planning Commission produces plan for unified development of Broad Street Station site. (NYT)
- Feb. 1952 Baldwin-Westinghouse 4,000-HP oil burning steam turbine demonstrator No. 4000, aka the "Blue Goose," begins six weeks of tests on the PRR hauling heavy mail and express trains up to 29 cars on the Middle Division; later tests on the Missouri-Kansas-Texas Railway and the Chicago & North Western Railway but is dismantled in 1953 when Westinghouse decides to exit the locomotive business. (Lee)
- Feb. 1952 Toledo, Peoria & Western Railroad ends mixed train service between Effner and Peoria Yard. (Sanders - verify)
- Feb. 16, 1952 BLW/Westinghouse delivers Class E2c two-unit C-C rectifier electric locomotive No. 4997-4998. (Keyser)
- Feb. 17, 1952 Mail and express trains No. 91-92 discontinued between New York and St. Louis and No. 97-97 (?) between Pittsburgh and Chicago. (A-sheet)

- Feb. 21, 1952 VP James M. Symes announces that Broad Street Station will close on Apr. 27; now used by only 90 trains. (RyAge)
- Feb. 23, 1952 Commuter fare increase becomes effective in Philadelphia area. (NYT)
- Feb. 25, 1952 Long Island Transit Authority applies to federal court for authority to have William Wyer buy 50 new cars and rebuild others with \$7.8 million from sale of Rockaway Branch to city. (NYT)
- Feb. 25, 1952 Former PRR Secretary Lewis Neilson (1860-1952) dies. (geni.com)
- Feb. 28, 1952 ICC 15% increase in interstate commuter fares becomes effective in New York-New Jersey area. (AR, NYT)
- Feb. 28, 1852 Last run of weekday passenger service between Phillipsburg and Belvidere, N.J. (tt)
- Mar. 3, 1952 Hudson & Manhattan Railroad installs escalators at Journal Square Station. (NYT)
- Mar. 3, 1952 U.S. Supreme Court denies the appeal of the CNJ for a greater share of lighterage and flottage rates at New York Harbor. (CNJ AR)
- Mar. 3, 1952 U.S. Supreme Court rules that the Central Railroad Company of Pennsylvania, through which the CNJ had sought to shelter its income and property in Pennsylvania from high New Jersey taxes, is not so exempt. (CNJ AR)
- Mar. 1952 Rail-Trailer Company incorporated by Eugene F. Ryan of Chicago as middleman to collect and coordinate the delivery of trailer trucks to railroad yards for piggyback shipments.
- Mar 5, 1952 Gov. Thomas E. Dewey asks Legislature to grant Long Island Transit Authority power to reorganize LIRR under Chapter 77. (NYT, RyAge)
- Mar. 9, 1952 BLE, BLFE and ORC stage surprise strike against NYC lines west of Buffalo and Terminal Railroad Association of St. Louis. (NYT, RyAge)
- Mar. 11, 1952 PRR holds press run of new *Congressional* equipment between New York and Washington. (PR)
- Mar. 11, 1952 Federal court issues injunction against railroad strike; many rank and file refuse to return to work. (NYT)
- Mar. 12, 1952 NYC resumes service in Midwest. (NYT)

- Mar. 12, 1952 Board reviews the status of the T1's, all 52 of which are now out of service, with only 19 stored in good running order; note that the maintenance costs are 2.5 times that of Class K4s; heavy running repairs are almost 3 times as great; T1's are 4 times as costly to operate as diesels; slipperiness did not work with PRR's grades; decides they are to be disposed of as soon as the equipment trust obligations are paid off. (VPO)
- Mar. 15, 1952 Last run of Richmond-Terre Haute "ghost train" No. 413-426. (A-sheet)
- Mar. 1952 Last run of Lehigh Valley Railroad passenger shuttle between Flemington and Flemington Jct., N.J. (Railpace - 3/17 or later - Burgess - was railcar from Jct.?)
- Mar. 17, 1952 *The Congressional* (18 cars each) and *The Senator* (14 cars each) re-equipped with 64 lightweight streamlined cars from the Budd Company; *Morning/Midday Congressionals* introduced and old *Congressional* becomes *Afternoon Congressional*. (check tt.); *Afternoon Congressional* christened at Penn Station by wife of Mayor V.R. Impellitteri and at Washington by Mrs. Alben W. Barkley; *Senator* christened at Washington by wife of New Hampshire __ Styles Bridges and at Boston by wife of House Majority Leader John McCormack; consist of *Congressional* is 8 coaches, tavern-lounge, twin-unit diner, 7-drawing room parlor car *Matthias W. Baldwin* or *Thomas A. Edison* with telephone for conferences, and 6 parlors including parlor-bar-observation *George Washington* or *Alexander Hamilton*; consist of *Senator* is 8 coaches, tavern-lounge, diner, and 4 parlors including parlor-observation *Benjamin Franklin* or *Martha Washington* with telephone; new equipment causes ridership to increase 9%. (MB, NYT, Wayner, Dubin, tt.)
- Mar. 18, 1952 New Haven installs ticket vending machines in Grand Central Terminal. (NYT)
- Mar. 19, 1952 Last run of passenger service between Beaver Falls and Sharon, Pa., ending all passenger service between Lawrence Jct., New Castle and Sharon; last run of Sharon & Pittsburgh RPO. (tt, Kay)
- Mar. 20, 1952 Robert R. Young addresses fifth anniversary banquet of Federation of Railway Progress; proposes a central reservation bureau to cut clerical costs; Road-railer type hybrid freight vehicles; stock options to give managers stake in performance; centralized research & development unfettered by traditional railroad thinking; consolidation into a few large systems; permanent Labor-Management Conference for railroad industry. (NYT)
- Mar. 20, 1952 Mediation Board awards United Steelworkers a smaller increase of 26 cents an hour, but the companies demand to be able to raise prices \$12 a ton, which Pres. Truman refuses. (Warren)

- Mar. 26, 1952 New Jersey approves creation of bi-state Metropolitan Rapid Transit Commission to study transit problems. (NYT)
- Mar. 28, 1952 Last run of passenger service on Fort Washington Branch, Allen Lane (Philadelphia) to White Marsh; trains Nos. 880, 883, 884 & 887. (A-sheet)
- Mar. 30, 1952 Last day of passenger service at Lord Street Station, Buffalo. (A-sheet)
- Mar. 31, 1952 *Haddonfield* makes the last crossing of the Philadelphia & Camden Ferry Company from Market Street, Philadelphia to Camden, docking at 9:30 PM; *Haddonfield* and *Millville* were the last boats in service, with the *Bridgeton* as a spare; number of passengers using Camden Terminal falls from about 1,600 per day to under 300. (StmbtB11, VPO, PRSL/Rdg)
- Mar. 31, 1952 Last run of through commuter trains between Trenton and Broad Street Station via Bordentown and Delair. (VPO)
- Mar. 31, 1952 *Elisha Lee* withdrawn from Cape Charles-Norfolk run for two weeks repairs; replaced by *Accomac* leased from Virginia Ferry Corporation. (A-sheet)
- Mar. 31, 1952 Former VP in Charge of Real Estate & Taxation Richard C. Morse retires after 43 years service. (MB)
- Mar. 31, 1952 VP in Charge of Operations J.P. Newell approves the scrapping of T1 locomotives No. 5508, 5517 and 5522; first three to be scrapped. (VPO)
- Apr. 1, 1952 Theodore K. Warner, Jr. (1909-2005), named Chief Tax Counsel in Legal Dept. (MB)
- Apr. 1, 1952 Trainmen receive five-day week under May 1951 contract.
- Apr. 1, 1952 Employees receive 1-cent pay cut under cost of living escalator clause. (RyAge)
- Apr. 1, 1952 Post Office shifts bulk mail from LIRR to trucks. (NYT)
- Apr. 1, 1952 Public Service bus terminal is moved from the PRR Camden Terminal four blocks east to 3rd Street between Market & Arch Streets. (PRSL/Rdg)
- Apr. 2, 1952 Gov. Thomas E. Dewey signs act giving Long Island Transit Authority power to operate LIRR. (NYT)
- Apr. 3, 1952 U.S. District Court authorizes LIRR to purchase 20 new two-motor MU cars from Pullman-Standard. (NYT, Keystone)

- Apr. 4, 1952 New York Gov. Dewey signs act authorizing creation of bi-state Metropolitan Rapid Transit Commission. (NYT)
- Apr. 8, 1952 President Truman seizes steel mills to block a strike called by United Steelworkers of America (CIO), citing the war emergency. (EAH)
- Apr. 8, 1952 LIRR orders 20 MU cars with 128 seats from Pullman-Standard; Class MP70T; called "Wyer cars" or "Cadillacs" for smooth riding; first LIRR cars with fixed, face-to-face 3-2 seating. (Keystone)
- Apr. 9, 1952 Vice President-General Counsel John Dickinson (1894-1952) dies at Johns Hopkins Hospital in Baltimore after 15 years of service. (AR, RyAge)
- Apr. 9, 1952 NYP&N modifies Norfolk joint station agreement to relieve Chesapeake & Ohio Railway from maintaining a navigable depth of water in the ferry slip adjacent to the station. (MB)
- Apr. 11, 1952 250-ton, all-welded deep well flat car for moving large turbogenerators built at Altoona. (AltoMirror)
- Apr. 14, 1952 ICC authorizes full 15% rate increase requested by railroads in *Ex Parte 175* in 1951; effective May 2 through Feb. 28, 1954. (AR)
- Apr. 14, 1952 Yard conductors and trainmen granted the 40-hour, 5-day week. (Rdg AR)
- Apr. 14, 1952 New Jersey creates the New Jersey Highway Authority to build the Garden State Parkway, running from the New York suburbs to all shore points.
- Apr. 15, 1952 PRR contracts with Lester C. Tichy for studies to consolidate the former Savarins restaurants, now operated by the Union News Company, in the Arcade of Penn Station in the lunch counter space and use space on south side for other concessions and to develop concessions for north well of the Concourse. (CE)
- Apr. 15, 1952 Reading opens its branch into the new United States Steel Corporation's Fairless Works at Morrisville, Pa. (RyAge)
- Apr. 15, 1952 New Haven announces it is now completely dieselized; four steam locomotives retained for switching and snow-melting in yards. (NYT)
- Apr. 1952 PRR receives from Fairbanks, Morse & Co. 10 H44-16 1,600 HP road switchers. (Kirkland)
- Apr. 15, 1952 New York-Boca Raton 6-3 sleeping car on *Silver Star* changed to New York-St. Petersburg. (A-sheet)

- Apr. 20, 1952 Last run of passenger service (Sunday-only) between Phillipsburg and East Stroudsburg and Sunday service discontinued between Phillipsburg and Trenton on Bel-Del Branch. (tt)
- Apr. 23, 1952 PRR Board announces has signed union shop contract with firemen and are about to sign with engineers. (MB)
- Apr. 23, 1952 PCC&StL Railroad Board authorizes interlocking the hand switches at the east end of Columbus Union Station; reverse signaling on the two main tracks between Neilston and "CW." (MB)
- Apr. 23, 1952 John Butler Prizer (1909-1976) appointed General Counsel, replacing John Dickinson, deceased. (MB)
- Apr. 24, 1952 PRR VP David C. Bevan (1906-1996) elected Pres. of the Erie & Pittsburgh Railroad, replacing George H. Pabst (1888-1963), retired. (MB)
- Apr. 25, 1952 Escalators placed in service at the Broadway, Camden, station between street level and track level. (VPO)
- Apr. 25, 1952 New 3-track diesel shop completed at Juniata Shops; intended as a repair shop for slope helpers and local units assigned to Altoona; building later serves as the test shed. (altoonaworks.info)
- Apr. 25, 1952 Last run of Cadillac & Grand Rapids RPO. (Kay)
- Apr. 26, 1952 Forty members of the Philadelphia Chapter of the NRHS spend the afternoon photographing Broad Street Station in its last full day of operation. (PhilBltn)
- Apr. 26, 1952 *The Statesman* discontinued as separate train between Harrisburg and Pittsburgh. (tt)
- Apr. 26, 1952 Last run of regular passenger service (Nos. 509-510) between Grand Rapids and Cadillac, Mich.; leaves summer-only *Northern Arrow*. (A-sheet)
- Apr. 27, 1952 Broad Street Station closes; last regular train, No. 431 for Washington, leaves at 1:10 AM, after which the station is cleared of all equipment; all long-distance trains rerouted to originate and terminate at 30th Street; Greyhound bus terminal is moved to north side of 30th Street Station; "Broad Street Suburban Station: renamed "Suburban Station"; one is track added to Suburban Station, making 10 tracks numbered 3-12; tracks 1 & 2 from the original design are never built; plan to add the two additional tracks for Clockers and Atlantic City trains is dropped as GG1's are unable to pull up the 2.2% grade to 30th Street. (MB, VPO, PubDpt, Guide, Tucker)
- Apr. 27, 1952 Special ceremony attended by 5,000 and broadcast over radio closes Broad

Street Station 21 hours after last regular train leaves; last train consists of GG1 No. 4800, 7 coaches for last trip riders, a sleeper for the crew, a coach for recreation, 7 Pullmans for the Philadelphia Orchestra, the baggage car *Patti* for musical instruments, and the parlor-observation *Queen Mary* with a special keystone drumhead, which leaves from Track 13; 600 “last trip” riders go only as far as 30th Street or North Philadelphia, where the *Queen Mary* is cut out; the 7 coaches are cut out at Trenton, and the rest of the train proceeds up the Bel-Del and is turned over to the DL&W en route to Syracuse; the orchestra is making its 885th trip from Broad Street; last trip tickets costing 25 cents go on sale at 7:30 PM; first in line is John H. Strock of the Philadelphia Chapter of the NRHS, who has been waiting since 10:00 AM and buys 105 tickets for members; tickets sell out in 11 minutes, and another 100 are allowed on the train, with another 3,684 sold only as souvenirs; ceremonies are held behind the train gates beginning at 9:18 PM, the orchestra, under its famed conductor, Eugene Ormandy, playing a short concert of “The Star Spangled Banner,” “Finlandia,” and “The Stars and Stripes Forever”; during the short speeches by Pres. Franklin and other dignitaries, the orchestra and riders board the train; at 9:55, Ormandy climbs aboard the rear platform of the *Queen Mary*, and accompanied by horns and a drum from the orchestra, leads the crowd in singing “Auld Lang Syne;” at 9:57, the train pulls out slowly, the musicians still playing, into a drenching rain. (PhilBltn, PhilInq, VPO)

- Apr. 27, 1952 Last run of Sunday-only through service between Trenton and Stroudsburg, Pa., over the Belvidere Delaware Railroad and DL&W. (RRsinLV)
- Apr. 27, 1952 NYC lengthens schedule of *Twentieth Century Limited* and *Commodore Vanderbilt* to 16:50; reduces top speed to 75 MPH to reduce vibration for passenger comfort. (RyAge)
- Apr. 27, 1952 Pittsburgh & Detroit RPO established. (Kay)
- Apr. 27, 1952 Railroad Enthusiasts fan trip marks last run of a New Haven steam locomotive. (NYT, Trains)
- Apr. 28, 1952 Demolition of Broad Street Station begins; Mayor Joseph S. Clark and contractor Matthew H. McCloskey, Jr., pry loose a part of the terra cotta roof railing in a staged ceremony at 8:27 AM, although workmen have already started throughout the building; McCloskey is paid \$157,500 to demolish the station, plus any materials he can salvage; plans for the site are uncertain, but it is eventually developed as Penn Center by selling or leasing plots to private developers; much of the rubble from station is used as fill for Greenwich ore pier in South Philadelphia; the tower clock eventually finds a home at the Railroad Museum of Pennsylvania. (PhilInq, NYT, Pennsy)
- Apr. 28, 1952 LIRR inaugurates automatic speed control between Jamaica and Babylon.

(NYT)

- Apr. 29, 1952 U.S. District Court rules that Truman's seizure of the steel mills is unconstitutional and union immediately strikes. (EAH)
- May 1, 1952 Chicago Consolidated Bus Terminal Building Corporation, partly owned by Pennsylvania Greyhound Lines, Inc., sells property leased to Union Motor Coach Terminal Company on Roosevelt Road to J.H.M. Clinch. (Compt)
- May 2, 1952 Boston Terminal Corporation incorporated for purpose of reorganizing Boston Terminal Company; owned 70% by New Haven and 30% by NYC. (GrnBk)
- May 2, 1952 ICC increase in freight rates of 6% becomes effective through Feb. 28, 1954, making the full 15% the railroads had sought in 1950. (AR)
- May 2, 1952 United Steelworkers of America end strike at President Truman's request, pending a review of the seizure decision by the U.S. Supreme Court. (, BurLabStats)
- May 6, 1952 Last run of a Reading steam locomotive in regular revenue passenger service between Philadelphia and Newtown; its Class G3 4-6-2's remain in service on the PRSL. (BeeLine)
- May 8, 1952 After modifications, Chesapeake & Ohio Railway stages its first full test of prototype "Train-X" coach on Pere Marquette between Grand Rapids and Grand Ledge, Mich., with conventional diesel locomotive; claims to reach 105 MPH. (Doughty, RyAge)
- May 8, 1952 PRR restores through commuter service from Trenton and Bordentown via Delair Bridge, but terminating at Frankford Jct. for transfer to Philadelphia; claims there are no rush-hour slots open to run trains into 30th Street. (VPO)
- May 8, 1952 PRR signs first industry contract granting union shop with United Railroad Workers of America (CIO) covering maintenance-of-way employees; signed first with red caps and with all engine & train employees. (NYT, MB)
- May 8, 1952 PRR signs union shop with check-off agreement with CIO covering shop crafts; previously had signed similar agreements with red caps and engine & train employees. (no can't be 1952 - must be at least 1953)
- May 13, 1952 At annual meeting, Pres. Franklin reports new record of \$1.04 billion in gross operating revenue for 1951 but can't pay quarterly dividend because of uncertain traffic patterns. (MB)
- May 13, 1952 New Broadway, Camden, station completed with escalator connections to the

Bridge rapid transit line. (CE)

- May 13, 1952 Philadelphia & Western Street Railway Company incorporated in Pa. as the reorganization of the Philadelphia & Western Railroad; done to remove the company from the laws governing steam railroads to those governing street railways and interurbans. (PaCorps)
- May 14, 1952 PRR Board approves construction of new brick station of modern design at Paoli. (MB)
- May 14, 1952 PRR Solicitor John Hampton Barnes (1860-1952) dies after 50 years of service, ending over a century's association of the Barnes family with PRR. (MB)
- May 1952 Number of U.S. diesel locomotive units first exceeds number of steam locomotives, 19,082 to 18,489. (AAR)
- May 19, 1952 Railroads agree to new contract with BLE, BLFE and ORC, including 12.5 cent increase for road men and 27 cents for yard men, plus 10 cent cost-of-living increase and five-day week for yard firemen effective Jan. 1, 1953. (RyAge)
- May 20, 1952 25% increase in NYC New York commuter rates goes into effect. (NYT)
- May 20, 1952 Emergency Board rejects Order of Railway Conductors demand for a graduated pay scale based on weight on drivers, first presented in 1949. (RyAge)
- May 21, 1952 Wage Board approves settlement of three-year old dispute with BLE, BLFE and ORC. (RyAge)
- May 23, 1952 U.S. government control of railroads, in effect since Aug. 27, 1950, lifted at 4:00 PM following settlement of all labor disputes. (AR)
- May 23, 1952 William Wyer threatens to abandon LIRR passenger service east of Smithtown, Patchogue and Riverhead to stem operating losses. (NYT)
- May 27, 1952 Inspectors report the Class S2 turbine No. 6200 scrapped down to the turbine drive unit at Conway; the wheel assemblies are to be shipped to Wilmington Shops to salvage the roller bearings as spare parts for the DD2 electric locomotive. (memo)
- May 28, 1952 PRR Board authorizes abandonment of 4.37 miles of Clermont Branch between Smethport and Crosby, Pa. (MB)
- May 29, 1952 Class S2 turbine No. 6200 scrapped at Conway. (prf-fax)

- June 1, 1952 Three round trips between Lancaster and York, Pa., replaced by buses. (A-sheet)
- June 2, 1952 U.S. Supreme Court rules that Pres. Truman's seizure of the steel mills is unconstitutional; mills returned to steel companies and strike resumes.
- June 2, 1952 New Haven restores passenger service between Boston and Fall River via Taunton and Mansfield. (Guide)
- June 4, 1952 PRR authorizes the construction of a new modern car shop at Hollidaysburg, Pa.; it will later be named in honor of engineer-president Samuel Rea (1855-1929), who was born at Hollidaysburg a century earlier. (altoonaworks.info)
- June 9, 1952 PRR makes proposal to Albert M. Greenfield & Co. to sell Broad Street Station site for \$10 million, with partial lease-back; offer not accepted and withdrawn. (MB)
- June 9, 1952 New Haven restores passenger service between New London and Worcester via Plainfield and Putnam on experimental basis. (Guide)
- June 1952 Public Relations Dept. publishes first issue of *The Pennsy*, employee magazine. (Pennsy)
- June 1952 General Motors introduces SD-7 road switcher with six-wheel trucks. (Trains)
- June 11, 1952 Richmond-Washington Company (N.J. corporation) dissolved after reincorporation in Delaware. (MB)
- June 11, 1952 First PRR diesel arrives in West Chester on Thorndale-West Chester local freight. (CCHS)
- June 11, 1952 C&O stages demonstration of "Train-X" car for executives from 14 other railroads between Detroit and Plymouth, Mich.; hits 105 MPH behind an E-7. (Doughty)
- June 12, 1952 Demolition of Chinese Wall begins between 15th & 16th Streets. (BltnAlmnc)
- June 12, 1952 Chicago Union Station Company Executive Committee reports that negotiations for the sale of air rights between Adams & Monroe Streets have been terminated because the purchaser has been unable to obtain financing. (MB)
- June 13, 1952 PRR sends each director a souvenir paperweight made of a door knob from

Broad Street Station offices mounted on a piece of marble from the hallways. (PSdP)

- June 15, 1952 *Broadway Limited* celebrates 50th anniversary at Penn Station and Union Station; at New York, guests include four of original passengers and three of crew of 1902 inaugural *Pennsylvania Special* who are feted in the dining car by VP James M. Symes; at Chicago, eastbound *Broadway* breaks a large golden banner outside the station; veteran engineers from 1902 are given cab rides as far as Fort Wayne, where another celebration is held. (RyAge)
- June 15, 1952 50th anniversary of *Twentieth Century Limited* celebrated at New York and at Chicago on June 16; New York festivities feature a “three-century fashion show” with a Diamond Jim Brady impersonator and girls in costumes of 1902 and 1952; supposed fashions of 2002 seem inspired by science fiction and include miniskirts, short capes and bizarre hats. (RyAge)
- June 1952 PRR gives notice that it will abolish all positions at Altoona which do not support the diesel locomotive program or the car construction and repair program. (altoonaworks.info)
- June 1952 New Haven assigns RDC’s to the New London-Norwich-Worcester run. (Farnham)
- June 16, 1952 BLE strikes LIRR at 4:00 AM over demand to retain national agreement covering operating rules, seniority and difference between freight and passenger service. (RyAge, NYT)
- June 16, 1952 PRR discontinues station at Floreffe on Monongahela Branch. (A-sheet)
- June 17, 1952 LIRR strike ends at 5:00 PM after both parties agree to new work rules to be written by on management and one union representative. (RyAge)
- June 17, 1952 Lehigh Valley Railroad opens new combined freight and passenger terminal at Washington & Scott Streets in Buffalo; old classical terminal and approach tracks were condemned for New York State Thruway. (RyAge)
- June 18, 1952 LIRR resumes full service with morning rush hour. (NYT)
- June 21, 1952 Last run of passenger service between Pemberton Jct. (Birmingham) and Toms River, N.J.; last run of Toms River & Philadelphia RPO. (tt, Kay)
- June 25, 1952 PFW&C Railway Board authorizes \$31.125 million as its share of Conway Yard modernization; authorizes installing Trainphone testing equipment at Conway and Canton. (MB)
- June 25, 1952 Former Passenger Traffic Manager C.H. Mathews, Jr. (1882-1952), dies at

- his home in Chester County after a long illness. (RyAge)
- June 28, 1952 Last run of No. 236-237, former *Chicago Night Express* and *Cincinnati Night Express*; cut to Richmond-Logansport locals. (tt)
- June 30, 1952 *The Pittsburger* discontinued through the end of August during off-season for Pullman travel. (VPO)
- July 1, 1952 Treasurer Paul D. Fox (1908-1992) also named Assistant VP in Charge of Finance; Arthur F. McSweeney (1892-) named to new post of Assistant Chief of Freight Transportation. (MB)
- July 1, 1952 Workers receive 2-cent increase under cost of living escalator clause. (RyAge)
- July 1, 1952 West Shore Railroad merged into NYC. (Cards)
- July 2, 1952 Pennsylvania Tunnel & Terminal Railroad agrees with Greyhound Building Corporation to close temporarily the underground passage from 33rd Street to 34th Street north of Penn Station. (MB)
- July 3, 1952 Superliner *United States*, the flagship of the United States Lines, departs New York on its maiden voyage; on its return trip it takes the Blue Riband for fastest crossing from the *Queen Mary*; following the wartime experience with Cunard's *Queens*, the ship has been designed for quick conversion to a super-fast troopship; it contains almost no wood, but also no high-fashion finishes or furnishings, so it does not divert many dedicated customers from the more sophisticated European liners. (NYT, ocean-liners.com)
- July 11, 1952 Freight service dieselized on West Chester Branch. (CCHS)
- July 12, 1952 Last run of PRSL passenger service between Glassboro and Bridgeton, N.J. (tt, VPO)
- July 15, 1952 Pennsylvania Tunnel & Terminal Railroad leases space in southeast corner of Penn Station to Penn-Station Garage, Inc., for 30 years. (MB)
- July 15, 1952 PRR officials discuss offer for Penn Station site from H.B. Cantor, Pres. of Hotel Governor Clinton; proposes mixed use development with amphitheater, office building, hotel, garage and stores; offers \$50 million to buy site, with underground portion leased back to PRR at \$2 million a year; cost is rejected as too low, and annual rent exceeds operating cost of station; also discuss sale of Suburban Station building. (VPF)
- July 15, 1952 Indianapolis Union Railway buys three Fairbanks Morse 1200 HP switchers to complete dieselization and retires last four steam locomotives. (AR)

- July 16, 1952 Last run of NYC steam locomotives on the West Shore line. (Grogan)
- July 21, 1952 PRR announces that it has established trainphones over 2,000 miles of main line between New York and Chicago and St. Louis; 1,300 trainphone units; 916 locomotives and 230 cabin cars equipped. (NYT)
- July 24, 1952 Steel strike finally ended through intervention of President Truman; wages raised 16 cents, price of steel by \$5.20 per ton, and the union wins a modified union shop. (EAH)
- July 24, 1952 Democrats nominate Adlai E. Stevenson (1900-1965) of Illinois for Pres. and Estes Kefauver (1903-1963) of __ for VP. (Seeley - verify)
- July 26, 1952 LIRR begins to poll commuters on preferences for design of proposed new cars; have three 63-foot cars fixed as samples; new cars are to be 80-feet. (NYT)
- July 28, 1952 Toledo, Peoria & Western Railroad Company incorporated in Del.; acquired former Toledo, Peoria & Western Railroad at foreclosure. (Moody's)
- July 30, 1952 4.35-mile Chesapeake Bay Bridge opens between Annapolis and Kent Island, providing the first all-road direct link between Baltimore and the Eastern Shore. (NYT)
- July 30, 1952 Last run of Pittsburgh & Washington (Pa.) RPO. (Kay)
- July 31, 1952 Last run of Pittsburgh-Washington, Pa., local service; end of passenger service between Carnegie and Washington. (tt)
- July 31, 1952 Foreign Freight Traffic Manager A.J. Ball retires after 52 years service. (Guide)
- July 31, 1952 Chesapeake Bay Bridge opens between Kent Island and Annapolis and vehicular ferry makes the last crossing between Matapeke and Sandy Point. (Simmons)
- Summer 1952 Reading Class G-3 4-6-2's of 1948, displaced from many Reading main line trains, assigned to the PRSL. (Coxey)
- Aug. 1, 1952 Medical Dept. reorganized under Dr. Norbert J. Roberts, Chief Medical Officer on staff of VP in Charge of Operations; new young doctors hired; records made confidential; stress preventative medicine; hope to overcome labor suspicions that company doctors merely test fitness to work. (MB, Pennsy)

- Aug. 1, 1952 William White (1897-1967), Pres. of DL&W, elected Pres. of NYC replacing Gustav Metzman (1886-1960), promoted to Chairman pending retirement at end of year; White is brought in to overhaul management reeling from poor performance and constant attacks of Robert R. Young; White engages management consultants Cresap, McCormick & Paget to recommend new organization. (AR, Bortrager)
- Aug. 1, 1952 Perry M. Shoemaker (1906-2000), who worked summers as a PRR track laborer in 1926 and 1927 while studying at Yale before joining the Erie in 1928, is elected Pres. of the DL&W, replacing William White. (RyAge)
- Aug. 1, 1952 Pullman fares increased on short-haul routes.
- Aug. 1, 1952 Railroads sign a union shop agreement with the firemen. (Rdg AR)
- Aug. 1, 1952 Hudson & Manhattan Railroad cuts non-rush hour service by 4%. (NYT)
- Aug. 8, 1952 Adolph Alexander Weinman (1870-1952), sculptor of statues at Penn Station, dies at Port Chester, N.Y. (NCAB)
- Aug. 10, 1952 World War II memorial in 30th Street Station dedicated by Gen. Omar Bradley (1893-1981); statue of the Archangel Michael lifting a fallen soldier sculpted by Walter Hancock (1901-1998); base inscribed with the names of all 1,307 PRR employees lost in the war. (PersDept)
- Aug. 15, 1952 LIRR Trustee William Wyer announces assignment of all 63 double-deck cars to off-peak trains to increase available seats. (NYT)
- Aug. 1952 LIRR commuters view mockups of new MU cars in three different schemes to vote on interior arrangements and colors. (Keystone)
- Aug. 1952 Philadelphia City Planning Commission issues a new plan prepared by Edmund N. Bacon (1910-2005) for the area bounded by Broad, 18th Street, Vine & Market Streets, including Penn Center; calls for demolition of City Hall, now viewed as a Victorian monstrosity, except for the tower. (PR, PhilBlltn)
- Aug. 1952 CNJ completes its new westbound yard at Allentown, Pa.; the Allentown Yard will become a major node under Conrail. (AR)
- Aug. 16, 1952 New Haven announces \$130 million equipment order, including 10 electric locomotives, 100 MU cars, 26 Budd RDC's and 10 Mack railbuses. (NYT)
- Aug. 17, 1952 *Dixie Flyer* and Jacksonville section of *Southland* rerouted from CofG to AB&C route via Waycross. (tt)

- Aug. 18, 1952 Long Island Transit Authority files its plan for LIRR reorganization with ICC; calls for Authority to buy LIRR by payment of \$20 million in bonds to PRR (vs. total PRR investment in LIRR of over \$100 million); PRR is opposed. (NYT)
- Aug. 21, 1952 Leaders of all rail unions meet with government officials to ask for increases based on increase in national productivity. (NYT)
- Aug. 26, 1952 Former Lines West traffic officer Jesse C. Venning (1865-1952) dies; buried at Dunedin, Fla. (findagrave)
- Aug. 27, 1952 Reading Company's new diesel tugboat *Shamokin* wins a tugboat race held in New York Harbor to benefit the American Seamen's Friend Society. (AR)
- Aug. 28, 1952 NJ PUC permits PRR and PRSL to raise intrastate commuter fares to same level as interstate fares. (NYT)
- Aug. 29, 1952 Eastern railroads, including PRR and PRSL, agree to sign union shop agreement with 17 non-operating unions, but without checkoff of union dues; 15 are AFL, Marine Engineers Association was CIO, and Train Dispatchers Association independent; was pushed by AFL to block rival CIO organizing; PRR later signs union shop contracts with operating Brotherhoods. (AR, RyAge, NYT)
- Aug. 30, 1952 Last run of passenger and freight service between Latrobe and Ligonier on Ligonier Valley Railroad. (tt)
- Sep. 1, 1952 PRR purchases 3.4 miles of Ligonier Valley Railroad closest to Latrobe; begins operation as part of Pittsburgh Division. (Pennsy)
- Sep. 2, 1952 LIRR releases results of commuter poll on car design; 45% favor reversible seats, 54.6% fixed back-to-back seating; company picks second choice of 128 seats per car over first choice of 148 for more leg room; cars are to have cream ceilings, blue-green walls, blue upholstery and red tile in aisles. (NYT)
- Sep. 5, 1952 LIRR contracts to sell portions of Rockaway Beach and Far Rockaway Branches within the Borough of Queens to the New York City Transit Authority for \$8.5 million; Jamaica Bay trestle to be rebuilt for rapid transit service. (Feinman, George)
- Sep. 8, 1952 New Jersey PUC grants 15% increase in intrastate commuter fares. (PRSL AR)
- Sep. 10, 1952 PRR Board authorizes abandonment of portion of Indiana Branch between Blairsville and Torrance; Andrews Run Branch (1.5 miles) from connection with Hempfield Branch. (MB)

- Sep. 13, 1952 Last run of NYC steam locomotive in New York area on upper Harlem Line between North White Plains and Chatham and on Hudson Division between Harmon and Poughkeepsie. (Guide - Grogan has last steam run from Dover Plains 9/11?)
- Sep. 14, 1952 General Dwight D. Eisenhower's 18-car *Look Ahead Neighbor Special* campaign train leaves New York via PRR to South Bend, Ind., on first leg of 4,000-mile tour. (Withers)
- Sep. 21, 1952 Arch in the "Chinese Wall" that carried Broad Street Station tracks over 16th Street is dynamited. (PhilBltn)
- Sep. 22, 1952 PRR disapproves a plan to substitute trackage rights over the Detroit, Toledo & Ironton Railroad between Carleton and Penford, Mich., on the Toledo Division and abandon the PRR line between the same points; the PRR is 13.1 miles and the DT&I 14.3 miles but is below PRR passenger train standards; the \$1.3 million needed to upgrade the DT&I practically equals the value of the PRR line to be abandoned. (CE)
- Sep. 24, 1952 Philadelphia & Camden Ferry Company dissolved. (MB)
- Sep. 24, 1952 PRR signs agreement for relocation of main tracks at Sharpsburg, Pa. (MB)
- Sep. 24, 1952 Pittsburgh Consolidation Coal Company absorbs the Jefferson Coal Company, having acquired the NYC's 52% interest. (Consol)
- Sep. 25, 1952 Tower clock removed from Broad Street Station and placed in storage; later given to Railroad Museum of Pennsylvania and incorporated into its facade. (PhilBltn)
- Sep. 27, 1952 Last run of Philadelphia & Millville RPO; New York & Philadelphia RPO (via Jamesburg) cut back to New York & Trenton RPO. (Kay)
- Sep. 27, 1952 Last run of through NYC passenger service via "Old Road" between Toledo and Elkhart; local service remains. (Sanders)
- Sep. 27, 1952 Last run of PRR local passenger service between Parkesburg and Lancaster, Pittsburgh-Cleveland local No. 318-323, and mail & express train No. 19-24 between Harrisburg and Pittsburgh (mail put on trucks). (tt, A-sheet)
- Sep. 27, 1952 Railway Express Agency, Inc., vacates Camden Terminal at Federal Street and handles express shipments by truck. (PRSL/Rdg)
- Sep. 28, 1952 Rail motor cars assigned to Philadelphia-Delair-Trenton trains Nos. 2592-2593. (Wallis)

- Sep. 28, 1952 F.C. Dumaine, Jr., places over 50 additional trains in service on New Haven's Mass. and Conn. branch lines, mostly on Old Colony, in last-ditch effort to increase ridership; many trains operate with RDC's; cuts times on 26 other trains; RDC's used to restore service between Myricks and Fall River, discontinued in 1949, and between New London and Worcester, discontinued in 1928. (RyAge, Guide)
- Sep. 29, 1952 New York Stock Exchange ends Saturday half-days. (Wyckoff)
- Oct. 1, 1952 PRR announces it has contracted with Levitt & Sons, Inc. to build new commuter station at Levittown near Bristol, Pa.; Levitt is developing a new housing tract for 70,000 people near the new Fairless Works of United States Steel Corporation. (NYT)
- Oct. 1, 1952 J.J. Clutz appointed Assistant Chief Engineer. (MB)
- Oct. 1, 1952 Ik Shuman appointed editor of new employee magazine, *The Pennsy*. (Org)
- Oct. 1, 1952 Workers receive 2-cent increase under cost of living escalator clause. (RyAge)
- Oct. 2, 1952 Eastbound PRR commuter train catches fire and stalls in Hudson River; Tunnel; 10 hurt and 150 evacuated along catwalk. (NYT)
- Oct. 2, 1952 Long Island Transit Authority accuses Trustee William Wyer of siding with PRR and milking company through engineering fees; both PRR and Wyer deny charges. (NYT)
- Oct. 5, 1952 George LeBoutillier (1876-1952), ex-VP-New York, dies. (MB)
- Oct. 6, 1952 PRR announces that it will assign special "Supervisors of Service" to oversee all aspects of the *Broadway*, *Cincinnati Limited*, *Red Arrow*, *Liberty Limited*, *General-Trail Blazer*, *"Spirit of St. Louis"*, and *Pittsburgher*; are to ride their trains at least twice a week. (PR)
- Oct. 6, 1952 Campaign train of vice presidential candidate Richard M. Nixon (1913-1994) operates over PRR from New York to Steubenville. (Withers)
- Oct. 7, 1952 Vice presidential candidate Richard M. Nixon's campaign train travels over PRR from Steubenville to Zanesville and onto the Nickel Plate. (Withers)
- Oct. 8, 1952 PRR Board authorizes retirement of transfer bridges Nos. 1 & 2 at Camden Terminal. (MB)
- Oct. 8, 1952 Nixon's campaign train travels over PRR from Pittsburgh to York. (Withers)

- Oct. 9, 1952 Nixon's campaign train travels over PRR from York to Harrisburg and onto Reading. (Withers)
- Oct. 10, 1952 Nixon's campaign train travels over PRR from Oil City to Erie behind M1 No. 6925. (Withers)
- Oct. 12, 1952 Buffalo Chapter, NRHS, runs an excursion over the Rochester Branch; probably the last passenger train over the line. (alleganycountynyhistory)
- Oct. 1952 General Motors agrees to design locomotive for *Train-X* and C&O to build cars at its own expense.
- Oct. 1952 Class K5 4-6-2 No. 5698 retired. (Edson)
- Oct. 15, 1952 PRR applies to ICC for fare increase on LIRR equal to covering operating costs; NY PSC has denied increases from 1918 to 1947. (NYT)
- Oct. 15, 1952 Richard Nixon's campaign train passes over PRR overnight from Muskegon to Logansport. (Withers)
- Oct. 16, 1952 C&O President W.J. Tuohy makes presentation on "Train-X" to Eastern Railroad Presidents' Conference, and William White, new President of NYC, agrees to approach PRR, B&O and New Haven to join NYC in "*Train-X*" project. (Doughty)
- Oct. 16, 1952 General Eisenhower's campaign special runs over PRR from New York to Philadelphia. (Withers)
- Oct. 17, 1952 Eisenhower's campaign special runs Philadelphia to Pittsburgh over PRR and returns to New York overnight. (Withers)
- Oct. 18, 1952 Duquesne Warehouse Company leases its Pittsburgh warehouse to Pitt-Penn Terminal Company. (Cards)
- Oct. 18, 1952 Wage Stabilization Board reduces United Mine Workers wages reached in new contract by 40 cents a day; miners walk out briefly. (Dubofsky)
- Oct. 25, 1952 Last run of mail & express trains No. 236-237 between Logansport and Richmond. (tt - or 11/1?)
- Oct. 29, 1952 LIRR Trustee William Wyer applies to court to have his engineering firm complete six studies of LIRR aimed at reducing deficit. (NYT)
- Oct. 29, 1952 Canton Company of Baltimore opens enlarged ore pier with conveyor system at Canton. (Schlerf)

- Nov. 1, 1952 PRR terminates design contract with Raymond Loewy. (SMPE)
- Nov. 1, 1952 U.S. explodes the first hydrogen bomb, a fusion bomb releasing far more energy than the fission atomic bombs of 1945, at Eniwetok Atoll; the device is not yet compact enough to constitute a deliverable bomb; the test remains secret for over a year.
- Nov. 3, 1952 LIRR consultant report favors replacement of Patchogue-Montauk service with buses. (NYT)
- Nov. 4, 1952 Dwight Eisenhower (1890-1969) elected President, defeating Democrat Adlai Stevenson (1900-1965); Republicans capture both houses of Congress. (EAH)
- Nov. 1952 Erie Railroad completes dieselization of freight service. (NYT)
- Nov. 12, 1952 PRR board meets in Pittsburgh, first time meets outside of Philadelphia; announces \$47 million program to upgrade freight service and freight yards, including rebuilding of Conway as principal yard on PRR, new car shop at Hollidaysburg, moving scrap dock from Conway to Hollidaysburg, and faster schedules. (MB)
- Nov. 12, 1952 Ground broken for the new Samuel Rea Car Shop at Hollidaysburg. (altoonaworks.info)
- Nov. 1952 PRR receives its first Fairbanks, Morse & Co. H12-44 1,200 HP switchers. (Kirkland)
- Nov. 1952 Future PRRT&HS officer Frank G. Tatnall, Jr. (1931-) joins the PRR after graduating from the Wharton School and working briefly for his father at the Baldwin Locomotive Works. (Crimmins)
- Nov. 17, 1952 B&O declares a 75 cents per share dividend on its common stock, the first dividend on the common since 1931. (AR)
- Nov. 18, 1952 Luncheon at 30th Street Station celebrates 100,000th new freight car received by eastern railroads since the end of World War II; the aluminum 40-foot car is displayed on concourse from Nov. 17 through Nov. 25.
- Nov. 20, 1952 Fairbanks Morse unveils H-24-66 "Train Master", developing 2,400 HP; first standardized high-horsepower hood unit. (RyAge)
- Nov. 24, 1952 New Haven adds 20 more trains on Boston suburban lines. (RyAge)
- Nov. 26, 1952 PRR Board rescinds \$250,000 contribution to Lima-Hamilton Company for

- proposed compressor gas-turbine locomotive. (MB)
- Nov. 28, 1952 Federal court denies LIRR Trustee William Wyer's request to have his firm make LIRR engineering studies. (NYT)
- Dec. 1, 1952 Assistant VP in Charge of Finance and company historian Howard W. Schotter retires after 46 years service. (AR)
- Dec. 1, 1952 ICC begins hearings on LIRR reorganization; PRR states interest in LIRR is \$112 million; says could be self-supporting with fare increase and tax relief. (NYT)
- Dec. 3, 1952 Pres. Truman orders War Stabilization Board to reverse its decision in the coal miners' case; Board members then quit in protest, ending the administration's system of wage and price controls. (Dubofsky)
- Dec. 9, 1952 PRR announces it will run 250 extra trains during Christmas rush period. (NYT)
- Dec. 9, 1952 Hearings begin before federal mediator on union demands for productivity wage increases. (RyAge)
- Dec. 9, 1952 Boston Terminal Company property conveyed to new Boston Terminal Corporation; owned 70% by New Haven and 30% by NYC. (NH AR, GrnBk)
- Dec. 10, 1952 National Mediation Board announces PRR shop craft employees have voted to retain old AFL unions rather than CIO United Railroad Workers of America; CIO had called for election. (NYT)
- Dec. 11, 1952 First blast furnace lit at United States Steel Corporation's Fairless Works on the Delaware River near Morrisville, Pa.; served by PRR-Reading line from east end of Morrisville Yard. (pam)
- Dec. 12, 1952 PRR cuts Chicago-Springfield, Ohio, sleeper back to Chicago-Dayton; Richmond-Springfield local Nos. 100-101 discontinued and an oil-electric car assumes all Xenia-Springfield service as trains Nos. 900-901. (tt, GO, Shell)
- Dec. 12, 1952 *West Coast Champion* service extended to Naples, winter only, via Nos. 291-292 from Lakeland. (Goolsby)
- Dec. 12, 1952 *The South Wind* and *City of Miami* continue operating on two of every three days in winter season; two full train sets of coaches and sleeping cars are now in use, one hauled by PRR diesels and one by ACL diesels, running through between Chicago and Jacksonville; *Dixie Flagler* cut back to operate every third day. (Key, tt, PRR-FAX)

- Dec. 1953 Seaford Corporation dissolved. (Cards - check date)
- Dec. 1952 Buck Dumaine offers John W. Barriger III the vice presidency of the New Haven, which he accepts. (Hilton)
- Dec. 17, 1952 PRR and NYC sign contract for interdivisional freight runs between PRR's Southport Yard near Elmira and NYC's DeWitt Yard at Syracuse, retroactive to Sep. 1, 1951. (MB)
- Dec. 18, 1952 Messrs. Tichy and Horowitz sign letter of intent to develop air rights over Penn Station yard between 9th & 10th Avenues. (CE)
- Dec. 18, 1952 C&O Train "X" car makes last test between Detroit and Plymouth, Mich. with representatives from 13 railroads and the equipment manufacturers; Young becomes preoccupied with fight to take over NYC; PRR Passenger Traffic Manager E. R. Comer, Chief of Passenger Transportation E. E. Ernest and Chief of Motive Power Howell T. Cover attend; they note that the train hits a maximum 106 MPH, but the ride is very unstable and uncomfortable, worse than TALGO or even the conventional C&O coach on same train; note that a Train "X" would require 42 cars to match the capacity of a standard PRR 15-car train; Train "X" also cannot use high-level platforms without special doors and steps. (Doughty, MB, Train-X)
- Dec. 19, 1952 Government drops antitrust suit against AAR and 47 western railroads begun in 1944 as outgrowth of Reed-Bulwinkle Act. (NYT)
- Dec. 19, 1952 Middlesex County Court dismisses manslaughter indictments in *The Broker* wreck as too costly to prosecute. (NYT)
- Dec. 22, 1952 The Brotherhood of Railroad Shop Crafts Supervisors, Pennsylvania Railroad System, incorporated in Pa. (PaCorps)
- Dec. 26, 1952 PRR completes Roxburg Branch off Belvidere-Delaware line crossing Delaware River to site of future Pennsylvania Power & Light Company power plant. (AR)
- Dec. 26, 1952 General Electric Company announces it has received order for 10 electric locomotives for New Haven. (NYT)
- Dec. 29, 1952 Federal mediator Dr. Paul N. Guthrie rules that wage increases based on increased productivity ("improvement factors") are acceptable under government's wage stabilization policy. (RyAge)
- Dec. 31, 1952 NYC Chairman Gustav Metzman retires. (AR)
- 1952 PRR system debt peaks at \$1.116 billion; thereafter, David Bevan is able to

- achieve debt reduction until eve of Penn Central merger. (AR)
- 1952 By end of year, PRR owns 1,888 diesel units totaling 2,588,570 HP, largest number of any railroad.
- 1952 Reading Company pays \$1.6 million to help meet the expenses of the PRSL. (AR)
- 1952 Last Baldwin Centipedes removed from passenger service; replaced by E-8's; all Centipedes are regeared for freight and helper service. (PRRTHS)
- 1952 Track elevation opens through Laurelton and Rosedale east to Nassau County line on LIRR. (AR)
- 1952 Moderization of Trenton, N.J., station completed, including escalators. (MB)
- 1952 PRSL receives 10 Baldwin road switchers, 6 with gearing for high-speed Atlantic City service. (AR)
- 1952 PRR begins construction of Captina Creek extension to reach coal deposits in Belmont County, Ohio. (AR)
- 1952 New Railroad YMCA opens at Crestline; PRR removes the top two floors from the old Continental Hotel/Station, which had housed the YMCA and crew quarters, and remodels the ground floor. (PennsyWest)
- 1952 Old Court Street Station in Cincinnati demolished. (Hauck)
- 1952 Portion of former Cincinnati, Lebanon & Northern Railway abandoned and removed between Lebanon and Lytle. (Hauck)
- 1952 Wayside cab signals installed between Dayton and New Paris, Ohio. (RyAge)
- 1952? New brick stations of modern design built at Paoli. (begun in spring; prob finished 1953)
- 1952 First diesel switcher assigned to Logansport, Ind. (Strauch)
- 1952 Former PRR ferries *Washington, Philadelphia, Pittsburgh, Cincinnati* and *Chicago* scrapped at Baltimore. (StmbtBll)
- 1952 NYC installs CTC between Sandford and Pana, Ill., on St. Louis main line. (Trains)
- 1952 Reading withdraws the streamlined *Crusader* for its first complete overhaul since 1937; replaced temporarily by streamstyled heavyweight cars. (AR)

- 1952 Alleghany Corporation sells about half its holdings of Chesapeake & Ohio Railway to Cleveland industrialist Cyrus S. Eaton (1883-1979). (Turner)
- 1952 Norfolk & Western Railway tests a 5,400-HP General Motors diesel demonstrator against a Class A on the Scioto Division and a Class Y-6 on the Pocahontas Division; finds the Class A and diesel evenly matched, but the diesel is superior to the Y-6 on mountain grades. (Striplin)
- 1952 Defense Production Act establishes a new tripartite Wage Stabilization Board. (BurLabStats)
- 1952 Pres. Philip Murray (1886-1952) of the CIO dies; succeeded by Walter P. Reuther (1907-1970) of the United Automobile Workers. (BurLabStats)
- 1952 AFL Pres. William Green (-1952) dies; succeeded by George Meaney (1894-1980). (BurLabStats)