

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

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1953

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All data subject to correction and change

- Jan. 1, 1953 "Broad Street Station Building" officially renamed "Suburban Station Building." (CE-ER)
- Jan. 1, 1953 LIRR begins rehabilitating MU cars at rate of 17 per month. (NYT)
- Jan. 1, 1953 Assistant Chief Engineer David E. Smucker, formerly with LIRR, becomes Pres. of Detroit, Toledo & Ironton Railroad. (MB)
- Jan. 1, 1953 NYC appoints Ernest C. Nickerson (1909-1999) to new post of VP-Passenger Services to be responsible for cutting deficit; VP-Passenger Traffic abolished; Karl Adam Borntreger (1892-1990) named VP-Operations & Maintenance. (AR)
- Jan. 1, 1953 NYC introduces "Manhattan trip ticket", 25% reduction in off-peak suburban fares at New York. (Guide)
- Jan. 1, 1953 New York, Susquehanna & Western Railway extended to reestablish direct connection with PRR at Marion, Jersey City. (NYT)
- Jan. 1, 1953 Central Railroad Company of Pennsylvania restores all property except the Easton & Western Branch to the CNJ and becomes its Pennsylvania Division, after the U.S. Supreme Court defeats a move to seek exemption from high New Jersey taxes. (AR)
- Jan. 1, 1953 Non-operating union wages cut one cent per hour under cost-of-living clause. (AR)
- Jan. 1, 1953 Colorado Fuel & Iron Corporation purchases the assets of John A. Roebling's Sons Company, with plants at Trenton and Roebling, N.J. (Zink)
- Jan. 2, 1953 Extra New York-Dallas sleeper added to *The Penn Texas*. (tt)
- Jan. 4, 1953 Camden Terminal closes at 12:01 PM; all passenger trains originate and terminate at Broadway Station beginning this date, except No. 654 from Hammonton, No. 2559 from Trenton, No. 982 from Pemberton and No. 135 for Atlantic City, which are required to continue loading at the east end of the most northerly platform of the old Terminal to serve about 240 employees of RCA-Victor near the waterfront; a connection is built from this track to the

- new freight connection to Coopers Point. (PRSL/Rdg)
- Jan. 5, 1953 Government referee Dr. Paul N. Guthrie begins hearings on "improvement factor" (productivity) wages increases. (RyAge)
- Jan. 6, 1953 PRR holds official opening of Roxburg Branch of Bel-Del near Martins Creek, N.J., completed in 1952; to reach new Pennsylvania Power & Light plant on west bank of Delaware River which will go into service in 1954. (NYT)
- Jan. 6, 1953 Rail unions ask for 6% increase based on increased productivity. (NYT)
- Jan. 7, 1953 New Haven elects John W. Barriger III VP and director; Barriger resigns presidency of the Chicago, Indianapolis & Louisville Railroad (Monon), effective Jan. 1; the idea is for Barriger to eventually replace Dumaine as Pres. (AR, NYT, Hilton)
- Jan. 7, 1953 John I. Yellott of Bituminous Coal Research, Inc., applies for a patent for an improved method of fly-ash separation and storage for the proposed coal-burning gas turbine locomotive; the locomotive is now conceived as being housed in a single-cab car body similar to the Alco PA-1, riding on C-C trucks. (Ptnt)
- Jan. 8, 1953 At ICC hearing on LIRR reorganization, PRR Pres. W.S. Franklin testifies PRR has lent LIRR \$13.5 million between 1935 and 1949 and received only \$7.5 million in return; blames bankruptcy on low fares. (NYT)
- Jan. 8, 1953 Bituminous Coal Research's Locomotive Development Committee authorizes new turbine testing program with ALCO at Dunkirk.
- Jan. 9, 1953 PRR VP in Charge of Operations J.P. Newell blames railroad losses on state regulatory agencies refusal to allow company to drop unprofitable trains; urges ICC have ultimate jurisdiction; repeal long haul-short haul clause and streamline rate hearings. (NYT)
- Jan. 9, 1953 NYC and PRR move 2,400 soldiers and cadets from West Point to Washington for the inauguration of Pres. Eisenhower; 8 special trains of 93 sleeping cars. (Cinders)
- Jan. 1953 Last Class H6sb 2-8-0 No. 9988 retired. (Edson)
- Jan. 12, 1953 New "PITT" Tower placed in service, replacing "BU" at the throat of Pennsylvania Station, Pittsburgh. (GO)
- Jan. 12, 1953 ICC increases the percentage of divisions to Official Territory from the Southern and Southwestern Territories, effective July 15, 1953. (CNJ AR)
- Jan. 14, 1953 Freight derailment near Trenton blocks Northeast Corridor for 10 hours. (NYT)
- Jan. 14, 1953 PRR Board authorizes retirement of Richmond, Ind., power plant. (MB)
- Jan. 14, 1953 Wildcat strike of Transport Workers Union of America against Philadelphia Transportation Company shuts down buses and subways, including Camden

- bridge line; PRR and Reading add extra commuter and shuttle trains. (NYT, MB)
- Jan. 15, 1953 Brakes fail on the *Federal Express* entering Washington Union Station; GG1 No. 4876 and front of the first car crash into the Concourse, demolishing the trainmaster's office, and dropping into the basement; 41 injured; an angle cock has vibrated shut, disabling the air brakes on 13 of the 16 cars. (NYT, Trains)
- Jan. 15, 1953 Last PRR steam locomotives removed from Potomac Yard. (Foley)
- Jan. 17, 1953 Pennsylvania Motor Truck Association and 37 truck companies sue Eastern Railroad Presidents Conference, 31 railroads, and Carl Byoir & Associates, their publicity consultants, for anti-trust violations in connection with the railroads' anti-truck advertising and lobbying. (AR)
- Jan. 17, 1953 Philadelphia transit strike ends at 10:00 PM. (SEPTA)
- Jan. 18, 1953 Pres.-elect Eisenhower travels from New York to Washington for inauguration in PRR business car No. 90. (Withers)
- Jan. 19, 1953 C&O Pres. Walter J. Tuohy (-) announces it has purchased an additional 244,741 shares of NYC common stock and now owns 10% of the total. (NYT)
- Jan. 20, 1953 PRR operates 42 extra trains to Washington and 39 extras outbound; 211 Pullmans stored at freight yards for crowds attending inauguration of Pres. Dwight D. Eisenhower. (MB)
- Jan. 20, 1953 John I. Yellott of Bituminous Coal Research, Inc., is granted U.S. Patent 2,625,791 for the coal pulverization and combustion apparatus for the power plant of the coal-burning gas turbine locomotive, originally filed in 1946. (Ptnt)
- Jan. 26, 1953 PRR opens modern, air conditioned ticket office at 1607 Walnut Street, Philadelphia, replacing office at 1417 Chestnut Street opened in 1936. (PR)
- Jan. 26, 1953 Long Island Transit Authority opposes any attempt by William Wyer to use \$8.5 million received in sale of Rockaway Division to city to pay back taxes to New York City. (NYT)
- Jan. 27, 1953 PRSL contracts with American Steel Foundries to permit it to test equipment between Winslow Jct. and Atlantic City. (MB)
- Jan. 27, 1953 Rail motor car, probably No. 4656, replaces locomotive-hauled train on the Xenia-Springfield Branch. (PennsyWest)
- Jan. 29, 1953 Robert Whittle Dowling (1895-1973), Pres. of City Investing Company, a New York planner and real estate developer announces plans for development of Penn Center on site of Broad Street Station and Chinese Wall; features four 20-storey slab office towers parallel to Market Street separated by an 90-foot wide esplanade between Penn Square and 17th Street halfway between Market Street and Pennsylvania Boulevard; a 30-storey office slab raised 3 storeys on stilts to be built on site of Broad Street Station head house between

- Penn Square and 15th Street and another 30-storey tower west of 17th Street; the north building between 15th & 16th Streets is to be a hotel. (PhilBltn, NYT)
- Jan. 29, 1953 LIRR Trustee William Wyer announces start of car modernization program. (NYT)
- Jan. 29, 1953 PRR announces it has approached Philadelphia Electric Company, Atlantic Refining Company, United States Steel Corporation and the Statler Hotel Company about locating in Penn Center, but it has received no commitments. (PhilBltn)
- Jan. 29, 1953 John I. Yellott of Bituminous Coal Research, Inc., files for a patent on an improved recycling, separator, concentrator and ash storage system for the proposed coal-burning gas turbine locomotive. (Ptnt)
- Jan. 30, 1953 ICC announces new formula for Southern and Southwestern Divisions granting greater share to Eastern railroads; abolishes bonus awarded to western and southwestern railroads in 1940 and puts division on flat mileage basis. (NYT)
- Early 1953 "RV" ("ROSE") Tower partly destroyed by fire; later rebuilt. (altoonaworks.info)
- Early 1953 New England Steamship Company dissolved. (NH AR)
- Feb. 1, 1953 Last run of extra New York-Dallas sleeper on *The Penn Texas*. (tt)
- Feb. 2, 1953 Last run of through New York-Cincinnati-Birmingham sleeper via L&N. (last departure probably 1/31)
- Feb. 2, 1953 Boston financier Frederick H. Prince (1859-1953), whose involvement with railroad promotion dates back to 1890 and who sponsored the "Prince Plan" of railroad consolidation, dies at Biarritz, France. (NCAB)
- Feb. 5, 1953 NYC establishes RDC "Beeliner" service between Utica and Watertown, N.Y. (Guide)
- Feb. 6, 1953 Pres. Eisenhower ends wage and most price controls, including those on railroad wages and salaries. (RyAge)
- Feb. 8, 1953 Plan for modernizing LIRR equipment presented to Trustee William Wyer; calls for rehabilitation of 558 MU cars and purchase of 112 new ones; 431 of oldest MU cars to be retired with abandonment of Rockaway Branch; combination of old and new cars is cheapest alternative. (NYT)
- Feb. 12, 1953 NYC sells 28 acres of old Boston coach yard to syndicate headed by Roger L. Stevens; developed as the Prudential Center. (NYT)
- Feb. 13, 1953 Crossing between the Springfield Branch and the Little Miami Railroad at Xenia removed; probably part of installation of CTC between Xenia and Dayton to replace Absolute-Permissive block system; freights DC8/DC-9 running between Cincinnati and Detroit via the Detroit, Toledo & Ironton Railroad north of Springfield, must now make a reverse movement to cross

the PRR line at Xenia. (GO, Bongaardt)

- Feb. 15, 1953 Locust Street Subway opens for revenue service between 8th & Market and 16th & Locust in Philadelphia as extension of Camden Bridge Line; tunnel had been begun in 1917 and had lain empty since 1931; planned extension into West Philadelphia is abandoned. (SEPTA, BlltnAlmnc)
- Feb. 17, 1953 Taking of depositions begins in truckers' suit against Eastern Railroads and Carl Byoir & Co. (MB)
- Feb. 18, 1953 PRR Board approves additional \$2.78 million for Philadelphia Improvements. (MB)
- Feb. 19, 1953 ICC permits PRR to charge Baltimore rates on ore bound from new Greenwich Point ore pier to points west of Pittsburgh.
- Feb. 23, 1953 PRR two-day circle trip for about 40 members of Congress and ICC leaves Washington; travels to New York via Harrisburg and returns with stops at Morrisville, Fairless Works and Philadelphia. (MB)
- Feb. 23, 1953 Reconstruction and enlargement of Conway Yard begins. (CE)
- Feb. 23, 1953 New station at Alliance, Ohio, dedicated, replacing station built in 1864. (CE)
- Feb. 26, 1953 New Haven Pres. Frederic C. Dumaine, Jr., announces he will increase the number of directors from 15 to 21 and grant four seats to the group supporting Patrick McGinnis's bid for control. (NYT)
- Feb. 28, 1953 Cape Charles-Norfolk passenger steamboat service makes last run; steamer *Elisha Lee* crosses to Cape Charles with passengers for *The Cavalier* and deadheads back to Norfolk; fails Coast Guard inspection on Mar. 1, and service not resumed; PRR eventually pays \$252,500 fine for ending service without regulatory permission; substitutes Carolina Trailways bus carried by Virginia Ferry Corporation. (StmbtBll, Hayman)
- Feb. 28, 1953 NYC Chief Engineer-Equipment Paul W. Kiefer retires and office abolished. (AR)
- Mar. 1, 1953 VP in Charge of Real Estate & Taxation W.W. Patchell reassigned to special VP to analyze passenger deficit; J. Benton Jones (1905-1986) named VP in Charge of Real Estate & Taxation. (MB)
- Mar. 1, 1953 PRR lease of Canton Company's Pier No. 11 at Baltimore expires and is not renewed. (MB)
- Mar. 2, 1953 ICC grants northern New Jersey railroads and increase in commuter fares on distances between 4 and 12 mile. (CNJ AR)
- Mar. 5, 1953 Soviet leader Josef Stalin (1879-1953) dies at his dacha at Kuntsevo; jockeying for power commences with the three leading candidates being Georgi Malenkov (1902-1988), Nikita Khrushchev (1894-1971), and Lavrenti Beria (1899-1953), head of the NKVD; all want limited reforms to improve agricultural production and raise the standard of living, as well as lessening tensions with the West; ironically, it is Beria who wants the most radical

reforms; considered the most dangerous by his rivals, he is made the scapegoat for Stalin's excesses and executed on Dec. 23 on trumped-up charges of being a British spy; Khrushchev is the eventual winner, but starting with Malenkov he puts his rivals into forced retirement or insignificant jobs rather than killing them. (Service)

- Mar. 6, 1953 Robert W. Dowling displays revised model of Penn Center to a luncheon sponsored by the Citizens' Council on City Planning; five buildings to be 30-32 storeys, including the two at the east and west ends; Benjamin Franklin Parkway is to be continued across a corner of the site to City Hall; building on the north side between 16th & 17th Streets is now a low building, possibly for a television center; at urging of City Planning Commission, sunken courts are added to bring light down to the underground concourse. (PhilBltn)
- Mar. 6, 1953 Boston Railroad Holding Company dissolved; New Haven receives \$2.8 million. (NH AR)
- Mar. 11, 1953 LIRR Traffic Manager Harry A. Weiss named Passenger Traffic Manager; K.M. Potter named Freight Traffic Manager. (Guide)
- Mar. 12, 1953 Developer William Zeckendorf, head of Webb & Knapp, Inc., begins talks with PRR on air rights development over Penn Station. (NYT)
- Mar. 13, 1953 Yellow Springs Block Station taken out of service on Springfield (Ohio) Branch. (GO)
- Mar. 15, 1953 Through Pittsburgh-Cincinnati-New Orleans sleeper via L&N cut back to Pittsburgh-Cincinnati. (Welsh, tt)
- Mar. 1953 Last Class B28s 0-6-0 No. 7258 retired. (Edson)
- Mar. 1953 Baldwin builds six AS-16 1600 HP road switchers, Nos. 6007-6012, for the PRSL, the last two in the "Green Hornet" paint scheme of green body with white lettering. (Mayover)
- Mar. 16, 1953 NYC expands Harlem Line commuter service to every half hour. (Guide)
- Mar. 17, 1953 Long Island Transit Authority asks NY PSC to compel Trustee William Wyer to begin rehabilitating cars at once. (NYT)
- Mar. 17, 1953 PRR executes new agreement with City of Philadelphia to relocate Philadelphia Transportation Company subway and surface tracks in front of 30th Street Station. (MB)
- Mar. 17, 1953 Pres. Eisenhower lifts last Korean War price controls. (EAH)
- Mar. 18, 1953 Federal referee Dr. Paul N. Guthrie awards all railroad wage workers a 4-cent "productivity" increase retroactive to Dec. 1, 1952, but rejects productivity theory. (NYT, Rdg AR)
- Mar. 19, 1953 New Greyhound bus terminal dedicated on South Wabash Avenue in Chicago; built by Chicgo Greyhound Terminal, Inc.; used by Pennsylvania Greyhound Lines, Inc., which has 21% interest; revenue service begins Mar. 20; old terminal on North State Street closes. (NYT, Compt)

- Mar. 23, 1953 Tichy and Horowitz assign their options on air rights over Penn Station yard between 9th & 10th Avenues to Webb & Knapp, Inc. (CE)
- Mar. 25, 1953 New York City Transit Authority created as a quasi-public independent authority to take over the management of the New York transit system; the law has been pushed through by Gov. Thomas E. Dewey (1902-1971) and the Republican majority in Albany to take control of the system away from city politicians. (Feinman, Hood)
- Mar. 27, 1953 NY PSC authorizes LIRR to discontinue Country Life Press-Mitchell Field MU shuttle on 30 days notice. (NYT)
- Mar. 27, 1953 In a press conference after a speech to the Federation for Railway Progress, Robert R. Young states that the C&O will take control of NYC within a year and merge it within 10 years; Young will move the NYC headquarters from New York to Cleveland to remove it further from the dreaded Wall Street bankers. (NYT, Borkin)
- Mar. 27, 1953 Chicago Union Station Company Executive Committee values air rights over its tracks as follows: Madison-Monroe Streets at \$1.27 million; Monroe-Adams Streets at \$1.06 million; Jackson Boulevard-Van Buren Street at \$1.37 million. (MB)
- Mar. 30, 1953 Former New Haven Pres. Edward G. Buckland (1866-1953) dies at New Haven after a long illness. (NYT)
- Mar. 30, 1953 At the Chesapeake & Ohio Railway annual meeting, Pres. Walter J. Tuohy states they have no immediate plan to merge with the NYC. (Borkin)
- Apr. 1, 1953 Allen J. Greenough named VP-Eastern Region, replacing Ethelbert W. Smith, granted leave pending retirement in 1954; M.S. Smith named General Manager-Central Region, replacing Greenough; VP-Assistant to the Pres. J.R. Downes granted leave pending retirement and resigns as director; VP James P. Newell elected a director. (MB)
- Apr. 1, 1953 J.L. Cranwell named VP-New York, which is made a regional rather than staff office; title of J.W. Oram changed from Chief of Personnel to Assistant VP in Charge of Operation-Personnel; J. Benton Jones named VP in Charge of Real Estate & Taxation. (MB)
- Apr. 1, 1953 Henry W. Large (1905-1999) named Assistant VP in Charge of Traffic. (MB)
- Apr. 1, 1953 Demolition contractors recover the cornerstone at the southeast corner of Broad Street Station; contains newspapers, timetables, and a now-valuable set of the first commemorative stamps issued by the Post Office for the World's Columbian Exposition. (PhilDlyNws)
- Apr. 1, 1953 NYC completes management reorganization; Andrew Pulliam appointed to head new Industrial Engineering Dept. (verify AR)
- Apr. 1, 1953 Non-operating unions receive 3-cent per hour wage cut under cost-of-living clause. (AR)

- Apr. 2, 1953 PRR and BRT announce voluntary courses in courtesy for conductors, trainmen, supervisors and station agents. (NYT)
- Apr. 3, 1953 Last freight train runs over the Schuylkill & Lehigh Valley Branch of the Lehigh Valley Railroad from Minersville to Lizard Creek Jct. (Heydinger/RRH 109)
- Apr. 4, 1953 PRR tests a Lima LS-26 No. 8948 equipped with dynamic brakes on Madison Hill; first trips down is with 11 loaded hopper cars and a steel cabin car. (pennsywest)
- Apr. 6, 1953 Drop in cost-of-living index results in 3-cent wage cut for all railroad workers under escalator clauses. (RyAge)
- Apr. 8, 1953 New Haven stockholders elect management slate without opposition; first election in which common stockholders could vote since the reorganization in 1947; Dumaine control was based on ownership of preferred stock. (NYT)
- Apr. 10, 1953 PRR inaugurates *The Baltimorean*, fast freight from Wheeling to Baltimore. (Pennsy)
- Apr. 13, 1953 Navy sends an LST (Landing Ship-Tank) to Cape Charles to pick up servicemen from *The Furlough*; complains of poor service. (VPO)
- Apr. 1953 Last Class B6 0-6-0 No. 8977 retired; last Class C1 0-8-0's No. 6562 and No. 6566 retired. (Edson)
- Apr. 1953 Baldwin builds the last four PRSL AS-16 1600 HP road switchers, Nos. 6013-6016, all in the "Green Hornet" scheme of green body and white lettering. (Mayover)
- Apr. 1953 NYC Pres. William White has plan for TOFC service ready, but held back pending upcoming proxy fight with Robert R. Young. (Borntager)
- Apr. 1953 Fairbanks, Morse & Co. produces its first model H24-66 2,400 HP "TrainMaster" demonstrators TM-1 through TM-4; this is the last new F-M model and is marketed as a heavy freight and passenger locomotive; the other F-M road switcher models are then redesigned with the boxy, squared-off lines of the TrainMaster instead of the Loewy-inspired lines. (Kirkland)
- Apr. 21, 1953 At ICC hearings on LIRR reorganization, Long Island Transit Authority Chairman George Emlen Roosevelt says the Authority may withdraw or change its reorganization plan unless PRR acts quickly on its \$20 million buyout offer. (NYT)
- Apr. 22, 1953 PRR Board considers abandonment of all LIRR passenger service between Patchogue and Montauk. (MB)
- Apr. 22, 1953 PRR Board authorizes additional yard tracks at Media to terminate trains there with shuttles to West Chester. (MB)
- Apr. 22, 1953 PRR files with the ICC to formally abandon its Cape Charles-Norfolk steamboat service. (ICC)

- Apr. 23, 1953 LIRR asks for average 25% fare increase. (NYT)
- Apr. 23, 1953 PRR leases deck over north side of 30th Street Station to Auto Parks, Inc., as parking lot. (MB)
- Apr. 23, 1953 Pennsylvania Company stockholders approve moving the headquarters from 44 East Lancaster Avenue, Ardmore, to the Haverford station. (MB)
- Apr. 24, 1953 Member companies of Union Depot Company (Columbus) agree to new interlocking at east end. (MB)
- Apr. 25, 1953 Last run of *The Iron City Express* between New York and Pittsburgh; last run of local No. 577-578, Harrisburg-Renovo; last run of *The Jeffersonian*, New York-St. Louis; of Pittsburgh-Cincinnati local No. 204-205. (tt, VPO)
- Apr. 25, 1953 Last run of Southern Railway *New Yorker* (northbound only) between Atlanta and New York. (tt)
- Apr. 25, 1953 Last run of CNJ passenger service between Somerville and Flemington, N.J. (AR)
- Apr. 26, 1953 *The Jeffersonian* discontinued and coaches placed on "*The Spirit of St. Louis*"; recreation cars placed on *The Penn Texas*; *The Indianapolis Limited* restored as a year-round train between New York and Indianapolis; *The Akronite* discontinued between Pittsburgh and Hudson, Ohio, and reduced to a local Hudson-Akron connection from *The Clevelander*; *The Clevelander* rerouted from via Alliance to via Youngstown; *The Cavalier* (northbound) cut back from New York to Philadelphia; *The Quaker* (northbound) discontinued between Philadelphia and New York. (tt)
- Apr. 26, 1953 *Orange Blossom Special*, deluxe winter-only SAL train, discontinued. (tt)
- Apr. 26, 1953 NY&LB stops issuing its own public timetable showing both CNJ and PRR trains. (Guide)
- Apr. 26, 1953 New commuter station established at Levittown-Tullytown, Pa., about 0.2 mile west of old Tullytown station, which is abandoned. (, tt)
- Apr. 26, 1953 Indianapolis & Louisville RPO merged into Chicago, Logansport & Louisville RPO. (Kay)
- Apr. 26, 1953 NYC makes cuts equal to 2 million annual passenger train-miles. (AR)
- Apr. 26, 1953 NYC restores *Twentieth Century Limited* and *Commodore Vanderbilt* to 16-hour schedules in both directions. (RyAge)
- Apr. 26, 1953 New Haven establishes a new station on the Shore Line at Route 128, the Boston beltway, for suburban passengers. (RyAge)
- Apr. 27, 1953 Trenton-Burlington-Delair-Frankford Jct. commuter train extended to North Philadelphia for improved connection to Center City, including via Broad Street Subway. (VPO)
- Apr. 27, 1953 PRR announces a new 470-calorie chopped sirloin dinner for dieters; uses

- low-fat salad dressing and saccharine instead of sugar. (NYT)
- Apr. 27, 1953 Southern Railway discontinues the old heavyweight *Royal Palm* and the lightweight *New Royal Palm* becomes the *Royal Palm*. (Guide)
- Apr. 28, 1953 ICC recesses LIRR reorganization hearings until June 15; PRR and Long Island Transit Authority open talks to reach compromise. (NYT)
- Apr. 30, 1953 Frederic C. Dumaine, Jr., reelected Pres. of New Haven, blocking McGinnis's takeover bid; Morgan B. Brainerd elected to vacant post of Chairman. (NYT)
- May 1, 1953 Robert W. Dowling, a New York planner and real estate developer, announces a plan for Penn Center, to be built on the portion of the Broad Street Station site between Market Street and Pennsylvania (Kennedy) Boulevard west to 18th Street; four office towers, a 1,000-room hotel and a possible television center on *pilotis* facing an open promenade with fountains and plantings and underground concourse connected to Suburban Station; PRR announces it is building three additional tracks in Suburban Station. (NYT)
- May 1, 1953 Office of Manager of Suburban Service created at Philadelphia to develop low fares and other incentives for off-peak travel; test appeal of increased off-peak service on two lines at Philadelphia and introduce "bargain shoppers' tickets". (MB, PR)
- May 1, 1953 New ticket bureau with "Ticketeer" machines and improved reservation system opens at Pittsburgh station. (Pennsy)
- May 1, 1953 PRR and CNJ sign new interchange agreement for Freehold, N.J. (MB)
- May 7, 1953 Chicago Union Station Company Executive Committee rejects the first proposal of Apr. 13 of Simon Brothers to lease the air rights between Madison & Van Buren Streets. (MB)
- May 11, 1953 Signalmen and telegraphers begin strike against Hudson & Manhattan Railroad, shutting it down; PRR runs extra trains. (NYT)
- May 12, 1953 PRR and Webb & Knapp officials meet to discuss use of air rights at Penn Station yard ; Webb & Knapp plans call for a 20-story building of 2 million square feet over entire site with a freight terminal for use of Post Office on ground floor and a heliport on roof; the rest of the building to be loft space for the garment industry. (CE)
- May 12, 1953 Hudson & Manhattan strike ends with compromise on back pay owed to men; engineers and firemen demand similar settlement, delaying resumption of service. (NYT)
- May 12, 1953 PRR Board authorizes reverse signaling on eastbound and westbound mains between Federal Street and "CQ" at Pittsburgh; automatic cab signals between East Liberty and Aspinwall and between Pittsburgh and Yellow Creek via Rochester; authorizes retirement of 12 stalls of Richmond, Ind., roundhouse. (MB)
- May 13, 1953 Hudson & Manhattan Railroad restores full service. (NYT)

- May 1953 PRR conducts public opinion poll of commuters and suburban passengers.
- May 1953 Last Class B6sa 0-6-0 No. 775 retired. (Edson)
- May 15, 1953 Last run of LIRR passenger service between Country Life Press and Mitchell Field except for Roosevelt Raceway specials; last 5-cent ride in New York area, as shuttle uses a separate bus-type fare box. (ARRT,)
- May 16, 1953 Office of General Coal Traffic Manger divided into Coal Traffic Manager and new post of Coal Traffic Manager-Sales, W.P. Stuart. (MB)
- May 18, 1953 PRR signs development contracts for Penn Center; Uris Brothers acquires parcel from 15th to 16th Streets south of the Boulevard for two 20-story office buildings; publisher Walter H. Annenberg (1908-2002) acquires the parcel from 17th to 18th Streets for a community center, broadcasting center, sports arena, and bus terminal; arrangements negotiated by realtor Frank G. Binswanger. (MB, CE, PR)
- May 19, 1953 The Justice Department's antitrust case against 17 investment banking firms, *U.S. v. Henry S. Morgan, et al.*, finally concludes, having generated over 100,000 pages of material. (Carosso)
- May 21, 1953 PRR announces construction of \$2 million Railway Express facility at Walnut Street in West Philadelphia. (BltnAlmnc)
- May 21, 1953 Cleveland & Pittsburgh Railroad approves installation of cab signals between Pittsburgh and Yellow Creek via Rochester and automatic block signals and cab signals between Yellow Creek and Rockville, Ohio; authorizes second track on connection from main line to River Branch at Mingo Jct. (MB)
- May 21, 1953 NYC announces formation of new freight marketing and research group under Fred. N. Nye; to investigate ways of streamlining yard operations, greater use of trucks for pick-up-and-delivery in LCL service, etc. (NYT)
- May 22, 1953 15 non-operating unions announce 1954 wage demands, including increased vacations and holidays, insurance paid by railroads, time-and-a-half for all regular Sunday assignments. (RyAge)
- May 22, 1953 New York City accepts payment of \$8,806,000 from LIRR in settlement of \$13,025,235 in back taxes. (NYT)
- May 22, 1953 St. Louis Merchants Bridge Terminal Railway acquires property of subsidiary Madison, Illinois & St. Louis Railway. (Moody's)
- May 23, 1953 Uris Brothers, who have leased the parcel between 15th and 16th Street, announce that construction of the first 20-story office building in Penn Center will start this summer; they will build a second tower later with 80-foot wide esplanade between; Walter H. Annenberg is to build a combined transportation and community center on block between 17th & 18th Streets. (NYT)
- May 27, 1953 PRR and American Contract & Trust Company Boards approve the sale of Pennsylvania Greyhound Lines, Inc., by American Contract & Trust

- Company for \$6.26 million, plus \$3 million in the form of a preferred stock dividend. (MB)
- May 27, 1953 PRR purchases additional twin-unit Class E2b B-B + B-B electric locomotive No. 4943-4944; originally built as GE demonstrator in Oct. 1951. (Keyser)
- May 27, 1953 PFW&C Railway Board authorizes cab signals between Pittsburgh, Rochester and Yellow Creek; reverse signaling on east and westbound mains between Federal Street and "CQ" Tower at Pittsburgh. (MB)
- May 27, 1953 Pennsylvania Company Board authorizes the purchase of 45 diesel locomotives for lease to the PRR. (MB)
- May 28, 1953 PRR announces purchase of 78 road freight and switching diesels. (NYT)
- May 29, 1953 ICC approves PRR's control of United New Jersey Railroad & Canal Company by purchase of outstanding stock; now owns 50.49%. (MB, ICC)
- June 1, 1953 Robert Haslett (1906-1982), Penn '27, joins the PRR as Assistant Treasurer after 25 years in the investment banking field with Cassatt & Co. and Lazard Freres & Co.; recruited by David C. Bevan. (MB, Org)
- June 1, 1953 PRR executes an agreement for interchange with the CNJ at Farmingdale, N.J., permitting it to access Earle Naval Ammunition Depot, which is located on the CNJ north of Farmingdale. (MB)
- June 1, 1953 John W. Barriger III resigns as New Haven VP after only six months to become VP of the Rock Island. (WWinRR)
- June 2, 1953 NY PSC begins probe of LIRR car safety and maintenance; of 1,314 cars inspected, 945 are defective and 455 are dirty; as many as 30% of commuters are standees. (NYT)
- June 4, 1953 PRR announces appointment of Architectural Advisory Committee for Penn Center; George Howe (1886-1955), Dean of the Dept. of Architecture at Yale, Edmund N. Bacon (1910-2005), Executive Director of Philadelphia City Planning Commission, and Robert W. Dowling, Pres. of City Investing Company of New York. (CE)
- June 5, 1953 Baltimore & Eastern Railroad Board authorizes abandoning the line between Love Point and Queenstown because of the construction of the new U.S. 50 approach to the Chesapeake Bay Bridge. (MB)
- June 7, 1953 Former PRR Engineer of Tests Lloyd B. Jones (1882-1953) dies at Bryn Mawr Hospital. (ancestry.com)
- June 8, 1953 Union Pacific Railroad places a 4,800 HP GE propane gas-turbine locomotive in service; propane burns cleanly without leaving carbon deposits on turbine blades like pulverized coal.
- June 9, 1953 Last run of passenger service between Oil City and Corry, Pa. (tt)
- June 10, 1953 PRR Board approves lease to Sheraton Corporation of America of parcel between 17th and 18th Streets north of Boulevard in Penn Center for hotel.

(not date of actual contract, which is later!)

- June 10, 1953 PRR Board approves abandoning joint use of Muskegon-Milwaukee car ferry of Grand Trunk Western Rail(road?). (MB)
- June 10, 1953 Long Island Transit Authority informs ICC it will have to abandon its LIRR reorganization plan unless courts void tax pact made by William Wyer with New York City and lets LIRR repossess \$5.5 million already paid; charges Wyer with sabotaging Authority's reorganization plan. (NYT)
- June 11, 1953 Corry & Pittsburgh RPO cut to East Brady & Pittsburgh RPO. (Kay)
- June 11, 1953 New York City completes purchase of LIRR Rockaway Beach lines east of Whitepot Jct. and Far Rockaway with final payment of \$7.65 million: LIRR continues to operate between Far Rockaway and Rockaway Park pending rebuilding of trestle. (George)
- June 15, 1953 New York City Transit Authority assumes operation of all subway, elevated and bus lines from old Board of Transportation of the City of New York; includes ownership of South Brooklyn Railway and of track along Atlantic Avenue, Brooklyn, used by LIRR. (Moody's)
- June 15, 1953 New York Chapter of R&LHS holds steam excursion on LIRR between Jamaica and Greenport. (ARRT)
- June 17, 1953 Southern Railway officially completes dieselization, with last run of steam in freight service at Chattanooga and in passenger service between Louisville and Mount Carmel, Ill.; largest railroad system to be dieselized thus far. (Tillotson, SouRygroup)
- June 18, 1953 NY&LB opens new double-track fill replacing old single-track Matawan Creek trestle. (Gallo)
- June 1953 Railroads apply for increased mail pay.
- June 20, 1953 Isaac Wheeler Geer (1873-1953), retired Chief Engineer-Western Region, dies at Chicago. (Mutual)
- June 23, 1953 ICC examiner recommends dismissing Government Reparations Case over supposedly excessive rates charged government in World War II.
- June 24, 1953 PRR Board approves recommendations of special committee on organization; increases Board from 13 to 17 members and cuts number of meetings per month from 2 to 1; to replace Road Committee and Finance Committee with Executive Committee. (MB)
- June 24, 1953 PRR Board authorizes abandonment of 10.29 miles of Butler Branch between Auburn and Butler, Ind. (MB)
- June 24, 1953 PRR Board authorizes retirement of one track between "JD" and "SQ" on Pittsburgh Division and "SQ" Interlocking; westbound track of Brilliant Branch and remoting "GLASS" Interlocking from "UY"; coaling stations at St. Marys, Wellsville, New Philadelphia, Millbrook, Conesville and Kalamazoo; engine house at Wellsville; turntable at Kalamazoo. (MB)

- June 24, 1953 PRR and Sheraton Corporation of America announce construction of \$14 million modern, 1,000-room hotel as part of Penn Center on north side of Pennsylvania Boulevard between 17th & 18th Streets; built over Suburban Station approach tracks; first hotel built in Philadelphia in 30 years. (PR, NYT)
- June 24, 1954 Philadelphia Art Commission writes to VP Symes objecting to features of the Dowling Plan for Penn Center, including creating a barrier to further expansion at 18th Street; demands that block between Penn Square and 15th Street be left open as a park. (PhilBltn)
- June 24, 1953 PRR Board approves lease of air rights over south approach to Union Station, Chicago, for office buildings. (MB)
- June 25, 1953 Board of Transportation of the City of New York is terminated, and the New York City Transit Authority assumes operation of the transit system. (Feinman)
- June 26, 1953 New Haven and Boston & Maine revive *East Wind* between New York (Grand Central) and Portland via Worcester after not being operated in 1951 and 1952. (tt)
- June 27, 1953 Last run of Philadelphia & West Chester RPO on train No. 716. (Kay, CCHS)
- June 28, 1953 Complete every-hour-on-the-hour "Clocker" service, New York-Philadelphia, 7 AM-8 PM ends; passengers must use Washington trains in off-peak hours; *The Cavalier* (southbound) discontinued between New York and Philadelphia through Sep. 27, 1953. (tt)
- June 28, 1953 PRR cuts off-peak fares on all Philadelphia commuter lines; increases service to Media by 50%, to Paoli by 10%, and to Bryn Mawr by 26%, including establishment of Bryn Mawr locals and Bryn Mawr-Paoli express service; service to West Chester cut 12 round trips of Media-West Chester shuttle train of 1-3 cars; Media local service increased to half-hourly. (PR, CCHS)
- July 28, 1953 "MEDIA" Interlocking placed in service, and tracks between Media and Wawa revised; Track No. 1 returned Media-Elwyn and "ELWYN" and "LENNI" Interlockings retired. (GO)
- July 1, 1953 Chester J. Henry named Chief Engineer-Eastern Region, replacing L.P. Struble, given leave pending retirement. (MB)
- July 1, 1953 Dr. Norbert J. Roberts named to new post of Medical Director. (MB)
- July 2, 1953 B&O Transportation Museum opens at Mount Clare Shops in Baltimore; basic collection consists of actual historical pieces and working replicas collected or created for various world's fairs and the Fair of the Iron Horse. (B&O Mag)
- July 3, 1953 Brief wildcat strike by trainmen snarls LIRR holiday traffic. (NYT)
- July 7, 1953 NYC celebrates 100th anniversary; announces it will be completely dieselized east of Cleveland and all passenger service dieselized east of

- Detroit by the end of the year. (NYT)
- July 9, 1953 Federal court approves final LIRR tax settlement with New York City and permits payment of \$2.047 million, down from original \$8.8 million settlement; money comes from sale of Rockaway Branch to city; Long Island Transit Authority wanted taxes paid in long term bonds to conserve all cash for improvements. (NYT)
- July 10, 1953 Order of Railway Conductors renews demand for graduated pay scale based on weight on drivers of locomotives, rejected by emergency board in 1952. (RyAge)
- July 1953 Boom associated with Korean War ends; 10-month recession begins. (NBER)
- July 15, 1953 New rate divisions with Southern and Southwestern railroad take effect, granting Eastern railroads more revenue. (ICC)
- July 1953 C&O buys an additional 155,259 shares of NYC common stock, bringing its holdings to 800,000 shares or 12.5% of the total. (Moody's)
- July 17, 1953 Chesapeake & Ohio Railway and NYC announce they have formed a pool to devise modern, cost-saving passenger equipment; the initiative comes from Robert R. Young pushing C&O Pres. Walter J. Tuohy to talk to NYC Pres. William White, and then from NYC VP-Passenger Services E. C. Nickerson (-); C&O's contribution will be its development work for Train "X", although Tuohy states in the private memo that the project is not to be called Train "X"; the two companies are also to cooperate on the design of a road-rail-van. (Train-X)
- July 20, 1953 Long Island Transit Authority abandons rehabilitation plan, claiming tax settlement with New York City has left it without funds; will continue to oppose PRR reorganization plan. (NYT)
- July 21, 1953 Last passenger train Nos. 900-901 runs between Xenia and Springfield, Ohio, with a rail motor car, probably No. 4656. (PennsyWest, tt - GO shows date of 8/3)
- July 27, 1953 Armistice signed at Panmunjom ending the Korean War without a peace treaty.
- July 27, 1953 Last run of local No. 326-327 between Indianapolis and Louisville. (VPO)
- July 29, 1953 ICC extends rate increase of *Ex Parte* 175 from Feb. 28, 1954 to Dec. 31, 1955, but denies making them permanent. (AR, ICC)
- July 31, 1953 "WAWA" Tower removed from service. (GO)
- Aug. 1, 1953 PRR reorganizes and expands Medical Dept. (NYT)
- Aug. 2, 1953 Southern Railway's *Aiken-Augusta Special* renamed *Augusta Special* after service to Aiken is discontinued. (Guide).
- Aug. 3, 1953 PRR deeds land from the Broad Street Station site to the City of Philadelphia to build Pennsylvania (JFK) Boulevard, extend Benjamin Franklin Parkway

- and widen 15th Street. (MB)
- Aug. 3, 1953 Springfield (Ohio) Branch redesignated Springfield Secondary Track. (GO)
- Aug. 1953 Last Class N2s 2-10-2's retired. (Edson)
- Aug. 1953 Soviet Union tests its first hydrogen bomb. (Service)
- Aug. 18, 1953 Penntruck Leasing Company incorporated in Del. to lease trucks to PRR for internal use. (MB)
- Aug. 20, 1953 Increased express rates take effect.
- Aug. 24, 1953 NYC-Chesapeake & Ohio Passenger Train Development Committee has its first meeting at the NYC offices at 466 Lexington Avenue in New York. (Train-X)
- Aug. 25, 1953 White Motor Company purchases the assets of The Autocar Company, which closes its Ardmore factory in favor of a new facility in Exton; parts of the factory are demolished and burned in 1956 and replaced by the West Ardmore Shopping Center. (Moody's, LMHS)
- Aug. 28, 1953 Captina Creek spur placed in service from Powhatan Point to Oglebay Norton Company's Norton No. 3 mine near Armstrong Mills, Ohio. (PR)
- Sep. 1, 1953 Huntingdon & Bedford RPO discontinued. (Kay)
- Sep. 1, 1953 Howard E. Simpson (1896-1985), who has begun as a traffic officer on the CNJ, is elected Pres. of the B&O, replacing Roy B. White (1883-1961), promoted to the ceremonial post of Chairman. (Stover)
- Sep. 3, 1953 Conductors agree to postpone demands until federal moratorium expires on Oct. 1. (RyAge)
- Sep. 4, 1953 Last run of PRR portion of *Bar Harbor Express* No. 184-185, an irregular summer-only train, between Philadelphia and New York; through cars continued from PRR points in 1954 season. (tt)
- Sep. 8, 1953 CAB authorizes experimental transportation of ordinary 3-cent mail by air between New York and Chicago; first shipments in week of Oct. 5.
- Sep. 16, 1953 Railroads using Chicago Union Station inaugurate new baggage transfer service for first class passengers at 50 cents per bag. (Guide)
- Sep. 1953 Last run of special passenger service between Chambersburg and Mercersburg, Pa., for opening of Mercersburg Academy; last passenger service between Altenwald and Mercersburg. (tt)
- Sep. 1953 Last Class K5 4-6-2 No. 5699 retired. (Edson)
- Sep. 17, 1953 Chicago Union Station Company Executive Committee accepts the letter of Adolph L. Simon's of New York City on the lease of air rights between Madison & Van Buren Streets. (MB)

- Sep. 18, 1953 PRR runs special train from Pittsburgh to Saltsburg for dedication of Conemaugh Dam. (HistPitts)
- Sep. 22, 1953 NYC opens Centennial exhibit of locomotives at Grand Central Terminal, including *DeWitt Clinton* replica and No. 999. (NYT)
- Sep. 23, 1953 PRR Board authorizes abandonment of part of Butler Branch from Butler to Auburn, Ind., pending ICC permission. (MB - shows as 6/24?)
- Sep. 23, 1953 PRR offers to implement \$30 million, six-year rehabilitation of LIRR if ICC approves previous PRR reorganization plan; Long Island Transit Authority has no comment. (NYT)
- Sep. 24, 1953 Webb & Knapp, Inc., a real estate developer headed by William Zeckendorf (1905-1976), announces it has secured air rights over Penn Station approach tracks between 9th & 10th Avenues. (NYT)
- Sep. 26, 1953 Last run of Louisville section of *The Union* (northbound) and the *Louisville Daylight Express* (southbound) between Logansport and Louisville. (tt)
- Sep. 27, 1953 Pennsylvania Station (Old Union Depot) at Cleveland closes; PRR service cut back to Euclid Avenue station next day. (Pennsy, tt)
- Sep. 29, 1953 Last run of Red Bank & Trenton RPO. (Kay)
- Sep. 30, 1953 BLE demands 30% wage increase. (NYT)
- Oct. 1, 1953 PT&T signs agreement and option with Webb & Knapp, Inc., to purchase property over Penn Station approach tracks between 9th & 10th Avenues for \$4 million. (MB)
- Oct. 1, 1953 Headquarters of Manor Real Estate, American Contract & Trust, and other subsidiaries and leased lines moved from 44 East Lancaster Avenue, Ardmore to the first floor of the Haverford railroad station, a PRR property formerly occupied by a post office. (MB)
- Oct. 1, 1953 Non-operating unions receive 3-cent wage cut under cost-of-living clause. (RyAge)
- Oct. 1, 1953 Order of Railway Conductors renews demand for graduated wage scale based on weight on drivers. (RyAge)
- Oct. 1, 1953 BLE, BLFE, BRT and Switchmen's Union of North America file to have escalator clause gains made permanent, plus large base wage increases up to 30% for engineers. (RyAge, Rdg AR)
- Oct. 1, 1953 10% increase in mail pay takes effect. (Rdg AR)
- Oct. 4, 1953 Last run of Sunday-only passenger service between Reading and Norristown, Pa., with about 700 railfans; E6 No. 1600 and two P70s. (tt, PRRFAX)
- Oct. 4, 1953 Washington Chapter of NRHS operates Fall Rail Ramble from Washington to Hagerstown via B&O and return by Cumberland Valley to Harrisburg. (Guide)

- Oct. 4, 1953 NYC installs four vending machines for commuter tickets at Grand Central Terminal. (NYT)
- Oct. 6, 1953 Greyhound Corporation announces it has purchased, subject to ICC approval, PRR's 50% common stock interest in Pennsylvania Greyhound Lines, Inc. and Southern Pacific's 33.7% common stock interest in Pacific Greyhound Lines, Inc.; railroads are to retain preferred stock; Pennsylvania Greyhound operates 6,129 route miles; Pacific Greyhound operates 10,424 route miles. (NYT)
- Oct. 7, 1953 LIRR places first two of 20 new Pullman-Standard Class MP70T MU cars in service on 5:25 from New York to Babylon after press tour to Garden City and Hempstead; run in trains with double-deckers; cars are in Tichy paint scheme of slate gray with off-white roofs; soon prove unpopular because of cramped, uncomfortable seating and lack of toilets or baggage racks. (NYT, Keystone)
- Oct. 8, 1953 PRR announces lease of three air rights blocks over Chicago Union Station train sheds between Madison and Van Buren Streets to Simon Brothers of New York for office buildings; concourse not covered by lease. (PR)
- Oct. 9, 1953 Citizens' Advisory Committee on Penn Center objects to design of 3 Penn Center submitted by Emery Roth & Sons of New York as a bleak, monotonous box; architect Louis I. Kahn says it would get a "zero" as a student project; committee is divided with many favoring leaving the block between Penn Square and 15th Street open as a court; Edmund N. Bacon favors a tower to complete the enclosure of the central esplanade. (PhilInq)
- Oct. 15, 1953 PRR announces severe cuts in Philadelphia-Norristown service after Pennsylvania PUC refuses to permit cutback to Manayunk. (PR)
- Oct. 1953 Last steam locomotive serviced at 28th Street, Pittsburgh. (Mutual)
- Oct. 1953 Post Office Department begins "experimental" program of switching some regular 3-cent mail from train to plane.
- Oct. 1953 Sharp decline in freight traffic wipes out gain over 1952; freight revenues in first nine months were highest ever. (PR)
- Oct. 1953 General Electric Company withdraws from its longstanding partnership to supply electrical components for the American Locomotive Company (ALCO)'s diesel locomotives and seeks to develop its own line of diesels to challenge General Motors's Electro Motive Division. (Steinbrenner)
- Oct. 1953 Baldwin-Lima-Hamilton Corporation sells the portion of the Eddystone Works between Industrial Highway and the Delaware River to the Philadelphia Electric Company. (Kirkland)
- Oct. 20, 1953 PRR hires first African American brakeman; agrees to eliminate whites-only rule in hiring conductors. (NYT)
- Oct. 21, 1953 PRSL abandons part of Maurice River Branch between 0.23 mile south of Leesburg to end of branch (3.73 miles). (VPO)

- Oct. 23, 1953 PRR offers \$30 million LIRR improvement program over six years if ICC approves its reorganization plan. (NYT)
- Oct. 28, 1953 As part of corporate simplification, PRR Board authorizes creating a new company with a Delaware charter (Penndel Company) to merge 14 PRR subsidiaries. (MB)
- Oct. 28, 1953 PRR Board authorizes air conditioning Suburban Station Building. (MB)
- Oct. 28, 1953 Pennsylvania Company Board authorizes placing the additional 46,000 Lehigh Valley Railroad shares recently acquired under the 1942 voting trust. (MB)
- Oct. 28, 1953 NYC begins train telephone service on *Twentieth Century Limited* between Buffalo and Chicago. (NYT)
- Oct. 1953 AAR opens new Mechanical Research Laboratory building at Illinois Institute of Technology. (AAR)
- Oct. 31, 1953 VP-Assistant to the Pres. James R. Downes, on leave since Apr. 1, retires after 50 years of service. (MB)
- Oct. 31, 1953 "GLEN MILLS" and "CHENEY" Block stations removed from service on West Chester Branch. (GO)
- Nov. 1, 1953 Hugh J. Ward (1901-) appointed Comptroller, replacing Elmer Hart, retired after 50 years service; ___ named to new post of Art Director in Public Relations Dept. (MB)
- Nov. 1, 1953 Philadelphia-Norristown local service reduced from 12 to 6 round trips, including elimination of all Sunday service. (tt)
- Nov. 2, 1953 B&O completes dieselization of all lines east of Cumberland, including the last Washington-Philadelphia passenger locals. (crnjgroup, NYT)
- Nov. 3, 1953 Mediation begins on non-operating unions' demands for increased fringe benefits. (RyAge)
- Nov. 4, 1953 LIRR Trustee William Wyer calls for 10% commuter fare increase to pay for car rehabilitation. (NYT)
- Nov. 5, 1953 Railroads file in U.S. District Court at Chicago on question as to whether unions's demands for greater fringe benefits and pass privileges are negotiable under Railway Labor Act. (RyAge)
- Nov. 5, 1953 ICC resumes hearing on LIRR reorganization with PRR presenting its plan. (NYT)
- Nov. 5, 1953 Lease of the laid-up steamboat *Elisha Lee* from the U.S. Maritime Commission expires. (ICC)
- Nov. 1953 Baltimore-Washington Parkway opens between Baltimore and intersection of Md. Route 602 near Laurel, bypassing congested and dangerous U.S. Route

1. (NYT)

- Nov. 9, 1953 SD-7 diesel locomotives No. 8588 and 8589 assigned to Madison Incline and Seymour and Madison locals, replacing three H10s 2-8-0's. (Sulzer, pennsywest)
- Nov. 11, 1953 Inbound Chestnut Hill local derailed at the east end of the upper level of 30th Street Station; first MU car crumpled against the girder bridges; 33 injured. (Phillnq)
- Nov. 12, 1953 Pres. Eisenhower leaves Washington for Ottawa via PRR-NH-NYC-D&H route. (Withers)
- Nov. 15, 1953 Pres. Eisenhower returns to Washington via PRR; last use of presidential private car *Ferdinand Magellan* by a president for 31 years; most presidential travel is now by air. (Withers)
- Nov. 1953 PRSL abandons Leesburg to Maurice River, 3.9 miles. (Guide)
- Nov. 1953 Pittsburgh, Chartiers & Youghiogeny Railway abandons Painters Run Branch from Woodville Jct. to Borland, 1.54 miles. (Guide)
- Nov. 16, 1953 Cleveland Union Terminals Company replaces electric traction between Linndale and Collinwood with diesels; saves \$400,000 a year in operating costs. (MB, Doughty)
- Nov. 1953 PRR conducts public opinion poll in 10 towns and cities to evaluate public's overall perception of PRR.
- Nov. 1953 Last Class E6s 4-4-2 No. 5218 retired. (Edson)
- Nov. 1953 Norfolk passenger steamer *Elisha Lee* scrapped. (StmbtBII)
- Nov. 20, 1953 Penndel Company incorporated in Delaware for purpose of consolidating PRR rail subsidiaries. (MB)
- Nov. 20, 1953 LIRR Trustee William Wyer asks court permission to abandon service between Patchogue and Montauk. (NYT)
- Nov. 23, 1953 PCC&StL Railroad Board authorizes abandoning the Butler Branch between Auburn and Butler, Ind. (MB)
- Nov. 24, 1953 Groundbreaking held for 3 Penn Center Plaza, first, 20-story office building on site at northwest corner of 15th & Market Streets; in a bizarre Cold War touch, 5-year-old Miriam Penn-Gaskell Hall, 10th generation descendant of pacifist William Penn waves a "magic wand" (actually a modified geiger counter) over a radioactive source; current is amplified to detonate a simulated atomic mushroom cloud. (Pennsy)
- Nov. 24, 1953 At ICC hearing on PRR's LIRR reorganization plan, Long Island Transit Authority Chairman George E. Roosevelt opposes on grounds public cannot pay fare increase. (NYT)
- Nov. 24, 1953 Penndel Company organized; David C. Bevan, Pres.; approves merger of 13

- PRR subsidiary companies and reorganization of the Louisville Bridge & Terminal Railway. (MB)
- Nov. 25, 1953 Board accepts resignation of Pierre S. du Pont (1870-1954) as PRR director because of failing health; Basil S. Cole (1920-2002), later a controversial figure in the Penn Central merger and bankruptcy, named Assistant General Solicitor. (MB)
- Nov. 25, 1952 PRR Board authorizes abandonment of car float station and pier at North 4th Street, Brooklyn. (MB)
- Nov. 27, 1953 ICC examiner approves 25% increase in LIRR commuter fares as necessary to eliminate passenger deficit. (NYT)
- Nov. 28, 1953 Last run of the Saturday *Admiral*; hope to discontinue entirely in 1954 but unable to get approval. (VPO)
- Nov. 28, 1953 Last run of passenger service over Huntingdon & Broad Top Mountain Railroad between Huntingdon and Mt. Dallas, and over PRR between Mt. Dallas and Bedford, Pa. (tt)
- Nov. 1953 NYC extends train telephone service on *Twentieth Century Limited* from Buffalo to Chicago.
- Nov. 30, 1953 Last run of Phillipsburg & Trenton RPO on Bel-Del Branch. (Kay)
- Late 1953 PRR closes the Sandy Hook coaling and water station at Aylesworth, Ind., on the Panhandle line. (PennsyWest)
- Dec. 1, 1953 Terminal Coordinating Committee appointed to improve movement of freight through yards and terminals; headed by Jacob D. Fuchs (1898-), formerly General Superintendent of Transportation-Western Region. (MB)
- Dec. 1, 1953 Edgar E. Ernest (1891-) named Chief of Operating Practices, replacing Edward C. Geggenheimer; John W. Leonard (1898-) named Chief of Passenger Transportation, replacing Ernest. (MB)
- Dec. 1, 1953 Robert W. Dowling displays a model of Penn Center at a luncheon at the Engineers' Club in Philadelphia. (PhilInq)
- Dec. 1, 1953 Five-month New York dock strike begins. (Trager)
- Dec. 1, 1953 PRR abolishes the steam locomotive program at Altoona but is later forced to bring steam back into service to meet motive power shortages. (altoonaworks.info)
- Dec. 2, 1953 Railroads begin negotiations with operating Brotherhoods. (RyAge)
- Dec. 3, 1953 PRR introduces an "automatic buffet-bar car" on New York-Washington runs to cut food costs; 6 food vending machines, tables for 12 and a bar with one attendant replace dining car staff. (PR)
- Dec. 5, 1953 New York & Trenton RPO (via Jamesburg) discontinued. (Kay)

- Dec. 1953 Robert R. Young and Allan P. Kirby begin buying an additional 100,000 shares of NYC each secretly on their own accounts using two small brokerage houses to avoid alerting the market. (Borkin)
- Dec. 7, 1953 Virginia Ferry Corporation Executive Committee authorizes rebuilding and lengthening ferry *Princess Anne* to design of George G. Sharp, naval architect. (MB)
- Dec. 10, 1953 Long Island Transit Authority makes special report to Gov. Dewey urging passage of three pending bills that would give NY PSC, not ICC, jurisdiction over service and fares, and federal courts over reorganization; denounces PRR role. (NYT)
- Dec. 10, 1953 PRR director Franklin D'Olier (1877-1953), former CEO of Prudential Insurance Company, dies after 21 years service. (MB)
- Dec. 11, 1953 Board approves the retirement of the Thorndale coal dock. (MB)
- Dec. 11, 1953 Following the recommendations of the Long Island Transit Authority presented the day before, Gov. Dewey holds a news conference calling for giving states control over fares and abandonments and limiting ICC jurisdiction to reorganization; denounces PRR intervention in reorganization. (NYT)
- Dec. 11, 1953 NY PSC rejects Trustee William Wyer's application for LIRR fare hike. (NYT)
- Dec. 12, 1953 New terminal opens at Philadelphia Municipal Airport on Essington Avenue west of Island Avenue. (SEPTA)
- Dec. 15, 1953 Coopers Point Branch in Camden abandoned and Coopers Point Yard connected to new line along Delaware River to ALAN (?) Tower. (CE, VPO)
- Dec. 15, 1953 Line relocation opens at Sharpsburg, Pa.; from center of town to river front. (CE)
- Dec. 16, 1953 Maryland Ferry Company dissolved. (MB)
- Dec. 16, 1953 Basic rates of trainmen increased by 5 cents per hour, and the 13 cents gained under cost-of-living clauses is made part of the permanent base wage; third week of paid vacation granted after 15 years service. (CNJ AR)
- Dec. 17, 1953 NY PSC asks ICC to dismiss PRR's application for LIRR fare increase, saying it is intrastate, not interstate. (NYT)
- Dec. 18, 1953 At final ICC hearing on LIRR reorganization, New York Attorney General Goldstein calls PRR plan illegal and against public interest. (NYT)
- Dec. 1953 PRR establishes formal program to retire unnecessary tracks and facilities no longer needed because of dieselization and improved operating methods; plan to retire 5,000 track miles, about one-fifth of total, over next five years. (VPO)
- Dec. 1953 N&W Roanoke Shops turns out its last steam locomotive, Class S-1a 0-8-0

No. 244. (Trains)

- Dec. 23, 1953 Lammot du Pont Copeland (1905-1983) and Donald Danforth elected PRR directors, succeeding Pierre S. du Pont (1870-1954) and Franklin D'Olier (1877-1953). (MB)
- Dec. 23, 1953 PRR Board authorizes abandonment of part of Fort Washington Branch between Wyndmoor and Sunnybrook (3.1 mi.), pending ICC approval; also retiring the Kinzua Branch between Kinzua and West Line and the Knox County Coal Branch at Bicknell, Ind. (MB)
- Dec. 23, 1953 PRR Board approves the following retirements, most related to ending steam locomotive service: Vanderbilt Avenue team yard in Brooklyn; Thorndale coaling station; engine servicing facilities west of 4th Street in Altoona; "BH" Interlocking at Torrance; coal wharf at Rainey; original 9 stalls of the Shire Oaks roundhouse; coaling station and turntable at Kane; coal wharf at Meadows Engine Terminal; track pans at Rahway and Plainsboro; steam locomotive facilities at Stony Creek engine house in Chester, Pa.; coaling station at Perryville; coaling station and engine house at Cape Charles; stalls 5-22 at Scully roundhouse; steam locomotive facilities at Burgettstown and Washington, Pa.; coal dock at Dennison; Spruce Street engine house at Columbus, Ohio; 10 stalls of Logansport roundhouse; coal docks at East Rochester and South Akron, Ohio; coal dock and engine house at Orrville; steam locomotive facilities and part of the engine house at 21st Street, Detroit; steam locomotive facilities at Alliance and Mansfield, Ohio; 18 stalls of the Fort Wayne roundhouse; coal wharf and water station at Wanatah, Ind.; "LICKING" Interlocking at Newark, Ohio. (MB)
- Dec. 23, 1953 PRR Board approves, but later rescinds, the abandonment of track between Porter and Delaware City, Del. (MB)
- Dec. 23, 1953 PRR, Pennsylvania Company, B&O and Pittsburgh & Lake Erie Railroad agree on the exchange of Little Kanawaha Syndicate coal lands and extending the Scotts Run Branch of the Monongahela Railway. (MB)
- Dec. 26, 1953 Last day of operation of 650-volt d.c. electrification in NYC's Detroit-Windsor tunnel; rendered unnecessary by dieselization. (Trains)
- Dec. 27, 1953 Princeton Jct., N.J. station burns. (NYT)
- Dec. 28, 1953 Ex-VP in Charge of Operations John F. Deasy (1882-1953) dies at Bryn Mawr Hospital at 71 after a long illness. (Mutual)
- Dec. 28, 1953 Disputes with non-operating unions go to mediation after they refuse offer signed by BRT. (RyAge)
- Dec. 30, 1953 Assets of Louisville Bridge & Terminal Railway Company sold to Penndel Company. (MB)
- Dec. 31, 1953 Penndel Company absorbs Delaware River Railroad & Bridge Company; Englewood Connecting Railway; Grand Rapids & Indiana Railway; Indianapolis & Frankfort Railroad; Ohio Connecting Railway; Pittsburgh, Ohio Valley & Cincinnati Railroad; South Chicago & Southern Railroad; Southern Pennsylvania Railway & Mining Company, Wheeling Terminal

- Railway, York, Hanover & Frederick Railway, and Youngstown & Ravenna Railway under agreement of Dec. 1; ICC rejects application to also merge New York, Philadelphia & Norfolk Railroad and Cumberland Valley & Martinsburg. (MB)
- Dec. 31, 1953 PRSL abandons Stone Harbor Branch between Cape May Court House and Stone Harbor (3.72 miles). (VPO)
- Dec. 31, 1953 J. Taney Willcox retires as PRR Secretary after 42 years of service; replaced by Bayard Henry Roberts (1912-2008), grandson of Pres. George B. Roberts. (MB)
- Dec. 31, 1953 Chief Engineer John L. Gressitt (1887-1965) retires after 45 years of service; Samuel Reed Hursh (1894-1964) named Chief Engineer. (MB)
- Dec. 31, 1953 PRR withdraws from joint PRR/Grand Trunk Western car ferry between Milwaukee and Muskegon. (Barnett)
- Dec. 31, 1953 Last run of Phillipsburg & Trenton RPO. (Kay)
- Dec. 31, 1953 Last Richmond, Fredericksburg & Potomac Railroad steam locomotives dispatched from Washington Union Terminal and from Potomac Yard; operations of all railroads at Potomac Yard now dieselized. (Foley)
- Dec. 31, 1953 Philadelphia & Western Street Railway Company (Norristown/Strafford High-Speed Line) merged into the Philadelphia Suburban Transportation Company ("Red Arrow Lines"), uniting most of the transit lines in Philadelphia's western suburbs south of the Schuylkill River. (PSTC)
- 1953 *Mutual Magazine* editor Thomas C. Hanna dies; succeeded by William D. Gorman, a former public relations representative for the AAR. (Outlaw)
- 1953 Office building at PRR's Exchange Place Terminal in Jersey City razed. (KFrench)
- 1953 Lower level tracks at 30th Street Station and additional track at Suburban Station completed. (2 extra tracks at Suburban not built); "PENN" coach yard enlarged. (AR)
- 1953 First phase of dieselization completed at cost of over \$300 million; number of diesel units increases from 73 to 1,404 between 1948 and 1953; 2,700 steam locomotives scrapped in same period. (note 1,404 "units" counts A-B-B-A, etc. as single "unit")
- 1953 Reading Company advances \$2.3 million to help pay the expenses of the PRSL. (AR)
- 1953 NYC completes dieselization east of Cleveland and Detroit. (AR)
- 1953 NYC converts Collinwood locomotive shop from steam to diesel. (RyAge)
- 1953 NYC discontinues passenger service from ___ to Montreal via Utica. (NYT - check)

- 1953 Long Island Transit Authority withdraws plan to take over LIRR without paying any compensation.
- 1953 PRSL single-tracks line between Camden and Winslow Jct. (AR - verify - which route?)
- 1953 Rebuilding of Morrisville freight yard completed.
- 1953 PRR completes new freight station at Butler & Sepviva Streets in Philadelphia. (RyAge)
- 1953 New station opens at Curtis Park, Pa.
- 1953 PRR installs new interlocking machine at Media. (RyAge)
- 1953 Wayside cab signals installed between Columbus and Dayton. (RyAge says Columbus-Xenia)
- 1953 PRR installs inductive trainphone between Sned, Pa. and Stanley, N.Y., on Elmira Branch and between Cresson and Westover, Pa. (RyAge)
- 1953 New Haven Pres. Dumaine orders nine Mack railbuses for branch line service, to be delivered in 1954. (AR)
- 1953 Lehigh Valley Railroad abandons its Pottsville Branch from Lizard Creek Jct. to Pottsville, Pa., and 1.5 miles of the Auburn Branch from Cato to Fair Haven, N.Y. (AR)
- 1953 AAR increases per diem charge from \$2.00 to \$2.40; New Haven refuses to pay. (NH AR)
- 1953 Baldwin-Southwark Corporation, once the manufacturing arm of the Baldwin Locomotive Works, dissolved. (DirObsSec)
- 1953 U.S. union membership peaks at 32.5% of the non-farm workforce. (Hoerr)