

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

By Christopher T. Baer

1954

April 2015 Edition

All data subject to correction and change

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| Jan. 1, 1954 | Mail trains No. 11-96 discontinued between New York and Pittsburgh. (VPO) |
| Jan. 1, 1954 | Bayard H. Roberts named the 8 th and last Secretary of the PRR, replacing J. Taney Willcox, retired. (MB) |
| Jan. 1, 1954 | Samuel R. Hursh named Chief Engineer, replacing J. L. Gressitt, retired; Lester E. Gingerich named Assistant Chief Engineer-Maintenance, replacing Hursh. (MB) |
| Jan. 1, 1954 | Taxes cut by \$5 billion; excess profits tax abolished. |
| Jan. 1, 1954 | EMD introduces 567-C engine and "9" series (GP-9, F-9, SD-9) rated at 1,750 HP. |
| Jan. 1, 1954 | Philadelphia bankers and brokers, Biddle, Whelen & Co. merge with Yarnall & Co. to form Yarnall, Biddle & Co.; Alfred A. Biddle (1885-1967), the last of six generations of Biddles in the 190-year old firm, retires. (HWest) |
| Jan. 3, 1954 | Last run of passenger service between Lancaster and York. (tt) |
| Jan. 3, 1954 | PRR unveils plans for new ramps and platforms at Pennsylvania Station, Pittsburgh. (HistPitts) |
| Jan. 3, 1954 | Last run of a Richmond, Fredericksburg & Potomac Railroad steam locomotive, 4-8-4 No. 622 <i>Carter Braxton</i> , out of Washington Union Station on a holiday mail or passenger extra. (rfandpr) |
| Jan. 4, 1954 | New Haven asks ICC for 33% increase in interstate and New York commuter fares. (NYT - AR says filed 12/53) |
| Jan. 6, 1954 | Future New Haven trustee Harry W. Dorigan (1895-1966) promoted from |

- Assistant to the Pres. of the CNJ to CNJ VP-Traffic. (AR)
- Jan. 10, 1954 PRR's New York-Los Angeles car via Santa Fe switched from the *Chief* to the *Super Chief*. (Guide)
- Jan. 10, 1954 B&O-Santa Fe Washington-Los Angeles sleeping car extended to San Diego. (Sanders)
- Jan. 10, 1954 B&O combines the *Columbian* and *Ambassador* between Washington and Willard, Ohio. (AR)
- Jan. 12, 1954 PRR signs new agreements with BRT, BLFE and United Railroad Workers of America (CIO), now representing 70% of PRR shop craft employees; 5 cent per hour wage increase and third week of vacation time for those with over 15 years seniority but eliminates cost-of-living escalator clause, while making past gains under clause permanent; award is retroactive to Dec. 16, 1953. (AR, RyAge, NYT)
- Jan. 12, 1954 No. 6498 is the last steam locomotive to leave the old erecting shop at the 20th Street Shops in Columbus, now used for diesel repairs. (columbusrailroads.com)
- Jan. 13, 1954 Railroads agree with BLFE on 5-cent regular increase. (NYT)
- Jan. 13, 1954 New York Legislature introduces bill to ask Congress to remove LIRR from ICC jurisdiction and place under NY PSC. (NYT)
- Jan. 14, 1954 PRR presents first formal option of 9th-10th Avenue air rights to Webb & Knapp; Webb & Knapp then rejects its terms, and PRR rejects Webb & Knapp's counter offer. (CE)
- Jan. 15, 1954 Robert R. Young calls on Harold S. Vanderbilt at Palm Beach and tells him that he and Allan P. Kirby are “getting out of C&O” and buying heavily into NYC. (Borkin)
- Jan. 1954 Urban Traffic & Transportation Board formed by 23 business and civic leaders in Philadelphia to address road and rail transit issues. (PSIC)
- Jan. 16, 1954 Pres. Eisenhower appoints emergency board to study dispute between railroads and 15 non-operating unions. (NYT)
- Jan. 16, 1954 Robert R. Young informs Harold S. Vanderbilt (1884-1970) that he has bought into NYC and implies he will run for Chairman.
- Jan. 17, 1954 Coal train derails on Trenton Cutoff, blocking line. (NYT)

- Jan. 18, 1954 Through PRR New York-Los Angeles sleeper transferred from *The Chief* to *The Super Chief*. (Welsh, tt)
- Jan. 19, 1954 Alleghany Corporation sells its entire holding of 104,854 shares of Chesapeake & Ohio Railway stock to Cleveland financier Cyrus Stephen Eaton (1883-1979), who becomes Chairman in place of Robert R. Young; Young and other Alleghany Corporation directors announce they have resigned as directors of C&O. (ICC, NYT, C&O AR, Borkin)
- Jan. 20, 1954 Robert R. Young and Allan P. Kirby of Alleghany Corporation announce they have become "substantial" stockholders of NYC. (NYT)
- Jan. 20, 1954 Lehigh Valley Railroad resumes dividend payments for the first time since 1932. (AR)
- Jan. 21, 1954 NYC Pres. William White announces his plan for developing piggyback service with Rail-Trailer Company of Chicago. (NYT)
- Jan. 27, 1954 PRR Board is informed of proposal to lease air rights over Penn Station east of Main Waiting Room for a 20-story office building; estimated to generate \$1 million in rents per year. (MB)
- Jan. 27, 1954 PRR grants trackage rights to the Illinois Terminal Railroad at Morton, Ill. (MB)
- Jan. 30, 1954 LIRR settles with BRT to avert strike; grants passenger trainmen 6-day week. (NYT)
- Feb. 1, 1954 Penntruck Leasing Company merged into Excelsior Truck Leasing Company. (MB)
- Feb. 2, 1954 Robert R. Young meets with NYC Pres. William White and VP-Finance Willard F. Place at the Cloud Club in the Chrysler Building; offers to retain both if he wins control, providing that he is made Chairman and CEO; White is non-committal. (Borkin)
- Feb. 4, 1954 No. 8105, first of 6 1,200 HP Baldwin RS-12s road switchers is placed in service at Oil City; has a high short hood. (Kirkland)
- Feb. 4, 1954 Federal Judge Harold R. Medina (1888-) files his ruling in *U.S. v. Henry S. Morgan, et al.*, dismissing the Justice Department's antitrust case against 17 investment banking firms for lack of evidence; the evidence shows no case of combination or conspiracy, and in fact shows active competition among all investment bankers; Medina dismisses the case "with prejudice," preventing the government from retrying the case short of bringing a whole new set of charges; Robert R. Young continues to charge that Medina is biased in favor

of the banks. (Carosso)

- Feb. 5, 1954 Greyhound Corporation founder and former Pres. Carl Eric Wickman (1887-1954) dies at Daytona Beach, Fla. (wiki)
- Feb. 9, 1954 Robert R. Young and Allan P. Kirby publicly ask for seats on the NYC Board and for Young to be elected to the vacant post of Chairman. (NYT)
- Feb. 10, 1954 NYC Board turns down Young's request for seats; Young announces a proxy fight for the next annual meeting; denounces Morgan control of NYC. (NYT)
- Feb. 15, 1954 PRR places No. 8111, the first of two Baldwin AS616 1,600 HP road switchers in service at Shire Oaks, Pa. (Kirkland)
- Feb. 15, 1954 Robert R. Young arrives at Penn Station from Palm Beach and before a group of reporters launches his campaign to capture the NYC. (Borkin)
- Feb. 15, 1954 NYC cuts round trip coach fares in Ohio by one-third through July 31. (Guide)
- Feb. 16, 1954 Robert R. Young places ads in the *New York Times* and *Wall Street Journal* asking for nominations to serve on his projected NYC "Ownership Board of Directors"; the NYC counters by hiring the best advertising agencies and proxy solicitors, as well as deploying its own legal staff; Young relies on Thomas J. Deegan, who resigns as the Chesapeake & Ohio's VP of Public Relations & Advertising to manage the campaign, and the law firm of Lord, Day & Lord (Borkin)
- Feb. 17, 1954 First of 100 New Haven lightweight MU cars arrives from Pullman-Standard; dubbed "washboards" because of fluted sides; includes four configured as private club cars. (NYT, Doughty)
- Feb. 18, 1954 SEC holds hearings on its proposed relaxation of Rule U-50 covering competitive bidding for securities issues; the move is supported by the major Wall Street investment banks and opposed by Robert R. Young, Otis & Co. (Cyrus S. Eaton's firm), Halsey, Stuart & Co. and the CIO; the SEC eventually backs down and declines to adopt the proposed amendment on July 2, 1956. (Borkin)
- Feb. 19, 1954 Young announces he will appoint a woman to NYC Board. (NYT)
- Feb. 20, 1954 Last run of passenger service on former Monongahela Division main line between Elrama and Brownsville; last run of Pittsburgh & Brownsville RPO. (tt, Kay)
- Feb. 21, 1954 PRR drops one daily round trip between New York and Philadelphia, the 8:00

PM from Washington to New York, and three Sunday Northeast Corridor trains. (NYT)

- Feb. 23, 1954 American Contract & Trust Company drops its demand to receive a \$3 million stock dividend as part of its sale price for Pennsylvania Greyhound Lines, Inc., and substitutes receiving 30,000 shares of Greyhound Corporation preferred stock; Board authorizes the purchase of 100 shares of Excelsior Truck Leasing Company stock from Pennsylvania Truck Lines, Inc. (MB)
- Feb. 23, 1954 Chesapeake & Ohio Railway sells its 800,000 shares of NYC which are held in a voting trust by Chase National Bank, and thus could be voted by them against Robert R. Young, to Clint W. Murchison (1895-1969) of Dallas and Sid W. Richardson (1891-1959) of Fort Worth, two very wealthy Texas oilman friends of Young's, for \$20 million; Alleghany Corporation loans the Texans \$7.5 million of purchase price, money which it has to borrow; Kirby loans \$5 million; Cleveland banks loan another \$7.5 million under a contract that protects the Texans against loss; Alleghany Corporation receives a "put" option to purchase at least 400,000 shares at \$25 between July 15 and Sep. 15, the same price paid by the Texans. (Moody's, Borkin)
- Feb. 24, 1954 PRR Board rescinds the resolution to increase the number of directors to 17 and instead increases to 15, adding Walter S. Franklin and James M. Symes. (MB)
- Feb. 24, 1954 NYC Pres. William White issues the first public notice of the Chesapeake & Ohio's sale of its NYC stock and tries to show that Robert R. Young still controls the policy of the C&O. (NYT, Borkin)
- Feb. 25, 1954 Chesapeake & Ohio Railway Board approves the sale of its NYC stock to Clint W. Murchison and Sid W. Richardson. (Borkin)
- Mar. 1, 1954 VP in Charge of Finance David Bevan negotiates a two-year revolving credit line of \$50 million with consortium of National City Bank of New York, Bankers Trust Company, First National Bank of Chicago and J.P. Morgan & Co.; the first in the railroad industry, although common in manufacturing and retailing. (MB, Salsbury)
- Mar. 1, 1954 New Railway Express Agency building opens in West Philadelphia, replacing the old Adams Express facility at 18th & Market and permitting demolition of the remainder of the Chinese Wall west of 18th Street; last portions of the Chinese Wall are to be removed by July 1. (CE)
- Mar. 1, 1954 New stationmaster's office opens in Washington Union Station, replacing the one demolished in the wreck of *The Federal* in 1953. (CE)

- Mar. 2, 1954 Robert R. Young announces his slate of directors for the NYC election. (Borkin)
- Mar. 3, 1954 Louisville Bridge & Terminal Railway dissolved. (MB)
- Mar. 3, 1954 NYC asks ICC to investigate Young's tactics, particularly the Murchison sale and whether Young still controls the C&O through Cyrus S. Eaton. (NYT, Borkin)
- Mar. 3, 1954 Alleghany Corporation and Robert R. Young place full page ads in the *New York Times* and other papers reminding how they had forced competitive bidding for railroad securities and broke the monopoly of J.P. Morgan and Kuhn, Loeb & Co. (NYT)
- Mar. 4, 1954 Young sues to block NYC directors from spending company money to oppose his election. (NYT, Borkin)
- Mar. 9, 1954 Santa Fe completes dieselization. (Trains)
- Mar. 10, 1954 Departing *Liberty Limited* collides with CB&Q *Twin Cities Zephyr*, which is backing into Chicago Union Station train shed on same track, crumpling lead E8A unit No. 5805; over 30 injured. (NYT)
- Mar. 11, 1954 A meeting between NYC Pres. William White, Clint W. Murchison and Sid W. Richardson is arranged by Chase National Bank Chairman John J. McCloy; on the same day at the National Press Club, Robert R. Young announces he will appoint a Jew, Frederick Lewisohn of the New York Stock Exchange to his slate of directors. (Borkin)
- Mar. 12, 1954 Demolition of Railway Express (originally Adams Express) building at 17th & Market Streets begins. (PhilBltn)
- Mar. 1954 U.S. tests its first hydrogen bomb compact enough to be delivered by long-range bombers. (Service)
- Mar. 18, 1954 Sen. William Langer (1886-1959), Republican of North Dakota and Chairman of the Judiciary Committee, writes to ICC in support of Robert R. Young's bid to capture NYC and asks for investigation of interlocking relationships between PRR, NYC and B&O and (shades of 1913) J.P. Morgan & Co., the First National Bank of New York, the Chase National Bank and the Mellon National Bank. (NYT, Borkin)
- Mar. 18, 1954 City of Philadelphia completes purchase of site of old Broad Street Station head house between Broad and 15th Streets from PRR. (Phillnq)
- Mar. 19, 1954 New ore pier No. 122 at Greenwich, South Philadelphia, opens; used for

imported iron ore; rubble from Broad Street Station and Chinese Wall used as fill under pier and yard; pier is operated for PRR by Hanna Mining Company through its subsidiary Tidewater Dock Company. (CE, Pennsy)

- Mar. 1954 PRR appoints task force to extend new Sales & Services plan to Penn Station; to create more work space, rearrange ticket windows, and install a new generation of business machines. (CE)
- Mar. 21, 1954 NYP&N Board reports that ICC has denied its application to merge into Pennel Company on complaint of Virginia Corporation Commission. (MB)
- Mar. 21, 1954 Robert R. Young announces he will appoint Mrs. Lila Bell Acheson Wallace, co-owner with her husband of *Reader's Digest* and the NYC's first woman director; other nominees are William H. Landers, a retired NYC engineer; Young chooses persons who will appeal to all ethnic and occupational groups among the many small NYC stockholders. (Borkin)
- Mar. 23, 1954 Patrick B. McGinnis (1904-1973), a New York stockbroker who promises improvements and renewed dividends, names an opposition slate for the New Haven election; McGinnis's previous railroad experience involved alleged mismanagement of Norfolk Southern Railway. (NYT)
- Mar. 24, 1954 VP in Charge of Finance David Bevan reports on the state of the funded debt, working capital, dividends and cash; excluding the LIRR, the PRR has reduced its funded debt by 25% since 1939, but about 70% of those bonds will be coming due within 20 years; the current trend is to rely on equipment trusts instead of bonds, but equipment trusts cannot be refinanced; suggests refunding the Consolidated Mortgage bonds in 1960 by a new \$35 million bond issue by the Pennsylvania Company, plus \$14 million in cash; urges building up cash reserves; the General Mortgage bonds will have to be refunded in 1965 with a new bond issue; Bevan also notes that the PRR's working capital has declined sharply since 1944; the PRR pays 50% more out of net income as dividends than the average Class I railroad. (MB)
- Mar. 24, 1954 PRR Board authorizes single-tracking between Parkton, Md. and York, Pa., on the old Northern Central Railway main line. (MB)
- Mar. 29, 1954 At a luncheon conference, Robert R. Young speaks favorably of Alfred E. Perlman (1902-1983), who has rehabilitated the Denver & Rio Grande Western, as the type of progressive railroad he would like as the NYC Pres.; he is misquoted as saying he intends to make Perlman Pres. (Borkin, NYT)
- Mar. 30, 1954 Alfred E. Perlman denies having an offer from Young or even knowing him. (NYT)
- Mar. 31, 1954 Last run of passenger service on NYC's Catskill Mountain Branch between

- Oneonta and Kingston, N.Y., once served by through cars from Philadelphia over the PRR and West Shore Railroad. (Best)
- Apr. 1, 1954 Gov. Dewey signs bill barring railroad abandonments without consent of NY PSC in effort to block abandonment of LIRR east of Patchogue. (NYT)
- Apr. 1?, 1954 New Haven places first 10 of 100 air conditioned MU cars from Pullman-Standard in revenue service between New York and Stamford. (NYT)
- Apr. 2, 1954 Five-month New York dock strike ends when International Longshoremen's Association yields to an ultimatum from the U.S. Labor Board. (Trager)
- Apr. 1954 Last run of through Boston-Florida winter-only sleeping cars via the Seaboard Air Line Railroad. (rlhs - check Guide)
- Apr. 5, 1954 Eastern railroads file with ICC for greater share of divisions of transcontinental rates; hearings continue through 1961, and decision not reached until 1963.
- Apr. 5, 1954 U.S. Supreme Court rules that ICC has no power to initiate or force merger of Florida East Coast Railway into Atlantic Coast Line. (NYT)
- Apr. 6, 1954 ICC refuses the NYC's petition to investigate the C&O's sale of NYC shares to Murchison and Richardson. (NYT, Borkin)
- Apr. 6, 1954 U.S. Tax Court rules that Pennroad Corporation does not have to pay any income tax on the \$15 million it received in settlement of litigation with PRR in 1947. (NYT)
- Apr. 7, 1954 Sadie Zenn, who owns 500 shares of Alleghany Corporation, sues the management and Murchison and Richardson on the grounds that the sale was detrimental to Alleghany's interest and calling for Murchison and Richardson to repay the loans in cash. (Borkin)
- Apr. 12, 1954 NYC announces creation of new passenger marketing unit under John S. Gallagher, Jr., formerly of *Railway Age*. (NYT)
- Apr. 13, 1954 Pres. White says NYC will start piggyback with 75-foot cars in a few months. (Guide)
- Apr. 14, 1954 New Haven election held; annual meeting recessed to permit the proxy count. (NYT)
- Apr. 14, 1954 Self-service luggage carts first made available as alternative to red caps at Pittsburgh and South Station, Boston.

- Apr. 15, 1954 PRR and B&O cut round-trip coach fares between Philadelphia, Pittsburgh and intermediate points by one-third.
- Apr. 15, 1954 Virginia Ferry Corporation returns the *Princess Anne* to service after having it lengthened 90 feet at the Maryland Shipbuilding & Drydock Company; increases capacity from 80 to 104 vehicles. (Baxter)
- Apr. 16, 1954 By slim margin, Patrick B. McGinnis elects 11 directors to 10 committed to Frederic C. Dumaine. (AR, NYT)
- Apr. 19, 1954 Former VP in Charge of Personnel Herbert A. Enochs (1874-1954) dies at Bryn Mawr at age 79. (Mutual)
- Apr. 21, 1954 New New Haven Board elects Patrick McGinnis Pres. and J. E. Slater Chairman; McGinnis promises to hire five top railroad executives as VPs; promises high-speed trains between New York and Boston; Dumaine sues to have McGinnis proxies declared invalid. (AR, NYT)
- Apr. 22, 1954 Algard Coal Company dissolved. (MB)
- Apr. 23, 1954 Webb & Knapp, Inc. closes purchase of air rights over Penn Station approach between 9th & 10th Avenues; to include 2 million square feet for expansion of the Post Office, plus commercial office space and a heliport. (CE)
- Apr. 23, 1954 Last run of steam locomotives in regular passenger service on the CNJ with the departure from Jersey City of 4-6-2 No. 830 on local No. 829 to Cranford. (AR)
- Apr. 1954 May issue of *Fortune* carries an anti-Young editorial, "The Sound and Fury of Robert R. Young"; NYC directors distribute copies in violation of copyright law, feeling that publicity is worth the fine. (Borkin)
- Apr. 24, 1954 Last run of 5 DB-buffet lounge-observation cars *Luther Calvin Norris*, *Charles A. Wickersham*, *Royal Street* and *Royal Canal* on Southern Railway's *Crescent* north of Washington. (Guide, Wayner)
- Apr. 25, 1954 PRR imposes extensive passenger service cuts equal to 1,653 train-miles daily; *Northern Express/Southern Express* discontinued between Harrisburg and Emporium and combined with *Dominion Express*; *Indianapolis Limited* withdrawn for summer. (VPO)
- Apr. 25, 1954 *Broadway Limited* schedule cut to 15:45 westbound and 15:30 eastbound to match NYC cuts on *Twentieth Century Limited* and eastbound *Commodore Vanderbilt*; its fastest running time ever. (NYT, Guide)
- Apr. 25, 1954 B&O-Santa Fe Washington-San Diego sleeper cut back to Los Angeles.

(Stegmaier)

- Apr. 25, 1954 Southern Railway's *Royal Palm* ends operation south of Jacksonville. (Guide)
- Apr. 25, 1954 PRR freight train carrying explosives and gasoline derails near Port Washington, Ohio; \$1.5 million damage. (NYT)
- Apr. 25, 1954 CNJ restructures its suburban service, running fewer but longer trains; new suburban coach yard at Plainfield replaces the one at Dunellen; off-peak trains run to Raritan every-hour-on-the-hour using 4 Budd RDC's, which are combined to make a single rush-hour train to Hampton. (AR)
- Apr. 26, 1954 PRR announces sale of plot at 18th & 19th Streets on south side of Boulevard to Philadelphia builder Matthew H. McCloskey (1893-1973) for a 20-story apartment building to be ready for occupancy in spring of 1955; McCloskey also arranges to take over Walter Annenberg's interest in the Transportation Building (6 Penn Center) project. (PR)
- Apr. 26, 1954 Pullman-Standard introduces "piggyback" system of carrying truck trailers on special flat cars.
- Apr. 28, 1954 PRR announces \$9.975 million first quarter loss; does not declare a spring dividend. (NYT)
- Apr. 28, 1954 PRR Board authorizes rearranging the ticket sales area at 30th Street Station; single-tracking with manual block between "CAPES" and "CASSATT" Interlockings on the Delmarva Division; retiring the Long Island City Power House. (MB)
- Apr. 28, 1954 PFW&C Railway Board authorizes a new freight house at 55th Street; approves a 49-year lease of air rights over Chicago Union Station on 3 blocks between Madison & Van Buren Streets to Adolph L. Simon of Simon Bros.; this lease is not exercised. (MB)
- Apr. 28, 1954 PCC&StL Railroad Board authorizes removing the train shed at Terre Haute Union Station and building platform shelters. (MB)
- Apr. 29, 1954 PRR announces it will begin piggyback service between five major markets on June. 16 using 50-foot cars. (NYT, Guide)
- Apr. 30, 1954 PRR agrees with Tidewater Terminals, Inc., to act as agent for floating freight to Pinnars Point and Norfolk. (MB)
- May 1, 1954 PRR agrees with the Bangor & Aroostook Railroad for the lease of 15 diesels from the period between mid-May and mid-November, when they are not needed for the Maine potato harvest, for a period of 14 years starting with

1954. (MB)

- May 3, 1954 Pennsylvania Coal & Coke Corporation renamed Penn-Texas Corporation preparatory to diversifying away from the bituminous coal industry. (Moody's)
- May 4, 1954 Time Inc. sues NYC, charging it reprinted the *Fortune* editorial against Robert R. Young without its consent. (NYT, Borkin)
- May 4, 1954 W. H. Mapp appointed General Manager & Traffic Manager of PRSL, replacing Harry Babcock. (MB)
- May 5, 1954 ICC refuses PRR request for immediate 25% fare increase on LIRR; returns case to NY PSC with order to act within 60 days. (NYT)
- May 6, 1954 New Haven Pres. McGinnis withdraws fare increase application filed in Dec. 1953. (AR)
- May 11, 1954 NYC Pres. William White announces NYC plans to lease 250 piggyback flat cars. (NYT)
- May 12, 1954 PRR officials meet with Lester C. Tichy and Arthur Gilwater of Charles Dow's office regarding redevelopment of Penn Station site; they plan an office building of 1.5 million square feet at the southeast corner. (VPF)
- May 12, 1954 ICC approves sale of PRR interest in Pennsylvania Greyhound Lines, Inc., to Greyhound Corporation for \$9.26 million in cash and stock; Pennsylvania Greyhound Lines, Inc. merged into Greyhound Corporation; PRR sells all Greyhound Corporation stock, severing all ties to the bus industry. (NYT)
- May 1954 Postwar recession ends; three-year business expansion begins. (NBER)
- May 13, 1954 Federal court awards Time, Inc. \$7,000 damages vs. NYC in use of *Fortune* editorial and bars further use. (NYT)
- May 13, 1954 Pres. Eisenhower signs St. Lawrence Seaway Bill; joint U.S.-Canadian project to open the St. Lawrence for ocean shipping between Montreal and Lake Ontario; bitterly opposed by the eastern railroads.
- May 13, 1954 Gov. Dewey orders Long Island Transit Authority to come up with plan for ending LIRR bankruptcy, including keeping fare increase under 25%, providing at least \$50 million for improvements, and ending impasse between ICC and NY PSC over who has last word on LIRR rates. (NYT)
- May 15, 1954 Emergency board reports to Pres. Eisenhower recommending granting about 25% of non-operating union demands, including 3 weeks vacation after 15

years, 7 paid holidays and a limited health and welfare plan with costs split between the company and employees.. (Rdg AR, NYT)

- May 15, 1954 N.Y. Supreme Court denies the NYC's request for a preliminary injunction against the transfer of shares to Murchison and Richardson. (Borkin)
- May 1954 Huntingdon & Broad Top Mountain Railroad & Coal Company abandons all service. (Guide)
- May 17, 1954 PRR files tariff with ICC for beginning Plan II TOFC service between New York and Chicago.
- May 18, 1954 N.Y. Appellate Court orders Chase National Bank issue a proxy to Murchison and Richardson for the NYC shares purchased from the C&O. (NYT)
- May 19, 1954 ICC refuses the plea of NYC and Harold S. Vanderbilt to order Robert R. Young to file a takeover application with it. (NYT)
- May 19, 1954 Baldwin-Lima-Hamilton and Babcock & Wilcox complete Class TE-1 *Jawn Henry*, C-C-C-C 4,500-HP steam turbine-electric locomotive for the Norfolk & Western Railway; used in service between Bluefield and Roanoke; last domestic steam locomotive built by Baldwin. (Kirkland, Trains, Lee, Striplin)
- May 20, 1954 NYC announces it has ordered 10 Budd "Siesta Coaches" (Slumbercoaches). (NYT)
- May 23, 1954 PRR unveils model of ground level and underground shopping arcade for Penn Center designed by Welton, Becket & Associates of Los Angeles. (CE)
- May 24, 1954 Former PRR Mechanical Engineer William F. Kiesel, Jr. (1866-1954), dies at Bethlehem, Pa., at age 87. (NCAB)
- May 24, 1954 Hudson & Manhattan Railroad opens 227-foot moving sidewalk in the passage leading from the platform mezzanine to the Erie Railroad Station at Pavonia; passage was on a 10% ascending grade. (NYT)
- May 24, 1954 Cleveland Union Terminals Company approves sale of 20 Class P-1a electric locomotives to NYC for use at New York City. (MB)
- May 25, 1954 Long Island Transit Authority releases LIRR reorganization plan; to be run as redevelopment corporation for 12 years with \$58.7 million spent on improvements; fares to rise by average of 20%; to operate tax-free for 9 years; PSC to have jurisdiction over fares; PRR to operate LIRR without profit and lend it \$5.5 million. (NYT)
- May 25, 1954 Robert R. Young first meets with Alfred E. Perlman, his candidate for chief

operating officer; Perlman is currently vice president of Denver & Rio Grande Western Railroad, which he had rehabilitated. (Borkin)

- May 26, 1954 PRR Board reports that Matthew McCloskey has begun building the high-rise apartment house on the south side of Pennsylvania Boulevard between 18th & 19th Streets; also that the PRR has retained the architectural firm of Welton Becket to study a shopping center of 100 stores in the Penn Center Concourse. (MB)
- May 26, 1954 Walter S. Franklin and James M. Symes are elected outside directors; Fred Carpi, David C. Bevan, and J. P. Newell are company directors. (MB)
- May 26, 1954 Pennsylvania Company Board authorizes purchasing 200 trailer flat cars for lease to the PRR. (MB)
- May 26, 1954 NYC holds annual meeting at Washington Avenue Armory in Albany after Court of Appeals refuses to block Alleghany Corporation from voting its 800,000 Murchison shares at the last minute; 2,200 attend, most traveling on two special trains from Grand Central Terminal; both Robert R. Young and Pres. William White work the crowds on the trains hoping to influence votes at the last minute. (AR, NYT, Borkin)
- May 27, 1954 Baldwin-Lima-Hamilton Corporation reacquires its stock from Westinghouse Electric Corporation at \$9 a share; leaves it free to buy its electrical equipment from General Electric Company. (Kirkland)
- May 28, 1954 Chesapeake & Ohio Railway returns the Train "X" car and adapter car to Pullman-Standard Car Manufacturing Company, which has renewed its interest in the concept in light of potential orders from the NYC and New Haven; the C&O has spent about \$500,000 on the development of Train "X" with little to show for it. (Train-X)
- May 31, 1954 Pres. Walter S. Franklin retires after 39 years service; becomes President of LIRR to aid reorganization; succeeded as president by James M. Symes (1897-1976). (MB)
- June 1, 1954 Assistant VP in Charge of Real Estate & Taxation J. T. Ridgely is given leave until his retirement at the end of the month. (MB)
- June 1, 1954 American Car & Foundry Company renamed ACF Industries, Inc. (DirObsSec)
- June 2, 1954 PRR officials meet with Lester C. Tichy and Los Angeles real estate developer Benjamin Swigg regarding a option on the site of Penn Station itself; Tichy has prepared plans for orderly demolition. (CE)

- June 2, 1954 ICC finally approves abandonment of Cape Charles-Norfolk passenger steamboat service, discontinued in 1953. (MB, ICC)
- June 2, 1954 Word is leaked that Robert R. Young has won the NYC proxy fight by a margin greater than the 800,000 shares transferred to Murchison and Richardson, thus rendering a court challenge pointless. (Borkin)
- June 7, 1954 ICC permits PRR to change lease terms with 18 subsidiaries to save about \$1.9 million a year in federal income taxes. (NYT)
- June 7, 1954 Gov. Thomas E. Dewey calls special session of N.Y. Legislature to amend 1951 redevelopment corporation law to cover LIRR reorganization. (NYT)
- June 7, 1954 Robert R. Young appears on the cover of *Newsweek*. (Borkin)
- June 7, 1954 Trainmen file for holiday pay for yard and road trainmen, dining car stewards and yardmasters, along with other advances. (Rdg AR)
- June 8, 1954 *Blue Grass Special* combined with *The Red Bird* (northbound) and *The Union* (southbound) between Chicago and Logansport. (tt)
- June 11, 1954 PRR Executive Committee proposes to make the following expenditures on the subgrade portions of Penn Center: \$590,000 on a truck passage between 16th and 17th Streets; \$1,474,500 for the Concourse under the area between 15th & 17th Streets, and \$2.62 million for the underground shopping center. (MB)
- June 11, 1954 NYC final election tallies are leaked to the press, revealing that Robert R. Young has won by margin of over 1 million votes; Alfred E. Perlman arrives in New York. (NYT)
- June 12, 1954 PRR announces that it has sold the block between 17th & 18th Streets in Penn Center to Matthew H. McCloskey, who will build a "Transportation Center" with a 4-storey bus station and parking garage topped by an office tower (6 Penn Center) that will be the new PRR headquarters; McCloskey will also buy the Suburban Station Building above grade, which the PRR will vacate; plan was originally developed by publisher Walter H. Annenberg. (PhilInq)
- June 14, 1954 ICC orders six railroads to suspend proposed TOFC service until Jan. 15, 1955 pending hearing on truckers' protests; PRR Plan II TOFC tariff cancelled two days before PRR planned to begin service. (NYT, AR)
- June 14, 1954 NYP&N Board authorizes substitution of single track with manual block and telephone booths at sidings between "CASSATT" and "CAPES" and between "TASKER" and "CHARLES." (MB)

- June 14, 1954 Tellers officially announce that Robert R. Young has won control of NYC in last big railroad proxy fight until the post-1983 mergers by 1.07 million votes; last Vanderbilt (Harold S.) is ousted from the Board; after the announcement, Young, Perlman and three other directors march from the Alleghany Corporation office in Chrysler Building to the NYC Building at 230 Park Avenue; on entering the building, Young holds his hands together over his head in a victory salute; Young then is elected Chairman and Perlman the 17th and last NYC Pres.; Young serves for \$1 a year (AR, NYT, Borkin)
- June 15, 1954 Gov. Thomas E. Dewey signs Railroad Redevelopment Act, approving LIRR reorganization and giving it status of a railroad redevelopment corporation; funds \$65 million in capital improvements on LIRR over 12 years, plus tax relief, in return for moratorium by PRR on debt recovery; Democratic amendments defeated; New York City administration of Mayor Robert F. Wagner (1910-1991) is bitterly opposed because of loss of tax revenues and threatens court challenge to law. (NYT)
- June 15, 1954 Al Perlman discovers that NYC is practically bankrupt with a floating debt of \$9 million; VP-Finance Willard Place estimates that by Jan. 1, 1955, the company will have only \$6 million cash on hand to meet a \$35 million payroll; little had been done to modernize freight facilities in 30 years and freight main tracks are maintained for only 30 MPH; \$260 million spent on passenger cars since 1945. (Borkin, Trains)
- June 1954 CNJ receives the last of a first order of 8 Fairbanks, Morse & Co. H24-66 "TrainMasters" Nos. 2401-2408, which take over heavy commuter trains, including those on the NY&LB; many of the PRR's NY&LB trains are still steam-powered. (Kirkland, Rosenbaum/Gallo)
- June 1954 Perlman scraps the pre-existing \$10 million plan for NYC Plan III piggyback (common carrier trailers) using special depressed-center flatcars and loading cranes in favor of developing his own plan for containers owned by the railroad.
- June 1954 Pres. James M. Symes meets with 700 union representatives and 400 company managers at Pittsburgh; suggests formation of "Pennsy Family Clubs". (Pennsy)
- June 16, 1954 Thomas M. Goodfellow (1907-1981), Superintendent of Pittsburgh Division, named General Manager of LIRR and Superintendent-Special Duty-Central Region; N. L. Fleckenstine to Superintendent of the Pittsburgh Division, replacing Goodfellow; J. F. Piper to Superintendent of the Panhandle Division, replacing Fleckenstine; Howard C. Kohout to Superintendent of the Susquehanna Division, replacing Piper. (MB, NYT)

- June 18, 1954 Chicago, Rock Island & Pacific Railway announces it has ordered a Talgo train from ACF Industries, Inc. for service between Chicago and Peoria. (NYT)
- June 21, 1954 Last broadcast of AAR-sponsored "Railroad Hour" with Gordon MacRae on the NBC radio network. (RdoMmries)
- June 22, 1954 New Haven Pres. McGinnis begins two days of meetings with representatives of PRR, B&O, NYC and C&O at NYC offices in New York to discuss unified action on subject of lightweight, low-center-of-gravity trains; hear presentation of ACF Industries, Inc. for Talgo train; also expect offers from other car builders. (NYT)
- June 23, 1954 PRR Board passes summer dividend for first time since 1949. (NYT)
- June 23, 1954 Robert Heller & Associates present report on the passenger service study to PRR Board; report notes inroads made by automobile and airplane and squeeze between inflation in wage rates and almost static fare levels; recommends PRR, NYC and B&O end direct passenger competition and withdraw from weak markets in favor of strongest road; suggests PRR cede Washington-Pittsburgh and Washington-St. Louis traffic to B&O; B&O to cede Pittsburgh-Chicago leg of *Capitol Limited* route and New York-Washington to PRR; (what of Cleveland, NYC?); Board agrees to continue study and engages Heller to study form of PRR organization; none of the railroads agrees to withdraw from any market, but many of the proposed consolidations later achieved under Amtrak. (MB)
- June 23, 1954 PRR Board approves construction of pedestrian shopping concourse at Penn Center between 15th & 17th Streets; approves the retirement of the Camden Terminal. (MB)
- June 23, 1954 Contractor Matthew McCloskey agrees to buy the Suburban Station building for \$7 million and the block bounded by 17th Street, Market Street, 18th Street and Pennsylvania Boulevard for \$1.5 million on which he will build 6 Penn Center. (MB)
- June 23, 1954 President James M. Symes informs PRR Board that he has discussed the subject of lightweight passenger trains with Perlman of NYC and Patrick McGinnis of New Haven; PRR agrees to join with NYC, New Haven, B&O, and Santa Fe to continue studies. (MB)
- June 23, 1954 In speech at dinner honoring retired Pres. Franklin, Pres. Symes charges that mounting losses and regulatory environment imperil railroads' ability to meet possible national defense needs. (NYT)
- June 24, 1954 First long stretch of New York Thruway opens between Utica and Rochester.

(NYTA)

- June 26, 1954 PRR discontinues weekend passenger service Trenton-Red Bank, N.J., and Saturday service Trenton-Phillipsburg and Trenton-Perth Amboy. (VPO)
- June 27, 1954 *The Indianapolis Limited* discontinued for slack Pullman season through Sep. 15. (tt)
- June 29, 1954 New Haven Pres. Patrick B. McGinnis stages press run of ACF Industries Talgo train demonstrator, idle since 1949, between New Haven and Boston; maximum speed of 102.8 MPH claimed; predicts 2:30 New York-Boston service; McGinnis announces he wants other railroads to join him in developing standard designs for low-center-of-gravity trains. (NYT)
- June 30, 1954 PRR sells Suburban Station building to McCloskey & Co.; in return for space in new 6 Penn Center building to be built by McCloskey. (MB)
- June 30, 1954 NYC cash on hand is down to only \$33 million.
- June 30, 1954 American Airlines passenger-miles for first half of 1954 surpass that of any U.S. railroad; first time any airline sets such a record.
- July 1, 1954 PRR inaugurates WC-1 *West Coast Clipper*; New York-Chicago freight with direct connections for West Coast; cuts 24 hours from time required to cross Chicago gateway. (Pennsy)
- July 1, 1954 New Haven establishes "Family Plan" tickets; one adult and rest travel half-fare. (AR)
- July 1, 1954 Firemen file for a 32 cent increase for yard firemen and an \$18 per day minimum wage for road firemen. (Rdg AR)
- July 1, 1954 CNJ completes dieselization of freight service. (AR)
- July 7, 1954 D.T.I. Enterprises, Inc. incorporated in Ohio; originally a land company for the Detroit, Toledo & Ironton Railroad; later serves to control 60% of six equipment leasing companies of PRR system. (MB)
- July 8, 1954 Architect Lester C. Tichy agrees to advise planning for new ticket facilities at Penn Station, as he his familiar with plans for air rights development through his work for William Zeckendorf. (CE)
- July 8, 1954 New Haven places ACF Talgo train on display at Grand Central Terminal for four days, beginning 26-day tour of New Haven. (NYT, Doughty, Guide)
- July 9, 1954 ICC lifts suspension of six railroads' TOFC tariffs, permitting service to begin

while hearings continue. (NYT)

- July 10, 1954 Eight leading Philadelphia banks announce they will create a loan pool of \$22 million to finance construction in Penn Center and other large development projects. (LegalDept)
- July 12, 1954 Pres. James M. Symes inaugurates Plan II piggyback service (PRR trailers) between New York and Chicago in LCL-1, LCL-2, and LCL-7; originally called "Railtrailer"; trade name "TrucTrain" chosen in contest ca. Sep. 1954; Philadelphia-Pittsburgh service added July 14; piggyback terminals built at Meadows Yard (Kearny, N.J.), 55th Street Yard (Chicago), Kensington Yard (Philadelphia) and Island Avenue Yard (Pittsburgh); PRR assigns 90 40-foot flat cars to service; within six months, revenues reach \$100,000 per month. (Pennsy, Trains, NYT - according to RyAge, first run is just 6 trailers - Trains has first run 6 trailers on LCL-1 to Chicago)
- July 12, 1954 Erie, DL&W and Nickel Plate also begin piggyback service. (NYT)
- July 14, 1954 Alleghany Corporation files with ICC to retain status as a railroad holding company and thus avoid more stringent regulation by the SEC; as part of the case, it reveals that it has purchased 600,000 of the 800,000 NYC shares sold by the C&O to Murchison and Richardson in Feb.; under "put" option, Alleghany may have paid \$25 a share, allowing the Texans to escape loss; however, NYC has fallen to \$22.50, creating a \$1.5 million loss for Alleghany. (NYT)
- July 14, 1954 Erie Railroad begins TOFC piggyback service on No. 100, the *Flying Saucer*, from Chicago to Croxton Yard near Jersey City. (Grant)
- July 15, 1954 Lightweight Passenger Train Committee holds its first meeting at the NYC offices in New York; PRR Mechanical Engineer Carleton K. Steins is elected permanent Chairman. (Train-X)
- July 15, 1954 Northern Central main line single-tracked between Parkton and New Freedom. (estimated - probably later)
- July 15, 1954 CIO Pres. Walter Reuther announces that United Railroad Workers of America will be merged into Transport Workers Union (TWU), which represents transit workers, subject to ratification by members; United Railroad Workers was organized after World War II and has 40,000 members but is not large enough to be autonomous; officers are appointed by CIO rather than elected; most locals represent non-operating (shop craft) employees of the PRR. (NYT)
- July 15, 1954 PRR agreement with Delaware River Port Authority covers removal of remaining tracks of old Delaware Extension parallel to Packer Avenue from

- 20th Street to old Greenwich Point terminal on Delaware River; becomes bed of Route I-76 approach to Walt Whitman Bridge. (CE)
- July 1954 Chesapeake Bay Bridge opens between Annapolis and Kent Island, creating the first direct link between Baltimore and the Eastern Shore. (FactsStates)
- July 1954 ICC approves a Missouri Pacific Railroad reorganization preserving the common stock held by Alleghany Corporation. (Borkin)
- July 16, 1954 Scott Truck Lines Corporation dissolved; dummy company associated with Scott Brothers, Incorporated. (Cards)
- July 18, 1954 BRT Pres. Kennedy reports 25,000 members unemployed or on short time because of business slump. (NYT)
- July 19, 1954 PRR makes public announcement that it has engaged Robert Heller & Associates of Cleveland to study its management structure. (PR)
- July 20, 1954 B&O inaugurates "Tofcee" piggyback service between Philadelphia-Chicago, Baltimore-Chicago and Cincinnati-St. Louis. (B&O Mag, AR)
- July 20, 1954 NYC furloughs 1,350 employees. (NYT)
- July 22, 1954 Anne Thomson (1871-1954), daughter of PRR Pres. Frank Thomson, dies. (findagrave)
- July 23, 1954 20-story office building at 3 Penn Center topped out with traditional ceremony. (PhiBltn)
- July 25, 1954 PRR begins offering breakfast and evening snack service on its NY&LB commuter trains No. 734-735, served from a small counter in an ordinary coach. (PR)
- July 25, 1954 A delegation of the Lightweight Passenger Train Committee leaves for Europe, where they inspect German high-speed trains and railcars and the Spanish TALGO trains. (Train-X)
- Aug. 1, 1954 PRR installs 17 "Ticketeer" machines at old 30th Street Station ticket office.
- Aug. 1, 1954 Number of steam locomotives in use on U.S. railroads drops below 10,000 for first time since 1854. (NYT)
- Aug. 1, 1954 Hudson & Manhattan Railroad closes 19th Street & 6th Avenue Station. (PtAuth)
- Aug. 3, 1954 Hurricane Carol strikes Northeast, moving up the coast; causes moderate

damage on the Jersey Shore, but comes ashore on Long Island and moves up the Connecticut River Valley; it kills 60 people and causes \$460 million in damages in New England. (Schwartz, NH AR)

- Aug. 4, 1954 Raritan River Bridge of Garden State Parkway opens, improving automotive access to the New Jersey shore resorts from the Greater New York area. (NYT)
- Aug. 6, 1954 ICC approves railroad TOFC rates by 5-2. (NYT)
- Aug. 11, 1954 Three Hudson & Manhattan Railroad bondholders apply for receiver under Chapter 10 of Chandler Act; company appeals. (Moody's, NYT)
- Aug. 12, 1954 LIRR certificate of incorporation amended as a railroad redevelopment corporation under 1951 New York law and ICC terminates trusteeship of William Wyer; PRR loans LIRR \$5.5 million to be repaid over 12-year course of redevelopment; PRR foregoes interest on \$61,74 million of LIRR debt it holds and all dividends on stock; 20% fare rise goes into effect; Thomas M. Goodfellow takes over as General Manager; 12-year, \$60.3 million rehabilitation program begins. (AR, NYT, Moody's)
- Aug. 12, 1954 Yardmasters receive 5-cent increase retroactive to Dec. 16, 1953 under cost of living escalator clause. (NYT)
- Aug. 13, 1954 Arbitration board awards BLE 5-cent increase retroactive to Dec. 16, 1953; rejects demand for sliding scale based on experience and duties. (NYT)
- Aug. 13, 1954 Pennsylvania Power & Light Company places the first unit of its new Martins Creek power plant in service; it is officially dedicated on Oct. 16; it burns bituminous coal brought in by the PRR as a consequence of the collapse of the anthracite industry. (Beck)
- Aug. 15, 1954 J.A. Schultz appointed LIRR Director of Public Relations. (NYT)
- Aug. 15, 1954 East Broad Top Railroad & Coal Company discontinues all passenger service. (EBT)
- Aug. 1954 Lehigh Valley Railroad begins piggyback service between the New York Metropolitan Area and points west of Buffalo. (AR)
- Aug. 18, 1954 New LIRR Board elected with nine holdovers and five Long Island residents, George E. Roosevelt, T. Voorhees, G. Cushman, A.T. Roth and J.I. Straus as new "public members" appointed by Gov. Dewey; W.S. Franklin elected Pres. and Thomas M. Goodfellow VP & General Manager; Democrats blast reorganization as Republican sell-out to big business as part of campaign to win governorship in fall elections; Board votes to buy 100 new MU cars.

(NYT)

- Aug. 20, 1954 ICC approves Boston & Providence Railroad reorganization plan; physical plant to be acquired by New Haven. (AR)
- Aug. 23, 1954 Single-tracking with CTC completed between Cape Charles and Parksley on Delmarva main line. (CE)
- Aug. 21, 1954 Railroads and 14 non-operating unions agree on increased vacations and health, pension and welfare benefits recommended by Emergency Board. (Rdg AR, NYT)
- Aug. 27, 1954 PRR files with N.J. PUC to discontinue all three New York-Atlantic City trains, including the *Nellie Bly*, and substitute Trenton-Atlantic City service, effective Sep. 26, 1954. (NYT)
- Aug. 27, 1954 Contractor Matthew H. McCloskey completed purchase of Suburban Station Building with final payment of \$2.9 million to PRR; announces he will use \$3 million of banks' \$22 million loan pool to completely air-condition the building. (PR)
- Aug. 29, 1954 Last PRSL steam locomotive operation in Atlantic City with No. 1678. (Andrew)
- Aug. 29, 1954 Southern Railway and Southern Pacific Railroad established through sleeper between Washington and Los Angeles via New Orleans on *The Crescent* and *The Sunset Limited*. (Guide)
- Aug. 31, 1954 Lightweight Passenger Train Committee sends its report on German and Spanish trains to the company presidents. (Train-X)
- Aug. 31, 1954 Last run of passenger service on the Maryland & Pennsylvania Railroad, Baltimore to York. (Hilton)
- Sep. 1, 1954 Schuylkill Expressway opens from City Line Avenue, Philadelphia, to junction with Pennsylvania Turnpike at King of Prussia; on first day, creates a massive traffic jam on City Line Avenue, a harbinger of things to come. (NYT, BlltnAlmnc)
- Sep. 1, 1954 Pennsylvania Greyhound Lines, Inc. absorbs Central Greyhound Lines, Inc., former bus affiliate of NYC. (NYT)
- Sep. 2, 1954 Former General Manager of the GR&I William B. Wood (1876-1954) dies at Baltimore. (archivesps.edu)
- Sep. 4, 1954 Northern Central main line single-tracked between New Freedom and

Smyser. (estimated - probably later)

- Sep. 7, 1954 Robert R. Young announces NYC is considering building largest office building in the world over Grand Central Terminal; have requested certain architects and developers to present proposals; William Zeckendorf of Webb & Knapp, Inc, envisions a 1,600-foot tower with 60,000 feet per floor and a total of 5 million square feet; architect I.M. Pei (1917-), later to win international acclaim but then architectural director of Webb & Knapp, designs 108-story "hyperboloid" skyscraper to be built on a platform above street level; in private, Zeckendorf says he considers the Penn Station site more promising. (NYT, Belle, VPF)
- Sep. 8, 1954 LIRR orders 125 cars from Pullman-Standard, including 25 Class P72 steam coaches and 100 MP72 MU cars; are improved versions of "Wyer cars" of 1952-53, with 123 reversible seats in 3-2 arrangement, but with air conditioning, toilets, parcel racks and fluorescent lighting. (Keystone)
- Sep. 9, 1954 Lester C. Tichy presents first scheme for rebuilding ticketing area of Penn Station; involves removing Grand Staircase; rejected on cost. (CE)
- Sep. 11, 1954 Hurricane Edna strikes Northeast; misses New York City at the last minute and comes ashore in eastern New England; dumps 4.98 inches of rain on the region, the most since 1909. (Schwartz, NYT, NH AR)
- Sep. 13, 1954 Lightweight Passenger Train Committee meets with Pres. James M. Symes, Alfred E. Perlman and Howard E. Simpson at Washington. (Train-X)
- Sep. 14, 1954 Alfred E. Perlman elected a director of NYC; T.J. Deegan elected VP-Staff. (NYT)
- Sep. 1954 B&O Pres. Roy B. White secures patent on system of air jets to keep turbine blades of coal-burning turbine locomotive clean; assigned to Bituminous Coal Research, Inc. (NYT - verify ptnt?)
- Sep. 1954 Robert R. Young dismisses his former consultant Randolph Phillips (born Randolph Moses, 1910-1982) from Alleghany Corporation; Phillips eventually sues Alleghany and becomes an agitator for small shareholders' rights. (NYT)
- Sep. 17, 1954 Lester C. Tichy develops new scheme for Penn Station ticket counter, placing the work area in the passage between the General Waiting Room and Concourse and opening new passageways through the Men's and Women's Waiting Rooms on each side. (CE)
- Sep. 17, 1954 Carleton K. Steins and William M. Keller of the Lightweight Passenger Train Committee meet with representatives of the NYC and PRR regarding eating

facilities for the proposed new trains. (Train-X)

- Sep. 18, 1954 Fan trip runs from New York/Newark to Atlantic City via *Nelly Bly* route with E6s No. 460, the "Lindbergh Special" engine. (PRR-FAX)
- Sep. 19, 1954 New Haven Pres. McGinnis announces he will buy Talgo trains within six months; delay is to allow other railroads time to join in placing orders. (NYT)
- Sep. 21, 1954 Lightweight Passenger Train Committee meets and discusses the preliminary design of a depressed-center coach, favored by the PRR and later realized in the *Keystone*, as well as the TALGO train and Train-X. (Train-X)
- Sep. 22, 1954 Riss & Company, Inc., a major Kansas City trucking firm, files anti-trust suit against 23 railroads, including PRR, four railroad trade associations, and their advertising agent Carl Byoir & Co., alleging a conspiracy to destroy its reputation, particularly as a hauler of explosives for the government, by portraying them as careless. (AR, MB)
- Sep. 22, 1954 Lester C. Tichy prepares new design for Penn Station ticket counters with two large semicircular counters on west side of General Waiting Room and "nerve center" in baggage room under Grand Staircase. (CE)
- Sep. 22, 1954 PRR Board authorizes merger of Detroit Union Railroad, Depot & Station Company, New Cumberland & Pittsburgh Railway, Western New York & Pennsylvania Railway, Wheeling & Eastern Railroad and Wheeling Coal Railroad Companies of Pa. and W.Va. into Penndel Company and merger of Harrison & East Newark Connecting Railroad into United New Jersey Railroad & Canal Company. (MB)
- Sep. 22, 1954 PRR Board authorizes the following retirements of facilities, to be done by Dec. 31, 1958: Denholm coaling station; engine facilities at Canandaigua; Island Avenue eastward yard at Allegheny; coal wharf at Effingham. (MB)
- Sep. 22, 1954 PRR Board authorizes the following retirements of branches, to be done by Dec. 31, 1958: 3.96 miles of the Lancaster Industrial Track to the abandoned Colonial Colliery near Shamokin; part of the New Florence Branch between New Florence and Lockport; Duquesne Way Elevated in Pittsburgh; Palanka Branch (1.23 miles); all of the Wegee Branch (8.06 miles) to Key, Ohio; the Missaukee Branch between Sandstown and Veneer Jct. (4.31 miles); all of the Veneer Branch between Veneer Jct. and Falmouth (4.64 miles); Shelbyville Branch between Bentonville and Dublin Jct. (4.72 miles). (MB)
- Sep. 22, 1954 PRR Board authorizes the following retirements of tracks, to be done by Dec. 31, 1958: one track between Norristown and Phoenixville; No. 3 track between Parkesburg and Conestoga; the southbound main between Shippensburg and Hagerstown, and install manual block; No. 3 westbound

freight track between Newport and Mifflin; No. 1 eastbound track between Petersburg and Frankstown; one main and two side tracks between Duncansville and Gallitzin; No. 4 main track between St. Paris and Piqua. (MB)

- Sep. 22, 1954 H. L. Decker appointed as Acting Mechanical Engineer, replacing Carleton K. Steins, assigned to special research projects. (MB)
- Sep. 25, 1954 NYC announces it has been studying an alternate proposal for Grand Central Terminal featuring a 50-story tower containing 4 million square feet; architectural firm of Fellheimer & Wagner, who did original station (?), prepares plan at suggestion of Patrick McGinnis of New Haven; Park Avenue is to run straight through the middle of the new building. (NYT, Belle) (Belle says featured heliport; to be built by real estate developer Erwin Wolfson but give no date)
- Sep. 26, 1954 Joint PRR-Detroit, Toledo & Ironton Railroad preference freight trains DC-8/DC-9 running via Springfield, Ohio, discontinued. (GO, Bongaardt)
- Sep. 27, 1954 ICC authorizes the Lehigh Valley Railroad to abandon the last 4.17 miles from Dingens Street, Buffalo, to the passenger station for sale to the New York Thruway Authority and the construction of a new combined passenger and freight station at Dingens Street. (ICC)
- Sep. 28, 1954 General Manager W.H. Mapp reports to the PRSL Board that the experimental rates to Atlantic City have attracted new traffic and are to be continued on three trains through Oct. 1954; still have two steam locomotives in freight service, two in passenger service and three steam switchers at Millville; Board authorizes filing to abandon Gloucester to Grenloch and the Wildwood Branch. (MB)
- Sep. 29, 1954 NYC Pres. Perlman announces cancellation of NYC's piggyback program pending a review. (NYT)
- Sep. 30, 1954 VP-Eastern Region Ethelbert W. Smith (1885-1958), retires after 49 years service, having been on leave since Apr. 1953. (MB)
- Sep. 30, 1954 Carleton K. Steins and William M. Keller of the Lightweight Passenger Train Committee meet with General Electric Company officials at Erie on equipment for a head-end power car. (Train-X)
- Oct. 1, 1954 After member approval, United Railway Workers of America (CIO) becomes part of the Transport Workers Union of America (TWU); TWU's main power base is the New York City transit system; merger places TWU Pres. Michael J. Quill (1906-1966) at the head of the PRR shop workers; Quill, a feisty Irishman with a thick brogue and razor wit, had been a member of the Irish

Republican Army in his youth and allied with the Communist Party until 1948; he has perfected the technique of the extortionate strike threat and deliberately mispronounces the names of his management adversaries as a way of belittling them; the PRR begins to get the Quill treatment within months. (NYT)

- Oct. 1, 1954 Lehigh Valley Railroad sells the first 4 miles leading from its Buffalo passenger station to the New York Thruway Authority as a right of way for \$6.95 million. (AR)
- Oct. 2, 1954 Philadelphia writer Christopher Morley publishes a poem, "Elegy in a Railroad Station (Obit for Broad Street, Philadelphia)" in the *Saturday Review*, containing the oft-quoted line, "Nothing was so holy as the local to Paoli." (LegalDept)
- Oct. 5, 1954 Presidents of the participating roads agree that any out-of-pocket expenses incurred by the Lightweight Passenger Train Committee will be allocated according to each road's passenger revenues for the first 6 months of 1954. (Train-X)
- Oct. 6, 1954 Former PRR Camden Terminal and Ferry House, being used as a farmers' market, destroyed by fire. (BltnAlmnc)
- Oct. 6, 1954 Carleton K. Steins and William M. Keller of the Lightweight Passenger Train Committee meet with Cummins engine representatives in Philadelphia. (Train-X)
- Oct. 8, 1954 Responding to a request from NYC Engineer of Car Equipment G. T. Wilson, the Lightweight Passenger Train Committee appoints a subcommittee of Wilson, G. L. Goebel, Mechanical Engineer of the New Haven, and Frederick Einwaechter of the B&O to investigate a special low-center-of-gravity locomotive for lightweight trains. (Train-X)
- Oct. 9, 1954 Flooding at Chicago Union Station caused by 7-inch rainfall; station reopens in afternoon of Oct. 11. (MB)
- Oct. 11, 1954 Pennel Company Board authorizes the following abandonments: Wegee Branch to Key, Ohio (8.06 miles); part of the Missaukee Branch between Sandstown and Veneer Jct., Mich. (4.31 miles); Veneer Branch between Veneer Jct. and Falmouth, Mich. (4.64 miles). (MB)
- Oct. 11, 1954 Lightweight Passenger Train Committee asks member railroads to indicate how many cars and locomotives and what type of food facilities they might be interested in as a prelude to sounding out manufacturers. (Train-X)
- Oct. 12, 1954 Lightweight Passenger Train Committee sends member railroads preliminary

- drawings of a head-end power car for review. (Train-X)
- Oct. 12, 1954 Last Erie Railroad steam locomotives taken to a scrapyard at Chicago. (NYT)
- Oct. 13, 1954 William Zeckendorf approves preliminary offer of one-year option to purchase Penn Station air rights for \$30 million. (CE)
- Oct. 14, 1954 LIRR's Morris Park Shops turns out first remodeled passenger car in state program to rehabilitate 696 cars.
- Oct. 14, 1954 Carleton K. Steins and William M. Keller of the Lightweight Passenger Train Committee meet with representatives of General Steel Castings and American Steel Foundries in Philadelphia regarding trucks and brakes for the depressed-center passenger car. (Train-X)
- Oct. 14, 1954 Heavy rains in Pittsburgh the area associated with Hurricane Hazel cause numerous slides. (MB)
- Oct. 15, 1954 Hurricane Hazel, which has killed 1,000 in Haiti, comes ashore on the North Carolina-South Carolina border with winds gusting to 160 MPH; tracks north into central Pennsylvania and Canada with 80-100 MPH winds in eastern Maryland, Delaware and New Jersey; a record 113 MPH gust is recorded in New York City and a similar record of 94 MPH in Philadelphia; however, the highest rainfall is west of the Allegheny Mountain. (Schwartz, Phllnq)
- Oct. 15, 1954 Hurricane Hazel, packing 94 MPH winds, disrupts service in electrified territory by downing wires from 3:00 PM to 12:00 N on Oct. 16; 125 interdivisional trains delayed an average of 0:45; maximum delays on Northeast Corridor of up to 10 hours; Virginia Ferry Corporation ferry *Princess Anne* is blown ashore at Kiptopeke but is freed in about 5 hours. (MB, Baxter)
- Oct. 15, 1954 Employment on NYC down to 74,700 from 89,700 on June 15 as Perlman makes drastic cuts to conserve money.
- Oct. 1954 PRR Board approves fourth quarter dividend of 75 cents per share; agree to pay regular 25 cent quarterly dividends if permitted by earnings.
- Oct. 1954 Deposed NYC Pres. William White becomes Pres. of the Delaware & Hudson Company. (Grant)
- Oct. 18, 1954 Single-tracking with CTC completed between Parksley and Pocomoke on Delmarva main line. (CE)
- Oct. 18, 1954 ACF Industries makes a presentation to the Lightweight Passenger Train Committee at New York. (Train-X)

- Oct. 19, 1954 Pullman-Standard Car Manufacturing Company makes a presentation to the Lightweight Passenger Train Committee at New York. (Train-X)
- Oct. 20, 1954 Centennial of Horseshoe Curve celebrated with a night photograph of two posed freights and the westbound *Trail Blazer* illuminated by 6,000 Sylvania flash bulbs; used on the annual report cover. (AR)
- Oct. 20, 1954 Budd Company makes a presentation to the Lightweight Passenger Train Committee at New York; G. L. Goebel of the New Haven, G. T. Wilson of the NYC, and Kenneth A. Browne of the C&O, the father of Train-X, hand Chairman Carleton K. Steins a letter stating that they are not interested in the depressed-center coach favored by the PRR. (Train-X)
- Oct. 20, 1954 NYC contracts with Pres. Perlman to allow him to buy 32,000 shares at present market value to be paid for over 10 years; if Perlman's management increases the value of the stock, he will reap the profit.
- Oct. 21, 1954 St. Louis Car Company makes a presentation to the Lightweight Passenger Train Committee at New York. (Train-X)
- Oct. 22, 1954 Lightweight Passenger Train Committee sends a report of their meetings with manufacturers to their respective presidents. (Train-X)
- Oct. 23, 1954 Through Chicago-Cincinnati-Norfolk 10-section-observation sleeper makes last run via PRR and Norfolk & Western Railway. (Welsh)
- Oct. 25, 1954 Pres. Symes, in speech to National Defense Transportation Association, says deteriorating railroads are unprepared for war. (NYT)
- Oct. 25, 1954 Chairman Carleton K. Steins informs the Lightweight Passenger Train Committee that the services of Robert Heller & Associates have been terminated. (Train-X)
- Oct. 27, 1954 PRR Board approves proposal of Webb & Knapp, Inc., a New York development company headed by William Zeckendorf, to acquire air rights above the entire Penn Station site and relocate railroad operation entirely below street level; approves 75-cents a share dividend. (MB)
- Oct. 27, 1954 PRR Board abolishes Board of Officers of Pension Dept., whose duty is to hear employment applications from persons over 45 years of age. (MB)
- Oct. 27, 1954 PRR Board approves merger of Granite Improvement Company, Leechburg Company, Monbel Company, and Potomac Freight Terminals Company into Manor Real Estate & Trust Company, which is to be renamed Manor Real Estate Company; approves abandonment of part of Canoe Creek Branch from

- the Crissman Branch to Moores Mills (1.59 mi.) by end of year. (MB)
- Oct. 27, 1954 PRR Board approves the following retirements: part of the Canoe Creek Branch from Canoe Creek Jct. to Moores Mills (1.59 miles); Mill Run Industrial Track at Zanesville; No. 3 track between Hanna and Wanatah, Ind.; one track between Union City and Dunkirk, Ind. (MB)
- Oct. 29, 1954 Lightweight Passenger Train Committee asks the builders to submit their prices for the proposed equipment. (Train-X)
- Oct. 30, 1954 Northern Central main line single-tracked between Smyser and York. (estimated completion - probably later)
- Oct. 30, 1954 IND's South Brooklyn Line is connected to the ex-BMT Culver Line to Coney Island, formerly the route of Andrew Culver's Prospect Park & Coney Island Railroad. (Feinman)
- Late 1954 NYC stops carrying vehicles on its Weehawken-Cortlandt Street ferries because of the unsafe condition of the ferry bridge at the decaying Cortlandt Street ferry terminal. (ICC)
- Nov. 1, 1954 PT&T Board extends Webb & Knapp, Inc., option on air rights between 9th & 10th Avenues for 90 days from Oct. 1; approves grant of air rights over Penn Station itself for \$30 million. (MB)
- Nov. 1, 1954 John S. Fair, Jr. (1905-1974), named General Purchasing Agent vice Elmer J. Lamneck (1887-1955) retired after 47 years service. (MB)
- Nov. 2, 1954 Democrats regain control of Congress by slim margins. (EAH)
- Nov. 8, 1954 LIRR begins two weeks of tests with Budd RDC demonstrator on various branches; has two on order for next spring for service between Babylon and Patchogue. (NYT)
- Nov. 8, 1954 Illinois-Missouri Terminal Railway incorporated by 10 railroads, including NYC and B&O for the purpose of taking over remnants of former Illinois Terminal Railway interurban line in East St. Louis-Alton area. (Cards)
- Nov. 15, 1954 Plan II TrucTrain service extended to St. Louis (Rose Lake Yard) on LCL-3/LCL-4.
- Nov. 16, 1954 A. F. McSweeney made Assistant Chief of Freight Transportation-TrucTrain Service; W. C. Allen made Assistant Chief of Freight Transportation-Terminals. (MB)
- Nov. 16, 1954 Provisional Committee to Organize Colored Locomotive Firemen sues in

- federal court in Cleveland to force BLFE to drop its whites-only policy. (NYT)
- Nov. 17, 1954 NYC introduces first of "Early Bird Fleet" of fast freights, running from Chicago to New York in 29 hours for perishables, cutting one day off previous schedules; later extended to other Midwestern cities. (NYT, Guide)
- Nov. 17, 1954 Extension of Pennsylvania Turnpike opens between King of Prussia and Bristol.
- Nov. 18, 1954 ICC approves PRR commuter fare increase at New York and Philadelphia. (NYT)
- Nov. 18, 1954 Lightweight Passenger Train Committee meets in New York and approves the form of the final report. (Train-X)
- Nov. 18, 1954 *New York Times* runs editorial against the demolition of the Concourse of Grand Central Terminal. (NYT)
- Nov. 19, 1954 Hudson & Manhattan Railroad files for voluntary reorganization under Chapter 77. (Moody's)
- Nov. 21, 1954 ICC raises interstate commuter fares at New York by 10%. (CNJ AR)
- Nov. 23, 1954 First PRR board meeting to be held on a train. (MB)
- Nov. 23, 1954 Pennsylvania Company Board authorizes placing an additional 56,000 shares of Lehigh Valley Railroad recently purchased under the 1942 voting trust; authorizes the sale of 105,000 shares of LV common stock. (MB)
- Nov. 23, 1954 Dow Jones industrials finally top their 1929 high. (Wyckoff)
- Nov. 25, 1954 Pennsylvania State Highway Dept. receives bids for extending Pennsylvania Boulevard to 20th Street on land vacated by the removal of Broad Street Station. (MB)
- Nov. 26, 1954 Virginia Ferry Corporation Executive Committee authorizes rebuilding and lengthening ferry *Del-Mar-Va*. (MB)
- Nov. 29, 1954 PRR and Webb & Knapp, Inc., make public announcement of their option agreement for Penn Station air rights; building may contain long-proposed World Trade Center; project to be contingent on architectural and engineering studies; William Zeckendorf says Penn Station deal does not mean abandonment of his Grand Central project. (PR, NYT)
- Nov. 29, 1954 NYC inaugurates second "Early Bird" train between Chicago and New York.

(Guide)

- Nov. 30, 1954 PRR announces that it will use an advisory committee of passengers and civic leaders "if and when" Penn Station is reconfigured for air rights development.
- Nov. 30, 1954 Full Lightweight Passenger Train Committee meets in conference with Pres. Gurley, McGinnis, Perlman, Simpson, Symes and Tuohy in the NYC Board Room at New York; representatives of Pullman-Standard Car Manufacturing Company, Budd Company, ACF Industries, Electro-Motive Division and Baldwin-Lima-Hamilton Corporation are called in separately to discuss their proposals. (Train-X)
- Nov. 30, 1954 Courts deny Hudson & Manhattan Railroad's application for Chapter 77 reorganization; permit bankruptcy proceedings under Chandler Act. (Moodys)
- Dec. 1, 1954 Lightweight Passenger Train Committee receives bids from the various car and locomotive builders and begins tabulating figures for its final report. (Train-X)
- Dec. 1, 1954 W. Parker Stuart (1900-) appointed to new post of General Coal Traffic Manager; also appoint three regional Coal Traffic Managers; the positions of Coal Traffic Manager and Coal Traffic Manager-Sales are discontinued as a staff office. (MB)
- Dec. 1, 1954 New Haven introduces "Ladies Day" fares to New York, Wednesdays only; round trip for same as one-way fare to encourage use of trains for shopping and theater trips. (AR)
- Dec. 1, 1954 First portion of Ohio Turnpike opens from Pennsylvania state line to Youngstown. (NYT)
- Dec. 3, 1954 Railroads agree with non-operating unions to terminate the cost-of-living provisions and incorporate the cost-of-living gains into the base pay rates. (Rdg AR)
- Dec. 5, 1954 Freight train derails near Paoli, blocking all tracks. (NYT)
- Dec. 6, 1954 NYC admits it will seek to end all passenger service on West Shore (River Division) and Putnam Division. (NYT)
- Dec. 1954 Employment at Renovo Shops falls to 424, down from 788 in fall of 1953 and 1,162 at peak in May 1951, as car maintenance declines and is shifted elsewhere; causes extreme economic distress in Renovo, which has few other employers.

- Dec. 1954 NYC petitions ICC to abandon all passenger service on West Shore (River Division); process takes over four years.
- Dec. 8, 1954 Hudson & Manhattan Railroad consents to Chapter 10 reorganization. (Moody's)
- Dec. 14, 1954 Herman T. Stichman (1902-1967), New York State Commissioner of Housing, appointed Trustee of Hudson & Manhattan Railroad. (Moody's, NYT)
- Dec. 16, 1954 Union Depot Company (Columbus) Board hears report studying possibility of relocating station to old engine house property at Spruce Street. (MB)
- Dec. 16, 1954 *Dixie Flagler* renamed *Dixieland*, taking name of older heavyweight train; *The South Wind* and *City of Miami* begin operating every other day, while the *Dixieland* operates every third day. (Key)
- Dec. 17, 1954 General Railway Signal Company completes first automated hump yard at Kirk Yard on Elgin, Joliet & Eastern near Gary, Ind.
- Dec. 22, 1954 Lightweight Passenger Train Committee distributes its final report to the presidents and to the chief mechanical officers of the participating railroads. (Train-X)
- Dec. 22, 1954 President Symes briefs PRR Board on lightweight train projects; Pullman has no orders for "Train-X"; General Motors Corporation is building two lightweight trains (the "Aerotrains") using modified bus bodies and a special 1200 HP diesel. (MB)
- Dec. 22, 1954 PRR Board approves sale of air rights over Penn Station approach between 9th & 10th Avenues to Webb & Knapp, Inc., for \$4 million. (MB)
- Dec. 22, 1954 PRR Board approves trackage rights on the Detroit, Toledo & Ironton Railroad between Springfield and South Charleston, Ohio; reports the PRR has reacquired 60,000 shares of LIRR that had been sold to Walter F. O'Malley after the LIRR bankruptcy in 1949 to remove them from the PRR's consolidated tax return. (MB)
- Dec. 22, 1954 New York Thruway opens between Buffalo and Harriman in the Ramapo Valley north of New York City; within two years NYC long-distance passenger traffic falls by 51%.
- Dec. 23, 1954 Transport Workers Union Pres. Mike Quill warns PRR against transferring heavy repairs from Wilmington Shops to Altoona Works. (NYT)
- Dec. 23, 1954 Western Warehousing Company merged into Duquesne Warehouse

- Company, which is then renamed Western Warehousing Company. (MB)
- Dec. 23, 1954 Berkshire Land Company merged into The Finley Company. (MB)
- Dec. 24, 1954 Last run of regular passenger train Nos. 500-501 between Cincinnati and Sturgis, Mich., via Richmond, Ridgeville and Fort Wayne, leaving summer-weekend-only *Northern Arrow*; replaced by gas-electric car between Sturgis and Grand Rapids, Mich., as state of Michigan refuses petition to discontinue. (Guide - what source has 12/24)
- Dec. 24, 1954 Last run of Grand Rapids & Cincinnati RPO. (Kay)
- Dec. 24, 1954 Fred H. Einwaechter of the B&O writes to PRR Mechanical Engineer Carleton K. Steins congratulating him on the completion of the Lightweight Passenger Train Committee's report. (Train-X)
- Dec. 27, 1954 Long Island Transit Authority reports to Gov. Dewey that its work is done but must stay in existence to clear up lawsuits brought by New York City. (NYT)
- Dec. 27, 1954 Pres. James M. Symes writes to the other railroad presidents on the completion of the Lightweight Passenger Train Committee's report and suggests they all discuss further steps at the AAR Board meeting on Jan. 28, 1955, in Washington. (Train-X)
- Dec. 31, 1954 Manor Real Estate & Trust Company renamed Manor Real Estate Company; Monbel Company, Leechburg Company, and Potomac Freight Terminals Company merged into Manor Real Estate Company as consolidated real estate subsidiary of PRR. (MB)
- Dec. 31, 1954 Detroit Union Railroad, Depot & Station Company; New Cumberland & Pittsburgh Railway; Western New York & Pennsylvania Railway; and unbuilt Wheeling & Eastern Railroad and Wheeling Coal Railroad Companies of Pa. and W.Va. all merged into Pennel Company under an agreement of Oct. 13; Harrison & East Newark Connecting Railroad merged into United New Jersey Railroad & Canal Company. (MB)
- Dec. 31, 1954 Harrisburg Warehouse Company merged into Duquesne Warehouse Company. (MB)
- Dec. 31, 1954 Pres. Alfred E. Perlman restores NYC cash levels to \$62.4 million, up from \$33 million in June.
- 1954 Pennsy Family Clubs organized by Employee Relations Dept. (Pennsy)
- 1954 Cab signal installation completed between Columbus and New Paris, Ohio, completing cab signals between New York and Indianapolis.

- 1954 PRR establishes bargain and family fares.
- 1954 Reclamation plant opens at Hollidaysburg, where the new Samuel Rea Car Shop is under construction, to salvage parts and scrap metal. (Loeb)
- 1954 PRR tests New Haven Class EP-5 rectifier electric passenger locomotive No. 370 in high-speed passenger service between New York and Washington; hits 90 MPH easily and exceeds 4,000 HP. (Trains)
- 1954 Spruce Street roundhouse at Columbus, Ohio, razed. (columbusrailroads.com)
- 1954 Westinghouse Electric Corporation withdraws from manufacture of heavy-duty electric locomotives, leaving General Electric Company the sole domestic producer; its heavy traction staff is dispersed, breaking the longstanding partnership with PRR engineers; Westinghouse becomes entirely transit-oriented, and PRR believes their transit-type solutions for next generation of MU cars do not meet criteria for mainline operation. (note this occurs before the sale of BLH in May)
- 1954 Baltimore-Washington Parkway completed; first limited-access highway between the two cities. (RdBldgMd)
- 1954 PRR purchases Wilson Line, Incorporated's half interest in Virginia Ferry Corporation.
- 1954 Baltimore & Eastern Railroad abandons line between Love Point and Queenstown, Md.
- 1954 PRR opens new freight station at Butler Street, Philadelphia. (see 1953)
- 1954 PRR opens new freight station at 51st Street in Chicago.
- 1954 Richmond, Fredericksburg & Potomac Railroad retires coaling station at Potomac Yard. (AR)
- 1954 Stuart T. Saunders promoted to VP & General Counsel of the Norfolk & Western Railway, assuming a more prominent role in the management; Saunders successfully dissuades the Board from ordering five more steam turbine locomotives like *Jawn Henry* on the grounds that they are not economical from an accounting standpoint, even though Pres. R.H. Smith, a traditionalist, is in favor of them. (Striplin)
- 1954 Having ended steam locomotive production, Baldwin-Lima-Hamilton Corporation sells its interest in The Midvale Company and General Steel

Castings Corporation. (Kirkland - verify Moodys)

1954 Order of Railway Conductors of America renamed Order of Railroad Conductors & Brakemen. (utu.org)

1954 Dofasco in Canada and McLouth Steel in the U.S. are the first to install basic oxygen furnaces in North America; the basic oxygen furnace blows pure oxygen over the top of molten iron to make steel. (Seeley)