

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

**By Christopher T. Baer**

**1955**

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**All data subject to correction and change**

- Jan. 1, 1955      PRR drops reciprocal free passes for officials and employees of other railroads traveling over PRR on business and arranges to have PRR employees pay cash when using other railroads; because PRR serves big cities and popular destinations, balance of payments is always against it. (NYT)
- Jan. 1, 1955      Reading begins TOFC service between Philadelphia/Camden and Chicago via the Alphabet Route. (AR)
- Jan. 1, 1955      Norman Call retires as Pres. of the Richmond, Fredericksburg & Potomac Railroad and is succeeded by W. Thomas Rice. (AR)
- Jan. 3, 1955      PRR and Webb & Knapp, Inc., headed by legendary developer William Zeckendorf (1905-1976), announce agreement on terms to build world's largest commercial building on air rights over Penn Station. (NYT)
- Jan. 4, 1955      PRSL authorizes retiring stations at Barrington and Cedar Brook. (MB)
- Jan. 6, 1955      PRR directs Lester C. Tichy to plan for increased ventilation so that it can use diesel locomotives in a rebuilt Penn Station. (CE)
- Jan. 1955          NYC announces it will apply to end commuter service on the West Shore (River Division). (NYT)
- Jan. 9, 1955      New York-San Francisco sleeping car begins running on the *City of San Francisco*; runs alternate days on PRR (*Pennsylvania Limited* westbound and *The General* eastbound) and NYC (*The Wolverine* westbound and *The Advance Commodore Vanderbilt* eastbound). (Guide)
- Jan. 11, 1955      Chief of Motive Power Howell T. Cover commissions Gibbs & Hill to prepare a report on the future of electrification on the PRR. (Rept)
- Jan. 11, 1955      Bomb explodes in coin locker in LIRR Concourse in Penn Station. (NYT)
- Jan. 12, 1955      PRR announces it will remove Princeton yards, previously used for football specials and single-track the Princeton Branch, as they now only run three or four trains from New York to football games; in 1920s, ran up to 44 trains. (PR, NYT)

- Jan. 12, 1955 Western Union Telegraph Company announces its new "Ticketfax" system for electrically delivering a ticket in eight seconds; being tested on PRR at Philadelphia and NYC at Cleveland. (NYT)
- Jan. 13, 1955 Port of New York Authority announces it will fund \$500,000 18-month study of NY-NJ rail commuter service for Metropolitan Rapid Transit Commission. (NYT)
- Jan. 14, 1955 Impresario Billy Rose (1899-1966) announces he will build a "permanent world's fair" in the Merchandise Mart that Webb & Knapp plans to build over Penn Station. (NYT)
- Jan. 14, 1955 J.H. Fitzsimmons, engineer of *The Broker* in the 1951 crash, sues PRR for \$250,000 damages, claiming PRR failed to properly indicate reduced speed. (NYT)
- Jan. 17, 1955 New Haven reopens ticket counter in Consolidated Ticket Office at 17 John Street, New York, closed since June 1950. (AR)
- Jan. 1955 New Haven begins extending cab signals between Boston and Cranston, R.I. for higher speed operation by new low-center-of-gravity trains. (AR)
- Jan. 21, 1955 PRR obtains trackage rights over the Baltimore & Ohio Chicago Terminal Railroad's Whiting Branch. (MB)
- Jan. 23, 1955 Improved ticket bureau opens on north side of Main Waiting Room at 30th Street Station; includes "Ticketeers" installed in 1954 and other improvements; can deliver a Pullman ticket in one minute, vs. up to one hour for old system; Penn Station is three times as busy as 30th Street, so will need more advanced machinery. (MB, Pennsy, NYT)
- Jan. 26, 1955 PRR Board approves sale of Penn Center parcel between 17th & 18th Streets north of the Boulevard to the Sheraton Corporation for a hotel for \$1.5 million. (MB)
- Jan. 1955 New Haven receives four 6DB-cafe cars from Pullman-Standard for *Federal* and *Montrealer*. (Wayner)
- Jan. 28, 1955 McGinnis pays \$1.25 per share dividend on New Haven preferred. (AR)
- Jan. 28, 1955 Alleghany Corporation completes purchase of additional 88,200 shares of NYC, bringing its total holdings to 375,000 shares. (NYT)
- Jan. 31, 1955 Transport Workers Union (TWU) begins distributing handbills at 30th Street Station and other places demanding a guaranteed annual wage and charging that PRR's cuts in maintenance of way workers endanger the public while the company is making "tremendous profits." (Personnel Dept.)
- Feb. 1, 1955 Deadline for inaugurating of PRR Plan I piggyback TOFC service between New York, Philadelphia and Chicago passes; delayed to Mar. 3; TOFC yards under construction at Kearny, N.J., and 55th Street, Chicago. (Guide)
- Feb. 1, 1955 NYC installs "Automaticket" one-trip vending machine at Grand Central

- Terminal. (NYT)
- Feb. 3, 1955 Eastbound *Gotham Limited* derails at Leetonia, Ohio; caused by broken truck. (NYT)
- Feb. 1955 Committee on lightweight trains unable to reach a unanimous verdict; PRR, B&O and Santa Fe prefer depressed-center coaches of standard length with lighter weight but same compression-resistance as standard cars. (VPO)
- ca. Feb. 1955 Federal Street Station in Pittsburgh closed and razed.
- Feb. 7, 1955 New scheme for developing air rights over Grand Central Terminal but preserving the main facade and Concourse is published in *Architectural Forum*; scheme is submitted by Erwin S. Wolfson (1902-1962), Pres. of Diesel Construction Company; 65-story tower designed by Emery Roth & Sons to be called "Grand Central City" and include three theaters and television studios; scheme eventually evolves into the Pan Am Building; Emery Roth also does studies for developing "Television City" over the West Side freight yards north of 60th Street. (NYT)
- Feb. 7, 1955 ICC finally dismisses the 1946 government claim for reparations for rate gouging during World War II. (Rdg AR)
- Feb. 8, 1955 Ground broken for the Sheraton Hotel at Penn Center in the block behind Suburban Station. (MB)
- Feb. 1955 PRR announces it will remove Track No. 3 between Parkesburg and Lancaster; not much used since World War II. (CCHS)
- Feb. 13, 1955 At meeting with New York City and PRR officials, William Zeckendorf announces that his studies show that a building over Penn Station will add \$30-50 million above the cost of a conventional site and thus is not justified. (VPF)
- Feb. 13, 1955 U.S. Circuit Court upholds tax court ruling that Pennroad Corporation does not have to pay income tax on the \$12 million net of \$15 million received in settlement with PRR in 1947; IRS had claimed that Pennroad owed over \$1 million. (NYT)
- Feb. 15, 1955 Mechanical Research Committee of six railroads: PRR, NYC, New Haven, B&O, C&O, and Santa Fe, issues a joint statement that at least four of the roads will order advanced lightweight passenger equipment; PRR will order a "tubular train"; NYC and New Haven will order TALGO and/or "Train-X"; Santa Fe is looking at Budd bi-level cars, first proposed in 1940s, for its long-distance coach train, the *El Capitan*. (Phllnq)
- Feb. 15, 1955 Retired VP-Assistant to the Pres. James R. Downes (1883-1955) dies. (MB)
- Feb. 15, 1955 Last run of East Brady & Pittsburgh RPO. (Kay)
- Feb. 15, 1955 TWU pickets Penn Station to protest PRR cuts in inspection and maintenance forces. (NYT)
- Feb. 16, 1955 PRR introduces "Ladies Day" special Wednesday-only round trip excursion

- tickets for women for one-way fare between Philadelphia, Trenton and New York to encourage shopping and theater trips. (PR)
- Feb. 1955 New Haven orders two lightweight trains, a TALGO train and a "Train-X." (NYHrldTrb)
- Feb. 20, 1955 *The Golden Triangle* discontinued as a separate train and Pittsburgh-Chicago sleepers carried on *The Pennsylvania Limited* eastbound and *The Manhattan Limited* westbound, but still using the *Golden Triangle* name. (tt)
- Feb. 20, 1955 Erie Railroad and the New Haven inaugurate through TOFC piggyback service to southern New England via the Maybrook Gateway. (Grant)
- Feb. 23, 1955 On recommendation of President Symes, PRR Board authorizes \$1.1 million to purchase a 7-car, low center of gravity streamlined train, plus head end power car. (MB)
- Feb. 23, 1955 PRR Board resolves to buy the Toledo, Peoria & Western Railroad to keep it out of the hands of Ben W. Heineman ( - ), who now controls the Monon Railroad and Minneapolis & St. Louis Railway. (MB)
- Feb. 23, 1955 New York Supreme Court upholds constitutionality of 1954 railroad reorganization law, turning back a challenge from New York City and permitting LIRR rehabilitation to proceed. (NYT)
- Feb. 23, 1955 Pres. Eisenhower sends the first American military advisers to South Vietnam in the wake of the defeat of French colonial forces.
- Feb. 24, 1955 PRR announces purchase of low-center-of-gravity train, which as yet has no name, on recommendation of Mechanical Research Committee report; is called a "tubular train" because the cars are built as a rigid tube without heavy center sills, making the car 40% lighter. (NYHrldTrb)
- Mar. 1, 1955 PRR extends Plan II TrucTrain service to New York-Cincinnati and Chicago-Cincinnati; piggyback terminal built at Undercliff Yard.
- Mar. 1, 1955 Southern Railway cancels trackage rights over the last 0.7 mile of the PRR's New Albany Branch, first granted in 1919. (pennsywest)
- Mar. 1, 1955 Railroads institute a health and welfare insurance program for non-operating employees with the companies and employees each contributing \$3.40 per month, under agreement of Aug. 21, 1954. (Rdg AR)
- Mar. 3, 1955 TWU Pres. Mike Quill threatens strike against PRR over alleged breach of contract; accepts federal mediation next day. (NYT)
- Mar. 3, 1955 First solid TrucTrain trains TT-1/TT-2 begin running between New York (Kearny, N.J.) and Chicago in 29 hours; first trains leave 11:00 PM; east and westbound trains meet at Pitcairn at 3:00 PM on Mar. 4 for photo op; also marks beginning of piggyback service for common carrier truckers (Plan I) coordinated by Rail-Trailer Company; Class EF15a (F-7's) assigned to Enola pool for this service; Kearny facility has three tracks and three ramps. (Pennsy, MB, prrfax, NYT)

- Mar. 3, 1955 "PAY" automatic interlocking placed in service in Greenwich Yard in South Philadelphia. (PRRTHS)
- Mar. 3, 1955 ICC refuses to relinquish regulatory control over Alleghany Corporation to SEC. (NYT)
- Mar. 3, 1955 New Haven Pres. McGinnis announces a \$64 million, five-year capital improvement program, including CTC between New York and Boston. (NYT)
- Mar. 8, 1955 Another bomb explodes in a coin locker on the LIRR Concourse of Penn Station. (NYT)
- Mar. 8, 1955 New Haven introduces a new lightweight, low profile piggyback car built from design of French National Railways (SNCF); nine inches lower than a conventional car. (NYT)
- Mar. 14, 1955 PRR announces it has leased an IBM 705 "giant brain" main-frame computer, the largest computer yet ordered by any US railroad, for billings and tickets; delivered and in service ca. June 1955; rented at \$30,000 per month; PRR also buys an IBM 650 for \$3,750. (PR, Guide)
- Mar. 14, 1955 At New York PSC hearing, West Shore commuters wear pig masks and carry signs reading "A hog can ride the West Shore - why can't you?" in mockery of Robert R. Young's famous slogan. (NYT)
- Mar. 1955 Employment at the 20<sup>th</sup> Street Shops at Columbus, Ohio, has fallen to 1,364, down from 8,000 in 1920; 189 steam locomotives are kept serviceable on the "dead line," and 19 are currently in use. (columbusrailroads.com)
- Mar. 1955 National City Lines, Inc., a transit holding company organized by General Motors Corporation and the oil and rubber industries, purchases majority control of the Philadelphia Transportation Company; over the next two years, it buys 1,000 new buses and abandons over 200 miles of street railway; it also sells non-transit assets including Willow Grove Park, a classic trolley amusement park. (TuckerColl - verify Moodys)
- Mar. 23, 1955 Committee of Stockholders formed in 1947 to push economies and increased fares and rates is abolished. (MB)
- Mar. 23, 1955 Pres. Symes announces that PRR will buy a Budd lightweight "tubular train," so-called because the body is a stressed tube like an airplane, eliminating the heavy center sill. (Guide)
- Mar. 23, 1955 Pennsylvania Company Board authorizes the purchase of 200 75-foot flat cars for lease to the PRR. (MB)
- Mar. 23, 1955 PCC&StL Railroad Board authorizes abandoning the Shelbyville Branch between Bentonville and Dublin Jct. (MB)
- Mar. 24, 1955 New Haven places its first Class EP-5 "Jet" rectifier electric locomotives into regular service on Shore Line passenger trains. (nhrhta - check)
- Mar. 25, 1955 NYC and New Haven jointly announce that they have each ordered a Train

- “X” to be built by Pullman-Standard Car Manufacturing Company with locomotives by Baldwin-Lima-Hamilton. (Guide)
- Mar. 29, 1955 SNCF (French State Railways) sets a new world rail speed record of 207 MPH with electric locomotive B-9004 and a three-car train between Bordeaux and Dax. (NYT)
- Mar. 30, 1955 First LIRR RDC begins operating four round trips between Babylon and Southampton in experimental *East Ender* service; first three round trips carry total of only 37 people; BRT local threatens a strike over operation without a brakeman. (NYT)
- Mar. 30, 1955 Last run of *The Vacationer*, winter-only Florida train via Atlantic Coast Line Railroad. (tt)
- Mar. 30, 1955 *Buffalo* makes the last crossing of the DL&W Hoboken-Christopher Street ferry at 5:48 PM, ending a run begun by the Stevens family in 1836. (StmbtBl)
- Mar. 31, 1955 National City Bank of New York merges with the First National Bank of the City of New York to become First National City Bank of New York; George F. Baker’s conservative strategy had been to create a super-stable bank for blue-chip corporate clients, but after 1933, when the First National could no longer underwrite its clients’ securities, it lost its power to attract their deposits; by 1945, 60% of its deposits come from just 6 customers; the First National’s clients still include U.S. Steel, American Can, American Radiator, National Biscuit and the old James J. Hill railroads; the government’s low-interest-rate policy has severely cut the First National’s income, as much of their business is in government bonds; by now, the FDIC makes all banks seem stable, and short-term government securities are more attractive places for large corporations to park their surplus funds than banks like the First National where they earn no interest’ the National City Bank, on the other hand, has expanded rapidly into branch (“retail”) banking and foreign exchange; the merger creates the largest bank in New York City and the second largest in the U.S. (Cleveland/Huertas, Logan)
- Apr. 1, 1955 William R. Gerstnecker (1914-1984) named last PRR Treasurer; Paul D. Fox remains Assistant VP in Charge of Finance. (MB)
- Apr. 1, 1955 PRR creates office of Director of Methods & Procedures in Accounting Dept. (MB)
- Apr. 1, 1955 D. M. Confer is appointed to the new post of Manager, Data Processing. (MB)
- Apr. 1, 1956 Last run of through Boston-Florida winter-only sleeping cars via the Atlantic Coast Line Railroad. (rlhs - check Guide - 1955 or 56??)
- Apr. 1, 1955 Virginia Ferry Corporation places the rebuilt ferry *Del-Mar-Va* in service; lengthened 90 feet at the Maryland Shipbuilding & Drydock Company, increasing capacity to 104 vehicles; single stack replaced by side-by-side tall stacks . (Baxter)
- Apr. 2, 1955 New York Supreme Court rejects New York City petition to reopen case

- against Railroad Redevelopment Corporation Act. (NYT)
- Apr. 5, 1955 Last run of "ghost train" on former *Golden Triangle* schedule in Indiana. (tt)
- Apr. 6, 1955 Press releases news of settlement between Pennsylvania Motor Truck Association against Eastern railroads and Carl Byoir & Associates; truckers would withdraw suit in return for railroads ending lobbying at Harrisburg against bill increasing truck weights. (NYT)
- Apr. 13, 1955 John I. Yellott, Director of Bituminous Coal Research, Inc.'s turbine locomotive project gives optimistic presentation at BCR's annual meeting in Pittsburgh; is undergoing final "run-until it busts" tests at Dunkirk, N.Y.; railroads have put up \$3 million and coal industry \$2 million since 1945; in meantime, railroads have become about 70% dieselized.
- Apr. 13, 1955 Allies of Patrick McGinnis gain control of Boston & Maine Board; ICC refuses to let McGinnis serve as Pres. of both New Haven and Boston & Maine. (NYT, Humphrey)
- Apr. 15, 1955 Three Penn Center, first office building on former Broad Street Station site, is ready for occupancy. (MB)
- Apr. 15, 1955 Through PRR-Detroit, Toledo & Ironton Railroad through freights DC-8/DC-9 restored, now running via an interchange at South Charleston; ICC permits operation between South Charleston and Xenia without cab signals. (GO, Bongaardt)
- Apr. 1955 PRR removes its connections to Camp Kilmer at Stelton, N.J. (GO/prrfax)
- Apr. 17, 1955 Washington Chapter of NRHS operates excursion from Rosslyn, Va., over the Rosslyn Branch, Anacostia freight line and Popes Creek Branch; however, a vandal places a tin can in a switch 0.5 mile south of Rosslyn, derailing the two ALCO road switchers and the first car of the 10-car special as it deadheads to Rosslyn to pick up passengers; most passengers walk to the train and others a bussed; a switcher then attaches to the remainder of the train and pulls it to Bowie, where two E-7's are placed on the point for the trip to Popes Creek; on the return trip, the switcher is again attached at Bowie and takes the train to Washington Union Station, from which passengers are returned to Rosslyn by bus. (Guide, BaltChptrNRHS)
- Apr. 18, 1955 New York City drops court campaign to block LIRR reorganization. (NYT)
- Apr. 18, 1955 Pres. Eisenhower's Presidential Advisory Committee on Transport Policy & Organization, chaired by Secretary of Commerce Sinclair Weeks, reports that the transportation industry is over-regulated; urges changing federal regulatory policy from the old approach of blocking railroad monopolies to one of managed competition; it proposes eliminating state commission control over discontinuing passenger trains and ICC regulation of contract and private carriers in motor and water transportation. (Rdg AR, Hoogenboom)
- Apr. 19, 1955 Lester C. Tichy presents preliminary study for air rights development over Penn Station and relocating station facilities underground. (CE)

- Apr. 19, 1955 American Locomotive Company renamed Alco Products, Inc. (Moody's)
- Apr. 22, 1955 *The Steeler* collides with freight train at Bedford yards in Ohio; 21 injured.
- Apr. 22, 1955 American Car & Foundry builds an improved version of the TALGO train for U.S. service; later sold to Rock Island.
- Apr. 23, 1955 Last run of regular passenger train between Sturgis and Grand Rapids, Mich., leaving summer-weekend-only *Northern Arrow* as sole train on Cincinnati-Fort Wayne-Mackinaw City line. (tt)
- Apr. 24, 1955 Through Pullman sleeper between Washington and Rochester via Williamsport and Elmira discontinued; *The Kentuckian* combined with *The Ohioan* between Chicago and Logansport. (tt)
- Apr. 24, 1955 NYC discontinues *Advance Commodore Vanderbilt* and San Francisco sleeping car put on formerly all-coach *Pacemaker*; *Lake Shore Limited* and *Southwestern Limited* and *Chicagoan* and *Cleveland Limited* combined east of Cleveland westbound; *Cleveland Limited* and *Packemaker* and *Southwestern Limited* and *Ohio State Limited* combined east of Cleveland eastbound; new *Hudson River Express* inaugurated between New York and Albany. (Guide)
- Apr. 24, 1955 Carolina Trailways discontinues bus connection between Norfolk and PRR *Cavalier* at Cape Charles for lack of patronage. (NYT)
- Apr. 24, 1955 PRR announces it has established an industrial hygiene section in its Medical Dept. under James F. Morgan, formerly of the Mellon Institute of Pittsburgh. (PR)
- Apr. 25, 1955 PRR increases off-peak suburban service between New York and New Brunswick to stimulate ridership and reduces lightly-used off-peak service between New Brunswick and Trenton and between Jersey City and Newark. (PR)
- Apr. 25, 1955 At New York State Equalization Board hearing, NYC threatens to abandon Grand Central Terminal and Park Avenue tunnel if state insists on raising tax valuation; reportedly draws plans to move terminal up to 138th Street. (NYT)
- Apr. 27, 1955 PRR Board approves the following abandonments and retirements, to be carried out by Dec. 31, 1958: single-tracking between York and "CLY" on the Northern Central Railway main line; coal dock and turntable at Benwood, W. Va.; coal and ash facilities at Rose Lake, Ill.; 1.03 mile between Franklin City, Va., and the Maryland state line. (MB)
- Apr. 27, 1955 Pennsylvania Company Board authorizes the purchase of 23,400 shares of the Toledo, Peoria & Western Railroad from the McNear Estate; authorizes purchasing 20 additional 75-foot flat cars for lease to the PRR. (MB)
- Apr. 27, 1955 PFW&C Railway Board authorizes building a TrucTrain terminal at 55<sup>th</sup> Street, Chicago; abolished the post of Consulting Engineer originally created in the 1870s to monitor expenditures made by the PRR as lessee. (MB)
- Apr. 28, 1955 Glen Alden Coal Company, operating the former DL&W and CNJ coal



properties, changes its name to Glen Alden Corporation and begins conglomerate diversification as it seeks to exit the collapsing anthracite coal business. (Moody's, DirObsSec)

- Apr. 30, 1955 *New Royal Palm* makes last run between Miami and Chicago with cars to Detroit, Cleveland and Buffalo via NYC/Sou/ACL route; last Chicago-Florida train by this route (?). (Key - verify)
- May 1, 1955 Plan I TrucTrain service extended to St. Louis; Rose Lake Yard being extended for TOFC traffic. (Guide)
- May 3, 1955 PT&T Board approves transfer of air rights option between 9th & 10th Avenue to its assignee, 9178 Corporation. (MB)
- May 3, 1955 PRSL authorizes retirement of station at Husted. (MB)
- May 4, 1955 Randolph Phillips, Chairman of Allegheny Corporation Common Stockholders Protective Committee, issues call for proxies, charging that Robert R. Young, Allan P. Kirby and other insiders run the company for their own benefit and seeking to block the recapitalization plan by which 5.5% cumulative preferred stock is to be funded into new 6% convertible preferred stock. (NYT, Borkin)
- May 6, 1955 PRSL agrees with the City of Vineland to build new freight and passenger stations, install flashers and eliminate some street crossings and remove all side and team tracks. (MB)
- May 7, 1955 PRR announces it is reconditioning about 30 steam locomotives at Altoona because of heavy freight traffic, of which 18 are already in service. (PR)
- May 9, 1955 PRR announces a study on the future of its electrification by Gibbs & Hill, GE and Westinghouse; includes extension of electrification from South Amboy to Bay Head Jct. and Harrisburg to Altoona, new generation of MU cars and electric freight locomotives and comparison of diesel and electric operation; in an interview, Pres. Symes implies he has decided not to extend electrification, even before study begins. (PR)
- May 10, 1955 PRR annual meeting; first at which stockholders are served a free buffet lunch; Pres. Symes reports Jan.-Apr. earnings are highest since 1945; Randolph Phillips challenges the form of proxy for election of directors and says electing only three directors each year violates the Pennsylvania Constitution. (MB, PR)
- May 12, 1955 PRR places full-scale cutaway mockup of Budd "Tubular" car on public display in General Waiting Room of Penn Station in New York through May 22. (NYHrdTrib)
- May 12, 1955 American Car & Foundry announces completion of new 3-unit TALGO train.
- May 12, 1955 Great Northern Railway Board votes to end electrification through the Cascade Tunnel. (Guide)
- May 13, 1955 Ex-VP Charles D. Young (1878-1855) dies at age 76. (WwasW)

- May 14, 1955 PRR introduces cut-rate Saturday-only family excursion fares between Philadelphia, New York and intermediate points; flat \$10 maximum fare for a family of 4, or 50% saving over regular fare; to encourage pleasure travel to New York and Philadelphia. (PR)
- May 14, 1955 Organization Committee for Stockholders of the Pennsylvania Railroad Company, headed by small shareholder crusader Randolph Phillips ( - ), send a letter to the PRR Board demanding a change in election procedures and a new election that will allow them to vote out the old Board. (MB)
- May 1955 LIRR orders an additional 55 P72 steam coaches and 40 MP72 MU cars. (Keystone)
- May 1955 NYC West Shore Cortlandt Street ferry now carries only passengers because of the poor condition of the float bridges at Cortlandt Street. (StmbtBll)
- May 16, 1955 NYC announces it will convert four-track main line between Buffalo and Cleveland to two-track CTC installation. (NYT)
- May 17, 1955 Pennel Company Board authorizes replacing the freight house and office at Grand Rapids, Mich. (MB)
- May 18, 1955 Baltimore & Eastern Railroad Board authorizes the abandonment of line, Love Point-Queenstown and from east of Willards to west of Berlin (8.05 miles). (MB)
- May 19, 1955 New York State raises valuation of Grand Central Terminal and Park Avenue tunnel despite NYC's threat to abandon property. (NYT)
- May 23, 1955 LIRR holds press run of five new air conditioned P72 cars to Greenport; Tichy scheme is abandoned in favor of a dark gray body and dark green roof. (Keystone)
- May 23, 1955 Former NYC Pres. William White in open letter asks Robert R. Young to stop insinuating that White and other ousted NYC officers are behind the lawsuits against Alleghany Corporation. (NYT)
- May 24, 1955 LIRR places first five air conditioned P72 passenger cars in service. (NYT)
- May 25, 1955 Long Island Transit Authority makes final report to Gov. Harriman; says \$60 million rehabilitation can be completed without further fare increases, providing no steep rise in wages and costs. (NYT)
- May 25, 1955 PRR Board authorizes retirement of the following lines and tracks, to be done by Dec. 31, 1958: No. 1 track on the 32<sup>nd</sup> Street Branch at Philadelphia; single-tracking the Princeton Branch and Trenton-Bordentown; Belvidere-Manunka Chunk (2.59 miles); Fort Washington Branch between Wyndmoor and Laverock (1.3 miles); St. Helena-Sollers, Md.; Green Spring Branch between Chattolane and Green Spring Jct. (1.31 miles). (MB)
- May 25, 1955 PRR Board authorizes retirement of the following facilities, to be done by Dec. 31, 1958: steam locomotive facilities at Ivy City Engine Terminal in Washington; Lancaster, Pa., yard, turntable and engine terminal; turntables at Columbia, Pa., and Huntingdon, Pa.; eastbound classification yard at

- Northumberland; turntable and water station at 17<sup>th</sup> Street, Altoona; track pans at Wilmore and Latrobe; water stations at Bay View Yard, Bowie, Cherry Street in New Castle, Pa., Millbrook, Ohio, Morrow, Ohio, Conesville, Ohio, and Collier, W.Va.; water and coaling station at Ashtabula; Spruce Street power plant at Columbus; Bradford, Ohio, engine terminal; coaling station at Martinsville, Ind. (MB)
- May 25, 1955 Pennsylvania Company Board authorizes placing an additional 80,000 shares of Lehigh Valley Railroad stock recently purchased under the 1942 voting trust; authorizes the sale of 85,000 shares of LV stock. (MB)
- May 25, 1955 PCC&StL Railroad Board authorizes abandoning 1.23 miles of the Palanka Branch. (MB)
- May 26, 1955 McNear Estate agrees to sell 82% interest in Toldeo, Peoria & Western Railroad to Santa Fe at \$135, outbidding Minneapolis & St. Louis Railway, which had bid \$133.33; Ben Heineman of M&StL was trying to merge it with TP&W and Monon. (Moody's, Young)
- May 26, 1955 ICC rejects SEC's claim that it should have joint jurisdiction over Alleghany Corporation's issuance of new preferred stock and rules that Alleghany is a "carrier"; approves recapitalization plan and rejects minority stockholders' claim that Alleghany's purchase of NYC was illegal because done without ICC permission. (NYT, Moody's)
- May 27, 1955 New York Thruway opens between Harriman and Hillburn, just north of the N.J. state line. (NYTA)
- May 27, 1955 Railroads sign new contract with ORC. (AR)
- May 30, 1955 Philadelphia *Evening Bulletin* first published from new plant at 30th & Market Street built on air rights over PRR tracks west of 30th Street Station. (BltnAlmnc)
- May 31, 1955 Excelsior Express Company merged into Pennsylvania Truck Lines, Inc. (MB)
- June 1, 1955 John D. Morris named to new post of General Manager of Transportation; Andrew F. McIntyre remains as Chief of Freight Transportation, but on leave pending retirement; J.D. Fuchs named General Manager-Western Region, replacing Morris; A. F. McSweeney to Manager of Freight Train Operation; W. C. Allen to Manager of Transportation Engineering. (MB)
- June 1, 1955 Howard C. Kohout (1914-2002) named Manager of TrucTrain Service. (MB)
- June 3, 1955 PB&W sells the Delaware Water Company, with a reservoir and mains between Edge Moor and Stanton, to the General Waterworks Corporation for \$1,225,000. (MB)
- June 7, 1955 Pres. Symes and William Zeckendorf, head of Webb & Knapp, Inc., and Palace of Progress Corporation, sign one-year option for air rights over Penn Station in New York for \$30 million in Symes's private car No. 120 *Pennsylvania* parked in station; Zeckendorf hopes to build the "Palace of Progress," a world trade center and "permanent world's fair" that, at 6.9

million square feet, will be the world's largest office building; impresario Billy Rose (1899-1966), best known for the "Aquacade" bathing beauty revue at the 1939 World's Fair, is named head of Palace of Progress, Inc., and will spend next year on world tour signing up tenants; PRR will receive \$13 million under deal to rebuild underground portion of station; Lester C. Tichy acts as architect for PRR, I.M. Pei is architectural director of Webb & Knapp; plan also envisions IRT subway spur under 33rd Street to 11th Avenue; Pres. Symes says new station will be "one of world's finest." (MB, NYT, CE)

- June 7, 1955      Organization Committee for Stockholders of the Pennsylvania Railroad Company led by Randolph Phillips files in the U.S. District Court at Philadelphia to overturn the last PRR election on the grounds that the PRR's system of staggered election for three directors violates the Pennsylvania Constitution; that the appointment by the Board of four officers to be both VPs and directors is unconstitutional; that the proxy statements for 1952-1955 violate the SEC Act because they did not mention cumulative voting (a device to ensure small shareholder representation by allowing them to cast all their votes for a single director rather than one for each member of a slate); the suit is based on a recent victory at Montgomery, Ward & Co., but the Illinois and Pennsylvania Constitutions differ. (NYT, MB)
- June 8, 1955      Union Switch & Signal Company presents study for CTC between Marysville and East Liberty, with reduction to two or three tracks. (PRRFAX)
- June 8, 1955      PRR announces a new fast freight for perishables from the Midwest to New York. (NYT)
- June 8, 1955      PRSL authorizes abandoning second track between North Woodbury and Glassboro; also retiring Ancora track pans and water station. (MB)
- June 12, 1955      Philadelphia Chapter, NRHS, runs a fan trip with 3 PRR E-7 diesels and 12 cars via the old Schuylkill Division, Philadelphia to Wilkes-Barre and return. (PRR-FAX)
- June 13, 1955      General Motors Corporation releases renderings and specifications for its "Train-Y," in development since 1952, in *Look* magazine; its answer to Robert R. Young's "Train-X," is designed to haul 400 people at 100 MPH with a 1,200 HP locomotive and with a first cost of \$1,000 per seat; it is soon named "Aerotrain" for its rubber bellows suspension; two trains are to be built, one for the PRR and one for the NYC; the "Aerotrain" is nothing more than a string of 40-foot intercity bus bodies with no amenities, given a cosmetic exterior treatment styled by Charles M. Jacobs under legendary GM designer Harley J. Earl (1893-1969), creator of the be-chromed and finned automobiles of the era. (Doughty, carofthecentury.com)
- June 14, 1955      PRR extends Plan II TrucTrain service to Louisville (Portland Avenue Yard) and Indianapolis (Hawthorne Yard) from both New York and Chicago, including new Chicago-Louisville overnight service. (Pennsy, PR)
- June 14, 1955      LIRR announces it will retire last 12 steam locomotives by fall. (NYT)
- June 15, 1955      Randolph Phillips, a former associate of Robert R. Young, and Breswick & Co. file as dissident stockholders against ICC order asserting regulatory control over Alleghany Corporation. (Moody's)

- June 17, 1955 Delaware, Maryland & Virginia Railroad Board approves applying to ICC to abandon line from the Maryland state line to Franklin City, Va., 1.03 miles. (MB)
- June 17, 1955 Former Assistant Secretary Harry Talmage Wilkins (1869-1955) dies at Philadelphia. (ancestry.com)
- June 22, 1955 PRR Board authorizes rebuilding the ticket facilities at Penn Station; the 1910 ticket booths are too small for automated ticketing equipment now in use; also retires the PRR portion of the Cortlandt Street Ferry Terminal in New York; the northern two-thirds of the building is razed except for the slips and upper deck gangways, leaving the southern third and one slip in use by the West Shore ferries. (MB)
- June 22, 1955 PRR Board approves the merger of the New York Bay Railroad into the United New Jersey Railroad & Canal Company; the Pennsylvania, Ohio & Detroit Railroad into the Connecting Railway; the Elmira & Lake Ontario Railroad into the Northern Central Railway; also agree to foreclose the Delaware, Maryland & Virginia Railroad and transfer its property to the PB&W; approves the dissolution of the New York, Philadelphia & Norfolk Railroad Ferry Company. (MB)
- June 22, 1955 PRR Board approves the retirement of the following tracks and lines, all to be done by Dec. 31, 1958: New Holland Branch between Glen Moore and Honey Brook (8.08 miles); Lewistown Branch between Lewistown and McClure (15.52 miles); Pucketa Branch from Parnassus to terminus (1.32 miles); Unity Branch between Palmers and Latta (2.5 miles); single-tracking with manual block between Wilmington and Pocomoke; single-tracking between Clare and Loveland on the Little Miami Railroad. (MB)
- June 22, 1955 PRR Board approves the retirement of the following facilities, all to be done by Dec. 31, 1958: steam locomotive facilities at Youngwood, Pa.; coaling station at Pittsburgh, North Side; part of the 21<sup>st</sup> Street roundhouse at Detroit. (MB)
- June 22, 1955 PRR Board authorizes remoting "WALL" Interlocking at Denholm from "MIFFLIN"; "RAVEN" Interlocking at Sunbury from "KASE." (MB)
- June 22, 1955 New Fort Wayne viaduct opens at Pittsburgh Station. (CE)
- June 22, 1955 Riverside Trucking Company incorporated in Ohio to haul cement in Cleveland area; owned by Cleveland Cartage Company, which is partly owned by PRR. (Cards)
- June 22, 1955 ICC approves distribution of 1,310,000 shares of new Alleghany Corporation \$10 par 6% preferred for old 5½% series A preferred including \$18 million in dividends in arrears. (Moody's)
- June 23, 1955 Preliminary plans for "Palace of Progress" filed with New York City Dept. of Buildings; I.M. Pei architect, with Lester C. Tichy consulting. (VPF)
- June 23, 1955 Randolph Phillips and Breswick & Co. obtain injunction from federal court blocking the exchange of Alleghany Corporation preferred stock; 900,000

shares already exchanged; injunction remains in force for over three years, crippling Young's ability to sell the stock, collect dividends, or use it as collateral; ties up \$3 million of his \$8 million fortune. (NYT, Moodys, Borkin)

- June 25, 1955 *Philadelphia Night Express* and *Pittsburgh Night Express* discontinued Harrisburg-Pittsburgh through Sep. 5 for slack Pullman season. (tt)
- June 28, 1955 ICC Chairman Richard Furlong Mitchell (1889-1969) calls for federal railroad subsidies similar to farm support. (NYT)
- June 28, 1955 PRR, Pennsylvania Company, and Santa Fe agree to acquire 50-50 control of Toledo, Peoria & Western Railroad. (ICC)
- June 28, 1955 Group of Pennroad Corporation, State Street Investment Corporation and brokerage house of Bear, Stearns & Co. announce they have acquired control of Missouri-Kansas-Texas Railroad. (NYT)
- June 29, 1955 VP W.W. Patchell asks government to drop 10% tax on travel remaining from World War II.
- June 29, 1955 Terminal Railroad Association of St. Louis acquires property of St. Louis Transfer Railway. (Moodys)
- July 1, 1955 I.T. Marine appointed General Traffic Manager, replacing W. McL. Pomeroy, retired after 46 years service; C.R. Burr to Freight Traffic Manager, replacing Marine. (MB, Guide)
- July 1, 1955 Reading increases its Philadelphia commuter fares by 10%. (AR)
- July 1, 1955 Glen Alden Corporation subsidiary Delaware, Lackawanna & Western Coal Company of 1909 is renamed Blue Coal Corporation; it remains Glen Alden's marketing arm. (Moodys)
- July 1, 1955 Garden State Parkway completed between Cape May and Paramus, N.J., with the exception of the Great Egg Harbor Bridge. (NYT)
- July 1, 1955 New York Thruway extended from Hillburn to Suffern on the New Jersey border. (NYTA)
- July 1, 1955 Nebraska Supreme Court rules right-to-work amendments to state constitutions supersede Railway Labor Act; unions appeal to U.S. Supreme Court. (NYT)
- July 5, 1955 Delaware Railroad establishes single-tracking with manual block between "BANK" and Mount Pleasant and between Delmar and m.p. 21. (BdFl)
- July 6, 1955 B&O cuts through Washington-San Antonio sleeper to Washington-Dallas because of growing deferred maintenance on MKT. (Thomas)
- July 6, 1955 Through New York-Atlantic City service cut to the single round trip of the *Nellie Bly*. (VPO)
- July 7, 1955 New York PSC orders LIRR to eliminate grade crossings through Hicksville.

(NYT)

- July 7, 1955 NYC Pres. Alfred E. Perlman announces will install an electronic reservation system on lines east of Buffalo in about a year using central "Centronic" computer developed by Teleregister Corporation. (NYT)
- July 8, 1955 Contractor Matthew McCloskey breaks ground for Six Penn Center, 18-story office building and Greyhound bus terminal designed by architect Vincent G. Kling (1916- ); project includes a 1,000-car parking garage. (PhilBltn)
- July 8, 1955 PRR, Pennsylvania Company and Santa Fe file with ICC to acquire 50-50 interest in Toledo, Peoria & Western Railroad. (ICC)
- July 9, 1955 Last run of Canandaigua & Williamsport RPO. (Kay)
- July 14, 1955 Northbound *Federal* derails on curve at Bridgeport, Conn.; engineer killed; 24 injured; blamed on excessive speed on curve. (NYT)
- July 15, 1955 New 110-foot turntable placed in service at 6<sup>th</sup> Street at the Juniata Shops. (altoonaworks.info)
- July 1955 PRR task force on revising Penn Station ticketing facilities adopts new plan for a large oval ticketing area projecting halfway into the General Waiting Room and blocking the axis to the Concourse; new passageways and concessions are to be built on the site of the old Men's and Women's Waiting Rooms. (CE)
- July 18, 1955 Norman Cousins (1915-1990), editor of the *Saturday Review*, calls on ICC to investigate poor commuter service on the New Haven. (NYT)
- July 1955 LIRR extends *East Ender* RDC service to Easthampton.
- July 1955 PRR introduces new freight VL-2, East St. Louis-New York with second afternoon delivery for perishable traffic.
- July 20, 1955 Delaware River Bridge at Philadelphia renamed Benjamin Franklin Bridge. (BltnAlmnc)
- July 20, 1955 PRR and its subsidiaries agree with the City of Baltimore for construction of the Jones Falls Expressway. (MB)
- July 21, 1955 LIRR stages excursion to mark 50th anniversary of first electric run of July 26, 1905; persons who made original run are invited along with local dignitaries; train with a surviving MP38 and four MP72 new cars leaves Flatbush Avenue at 11:35 AM; at Jamaica, old MP38 is officially retired by having a big red X painted across car number; guests then transfer to first of new air conditioned MU's for trip to Garden City and return to Brooklyn. (NYT)
- July 21, 1955 New York PSC orders investigation of New Haven commuter service. (NYT)
- July 29, 1955 Philadelphia Improvements officially completed, including regrading of property east of Schuylkill River.

- July 29, 1955 Voting concludes in National Mediation Board-mandated election to represent PRR Dining Car Dept. employees; left-wing Dining Car & Railroad Food Workers Union has been bargaining agent since 1948; challenged by United Mine Workers and Dining Car Employees Union, AFL. (NYT)
- July 29, 1955 Connecticut Gov. Abraham Ribicoff (1910-1998) calls for PUC investigation of New Haven commuter service; to be coordinated with New York and Massachusetts hearings. (NYT)
- Aug. 1, 1955 Philadelphia & Norfolk RPO cut to Philadelphia & Cape Charles RPO. (Kay)
- Aug. 1, 1955 Charles Strunk Hill (1919- ), head of Accounting Division of Post Office Dept. joins PRR as Methods Engineer in Accounting Dept.; recruited by David Bevan. (Org, MB)
- Aug. 2, 1955 BRT votes to strike LIRR over wages and work rules. (NYT)
- Aug. 3, 1955 Samuel Rea Car Shop at Hollidaysburg completes its first car; work transferred from 12th Street Shops, Altoona Car Shops and South Altoona Foundries; last MBA cafeteria opens at Hollidaysburg; building is 2,760 feet long and covers 17 acres, costing \$35 million. (altoonaworks.info, )
- Aug. 4, 1955 LIRR trainmen vote for wildcat strike after national officers opt for mediation. (NYT)
- Aug. 4, 1955 PRSL authorizes applying to ICC to abandon Newfield Branch between Newfield and McKee City and Somers Point Branch between Somers Point and Pleasantville. (MB)
- Aug. 4, 1955 Justice Harlan lifts injunction on 500,000 shares of Alleghany Corporation 6% preferred; continues it on another 400,000 shares, pending further hearings. (NYT)
- Aug. 9, 1955 Connecticut PUC begins hearings on commuter complaints against New Haven. (NYT)
- Aug. 12-13, 1955 Hurricane Connie moves through eastern Virginia and Washington, D.C., then veers across Pennsylvania to Lake Erie; heavy flooding in the Baltimore area. (Schwartz)
- Aug. 14, 1955 Snyder County centennial excursion between Selinsgrove and McClure is last passenger movement on Sunbury & Lewistown Branch.
- Aug. 15, 1955 LIRR announces it will new switches and signals at Jamaica to permit rush hour express trains to operate through station against current of traffic to increase capacity. (NYT)
- Aug. 17, 1955 Hurricane Diane, a storm with relatively low winds, comes ashore in North Carolina and moves north along the Blue Ridge. (Schwartz)
- Aug. 18, 1955 AC&F Talgo train leaves Berwick for Englewood via PRR for testing on Rock Island.
- Aug. 18, 1955 Hurricane Diane passes along the flanks of the Blue Ridge near Harpers



Ferry, where it drops 10 inches of rain; in the evening, as it crosses the Pennsylvania state line, it hits a stationary front and is deflected to the east, passing Philadelphia at 11:00 PM and passing out to sea through New Jersey; when the moist air encounters the Pocono Plateau, it drops 10-20 inches of rain overnight, spawning record floods in the Lehigh and Delaware watersheds. (Schwartz)

- Aug. 18-9, 1955    Hurricane Diane hits Northeast after ground is already saturated by Hurricane Connie; severe flooding in Delaware River watershed and southern New England; causes \$600,000 damage to PRR lines; Bel-Del Branch washed out between Belvidere and Manunka Chunk and abandoned; DL&W, Lehigh Valley and CNJ lines heavily damaged; new flood records of 25.9 feet at Bethlehem, 43.7 feet on the Delaware at Easton, and at Trenton, exceeding the flood of 1903. (Schwartz, NYT)
- Aug. 19, 1955    Hurricane Diane comes ashore again on Long Island at 11:00 AM and follows the coast eastward, passing out to sea off Cape Cod; over 20 inches of rain fall in the Berkshires, with a foot or more across Massachusetts; washouts cut New Haven's Housatonic, Waterbury and Springfield branches and interrupt service between Boston and Providence; \$2 billion total damages; 88 killed in Pa., 77 in Conn., 12 in Mass.; (Schwartz, NYT) also damages New Haven catenary between South Norwalk and Danbury; catenary is removed but supports are left standing. (verify last part); washout of bridge at Putnam, Conn., results in discontinuing New Haven passenger service between Blackstone, R.I. and Willimantic (and Hartford?). (Humphrey)
- Aug. 20, 1955    Rail motor car No. 4670 makes last run on Wheeling Branch trains Nos. 701-702. ( , Wallis - verify)
- Aug. 21, 1955    *The Cavalier* makes last run between Philadelphia and Cape Charles, Va.; last sleeping car service on old Delmarva Division. (tt - is last run of sleeping car!! - see 1956)
- Aug. 22, 1955    General Motors stylist Harley J. Earl hosts a press preview of the "Aerotrain" at La Grange. (carofthecentury.com)
- Aug. 26, 1955    Baltimore railroads stage a three-day "Parade of Progress" display at PRR's Produce Terminal at the old Bolton site in connection with National Model Railroaders' Association convention; PRR displays *John Bull* replica and Camden & Amboy coach, modern equipment including a GG1 in a silver and red stripe paint scheme, a Class K4s, and the Class E7s, H3, D16sb and two passenger cars from the historical collection at Northumberland. (PRRFAX)
- Aug. 28, 1955    AC&F Talgo train leaves Englewood for Berwick via PRR after tests on Rock Island.
- Aug. 29, 1955    Pres. Perlman announces that electronic reservation system will be extended to lines west of Buffalo. (NYT)
- Aug. 31, 1955    Last run of New York & Far Rockaway RPO, Oyster Bay & New York RPO. (Kay)
- Aug. 31, 1955    GM displays its lightweight "Aerotrain" at its "Powerama" on the Chicago

- lakefront near Soldiers Field; runs through Sep. 25. (Pennsy, MB)
- Aug. 31, 1955 TWU Pres. Mike Quill orders strike against PRR; calls for shorter work week, 25-cent increase; promises not to block LIRR traffic with picket lines in Penn Station. (NYT)
- Aug. 31, 1955 Hudson & Manhattan Railroad tests experimental air conditioned car. (PAuth)
- Sep. 2, 1955 TWU Pres. Mike Quill calls off the strike after the issue goes to a presidential emergency board. (NYT)
- Sep. 1955 PRR begins using slogan "Don't Stand Me Still" on pay checks, freight cars and posters; claims if cars were kept rolling an extra 15 minutes a day, it would be the equivalent of 20,500 new cars; slogan is also sung to tune of "Don't Fence Me In" over public address systems at employee meetings, etc. (Pennsy)
- Sep. 5, 1955 *Manhattan Limited* derails after collision with derailed freight cars near Bucyrus; 26 injured. (NYT)
- Sep. 6, 1955 Pennsylvania PUC approves abandonment of remainder of Duquesne Way Elevated in Pittsburgh (6th-11th Streets).
- Sep. 6, 1955 [Joseph] Gardner Cassatt (1886-1955), coal operator and nephew of A. J. Cassatt, dies at his home at Villanova, Pa. (NYT)
- Sep. 7, 1955 Second LIRR RDC begins operating in *East Ender* service between Mineola and Riverhead. (ARRT has 9/12, Mon.)
- Sep. 8, 1955 Reading opens a branch across the Schuylkill River to the Cromby Generating Station of the Philadelphia Electric Company north of Phoenixville; was opposed by PRR, which wanted exclusive access to the traffic of about 900,000 tons of bituminous coal a year. (Rdg AR)
- Sep. 10, 1955 Last run of summer-only *East Wind* between New York (Grand Central) and Portland, Maine, via Worcester. (tt)
- Sep. 12, 1955 BRT stages slowdown against LIRR during morning rush hour, delaying 90,000 commuters up to 117 minutes. (NYT)
- Sep. 12, 1955 PRR argues in U.S. District Court in the Phillips small shareholder case that it be removed to the Pennsylvania state courts. (MB)
- Sep. 12, 1955 Trans World Airlines, Inc., inaugurates first non-stop coast-to-coast air service and cuts New York-California fare by 20% to \$80 one way, about equal to rail coach fare. (VPO)
- Sep. 13, 1955 Single-tracking with CTC placed in service between New Castle (Tasker) and Clayton, Del. (CE)
- Sep. 15, 1955 PRR names Dr. Donald L. Glenn Medical Director. (MB)
- Sep. 1955 LIRR receives 10 1,600 HP Alco road switchers, permitting full dieselization.

- Sep. 1955? Last runs of parlor cars between Philadelphia and Atlantic City on PRSL. (Cinders 1979)
- Sep. 1955 PRSL retires its last borrowed Reading Class G-3 4-6-2's. (Coxey, BeeLine)
- Sep. 1955 Penn-Texas Corporation acquires the Niles-Bement-Pond Company, a major machine-tool manufacturer, which is renamed Pratt & Whitney Co., Inc. (Moody's)
- Sep. 17, 1955 Chicago Union Station Company's option on air rights to Adolph L. Simon expires. (MB)
- Sep. 19, 1955 Hurricane Ione makes landfall near Morehead City, N.C., where it stalls for two days before suddenly veering out to sea; threat to New York and New England, still reeling from Hurricane Diane, fails to materialize. (Schwartz, NYT)
- Sep. 20, 1955 Eastbound side of new Conway Yard opens; assumes much of the eastbound classification formerly performed at Enola; can classify five trains simultaneously. (note AR says 11/15! CE and MB say 9/20!!)
- Sep. 22, 1955 LIRR and BRT sign new agreement settling dispute; includes 6-cent increase and shortened assignments. (NYT)
- Sep. 24, 1955 Pres. Eisenhower suffers a heart attack while vacationing in Colorado. (EAH)
- Sep. 25, 1955 Richmond, Fredericksburg & Potomac Railroad inaugurates No. 20, *The Blue & Gray Clipper*, an early morning train from Richmond to Washington on a 1:59 schedule, allowing a full day in Washington. (Griffin)
- Sep. 26, 1955 Dow Jones industrials drop 31.89 points in reaction to Pres. Eisenhower's heart attack. (Wyckoff)
- Sep. 1955 PRSL discontinues baggage service (to Cape May County?); express sent only to Atlantic City and distributed by truck. (Lee)
- Sep. 28, 1955 PRR Board approves sale of properties of Virginia Ferry Corporation and Kiptopeke Beach Land Corporation to the Chesapeake Bay Ferry District, a state agency, for \$12.85 million and \$150,000 respectively; sale closed in May 1956. (MB)
- Sep. 28, 1955 PRR Board authorizes additional yard tracks at Metuchen, N.J., for the Ford Motor Company plant. (MB)
- Sep. 28, 1955 Pennsylvania Company Board authorizes the purchase of 100 flat cars for lease to the PRR; purchase of 16 1600 HP diesels and 5 2400 HP diesels from Alco for lease to the PRR. (MB)
- Sep. 28, 1955 PRR Board authorizes the retirement of the following tracks, to be done by Dec. 31, 1958: all of the Girardville Branch (0.44 mile); Oliphant Branch from Fairchance to terminus (1.03 miles). (MB)
- Sep. 28, 1955 PRR Board authorizes the retirement of the following facilities, to be done by

- Dec. 31, 1958: Lower Yard and freight yard at Princeton; engine facilities at Cape Charles and Tyrone; water stations at Sharpsburg and Kinsman Street, Cleveland; coaling station and 9 stalls of roundhouse at New Castle, Pa.; part of Richmond, Ind., engine house; coaling and water stations at Sandy Hook, Ind., and South Bend, Ind.; station at South Chicago. (MB)
- Oct. 1, 1955 BRT gets a 10½ cent increase and a 5-day week for yardmen; BLF&E and ORC get similar increases; engineers get a 7% increase. (Rdg AR)
- Oct. 1, 1955 Ohio Turnpike opens over its entire length from the Pennsylvania Turnpike near Youngstown to the Indiana state line. (NYT)
- Oct. 1, 1955 Railroad Transfer Service, a subsidiary of Keeshin Transport System trucking firm, replaces the Parmelee Company as operator of passenger and baggage transfer service among Chicago railroad stations after railroads switch to competitive bidding; the Parmelee family has performed the service since 1853. (NYT)
- Oct. 2, 1955 LIRR discontinues passenger service between Ozone Park and Hamilton Beach and between Far Rockway and Rockaway Park on the Rockaway Branch, prior to conversion to part of city subway system; stations at Hamilton Beach, Goose Creek and The Raunt are eliminated. (George, Feinman)
- Oct. 3, 1955 New York City Transit Authority begins converting the LIRR Rockaway lines to a rapid transit line; to be connected to the existing Fulton Street Elevated at Rockaway Boulevard; in turn, the outer part of the BMT Fulton Street Elevated is to be connected to the IND Fulton Street Subway; the line is physically severed from the LIRR at Mott Avenue in Far Rockaway. (Feinman)
- Oct. 5, 1955 Railroads sign new agreement with BRT granting 10½ cent increase.
- Oct. 8, 1955 LIRR retires two steam locomotives, Class G5 No. 35 and No. 39, in special ceremony at Hicksville; No. 39 runs with one car for Boy Scouts Jamaica-Hicksville; No. 35 runs with one car for Boy Scouts Riverhead-Hicksville, where trains meet nose-to-nose; cars are then returned by Alco RS-3's No. 1555, replacing No. 35, and No 1556, replacing No. 39; steam locomotives remain coupled and are run light to Morris Park. (NYT, ARRT)
- Oct. 10, 1955 Last run of LIRR steam locomotive in revenue service as G5s No. 50 runs Oyster Bay to Long Island City. (Ziel)
- Oct. 13, 1955 Minneapolis & St. Louis Railway makes rival application to ICC to acquire Toledo, Peoria & Western Railroad. (ICC)
- Oct. 14, 1955 Gibbs & Hill makes report on future of electrification of PRR; electrification from Harrisburg to Altoona will cost \$48.3 million and have net return through savings of only 3.04%; recommend: 1) electrification to Altoona and beyond is only justified by need for higher speed or increased cost of diesel fuel; 2) abandonment of any existing electrification would not be economical; 3) use of dual-power diesel/electric locomotives on NY&LB is not economical; can't determine if NY&LB should be electrified to Monmouth Park and the rest abandoned; 4) conversion of "Clocker" service to MU cars

is not justified; recommend a new 5,400 HP C-C General Electric locomotive similar to New Haven "Jets" to replace GG1's in passenger service and a 4,800 B-B or 5,400 HP C-C rectifier type electric for freight service. (Rept)

- Oct. 14, 1955 Indiana authorizes the abandonment of the portion of the old Lake Erie & Louisville line between Bentonville and Dublin Jct., which has been used for storage since routing all through freight to and from Louisville through Hawthorne Yard, to be effective in 30 days. (Sulzer)
- Oct. 15, 1955 Railroads sign new contract with BLFE; average 17-cent increase; established guaranteed minimum earnings in freight service for first time.
- Oct. 16, 1955 G5s No. 35 heads Branford Electric Railway Association fan trip to Woodside, Maspeth, Fresh Pond, Bay Ridge, Jamaica, Babylon, Hicksville, Port Jefferson, and back to Jamaica; last run of an LIRR steam locomotive. (NYT, ARRT)
- Oct. 1, 1955 Last run of "Pony Express" race track extras between New York and Atlantic City Race Track. (Coxy)
- Oct. 17, 1955 ICC extends temporary rate increases granted under *Ex Parte 175* indefinitely. (Rdg AR)
- Oct. 17, 1955 Philadelphia Transportation Company opens eastbound subway-surface tunnel between 22nd and 40th Streets. (BltnAlmnc)
- Oct. 18, 1955 PRSL authorizes purchase of 4 1600-HP road switchers, 2 1600-HP freight diesels and 6 1200-HP switchers; authorizes retiring Maurice River Branch at Leesburg and Cape May Court House to Stone Harbor. (MB)
- Oct. 18, 1955 Single-tracking with CTC placed in service between "BANK" Interlocking near West Yard, Wilmington, and New Castle, Del. (CE - VPO has 10/16!)
- Oct. 25, 1955 Single-tracking with CTC placed in service between Clayton and Harrington, Del. (CE)
- Oct. 26, 1955 PRR Board authorizes the retirement of the following, to be done by Dec. 31, 1958: Laurelton Branch (2.81 miles); Lykens-Williamstown (4.14 miles); Beaver Branch from Coal Run Jct. to terminus (0.8 mile); part of Burley Branch near Osceola Mills (1.11 miles); part of Amesville Branch No. 2 near Houtzdale (0.35 mile); Broad Street Spur at Salamanca (0.55 mile); radial engine tracks at Logansport. (MB)
- Oct. 26, 1955 Virginia Ferry Corporation stockholders approve plan of liquidation and sale of assets to Chesapeake Bay Ferry District. (MB)
- Oct. 28, 1955 Presidential emergency board issues report in PRR-TWU dispute; recommends split cost of health and welfare plan.
- Oct. 29, 1955 Connecting bus service discontinued between Trinway and Zanesville, Ohio. (eff. 10/30 Sun)
- Oct. 30, 1955 Overland Route passenger service between Chicago and Omaha shifted from Chicago & North Western Railway to Milwaukee Road; brings Union Pacific

*City* streamliners into Chicago Union Station; C&NW track has deteriorated. (Guide, Frailey)

- Oct. 30, 1955 Market Street Subway extension opens between 22nd & 44th Streets with stations at 30th Street, 34th Street and 40th Street; replacing old elevated line with stations at 32nd Street, 36th Street and 40th Street; connection to 30th Street Station is by underground passage; portion of the subway between 22nd & 32nd Street under the Schuylkill River had been standing vacant since 1932. (SEPTA, BlltnAlmnc)
- Fall 1955 *Trains* editor David P. Morgan and photographer Philip R. Hastings tour the Williamsport Division and the town of Renovo, publishing their results in the Jan. 1957 issue as No. 8 in their "Steam in Indian Summer" series highlighting the Class L1s. (Trains)
- Nov. 1, 1955 General reorganization adopting a decentralized corporate structure recommended by Robert Heller & Associates; three regions and all divisions replaced by nine regions without divisions (New York, Philadelphia, Chesapeake, Northern, Pittsburgh, Lake, Buckeye, Northwestern, Southwestern), each with a full complement of operating and traffic officers; Treasury Dept., Accounting Dept., Insurance Dept., Pension Dept., Voluntary Relief Dept., and Tax Dept. all consolidated to form Financial Dept.; Research & Development Dept. created to develop new generation of lightweight passenger trains and piggyback transportation; duties of Vice President-Operations divided between a Vice President and Vice President-Transportation & Maintenance; Personnel Dept. made responsible directly to President instead of Vice President-Operations; Pension and Voluntary Relief Depts. consolidated into Employee Benefits Dept. reporting to Vice President-Personnel; Women's Aid formally abolished; Traffic Dept. divided into Freight Sales & Services and Passenger Sales & Services. (MB, Pennsy)
- Nov. 1, 1955 Position of VP in Charge of Real Estate & Taxation abolished; Real Estate Dept. made to report directly to Pres. Symes; J. Benton Jones appointed (what?)
- Nov. 1, 1955 W.G. Pfohl replaces Baltimore & Eastern Railroad Superintendent M.H. Lingenfelter, and title changed to Superintendent of Transportation. (MB - B&E supt to be same as SofT of Chesapeake Region?)
- Nov. 2, 1955 BLFE threatens to strike PRR over 585 grievances; calls off next day at request of National Mediation Board.
- Nov. 4, 1955 New Jersey PUC denies NYC application to abandon West Shore passenger service. (NYT)
- Nov. 7, 1955 Philadelphia Transportation Company opens a new subway-surface trolley subway in both directions from the east side of the Schuylkill River to 36th Street for Route 10 and to 40th & Woodland for Routes 11, 34 & 37; portions of the tunnel were built before 1932; begins preparation to remove elevated station and trolley tracks from the south side of 30th Street Station. (BlltnAlmnc, Cox)
- Nov. 9, 1955 PRR, Norfolk & Western Railway and Rail-Trailer Company of Chicago incorporate Trailer Train Company in Delaware to own and lease an interline

fleet of TOFC/COFC flat cars; Trailer Train is owned 25% by PRR and 25% by Rail-Trailer Company, with remaining shares reserved for other railroads that join. (DelCorp, Compt)

- Nov. 9, 1955 PRSL authorizes retiring stations at Franklinville and Grenloch. (MB)
- Nov. 11, 1955 Chicago Union Station Company Executive Committee approves an automobile display in the Waiting Room. (MB)
- Nov. 14, 1955 First interline movement of TrucTrain service over N&W to Bristol, Va., via Hagerstown. (MB)
- Nov. 1955 First sections of Samuel Rea Car Shops at Hollidaysburg open on a pilot basis.
- Nov. 1955 First electronic computer installed in the railroad industry. (AAR)
- Nov. 16, 1955 Walter R. Grant (1910-2003) appointed VP-Finance of NYC. (AR)
- Nov. 18, 1955 President Symes notifies Bituminous Coal Research's Locomotive Development Committee that PRR will withdraw upon exhaustion of funds currently allotted; turbine program discontinued soon after; problems include wear of turbine blades from fly ash, high operating noise, soot, and smoke. (VPO)
- Nov. 18, 1955 Special three-judge federal court in New York rules that Alleghany Corporation is not a carrier subject to ICC regulation and voiding the 6% preferred stock issue; Alleghany Corporation appeals. (NYT, Moodys)
- Nov. 22, 1955 Pennsylvania Motor Truck Association revives 1953 suit against Eastern railroads; asks U.S. District Court Judge Thomas Clary to set trial date.
- Nov. 22, 1955 LIRR announces 5-cent per trip fare increase, effective Dec. 6, 1955; seventh increase since 1947.
- Nov. 23, 1955 PRR Board reports that Randolph Phillips is trying to get the Pennsylvania Attorney General to join the small shareholder suit against the PRR. (MB)
- Nov. 23, 1955 PRR Board approves the abandonment or retirement of the following, to be done by Dec. 31, 1958: single-tracking Jamesburg Branch; station at Springfield, Ohio; Grauer Branch from the Snow Shoe Branch at Clarence to end (1.52 miles); part of the Beaver Branch near Lloydell, Pa.; Keister Industrial Track from the Redstone Branch to terminus (0.58 mile); part of the South-West Branch from "SW" to "COUNTY" (2.52 miles); outermost 0.24 mile of the Alexandria Branch; part of the Jamison Branch from Hannastown, Pa., to terminus (1.55 miles). (MB)
- Nov. 23, 1955 PRR Board approves sale of remaining water companies: Blair Gap Water Supply Company, Clearview Water Supply Company, Dauphin Consolidated Water Supply Company, Delaware Water Company, Dunbar Water Supply Company, High Ridge Water Supply Company, Mountain Water Supply Company, Octoraro Water Company, and Summit Water Supply Company, to General Waterworks Company for \$4.5 million. (MB)

- Nov. 25, 1955 In conformity with recent Supreme Court decisions, ICC bans racial segregation in interstate trains and buses; affects the southern legs of many through trains entering New York and Chicago over PRR on which elaborate "Jim Crow" rules had been in effect. (NYT)
- Dec. 1, 1955 Pennel Company Board authorizes the abandonment of the Broad Street Spur in Salamanca, N.Y. (0.55 mile). (MB)
- Dec. 1, 1955 Bomb explodes in coin locker in washroom of Grand Central Terminal. (NYT)
- Dec. 1, 1955 New Haven hosts first U.S. demonstrates of automated train control system developed by Union Switch & Signal Division of Westinghouse Air Brake Company between New Rochelle and Rye, N.Y.; new Pullman-Standard MU operated entirely by radio from a console at Larchmont Station; runs without crew from New Rochelle to Larchmont, where guests board for a round trip to Rye. (NYT)
- Dec. 1, 1955 ICC makes 1952 rate increase permanent. (CNJ AR)
- Dec. 1, 1955 Non-operating unions receive a 14½-cent increase. (CNJ AR)
- Dec. 1, 1955 New 60<sup>th</sup> Street subway tunnel under the East River opens, linking the BMT Broadway Line to the IND Queens Boulevard Line. (Feinman)
- Dec. 1, 1955 Montgomery, Alabama, bus boycott against segregated seating led by Dr. Martin Luther King (1929-1968) opens a new phase of the Civil Rights Movement. (EAH)
- Dec. 2, 1955 N.J. Gov. Robert B. Meyner announces that the Port of New York Authority will build a new "Port Elizabeth" on 400 acres south of Port Newark; Bound Creek on the Newark-Elizabeth border is to be widened to a 750-foot channel for docking; Port Elizabeth will eventually grow into the harbor's main container port. (NYT)
- Dec. 5, 1955 AFL and CIO merge with George Meany (1894-1980) of AFL as Pres. (BurLabStats)
- Dec. 8, 1955 Pullman-Standard completes delivery of first lot of 125 new passenger cars to LIRR under rehabilitation plan. (NYT)
- Dec. 9, 1955 Alleghany Corporation files for registration with SEC under Investment Company Act of 1940 but protesting it will appeal to Supreme Court and had been under ICC jurisdiction since June 5, 1945. (Moody's)
- Dec. 1955 Last Class G5s No. 5741 retired for display; all others scrapped prior to Oct. 31, 1955. (Edson)
- Dec. 12, 1955 PRR and Chicago & North Western Railway begin through TrucTrain service between PRR points and the Twin Cities.
- Dec. 12, 1955 PRR announces that Samuel Rea Shop is opened with two of three 3.5 mile assembly lines operating at full speed; is 2,760 feet long, covers 17 acres. (PR)



- Dec. 14, 1955 Chicago Union Station Company Executive Committee agrees that the Fred Harvey "Glass House" shopping center in the Concourse is to be 4,079 square feet. (MB)
- Dec. 14, 1955 Former General Purchasing Agent Elmer J. Lamneck (1887-1955) dies at Bryn Mawr at age 68. (Mutual)
- Dec. 15, 1955 TWU Pres. Mike Quill calls a strike against the PRR after dissatisfaction with emergency board award. (NYT)
- Dec. 15, 1955 Use of train names discontinued on PRSL. (check tt.)
- Dec. 15, 1955 New York PSC holds hearings on most recent LIRR fare increase; commuter groups protest have risen 150% since 1947. (NYT)
- Dec. 15, 1955 New York State Thruway opens between Suffern and Yonkers, just north of New York City line via the Tappan Zee Bridge. (NYTA)
- Dec. 1955 Single-tracking with CTC placed in service between Harrington, Del., and Cape Charles, Va. (CE)
- Dec. 1955 Penn-Texas Corporation acquires Colt's Manufacturing Company. (Moody's)
- Dec. 16, 1955 Organization meeting for Trailer Train Company; James P. Newell of PRR named Pres.; Trailer Train agrees to buy 300 TOFC flat cars from PRR and 200 from Van Car Company, a subsidiary of Rail-Trailer Company.
- Dec. 19, 1955 Six railroads agree to ask ICC to end system of differential rates favoring Philadelphia and Baltimore over New York and Boston.
- Dec. 20, 1955 VP-Finance David Bevan recommends dissolution of Trust of 1878. (MB)
- Dec. 21, 1955 Last Class Q2 dropped from roster.
- Dec. 21, 1955 New Haven begins interline TOFC movements between New England and Midwest via PRR and Erie. (AR)
- Dec. 21, 1955 Railroads sign contract with 11 non-operating unions; 14½ cent increase plus company-paid medical benefits. (NYT)
- Dec. 21, 1955 Massachusetts Public Utilities Dept. votes to investigate delays on New Haven. (NYT)
- Dec. 22, 1955 TWU again calls off strike against PRR. (NYT)
- Dec. 28, 1955 Atlantic City Transportation Company converts former PRR streetcar line on Atlantic Avenue to buses, retiring the "Brilliners." (Borgnis)
- Dec. 29, 1955 ICC grants railroads' request to implement 7% rate increase effective Feb. 25, 1956, before hearings end.
- Dec. 30, 1955 Railroads file with ICC for a 7% rate increase in *Ex Parte 196*. (Rdg AR)

- Dec. 30, 1955 Penndel Company Board authorizes the extension of the River Branch south of Powhatan Point, Ohio, to about 12 miles north of Hannibal; authorizes abandonment of Richmond to Mercersburg Jct. (8.69 miles). (MB)
- Dec. 30, 1955 New York, Philadelphia & Norfolk Railroad Ferry Company dissolved. (MB)
- Dec. 30, 1955 Blair Gap Water Supply Company, Clearview Water Supply Company, Delaware Water Company, Dunbar Water Supply Company, High Ridge Water Supply Company, Mountain Water Supply Company, Octoraro Water Company sold to General Waterworks Corporation. (MB)
- Dec. 31, 1955 Walter S. Franklin resigns as President of LIRR; succeeded by Thomas M. Goodfellow. (AR)
- Dec. 31, 1955 Granite Improvement Company merged into Manor Real Estate Company. (MB)
- Dec. 31, 1955 Last run of parlor cars between Philadelphia and Atlantic City on PRSL, leaving only New York-Atlantic City parlor-buffet-lounge car on *Nellie Bly*. (tt).
- 1955 GG1's Nos. 4886, 4872 and 4880 are repainted in a short-lived new scheme with a silver body and a single red stripe with a large red keystone on the sides; No. 4885 is painted in Brunswick green with a single buff stripe and large red keystone, which becomes the new standard to reduce the cost of painting; Nos. 4907 and 4916 are painted Tuscan red with a single buff stripe (when?). (ClsscTrains)
- 1955? "200 Club" established as a commuter club with private accommodations on "Clockers" Nos. 200-(223?); most members travel between Princeton Jct. and New York. (Cinders)
- 1955 NYC posts net income of \$52 million, highest since 1943, seemingly vindicating Young's management. (verify)
- 1955 NYC's operating ratio falls to 79.2 from 84.1 in 1954, the lowest since 1944; PRR's falls from 83.9 to 82.1; B&O's falls from 82.3 to 81.1; NYC's rate of return on net investment increases from 1.7% to 3.8%; PRR is at 2.8% and B&O at 3.6%. (Trains)
- 1955 U.S. District Court dismisses suit brought by dissident stockholder Randolph Phillips to end PRR's system of staggered terms for directors.
- 1955 Richmond, Fredericksburg & Potomac Railroad enlarges and modernizes Potomac Yard with semi-automatic classification system.
- 1955 Baltimore & Eastern Railroad abandons line between Willards and Berlin, Md.
- ca. 1955 PRR Shamokin-Mt. Carmel Branch is revived to move iron ore from the piers at Erie, Pa., to Bethlehem Steel Corporation at Bethlehem; trains run with two Class I1 2-10-0's on the head end and two pushing up the 1.31% grade to Shamokin; this is one of the last stands for heavy PRR steam action; the trains are turned over to the Lehigh Valley Railroad at Mount Carmel. (Gunnarsson)

- 1955 No. 3 track removed between “PORT” and “MIFFLIN” on the Middle Division, and No. 2 track made bi-directional. (PRR-FAX)
- 1955 PRR dismantles the Altoona Locomotive Test Plant. (altoonaworks.info)
- 1955 PRR remodels the baggage and express building at Xenia to serve as the passenger station, replacing the original station built in 1850. (Shell)
- 1955 John I. Yellott (1908-1986) quits the Bituminous Coal Research project to develop a coal-burning turbine locomotive; he moves west and later becomes a pioneer in solar energy. (WwasW)
- 1955 NYC purchases first computers for accounting, payroll, and per diem work.
- 1955 New Haven now carries 10% of all railroad passengers and 12% of all railroad commuters. (AR)
- 1955 New Haven orders 79-foot flat cars for TOFC service to replace original 40-foot cars. (AR)
- 1955 New Haven begins installing welded rail between New Haven and New London. (AR)
- 1955 B&O refunds its last Reconstruction Finance Corporation debt of \$40 million into 3.5% notes maturing at the rate of \$2 million per year from 1965 to 1964 and \$17 million in 1965; before that time, the B&O's position will deteriorate so that only merger with a stronger partner can save it from bankruptcy. (AR - verify Moodys)
- 1955 Baldwin-Lima-Hamilton Corporation completes its last steam locomotive, c/n 76,088, a 2-8-2 for the Indian State Railways; its is the last steam locomotive built in the U.S. by a major builder. (Kirkland)
- 1955 Reading and other railroads of Alphabet Route establish Alpha Jet 1, 2, 3 & 4. (Watts - verify)
- 1955 Congress revokes the franchise of Capital Transit Company after a 45-day strike. (Metrobus the first 15 years - verify Moodys)