

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

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1957

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All data subject to correction and change

- Jan. 1, 1957 PRR signs new lease of properties of Penndel Company allowing PRR to retain all revenues and pay all expenses. (Moody's)
- Jan. 1, 1957 AAR increases per diem charge from \$2.40 to \$2.75. (NH AR)
- Jan. 3, 1957 Massachusetts Legislature issues report critical of Alpert's management of New Haven.
- Jan. 8, 1957 New Haven's version of "Train-X", *Dan'l Webster*, makes first public demonstration run Boston to New York; rear locomotive catches fire in the Bronx when faulty third rail shoe shorts out; rear locomotive and two-unit car cut off, and train continues to New York, returning to Boston one hour late; damaged section derailed at Pelham while being towed to New Rochelle, causing delays to evening rush hour; regular service, scheduled for Jan. 9, delayed indefinitely. (NYT)
- Jan. 8, 1957 Westmoreland Coal Company sells the Hutchinson Mine leasehold to Pittsburgh Consolidation Coal Company and ends mining in Westmoreland Coal Company after a century of operations; it has been operating mines in southern West Virginia since 1948 and eventually makes a transition to strip-mined coal in Montana and Wyoming. (WCCo)
- Jan. 1957 Mrs. Robert R. Young sells 3,000 shares, 12%, of Alleghany Corporation's \$4 prior preferred stock. (NYT)
- Jan. 10, 1957 PRR announces it will buy six experimental Budd MU cars based on Pioneer III design for Philadelphia commuter service with an option on 44 more; will seat 132; will have ignitron rectifiers and d.c. traction motors; to be followed by regular order for 250 cars to replace MP54's system-wide; order is placed Jan. 11. (, Trains, Middleton, PRRFAX)
- Jan. 10, 1957 Arbitration starts between PRR and TWU over issue of eliminating oilers.
- Jan. 10, 1957 North Shore Commuters Association meets with New York Gov. Harriman to urge placing LIRR in hands of a public authority instead of current reorganization. (NYT)
- Jan. 10, 1957 PRSL Executive Committee authorizes retiring water stations at Millville and

Newfield. (MB)

- Jan. 12, 1957 Richmond, Fredericksburg & Potomac Railroad discontinues its last local trains, Nos. 10 & 29, between Washington and Richmond. (Griffin)
- Jan. 1957 New Haven discontinues all local passenger service between Providence and Woonsocket. (A-sheet - by 1/14)
- Jan. 1957 PRR corporate headquarters moved from Suburban Station to the new Transportation Building (6 Penn Center) designed by Vincent G. Kling as a spare stone-clad box with punched-out square windows; the windows are sealed except for a few in the executive suites on the 17th floor, where, it is rumored, VP David Bevan demanded windows that open, like the ones in the old offices; the two-storey lobby facing 17th Street features a wall sculpture by Ellsworth Kelly (-), then relatively unknown, that consists of 104 aluminum panels arranged at random angles in four horizontal rows mounted over the entrance to the passages leading to the elevator banks so that it is visible from the sidewalk; it is Philadelphia's first work of abstract public sculpture. (Pennsy, hiddencityphila.org)
- Jan. 14, 1957 New York-Los Angeles sleeper via Overland Route (No. 49 & No. 58/2 and *City of Los Angeles*) makes last run; later restored. (A-sheet)
- Jan. 14, 1957 Justice Dept., reversing its original position, files brief with U.S. Supreme Court asking it to uphold 1955 injunction against Alleghany Corporation preferred stock issue, because it violates Investment Company Act. (Moody's)
- Jan. 15, 1957 PRR VP J. Benton Jones writes to Symes noting that VP Ernest Nickerson of NYC is resisting eliminating through cars to West via Chicago. (VPO)
- Jan. 1957 CNJ receives the last of 3 additional RDC's. (AR)
- Jan. 16, 1957 NYC completes CTC installation on Erie Division between Buffalo and Cleveland; four tracks reduced to two with bi-directionality and capable of 60 MPH freight service; billed as longest double-track CTC in world.
- Jan. 17, 1957 All NYC Northern District (Michigan Central) trains move from Central Station to La Salle Street Station in Chicago; Big Four trains remain in Central Station; service ends at MC local stations in Gary and Hammond; first train to depart from La Salle Street is *Motor City Special* at 11:59 PM. (Trains, A-sheet, Sanders)
- Jan. 1957 NYC sells its Huntington Avenue coach yard in Boston to Prudential Insurance Company and moves coach storage to Beacon Park; Prudential builds Prudential Center complex on air rights. (Humphrey)
- Jan. 21, 1957 First meeting of PRR coordinating committee; takes over design for "Pioneer III" MUs; adds disc brakes to Dean trucks, etc.
- Jan. 23, 1957 PRR Board approves stock option plan for executives. (MB)
- Jan. 23, 1957 PFW&C Railway Board authorizes the abandonment of the connection to the Toledo Branch at Toledo Jct. (0.36 mile); connection is now made through Bucyrus and Carrothers. (MB)

Jan. 23, 1957 Southern Pacific completes dieselization.

Jan. 24, 1957 Gov. Harriman urges state investigation of LIRR management.

Jan. 28, 1957 New Union Ticket Office opens in Knickerbocker Hotel in Chicago, replacing former office in Drake Hotel. (A-sheet)

Feb. 1, 1957 Terre Haute & Peoria Railroad merged into Pennel Company. (MB)

Feb. 1, 1957 Tugboat strike paralyzes railroad floating operations at New York Harbor. (B&O AR)

Feb. 1, 1957 George W. Bovenizer (1879-1961) of Kuhn, Loeb & Co. resigns as Chairman of Pennroad Corporation. (NYT)

ca. Feb. 3, 1957 Coffee Shop Tavern cars withdrawn from *Congressionals* and *The Senator*. (A-sheet)

Feb. 4, 1957 "Directomat", machine giving directions to all other subway stations placed in service at Penn Station stop of IRT. (NYT)

Feb. 6, 1957 Budd "Pioneer III" lightweight, lower center-of-gravity demonstrator cars delivered to PRR at Midvale, Philadelphia; tested on *The Keystone* and Trains No. 44-45 between Pittsburgh and Chicago through May.

Feb. 6, 1957 North Shore Commuters Association urges New York PSC subpoena Pres. Symes to testify about fare increases. (NYT)

Feb. 7, 1957 Huntingdon & Broad Top Mountain Railroad & Coal Company liquidated. (DirObsSec)

Feb. 12, 1957 New York Assembly defeats Democratic move for legislative investigation of LIRR but passes resolution for PSC to conduct investigation. (NYT)

Feb. 12, 1957 New Haven takes delivery of its second lightweight train, ACF's TALGO train, the *John Quincy Adams*; train is also bi-directional with locomotives by Fairbanks, Morse & Co.

Feb. 12, 1957 Bowie Race Track shifts its season to 40 day in Feb. and Mar., drawing people from the North when all other tracks are closed. (Kelly/MdHistMag)

Feb. 14, 1957 PRR closes city ticket office at 414 North Michigan Avenue, Chicago.

Feb. 14, 1957 Chicago Union Station Company Board refers the question of air rights to the Executive Committee. (MB)

Feb. 14, 1957 Baldwin-Lima-Hamilton Corporation sells 291 acres of the Eddystone site east of the PRR to the Vertol Aircraft Corporation, later the Boeing-Vertol Company, a manufacturer of helicopters. (Kirkland)

Feb. 1957 Tavern service discontinued in the tavern-lounge-observation car of the Southern Railway *Southerner* Nos. 47-48 between New York and New Orleans. (A-sheet)

- Feb. 16, 1957 Last run of passenger service on old Richmond & Danville main line of Southern Railway between Richmond and Danville, Va. (A-sheet)
- Feb. 1957 Fourth crane installed on Canton ore pier. (Schlerf)
- Feb. 20, 1957 New underground Greyhound intercity bus terminal dedicated at 6 Penn Center; has underground loading area for 20 buses; old Greyhound facility on north side of 30th Street Station closes. (NYT, SEPTA)
- Feb. 23, 1957 New \$10 million ticket sales & service bureau opens in Penn Station, New York at 12:01 AM; 164-foot long fluorescent light "clamshell" canopy designed by Lester C. Tichy presents jarring contrast to the original Roman architecture and blocks main axis to concourse; new passages to Concourse cut through former Waiting Rooms; small number of benches in Concourse replace those in Waiting Rooms; new ticket area features electronic and mechanical devices for printing tickets and checking reservation space; includes 105 closed-circuit TV cameras and 100 monitors that show availability of Pullman space. (CE, Guide)
- Feb. 25, 1957 On first weekday of operation, new Penn Station ticket sales bureau experiences delays caused by fuzzy, poorly lighted or malfunctioning TV screens; irate customers experience delays of 20 minutes to one hour; on same day begin demolition of the old grided ticket booths to be replaced by counters for Travelers Aid and Western Union and nine new shops. (NYT)
- Feb. 25, 1957 U.S. Supreme Court dismisses appeal of N.P. Rychlik, a former PRR trainman from Buffalo who was discharged under the union shop agreement in 1953 when he quit the BRT in favor of the United Railroad Operating Crafts; holds URROC does not meet the "national-in-scope" qualification of Railway Labor Act as amended that would exempt members from union shop established by a majority union; United Railroad Operating Crafts had tried unsuccessfully to obtain a "national-in-scope" ruling from the Secretary of Labor. (NYT)
- Feb. 27, 1957 Pennsylvania Company Board authorizes the purchase of 19 diesel locomotives to be leased to the PRR. (MB)
- Mar. 1, 1957 South Station, Boston, ticket office mechanized with Ticketeer machines. (NH AR)
- Mar. 4, 1957 New 22-story Sheraton Hotel opens in Penn Center between 17th & 18th Streets on north side of Pennsylvania Boulevard; has 1,000 rooms and cost \$16 million. (NYT)
- Mar. 4, 1957 N.Y. PSC begins investigation of January 5.4% fare increase on LIRR. (NYT)
- Mar. 6, 1957 Tavern-lounge observation car makes last run on *The Southerner* between New York and New Orleans. (A-sheet)
- Mar. 8, 1957 New York Harbor tugboat strike ends. (B&O AR)
- Mar. 12, 1957 PRR begins use of mobile snack carts designed by Coca-Cola Company

instead of dining or café cars on some New York-Washington trains.

- Mar. 14, 1957 NYC dedicates new Frontier Yard in East Buffalo; first of Perlman's large, electronic hump yards; replaces eight older yards including Gardenville Yard and cutoff.
- Mar. 15, 1957 Lehigh Valley Railroad takes over the business of the DL&W at Ithaca, N.Y. (AR)
- Mar. 1957 New Haven places article in April issue of *Harpers Magazine* declaring that commuter operations are a public service and not a business and require public funds and tax relief. (AR)
- Mar. 17, 1957 PRSL removes one track between Winslow Jct. and Tuckahoe and replaces automatic block signals with manual block. (VPO)
- Mar. 19, 1957 PRR annual report admits working capital is down to \$122 million.
- Mar. 22, 1957 PRR announces sale of old 1870s westbound station at Ardmere to Suburban Square Shopping Center for \$200,000; to be demolished for store; waiting room already moved to new eastbound building; station was first to be sold as part of recent PRR campaign to sell stations to cut property taxes. (PR)
- Mar. 24, 1957 New York-Mobile sleeping car on *The Piedmont Limited* cut to New York-Charlotte; New York-Montgomery sleeping car on *The Crescent* extended to New York-Mobile. (A-Sheet)
- Mar. 25, 1957 New Haven introduces *John Quincy Adams* (Fairbanks, Morse & Co./AC&F TALGO train) and *Dan'l Webster* (BLH/Pullman-Standard Train-X) lightweight trains in revenue service between New York and Boston; run on schedules of *Commander*, *New Yorker/Bostonian*, and *Murray Hill* westbound and *Mayflower* eastbound. (Guide, Kirkland)
- Mar. 25, 1957 Erie Railroad switches all its rush-hour commuter trains except those on the Northern Branch and the New York, Susquehanna & Western Railroad, from Pavonia Avenue Terminal in Jersey City to the DL&W's Hoboken Terminal; the Pavonia ferry is reduced to one boat service. (Baxter/Adams)
- Mar. 27, 1957 PRR Board holds first meeting in new headquarters at 6 Penn Center. (MB)
- Mar. 27, 1957 PRR announces it will lay off about 1,600 workers. (PR)
- Mar. 27, 1957 Pennsylvania Company Board authorizes the purchase of 7 second-hand electric locomotives from the Great Northern Railway to be leased to the PRR. (MB)
- Mar. 28, 1957 Four non-operating unions strike Hudson & Manhattan Railroad over demand for 26.5 cent increase. (NYT)
- Mar. 29, 1957 New York, Ontario & Western Railway ends all service; first Class I railroad to be totally abandoned. (Trains)
- Apr. 1, 1957 PRR closes city ticket office at 26 South 3rd Street, Columbus.

- Apr. 1, 1957 PRR closes membership of the Voluntary Relief Dept.; no one is allowed to join or make deposits hereafter. (Compt)
- Apr. 2, 1957 NYC Pres. Alfred E. Perlman unveils "Flexi-Van," his system of container-on-flat-car; reduces dead-weight and drag of conventional piggyback but requires special trucks, flat cars and lightweight containers developed by Fruehauf; truck cabs are used to move containers on and off cars using a turntable built into the car bed rather than overhead cranes; system used only on NYC and Milwaukee Road; not placed in revenue service until 1958. (NYT)
- Apr. 5, 1957 Maintenance of way employees call for strike against PRR.
- Apr. 8, 1957 NYC reports \$48.4 million deficit for 1956. (NYT)
- Apr. 10, 1957 George Alpert named Board Chairman of New Haven as well as Pres. in vote of confidence. (AR)
- Apr. 10, 1957 New York-Boca Raton sleeping car on *The Silver Star* changed to New York-St. Petersburg. (A-Sheet)
- Apr. 15, 1957 Martin W. Clement retires as PRR director; replaced by Otto N. Frenzel. (MB)
- Apr. 15, 1957 NYC assigns hostesses to *Empire State Express*. (Guide)
- Apr. 1957 *Trains* magazine runs a lengthy feature on operations on the old Pittsburgh Division, capturing it near the peak of traditional operation. (Trains)
- Apr. 1957 Reserve Mining Company ships its first taconite pellets from its beneficiating plant at Silver Bay; the demands of World War II have exhausted the high-grade ore deposits of the Mesabi Range; taconite, a hard rock containing only 20-25% iron, must be crushed and concentrated to be used in steel-making. (Walker)
- Apr. 16, 1957 PRR closes city ticket office at 4th & Walnut Streets, Louisville.
- Apr. 22, 1957 Teamsters Union begins three-month strike against Railway Express Agency. (MB, NYT)
- Apr. 22, 1957 U.S. Supreme Court rules 5-3 that Alleghany Corporation is a railroad holding company subject to ICC regulation and remands question of preferred stock issue to lower court. (NYT)
- Apr. 23, 1957 Through New York-Williamsburg sleeper placed in service via PRR-RF&P-C&O to run through Nov. 1957 for 350th anniversary of Jamestown.
- Apr. 24, 1957 PRR Board approves improved TrucTrain facilities at Aramingo Avenue & Church Street, Philadelphia. (MB)
- Apr. 24, 1957 LIRR treats blind six-year old Raymond Kajowski to a cab ride in C-Liner diesel No. 2008 between Jamaica and Woodlawn. (Trains)
- Apr. 28, 1957 PRR and NYC adopt Daylight Savings Time exclusively in all published

- timetables for first time; ICC prohibits use of DST in employee timetables. (Trains)
- Apr. 28, 1957 Boundary between Northwestern and Southwestern Regions shifted from Logansport to Clymers. (MB)
- Apr. 28, 1957 PRR discontinues passenger stop at Torrance, Pa. (A-sheet)
- Apr. 28, 1957 New Haven places the lightweight train *Roger Williams* in revenue service between Grand Central and Boston; six-car modified Budd RDC with low-profile of Pioneer III cars and a cab and nose at each end; was originally to have been called *Flying Cloud*, changed to match those of other lightweight trains; run under traditional train names; assignments are new *Advance Merchants Limited*, and new train, the *Sunrise*; train has a top speed of 110 MPH but does not attain that (Guide, BuddCo)
- Apr. 28, 1957 Daily transcontinental sleeper service resumes between New York and Los Angeles via the Overland Route, running on PRR and NYC on alternate days. (Guide)
- Apr. 28, 1957 Point Pleasant renamed Point Pleasant Beach on NY&LB. (Guide)
- Apr.? 1957 Rock Island removes its Talgo train from Chicago-Peoria *Jet Rocket* and assigns it to suburban service out of Chicago; patrons on long-distance runs had complained. (Trains)
- Apr. 29, 1957 PRR places experimental "Refreshment Car" in rush-hour Philadelphia-New York service, serving light breakfast in morning and sandwich bar in evening; Coffee Shop Tavern car restored on *Afternoon Congressional*.
- Apr. 29, 1957 Hudson & Manhattan Railroad service resumes after union accepts interim increase of 12.5 cents from Nov. 1, 1956, while talks continue. (NYT)
- Spring 1957 PRR buys eight second hand Class Y1 1-C+C-1 electric locomotives from the Great Northern Railway; box-cabs built by Alco-GE in 1926-29; one unit, No. 5011, had been given streamlines cabs for passenger service and is used for spare parts; the others are trimmed down to fit PRR clearances, renumbered No. 1-7 and made Class FF2; used in pusher service between Thorndale and Paoli. (Trains)
- May 1, 1957 J.W. Horine appointed Electrical Engineer, replacing Jacob Stair, Jr. (1891-1977), given leave pending retirement after 42 years service. (MB)
- May 1, 1957 Engineers, conductors and trainmen receive a 3-cent increase. (Rdg AR)
- May 2, 1957 Last run of a New York Central steam locomotive at Cincinnati; 2-8-2 No. 1977. (Trains)
- May 3, 1957 ICC grants Eastern railroads 15% first class fare increase and makes permanent a 5% rise in coach fares granted effective Jan. 9, 1957. (Guide)
- May 3, 1957 TWU postpones strike against PRR over shop layoffs. (NYT)
- May 6, 1957 Brotherhood of Railroad Trainmen threaten strike to protest safety hazard in

- East River tunnels. (NYT)
- May 7, 1957 PRR stockholders approve reduction in par value from \$50 to \$10, stock option plan, and eliminating classification of directors. (MB)
- May 9, 1957 Brotherhood of Railroad Trainmen call off strike threat after PRR and LIRR agree to improve conditions in tunnels. (NYT)
- May 9, 1957 New Haven's "Train-X" *Dan'l Webster* locomotive catches fire at 7:35 PM, just after arriving at track 18, upper level, of Grand Central Terminal; smoke forces evacuation of some sections of terminal for about a half hour. (DlyNws)
- May 10, 1957 PRR and architect Vincent G. Kling make formal presentation of 30th Street Station air rights plan to city Stadium Committee headed by noted sportsman John B. Kelly, father of the movie star and future Princess Grace Kelly; project bogs down for lack of funding. (VPF)
- May 14, 1957 New York PSC approves 20% increase in intrastate fares for PRR, NYC. (NYT)
- May 14, 1957 PRSL Board authorizes relocating Millville Yard. (MB)
- May 15, 1957 ICC denies a rehearing on the NYC's application to abandon its West Shore ferries between Weehawken and New York City. (ICC)
- May 15, 1957 NYC formally dedicates Cleveland Technical Center, \$1 million research laboratory at Collinwood Shops under 35-year old James J. Wright; parts open since 1956; begins experimenting with radioactive isotopes (five staff are cleared by the Atomic Energy Commission), including plan for phosphorescent switch lamps using krypton 85; are also experimenting with gas turbine for locomotive use. (, Trains)
- May 15, 1957 Walt Whitman Bridge between South Philadelphia and Camden dedicated. (BltnAlmnc)
- May 15, 1957 Massachusetts Turnpike opens between Boston and New York state line near Albany.
- May 1957 PRR forced to pay 4.43% interest on \$5.5 million equipment trust certificates issued to buy 21 diesels and 320 freight cars; thereafter discontinues use of car trusts and instead forms subsidiaries to lease equipment directly from manufacturers.
- May 1957 With the end of most steam locomotive passenger service, Cincinnati Union Terminal puts its 32-stall roundhouse up for rent; at peak in Dec. 1943, it serviced 3,597 locomotives in one month. (Trains)
- May 16, 1957 Cleveland & Pittsburgh Railroad Board authorizes construction of yard east of Macedonia for Chrysler plant and additional yard facilities at Wheelock for Ford and Chrysler plants. (MB)
- May 17, 1957 Arthur Rubicoff makes a presentation to the Chicago Union Station Company Executive Committee for air rights between Madison & Van Buren Streets.

(MB)

- May 21, 1957 Delaware Railroad retires line between Oxford and Easton, Md. (BdFl)
- May 22, 1957 PRR Board approves stock options ranging from 30,000 shares to Pres. Symes, 20,000 to VP's Bevan, Carpi, Patchell and Newell, down to 1,000 shares; authorizes retirement of Youngwood machine shop, old UNJ office building at 100 South Clinton Street, Trenton, and turntable st Spruce Street, Columbus. (MB)
- May 22, 1957 Martin W. Clement resigns as director of the Pennsylvania Company; Otto N. Frenzel is elected in his place. (MB)
- May 22, 1957 Arthur W. Page (1883-1960), former VP of AT&T, makes report on improving rail transit between New York and New Jersey to Metropolitan Transit Commission; recommends creation of bi-state public agency called Metropolitan District of New York & New Jersey; \$55 million for rehabilitating New Jersey commuter railroads; \$345 million rapid transit loop using BMT line in New York City with tunnel from near Battery to CNJ terminal, then running east of Bergen Hill to Hoboken, then west and parallel to NYS&W and tunneling the Hudson near 59th Street with transfers from all railroads approaching from New Jersey except PRR; \$10 million to modernize H&M, which is otherwise left out and encircled by proposed loop; operating deficits to be made up by taxes in proportion to valuation of taxable property in service region; plan is opposed by Hudson & Manhattan and bus interests. (Rept)
- May 26?, 1957 LIRR begins a popular program of one-day "Getaway Tours" of Long Island; provides New York City residents with inexpensive outings to a variety of tourist attractions in Nassau and Suffolk Counties using a combination of dedicated cars on regular LIRR trains and chartered buses. (MTA 2007 - verify in NYT)
- May 27, 1957 PRR announces it will furlough about 800 more workers. (NYT)
- May 28, 1957 Bulk ore carrier *Cosmic* docks at PRR's ore pier in South Philadelphia and unloads 44,136 tons of iron ore from Quebec; within 3:30, the first of seven trains totaling 710 cars is moving west to Steubenville; all the ore is delivered by May 30. (Trains)
- May 28, 1957 PB&W Board authorizes remoting the block station and signals at Marion, Ind., from "KENT"; authorizes terminating the lease of the Terre Haute & Peoria Railroad. (MB)
- May 31, 1957 ICC approves PRR and Santa Fe bid for joint control of Toledo, Peoria & Western Railroad; denies the rival applications of the Chicago, Rock Island & Pacific Railroad and the Minneapolis & St. Louis Railway for an interest. (ICC)
- June 1, 1957 W.G. Salmonson appointed Manager, Operating Rules, replacing E.E. Ernest, given leave pending retirement on June 30. (MB)
- June 3, 1957 U.S. Supreme Court refuses Randolph Phillips's plea that it review Alleghany Corporation decision. (NYT)

- June 3, 1957 U.S. Supreme Court rules that Du Pont's 23% share in General Motors Corporation violates the antitrust laws and orders divestiture. (DuPont)
- June 5, 1957 PRR announces it will install CTC between Rockville and Buffalo.
- June 8, 1957 K4s No. 1361 dedicated as memorial on Horseshoe Curve. (Pennsy)
- June 11, 1957 ICC publishes decision permitting Santa Fe and Pennsylvania Company to acquire joint control of the Toledo, Peoria & Western Railroad; each road is to name two directors, with six prominent citizens not identified with either company; consummation is delayed nearly two years by a suit brought by the Minneapolis & St. Louis Railway, whose bid had been rejected. (Moody's)
- June 13, 1957 PRSL Executive Committee authorizes retiring water stations at Swedesboro and Glassboro. (MB)
- June 14, 1957 Special court continues June 1955 injunction against Allegheny Corporation preferred stock issue until Sep. 3, 1957, pending rehearing. (NYT, Moody's)
- June 14, 1957 *ACL Weekend Champion* No. 8 begins running between Miami and New York on weekends through Aug. 31. (Guide)
- June 15, 1957 *ACL Advance East Coast Champion* No. 7 begins running between New York and Miami on weekends through Sep. 1. (Guide)
- June 1957 Railroad equipment trust market falls off as railroads cannot meet rising interest rates; PRR suggests a federal agency to rent rolling stock to railroads.
- June? 1957 LIRR assigns its open-platform business car *Jamaica* to the *Cannon Ball*. (MrkrLmp)
- June 21, 1957 PRR reduces par value of shares from \$50 (since 1846) to \$10. (MB)
- June 23, 1957 Port of New York Authority and NYC start drive to equalize rates at all Eastern ports, ending differentials established in 1870s citing competition from St. Lawrence Seaway.
- June 25, 1957 PRR Board approves acquisition of 200 diesels to permit retiring last steam locomotives. (MB)
- June 26, 1957 ICC approves the Erie Railroad's application to discontinue its ferry service between Pavonia Avenue, Jersey City, and Chambers Street. (ICC)
- June 28, 1957 LIRR resumes parlor car service to East End resorts with two cars; by 1967, LIRR acquires 37 heavyweight parlor cars, most from PRR. (Trains - some sources say 1955)
- June 29, 1957 *Pennsy AeroTrain* makes last run between Philadelphia and Pittsburgh; unit GM No. 1000 delivered to UP, which already has the other train; both "Aerotrains" sold to Rock Island for commuter train service in October 1958. (VPO)
- June 29, 1957 Last run of revenue passenger service on *Mail & Express* Nos. 11-12,

- Columbus to Richmond; last passenger service via Piqua. (tt)
- June, 30, 1957 PRR discontinues passenger stop at Mifflin, Pa. (A-sheet)
- Summer 1957 LIRR now operates 4 to 5 parlor cars on No. 443 from Jamaica to Montauk up from 2 in 1956; also runs parlors on two other trains to Montauk and Greenport on Fridays and Mondays. (NYT)
- July 1, 1957 H.D. Kruggel appointed General Manager & Traffic Manager of PRSL, replacing W.H. Mapp. (MB)
- July 2, 1957 PRSL Executive Committee authorizes retiring water station at Penns Grove. (MB)
- July 1957 *Congressional* Coffee Shop Tavern cars placed on certain rush-hour New York-Philadelphia trains; withdrawn from *Afternoon Congressional* (by July 6). (A-sheet)
- July 9, 1957 PRR handles biggest peacetime special movement for 4th National Boy Scout Jamboree at Valley Forge; requires 18 months planning; 50 special trains and extra cars on regular trains; trains arrive at Norristown July 9-11 with scouts ferried to Valley Forge Park by bus; those traveling in less than full trainloads change at Paoli; operation coordinated by Elmer F. Schrupf, Assistant Manager of Special Movements. (Pennsy)
- July 11, 1957 Alleghany Corporation deposits all its voting Missouri Pacific Railroad stock received in reorganization to trustees, as per ICC order of May 14, 1957. (Moody's)
- July 12, 1957 Fourth National Boy Scout Jamboree opens at Valley Forge Park; 53,000 scouts from all over country attend; marks 50th anniversary of scouting and 100th birthday of Boy Scout founder Lord Baden-Powell; during Jamboree, PRR runs daily excursions into Philadelphia from a temporary station at Betzwood; MU trains are towed to and from electrified zone by diesel switchers; Reading runs a 15-car push-pull train with a GP-7 on each end between Valley Forge and Philadelphia. (NYT, Pennsy, Trains)
- July 14, 1957 LIRR announces it will install 24 high-capacity fans in Penn Station to cope with heat. (NYT)
- July 17, 1957 New Haven and NYC test EMD FL-9 demonstrator at North White Plains; New Haven announces it will order two for further testing with intention to take another 58. (NYT)
- July 17, 1957 NYC Pres. Perlman scuttles "Travel Tailored Schedules" and converts most remaining passenger trains to long, slow trains with many head end cars, thus driving away passengers and making them easier to discontinue; New York PUC refuses permission to change "Empire Service" between New York and Buffalo, which retains the short-train concept. (Doughty, Guide)
- July 19, 1957 Boy Scout Jamboree at Valley Forge closes; scouts moved out in special trains over next three days, including 1,700 who travel to Quebec en route to International Boy Scout Jubilee in England. (NYT, Pennsy)

- July 22, 1957 Teamsters Union ends strike against Railway Express Agency with 29-cent increase spread over 16 months; cost PRR \$1.8 million. (MB, BlltnAlmnc)
- July 24, 1957 Pres. Symes, in testimony to House committee, calls for new federal agency with \$2.5 billion capital to buy equipment for lease to railroads to cope with equipment shortages and high interest. (NYT)
- July 25, 1957 New Jersey PUC orders PRR to reinstate 8 trains between New York and Washington and New York and Pittsburgh cut on June 30.
- July 1957 New Haven removes two of its lightweight trains from service; one set remains to cover the *Mayflower/Murray Hill* and *Bostonian/New Yorker*. (Guide)
- July 1957 In Aug. 1957 issue of *Architectural Forum*, Lester C. Tichy describes the modernized ticket counter at Penn Station and also his plan for developing air rights; "Every function of the station, except the glory, occurs below street level." (ArchForum)
- Summer 1957 PRR experiments with ribbon-welded rail but delays adoption on large scale.
- Aug. 4, 1957 Westbound side of enlarged Conway Yard begins classifying mixed freight trains from the East; more westbound trains routed for classification at Conway, and majority of 104 preference freights rescheduled; restructuring of westbound freight schedules and full use of yard is not completed until Apr. 1958. (MB, PennsyWest)
- Aug. 4, 1957 NYC annuls *The Commodore Vanderbilt* because of fall-off in Pullman travel; coaches placed on *Twentieth Century Limited* and it loses extra-fare status and barber shop; *Broadway Limited* gains 13,000 patrons or a 14% increase; PRR launches new marketing campaign. (tt, Doughty, Sanders)
- Aug. 6, 1957 ICC approves a 14% rate increase for Eastern railroads in *Ex Parte 206*, effective Aug. 26; includes the 7% emergency increase granted in 1956. (AR)
- Aug. 6, 1957 U.S. District Court grants an injunction against discontinuing the NYC West Shore ferries on a suit brought by the N.J. PUC. (StmbtBll)
- Aug. 13, 1957 ICC approves the abandonment of the NYC West Shore ferries. (StmbtBll)
- Aug. 14, 1957 ICC denies a rehearing on the abandonment of the Erie Railroad's Jersey City-Chambers Street ferry. (ICC)
- Aug. 1957 Three-year boom of mid-1950s ends; first major post-World War II recession begins, lasting eight months; industrial production falls 13% by Apr. 1958; causes drastic drop in freight earnings; railroad net income down 17%; unemployment nears 8% in early 1958; decline for Northeastern railroads continues into 1961. (worst in last quarter of 1957 and first half of 1958); downturn catches all Eastern railroads operating on thin profit margins made possible only by 12 years of deferred maintenance; Eastern railroads are fatally squeezed between the recession in business and continuing inflation, and most are brought to the edge of bankruptcy by the early 1960s, when the business cycle again enters an upswing; after 1957, deferred maintenance becomes ever more pronounced on most Northeastern railroads, including

simplified and eventually fading paint schemes, weeds on the right of way, deteriorating track and buildings, etc. (NBER, AR)

- Aug. 1957 Class IIs 2-10-0 No. 4483 retired to historical collection. (Edson)
- Aug. 1957 NYC Pres. Perlman announces that NYC and New York Central Transport Company have placed orders for \$8 million in Flexi-Van equipment, including 150 special flat cars ordered from Strick, 900 containers and 150 special truck bodies. (Guide)
- Aug. 1957 NYC abandons Boston suburban passenger service between Riverside and Newton Lower Falls. (Humphrey)
- Aug. 17, 1957 NYC's lightweight *Ohio Explorer* "Train X" makes last run between Cleveland and Cincinnati. (Doughty, Guide)
- Aug. 22, 1957 New Haven places first two FL-9's in service between Grand Central and Springfield; has accepted two others and announces will receive a total of 30 by end of 1957 and another 30 in 1958; will permit scrapping 360 older locomotives. (NYT)
- Aug. 26, 1957 ICC authorizes a 5-7% increase in freight rates. (AR)
- Aug. 28, 1957 PRR announces installation of "Quantometer" at Altoona Test Lab; detects minute quantities of metal in lubricating oil and records results automatically. (Mutual)
- Aug. 30, 1957 Hudson & Manhattan Railroad Trustee Herman T. Stichman files first reorganization plan.
- Aug. 31, 1957 Atlantic Coast Line Railroad *Weekend Champion* makes last trip between Miami and New York. (Guide)
- Sep. 1, 1957 Atlantic Coast Line Railroad *Advance East Coast Champion* makes last trip between New York and Miami. (Guide)
- Sep. 2, 1957 Last trip of weekend-only Washington-Hyannis sleeper on *Night Cape Codder*. (Guide)
- Sep. 3, 1957 NYC restores *The Commodore Vanderbilt* and *Twentieth Century Limited* reverts to all-Pullman, extra-fare status.
- Sep. 7, 1957 *The Morning Steeler* makes last run between Pittsburgh and Cleveland via Salem. (tt)
- Sep. 7, 1957 Last trip of No. 090, Chicago-Louisville train operated on days *The South Wind* does not operate; No. 093 cut to Louisville-Indianapolis effective Sep. 8. (Guide, tt)
- Sep. 7, 1957 Harry B. Higgins (1882-), Chairman of Pittsburgh Plate Glass Company, retires as PRR director. (MB)
- Sep. 15, 1957 Last run of through sleeper to Ellsworth, Maine, on *The Bar Harbor Express*; service cut back to Bangor in 1958. (tt)

- Sep. 15, 1957 Union Pacific Railroad replaces "Aerotrain" on *City of Las Vegas* with conventional lightweight equipment. (Trains)
- Sep.? 1957 LIRR Pres. Thomas Goodfellow offers his predictions for 2007 for a time capsule to be buried at the New York State Fair; says LIRR will be the safest, most comfortable way in and out of New York City but commuters will still complain; predicts the survival of the cry "change at Jamaica." (Trains)
- Sep. 1957? NYC completes CTC on Boston & Albany Railroad; reduced to single track except in commuter zone between Boston and Framingham. (Trains)
- Sep. 16, 1957 Hudson & Manhattan Railroad announces final agreement with non-operating employees calling for 24 cent increase over three years.
- Sep. 18, 1957 NYC pays its third quarter dividend in common stock of Reading Company at equivalent of \$1.31 per share to conserve cash; NYC stockholders receive one share of Reading for each 25 of NYC; liquidates NYC's Reading holdings (all?) that date back to the 1900 "Community of Interest". (Rdg)
- Sep. 19, 1957 NYC VP Passenger Sales & Services E.C. Nickerson announces that extra fare on *Twentieth Century Limited* is raised from \$5.00 to \$7.50. (Guide)
- Sep. 20, 1957 Two Fairbanks, Morse & Co. "Speed Merchant" 1,200 HP locomotives for New Haven's Talgo train make their first road tests on the Milwaukee Road main line near Beloit, Wisc.; are later sent under their own power to the AC&F Berwick Plant to pick up cars. (Trains)
- Sep. 21, 1957 Hudson & Manhattan Railroad raises fares by 5 cents; first since 1952. (NYT)
- Sep. 21, 1957 New Jersey PUC denies PRR application to discontinue the eastbound *Broker* between Bay Head Jct. and Jersey City. (NYT)
- Sep. 1957 James M. Symes visits Robert R. Young at Waldorf-Astoria Hotel in New York and outlines proposal to merge PRR and NYC. (late Sep.)
- Sep. 27, 1957 Federal Court sets aside 1955 injunction against Alleghany Corporation stock issue but holds ICC must first rule on legality of Alleghany's control of NYC. (NYT)
- Sep. 30, 1957 PRR's earnings for the first three quarters of 1957 are \$19,581,000, down from \$31,291,000 in the same period of 1956; NYC's earnings have fallen from \$28,172,000 to only \$8,700,000. (Borkin)
- Sep. 30, 1957 VP-Washington Frank J. McCarthy (1905-1957) dies. (MB)
- Oct. 3, 1957 Baltimore & Eastern Railroad agrees with County Commissioners of Queen Anne's County to transfer to them the westernmost 7 bents of the abandoned railroad bridge to Kent Island. (MB)
- Oct. 4, 1957 Soviet Union launches Sputnik, first artificial earth satellite, beating the U.S. in the first phase of the "Space Race."

- Oct. 8, 1957 Patrick McGinnis, speaking to Railway Systems & Procedures Association, urges that all railroads in Official Territory be consolidated into two systems. (NYT)
- Oct. 9, 1957 PRR announces further layoffs of 4,000.
- Oct. 10, 1957 Judge Thomas J. Clary of U.S. District Court awards Pennsylvania Motor Truck Association \$852,000 damages in suit against railroads' anti-truck campaign; 20% from Carl Byoir & Associates and 80% from railroads; dismisses railroads' counter-suit; award appealed by railroads.
- Oct. 14, 1957 Peoria & Eastern Railroad ends passenger service between Indianapolis and Pekin, Ill. (Trains - LT Sat. 10/12??)
- Oct. 19, 1957 TWU Pres. Mike Quill again threatens strike against PRR, charging 2,800 laid off without proper notification. (NYT)
- Oct. 20, 1957 PRR operates "Farewell to Steam" excursion with K4s No. 612 from New York to Sea Girt via NY&LB and returning via Freehold and Jamesburg. (Gallo)
- Oct. 20, 1957 Last PRR steam excursion operates from Baltimore to Northumberland, Pa. behind L1 No. 520; excursionists view PRR Historical Collection of steam locomotives and cars.
- Oct. 23, 1957 Stock market rebounds; industrials up 17.34; rails up 5.91. (Wyckoff)
- Oct. 25, 1957 *Indianapolis Limited* makes last run between New York and Indianapolis (combined with *Cincinnati Limited* east of Pittsburgh). (tt)
- Oct. 25, 1957 Last runs of PRR transcontinental sleepers via Overland Route (New York-Los Angeles via *Broadway* and *City of Los Angeles* and New York-San Francisco via *Broadway* and *City of San Francisco*). (A-sheet)
- Oct. 26, 1957 Last runs of PRR transcontinental sleepers via Santa Fe (New York-Los Angeles via *Broadway* and *Super Chief*), CB&Q-Western Pacific (New York-San Francisco via *Broadway/General* and *California Zephyr*) routes; poor ridership because of long layovers and necessary switching between terminals; NYC also discontinues through San Francisco sleeper via *Commodore Vanderbilt* and *California Zephyr* and via Overland Route; ends all through PRR cars via Chicago gateway, leaving NYC and B&O cars to Los Angeles. (Guide, tt, A-sheet)
- Oct. 26, 1957 Last run of Budd observation-tavern lounge car on *The South Wind*. (tt)
- Oct. 26, 1957 Last runs of NYC's westbound *Pacemaker* (New York-Chicago) and eastbound *Forest City* (Chicago to Cleveland). (tt)
- Oct. 26, 1957 Last run of B&O through sleeper between Washington and Dallas via Frisco-MKT *Texas Special*. (Thomas, tt - Sanders says because Frisco disc. its leg of Spc. StL-Vinita, OK)
- Oct. 26, 1957 NYC's *Cincinnati Mercury* make last run between Cleveland and Cincinnati. (Doughty)

- Oct. 27, 1957 New timetable cuts PRR passenger train-miles by 5%; down 50.2% since 1946. (MB, VPO)
- Oct. 27, 1957 *Liberty Limited* discontinued as B&O engrosses about 75% of Washington-Chicago traffic; through Washington-Chicago cars added to *The General*; *Indianapolis Limited* discontinued; No. 11-12 operating between Columbus and Richmond, Ind., discontinued.
- Oct. 27, 1957 PRR discontinues passenger station at Ivy Rock, Pa., on Schuylkill Branch. (A-sheet)
- Oct. 27, 1957 New York-Los Angeles sleeping car via Overland Route begins running daily on NYC after PRR service abandoned; runs on *Commodore Vanderbilt* and *City of Los Angeles*. (Guide)
- Oct. 27, 1957 NYC places *Xplorer* lightweight train in Chicago-Elkhart commuter service; car converted to lounge soon after beginning service is reconverted to coach. (Guide)
- Oct. 27, 1957 NYC discontinues *The Pacemaker* westbound and places coaches on *Commodore Vanderbilt*; combines eastbound *Pacemaker* with *The Fifth Avenue Special* west of Buffalo; sleepers added to consist. (Guide)
- Oct. 27, 1957 Union Pacific replaces "Aerotrain" with conventional equipment on *City of Las Vegas*; last run of "Aerotrain" in main line service; was too small and had inadequate food service facilities.
- Oct. 28, 1957 Pres. Symes and Reading Pres. Joseph A. Fisher dedicate "Penn-Reading Lines" model railroad at Franklin Institute. (RDG)
- Late 1957 Because of the recession, NYC has fallen from 49½ at its latest peak in 1955 to 13½, creating a large paper loss for Alleghany Corporation and Allan P. Kirby. (Borkin)
- Nov. 1, 1957 A.E. Perlman and J.M. Symes announce that PRR and NYC are studying merger to cut their deficits; combined assets \$5.6 billion; news draws negative reaction from liberals in Washington and local governments. (NYT)
- Nov. 1, 1957 Non-operating employees and firemen receive a 7-cent increase; engineers, conductors and trainmen 12 cents. (Rdg AR)
- Nov. 1, 1957 Mackinac Straits Bridge opens; then longest suspension span in the world; state vehicular ferry discontinued. (Barnett)
- Nov. 4, 1957 Last run of PRR steam locomotives, K4s No. 612 and No. 830, on NY&LB, one of the last strongholds of PRR steam; they are displaced by the 17th diesel unit; No. 612 then deadheaded from South Amboy to Camden. (Gallo, Mutual)
- Nov. 6, 1957 Full tavern-lounge observation car on *The General* replaced by bar-coach-observation car. (A-sheet)
- Nov. 12, 1957 Last run of a PRR steam locomotive, K4s No. 5351, in revenue passenger service on local Pemberton-Camden commuter train; Engineer John P. Murphy's eulogy on PRR steam locomotives: "They were hot in summer and

cold in winter, back-breaking and dirty, but on winter mornings as cheerful as a fireplace. And they had individuality.” (Coxey, Trains)

- Nov. 13, 1957 New York PSC approves LIRR's Jan. 1957 5.4% fare increase as consistent with rehabilitation needs. (NYT)
- Nov. 14, 1957 PRSL Executive Committee authorizes retiring the engine yard facilities at Cape May; wye at Ocean City. (MB)
- Nov. 1957 Lehigh Valley Railroad suspends dividend payments because of the recession.(AR)
- Nov. 19, 1957 Observation parlor bar lounge cars on *The Senator* cut to operate New York-Washington only. (A-sheet)
- Nov. 19, 1957 TWU Pres. Mike Quill denounces Penn Central merger plan. (NYT)
- Nov. 20, 1957 Pennsylvania Company Board authorizes the purchase of 6 MU cars to be leased to the PRR; rescinded on June 25, 1958. (MB)
- Nov. 20, 1957 Chicago-Sarasota sleeping car transferred from *The Southland* to *The South Wind*. (Sanders)
- Nov. 23, 1957 Last run of NYC passenger service between Rochester, Lockport and Niagara Falls. (Guide)
- Nov. 25, 1957 Last run of a PRR steam locomotive, I1sa No. 4271, in revenue freight (50-car coal drag) service from Cresson to Juniata; last regular steam operation over Horseshoe Curve. (Keystone - Reutter has 11/27)
- Nov. 25, 1957 Three PRR dining car stewards protest to National Railway Labor Adjustment Board that PRR is systematically replacing white stewards with blacks; PRR says is due to replacement of full diners with diner-lounge cars; under union agreement, cars with fewer than 30 seats are to have a "waiter-in-charge" instead of a steward, and high seniority waiters are mostly black. (NYT)
- Nov. 26, 1957 J.M. Symes and Alfred E. Perlman announce that they have begun merger studies through a joint committee of experts from both companies; PRR announces that John D. Morris will direct its merger planning; NYC refuses to release names of any of its committee members to press; Park M. Roeper (1904-1993) named General Manager of Transportation, replacing Morris.
- Nov. 26, 1957 Last-minute injunction blocks TWU Thanksgiving Day work stoppage at Sunnyside Yard. (NYT)
- Nov. 27, 1957 Chicago-Jacksonville sleeping car added to *The South Wind*. (Sanders)
- Nov. 28, 1957 Last PRSL steam locomotive stored. (VPO)
- Nov. 1957 Penn Central merger negotiations estimate an annual saving of \$100 million, but committee fails to agree on exchange ratio of stocks of two companies.
- Nov. 1957 Last PRR steam locomotives retired. (?); last Class K4s's retired with No. 1737 preserved in historical collection. (other classes still on property include

H9s, H10s, I1s, L1s, M1, M1a).

- Nov. 29, 1957 New Barracini, Inc., candy store opens in the "Penn Station Shopping Center," carved out of the former Mens' and Women's Waiting Rooms on either side of the new ticket counter; the stores have modern glass fronts and neon signs, further mutilating the station. (Mutual)
- Nov. 29, 1957 PRR and NYC close joint city ticket office at 3 West 47th Street, New York City; NYC consolidates its ticket offices at Grand Central.
- Nov. 29, 1957 Last run of PRR/L&N *Southland* between Chicago and the west coast of Florida and Chicago-Florida sleepers discontinued; PRR portion between Chicago and Louisville becomes *The Buckeye* effective Dec. 1.; Chicago- St. Petersburg and Chicago-Sarasota sleeping cars shifted to *The South Wind*. (tt, Guide)
- Nov. 29, 1957 Last run of *Dixieland* between Chicago and Miami via C&E/L&N/ACL route; last through Florida service on this route. (Guide, Key)
- Nov. 29, 1957 Baltimore Harbor Tunnel and connecting highways open, permitting north-south traffic to avoid city streets and radically shortening through auto, bus and truck travel times; eastern portal is near the PRR's Canton freight terminals; first customers include people traveling to the Nov. 30 Army-Navy Game in Philadelphia. (NYT, RdBldgMd)
- Nov. 1957 PRR posts \$1 million deficit for month, first since Mar. 1954.
- Nov. 30, 1957 Chicago-St. Petersburg sleeping car, Chicago-Sarasota coach and Chicago-St. Petersburg coaches added to *The South Wind*. (Sanders)
- Dec. 1, 1957 *Southland* stops running via Perry Cutoff and rerouted to terminate in Jacksonville; all but one west coast sleeper discontinued; combined with *Dixie Flyer* south of Atlanta. (Key)
- Dec. 1, 1957 Assistant VP-Chief Mechanical Officer Howell T. Cover given leave pending retirement on May 31, 1958; Lester E. Gingerich appointed Chief Mechanical Officer; H.H. Haupt appointed Assistant Chief Mechanical Officer; John D. Morris appointed General Manager, Transportation-Special Duty; Park M. Roeper appointed General Manager, Transportation. (MB)
- Dec. 2, 1957 PRR opens new midtown New York ticket office in International Building on 5th Avenue near 50th Street.
- Dec. 2, 1957 Famous Fashion Shops, Ltd., opens a women's wear store in the "Penn Station Shopping Center." (Mutual)
- Dec. 3, 1957 New York PSC begins investigation of LIRR management; consultants endorse continuing control by PRR. (NYT)
- Dec. 3, 1957 Mingo Valley Railroad (unbuilt) sold to Montour Railroad. (Compt)
- Dec. 5, 1957 New York PUC authorized NYC to drop two passenger trains between Lake Clear Jct. and Malone, N.Y. (NYT)
- Dec. 7, 1957 Boston & Albany Railroad announces sale of Highland Branch to

- Metropolitan Transit Authority for \$10.6 million; becomes Green Line extension of subway-surface lines, relieving B&A of commuter service.
- Dec. 7, 1957 Two PRR trains collide entering Penn Station; four hurt. (NYT)
- Dec. 9, 1957 Motormen's Benevolent Association begins a partial strike against the New York subway system in jurisdictional dispute with Mike Quill's TWU; NYC and LIRR trains are crowded, and LIRR closes three local stations in Queens because of crowds; other craft unions join the strike on Dec. 10. (Headlights)
- Dec. 10, 1857 U.S. District Court orders the continued operation of the NYC's West Shore ferries and the Erie Railroad's Jersey City ferry. (StmbtBlI)
- Dec. 12, 1957 Last run of Detroit-Washington sleeper on *The Red Arrow*.
- Dec. 12, 1957 Last run of passenger service between Bradford and New Paris, Ohio. (tt)
- Dec. 12, 1957 *South Wind* begins running every other day year round, *City of Miami* follows. (tt)
- Dec. 14, 1957 New York State Thruway extension completed between Buffalo and Pennsylvania state line near Erie. (NYT)
- Dec. 1957 Robert R. Young sells 27,300 shares of NYC, reducing his holdings to 1,200 shares of common stock.
- Dec. 16, 1957 NYC files with Indiana Public Service Commission to abandon all passenger service west of Indianapolis, citing \$1.2 million loss in 1957; also files with Ohio to discontinue all service between Cincinnati and Toledo. (Guide, Sanders)
- Dec. 16, 1957 New York City subway strike ends. (Headlights)
- Dec. 18, 1957 Pennsylvania Motor Truck Association files appeal asking \$1.37 million in damages, or about twice that awarded by District Court.
- Dec. 19, 1957 First U.S. commercial nuclear power plant placed in service at Shippingport, Pa.
- Dec. 23, 1957 Railroads petition the ICC for further 3% rate increase in *Ex Parte 212*. (Rdg AR)
- Dec. 24, 1957 Brotherhood of Railroad Trainmen stages "sick-out" against LIRR on Christmas Eve over issue of extra holiday duty; evening rush stopped for two hours between 5:00 and 7:00 PM. (NYT)
- Dec. 28, 1957 Last run of Saturday parlor cars between New York and Atlantic City. (tt)
- Dec. 30, 1957 Press discovers that PRR has leased 175 new locomotives from EMD and 50 from ALCO instead of purchasing through equipment trusts; PRR refuses to disclose further information. (NYT)
- Dec. 31, 1957 Belvidere Delaware Railroad, Rocky Hill Railroad & Transportation Company, and Perth Amboy & Woodbridge Railroad merged into United New Jersey Railroad & Canal Company under agreement of May 7, 1957.

(MB)

- Dec. 31, 1957 County Transportation Company, a New Haven subsidiary, ceases last bus operation in Port Chester area. (AR)
- Dec. 31, 1957 N&W retires Class TE-1 *Jawn Henry*, experimental coal-burning steam-turbine locomotive. (Trains)
- Late 1957 Because of recession NYC falls to 13½, down from 49½ when Young administration first takes over in 1955.
- 1957 PRR begins use of car leasing in place of equipment trusts; under leasing plans, can treat payments as an operating expense, not a fixed charge, thus creating the illusion of lower company debt. (get names of companies, Greencar, etc.)
- 1957 Last Baldwin Centipedes placed in temporary storage; first PRR diesel class to be retired; last used as helpers on Allegheny Mountain; later returned to service for short-distance trains or helpers between Enola and Altoona and in the Philadelphia area before final retirement in 1962. (PRRTHS)
- 1957 Track abandoned between Snow Hill-Franklin City and Easton-Oxford in on Eastern Shore. (Hayman)
- 1957 LIRR applies "Dashing Dan" herald to all passenger cars. (Keystone)
- 1957 PRR begins single-tracking the old Northern Central Railway main line between York and New Freedom; most of the line between Baltimore and Lemoyne is single track by 1960. (Gunnarsson)
- 1957 Waynesburg & Washington Railroad retires Ford rail truck No. 1; franchise service performed by an enclosed Fairmont track car once a week until ca. 1970, after which a speeder makes the run once or twice a year. (Koehler)
- 1957 NYC Pres. Al Perlman begins replacement of NYC 4-track main line (2 high-speed passenger tracks; 2 low-speed freight tracks) with double-track with CTC for bi-directional running; first section completed between Buffalo and Cleveland.
- 1957 PRR historian George H. Kennedy (1874-1957) dies. (NAF)
- 1957 Number of airline passengers exceeds number of intercity rail passengers for first time.
- 1957 Number of Hudson & Manhattan Railroad passengers bottoms out at 30 million; down from 114 million in 1927. (Palmer)
- 1957 NYC installs CTC between Pana and Lenox, Ill., with reduction from two tracks to one. (Trains)
- 1957 New Haven takes delivery of first 30 FL-9's. (AR)
- 1957 New Haven begins single track with CTC between Maybrook and Poughkeepsie. (AR)

- 1957 Lehigh Valley Railroad goes into the red with a \$1,188,000 loss. (AR)
- 1957 CNJ completes a new eastbound hump yard at Allentown; it becomes a major facility under Conrail. (AR)
- 1957 B&O opens a new station at Pittsburgh, necessary because of the Penn-Lincoln Parkway taking the old Smithfield Street Station site. (Stover)
- 1957 South Side Planning Board submits plan to consolidate Chicago passenger terminals south of the Loop. (Young)
- 1957 Baldwin-Lima-Hamilton Corporation ends locomotive production at Eddystone after 125 years. (Cinders)
- 1957 Norwegian engineer Per Pande-Rolfsen invents the “Pandrol” rail clip to replace conventional spikes; first manufactured and installed in 1959. (Marshall)