

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

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All data subject to correction and change

- Jan. 1, 1958 Camden & Burlington County Railway; Cumberland Valley & Martinsburg Railroad; Freehold & Jamesburg Agricultural Railroad; New York, Philadelphia & Norfolk Railroad merged into Pennel Company; Belvidere Delaware Railroad; Perth Amboy & Woodbridge Railroad; and Rocky Hill Railroad & Transportation Company merged into United New Jersey Railroad & Canal Company. (Moody's)
- Jan. 1, 1958 PRR and NYC begin honoring each other's tickets between New York and major Midwestern cities. (Guide)
- Jan. 1, 1958 General coach fares on 11 Eastern railroads, including PRR, increased 5%; Cleveland commuter fares also increased. (Guide, AR)
- Jan. 1, 1958 Southern Railway diesels now operate on through passenger trains over the N&W between Lynchburg and Bristol in places of Class J 4-8-4's. (Trains)
- Jan. 2, 1958 New Haven drops 10 of 38 New York-Boston trains and 4 of 32 New York-Springfield trains; *The Senator* discontinued between Boston and New York; through coaches to Grand Central discontinued on *The Pilgrim*; other trains discontinued include *The Mayflower*, *The Commander*, *The Murray Hill*, *The Bostonian/New Yorker*; eastbound *Narragansett* merged with *The Owl*; *Advance Merchants Limited* discontinued except for eastbound on Fridays. (Guide)
- Jan. 2, 1958 New Haven retires last lightweight train as part of service cut and returns all New York-Boston service to conventional equipment. (Guide - see below)
- Jan. 2, 1958 First 129 miles of Connecticut Turnpike open; closely parallels the main line of the New Haven between New York and New London; Greyhound buses can now make the New York-Boston run in 5:40. (NYT, Trains)
- Jan. 2, 1958 N&W leases 30 PRR GP-9's pending delivery of its own. (Trains)
- Jan. 5, 1958 Metropolitan Rapid Transit Commission makes final report calling for permanent bi-state NY-NJ Metropolitan Transit District; endorses modified version of Page Plan of 1957, with rapid transit loop and new Hudson River tunnels at Battery and 59th Street.

- Jan. 8, 1958 Former Assistant VP & Chief Engineer Herman T. Frushour (1883?-1958) dies at Sarasota, Fla. (RyAge)
- Jan. 9, 1958 Motive Power Dept. orders the retention of 75 steam locomotives as reserve. (VPO)
- Jan. 10, 1958 Philadelphia & Cape Charles RPO cut to Philadelphia & Delmar RPO. (Kay)
- Jan. 11, 1958 *Del-Mar-Va Express* makes last run between Philadelphia and Cape Charles; RPO contract terminated and passenger service discontinued between Delmar and Cape Charles. (tt)
- Jan. 11, 1958 Last run of B&O-Santa Fe through sleeper between Washington and Los Angeles. (Stegmaier)
- Jan. 13, 1958 Senate Surface Transportation Subcommittee under Sen. George A. Smathers (1913-2007) of Florida begins investigation of "sick" railroad industry; Pres. Symes is first to testify, noting "we are deteriorating badly"; notes PRR's return on investment has fallen from 2.76% in 1956 to 1.8% in 1957, and working capital has fallen from nearly \$60 million in 1952 to nothing in 1957; calls for increased mail pay, end to parcel post competition with Railway Express Agency, removing passenger service and fares from state regulation, commuter subsidies, tax relief, rate reform, freedom for railroad companies to diversify, creation of Transportation Dept. in Cabinet, and a government company to buy rolling stock and lease it to railroads. (Pennsy, NYT)
- Jan. 13, 1958 U.S. Supreme Court rules that ICC must consider all intrastate passenger and freight revenues on a given segment, not just commuter revenue when ruling that commuter service is a burden on interstate commerce.
- Jan. 14, 1958 NYC Pres. Perlman testifies before Smathers Subcommittee; notes NYC has cancelled all improvement expenditures for 1958; names passenger deficit as greatest threat to railroads' solvency; NYC has lost over \$500,000,000 on passenger service over the last 8 years; asks that passenger service be deregulated so that it can be priced according to its true cost for a reasonable return on investment like other utilities. (NYT, Borkin, Wilmer)
- Jan. 14, 1958 New Haven FL-9 No. 2020 catches fire in the Park Avenue Tunnel, stranding 60,000 commuters in Grand Central Terminal; another FL-9 tested between Penn Station and Bay Head Jct. has also caught fire. (Trains)
- Jan. 14, 1958 East St. Louis Connecting Railway merged into Terminal Railroad Association of St. Louis. (Moody's)
- Jan. 16, 1958 Passenger Tariff Bureau and Redemption Bureau consolidated as Tariff & Redemption Bureau in Passenger Dept.; end cash refunds on tickets.
- Jan. 16, 1958 Conductors and brakemen postpone strike against NYC to protest layoffs from passenger service cuts. (NYT)
- Jan. 16, 1958 *Dominion Express* name dropped from combined *Dominion Express/Northern/Southern Express*. (tt)

- Jan. 17, 1958 *New York Times* reports that Robert R. Young sold 30,000 shares of Alleghany Corporation common in Dec. 1957, keeping only 17 shares; still owns 9,800 shares of prior preferred and 109,370 shares of 6% preferred. (NYT)
- Jan. 19, 1958 Last run of Sunday passenger service west of Media on West Chester Branch. (tt, CCHS)
- Jan. 20, 1958 NYC Board meeting in Palm Beach votes to pass first quarter dividend; first missed dividend of Young's administration; Young sits passive through the meeting. (AR, Trains, Borkin)
- Jan. 24, 1958 NYC conductors stage seven-hour wildcat strike between Albany and Buffalo. (NYT)
- Jan. 24, 1958 Glen Alden Corporation spins off its anthracite mining operations to the Bliss Coal Corporation, Loomis Coal Corporation, and Truesdale Coal Corporation, whose stock is distributed to Glen Alden stockholders as a stock dividend; marketing unit Blue Coal Corporation remains a Glen Alden subsidiary. (Moody's)
- Jan. 25, 1958 Robert R. Young (1897-1958), principal supporter of the Penn Central merger on the NYC side, commits suicide by shooting himself in the head with a double-barreled shotgun in the billiard room of his Palm Beach, Florida, mansion at age 60; NYC and Alleghany Corporation officials deny any connection to the financial status of either company. (NYT)
- Jan. 25, 1958 Last run of PRR through 14-4 sleepers New York-St. Louis-Dallas-El Paso via Missouri Pacific; replaced by 10-6 between New York-Fort Worth. (A-sheet)
- Jan. 25, 1958 Last run of local commuter service on main line between Paoli and Parkesburg. (tt)
- Jan. 27, 1958 NYC announces net earnings in 1957 of only \$8.4 million vs. \$39.1 million in 1956; total debt rose by \$24.5 million in 1957. (NYT)
- Jan. 27, 1958 U.S. Supreme Court rules that ICC did not have to approve Alleghany Corporation's acquisition of NYC before approving the new issue of preferred stock; remands case to lower court to determine if preferred stock issue meets ICC requirements; the ruling would have unblocked Robert R. Young's shares. (Moody's, Borkin)
- Jan. 27, 1958 NYC petitions the ICC to increase fares on the West Shore and ferries by 400%. (StmbtBll)
- Jan. 28, 1958 American Contract & Trust Company Board approves the sale by Harborside Warehouse Company, Inc., of its property, including Piers D & F; approves the merger of Buffalo Storage & Carting Company and Scott Brothers, Inc., into Pennsylvania Truck Lines, Inc. (MB)
- Jan. 28, 1958 Robert R. Young interred at Portsmouth, R.I. (NYT)
- Jan. 1958 PRR posts loss of \$2.5 million for month of January, vs. profit of \$500,000 in

- Jan. 1957.
- Jan. 30, 1958 Allan P. Kirby succeeds Robert R. Young as Chairman of Alleghany Corporation. (NYT)
- Jan. 31, 1958 C&O Pres. Walter J. Tuohy and B&O Pres. Howard Simpson discuss possible unification. (Bias)
- Jan. 31, 1958 U.S. launches its first satellite, Explorer I.
- Feb. 3, 1958 *Railway Age* reports that there are 1,377 steam locomotives in active use in the U.S. and 1,709 in Canada, with Mikados (2-8-2's) the most common type. (pennsywest)
- Feb. 4, 1958 Pennsylvania PUC blocks discontinuance of PRR trains between New York and Pittsburgh set for Feb. 16.
- Feb. 7, 1958 Former PRR VP Ethelbert Walton Smith (1885-1958) dies. (WwasW)
- Feb. 11, 1958 ICC provisionally approves average 2% rise in freight rates, effective Feb. 15. (AR)
- Feb. 13, 1958 Pennsylvania Superior Court overturns PUC order against PRR discontinuing 14 trains.
- Feb. 15, 1958 Heavy snowstorms hit eastern PRR Philadelphia and New York Regions; 13 inches at Philadelphia highest since 1935; fine snow crystals infiltrate the French linen filters on the air intakes on electric locomotives, then melt, grounding out traction motors; GG1's disabled for first time; probably the worst passenger failure in PRR history; PRR runs only 22 of 74 trains between New York and Philadelphia; by Feb. 17 all freight and most passenger trains suspended; by morning of Feb. 18 only 5 of 139 electric locomotives working; sleeping cars from New York to Washington, Cleveland, Erie and Buffalo and Bowie race track specials annulled; many long-haul trains terminate in Philadelphia; ; PRR refuses to accept Boston trains from the New Haven at Penn Station; borrows diesels from its southern connections and uses GG1's only between Penn Station and "HUDSON"; Lehigh Valley Railroads buses its passengers between New York and Newark; this and following storms in Feb. and Mar. 1958 cost PRR \$10 million; contribute to \$8.8 million deficit for Feb. 1958; worst month's performance since Feb. 1951. (PR, MB, Trains)
- Feb. 15, 1958 Abandoned station at Deal, N.J., on the NY&LB destroyed by fire. (Gallo/Rosenbaum)
- Feb. 15, 1958 Short-distance Pullman room rates increased by 16%.
- Feb. 16, 1958 *The Red Arrow* combined with *The Cincinnati Limited* east of Pittsburgh; *The Admiral* westbound discontinued between Philadelphia and Pittsburgh; *The General* connection discontinued between Washington and Baltimore; *The Senator* discontinued between New York and Washington; *The William Penn* discontinued Philadelphia to New York only; *The Quaker* discontinued New York to Philadelphia only; *Baltimore/Buffalo Day Express* discontinued between Washington and Baltimore. (tt)

- Feb. 16, 1958 NYC combines westbound *Chicago Mercury* with *The Wolverine*. (Sanders)
- Feb. 16, 1958 NYC combines the *DeWitt Clinton* with the *Empire State Express*, adding stops and eliminating reserved seats and hostess service. (Trains)
- Feb. 17, 1958 NYC VP Bayliss urges ICC end differentials between Atlantic ports. (NYT)
- Feb. 18, 1958 PRSL RDC's M-404 and M-412, along with the carbarn and pier, destroyed by fire at Camden. (MB)
- Feb. 24, 1958 Normal electric service resumes; air intakes of 30 GG1's redesigned as large boxy grilles under the pantographs in the early 1960s, marring the classic Raymond Loewy lines; J.B. Dorrance later testifies to NJ PUC that PRR has solved snow problem on GG1's, when it in fact has not. (VPR - is this when larger intakes were installed or later? - ClsscTrains)
- Feb. 26, 1958 *The Senator* discontinued between New York and Boston and 1952 Budd equipment placed on *The Patriot*. (A-sheet)
- Mar. 1, 1958 General reorganization; Accounting, Insurance and Employee Benefits Depts. merged into Financial Dept. as Divisions; Tax Division created consolidating all tax activities in Financial Dept. and giving David Bevan control of all aspects of finances; stockholder relations transferred from Secretary's office to Financial Dept.; post of Vice President-Operations restored; Research & Development Dept. renamed Dept. of Special Services, responsible for planning Penn Central merger and securing state and federal aid for passenger service in Northeast Corridor; Safety Dept. moved from Personnel to Operating Dept; Passenger Sales & Services and Freight Sales & Services recombined as Sales (Traffic) Dept. under Fred Carpi, VP-Sales; J. Benton Jones, formerly VP-Passenger Sales & Service, appointed VP-Purchases & Real Estate, replacing Warren R. Elsey, named VP pending retirement. (MB)
- Mar. 1, 1958 Gen. John J. Clutz, formerly in R&D Dept., named Director of Research in Operating Dept. (MB)
- Mar. 2, 1958 B&O introduces Budd "Slumbercoach" service on *Columbian*, Baltimore to Chicago. (B&O Mag)
- Mar. 6, 1958 NYC dedicates Robert R. Young Yard at Elkhart, Ind.; second of Perlman's large computerized yards; "Old Road" between Jackson, Mich., and Elkhart upgraded so Michigan Central trains can run to the new yard instead of using the MC main line to Chicago. (AR, Trains)
- Mar. 6, 1958 Unbuilt Mingo Valley Railroad Company dissolved. (Taber)
- Mar. 10, 1958 Randolph Phillips, a former associate of Robert R. Young, accepts nomination of Lewis D. and John J. Gilbert, small shareholder activists, to run for seat on PRR Board. (NYT)
- Mar. 1958 PRR reduces dividend to 25 cents per share because of recession.
- Mar. 1958 NYC passes first quarter dividend.

Mar. 1958 Menlo Park, N.J., station discontinued.

Mar. 19, 1958 Second heavy snow in eastern territory lasts three days; drops additional 11.4 inches on Philadelphia area; this time wet snow downs catenary and transmission lines; over 400,000 Philadelphia Electric Company customers lose power. (MB, BlttnAlmnc, Wainwright)

Mar. 21, 1958 Lehigh Valley Coal Company renamed Lehigh Valley Industries, Inc. (Moody's)

Mar. 24, 1958 Insurgent PRR stockholders, led by former Robert R. Young associate Randolph Phillips, notify SEC they will conduct a proxy fight to elect one director and block election of six management nominees to Board. (NYT)

Mar. 25, 1958 Randolph Phillips announces he has the support of Lewis D. and John J. Gilbert, who conduct campaigns among small investors for more representation on corporate boards and restrictions on official perks. (NYT)

Mar. 25, 1958 PRR mails its proxy to stockholders.

Mar. 26, 1958 Pres. Symes presents merger analysis to PRR Board that predicts savings from Penn Central merger will reach \$100 million a year within several years. (MB)

Mar. 26, 1958 Pennsylvania Company Board authorizes the purchase of 30 MP-52 MU cars for joint rapid transit service with the Hudson & Manhattan Railroad, to be leased to the PRR. (MB)

Mar. 27, 1958 U.S. District Court vacates 1955 injunction blocking transfer of Allegheny Corporation 6% preferred for Series A 5½% preferred; permits distribution of final 400,000 shares. (Moody's)

Mar. 1958 PRR discontinues Sunday service between Wilmington and Delmar.

Mar. 1958 PRR closes city ticket office in Dixie Terminal Building, Cincinnati.

Mar. 31, 1958 Lawyer Stuart T. Saunders (1909-1987) named Pres. of Norfolk & Western Railway, replacing Robert H. Smith (1888-1960), retired; its first CEO from outside the Operating Dept. since 1881; Saunders moves to absorb the parallel Virginian Railway, which has superior eastbound grades and large coal reserves, even though it has been more closely allied to the NYC and C&O in the past. (Striplin)

Apr. 1, 1958 Last union ticket office in New York City, at 17 John Street in Financial District, closes; PRR switches to its offices in Hudson Terminal.

Apr. 1, 1958 Pullman seat rates increased by 10%.

Apr. 1, 1958 PRR posts first quarter loss of \$19.6 million on account of recession; officer salaries over \$10,000 cut by 10% through Nov. 1, 1958 to cut costs.

Apr. 1, 1958 NYC Board abolishes post of Chairman; passes second quarter dividend; denies it plans any cuts in executive salaries. (AR)

- Apr. 1, 1958 Pres. Eisenhower signs a bill to stimulate housing construction to fight the recession.
- Apr. 3, 1958 B&O completes dieselization.
- Apr. 9, 1958 Randolph Phillips sues in U.S. District Court to block PRR from voting its proxies at May 13 annual meeting on grounds its proxy statement quotes an SEC statement that Phillips's dispute with United Corporation in 1956 was unproductive and inspired by personal motives; Phillips objects because he had this ruling nullified by courts. (NYT)
- Apr. 10, 1958 PRR mails Phillips's proxies as required by SEC.
- Apr. 10, 1958 Demolition of PRR's Phillipsburg, N.J., roundhouse completed. (Lee)
- Apr. 14, 1958 NYC confirms that it has put its 1929 headquarters tower at 230 Park Avenue up for rent. (NYT)
- Apr. 1958 Pittsburgh Consolidation Coal Company changes its name to Consolidation Coal Company. (Consol - verify Moodys)
- Apr. 16, 1958 NYC begins Flexi-Van service; first train departs Weehawken at 9:05 PM for second morning arrival in Chicago; system uses special containers which can be transferred to special truck bodies without cranes or special ramps; trailers and trucks are owned and operated by subsidiary New York Central Transport Company; initial cost of equipment \$8 million; carries 31 loads in Apr.; traffic volume doubles each month through end of 1958. (NYT, Guide, Trains)
- Apr. ? 1958 Gov. Harriman signs a law returning regulation of LIRR fares to the PSC, reversing a provision of the 1954 redevelopment program. (Trains - check NYT)
- Apr. 1958 Recession bottoms out; two-year expansion begins. (NBER)
- Apr. 1958 Chicago Skyway opens from Indiana state line to Englewood, Chicago, running along PRR main line; completes limited access highway between New York and Chicago. (NYT)
- Apr. 18, 1958 ICC examiner issues a report favoring the reorganization plan for the Florida East Coast Railway proposed by Edward Ball, trustee of the Alfred I. du Pont Estate, and their St. Joe Paper Company; ends a 17-year struggle by the Atlantic Coast Line Railroad to merge the Florida East Coast. (Hoffman)
- Apr. 23, 1958 PRR Board passes second quarter dividend. (MB)
- Apr. 25, 1958 Last run of Louisville-Indianapolis local No. 093. (tt)
- Apr. 26, 1958 Last run of B&O "Royal Blue Line" passenger service between New York and Washington (6 round trips), including the namesake *Royal Blue* of 1937; B&O discontinues all passenger service north of Mount Royal Station, Baltimore; PRR picks up \$2 million annual revenue from former B&O Northeast Corridor passengers. (AR, Guide, Trains)

- Apr. 26, 1958 Last run of *Montrealer* and *Washingtonian* south of New York and *Middy Congressional* (southbound only).
- Apr. 26, 1958 Last run of PRSL passenger service between Wildwood and Cold Spring Harbor, N.J. (tt)
- Apr. 26, 1958 Last run of passenger trains between Hudson and Akron, Ohio; bus service substituted on Apr. 27. (tt)
- Apr. 26, 1958 Last run of through New York-Cincinnati-Louisville sleeper via L&N. (tt)
- Apr. 26, 1958 Last run of last NYC long-distance sleepers, New York-Los Angeles via Santa Fe and via Overland Route; leaves B&O's Washington-Fort Worth car as last such through line. (tt)
- Apr. 26, 1958 Last run of ACL *Florida Mail* No. 80-89 between Richmond and Florence. (Guide)
- Apr. 27, 1958 *The Duquesne* westbound and *The Juniata* eastbound extended from Philadelphia to New York; (tt)
- Apr. 27, 1958 NYC permanently combines the *Twentieth Century Limited* and *Commodore Vanderbilt* on 16:00 schedule; coaches added and extra-fare, valet, shower and barber shop dropped; *Broadway Limited* remains all first class: PRR aggressively promotes its special status and posts 14% gain in ridership in 1957-58; NYC is down to four round trips to Chicago, two via Detroit and two via Cleveland. (Guide, Doughty, Welsh, Trains)
- Apr. 27, 1958 NYC replaces *The Southwestern Limited* with *The Southwestern*, running only between Cleveland and St. Louis, combined with *Ohio State Limited* east of Cleveland; merges eastbound *Chicago Mercury* (Detroit-Chicago) into *The Wolverine*. (tt, TRRAHS, Sanders)
- Apr. 27, 1958 Lehigh Valley Railroad consolidates the *Asa Packer* with the *Black Diamond*. (Guide)
- Apr. 30, 1958 Smathers Subcommittee makes final report; recommends government-guaranteed loans to railroads up to \$700 million, to be used for operating expenses and fixed charges as well as capital improvements. (NYT)
- May 1, 1958 Railroad employees receive a 4-cent cost of living increase. (Rdg AR)
- May 1, 1958 NYC cuts all executive salaries by 10% of amount over \$15,000.
- May 1, 1958 P&LE opens new Gateway Yard at Struthers near Youngstown; third modern, electronic yard on NYC system.
- May 2, 1958 PRR mails a proxy solicitation letter signed by Pres. Symes deriding Randolph Phillips as inexperienced and unqualified and calling his possible election to Board a "tragedy".
- May 2, 1958 New Haven sells Berkshire Street Railway Company. (AR)
- May 5, 1958 New York State Realty & Terminal Company announces a plan for a 50-story

building, to be called "Grand Central City", over the rear portion of Grand Central Terminal; it will evolve into the Pan Am (now Met Life) Building. (CGCity, Condit)

- May 6, 1958 U.S. District Court refuses Phillips's request to block PRR management from voting its proxies at the annual meeting. (NYT)
- May 7, 1958 ICC refuses for second time to block PRR's Feb. 16 discontinuance of trains between New York and Pittsburgh. (PassDept)
- May 7, 1958 Real estate developer Erwin Wolfson announces he has hired Emery Roth & Sons as architects to design "Grand Central City" on the site of the baggage and office wing on the north side of Grand Central Terminal, preserving the head house; will include a 50-storey tower and three theaters. (NYT, Belle)
- May 13, 1958 PRR annual meeting begins; Randolph Phillips presents proxies for 23,000 shares; demands he be allowed to designate at least one of the three election judges; Lewis D. Gilbert nominates Phillips for director; also moves to amend stock option plan to require holding stock for at least three years before selling it and having award of stock spread over up to 10 years; cumulative voting in effect, under which each share gets as many votes as number of seats vacant but can cast all for a single candidate; mood of meeting is against Phillips, whose supporters are booed. (MB, NYT)
- May 15, 1958 Greyhound Corporation files formal application with the New York City Planning Commission for a new \$10 million bus terminal on its unused site opposite Penn Station, resuming a battle it lost in 1947; the new terminal is to be 4 storeys, with the bus station on the first two and garage and maintenance facilities above.. (NYT)
- May 1958 NYC asks a group of New York and Chicago banks for a \$50 million, two-year revolving line of credit, like the one VP David Bevan had secured for the PRR.
- May 1958 Federation for Railway Progress and its monthly magazine *Railway Progress*, founded by Robert R. Young in 1947 as an alternative to the AAR, is quietly dissolved. (Trains)
- May 18, 1958 Increase in Chicago commuter fares effective.
- May 18, 1958 Robert Moses criticizes the Greyhound bus terminal plan in a radio interview, in which he also calls the plan for a New York-New Jersey commuter rail transit district "unrealistic" and the 1957 plan for a bi-state transit loop "ridiculous"; five West Side civic groups also announce their opposition to the new Greyhound terminal. (NYT)
- May 20, 1958 Forty LIRR trains delayed in evening rush hour after cars uncouple at Penn Station. (NYT)
- May 21, 1958 Chicago banks decline to grant NYC \$50 million, two-year revolving line of credit; offer \$25 million; NYC then lowers its request to \$40 million. (NYT)
- May 24, 1958 Last run of *Blue Grass Special* (No. 91-92) between Logansport and Indianapolis; cut to operate Indianapolis-Louisville only, connecting with

James Whitcomb Riley for Chicago. (tt)

- May 27, 1958 New York City Planning Commission postpones any action on Greyhound Corporation's application for a new 34th Street bus terminal to replace the existing one opposite Penn Station. (NYT)
- May 28, 1958 Tally of PRR proxies shows Randolph Phillips 394,000 shares short of winning election to PRR Board, even with cumulative voting; election must be reviewed by U.S. District Court to be official; Phillips asks U.S. Circuit Court of Appeals for injunction to block certification pending his appeal. (NYT)
- May 29, 1958 Last run of NYC Putnam Division passenger service between Sedwick Avenue, Bronx, and Brewster; one train remains between Brewster and Lake Mahopac Crossing, where it switches to the New York & Harlem Railroad. (Gallo)
- May 29, 1958 Federal Court orders New Haven to continue Old Colony passenger service pending hearings; New Haven had announced abandonment effective June 1.
- May 31, 1958 Last run of all NYC passenger service between Boston and Riverside via Highland Branch; later becomes part of the Green Line of the local transit system. (Humphrey)
- June 1958 NYC and banks compromise on \$35 million line of credit.
- June 5, 1958 New Haven announces it has removed Talgo Train *Dan'l Webster* and "Train-X" *John Quincy Adams* from New York-Boston service; maintenance is expensive and had to maintain standby trains of standard equipment for heavy traffic; soon splits the modified RDC *Roger Williams* into two consists and assigns it to Boston area local service. (NYT)
- June 9, 1958 Increase in Philadelphia and Pittsburgh commuter fares of 15% takes effect. (AR, BlltnAlmnc)
- June 11, 1958 Portion of the Maryland & Pennsylvania Railroad in Maryland abandoned. (Hilton)
- June 12, 1958 New York City Board of Estimate restates its June 1947 ruling barring any new bus terminal east of 8th Avenue, rendering any action by the City Planning Commission moot and again torpedoing the Greyhound plan; Greyhound suggests it will take its case to the federal courts. (NYT)
- June 13, 1958 VP in Charge of Finance David Bevan notes 1958 is the worst year in PRR history; says the deficit will exceed the \$4 million loss of 1946.
- June 1958 New York Transit Authority extends service on its ex-LIRR Rockaway line from Beach 25th Street/Wavecrest to Mott Avenue in Far Rockaway. (Feinman)
- June 1958 Recession causes PRR business to fall off 21% below average of last 3 years in first 6 months of 1958; PRR loss increases to \$2 million. (AR)
- June 16, 1958 Pennsylvania Superior Court refuses PRR request to dismiss inquiry on three

- Philadelphia-Pittsburgh and 11 Northeast Corridor trains discontinued on Feb. 16. (PassDept)
- June 17, 1958 PRR places six MU versions of Budd Pioneer III cars on display. (Guide)
- June 18, 1958 NY PSC approves discontinuance of NYC West Shore passenger service between West Haverstraw and Albany and reduction to 9 Weehawken-West Haverstraw commuter round trips. (NYT)
- June 22, 1958 LIRR speeds up 32 trains on Oyster Bay and Hempstead Branches by 1 to 5 minutes. (NYT)
- June 23, 1958 First two of six MU versions of Budd Pioneer III tested between Philadelphia and Paoli; weigh 700 pounds per passenger; first PRR cars with 3-2 seating; the cars have many design flaws and are not repeated. (NYT, WatsonPapers)
- June 23, 1958 ICC awards 27% increase in mail pay retroactive to June 1956.
- June 27, 1958 PRR closes city ticket office at 1607 Walnut Street, Philadelphia.
- June 25, 1958 Pennsylvania Company Board rescinds the authorization to buy 6 MU cars; will buy only 2 cars with the other 4 assigned to Warren C. Fritz and Kenneth E. Gee, trustees. (MB)
- June 27, 1958 Last run of Chicago-Columbus sleeper on *The Buckeye*. (A-sheet)
- June 28, 1958 Last run of *Afternoon Steeler* between Pittsburgh and Cleveland. (tt)
- June 28, 1958 NYC discontinues all passenger service between West Haverstraw and Albany on West Shore (River Division). (Guide)
- June 28, 1958 Mackinac Straits Bridge opens linking the Upper and Lower Peninsulas of Michigan. (FactsStates)
- June 29, 1958 Chicago-Baltimore sleeper discontinued on *The Admiral* (westbound) and *The Pennsylvania Limited*. (or last 6/28?)
- June 30, 1958 VP Warren R. Elsey retires. (MB)
- June 30, 1958 PRR holds meetings with representatives of Curtiss-Wright Corporation and Budd; Curtiss-Wright proposes to enter high-speed rail passenger market with trains of three Pioneer III type cars modified to be driven by 10-foot aircraft propellers and aircraft engines at speeds up to 165 MPH; to operate New York-Washington non-stop in 2:17. (MB)
- Summer 1958 LIRR leases 12 parlor cars from PRR for East End service. (NYT)
- July 1, 1958 PRR temporarily closes electric and diesel shops at Altoona, idling 1,600 workers.
- July 1, 1958 NYC assumes operation of all Pullman cars on system. (Guide)
- July 1, 1958 New Haven begins operating own ticket selling and reservation system at Penn Station. (AR)

- July 1, 1958 New Haven discontinues all Old Colony passenger service running south from Boston; Pres. Alpert orders a temporary resumption pending a new state subsidy bill.
- July 2, 1958 NYC Pres. Al Perlman warns that the NYC is considering abandoning Grand Central Terminal and suburban service unless it receives relief from state and local taxes. (NYT)
- July 3, 1958 Eisenhower Lock of St. Lawrence Seaway opens at Massena, N.Y. (NYT)
- July 5, 1958 PRR begins offering Plan III and Plan IV piggyback service between New York (Meadows Yard) and Chicago and between New York and East St. Louis. (TraffDept)
- July 5, 1958 Southern Railway's *The Peach Queen* makes last run between Birmingham and Atlanta, leaving New York-Washington-Atlanta service.
- July 5, 1958 New York Transit Authority inaugurates "Rockaway Express/Playland Special" service between 42nd Street & 8th Avenue and Rockaway Park; service ends Sep. 14 and is not repeated. (Feinman)
- July 7, 1958 Hudson & Manhattan designates one car of rush-hour New York-Newark trains as women-only; trains use new air-conditioned equipment. (NYT - ElectricRR has 7/10)
- July 9, 1958 PRR operates 6 Budd "Pioneer III" MU cars in test between Philadelphia and New York.
- July 9, 1958 First 5 of 50 new PRR/H&M cars built by St. Louis Car Company for Hudson Tube service between Hudson Terminal and Newark placed in service; 30 are PRR Class MP52 and 20 H&M Class K; first non-experimental air-conditioned transit cars in New York. (NYT)
- July 10, 1958 PRR puts "Pioneer III" MU cars on display at Suburban and 30th Street Stations.
- July 14, 1958 PRR places 6 Budd "Pioneer III" MU cars in suburban service on Paoli and Media lines; PRR Class MP85; cars are later designated "Silverliner I's" by SEPTA; operate as one 6-car train to Paoli during rush hour and as three 2-car trains during day. (Guide, MB)
- July 15, 1958 Ground broken for sunken ice skating rink at southeast corner of 17th Street & Pennsylvania Boulevard; is to be built and operated by Union News Company in connection with an adjoining Savarin restaurant, cocktail lounge and six shops; rink has the same dimensions as the famous one at Rockefeller Center, but none of the ambiance. (PR)
- July 21, 1958 NYC extends Flexi-Van service to Boston and St. Louis; NYC inaugurates first carriage of mail by COFC in expedited Flexi-Van service between Chicago and Detroit. (Guide)
- July 22, 1958 U.S. District Court in Philadelphia orders 24 eastern railroads and Carl Byoir & Associates to pay treble damages to Pennsylvania Motor Truck Association

and stop campaign against the trucking industry; railroads appeal.

- July 24, 1958 Alan M. Scaife (1900-1958), VP of T. Mellon & Sons and director of the Waynesburg & Washington Railroad, dies. (MB)
- July 27, 1958 Former Assistant VP in Charge of Finance and PRR historian Howard W. Schotter (1887-1958) dies at Philadelphia. (NYT)
- July 30, 1958 Congress approves bill giving ICC freedom to act in intrastate cases and without weighing all elements of intrastate traffic.
- July 30, 1958 Arvida Corporation incorporated in Del.; real estate development company founded by Alcoa heir Arthur Vining Davis (1867-1962) to hold 100,000 acres of land on both coasts of Florida which Davis had acquired in 1947; is later purchased by PRR as part of its diversification effort. (Moody's, AR)
- July 31, 1958 New England Transportation Company consummates sale of all remaining bus routes except New Britain-Berlin to Short Line of Rhode Island and Johnson Bus Lines. (AR)
- Aug. 1, 1958 Penn Towers, Inc., incorporated to build 30-story, 3,300 unit apartment building at 18th-19th Street on north side of Pennsylvania Boulevard in Penn Center. (MB)
- Aug. 1, 1958 PRR closes city ticket office at 322 North Broadway, St. Louis.
- Aug. 3, 1958 Former Chief of Motive Power Frederick W. Hankins (1876-1958) dies.
- Aug. 4, 1958 Six Flags Inn, Inc. incorporated in Delaware; (subsidiary of Great Southwest Corporation?)
- Aug. 12, 1958 Transportation Act of 1958 signed; gives ICC greater jurisdiction over intrastate rates and passenger train discontinuances; restricts ICC's ability to keep rates on one type of carrier artificially high to protect another type of carrier as under the Transportation Act of 1940; provides for Federal guarantees of \$500 million in loans to railroads; as most passenger losses are from suburban services, the Act rules that local communities must support their commuter lines, and such losses cannot be cross-subsidized by freight rates as heretofore; this leads to a movement for specific state subsidies and the eventual devolution of suburban service to quasi-public authorities. (Hoogenboom, Gallamore, NJDOT)
- Aug. 14, 1958 Restored Waynesburg & Washington 2-6-0 No. 4 (PRR No. 9684) placed on stationary display at Greene County Fairgrounds. (Koehler)
- Aug. 16, 1958 Last run of Saturday passenger service between Camden and Pemberton, N.J. (A-sheet)
- Aug. 16, 1958 NYC's *Missourian*, eastbound *Knickerbocker* and westbound *Southwestern* make last runs between Indianapolis and St. Louis. (NYT, Sanders)
- Aug. 17, 1958 *Missourian* renamed *Indianapolis Special*; name dropped from westbound *Southwestern* No. 311; leaves *Gateway/Cleveland Special* and eastbound *Southwestern* and westbound *Knickerbocker* as sole NYC passenger trains to

St. Louis. (Sanders)

- Aug. 18, 1958 Courts reject suit of Randolph Phillips to overturn the 1958 PRR election. (NYT)
- Aug. 21, 1958 Alfred Hitchcock (1899-1980) begins location shooting for his classic espionage thriller *North by Northwest* in Grand Central Terminal. (Robins)
- Aug. 20, 1958 Mass. Gov. John F. Furcolo (1911-1995) signs a bill funding Old Colony service until July 1, 1959. (NYT)
- Aug. 30, 1958 Last runs of Pittsburgh-Detroit locals No. 64, 65 and 464, leaving *The Red Arrow* as sole train on the Detroit line; last run of Pittsburgh & Detroit RPO. (tt, Kay)
- Aug. 1958 Operating ratio hits 79.29%, lowest since August 1952, but the improvement is almost entirely due to deferred maintenance; continuous deficit for first 8 months of 1958; experienced previously only in 1921, 1938, 1946, and 1947.
- Sep. 1, 1958 Last trip of Atlantic City-Pittsburgh sleeper.
- Sep. 1, 1958 Last trip of through Philadelphia-Rockland sleeper on *The Bar Harbor*. (tt)
- Sep. 1, 1958 Last trips of the *Night Cape Codder* and the weekend *Neptune* between Grand Central and Woods Hole/Hyannis; replaced by bus for 1959 season; *Neptune* is revived in 1960. (tt)
- Sep. 5, 1958 Last run of New Haven passenger service between Boston and Taunton, New Bedford and Fall River via Stoughton, which had refused to join Old Colony subsidy plan; service cut back to Stoughton, Mass.; last run of service between Whittenton Jct. and New Bedford and Myricks to Fall River. (Humphrey, A-sheet, tt)
- Sep. 7, 1958 Last trip of *Day Cape Codder* between Grand Central and Woods Hole/Hyannis; later revived in 1960. (Guide)
- Sep. 8, 1958 Hudson & Manhattan drops 104 weekday and 148 Saturday trains. (NYT)
- Sep. 9, 1958 NYC announces that Robert W. Minor, 38, the youngest ICC Commissioner, will become its new VP-Law. (NYT)
- Sep. 8, 1958 Retired PRR motive power official Frederick G. Grimshaw (1878-1958) dies. (findagrave)
- Sep. 10, 1958 PRR begins Plan III piggyback service through the Chicago gateway. (TraffDept)
- Sep. 14, 1958 PRR begins Plan III piggyback service between Philadelphia and Chicago/East St. Louis. (TraffDept)
- Sep. 1958 PRR considers discontinuing all through sleeping cars between New York and all southern points via Washington.
- Sep. 1958 Thirty bowling alleys replace the bus station on north side of 30th Street

Station; attract 3,000 per week and PRR touts extra revenue, but within 10 years is complaining about the "loafers" and "undesirables" the alleys attract to the station.

- Sep. 1958 President Symes takes 3-day tour of NYC between New York and Elkhart, Ind., to inspect impact of CTC, mechanization of track work, and Perlman's modern yards.
- Sep. 1958 New Haven discontinues all passenger service between Hartford and Blackstone. (act. ca. 4/27/58 from storm damage! date is date of A-sheet)
- Sep. 1958 LIRR receives first five of 30 ex-B&M 1935 lightweight coaches, purchased at \$6,300 each; rebuilt from 84 seats to 117 seats. (NYT)
- Sep. 15, 1958 Pres. Symes, speaking at seminar of Transportation Association of America, states that the Soviet Union is surpassing the US in rail improvements and US lines will have difficulty meeting defense requirements, as a ploy to secure federal aid; notes deferred maintenance and depletion of car stocks. (NYT)
- Sep. 15, 1958 Stockholders of Canton Company of Baltimore, of which Pennroad Corporation owns 92.2% meet to consider liquidating or selling the business; Pennroad intends to withdraw from all companies it actually manages and become strictly a closed-end investment trust. (NYT)
- Sep. 15, 1958 CNJ train No. 3314 from Bay Head Jct. fails to heed signals and runs off the open draw span of the Newark Bay Bridge, which is partially raised to permit a barge to pass; two GP-7 locomotives and the first two cars are totally submerged; the third car hangs with the hind end hooked on the bridge pier and the front in the water for some time before eventually falling free; the last two cars remain on the bridge; __ killed.. (AR,)
- Sep. 15, 1958 ICC makes 2% rate increase of Feb. 1958 permanent. (CNJ AR)
- Sep. 16, 1958 Curtiss-Wright Corporation and Budd Company make formal report to PRR for high-speed propeller-driven trains for New York-Washington service; call for 18 three-car trainsets operating on 30 minute headway. (Rept)
- Sep. 18, 1958 ICC Examiner Howard Hosmer (1891-1975) presents the "Hosmer Report" on the rail passenger deficit to the ICC, predicting, if the current rates of decline continue, the end of first class U.S. passenger service by 1965 and coach service by 1970; notes total number of passengers in 1957 was smallest since 1890; while containing various suggestions, report makes no formal recommendations. (Trains)
- Sep. 18, 1958 Pennsylvania-Ontario Transportation Company car ferry *Ashtabula* collides with ore carrier *Benjamin W. Morrell* while entering Ashtabula Harbor and sinks in twenty feet of water; service is abandoned. (PaOntTrans)
- Sep. 19, 1958 "WEST CHESTER" Block Station removed from service. (GO)
- Sep. 22, 1958 U.S. District Court at Philadelphia awards \$850,000 in damages to Pennsylvania Motor Truck Association in suit against eastern railroads over anti-truck advertising and lobbying and imposes an injunction against further negative advertising.

- Sep. 22, 1958 Rock Island begins first tests of "Aerotrain" in commuter service out of Chicago. (RyAge)
- Sep. 24, 1958 Pres. Symes submits Curtiss-Wright/Budd high-speed train proposition to Board. (MB)
- Sep. 24, 1958 PRR announces profit of \$3.3 million for Aug.; first profit since Oct. 1957; NYC announces \$274,777 profit for Aug. 1958; first since Dec. 1957. (NYT)
- Sep. 29, 1958 Atlantic Coast Line Railroad and Seaboard Air Line Railroad announce merger studies. (Hoffman)
- Oct. 4, 1958 British Overseas Airways Corp. inaugurates first regular transatlantic jet passenger service, London to New York.
- Oct. 9, 1958 NYC Board passes fourth quarter dividend; names Allan P. Kirby of Alleghany Corporation as Chairman of Executive Committee.
- Oct. 13, 1958 Speaking in Detroit, Pres. Symes urges alliance of railroad and automobile industry to work for "fair" regulation. (NYT)
- Oct. 13, 1958 New Haven applies to ICC for first government-guaranteed \$18.5 million loan for equipment; first application under Transportation Act of 1958.
- Oct. 15, 1958 Pennroad Corporation renamed Madison Fund, Inc., a closed-end investment company, to stress its independence from PRR. (NYT)
- Oct. 15, 1958 NYC announces that it has leased its 34-storey headquarters building at 230 Park Avenue to New York realtor Irving Brodsky, leasing back its own office space; the name of the building is changed from the New York Central Building to the New York General Building, by changing the carved inscriptions. (NYT)
- Oct. 1958 PRR introduces the Class H39 70-ton hopper car, developed in conjunction with the Chesapeake & Ohio Railway and Norfolk & Western Railway. (Karig)
- Oct. 18, 1958 C.I. West Virginia Corporation incorporated in W.Va. to develop oil and gas properties; owned 50/50 by Manor Real Estate Company and City Investing Company. (MB)
- Oct. 18, 1958 New York Thruway Authority opens New England Thruway between New York City and Connecticut state line, running directly parallel to New Haven main line and connecting with Connecticut Turnpike. (NYTA)
- Oct. 1958 Rock Island buys both "Aerotrains" for Chicago commuter service; No. 1000, the former PRR unit, becomes RI No. 3, and No. 1001, the former NYC unit, becomes RI No. 2; RI No. 1 is the former *Jet Rocket*. (Doughty, RyAge, Doizall)
- Oct. 22, 1958 PRR Board declares a 25-cent dividend to maintain history of 111-year continuous dividend; reports loss of \$6.9 million in Jan.-Sep. 1958 vs. \$19.6 million profit in Jan.-Sep. 1957. (MB)

- Oct. 22, 1958 Pennsylvania Company adopts reorganization plan for reincorporating in Delaware. (MB)
- Oct. 24, 1958 NYC discontinues all passenger service between Malone, N.Y., and Montreal. (A-sheet)
- Oct. 25, 1958 Last run of PRSL passenger train service between 10th Street, Ocean City, and Ocean City Gardens; track abandoned beyond 9th Street (1.09 miles), and stations at 4th Street and Gardens discontinued. (PRSL)
- Oct. 25, 1958 Biddle Street Station in Baltimore closed. (MonmntlCty)
- Oct. 25, 1958 *The Admiral* (westbound only) makes last run between Pittsburgh to Chicago. (tt)
- Oct. 25, 1958 NYC *Southwestern* makes last run westbound between Cleveland and St. Louis; remains in service eastbound.
- Oct. 25, 1958 Last run of all NYC passenger service between Bay City and Midland, Mich. (Guide)
- Oct. 26, 1958 PRSL abandons Wildwood Branch between Oak Avenue and Cold Spring Harbor (3.9 miles). (VPO)
- Oct. 26, 1958 City of Philadelphia begins subsidizing commuter service on Chestnut Hill Branches of PRR and Reading as "Operation Northwest"; City appropriates \$320,000 for one year of increased service at lower fare; establishes free transfers between bus and trolley lines and rail stations; ridership increases 16% in first six months and 36.5% in first year. (PSIC)
- Oct. 26, 1958 B&O combines *Capitol Limited* and *Columbian* between Willard and Chicago. (AR)
- Oct. 26, 1958 Pan American Airways begins first transatlantic jet service with Boeing 707's between New York and Paris (Aviation); in next 10 years airlines' share of intercity common-carrier passenger miles increases from 35% to 70%.
- Oct. 26, 1958 NYC merges St. Lawrence-Adirondack Division into Mohawk Division; Pennsylvania Division into Syracuse Division; headquarters of Mohawk Division moved from Albany to Utica.
- Oct. 28, 1958 John I. Yellott and Bituminous Coal Research, Inc., finally receive U.S. Patent 2,857,854 for the improved method of ash separation and storage for the now-aborted coal-burning gas turbine locomotive, originally filed in 1953. (Ptnt)
- Nov. 1, 1958 PRR rescinds 10% cut on salaries over \$10,000; grants 10% raise on salaries under \$10,000; NYC raises salaries 4-8%. (MB)
- Nov. 1, 1958 Coach fares increased by 5% and sleeper and parlor fares by 15%; basic wage rates increase by 7 cents per hour.
- Nov. 1, 1958 Non-operating employees and firemen receive a 7-cent increase, plus a 1-cent

cost of living increase. (Rdg AR)

- Nov. 1, 1958 A group of businessmen led by Henry K. Long of Lancaster purchase the Strasburg Railroad for \$18,000. (Lestz)
- Nov. 4, 1958 Democrats increase majorities in Congress; Republican Nelson A. Rockefeller (1908-1979), grandson of John D. Rockefeller. elected Gov. of New York, defeating Democratic incumbent W. Averell Harriman (1891-1986), son of Edward H. Harriman; Rockefeller is reelected three times and during the 1960s promotes a massive program of building and infrastructure improvements. (EAH)
- Nov. 5, 1958 PRR discontinues complimentary wall calenders as an economy measure.
- Nov. 9, 1958 J. J. Wright of NYC announces development of a weigh-in-motion device using radioactivity; gamma rays are emitted from cobalt 60 under roadbed and registered by a sensor above cars; amount of radiation absorbed by car and load is proportional to weight. (NYT)
- Nov. 10, 1958 Harborside Warehouse Company, Inc., Board authorizes the sale of Harborside Terminal and the land under it for \$4.75 million. (MB)
- Nov. 10, 1958 Pennsylvania-Ontario Transportation Company car ferry *Ashtabula* is raised and dry docked; the company decided not to repair it because of operating losses; the Canadian Pacific Railway, which no longer needs a route for its fuel coal, does not support continuing the ferry. (PaOntTrans)
- Nov. 1958 Alfred E. Perlman sells 1,900 shares of his NYC stock, leaving only 1,774 shares.
- Nov. 24, 1958 LIRR cuts service on Ozone Park Branch from two to one rush hour round trip. (George)
- Nov. 25, 1958 PRR Director of Research John J. Clutz issues first report on high-speed passenger service based on computer simulations and 100 MPH tests with Pioneer III MU cars and with GG1s hauling both Pioneer III test cars and *Congressional* cars; believes can offer economical and competitive service; favors 10-car MU sets, with capital expense to be offset by faster turnaround and eliminating firemen; genesis of later *Metroliner* project. (VPO)
- Nov. 25, 1958 Additional section of Schuylkill Expressway opens between Montgomery Drive and Vine Street. (BltnAlmnc)
- Nov. 26, 1958 Last section of Connecticut Turnpike opens between Plainfield and Lisbon, completing the road to the Rhode Island state line west of Providence; has immediate effect on New Haven traffic levels. (NYT)
- Nov. 29, 1958 Army-Navy Game traffic largest for PRR to date; carries 21% of all spectators in 27 special trains, 14 from New York, 11 from Washington, and 1 MU train each from Wilmington and Paoli; 20,589 passengers; with no B&O trains this year, all service is electric for the first time since 1936. (Headlights)
- Nov. 30, 1958 Harborside Warehouse Company, Inc. sells Harborside Terminal warehouse

in Jersey City to private investors. (Cards - see Jan. 1959)

- Nov. 30, 1958 New England Transportation Company discontinues last bus route between New Britain and Berlin, Conn.; is henceforth truck-only. (NH AR)
- Late 1958 R. Damon Childs (1929?-1998), a junior land planner with the Philadelphia City Planning Commission, first proposes Center City Commuter Connection to permit run-throughs between PRR and Reading suburban lines; tracks would run under Filbert Street to link Suburban Station with Reading near Spring Garden Street with underground replacement for Reading Terminal as part of renewal of Market Street East; Executive Director Edmund N. Bacon incorporates idea into 1960 comprehensive city plan. (Phllnq)
- Late 1958 LIRR buys two parlor cars from DL&W to supplement cars leased from PRR for East End service. (NYT)
- Dec. 3, 1958 Last run of New Haven passenger service between Winsted and Waterbury, Conn.; replaced by bus. (Guide, AR)
- Dec. 3, 1958 N.J. PUC denies the application of the New York, Susquehanna & Western Railroad to end passenger service between Susquehanna Transfer and the Erie Railroad terminal at Pavonia Avenue, Jersey City, and orders it to run to the Hoboken Terminal instead; the NYS&W continues to run to one of the platforms at Pavonia Avenue, even after there is only a Hudson Tubes connection, while it appeals to the ICC to kill the service. (ICC)
- Dec. 8, 1958 N.J. Assembly kills bill creating a bi-state Metropolitan Transit District for New York area. (NYT)
- Dec. 8, 1958 Lehigh Valley Railroad gives notice of its intent to discontinue all passenger service effective Jan. 12, 1959. (AR)
- Dec. 10, 1958 National Airlines begins first domestic jet air service begins operating between New York and Miami. (Aviation)
- Dec. 10, 1958 Pres. Symes briefs PRR Board on merger situation; foresees two systems in Official Territory, two in South, and three or four in West. (MB)
- Dec. 12, 1958 Pennsylvania Company reincorporated in Delaware. (MB)
- Dec. 12, 1958 Lehigh Valley Railroad give one-year's notice to the PRR of its intent to cancel the contract for the use of Penn Station. (ICC)
- Dec. 12, 1958 Last run of Erie Railroad's Northern Branch commuter trains to Jersey City; trains are rerouted to the DL&W Hoboken Terminal, and the Erie station is abandoned; *Arlington* makes last crossing on the Erie Railroad's Pavonia ferry between Chambers Street in New York and Pavonia Avenue in Jersey City at 6:28 PM, ending a service begun in 1861. (Grant, Baxter/Adams, StmbtBl)
- Dec. 1958 LIRR begins rebuilding 14 of 30 ex-B&M coaches into bar cars.
- Dec. 1958 NYC agrees to sell part of right of way of Boston & Albany between Boston and Riverside for use by Massachusetts Turnpike and remove two of four

tracks. (Humphrey)

- Dec. 1958 Trailer Train Company receives its first F85 flat cars capable of handling two now-standard 40-foot trailers. (Cinders)
- Dec. 1958 Lehigh Valley Railroad applies to the ICC to abandon all passenger service; would save \$230,000 a month in wages, \$110,000 a month for use of PRR tracks from West Newark to Penn Station and Sunnyside Yard, \$20,000 a month on Pullman contract, and \$50,000 a month in fuel costs. (Greenberg, Trains)
- Dec. 1958 After recession hiatus, NYC resumes installing CTC and reducing from four to two tracks between Syracuse and Buffalo. (Trains)
- Dec. 1958 NYC asks to end ownership share in REA Express, Inc., saying its method of handling express shipments is obsolete, and that NYC's loss of \$11 million on express business endangers passenger service. (Trains)
- Dec. 1958 Seaboard Air Line discontinues No. 7 *The Sunland* south of Hamlet, N.C.; No. 8 becomes coach-only. (Griffin)
- Dec. 1958 Chesapeake & Ohio Railway orders its first 50 piggyback flat cars. (Trains)
- Dec. 1958 EMD introduces Model SD-24 2,400 HP hood unit. (Trains)
- Dec. 16, 1958 Pennsylvania Company reorganized under Delaware charter; PRR lawyer Edwin K. Taylor elected Pres.; authorizes sale to PRR of all stocks of Belt Railway Company of Chicago, Calumet Western Railway, Central Indiana Railway, Illinois Northern Railway and Lehigh & Hudson River Railway; Lehigh Valley Railroad stock placed in hands of trustees. (MB)
- Dec. 18, 1958 Union Depot Company (Columbus) Board requests PRR install signals between High Street & Dennison Avenue after "RN" block office closed. (MB)
- Dec. 28, 1958 *Colonial* makes forced braking entering Penn Station; 15 injured. (NYT)
- Dec. 29, 1958 Last run of Columbus & Chicago RPO. (Kay)
- Dec. 29, 1962 American Contract & Trust Company Board authorizes the sale of the Harborside Warehouse building for \$4.75 million. (MB)
- Dec. 29, 1958 NYC announces net profit of \$2.6 million for Nov. vs. \$1.9 million loss in Nov. 1957. (NYT)
- Dec. 30, 1958 PRR reports \$4 million profit for Nov. 1958. (PR)
- Dec. 31, 1958 Last run of former *Ohioan* Nos. 84-85 between Logansport, Ind., and Bradford, Ohio, ending all passenger service between Anoka Jct. and Bradford; trains cut to Columbus-Bradford oil-electric car. (tt)
- Dec. 31, 1958 Ice skating rink opens at Penn Center. (PR)
- Dec. 31, 1958 Number of PRR employees hits 78,958, lowest since 1900.

- Dec. 31, 1958 New York Dock Company, operator of freight terminals and warehouses in Brooklyn, merged into Dunhill International, Inc. (Moody's)
- 1958 Recession causes PRR freight traffic to fall by 18% from 1957; passenger traffic by 14%, gross revenue by 14%; railroad net income falls from \$19 million in 1957 to \$3.5 million; total net income from \$29.4 million to \$11.8 million; recession in steel industry impacts PRR more severely than other railroads. (AR)
- 1958 PRR institutes increased service charge on through passengers to the South to compensate for rising terminal costs in Northeast Corridor.
- 1958 New Haven's revenues drop by \$14.5 million from 1957 because of recession. (AR)
- ca. 1958 VP-Operations J.P. Newell begins sniping at VP-Sales Fred Carpi, who he regards as a rival to succeed Symes; Symes does not discipline Newell creating demoralization in the executive ranks. (Salsbury)
- 1958 2 Penn Center office building completed.
- 1958 Uris Brothers buy site for third office building at Penn Center.
- 1958 CTC and single-tracking completed, Harrisburg-Sunbury; part of project to complete Harrisburg-Buffalo line by 1962.
- 1958 First two-way radio installation on a branch line, replacing telephones. (?)
- 1958 PRR develops automatic hot-box detector using infrared sensors and makes experimental installation.
- 1958 New York Central Transport Company assumes ownership of containers and operation of trucking and terminal loading of Flexi-Van.
- 1958 PRR inaugurates Plan III (shipper-owned trailers) and Plan IV (shipper-owned trailers and flat cars) TrucTrain piggyback service.
- 1958 PRR passenger train-miles cut by 13% or 9,080 train-miles per day.
- ca. 1958 Last segment of the Wolf Creek Branch of the WNY&P abandoned between Leesburg and Brent, Pa. (Cole)
- 1958 Last ore trains dispatched from Erie to eastern points; PRR routes most Lake ore via Ashtabula.
- 1958 Five-year program of abandonments established in Dec. 1953 extended to 1963 and retitled Major Abandonment Program. (VPO)
- 1958 American Contract & Trust Company sells its 67% interest in Cincinnati Terminal Warehouses, Inc. (Compt)
- 1958 Assistant Treasurer Robert Haslett promoted to PRR's Director of Investments. (MB)

- 1958 PRR begins downgrading the Sunbury-Mount Carmel line and reducing the operation of the ore trains. (Gunnarsson)
- 1958 NYC installs CTC between Jackson, Mich., and Elkhart, Ind. and between Rochester and Suspension Bridge, N.Y. (Trains)
- 1958 New Haven abandons coach yards at New Rochelle and Port Chester and turns all trains at Stamford; eliminates use of NYC yard at Mott Haven and does all servicing at New Haven. (AR)
- 1958 New Haven eliminates 23 of 32 engine servicing facilities. (AR)
- 1958 New Haven closes hump yards at Hartford, Providence and Maybrook and transfers all work to Cedar Hill. (AR)
- 1958 New Haven completes 23.4 miles of CTC on Maybrook line between Poughkeepsie and Berea. (AR)
- 1958 CNJ purchases 4 RDC's from the New York, Susquehanna & Western Railroad; 49% of CNJ passenger trains are now RDC's. (AR)
- 1958 Bituminous Coal Research, Inc., suspends its experiments with its coal-fired gas turbine at Alco's Dunkirk plant because of the recession. (Trains)
- 1958 Penn-Texas Corporation acquires complete control of Fairbanks, Morse & Co. (Moody's)
- 1958 For the first time, more passengers cross the Atlantic by air than by ship. (Aviation)
- 1958 Hanna Coal & Ore Company spun off from parent M.A. Hanna Company as an independent firm, Hanna Mining Company; M.A. Hanna Company continues as a mineral sales agency and investment company. (EncycClvlndHist)