

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

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1959

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All data subject to correction and change

- Jan. 1, 1959 PRR retires *Queen Mary*, last open-platform parlor-observation and last PRR open-platform car other than business cars, from regular revenue service; retains it for special movements, directors' trips, etc. (VPO)
- Jan. 1, 1959 Bart J. Viviano (1911-1990) promoted from VP & General Counsel to VP-Traffic of the Lehigh Valley Railroad. (AR)
- Jan. 1, 1959 Nelson A. Rockefeller (1908-1979) inaugurated as Gov. of New York. (Sobel)
- Jan. 2, 1959 PRR raises North Jersey Coast commuter fares by 16 cents per ride.
- Jan. 4, 1959 Strasburg Railroad reopens as an excursion line. (Lestz)
- Jan. 4, 1959 St. Louis-San Francisco Railway (Frisco) discontinues its portion of the *Texas Special* between St. Louis and Vinita, Okla.; Missouri-Kansas-Texas Rail__ changes the eastern terminus from St. Louis to Kansas City. (Trains, Railpace)
- Jan. 8, 1959 NYC President Alfred E. Perlman issues a public statement breaking off merger negotiations with PRR, after N&W absorbs Virginian, an old NYC ally; Perlman sees N&W as part of PRR system; publicly states that PRR-NYC would be too large and end competition in East; says he favors old ICC merger plan of 1920s with NYC as nucleus of one system and three or four systems of “nearly balanced economic strength”; Perlman opts to pursue negotiations with C&O and B&O; says “before we marry the girl, we want to make sure no other heiress is around that might fall into our lap.” (NYT, Trains)
- Jan. 8, 1959 NYC grants six-month option to Station Redevelopment Enterprises, Inc. on station buildings and Syracuse, Rochester, Buffalo and Cleveland, effective Apr. 1. 1959. (CUT MB)
- Jan. 9, 1959 Representatives of C&O, B&O, Reading, D&H, Erie, DL&W, and Nickel Plate meeting at Cleveland, originally planned to discuss meeting threat of Penn Central merger, now announce that they are dropping all merger plans in reaction to Perlman's statement.

- Jan. 9, 1959 Last run of commuter service between North Philadelphia and Trenton via Delair Bridge and Burlington. (tt)
- Jan. 12, 1959 PRSL Executive Committee authorizes installing dead man's controls on 26 diesel locomotives in the aftermath of the CNJ Newark Bay Draw disaster; authorizes retiring the line between 9th Street, Ocean City, and Ocean City Gardens. (MB)
- Jan. 13, 1959 Pres. Symes announces PRR will no longer pursue merger; sees no point in Perlman's suggestion for coordinating some facilities short of merger and is "amazed" and "disappointed" by the NYC's actions. (, Trains)
- Jan. 14, 1959 Lightweight equipment assigned to the *Miamian*.
- Jan. 1959 PRR is exploring sending freight through Penn Station in off-peak hours to reduce the expense of car floating between Greenville and Bay Ridge. (Trains)
- Jan. 1959? PRR establishes HW-2/HW-3 as overnight run for high and wide freight between Pittsburgh and Harrisburg; PRR owns 40% of the national stock of heavy flat cars for loads of 75-300 tons; HW trains can accept freight up to 17'-2" high and 9'-3" wide at the top, vs. 16'-3" and 2'-0" on regular trains; as auto frames are shipped on end, the trend to longer cars means they have to be shipped as high and wide freight. (Trains)
- Jan. 20, 1959 Budd Company reports that it has no car orders because of depression in railroad industry.
- Jan. 20, 1959 Floods damage PRR lines in a belt stretching from Cincinnati to Oil City; St. Louis line severed for 12 hours on Jan. 20-21; *The General* arrives at New York 15 hours late after a locomotive derailment while detouring on Nickel Plate between Chicago and Cleveland.
- Jan. 22, 1959 Knox Mine Disaster at Port Griffith near Pittston, Pa.; miners of the Knox Coal Company, lessees of the Pennsylvania Coal Company, working under the bed of the Susquehanna River work beyond safety limits, causing the river to pour into the workings; 12 drowned, 33 escape; despite efforts to plug the hole, the river continues to pour into mines, which being connected, drowns all mines below water level in the Wyoming Valley, practically ending anthracite mining there. (BlltnAlmnc, Stranahan, WyomingH&GS 24)
- Jan. 24, 1959 Former Special Assistant to VP, Publicity, George B. Harley, dies after a long illness. (RyAge)
- Jan. 25, 1959 American Airlines inaugurates first regular transcontinental jet passenger service with Boeing 707's; Los Angeles to New York in 4:30. (Trager)
- Jan. 28, 1959 Pres. Symes reports to PRR Board on PRR-NYC merger talks; informs them that NYC's real reasons are not those given by Perlman in his public statement; Symes asserts that he considers merger plans postponed rather than terminated; NYC informs Symes that it wants consolidation of facilities and services short of merger and a study of the overall Eastern merger picture by the Eastern Railroad Presidents' Conference. (MB)

- Jan. 28, 1959 Pres. Symes also reports to PRR Board on a meeting in Chicago between 16 railroad presidents and 11 mayors of major cities regarding commuter subsidies; notes that some Western railroads oppose all subsidies but that several mayors recognize the necessity of them; a committee of 5 railroad presidents and 7 mayors is appointed to investigate further. (MB)
- Jan. 28, 1959 PRR Board authorizes the purchase of 7 new diesel tugboats for New York service. (MB)
- Jan. 29, 1959 New York Gov. Nelson Rockefeller names Robert W. Purcell as special transportation advisor. (NYT)
- Jan. 29, 1959 PRR signs an agreement with the State of Indiana relocating the TrucTrain facilities at Jeffersonville. (MB)
- Feb. 2, 1959 LIRR officially adopts new slogan "The Route of the Dashing Commuter" and a new herald featuring "Dashin' Dan", a cartoon executive in a suit with a briefcase running to catch a train; all cars to be relettered by Apr. 24; "Dashin' Dan" had been used since 1957 on letterheads and annual reports, but had not been applied to rolling stock. (NYT)
- Feb. 11, 1959 President of Association of American Railroads asks heads of five operating unions to join with management in asking Pres. Eisenhower to appoint an impartial commission to study work rules problems, including firemen of freight and yard diesels, crew size, and other so-called "featherbedding" work rules.
- Feb. 12, 1959 Washington-New York express derails at Middle River, Md.; 32 injured. (NYT)
- Feb. 15, 1959 PRSL abandons line between Newfield and Mays Landing. (PRSL)
- Feb. 1959 Last Class J1a 2-10-4 sold for scrap. (Edson)
- Feb. 1959 NYC completes reduction of 4-track main between Toledo and Elkhart to 2 tracks with CTC; speed limits are 60 MPH for freight and 85 MPH for passengers. (AR, Trains)
- Feb. 16, 1959 New Jersey creates a Division of Railroad Transportation in the State Highway Dept. to cope with accelerating collapse of commuter rail system. (NYT)
- Feb. 18, 1959 Emery Roth & Sons, with Bauhaus founder Walter Gropius (1883-1969) and Pietro Belluschi (1899-1994), associated architects, present proposal for "Grand Central City", which evolves into the Pan Am Building. (Belle)
- Feb. 18, 1959 Despite the June 1948 ruling from the Board of Estimate, the New York City Planning Commission sets Mar. 18 for a hearing on Greyhound Corporation's application to enlarge its West 34th Street Bus Terminal. (NYT)
- Feb. 19, 1959 Eastern Railroad Presidents Conference rules that merger studies are not appropriate to its role as a trade association and rejects Perlman's suggestion that it plan the merger of all eastern railroads into three or four systems.

- Feb. 19, 1959 Escalator to Penn Center Concourse opens at 15th Street. (PhlInq)
- Feb. 20, 1959 Landscaped sunken court and entrance stair opens at corner of 16th Street & Pennsylvania Boulevard in Penn Center; Stouffer Restaurant Corporation opens a two-level restaurant in 2 Penn Center adjoining the court; a second court is to be completed at 15th & Market later in year; courts are designed to admit light and greenery to Penn Center's underground concourse; however, with the exception of the short-lived skating rink, they eventually become drab, uninviting places. (PR)
- Feb. 1959 EMD introduces 2,400 HP C-C SD24 road switcher, first "second-generation" diesel. (Trains)
- Feb. 22, 1959 PRR imposes cuts of 735,000 annual passenger train miles, including Blue Ribbon services; blocked by last-minute intervention of Cities of Philadelphia and Pittsburgh and Pennsylvania PUC; PRR apparently ignores these citing ICC mandate in Transportation Act of 1958; continues to run 4 "ghost trains" in lieu of the discontinued regularly scheduled trains (*Cincinnati Limited* both ways, *Pennsylvania Limited* eastbound and *The Clevelander* eastbound) for Pa. regulatory purposes into June. (PassDept, tt)
- Feb. 22, 1959 *Cincinnati Limited* Nos. 40-41 combined with "*Spirit of St. Louis*" east of Columbus and the Columbus-Cincinnati segment given Nos. 77-78; No. 38 *The Clevelander* (eastbound) combined with No. 22 *Manhattan Limited* east of Pittsburgh; No. 54 *The Pennsylvania Limited* (eastbound only) combined with No. 32 *The St. Louisian* east of Pittsburgh, running as No. 32 instead of No. 54; *The Red Arrow* combined with *The General* east of Pittsburgh and through New York-Detroit coaches discontinued. (PassDept, tt)
- Feb. 24, 1959 Brotherhood of Locomotive Engineers files for 12% wage increase, followed by other operating Brotherhoods.
- Feb. 24, 1959 PRSL asks NJ PUC to discontinue 19 trains.
- Feb. 28, 1959 Sen. Clifford P. Case (1904-1982) of New Jersey calls for amendment to Transportation Act of 1958 eliminating ICC power to expedite train discontinuances.
- Mar. 1, 1959 PRR appoints J.A. Schwab VP, Baltimore-Washington in Operating Dept. (MB)
- Mar. 2, 1959 U.S. Supreme Court upholds lower court's ruling not to interfere in discontinuance of NYC's Weehawken ferry; opens way to further cuts of unprofitable suburban services and provokes a crisis over preserving commuter rail service in New Jersey. (NYT)
- Mar. 6, 1959 ICC authorizes the PRR to abandon the Snow Shoe Branch. (ICC)
- Mar. 9, 1959 PRR announces it will rent 2,000 hoppers and buy an additional 2,000 under a new American Car & Foundry car-leasing plan financed by J.P. Morgan & Co. (PR)
- Mar. 9, 1959 ICC authorizes the Springfield Suburban Railroad to abandon its entire line. (ICC)

- Mar. 1959 Railroads begin year-long media blitz against featherbedding and antiquated work rules in attempt to influence public opinion before next round of union bargaining.
- Mar. 11, 1959 PRSL Executive Committee authorizes retiring the line between Newfield and Mays Landing. (MB)
- Mar. 12, 1959 N.J. Gov. Robert B. Meyner (1908-1990) signs bill authorizing a Metropolitan Transportation District. (NYT)
- Mar. 12, 1959 Pres. Symes makes a new offer to Mayor Richardson Dilworth to build a municipal stadium on air rights north of 30th Street Station. (VPF)
- Mar. 13, 1959 N.J. PUC orders NYC and PRR to develop plan to run West Shore commuter trains to PRR's Jersey City Terminal for transfer to Hudson & Manhattan Tubes. (NYT)
- Mar. 13, 1959 N.J. PUC denies the PRR's application to discontinue Nos. 805-812, the last passenger trains between Trenton and Red Bank. (ICC)
- Mar. 15, 1959 PRR announces it has ordered 20 hot-box detectors from the Servo Corporation.
- Mar. 15, 1959 New York State transportation advisor Robert Purcell submits report to Gov. Rockefeller; plan calls for eliminating state and local taxes, having Port Authority purchase 400 new commuter cars using \$20 million state loan and \$60 million borrowed from private sources, and set up bi-state transportation agency; NYC and New Haven support report, LIRR neutral; suggestion to revise Full Crew Law is later killed by Republicans in Legislature. (NYT)
- Mar. 1959 Pres. Symes meets with Philadelphia Mayor Richardson Dilworth to have proposed new Municipal Stadium built on air rights over 30th Street coach yards; stadium is later built north of the old stadium in South Philadelphia, adjacent to major highways.
- Mar. 1959 NYC carries 1,676 Flexi-Van loads; now has 275 flats and 800 vans. (Trains)
- Mar. 1959 Chesapeake & Ohio Railway adds five piggyback flats to the rear of the consist of the *George Washington* Nos. 1-2 between Staunton, Va., and Charleston, W.Va. (Trains)
- Mar. 19, 1959 Senate Republicans defeat bill to revise New York's Full Crew Law. (NYT)
- Mar. 20, 1959 Gov. Nelson Rockefeller of New York submits six bills to state legislature to overhaul commuter rail service; include basing taxes on earnings ratio, waiving certain requirements of existing full-crew law, authorizing the Port of New York Authority to purchase new cars for the NYC, New Haven, and LIRR, and creating a new bi-state agency with New Jersey. (NYT)
- Mar. 24, 1959 NYC West Shore ferry *Stony Point* leaves the derelict and partly-demolished PRR Cortlandt Street terminal at 6:05 PM on the last run to Weehawken; West Shore commuter trains continue to operate from Weehawken with only roundabout local bus connection from New York City; West Shore passenger

- traffic drops 85%. (NYT, StmbtBll)
- Mar. 25, 1959 At 12:01 AM, *Weehawken* makes the last crossing of the NYC West Shore 42nd Street ferry. (StmbtBll)
- Mar. 25, 1959 New York Legislature approves Rockefeller plan to aid commuter railroads through Port Authority. (NYT)
- Mar. 25, 1959 Straits Transit, Incorporated, incorporated in Michigan by former state ferry employees to operate ferries across the Straits of Mackinac. (Barnett)
- Mar. 27, 1959 Last run of NYC passenger service between Framingham and Milford, Mass. (A-sheet)
- Mar. 30, 1959 ICC notifies New Haven of terms for \$9.5 million loan guarantee under Transportation Act of 1958; must not pay dividends while loan is outstanding and must not repurchase own stock.
- Mar. 30, 1959 NYC agrees to pay \$5 million to Illinois Central for breach of contract in moving Michigan Central trains from Central Station to La Salle Street in Chicago. (, Trains)
- Mar. 30, 1959 Lehigh Valley Coal Sales Company renamed Lehigh Industries, Inc. (DirObsSec)
- Mar. 31, 1959 Southern Railway's *Southerner* makes last run as a through train over the PRR; Southern has dropped the reservation surcharge, and PRR refuses to handle the train without the extra revenue; sleepers forwarded on a regular PRR train. (A-sheet)
- Apr. 1, 1959 PRR posts first quarter loss of \$6 million, mostly because of floods.
- Apr. 1, 1959 Train telephone service discontinued on *The Patriot* and No. 126-141 (what?), remaining only on *Afternoon Congressional* and *The Broadway Limited*.
- Apr. 1, 1959 Pennsylvania Finance Company incorporated. (MB)
- Apr. 1, 1959 Samuel R. Hursh (1894-1964) retires as Assistant VP.
- Apr. 1, 1959 NYC unions offer to waive "foreign track" clause to permit West Shore trains to operate into PRR's Exchange Place Terminal as they did in the 1880s to preserve the service. (NYT)
- Apr. 1, 1959 Port Authority asks the New York City Planning Commission to bar Greyhound Corporation from enlarging its West 34th Street bus terminal. (NYT)
- Apr. 2, 1959 NYC discontinues all passenger service on Lake Mahopac Branch and upper Putnam Division between Goldens Bridge and Brewster, N.Y. (A-sheet,) (LT 4/1)
- Apr. 3, 1959 Northern New Jersey railroads apply to the ICC for a 40% fare increase. (CNJ AR)

- Apr. 3, 1959 Japanese National Railways begins construction of high-speed New Tokaido Line between Tokyo and Osaka.
- Apr. 6, 1959 Norfolk & Western Railway files with ICC to absorb Virginian Railway, a road generally held to be in the NYC sphere of influence.
- Apr. 8, 1959 Pennsylvania Company (Pa.) transfers its assets to the new Pennsylvania Company (Del.). (MB)
- Apr. 9, 1959 Last run of Monon Railroad passenger service between Chicago and Indianapolis, leaving a single round trip on the Chicago-Louisville line; although the Monon vacates Indianapolis Union Station, it is still obliged to pay a 7% annual fee. (Hilton, Sanders, Trains)
- Apr. 13, 1959 Delaware & Hudson Company withdraws from merger talks with the Erie Railroad and DL&W. (Grant)
- Apr. 14, 1959 NYC petitions ICC to discontinue Chicago-Cincinnati passenger service (three round trips), citing 1958 loss of \$848,998. (, Trains)
- Apr. 15, 1959 ICC approves abandonment of Jay Street Connecting Railroad in Brooklyn.
- Apr. 1959 Chicago authorities announce plan to consolidate all service at Union Station, which is to be purchased by the Chicago Railroad Terminal Authority; C&NW and Illinois Central suburban stations to remain; Dearborn, LaSalle, and Grand Central Stations to be demolished, freeing land for redevelopment. (CE, Trains)
- Apr.? 1959 PRR Art Director __, replaces the Raymond Loewy five-stripe “cat’s whiskers” striping on the GG1 with a single yellow stripe, saving \$125 per paint job. (Trains - check Zimmerman?)
- Apr.? 1959 New Union Tank Car Company 22,000-gallon tank car carries a cargo of lube oil from Oil City to St. Louis over PRR. (Trains)
- Apr.? 1959 NYC introduces Jade green paint scheme for box cars, with large simplified version of the traditional NYC oval herald. (Trains)
- Apr. 1959 Pres. William White takes D&H out of inclusion in a proposed merger of the Erie Railroad and DL&W. (Trains)
- Apr. 1959 Steel industry proposes that the existing the union contract be extended for one year, eliminating the cost of living adjustment; the companies are still feeling the effects of the 1957-58 recession, lagging productivity and rising labor costs; the union is concerned about unemployment. (Seely - verify NYT)
- Apr. 16, 1959 Temporary Pennsylvania Company Board resigns and PRR Board elected; James M. Symes, Pres. (MB)
- Apr. 19, 1959 Regional Plan Association proposes tri-state transportation commission to plan transit needs of New York Metropolitan Area for 25-years. (NYT)

- Apr. 21, 1959 NYC discontinues all passenger service between Jackson and Grand Rapids, Mich. (A-sheet)
- Apr. 22, 1959 New York signs bill exempting railroad structures from future local property taxes. (NYT)
- Apr. 22, 1959 Gov. Rockefeller signs bill for constitutional amendment providing for state guarantee of \$100 million in Port Authority bonds to buy new commuter rail equipment; creates Commuter Railroad Equipment Program; purchase of new cars to be financed through special Port of New York Authority bonds guaranteed by state and then leased to railroads. (NYT)
- Apr. 24, 1959 LIRR celebrates 125th anniversary at Riverhead. (NYT)
- Apr. 24, 1959 LIRR authorizes installation of CTC and speed control between Hicksville and Northport. (MB)
- Apr. 25, 1959 St. Lawrence Seaway opens unofficially over whole length, permitting ocean shipping to enter Great Lakes and diverting large amounts of railroad traffic that had previously been carried from the Midwest to Atlantic ports; movement of Canadian iron ore formerly handled through Canton ore pier diverted to Seaway. (NYT, Schlerf)
- Apr. 25, 1959 *The Allegheny* makes last run (eastbound only) between St. Louis and Pittsburgh; last run for revenue passengers on No. 14 *Mail & Express* between Indianapolis and Pittsburgh. (tt)
- Apr. 25, 1959 Last runs of NYC passenger service between Toledo and Cincinnati and Toledo and Detroit; also Detroit-St. Louis sleeping car via Bellefontaine; also Riverside turnbacks and service to all local stops between Boston and Newton. (A-sheet, Sanders)
- Apr. 25, 1959 Last runs of NYC eastbound *Knickerbocker* and No. 311 between Cleveland and Muncie. (Sanders)
- Apr. 26, 1959 *The St. Louisian* No. 33 discontinued westbound and replaced by *The Juniata* between New York and Pittsburgh; last trip of remaining leg of former *Blue Grass Special* between Louisville and Indianapolis. (tt)
- Apr. 26, 1959 Trainphone service dropped from *Morning Keystone* (northbound), *Arlington* (southbound), and *Patriot*, leaving only service on *Afternoon Congressional*; PRR speeds up 18 New York-Washington trains by 5 to 35 minutes after Post Office removes local mail from all but 6 trains; 11 trains are designated "Blue Ribbon" at 3:45 or better; *Afternoon Congressional* remains unchanged at 3:35; mail is placed on 6 new mail & express trains. (PR, Mutual, Trains)
- Apr. 26, 1959 Seaboard Air Line begins using Broad Street Station in Richmond, Va., and discontinues use of Main Street Station, which continues to be used by the C&O. (A-sheet, NYT)
- Apr. 26, 1959 NYC discontinues trains No. 86-89 between Detroit and Cincinnati.
- Apr. 28, 1959 U.S. Court approves modified Hudson & Manhattan Railroad reorganization plan; holders of income adjustment bonds oppose plan; plan wipes out

existing stock.

- Apr. 30, 1959 First ocean-going vessel arrives at Chicago via the St. Lawrence Seaway. (FactsStates)
- May 1, 1959 ICC approves abandonment of Snow Shoe Branch, Snow Shoe Jct. to Snow Shoe. (PRRFAX)
- May 1, 1959 ICC denies the Lehigh Valley Railroad's application to discontinue all passenger service; must continue Nos. 7-8 the *Maple Leaf* to Buffalo/Suspension Bridge and Nos. 28-29 the *John Wilkes* to Lehighon for a one-year trial period but can discontinue the other 3 round trips. (AR, ICC)
- May 1, 1959 Detroit-Cincinnati mail formerly carried on NYC switched to B&O. (B&O AR)
- May 2, 1959 Herbert A. Thomas named Executive Director of N.J. Railroad Transportation Division. (NYT)
- May 4, 1959 New Jersey Gov. Meyner signs bill approving Port Authority program to buy new cars for New York commuter railroads, although New Jersey railroads do not reap any benefit. (NYT)
- May 4, 1959 Railway Express Agency inaugurates daily piggyback service on PRR between Philadelphia and Chicago.
- May 4, 1959 NYC discontinues all local passenger service between Pittsfield, Mass., and East Chatham. (A-sheet)
- May 1959 VP David Bevan secures Peat, Marwick, Mitchell & Co. as PRR's first outside auditors; are also auditors to NYC.
- May 11, 1959 Lehigh Valley Railroad discontinues the *Black Diamond* Nos. 9-10, the *Major* No. 4, and the *Star* No. 11 between New York and Buffalo and local Nos. 23-24 between New York and Lehighon, leaving two round trips, the New York-Buffalo *Maple Leaf* Nos. 7-8 and the New York-Lehighon *John Wilkes* Nos. 28-29. (Greenberg - 5/11 is Monday!)
- May 12, 1959 At PRR annual meeting, Lewis D. Gilbert again pushes for ending classification of directors and amending stock option plan. (MB)
- May 12, 1959 ICC authorizes the PRSL to abandon part of the Cape May Branch. (ICC)
- May 13, 1959 At 10:48 PM a freight derails at Frazer blocking all four tracks and is immediately sideswiped by passing *Pittsburgh Night Express* No. 635 at 65 MPH, GG1 No. 4871 and first 9 cars (all head-end) tumble down an embankment; fortunately, two works by Toulouse-Lautrec (1864-1901) en route to a Los Angeles art museum escape being mingled with the smashed televisions and canned baked beans strewn along the right-of-way and are sent west on a relief train; \$1 million in damage. (CCHS, ICC)
- May 15, 1959 NYC discontinues all passenger service between Buffalo and Suspension Bridge. (A-sheet)

- May 15, 1959 All tracks restored at Frazer after the wreck. (CCHS)
- May 15, 1959 Pennsylvania Finance Company renamed Pennsylvania Car Leasing Company; purchases 6,000 freight cars which are leased back to PRR; Pennsylvania Company agrees to purchase all stock. (MB)
- May? 1959 Wabash Railroad Pres. Arthur K. Atkinson (1891-1964) suggests that the City of St. Louis buy Union Station and convert it to a multi-modal Transportation Center; number of trains has fallen by 45% since 1946. (Trains)
- May 1959 Chesapeake & Ohio Railway introduces Railvan system of running highway trailers with rail wheels behind passenger trains between Grand Rapids and Traverse City, Mich.; developed by Kenneth A. Browne and Alan R. Cripe. (Trains)
- May 1959 Penn-Texas Corporation changes its name to Fairbanks Whitney Corporation, combining the names of two of its most important subsidiaries, Fairbanks, Morse & Co., and Pratt & Whitney Co., Inc. (Moody's)
- May 16, 1959 Philadelphia Chapter of NRHS celebrates 25th anniversary of the GG1 with a lecture by PRR electrical engineer John W. Horine and General Electric Company's Harold S. Ogden. (Headlights)
- May 17, 1959 Philadelphia Chapter of NRHS excursion with No. 4800, Philadelphia to New Haven, celebrates 25th anniversary of GG1; runs via Jamesburg, Perth Amboy and Rahway; before departure, a plaque is affixed to No. 4800 ("Old Rivets"), which has just been repainted in the single-stripe scheme. (Headlights, ClsscTrains)
- May 18, 1959 Baltimore & Eastern Railroad Board authorizes abandoning line between Pittsville and Willards. (MB)
- May 18, 1959 ICC modifies its order to require the Lehigh Valley Railroad to operate the *Maple Leaf* via Ithaca instead of bypassing it. (ICC)
- May 19, 1959 Pres. Eisenhower signs bill increasing Railroad Retirement benefits by 10% and unemployment benefits by 20%.
- May 19, 1959 PRSL Board authorizes retiring part of the Wildwood Branch between Wildwood and Cold Spring Harbor. (MB)
- May? 1959 PRR completes single-tracking and CTC installation between Sunbury and Williamsport.
- May 25, 1959 Delaware Car Leasing Company incorporated in Del. for purpose of buying hopper cars and leasing them to PRR. (MB)
- May 25, 1959 ICC releases its first comprehensive study of U.S. passenger train service; calls for commuter subsidies, tax relief, revised work rules; rejects Hosmer's prediction of the end of passenger service by 1970. (NYT)
- May 27, 1959 PRR agrees to sell site of Broad Street Station head house to the City for a plaza in front of City Hall after conference between Pres. Symes and Mayor Richardson Dilworth. (BilltnAlmnc)

May 27, 1959 Penndel Company terminates its May 10, 1898 agreement with the Chesapeake & Ohio Railway for the joint pier station at Brooke Avenue, Norfolk, and provides for razing it. (MB)

May 29, 1959 B&O assigns Budd Slumbercoach to *National Limited*; establishes through Baltimore-San Antonio Slumbercoach via Missouri Pacific; only interline Slumbercoach in U.S. (Stegmaier)

June 1, 1959 PRR recoups first-quarter loss and ends second quarter with \$6 million profit.

June 1, 1959 Pennsylvania Boulevard bridge over Schuylkill River opens in front of 30th Street Station. (BlltnAlmnc)

June 1, 1959 NS-8 inaugurated as overnight freight, Chicago-Louisville, connecting with Louisville & Nashville for southern points.

June 1, 1959 Scott Brothers, Inc., merged into Pennsylvania Truck Lines, Inc. (MB)

June 1, 1959 Pennsylvania Company agrees to purchase all stock of Delaware Car Leasing Company. (MB)

June 2, 1959 N.J. PUC authorizes a 20% increase in intrastate fares, effective June 14. (CNJ AR)

June 4, 1959 PRR discontinues four Philadelphia-Pittsburgh "ghost trains" operating on schedules of *Cincinnati Limited*, *Pennsylvania Limited* (eastbound) and *Clevelander* (eastbound) after Pennsylvania regulatory approval. (PassDpt)

June 4, 1959 Heads of five operating Brotherhoods oppose management's call for an impartial fact-finding commission.

June 5, 1959 General Car Leasing Company incorporated in Del. for purpose of leasing gondola cars to PRR; owned 40% by Manor Real Estate Company and 60% by D.T.I. Enterprises, Inc. (MB)

June 6, 1959 Buffalo Storage & Carting Company merged into Pennsylvania Truck Lines, Inc. to eliminate extra officers and directors. (NB: prior to 1958, PRR had 3 trucking groups: Penntruck Company, Inc., at Chicago, Pennsylvania Truck Lines and Buffalo Storage at Pittsburgh, and Scott Brothers, Inc. and Merchants Trucking Co, at Philadelphia; ca. 1959 were consol. with R.W. Tackbary, ex-GM-TrucTrain, becoming Pres. of PTL. (MB,)

June 9, 1959 Vine Street Bridge opens in Philadelphia linking Schuylkill Expressway with 21st Street. (BlltnAlmnc)

June 10, 1959 Through PRR-Missouri Pacific Washington-Houston sleeper cut to St. Louis-Houston and Washington-Indianapolis. (Welsh - Sanders says was DC-Fort Worth?)

June 11, 1959 New Haven announces it is canceling New York-Cape Cod service for the summer of 1959 because of Massachusetts refusal to continue the subsidy. (NYT)

- June 11, 1959 PRR leases Dock No. 22 at Cleveland to Cleveland Stevedore Company for five years. (MB)
- June 1959 PRR completes modernization of Pittsburgh Station; plans for lower level access to Panhandle tracks not carried out as passenger traffic collapses during period of construction; PRR considers moving the waiting room to the lower level and renting the head house for a bowling alley, replacing the Burnham Rotunda with a parking lot to generate income.
- June 1959 Railroads owning Chicago Union Station make offer to sell to local authority for \$72 million; to be used by all railroads entering Chicago except C&NW, Rock Island, and Illinois Central.
- June? 1959 Seaboard Air Line Railroad diesels begin running through to Washington over Richmond, Fredericksburg & Potomac Railroad with an RF&P locomotive in the lead to activate ATC. (Trains)
- June 1959 General Electric Company produces its XP-24 diesel locomotive demonstrator; first all-GE diesel. (Kirkland)
- June 13, 1959 PRR cuts family and group weekend coach fares between New York and Washington by 25% to 60% through Sep. 13. (Guide)
- June 15, 1959 Wildcat strike of tug crews halts all railroad marine operations in New York Harbor; strike begun by Transport Workers Union over dismissal of 125 oilers not needed on diesel tugs; PRR adopts 300-mile detour via Poughkeepsie Bridge to move cars to Long Island. (NYT)
- June 1959 Steel industry expresses a willingness to grant modest increases in wages and benefits in return for greater efficiency, particularly eliminating Section 2B that prevents management from modifying existing work practices at the plant level without union consent. (Seeley)
- June 16, 1959 PRR announces it will lease 4,000 hoppers to be built by Bethlehem Steel;
- June 16, 1959 New Jersey Gov. Meyner announces his transportation program designed by Highway Commissioner Dwight R.G. Palmer (1886-1980); to spend \$6630 million over 28 years by diverting surplus from New Jersey Turnpike to buy new cars and rehabilitate commuter railroads. (NYT)
- June 16, 1959 A.M. Schofield named Superintendent of Transportation of the Baltimore & Eastern Railroad, replacing W.G. Pfohl. (MB)
- June 17, 1959 VP David Bevan announces PRR has secured financing for 23,500 freight cars under conditional sales agreements; notes 21% of PRR's freight cars are now bad order; hope to cut to 14% by end of year.
- June 18, 1959 PRR announces it will increase funds for yearly maintenance of passenger cars from \$1 million to \$2 million.
- June 18, 1959 New \$100 million food distribution center opens at 7th & Packer Avenue in South Philadelphia; old Dock Street food market district closed, permitting redevelopment of Society Hill. (BltnAlmnc)

- June 18, 1959 Pennsylvania-Ontario Transportation Company sells its damaged car ferry *Ashtabula* as-is for scrap. (PaOntTrans)
- June 19, 1959 Delaware Railroad Board hears report on negotiations to sell the Dover, Del., station to the state to be paid for with the 5,200 shares of Delaware Railroad stock still owned by the state. (MB)
- June 20, 1959 New York tugboat strike ends. (NYT)
- June 24, 1959 PRR Board allots \$150,000 to study air rights development at Penn Station, New York, including necessary structural changes. (MB)
- June 24, 1959 Court of Appeals affirms lower court dismissal of suit against PRR by Randolph Phillips and the Gilberts. (NYT)
- June 24, 1959 Erie Railroad and DL&W file merger application with the ICC. (Trains)
- June 26, 1959 Pres. Eisenhower and Queen Elizabeth II formally dedicate St. Lawrence Seaway; severely impacts railroad traffic between the Midwest and New York, particularly the Buffalo-New York lines. (NYT)
- June 26, 1959 Last run of PRR passenger service between Columbus and Bradford, Ohio, with oil-electric car. (tt, A-sheet)
- June 27, 1959 PRR announces it will rehabilitate and upgrade over 300 passenger cars.
- June 27, 1959 Last runs of Baltimore commuter service between New Calvert Station and Parkton, Md.; Calvert discontinued as a passenger station and all passenger service between New Calvert and Pennsylvania Stations ends. (tt)
- June 27 1959 Jay Street Connecting Railroad ceases operation, the first of the four Brooklyn dock railroads to fold. (Railpace)
- June 29, 1959 G.S.C. Leasing Corporation incorporated in Del. to lease flat cars to PRR; owned 50-50 by Manor Real Estate Company and General Steel Castings Corporation, later General Steel Industries, Inc. (MB)
- June 29, 1959 NYC asks ICC for guarantee of \$40 million loan under the Transportation Act of 1958 to fund three automated yards and CTC projects, the largest such request to date. (, Trains)
- June 29, 1959 NYC discontinues all local passenger service between Chatham, N.Y., and East Chatham. (A-sheet)
- June 30, 1959 The Finley Company merged into Manor Real Estate Company. (MB)
- June 30, 1959 Last runs of all New Haven's Old Colony passenger service from Boston to Greenbush, Plymouth, South Braintree, Woods Hole and Hyannis, serving 9,000 commuters, when Legislature refuses Pres. Alpert's demand for a \$1.2 million subsidy for the next fiscal year; New Haven also reroutes New Bedford service via Mansfield; ends rail service between Boston and Cape Cod; cuts also result in cancellation of New York-Cape Cod trains for 1959 season and substitution of connecting bus service from Providence. (Humphrey, Guide, Trains)

- June 30, 1959 Vine Street Extension of Schuylkill Expressway, opens from 21st to 16th Street. (BilltnAlmnc)
- Summer 1959 LIRR now leases 18 parlor cars from PRR for East End service; has 16,617 parlor car riders. (NYT)
- July 1, 1959 Enlargement of Conway Yard completed; 169.46 miles of track; capacity of 12,248 cars; displaces Enola as principal PRR freight yard; Conway pre-blocks trains for East, allowing them to bypass Enola.
- July 1, 1959 Herman H. Pevler (1903-1978), VP and Regional Manager of the Northwestern Region and considered one of the PRR's best operating executives, becomes Pres. of Wabash Railroad; replaced by Henry W. Large (1905-1999). (MB)
- July 1, 1959 PRR discontinues station at Walkers Mill on Pittsburgh Division. (A-sheet)
- July 1, 1959 Erie Railroad and DL&W apply to ICC to merge.
- July 1, 1959 Steel strike deadline extended for two weeks at the request of Pres. Eisenhower, who hopes for a non-inflationary settlement. (Seely)
- July 2, 1959 PRR extends special Ladies' Day fares on Northeast Corridor trains to Thursdays as well as Wednesdays. (PR)
- July 4, 1959 Former NYC Highland Branch between Boston and Riverside reopens as part of the Green Line (subway-surface trolley using original Tremont Street Subway) of the Boston transit system. (Humphrey)
- July 6, 1959 Local factory workers' train between Freeport and Aladdin discontinued through Sep. 28, 1959, a/c vacation period and subsequent strike at Schenley distillery.
- July 7, 1959 PRR officials meet with those of the University of Pennsylvania regarding its participation in the 30th Street stadium project. (VPF)
- July 11, 1959 NYC *Cleveland Mercury* makes last run between Cleveland and Detroit.
- July 14, 1959 PRR announces it will furlough 6,200 workers because of impending steel strike.
- July 14, 1959 Last run of a PRR steam locomotive in revenue service, B6sb switcher No. 5244 leased to Union Transportation Company at Fort Dix and serviced at Camden, N.J.; locomotive is returned to PRR at Lewistown, N.J., and runs via Delair Bridge to 46th Street engine house in Philadelphia, where fires dropped; replaced on Union Transportation Company by 44-tonner diesel.
- July 14, 1959 ICC grants railroads in northern New Jersey a 15% increase in commuter fares, effective Aug. 1. (CNJ AR)
- July 14, 1959 Massachusetts Transportation Commission established to study commuter rail problem. (Humphrey)

- July 15, 1959 Last (inactive) PRR steam locomotives dropped from the roster.
- July 15, 1959 New York City Planning Commission rejects Greyhound Corporation's application to enlarge its West 34th Street bus terminal opposite Penn Station, 5-2, on the grounds it will increase traffic congestion in the area; Robert Moses casts one of the dissenting votes, noting that Greyhound was there before the 1947 resolution and should be allowed to replace its now run-down 1935 terminal with one more fitting for its site; Moses also disputes the traffic congestion claims; Greyhound stubbornly remains at its old location for over three years before capitulating to the Port Authority. (NYT)
- July 15, 1959 United Steelworkers of America begin a nationwide strike over wage increases and, at Bethlehem, management attempts to rescind clause 2B of the 1956 contract that freezes work rules designed to maximize employment; at 116 days, it is then the longest steel strike in U.S. history and the largest strike in overall impact; the strike idles 519,000 steel workers and 250,000 in associated industries; costs the PRR \$65 million in lost revenues, erasing second quarter profits; the strike proves to be a turning point in the fortunes of the American steel industry, as lower-cost foreign producers take business from shut down U.S. firms. (AR, BethStl, Warren, Hoerr)
- July 1959 Philadelphia Mayor Richardson Dilworth unveils a plan for the city to take over and modernize all transit and commuter operations, but would pay nothing to the PRR and Reading for their physical plant, which is pledged under various mortgages; railroads suggest they perform the service and bill the city. (Trains)
- July 1959 PRR ends daily-except-Sunday freight service between Grand Rapids and Cadillac, Mich.; substitutes service three times a week between Grand Rapids and Mackinaw City. (ICC)
- July? 1959 NYC begins accepting American Express credit cards for tickets and dining car meals. (Trains)
- July? 1959 All 178 owning railroads approve a reorganization plan for Railway Express Agency that will put it on an independent basis by 1961. (Trains)
- July 17, 1959 PRR restores one local round trip between Freeport and Aladdin, Pa., after temporary discontinuance July 6. (A-sheet? file says disc. thru 9/28!)
- July 17, 1959 John W. Barriger calls for a two-system East built around NYC-B&O-C&O on the one side and the PRR and its affiliates on the other. (Trains)
- July 18, 1959 Last operation of steam locomotives on Nickel Plate at Conneaut, Ohio.
- July 20, 1959 PT&T Board approves replacement of five oil-fired Class L1s locomotives used as power plant at Sunnyside Yard with stationary boilers. (MB)
- July 23, 1959 Last revenue run of steam locomotives in freight service on Union Pacific. (Trains)
- July 25, 1959 *Red Arrow* makes last run between Pittsburgh and Crestline and Toledo and Detroit; PRR passenger service between Toledo and Detroit ends; *Red Arrow* reduced to a two-car train between Toledo and Crestline with New York-

- Toledo sleeper forwarded on *The General*; train is nicknamed *The Broken Arrow*; Pittsburgh-Detroit mail switched to B&O. (tt, A-sheet, B&O AR, PennsyWest)
- July 25, 1959 Last run of Nos. 81-82, Richmond-Columbus leg of *The Union* including last through coach between Chicago and Dayton. (A-sheet)
- July 25, 1959 Last run of through Chicago-Cincinnati-Norfolk coach and sleeper on *The Union* and the N&W's *Cavalier*. (A-sheet)
- July 25, 1959 Last portion of *The Southland* makes last run between Cincinnati and Jacksonville. (Key)
- July 26, 1959 *The Trail Blazer* name dropped and Nos. 48-49 known only as *The General*. (A-sheet)
- July 26, 1959 New Haven cuts most New York-Boston and New York-Springfield schedules by up to 0:27 by removing mail and express from most trains; most Boston runs now 4:15 or 4:20; New Haven No. 186 cut to New York-New Haven; No. 189 changed to carry only Boston-Pittsburgh sleeper with no coaches or parlor cars between New Haven and New York; add new No. 181, Boston-New York. (Guide, A-sheet - Guide has new Boston train the Mayflower)
- July 1959 Westclox installs 15-foot diameter advertising clock in Grand Central Terminal Main Concourse. (NYT)
- July 1959 Last Class B6sb 0-6-0 No. 5244 sold for scrap. (Edson)
- July 30, 1959 NYC discontinues Indiana remnant of eastbound *Knickerbocker* and No. 311 between Muncie and Indianapolis. (A-sheet, Sanders)
- July 31, 1959 NYC applies to discontinue all commuter and local passenger service between Boston and Springfield. (NYT)
- Aug. 1, 1959 Four NYC and Alleghany Corporation stockholders sue in U.S. District Court to force ICC to probe Alleghany's securing control of NYC in 1954.
- Aug. 1, 1959 Jamaica Racetrack closes after 56 years of operation. (Trager)
- Aug. 4, 1959 PRR renews leases of Sandusky Coal Docks No. 1, 2 & 3 and Ashtabula Dock No. 6 to Lower Lake Dock Company. (MB)
- Aug. 6, 1959 New York PSC begins hearings on state Full Crew Law; hearings end Oct. 22. (NYT)
- Aug. 7, 1959 NYC leases Buffalo Central Terminal to a developer and constructs a smaller facility within the concourse; developer fails in 1960. (Trains)
- Aug. 15, 1959 Richmond, Fredericksburg & Potomac Railroad discontinues *The Blue & Gray Clipper* No. 22, between Richmond and Washington, the last all-RF&P passenger train; the Seaboard Air Line's *Silver Comet* offers an almost identical service since it began operating from Broad Street Station in April. (Trains, Griffin)

- Aug. 1959 General Electric Company submits report on replacing PRR electric locomotives and MU cars with modern equipment; options range from purchasing 75 new 5,400 HP rectifier-type passenger locomotive similar to the New Haven EP-5 "Jets," with 75 GG1's replacing 91 P5a's to purchasing an additional 25 passenger and 50 freight electrics to replace the 91 P5a's and the oldest 75 GG1's; also 203 modern MU cars to replace the 265 oldest MP54's. (Rept)
- Aug. 1959 PRR converts steel box cars to stock cars at Fort Wayne Shops by cutting ventilation windows; reflective aluminum paint on roofs; hold 20% more than old wooden stock cars.
- Aug? 1959 New Haven grants Metropolitan Transit Authority and option on passenger facilities on the portion of the Old Colony Line between Boston and Braintree. (Trains)
- Aug.? 1959 New Haven announces plan to convert the Maybrook Line between Derby Jct. and Poughkeepsie to single track with CTC. (Trains)
- Aug. 17, 1959 Railroad management requests Pres. Eisenhower to appoint an impartial commission to study work rules issues.
- Aug. 25, 1959 Heads of five operating Brotherhoods call on Pres. Eisenhower to reject management's request for a work rules commission.
- Aug. 25, 1959 B&O opens new vertical-lift span in its Arthur Kill Bridge; 558-foot span is the longest vertical lift bridge in the world, vs. two 207-foot openings with the old 1888 swing span. (Trains)
- Aug. 31, 1959 Non-operating unions request 25 cents an hour increase.
- Aug. 31, 1959 N.J. Legislature passes act for referendum on Gov. Meyner's plan to tap New Jersey Turnpike surplus for aid to commuter railroads and bus lines. (NYT)
- Aug. 31, 1959 Work begins on landscaping the esplanade between 2 & 3 Penn Center with masonry tubs holding 34 large trees and smaller plantings. (PR)
- Sep. 1, 1959 PRR cuts officers' salaries because of steel strike; 10% for those earning \$10,000 a year or more; 5% for \$7,200 to \$10,000. (MB)
- Sep. 5, 1959 PRR announces it will install hot box scanner at Bengies and recorder at Edgewood, Md.; first installation on Chesapeake Region.
- Sep. 8, 1959 Last run of last New York-Atlantic City buffet parlor lounge car service on *Nellie Bly*; last parlor car service on PRSL. (Guide, tt)
- Sep. 8, 1959 City of Philadelphia begins "Operation Northeast" on Reading's line to Fox Chase. (PSIC)
- Sep. 9, 1959 Pres. Eisenhower rejects railroad management's call for a work rules commission as intruding on normal collective bargaining, which is to begin on Nov. 1, when old contracts expire. (, Trains)

- Sep. 11, 1959 NYC discontinues all passenger service between Charleston and Hitop, W.Va. (A-sheet)
- Sep. 1959 Last Class M1a 4-8-2's sold for scrap; No. 6755 preserved for historical collection. (Edson)
- Sep. 14, 1959 New York Transit Authority begins running special trains between 42nd Street & 8th Avenue (lower level) to Aqueduct Race Track during the racing seasons, stopping only at the Hoyt-Schermerhorn station in Brooklyn; operation runs through Mar. 16, 1981. (Feinman)
- Sep. 15, 1959 Soviet Premier Nikita Khrushchev (1894-1971) arrives in U.S. for two-week state visit aimed at easing the Cold War.
- Sep. 1959 PRSL connecting bus service between Cape May Court House and Avalon and Stone Harbor discontinued; Public Service Ocean City-Townsend Inlet bus extended to Avalon and Stone Harbor. (Lee)
- Sep. 1959 Electro-Motive Division submits proposal for PRR future motive power requirements in electrified territory; notes in 1958, repair costs of electric freight locomotives exceeded that of diesel freight locomotives by 32% and fuel energy costs are 78% greater; substituting 353 diesels for all but MU commuter trains and New York terminal runs (restoring the engine change at Manhattan Transfer) would save \$8.5 million annually; 17 FL-9's to be used for NY&LB and Atlantic City trains. (Rept)
- Sep. 16, 1959 ICC approves guarantee of \$1.5 million loan to New Haven; agrees to \$8.2 million equipment loan providing New Haven can find a lender.
- Sep. 18, 1959 ICC approves \$40 million loan guarantee for NYC.
- Sep. 17, 1959 Special PRR train of 15 *Congressional* cars and GG1's No. 4910 & 4905 carries Soviet Premier Nikita Khrushchev and party of 98, plus 246 reporters, from Washington to New York en route to address the United Nations, where Khrushchev astonishes spectators by banging the podium with his shoe; Khrushchev occupies parlor-observation *George Washington*; train runs as a second section of the *Legislator*; PRR provides a 2,000-word booklet in Russian describing the itinerary; a translator's mistake inflates certain statistics by a factor of 10. (VPO, Middleton, Trains)
- Sep. 19, 1959 A. Philip Randolph of Brotherhood of Sleeping Car Porters announces he will seek expulsion of the Brotherhood of Railroad Trainmen and the Brotherhood of Locomotive Firemen & Enginemen from the AFL-CIO unless they remove the whites-only clause in their constitutions within six months. (NYT)
- Sep. 21, 1959 Railroads counter non-operating unions' demand for 25 cent increase with demand for 15 cents an hour wage cut.
- Sep. 23, 1959 PRR Board authorizes purchase of 66 E44 electric freight locomotives to replace P5a's. (MB)
- Sep. 28, 1959 Transport Workers Union representing shop crafts informs National Mediation Board that it will withdraw from work rules talks with PRR as sees no hope of agreement. (NYT)

- Sep. 29, 1959 A gauntlet track is placed in service at the Pennsylvania Avenue curve in the B&P Tunnel in Baltimore to increase clearance for TOFC and other oversized loads. (PRRFAX)
- Sep. 29, 1959 The powerful Hudson County Democratic machine comes out against N.J. Gov. Robert B. Meyner's transit plan unless they are guaranteed that railroads will continue to pay full property taxes. (NYT)
- Sep. 29, 1959 ICC hearings on merger of Erie Railroad and DL&W begin in Buffalo; opposed by Wabash, Lehigh Valley, Nickel Plate and NYC. (Trains)
- Oct. 1, 1959 TrucTrain (TOFC) trains begin using Baltimore and Washington tunnels after completion of project to increase clearance and installation of gauntlet track at Pennsylvania Ave. curve in B&P Tunnel; 1-2 courses of tunnel's brick lining removed; SAL begins through TOFC service to Kearny, N.J., yard.
- Oct. 1, 1959 ICC authorizes the Baltimore & Eastern Railroad to abandon its line between Pittsville and Willards, Md. (ICC)
- Oct. 1, 1959 Non-operating unions and firemen receive a 3-cent cost of living increase. (Rdg AR)
- Oct. 7, 1959 PRR Pres. James M. Symes issues a statement before the ICC in favor of the Erie-DL&W merger; actually, he is working behind the scenes to oppose it in the interest of the Wabash and Lehigh Valley, which the PRR controls; studies expect the Erie-Lackawanna merger to cost the Wabash \$1 million a year on through freight; Symes has instructed Wabash Pres. Herman H. Pevler to demand access to the Erie-Lackawanna yards at Buffalo, which is refused. (Grant)
- Oct. 8, 1959 ICC approves Norfolk & Western-Virginian Railway merger; detaches Virginian from NYC influence and dilutes PRR share of N&W from 45 percent to 33 percent.
- Oct. 9, 1959 Pres. Eisenhower invokes the Taft-Hartly Act to force a settlement in the steel strike after the administration's earlier attempts at mediation fail. (HistPitts, Seeley)
- Oct.? 1959 PRR completes a series of high-speed tests for improved Northeast Corridor service with train of eight "Silverliner" MU cars and with a GG1 hauling eight *Keystone* tubular cars; MU train runs New York-Washington with six stops in 3:25 and north in 3:28; GG1 in 3:05 southbound and 3:02 northbound, hitting 106 MPH, vs. regular schedule of 3:45 for six stops; PRR says regular running at such speeds with require new equipment and track and signal improvements. (Trains)
- Oct. 16, 1959 PRR begins Plan III piggyback service to and from southern points via the Potomac Yard gateway and to upstate New York and New England via the Wilkes-Barre interchange with the Delaware & Hudson Railroad. (TraffDept)
- Oct. 18, 1959 Last run of freight service over the Snow Shoe Secondary Track. (PRRFAX)
- Oct. 21, 1959 ICC authorizes the Northern Central Railway to abandon part of the Green

Spring Branch. (ICC)

- Oct. 22, 1959 Great Southwest Corporation incorporated in Texas to acquire property of two Delaware corporations, Great Southwest Corporation and Great Southwest South Corporation, incorporated in 1956; controlled by the Wynne real estate interests of Dallas and the Rockefeller family through Rockefeller Center, Inc.; owns real estate between Dallas and Fort Worth. (TexCorps, Moodys)
- Oct. 23, 1959 Last run of passenger trains Nos. 2500-2509 between Perth Amboy and Jamesburg, ending all passenger service between South Amboy Jct. and Jamesburg and all passenger service on the old Camden & Amboy line; train ran as a single MP54 with less than 10 regular passengers; car had run deadhead between Jamesburg and Trenton. (tt, Headlights)
- Oct. 23, 1959 Last run of Cleveland-Alliance commuter local, known as "Dan Hanna Special" from newspaper publisher Daniel R. Hanna, Jr., (1894-1962); ends all passenger service between Ravenna and Alliance; *The Clevelander*, last train to Cleveland, begins making commuter stops on Oct. 26. (tt)
- Oct. 24, 1959 Last run of Illinois and Ohio legs of *The Union* (eastbound) and *The Red Bird* (westbound) between Chicago and Crown Point, Ill., and Richmond and Cincinnati; Indiana portion between Crown Point and Richmond is kept running as unnamed local Nos. 72-73 with an AS-12 and a single coach by state regulators. (A-sheet, PennsyWest)
- Oct. 24, 1959 Last run of NYC's St. Louis-Boston sleeping car. (Sanders)
- Oct. 24, 1959 National Mediation Board sets talks to avert nationwide rail strike in 1960; railroads are pushing for first wage cut since the early 1930s and mounting a vigorous anti-featherbedding media campaign, infuriating the unions.
- Oct. 25, 1959 *The Duquesne* (eastbound only) renamed *The New Englander*, Pittsburgh-Philadelphia; *The Juniata* (eastbound only?) discontinued between New York and Philadelphia; southbound *Arlington* discontinued between New York and Washington; *Colonial* running time cut by 25 minutes. (tt); No. 12 withdrawn Pittsburgh-Philadelphia; No. 16 renamed Duquesne and made daily Pittsburgh-New York; No. 24 renamed New Englander; No. 26 Juniata cut to Pittsburgh-Philadelphia; No. 62 withdrawn Pittsburgh-New York; eastbound connection of No. 78 changed from No. 4 to No. 30; No. 353-354 withdrawn Cleveland-Alliance. (A-sheet)
- Oct. 25, 1959 PRR restores through New York coaches on the *Southerner* but only forwards six sleepers and two coaches on a regular Northeast Corridor train instead of operating the entire *Southerner* as a through train. (A-sheet)
- Oct. 25, 1959 NYC places two leased Budd "Slumbercoaches" (which it calls "Sleepercoaches") in *Twentieth Century Limited* service and removes regular coaches, restoring all-first-class status; also adds two "Sleepercoaches" to *New England States*. (tt, AR, Doughty, Trains)
- Oct. 25, 1959 NYC's *Gateway/Cleveland Special* cut back from St. Louis to Indianapolis. (Sanders)

- Oct. 25, 1959 PRR/L&N and Illinois Central Railroad begin operating leased Northern Pacific 4-4-4 dome sleeping cars on *The South Wind* and *The City of Miami* during the 1959-1960 winter season only; cars running on the *City of Miami* are repainted in IC colors, those on *South Wind* are not; are first dome cars in the South. (Key, Goolsby, tt)
- Oct. 25, 1959 B&O combines *Capitol Limited* with *Columbian* over entire route between Baltimore and Chicago, ending *Capitol's* all-first class status. (B&O AR)
- Oct. 25, 1959 B&O establishes through Slumbercoach between Baltimore and San Antonio via MP on the *National Limited* and *Texas Eagle*. (Thomas)
- Oct. 25, 1959 Reading begins running a regular series of "Iron Horse Rambles" behind its Class T-1 4-8-4's; popular railfan excursions run for four years. (Trains)
- Oct. 25, 1959 Last section of Schuylkill Expressway opens between Vine Street and the Walt Whitman Bridge. (BltnAlmnc)
- Oct. 25, 1959 Alfred Adolph Gassner (1892-1959), one of the engineers for the TALGO train and Train "X," dies at New York. (NYT)
- Oct. 26, 1959 Government mediators begin working to prevent a nationwide rail strike in 1960; operating Brotherhoods have asked for 12% increase; railroads are demanding first wage cuts since the Depression.
- Oct. 27, 1959 D.F.S. Corporation incorporated in Delaware; stands for "Diesel Fuel Storage"; owns and leases oil storage facilities at Cincinnati, Conway, East St. Louis and Philadelphia to PRR; owned by Manor Real Estate Company (40%) and D.T.I. Enterprises, Inc. (60%). (MB)
- Oct. 28, 1959 VP-Transportation & Maintenance Allen J. Greenough is summoned to Pres. Symes's office at 12:15 and informed that he has been chosen to succeed Symes as President; Greenough had not sought promotion, but was chosen because VP, Operations J.P. Newell, the normal heir apparent, had created discord through his feud with Fred Carpi; David Bevan preferred Hermam H. Pevler of the Wabash who was a good operating man with no larger talents and thus no threat to Bevan's hope of eventually succeeding Symes as Chairman. (Trains, Salsbury)
- Oct. 28, 1959 PRR announces it will furlough an additional 3,500 workers at Altoona because of the steel strike; employment at Altoona Works has fallen from 15,000 in Feb. 1951 to 6,800.
- Oct. 31, 1959 Three-year moratorium on wage increases expires; operating unions ask for 12-14% increase; non-operating unions ask for a 25-cent increase; railroads propose a 15-cent cut. (Rdg AR)
- Nov. 1, 1959 Office of Board Chairman revived; replaces president as CEO and president becomes Chief Administrative Officer; James M. Symes elevated to Chairman and Allen J. Greenough elected fourteenth and last PRR president; Greenough soon tries to force the resignation of his former superior J.P. Newell as VP, Operations, but Symes protects him until his own retirement in 1963. (MB, Salsbury)

- Nov. 2, 1959 Railroads formally present demands for revised work rules to Brotherhoods for direct negotiation under Railway Labor Act; demand 15 cents per hour cut (to eliminate amount rail wages have increased over general wage levels), extension of mileage day from 1919 formula of 100 miles to 160 miles to reflect faster train speeds, discretion to eliminate firemen on diesels in freight and yard service and run crews through established crew change points, end barriers between road and yard crews. (NYT, Mutual, AR)
- Nov. 2, 1959 PRR suspends freight car building at Altoona for one month because of shortage of steel. (MB)
- Nov. 3, 1959 New Jersey voters reject Gov. Meyner's proposal to use surplus from New Jersey Turnpike to finance public transit improvements and rail commuter service and lower railroad property taxes. (Palmer, NYT)
- Nov. 7, 1959 Steel strike ends after 116 days after Supreme Court upholds an 80-day injunction under the Taft-Hartley Act; PRR says it will recall some of 10,000 furloughed workers; strike cost PRR \$55 million in lost revenue; the long strike opens the door to cheap steel imports, beginning the long decline of the U.S. steel industry; domestic steel requires four tons of ore, coal and limestone for each ton of steel, and railroads like the PRR carry all five tons, coming and going; with imports, only one ton moves by rail; the implications for the PRR are ominous. (NYT, AR, Trains)
- Nov. 1959 NYC agrees to acquire \$5 million in notes of Flying Tiger Line, Inc., the world's largest all-freight air service. (AR)
- Nov. 1959 Norfolk & Western Railway Pres. Stuart T. Saunders opens merger overtures to the Nickel Plate, which will both reduce the N&W's reliance on coal and help distribute coal through the Midwest; Saunders proposes to take the Detroit, Toledo & Ironton Railroad to link the two lines, which have no common point; PRR Chairman James M. Symes is not happy with the merger. (Striplin)
- Nov. 19, 1959 PRR Board votes to declare 25-cent dividend despite \$2.3 million third quarter deficit to maintain unbroken dividend record; also restores officers' salaries to level prior to Sep. 1, 1958 cut; creates Executive Committee to replace Road Committee; Chairman Symes reports payroll taxes and equipment rentals are unfavorable compared to 1958. (MB)
- Nov. 19, 1959 LIRR asks New York PSC permission to raise fares by 4.6%; yield \$2.3 million per year. (NYT)
- Nov. 20, 1959 PRR announces it will recall 3,500 workers at Altoona because of end of steel strike; on same day is served with strike notice by TWU and System Federation representing shop crafts.
- Nov. 23, 1959 U.S. Supreme Court refuses to review Randolph Phillips verdict over 1958 proxy fight. (NYT)
- Nov. 25, 1959 PRR and shop craft unions agree to mediation.
- Fall? 1959 James M. Symes testifies before ICC in favor of Erie Lackawanna merger; actually is working behind the scenes with the Wabash to derail it; Erie

Lackawanna threatens to divert traffic from Wabash, which is now forwarded to DL&W at Buffalo; Wabash and LV demand access to EL facilities at Buffalo as price of merger. (verify date - may be early 1960?) (Hofsommer? or Grant??)

- Dec. 1, 1959 Norfolk & Western-Virginian merger consummated; N&W jumps from 2,138 to 2,747 route-miles. (Trains)
- Dec. 1, 1959 AAR raises per diem charge from \$2.75 to \$2.88. (NH AR)
- Dec. 5, 1959 Green Spring Branch (Baltimore Division) abandoned west of Rockland.
- Dec. 7, 1959 ICC authorizes the NYC to discontinue the last passenger service on the West Shore between Weehawken and West Haverstraw. (ICC)
- Dec. 8, 1959 New York PSC approves 4.3% fare increase for LIRR. (NYT)
- Dec. 10, 1959 Circuit Court of Appeals sustains award in truckers anti-trust suit and denies railroads' appeal for reversal and truckers' appeal for greater damages. (AR)
- Dec. 11, 1959 Last run of NYC West Shore commuter service between Weehawken, N.J., and West Haverstraw, N.Y., departs Weehawken at 11:44 PM after the company's five-year fight to discontinue service; last 22 trains cost \$628,505 to operate and grossed \$42,556. (NYT, Trains)
- Dec. 13, 1959 Last run of PRR New York-Tulsa cars. (tt)
- Dec. 14, 1959 U.S. Supreme Court approves PRR/Santa Fe purchase of Toledo, Peoria & Western Railroad. (NYT)
- Dec. 15, 1959 Lehigh Valley Railroad signs new agreement with the PRR for the use of its tracks between Newark Jct. and Penn Station, reflecting the reduced level of service. (AR)
- Dec. 15, 1959 Green Spring Branch near Baltimore embargoed west of Rockland; track is removed in the summer of 1960. (Gunnarsson)
- c. Dec. 1959 Chicago Passenger Terminal Authority releases report calling for closing LaSalle, Grand Central and Dearborn Stations and moving long-distance trains into Union Station; building small station for Rock Island commuter trains west of Grand Central. (PRR MB - by 12/17)
- Dec. 17, 1959 PRR Board authorizes \$719,000 for Penn Center Concourse; authorizes advance to Trailer Train Company for 500 flat cars; improving tunnels at Baltimore and Washington to increase clearance for TrucTrain. (MB)
- Dec. 17, 1959 PRR Board authorizes following abandonments: Jersey City Passenger Terminal and elevated, car shop at Dennison, tracks between "CM" East Liberty and "DN" Verona. (MB)
- Dec. 17, 1959 Penndel Company revises trackage rights agreement with the Norfolk Southern Railway to be a single instead of a double track between Camden Heights and North Jct., Norfolk. (MB)

- Dec. 17, 1959 Pennsylvania Company Board authorizes sale of 10,000 shares of Lehigh Valley Railroad; authorizes purchase of \$35 million Norfolk & Western Railway common from PRR with funds loaned by PRR. (MB)
- Dec. 17, 1959 *Florida Special* loses all-Pullman status; fashion shows added. (Welsh, Goolsby, Guide)
- Dec. 1959 NYC discontinues all passenger service between Bay City and Jackson, Mich.
- Dec. 18, 1959 ACL inaugurates the *Miamian* as an all-Pullman, winter only train running every third day. (Goolsby, tt)
- Dec. 22, 1959 Allan P. Kirby offers Randolph Phillips \$1.1 million to settle his 1955 lawsuit vs. Alleghany Corporation; Kirby is to pay money to Alleghany Corporation; Murchison brothers protest settlement. (NYT)
- Dec. 24, 1959 Randolph Phillips, a former consultant to Robert R. Young and small shareholder crusader, settles his lawsuit against Alleghany Corporation; certain Alleghany stockholders have to personally repay the company \$3 million. (NYT)
- Dec. 28, 1959 N.Y. Supreme Court formally approves settlement between Randolph Phillips and Alleghany Corporation; lifts the injunction barring an out-of-court settlement; in return, the Murchisons are to return their Investors Diversified Services, Inc., stock to the Alleghany Corporation. (NYT)
- Dec. 29, 1959 Greencar Corporation incorporated in Delaware to buy and lease hopper cars to PRR system; owned 40% by Manor Real Estate Company and 60% by D.T.I. Enterprises, Inc. (MB)
- Dec. 30, 1959 PRR asks ICC to approve average 28% increase in New York-New Jersey commuter fares and 16% increase on New York-Philadelphia line.
- Dec. 30, 1959 New Jersey PUC permits PRSL to drop 8 daily and 2 Saturday Camden-Hammonton locals.
- Dec. 30, 1959 Old Bay Line's *City of Richmond* makes the last stop at the government pier at Old Point Comfort, once used by the NYP&N Cape Charles-Norfolk steamboats; the Army no longer uses the pier and does not want to repair it; it is demolished in 1961. (Burgess)
- 1959 PRR railroad net income rises from \$3.5 million in 1958 to \$7.3 million; total net income from \$11.8 million to \$16.7 million.
- 1959 PRR places record car order for 23,500 freight cars for \$215 million; includes 10,000 70-ton hoppers, 5,850 gondolas, 4,900 box cars, 1,000 ore jennies, 500 covered hoppers, 500 stock cars, 450 covered gondolas and 300 flat cars; also 50 diesels for \$10 million. (PRR Pam)
- 1959 TrucTrain terminals built on President Street Branch between Bay View and Highland Avenue in Baltimore and at Richmond, Ind. (AR)
- 1959 20 automatic hot-box detectors installed.

- 1959 Major cuts made in number of sleeping cars operated over PRR.
- 1959 PRR sells part of Altoona Cricket Field to American Stores Company for construction of "Cricket Field Plaza" shopping center. (Loeb)
- 1959 A. Mosby Harris (1907-1974) named Assistant VP-Transportation. (AR)
- 1959 Old lakefront Cleveland Union Station razed. (PRR-Talk)
- 1959 NYC cuts passenger deficit by \$7.7 million or by 50% since 1957 by means of massive service cuts; deficit now at lowest level since 1945. (AR)
- 1959 NYC begins construction of third electronic hump yard at Avon, near Indianapolis. (AR)
- 1959 P&LE begins construction of automated yard near Youngstown. (AR)
- 1959 NYC threatens to withdraw from Railway Express Agency effective Jan. 1, 1960, prompting the reorganization of REA and reduction of loss to NYC. (AR - Trains says was Dec. 1958)
- 1959 NYC introduces first overnight freight service between Pittsburgh and Detroit to haul steel for auto industry. (AR)
- 1959 NYC creates centralized Rate Bureau in New York City. (AR)
- 1959 Last run of through cars between New York and Boston via the NYC-New Haven "Inland Route" via Springfield, Mass. (Railpace)
- 1959 New Haven inaugurates first "Jet" fast freight service between Boston and Chicago/St. Louis with second morning delivery; mostly for TOFC traffic. (AR)
- 1959 Pullman-Standard Car Manufacturing Company merged into Pullman, Incorporated, as Pullman-Standard Division. (Moody's)
- 1959 J.P. Morgan & Co. merges with the Guaranty Trust Company to form the Morgan Guaranty Trust Company. (Cleveland/Huertas)
- 1959 Because of the steel strike, the U.S. moves from being a net exporter of steel to being a net importer for the first time since the 19th century; net imports amount to 3.39 million tons. (Warren, Hoerr)
- 1959 Imports of foreign iron ore reach a temporary peak of 40% of U.S. supplies; expansion of taconite pelletizing plants permits the Lake Superior mines to meet 75% of U.S. demand, and imports fall to 20-25% by the 1980s; however, the large investment in taconite is rendered unproductive in the long run, as total steel demand shrinks, and other countries such as Japan tap high-quality ores from Australia and Brazil for a much lower cost per ton of steel; the U.S. companies remain wedded to the integrated model in which they control their own ore supplies, meaning high-cost, low-quality taconite and ores from northern Canada, a stance that further undermines their competitiveness in world markets. (Seely, Hoerr)

