

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

By Christopher T. Baer

1960

April 2015 Edition

All data subject to correction and change

- Jan. 1, 1960 Clair I. Clugh (1901-1994) named Assistant Chief Mechanical Officer; John Lawrence Parker (1900-) named Manager-Heavy Repair Shops, replacing Clugh. (MB)
- Jan. 1, 1960 PRR leases 4,000 70-ton hopper cars from Delco-Pennsylvania, Inc. (MB)
- Jan. 4, 1960 Settlement signed ending the steel strike with large gains for the United Steelworkers of America that the industry estimates will cost \$1 billion a year; includes 40 cent increase and more rigid craft distinctions; the companies have failed to win their demand for the repeal of Section 2B; the settlement encourages rail unions to stand firm on own their work rules and helps render the American steel industry less competitive; imports have begun making inroads in U.S. markets during the strike; the decline of Big Steel begins. (NYT, Seeley)
- Jan. 4, 1960 New Haven receives 10% increase in passenger fares.
- Jan. 5, 1960 Trial of Riss & Co. antitrust case against railroads finally begins in U.S. District Court in Washington.
- Jan. 7, 1960 Alfred Perlman of NYC, W.J. Tuohy of C&O and Cyrus Eaton and Allan P. Kirby of Alleghany Corporation meet to discuss merger prospects in the East.
- Jan. 11, 1960 PRR files with the ICC to abandon its Jersey City Terminal at Exchange Place, now served by only a small number of commuter trains, and its elevated passenger line in Railroad Avenue. (ICC)
- Jan. 11, 1960 NYC introduces the *So'Westerner*, the fastest freight from St. Louis to

- New York for merchandise and Flexi-Van traffic, with second-morning delivery cutting 24 hours off previous schedule. (AR, NYT, Trains)
- Jan. 11, 1960 Three new Alco DL-640's make first demonstration run on NYC freight LS-1 from New York to Chicago; return on NY-2 on Jan. 13. (RyAge)
- Jan. 12, 1960 New Haven sues NYC in NY Supreme Court over its right to share in Park Avenue air rights income. (NYT)
- Jan. 1960 Government acquires property at south side of South Station, Boston, for postal facility. (NH AR)
- Jan.? 1960 PRR tests an ex-Virginian Railway 3,300-HP rectifier electric freight locomotive; the Virginian electrics are later sold to the New Haven and become property of Penn Central in 1969. (Trains)
- Jan. 1960 Basil S. Cole (1920-2002), later a major figure in the Penn Central collapse, named Assistant General Counsel in Philadelphia. (Guide)
- Jan. 1960 Union Pacific Railroad and Kansas City Southern join Trailer Train. (RyAge)
- Jan. 1960 Nickel Plate Chairman Lynne White (-), Pres. Felix Hales (-), and VP-Finance William H. Wenneman (-) meet Norfolk & Western Railway Pres. Stuart T. Saunders and PRR Chairman James M. Symes at the Biltmore Hotel in New York; Saunders has persuaded Symes to assent to the N&W-Nickel Plate merger, but Symes is also demanding that they take the Wabash Railroad. (Striplin)
- Jan. 1960 Interest on short-term Treasury bills peaks at 5.099%. (NYT)
- Jan. 17, 1960 Former Norfolk & Western Railway Pres. William J. Jenks (1870-1960) dies. (WwasW)
- Jan. 20, 1960 PRR and Reading agree to City of Philadelphia plan for a non-profit Passenger Service Improvement Corporation to subsidize their commuter lines. (BltnAlmnc)
- Jan. 21, 1960 NYC announces it will build a 61-track automated yard at Detroit. (NYT)
- Jan. 21, 1960 Southern Railway operates the first U.S. unit coal trains in mine-to-power plant service at Jasper, Ala.; in order to make the service economically profitable, Southern has received its first 200 "Silver-side" 100-ton aluminum hopper cars; the trains are designed for continuous loading and unloading and are conceived by L. Stanley Crane. (AAR,

BDavis)

- Jan. 22, 1960 Last LCL freight shipped from the Logansport freight house on Wabash Avenue. (Strauch)
- Jan. 22, 1960 Last runs of New Haven passenger service between Hartford and Waterbury. (NYT)
- Jan. 25, 1960 Former PRR Chief of Passenger Transportation Daniel Miller Sheaffer (1885-1960) dies. (WwasW)
- Jan. 26, 1960 Group headed by David Rockefeller (1915-) of Chase Manhattan Bank unveils plan for a "World Trade Center" on the East River in Lower Manhattan in bid to maintain the vitality of the Downtown Financial District. (NYT)
- Jan. 27, 1960 NY PSC recommends repeal of 1913 state Full Crew Law; politicians refuse to touch issue in an election year. (NYT)
- Jan. 27, 1960 Alfred E. Perlman replaces Anita Young, widow of Robert R. Young, on Board of Alleghany Corporation. (NYT)
- Jan. 28, 1960 PRR and Santa Fe assume joint ownership of Toledo, Peoria & Western Railroad. (Stringham has 2/11?)
- Jan. 29, 1960 Pullman-Standard demonstrates first tri-level auto rack car for Chrysler Corporation at St. Louis; begins tests on St. Louis-San Francisco Railway. (RyAge)
- Early 1960? NYC inaugurates LS-99 and NY-100 solid Flexi-van trains operating between New York and Chicago in 18:00; runs 6 to 33 cars pulled by 3 F-7's. (Trains 6/60)
- Feb. 1, 1960 John D. Murchison announces that he will buy the Alleghany Corporation stock held by Robert R. Young's widow. (NYT)
- Feb. 1960 Alfred E. Perlman and other railroad executives appear before the House Committee on Interstate & Foreign Commerce to push for amending the Interstate Commerce Act and Civil Aeronautics Act to permit railroads to form diversified transportation companies, something that W. W. Atterbury had tried to do in the 1920s and 1930s. (RyAge)
- Feb. 4, 1960 New Haven increases most passenger fares 10%. (AR)
- Feb. 4, 1960 Railroads accept arbitration of "featherbedding" work rules dispute.

(RyAge)

- Feb. 4, 1960 Mrs. Robert R. Young's brother-in-law secures an injunction blocking the sale of her Alleghany Corporation shares to Allan P. Kirby. (NYT)
- Feb. 5, 1960 BLE accepts arbitration of work rules dispute. (RyAge)
- Feb. 5, 1960 Passenger Service Improvement Corporation of Philadelphia (PSIC) created as a special non-profit corporation with 11 directors appointed by Mayor Dilworth of Philadelphia, 1 by PRR, 1 by Reading, 2 by labor unions; take over "Operation Northwest" and "Operation Northeast"; PSIC will pay railroads a flat fee for improved service. (BltnAlmnc)
- Feb. 1960 LIRR begins track elevation at Floral Park.
- Feb. 1960 Last Class H9s (No. 5216), H10s and M1 (No. 6940) sold for scrap. (Edson)
- Feb. 10, 1960 Santa Fe Railway purchases the entire capital stock of the Toledo, Peoria & Western Railroad at 135. (Moody's)
- Feb. 12, 1960 Last run of *The Juniata* between Harrisburg and Philadelphia; also of No. 601 between Lancaster and Philadelphia. (A-sheet)
- Feb. 14, 1960 PRR places single MU car on former schedule of No. 601 between Lancaster and Harrisburg. (A-sheet)
- Feb. 1960 B&O, Chesapeake & Ohio Railway and NYC begin formal merger talks. (NYT)
- Feb. 1960 Chesapeake & Ohio Railway joins Trailer Train. (RyAge)
- Feb. 1960 Stock prices fall back to levels of Feb. 1959 from highs of Jan. 1960. (NYT)
- Feb. 16, 1960 Railroad leaders visit Washington to press for federal aid for commuter services; Chairman Symes and George Alpert of the New Haven address the Senate Surface Transportation Subcommittee. (NYT)
- Feb. 19, 1960 LIRR introduces bar service as an experiment on 5:03 from Hunters Point Ave. to Port Jefferson using a portable bar set up between seats. (NYT)
- Feb. 23, 1960 Santa Fe Railway sells 50% interest in Toledo, Peoria & Western Railroad to Pennsylvania Company; PRR settles for purchase for \$6

million from the McNear estate. (Moody's, MB)

Feb. 24, 1960 PRR Board authorizes two-year, \$50 million line of revolving credit from National City Bank. (MB)

Feb. 24, 1960 PRR Board authorizes following retirements: door shop, dry kiln and grit blast buildings at Altoona Car Shop; five stalls of Shire Oaks roundhouse; Grays Ferry Stock Yards Building; westbound main tracks at Indianapolis; Terre Haute Union Station and conversion of baggage building to new station; turntable and tracks at Guilford Avenue, Baltimore; 14 stalls of Olean roundhouse; turntable at Valparaiso; "West Robinson" Interlocking at Crestline. (MB)

Feb. 24, 1960 PRR Board authorizes following line abandonments: Shelbyville Branch between Gings and Bentonville, Ind., 13 mi., by Dec. 31, 1963; 1.86 mi. of Madison Branch starting at Madison, Ind. (MB)

Feb. 24, 1960 Norfolk & Western Railway and Nickel Plate officials again meet at the Waldorf-Astoria Hotel but fail to reach agreement on a merger. (Striplin)

Mar. 9, 1960 A new New York Central Railroad Company (NYC) incorporated in Delaware. (ICC)

Mar. 14, 1960 New Haven replaces all service on the Housatonic Railroad north of Danbury, except two weekend round trips, with an RDC shuttle. (nhrhta)

Mar. 15, 1960 Delair Bridge cut at 9:00 PM to permit replacement of swing span with wider vertical lift span to permit large ore carriers to reach the Fairless Works of the United States Steel Corporation. (RyAge)

Mar. 15, 1960 Second track removed between "THORNE" and "IU" Interlockings at Indianapolis. (GO)

Mar. 1960 Samuel Rea Shops complete order of 1,000 new Class G38 ore jennies. (RyAge)

Mar.? 1960 PRR engages an outside consultant to study efficiency of Altoona Shops and disposal of surplus property. (Trains)

Mar. 1960 Last Class J1 at Columbus moved from Grogan Yard to 20th Street Shops to be cut up for salvage. (ColEvngDsptch)

Mar. 1960 Richmond, Fredericksburg & Potomac Railroad joins Trailer Train. (RyAge)

- Mar. 16, 1960 Old fixed span of Delair Bridge floated out on barges at high tide. (RyAge)
- Mar. 17, 1960 ICC orders investigation of New Haven and its subsidiaries, which is failing under large passenger deficit and weak freight traffic. (NYT)
- Mar. 18, 1960 Norfolk & Western Pres. Stuart T. Saunders makes first announcement of his intention to seek merger with the Nickel Plate. (NYT, Grant)
- Mar. 19, 1960 New lift span of Delair Bridge floated into place and installed; completion of lift towers takes an additional six months. (RyAge)
- Mar. 21, 1960 Norfolk & Western Railway and Nickel Plate officials hold another meeting at the Waldorf-Astoria Hotel without reaching an agreement on merger terms. (Striplin)
- Mar. 23, 1960 Chairman Symes reports to PRR Board on merger talks between N&W and Nickel Plate, which have no physical connection; DT&I, Wabash and Lehigh Valley Railroad are then to be leased to combined company; Board authorizes lease of 66 Class E44 electric freight locomotives from GE in return for surplus material worth \$500,000. (MB)
- Mar. 23, 1960 VP-Purchases & Real Estate J. Benton Jones makes preliminary report to PRR Board on Penn Station redevelopment; station operated at net loss of \$1.2 million in 1959; hope to reduce this to \$842,000 by remodeling lower level and to \$382,200 after sale of air rights; have architect's plans for two proposals; first, four 20-story office towers similar to Penn Center with a total of 2.5 million square feet; second, a 50-story tower on 7th Avenue and a U-shaped building 5 to 10 stories high around the perimeter with a total of 2 million square feet. (MB, VPF)
- Mar. 23, 1960 PRR Board authorizes following retirements: tracks 1 & 3 between Denholm and Lewistown with reverse signaling on track 2; second track between "HC" and Lovett, Pa. (7.61 mi.); Dover, Del., station and remodeling freight house for passenger use; Bald Eagle Branch between Mt. Eagle and Howard, Pa. (4.03 mi.) (MB)
- Mar. 1960 Steel output drops below 90% of capacity and continues to fall through the year, with cutbacks in orders by the automobile industry; although no one yet realizes it, this is the beginning of a massive contraction and restructuring of the U.S. steel industry; starting during the strike, steel from restored European and Japanese mills makes ever deeper inroads into U.S. markets. (NYT)

Mar. 27, 1960	Last run of regular U.S. steam-powered passenger service on Grand Trunk Western Railway between Detroit and Durand, Mich. (Trains)
Mar. 28, 1960	ICC authorizes the NYC to abandon passenger service on the St. Lawrence Division between Syracuse and Massena and between Utica and Ogdensburg. (ICC)
Mar. 30, 1960	Pennsylvania Company purchases 200,000 share of Norfolk & Western Railway from the PRR for \$19 million. (MB)
Apr. 1, 1960	Personnel and Public Relations Depts. combined under VP-Public & Employe Relations James W. Oram; includes supervision of Medical Dept.; Symes blames VP-Public Relations Ralph C. Champlin, who is fired, for expense and ineffectiveness of old Public Relations Dept.; VP-New York James L. Cranwell retires. (MB)
Apr. 1, 1960	John S. Fair, Jr. (1905-1974), named General Manager-Purchases & Stores. (MB)
Apr. 1, 1960	PRR and Reading raise Philadelphia area commuter fares outside the city limits by 25%. (BlltnAlmnc, AR)
Apr. 1, 1960	PRR opens 24th TrucTrain terminal at Buffalo. (PR)
Apr. 1, 1960	NYC's Cleveland Technical Center announces a Navy contract to use its air floatation technique for shipping Polaris missiles by rail in Flexi-Vans with temperature and humidity controls. (RyAge, NYT)
Apr. 1960	Pullman-Standard completes order of 75 100-ton aluminum gondolas for Southern Railway. (RyAge)
Apr. 2, 1960	Retired Chief Mechanical Officer Howell T. Cover (1897-1960) dies. (Mutual)
Apr. 4, 1960	New Jersey Highway Commissioner Dwight R.G. Palmer presents report on rail passenger service to Legislature and Governor Meyner outlining what becomes known first as the "Palmer Plan" and then the "Aldene Plan"; state is to subsidize commuter service to the extent of \$6 million a year; "Project A" calls for CNJ trains to be routed into PRR's Newark station or possibly Exchange Place Terminal via the Lehigh Valley Railroad from the crossing at Aldene, east of Cranford, with shuttle service retained between Cranford and Bayonne; "Project B" involves routing all NY&LB passenger service via the PRR route, eliminating many intermediate stations that once served separate resorts, and possible extension of electrification to Matawan; "Project

C” call for the Port of New York Authority to provide 90 new cars for the Hudson & Manhattan Railroad and also lease and operate the CNJ and Lackawanna ferries until the H&M is reequipped to carry their traffic. (Rept)

- Apr. 6, 1960 Allan P. Kirby announces control of Investors Diversified Services, Inc., has been returned to Alleghany Corporation. (NYT)
- Apr. 8, 1960 Pennsylvania Company sells to the PRR 109 locomotives, 32 passenger cars and ___ electric locomotives now leased to the PRR for \$19 million; also sells the PRR 1,875 shares of the Pennsylvania-Ontario Transportation Company; sells to the Manor Real Estate Company its interest in the Little Kanawha Syndicate coal lands for \$1.6 million, also 200 shares of Delaware Car Leasing Company and 2,000 shares of the Pennsylvania Car Leasing Company. (MB)
- Apr. 11, 1960 PRR announces placing seven new diesel tugs in service in New York Harbor, replacing 12 old tugs, including the last steam-powered; tugs built by Dravo Corporation at Pittsburgh, are *New York, Jersey City, Trenton, Harrisburg, Pittsburgh, Cincinnati* and *Indianapolis*; note New York Harbor marine operations cost \$573,000 per month. (PR, MB)
- Apr. 11, 1960 Delaware Railroad retires Dover passenger station and moves passenger accommodations into the freight house. (BdFl)
- Apr. 11, 1960 Former NYC Pres. Gustav Metzman (1886-1960) dies at New York after a long illness. (RyAge)
- Apr. 12, 1960 Chrysler makes first shipment using NYC auto rack carriers designed to fit on a Flexi-Van chassis, Detroit to New York. (NYT)
- Apr. 15, 1960 New Haven agrees to sell most of South Station property to Boston real estate developer Sidney G. Goode for \$1 million; city of Boston sues to block sale. (AR)
- Apr. 1960 Economic expansion ends; 10-month contraction begins. (NBER)
- Apr. 20, 1960 NYC introduces *Super Vans*, solid Flexi-Van trains operating between New York and Chicago at near passenger train speeds in 23:00. (AR, Guide, NYT)
- Apr. 23, 1960 Last trip of Boston-Pittsburgh sleeping car. (A-sheet)
- Apr. 23, 1960 Last trip of No. 68-69 between Crestline and Toledo; last trip of No. 72-73 between Richmond and Crown Point, Ind.; last trip of No. 52,

- remnant of former *Fort Pitt*, between Gary and Fort Wayne. (A-sheet)
- Apr. 23, 1960 Last run of New Haven passenger service between Waterbury and Hartford, Conn. (tt)
- Apr. 24, 1960 PRR cuts the old Philadelphia & Erie Railroad main line through Williamsport to save repairs to the lower Susquehanna River bridge at "ALLEN"; the Linden Line freight bypass on the south bank of the river becomes the Main Line; the former main line from Williamsport station west to "LINDEN" is designated the Williamsport Branch; the portion from the station east to the Lower Canal Branch is designated the Williamsport Industrial Track; the remainder east to "ALLEN," including the lower Susquehanna bridge, is designated as a construction track; Buffalo and Erie passenger trains now have to back in and out of Williamsport from "LINDEN." (GO)
- Apr. 24, 1960 NYC permanently adds coaches to the consist of the *Twentieth Century Limited*; discontinues *Indianapolis Special* between Cleveland and Union City, leaving an unnamed Union City-Indianapolis local. (tt, Sanders)
- Apr. 25, 1960 PRR begins running "refreshment cars" on rush-hour commuter trains on the NY&LB between New York/Jersey City and Bay Head Jct., 6 southbound and 5 northbound. (tt)
- Apr. 26, 1960 Erie and DL&W finally agree with Wabash and Lehigh Valley to withdraw opposition to merger in return for access to EL facilities at Buffalo. (Grant)
- Apr. 26, 1960 GE introduces model U25B diesel road switcher and enters U.S. domestic diesel market. (Trains)
- Apr. 27, 1960 PRR Board authorizes purchase of stock of Pennsylvania-Ontario Transportation Company for \$157,500; authorizes retirement of coaling stations at Mount Carbon, Pa., and Island Road & Grays Ferry Avenue in Philadelphia; abandoning 0.22 mi. of Centreville Branch south of connection at Townsend, Del. (MB)
- Apr. 28, 1960 C&O management at its annual meeting implies that it will seek to control B&O; Pres. Walter J. Tuohy says they are exploring several possibilities, but refuses to divulge details; Pres. Howard Simpson of the B&O tells the press that they are discussing a three-way merger with the C&O and NYC; press breaks the story next day. (NYT)
- Apr. 29, 1960 A joint PRR-Reading committee reports on ways to cut the PRSL deficit; recommends the elimination of all passenger service, single-

tracking the main line between Camden and Atlantic City, and abandoning the Wildwood Branch, Somers Point Branch, and the Ocean City Branch east of Palermo. (VPO)

- Apr. 30, 1960 NYC implements new contract rate on carpet shipped from Amsterdam, N.Y., to Chicago after ICC suspension expires; offers reduced rate to shippers who agree to move 80% of their traffic by rail for one year. (RyAge)
- May 1, 1960 Manager-Community Relations John K. Murphy (1906-2001) promoted to Director-Public Relations; Manager-Community Relations abolished. (MB)
- May 4, 1960 Port of New York Authority Executive Director Austin J. Tobin announces that Port Authority should build the proposed World Trade Center. (NYT)
- May 6, 1960 Last run of passenger trains on Maine Central Rail ___. (Trains)
- May 6, 1960 Last runs of steam in revenue service on N&W. (Trains)
- May 1960 Pickens Railroad in South Carolina acquires former NYC *Xplorer* and New Haven *Dan'l Webster*.
- May 9, 1960 PB&W Board approves increasing the clearance in the B&P and Virginia Avenue Tunnels for TrucTrain service; approves applying to the ICC to abandon 1.86 miles of the Madison branch from MP 43 to Madison, Ind., and 13 miles of the Shelbyville Branch from Gings to the terminus at Bentonville. (MB)
- May 10, 1960 At PRR annual meeting, Lewis D. Gilbert again makes unsuccessful motion for independent public accountants to audit accounts and be present at annual meeting and to curtail stock options granted to top officers. (MB)
- May 10, 1960 Pres. Greenough tells *Railway Age* that the PRR is not in any merger talks, and that the NYC has not reopened negotiations; in response to a question as to why the PRR does not merge with the Santa Fe, Symes says there are greater economies in a parallel as opposed to end-to-end merger. (RyAge)
- May 10, 1960 In interview with *New York Times*, Chairman Symes states that if Penn Station were replaced by a parking lot, it would both generate income and help secure a tenant for the site. (NYT)
- May 11, 1960 In a phone call to Norfolk & Western Railway Pres. Stuart T. Saunders,

- Nickel Plate Pres. Lynne White finally accepts a 0.45 exchange ratio for Nickle Plate stock, clearing the way for the merger. (Striplin)
- May 11, 1960 John D. Rockefeller, Jr. (1874-1960) dies at Tuscon, Ariz. (WwasW)
- May 12, 1960 Great Southwest Corporation makes a public offering of shares through Glore, Forgan & Co. to finance the construction of an amusement park, Six Flags Over Texas, within its Arlington, Tex., industrial park; amusement park is to generate cash to develop the rest of the property; PRR pension fund purchases an unsold portion of this offering on the recommendation of Charles J. Hodge of Glore, Forgan. (NYT, SEC)
- May 1960 Northern Pacific joins Trailer Train. (RyAge)
- May 16, 1960 C&O Board makes a formal offer to the B&O to acquire 80% of its stock. (NYT)
- May 16, 1960 Wildcat strikes of TWU shop workers against PRR (in guise of "continuous union meetings") begin at Steubenville and Weirton Jct.; spread to 19 other locations system-wide by May 19. (PrsnlDpt)
- May 18, 1960 At midnight, PRR obtains restraining order against TWU wildcat strikes from Judge Frank L. Van Dusen of Eastern District Court of Pennsylvania. (PrsnlDpt)
- May 18, 1960 D.T.B. Corporation incorporated in Del.; stands for "Diesel Tug Boat"; to purchase tugboats and lease to PRR system; ownership vested 40% in Manor Real Estate & Trust Company and 60% in D.T.I. Enterprises, Inc. (MB)
- May 18, 1960 Alfred Perlman, Walter J. Tuohy and Howard Simpson hold first meeting on Perlman's plan for a three-way merger. (Bias, Trains)
- May 18, 1960 Walter J. Tuohy of the Chesapeake & Ohio Railway and Howard E. Simpson of the B&O jointly announce that the B&O accepts the C&O offer to acquire 80% of its stock, leaving NYC, which had been courting C&O, out in the cold. (AR, NYT)
- May 19, 1960 TWU walkouts idle Altoona, Renovo, and other major shops; TWU head Mike Quill then orders men back to work. (PrsnlDpt)
- May 19, 1960 Eastbound passenger trains from Erie and Buffalo now turn on the wye at Newberry and at "LINDEN" rather than back all the way from Williamsport to "LINDEN." (GO)
- May 20, 1960 Pres. Eisenhower appoints special fact-finding board in TWU shop

- workers dispute, blocking strike set for June 6. (BltnAlmnc)
- May 20, 1960 Penndel Company makes a new agreement with the NYC for trackage rights between Tremont and Lebanon, Ind. (MB)
- May 22, 1960 C&O Pres. Tuohy announces that he has asked for C&O representation on the B&O Board. (NYT)
- May 22, 1960 Philadelphia Chapter, NRHS, operates a fan trip with 2 PRR E-7A diesels and 8 cars, running through the Anthracite Coal Regions, Philadelphia-New Boston-Mount Carmel-Sunbury-Harrisburg-Philadelphia. (PRR-FAX)
- May 24, 1960 Alfred Perlman, Walter J. Tuohy and Howard Simpson have second meeting. (Bias)
- May 24, 1960 Norfolk & Western Railway Board approves terms of merger with the Nickel Plate and the purchase of the PRR Sandusky Branch for \$27 million. (Striplin)
- May 25, 1960 Chairman Symes reports to PRR Board, suggesting PRR sell Sandusky Branch to N&W-NKP; sees three-system east built around PRR, B&O/C&O and NYC; notes Pennsylvania PUC has agreed to program to install safety glass in PRR MU cars after a passenger killed on the Reading by a thrown rock; notes stockholder Michael J. Halpern has sued in U.S. District Court in New York to block PRR from paying wages to unnecessary employees; Parmelee Transportation Company has brought anti-trust suit against certain railroads for \$19 million in damages caused by termination of Chicago transfer contract. (MB)
- May 25, 1960 PRR Board authorizes abandonment of 0.3 mi. of Muskegon Branch between Walker and Kinney, to be replaced by trackage rights over Grand Trunk Western between Fuller and Walker grants trackage rights to NYC between Tremont and Lebanon, Ind. (MB)
- May 25, 1960 PFW&C Railway Board authorizes building a Forwarder freight house at Chicago; enlarging the 47th Street TrucTrain terminal. (MB)
- May 26, 1960 Pres. Alfred E. Perlman informs NYC stockholders' meeting that he has served notice on the C&O and B&O that he wants in on the merger; Perlman considers the N&W under PRR control; sees a two-system east with the NYC as the core of the other system; NYC stockholders approve reincorporating NYC in Delaware; Perlman calls Delaware corporation law "modern and flexible and designed to encourage the most efficient operation." (NYT, RyAge)

May 26, 1960 Original CB&Q *Pioneer Zephyr* placed on display at the Chicago Museum of Science & Industry after being removed from revenue service on Feb. 20. (NRHS 72)

May 31, 1960 Last J1 locomotives scrapped at Southwest Steel Corp., Glassport, Pa. (Keystone)

Spring 1960 PRR begins automating its property tax accounting with IBM machines. (RyAge)

June 1, 1960 E. Paul Gangewere (1900-1973) elected Pres. of Reading Company, replacing Joseph A. Fisher, retired and named Vice Chairman of the Executive Committee. (AR)

June 3, 1960 Last trip of factory workers' train No. 922-923 between Freeport and Aladdin, Pa.; last passenger service between Aladdin and Schenley. (A-sheet)

June 3, 1960 Arbitrators award BLE a 16-cent cost of living increase and a 2% increase effective July 1 and a second 2% on Mar. 1, 1961; observes think the featherbedding issue will be put off until after the fall elections, looking to a Democratic victory. (RyAge, NYT)

June 3, 1960 Lehval Industries, Inc., the former Lehigh Valley Coal Sales Company, merged into Lehigh Valley Industries, Inc., the former Lehigh Valley Coal Company. (DirObsSec)

June 4, 1960 Order of Railway Conductors & Brakemen settle on the 2%-2% formula awarded the BLE. (RyAge)

June 8, 1960 Emergency Board recommends a settlement for the non-operating unions of a 5 cent increase effective July 1 and increase benefits in lieu of a wage increase next year. (NYT)

June 9, 1960 "WG" Tower at the crossing of the old P&E main line and the Reading main line east of Williamsport replaced by automatic interlocking "WILLS." (GO)

June 10, 1960 Pennel Company Board approves the abandonment of the Muskegon Branch between Walker and Kinney (3 miles) and substitution of trackage rights over the Grand Trunk Western Railway between Walker and Fuller (7 miles). (MB)

June 13, 1960 Alfred E. Perlman of NYC asks ICC to investigate mergers as a group to see if they are in the public interest and set "ground rules." (NYT - Trains has 6/11)

June 13, 1960 N&W and Nickel Plate announce that they have agreed on merger terms. (NYT)

June 14, 1960 Chesapeake & Ohio Railway files with ICC to acquire control of B&O and makes offer of one C&O common share for each B&O preferred or 3/4 share of common. (B&O AR, ICC)

June 14, 1960 Pres. Perlman announces that the NYC Board will hold a special meeting to prepare an offer to the B&O. (NYT)

June 15, 1960 Case of PRR stockholder Michael J. Halpern for injunction to prevent PRR from paying wages for unnecessary work argued in U.S. District Court for Eastern District of New York. (MB)

June 15, 1960 Four of five operating Brotherhoods agree to talks with management on work rules. (NYT)

June 1960 Last three stalls of Richmond, Ind., roundhouse demolished. (PennsyWest)

June 1960 The 154-foot tower of Terre Haute Union Station is dynamited as part of the station's demolition. (Ospring - Wed 6/1-6/29?)

June 16, 1960 NYC Pres. Alfred E. Perlman has lunch with Howard Simpson of the B&O and tries to dissuade him from accepting C&O control. (NYT)

June 1960 PRR begins Plan I TrucTrain service between New York and Dayton.

June 1960 Santa Fe has applied for membership in Trailer Train Co. (MB)

June 17, 1960 Delaware Railroad Board authorizes abandoning 0.22 mile of the Centreville Branch at Townsend, Del. (MB)

June 18, 1960 Former Norfolk & Western Railway Pres. Robert Hall Smith (1888-1960) dies. (Striplin)

June 22, 1960 VP-Operations J.P. Newell reports to PRR Board that company has met its goal of obtaining \$25 revenue per freight ton-mile; in May, gross ton-miles per freight train reaches 58,914, a new record; Board authorizes negotiations with IBM Corp. to build an office building in Penn Center on Market Street between 16th & 17th Streets; authorizes retirement of four stalls of Hawthorne, Ind., roundhouse. (MB)

June 22, 1960 NJ Governor Robert B. Meyner signs commuter rail subsidy law; \$6 million for 1960-61 diverted from highway fund; PRR to receive \$1.7

million; subsidies to begin Aug. 1; plan is to receive permanent funding by interstate transfer of New York income tax paid by New Jersey commuters; PRR to get \$1.7 million per year and PRSL \$437,000. (NYT)

- June 22, 1960 Pennsylvania Company Board approves the purchase of an additional \$12 million in Norfolk & Western Railway common. (MB)
- June 23, 1960 Pres. McGinnis of the Boston & Maine proposes that the B&M be merged into the NYC and the New Haven into the PRR. (NYT)
- June 24, 1960 PRR begins Plan III TrucTrain service between New York and Pittsburgh and between New York and Louisville.
- June 24, 1960 NYC Board meets for six hours on the B&O question but adjourns without any action, indicating that some directors do not support Perlman. (NYT)
- June 28, 1960 NYC makes offer for 60% of B&O common stock at \$42.50 per share, \$9 in cash and 1.5 shares NYC stock, versus C&O offer of \$35; ICC rejects Perlman's call for investigation of mergers. (NYT, B&O AR)
- June 27, 1960 Demolition of Grand Central Terminal office building begins to permit construction of the Pan Am Building. (NYT)
- June 29, 1960 U.S. Court approves modified reorganization plan of Hudson & Manhattan Railroad, separating its railroad and real estate operations; Hudson Terminal has lost many prestigious tenants because of the H&M bankruptcy and the movement of offices to Midtown. (NYT)
- June 30, 1960 PRR announces it will lay off 2,200 employees indefinitely because of declines in traffic, particularly in steel. (PR)
- June 30, 1960 *Day Cape Codder* restored as summer-only train between Grand Central and Woods Hole/Hyannis after having not run in 1959 season because of Old Colony discontinuance; trains operate under subsidy from Commonwealth of Massachusetts. (NH AR, Guide)
- Summer 1960 LIRR now leases 22 to 24 parlor cars from PRR for East End service, up from 12 in 1958. (NYT)
- July 1, 1960 PRR grants raises to all non-union employees earning less than \$30,000 a year. (MB)
- July 1, 1960 Union employees receive a 5-cent increase. (Rdg AR)

July 1, 1960 Brotherhood of Locomotive Engineers begins receiving 2% increase awarded through arbitration; similar terms later secured by trainmen and firemen; non-operating employees get 5 cents per hour increase. (RyAge)

July 1, 1960 *The Neptune* restored as a summer-weekend-only overnight train between Grand Central and Woods Hole/Hyannis. (Guide)

July 1, 1960 New Haven increases passenger fares by 5% and commuter fares 10%; increase in New York delayed by appeals until Nov. 24. (AR)

July 1, 1960 NYC and New Haven complete sale of South Station, Boston, to a developer for \$1 million; he will remodel upper floors and lease stores; later overturned in court. (RyAge, NYT)

July 3, 1960 Walter J. Tuohy holds first of three meetings with NYC officials. (Bias)

July 6, 1960 Operating unions reverse prior position and request a presidential commission to study work-rules issue and make recommendations. (NYT)

July 6, 1960 Remaining Indiana portion of trains No. 72-73, former *Union* (eastbound) and *Red Bird* (westbound), discontinued between Crown Point and Richmond; consists of an AS-12 and single coach; had run deadhead between Crown Point and Hartsdale for turning. (A-sheet, PennsyWest)

July 6, 1960 PRR agrees with Indiana-Kentucky Electric Corporation to restore and maintain line between North Madison and Madison, Ind. (MB)

July 10, 1960 Brotherhood of Railroad Trainmen strike shuts down LIRR at 12:10 AM; engineers and firemen honor picket lines; BRT also sets up pickets at to Penn Station and at Sunnyside Yard causing delays in PRR and New Haven service. (NYT)

July 11, 1960 New York Superior Court issues injunction against picketing PRR facilities. (NYT)

July 14, 1960 Allan P. Kirby appoints a new Pres. of Investors Diversified Services, Inc., replacing one appointed by the Murchisons. (NYT)

July 1960 PRR takes delivery of last of 10,000 new AAR standard 70-ton hopper cars. (RyAge)

July 1960 Madison Fund, Inc., sells the Canton Company of Baltimore to the

- International Mining Corporation as a wholly-owned subsidiary; last of the former Pennroad Corporation assets to be sold. (Schlerf, Moodys)
- July 19, 1960 New York Central Transportation Company, Inc., incorporated in Indiana as a trucking and Flexi-Van subsidiary; separate company required by Indiana law. (MB)
- July 20, 1960 B&O management states its neutrality in bidding war between NYC and C&O; endorses B&O-C&O-NYC merger, which C&O refuses to accept. (B&O AR)
- July 21, 1960 Alfred E. Perlman writes to B&O Pres. Simpson agreeing on his stand for a three-way merger. (RyAge)
- July 21, 1960 Railroads reject unions call for presidential commission to study work rules unless its findings constitute binding arbitration.
- July 21, 1960 Wreck on PRR near Edgewood, Md., results in detours over B&O south of Perryville; B&O and rented RF&P diesels are placed at both ends of PRR trains to make the necessary reverse moves. (Trains)
- July 22, 1960 Atlantic Coast Line Railroad and Seaboard Air Line Railroad apply to ICC to merge. (Hoffman)
- July 24, 1960 Walter J. Tuohy and other C&O officials leave for Zurich to try to buy 20% of B&O held in Swiss banks, without success. (Bias)
- July 25, 1960 PRSL Pres. James P. Newell informs the Board that the loss for 1959 was a record \$6.28 million; the company can save \$2.2 million a year by abandoning all passenger service; Board resolves to seek abandonment of all passenger service. (MB)
- July 25, 1960 C&O Pres. Tuohy writes to B&O Pres. Simpson stating that a straight B&O-C&O merger is best; including the NYC with its large debt will cut C&O's dividend and stock price; he leaves open the possibility of taking in the NYC in the future. (RyAge)
- July 1960 Economic downturn hits the steel industry, causing declines in PRR freight traffic.
- July 28, 1960 Charles J. Hodge (1907-1986) a broker with Glore Forgan & Co., recommends to David Bevan that PRR purchase Buckeye Pipe Line Company, operators of 7,500 miles of oil pipeline. (more on Hodge where he first appears)
- July 28, 1960 ICC rules that the women-only cars run by the Hudson & Manhattan

- Railroad during rush hours since 1958 do not constitute an illegal discrimination against men. (NYT)
- July 31, 1960 Assistant Manager-Passenger Sales W.L. Klink retires after 38 years service. (Guide)
- Summer 1960 PRR reports that average passenger counts on the *Broadway Limited* are up 21% over 1959, and extra cars are added “almost daily.” (Trains)
- Aug. 1, 1960 NYC opens first of its computerized Freight Service Centers at Detroit; IBM punch card system replaces manual billing.
- Aug. 2, 1960 NYC applies to ICC to obtain control of B&O. (NYT)
- Aug. 3, 1960 Gov. Nelson Rockefeller announces an end to the 4-week LIRR strike; BRT wins five-day week but accepts 2.5 cent per hour pay cut; engineers and firemen also get five-day week. (NYT)
- Aug. 3, 1960 Lehigh Valley Railroad applies to the ICC to discontinue its remaining passenger service. (Greenberg - see below)
- Aug. 4, 1960 LIRR resumes service after promising no reprisals. (NYT)
- Aug. 4, 1960 Three big Swiss banks issue a statement that the C&O’s offer would benefit B&O stockholders. (Bias)
- Aug. 8, 1960 ICC approves PRR’s request to discontinue Trains Nos. 2559-2570 between Camden and Trenton. (ICC)
- Aug. 8, 1960 ICC authorizes New York, Susquehanna & Western Railroad to discontinue passenger operations into the remains of the old Erie Railroad terminal at Pavonia Avenue, the only service still operating there, and overrules the N.J. PUC’s 1958 order that it reroute its service to Hoboken Terminal. (ICC)
- Aug. 10, 1960 United States Freight Company begins through service between U.S. and Japan with 25 leased Flexi-Van cars and Strick trailers; runs New York to Los Angeles in three and a half days via *Super Van* SV-1 (RyAge, NYT)
- Aug. 11, 1960 LIRR asks NY PSC for 6.4% fare increase. (NYT)
- Aug. 12, 1960 Long Island Expressway opens from Queens Midtown Tunnel to Old Westbury, parallel to the main line of the LIRR. (NYT)
- Aug. 12, 1960 Swiss bankers holding 17% of B&O recommend the C&O’s offer to

their clients as better in the long run than that of the NYC; the move takes Perlman by surprise. (NYT)

- Aug. 15, 1960 Last run of *Red Arrow* between Toledo and Crestline and of New York-Toledo sleeper; ends all passenger service between Bucyrus and Toledo via Carrothers. (A-sheet) (see above?)
- Aug. 15, 1960 Alfred E. Perlman holds his last meeting with Walter J. Tuohy and Howard Simpson; Simpson again offers a three-way merger as a way around the impasse, and Tuohy refuses; Perlman leaves immediately for Switzerland to pressure the bankers to change their endorsement. (NYT)
- Aug. 1960 PRR develops transistorized rear marker lamp that flashes automatically once a second. (Trains)
- Aug. 1960 PRR seeks to discontinue *The South Wind*.
- Aug. 17, 1960 TWU Pres. Mike Quill calls strike against PRR for Sep. 1 over job classifications. (BltnAlmnc)
- Aug. 17, 1960 C&O files with ICC to intervene in NYC's application to acquire the B&O; Alfred E. Perlman arrives in Zurich. (NYT)
- Aug. 24, 1960 Railroads, including PRR, sign agreement with Chicago Regional Port District covering use of Port District tracks in Lake Calumet area. (MB)
- Aug. 25, 1960 Alfred E. Perlman, back from Switzerland, states that "everything is under control" in the B&O fight and Swiss banks have changed their position on admitting the NYC to the merger from "anti" to "neutral." (NYT)
- Aug. 29?, 1960 NYC inaugurates *Super Van* SV-3 from Boston to Selkirk, connecting with SV-1 to Chicago. (RyAge)
- Aug. 29, 1960 New Haven presents plan for dealing with passenger deficit to ICC; needs \$24.5 million a year to rehabilitate passenger fleet and provide service; announces a new loss of \$7.9 million in the first seven months of 1960. (NYT)
- Aug. 30, 1960 PRR, C&O and Wabash Railroad sign revised agreement covering operation of Fort Street Union Depot, releasing PRR from obligation of providing engine house facilities at 21st Street, Detroit, and reducing the number of tracks in coach yard. (MB)
- Aug. 30, 1960 Lehigh Valley Railroad files with the ICC to discontinue its last two

- passenger trains. (AR)
- Aug. 31, 1960 Talks between PRR and TWU collapse. (BltnAlmnc)
- Aug. 31, 1960 Speaking before the Baltimore Advertising Club, Alfred E. Perlman predicts that the NYC-B&O-C&O merger will take place; representative of a Swiss bank in New York denies that they have changed their position as Perlman has claimed. (NYT, Bias)
- Sep. 1, 1960 TWU and System Federation No. 152 of AFL strike against PRR over remaining disputed points: union demand for more rigid job classifications and an end to farming out repair work to equipment manufacturers; following a strategy honed over many years on the New York subways, Quill sets strike just before the Labor Day weekend to cause maximum inconvenience; first strike to completely shut down PRR; Reading places extra cars on its Jersey City-Philadelphia trains; all New Haven trains run into Grand Central; LIRR trains terminate at Woodside, Elmhurst or Hunters Point Avenue for subway connections to Manhattan; Red Arrow Lines and Philadelphia Transportation Company put on extra trains and buses for Philadelphia commuters; PRR furloughs all but 5,000 employees. (PrsDpt, MB, NYT, BltnAlmnc)
- Sep. 1, 1960 ICC increases mail pay for eastern railroads by 8%.
- Sep. 1, 1960 Alfred E. Perlman divides NYC's Freight Traffic Dept. into a Freight Sales Dept. and a Freight Marketing Dept. to improve marketing of freight services to suit individual customer needs; Marketing Dept's. first project is to recapture shipping assembled automobiles. (AR)
- Sep. 1, 1960 CNJ signs its first one-year commuter subsidy contract with the State of New Jersey, promising payments of \$112,000 per month. (AR)
- Sep. 3, 1960 Strasburg Railroad runs first excursions with a steam locomotive. (Lestz)
- Sep. 5, 1960 Last run of *The Bar Harbor* between Philadelphia and Bangor, Maine; Maine Central Railroad ends all passenger service. (tt, RyAge)
- Sep. 6, 1960 *The Susquehannock* makes last run between Williamsport and Harrisburg. (how could run if strike? simply official date?)
- Sep. 6, 1960 TWU Pres. Mike Quill rejects PRR offer after two-hour conference at Sheraton Hotel. (BltnAlmnc)
- Sep. 7, 1960 Operating unions submit counter-proposal on revision of work rules;

- Secretary of Labor James P. Mitchell meets jointly with representatives of management and labor for the first time; appoint a subcommittee to meet with Mitchell in Chicago on Sep. 14 to draft a proposal to go before a special presidential commission. (PrsnlDept, NYT)
- Sep. 7, 1960 Railroads file for a modest freight increase in *Ex Parte* 223. (RyAge)
- Sep. 8, 1960 Brotherhood of Railroad Trainmen sues all AAR railroads for \$10 million in damages; charges the AAR strike insurance plan established in Aug. 1959 violates antitrust laws; LIRR had received \$50,000 per day in strike insurance.
- Sep. 9, 1960 Hurricane Donna, with wind gusts up to 170 MPH, crosses the Florida Keys, curves inland at Fort Myers, goes out to sea near Jacksonville and moves up the East Coast; leaving a total of 152 dead; it will be the last major hurricane to strike PRR territory until Hurricane Agnes in 1972. (Schwartz)
- Sep. 12, 1960 PRR and TWU agree to compromise settlement which costs PRR less than \$1 million per year; strike results in \$14 million in lost wages and \$40 million in lost revenue, offset by \$7.2 million in strike insurance; PRR suffers public relations defeat; Mike Quill wins a propaganda victory as the first labor leader to humble the PRR, but the loss of railroad shop jobs continues. (PrsnlDept, MB, NYT)
- Sep. 12, 1960 Hurricane Donna grazes the Outer Banks of N.C., before coming ashore on Long Island as a Category 2 storm; batters Philadelphia and New York with 90-MPH winds; 6.56 inches of rain at Philadelphia; service disrupted on four LIRR branch lines; New Haven suspends all through trains for part of the afternoon. (Schwartz, BltnAlmnc, NYT)
- Sep. 12, 1960 C&O Board votes to extend B&O exchange offer to Nov. 30; claims to have secured 29% of the stock already. (NYT)
- Sep. 13, 1960 Walter J. Tuohy notifies Howard Simpson that the C&O is ready to begin detailed merger studies. (Bias)
- Sep. 14, 1960 C&O stockholders approve merger with B&O; offer to B&O stockholders expires Dec. 14. (AR, Bias)
- Sep. 14, 1960 In the post-colonial era, 12 oil-producing nations form the Organization of Petroleum Exporting Countries (OPEC) to gain a greater share of the profits from the seven big international oil companies (mostly descendants of the old Standard Oil Company, plus British Petroleum and Royal Dutch-Shell) that have developed their resources and market them in the developed world; OPEC's activities are generally mild

during the 1960s, but come to the fore in the 1970s. (wiki)

- Sep. 15, 1960 ICC approves Erie-Lackawanna merger, effective Oct. 15. (NYT)
- Sep. 15, 1960 NYC dedicates \$11.4 million Big Four Yard at Avon near Indianapolis, its fourth big computerized yard; trains entering the yard from Chicago and Peoria use trackage rights over the PRR between Lebanon and Indianapolis; plans for another large computerized yard at Detroit are shelved. (AR, Trains, NYT)
- Sep. 15, 1960 Greyhound Corporation acquires the Richmond, Fredericksburg & Potomac Railroad's 49% interest in Richmond-Greyhound Lines, Inc. (Cards)
- Sep. 1960 John D. Murchison and Clint W. Murchison file with SEC to conduct a proxy fight for control of Alleghany Corporation, which controls NYC. (NYT)
- Sep. 1960 PRSL ends Railway Express service at Atlantic City. (Andrew)
- Sep. 1960 Southern Pacific Company and Southern Railway join Trailer Train Company. (MB)
- Sep. 1960 First Flexi-Vans sent to Korea. (RyAge)
- Sep. 16, 1960 PRR imposes temporary deductions of 10-20% on all salaries over \$18,000; all salaries employees making under \$18,000 to be furloughed for two days without pay for second half of Sep.; temporarily suspend all contributions to Thrift Plan and rescind salary increases of June 22. (MB)
- Sep. 19, 1960 John D. Murchison ousted as director of Investors Diversified Services, Inc., for refusal to cooperate with other stockholders. (NYT)
- Sep. 20, 1960 B&O Board announces that B&O and NYC will make a joint merger study, and Howard Simpson decries the Chesapeake & Ohio Railway's opposition to a three-way merger. (Bias)
- Sep. 21, 1960 PRR signs contract with PSIC for subsidy for Torresdale and Manayunk commuter service beginning Oct. 30. (MB)
- Sep. 21, 1960 B&O Board votes to begin merger studies with NYC. (NYT)
- Sep. 22, 1960 PRR announces it will lay off an additional 3,000 employees and furlough all white-collar workers making less than \$18,000 for two days during the last two weeks of the month, blaming the strike and

- poor business conditions. (NYT, BlltnAlmnc)
- Sep. 24, 1960 Baldwin Hotel at Beach Haven, N.J., destroyed by fire. (BlltnAlmnc)
- Sep. 1960 PRSL discontinues last express service between Philadelphia and Atlantic City. (Lee)
- Sep. 26, 1960 PRR becomes sixth railroad to sign commuter subsidy agreement with State of New Jersey, retroactive to Aug. 31; payment of \$1.425 million over nine months is largest sum paid to a NJ railroad. (NYT)
- Sep. 26, 1960 NY Supreme Court dismisses complaint of NYC in Biltmore Case; holds New Haven is entitled to equal part in management and profits of Biltmore Hotel, and by extension, other Grand Central air rights properties. (NYT, NH AR)
- Sep. 26, 1960 NYC and B&O begin regular merger planning meetings. (NYT)
- Sep. 27, 1960 Port of New York Authority, reversing its refusal to invest in rail transit, offers to buy Hudson & Manhattan Railroad for \$20.5 million on condition that it is exempt from any further involvement with (money-losing) commuter rail service; deal is trade between New York, which wants World Trade Center in Lower Manhattan, and New Jersey, which wants to rescue bankrupt Hudson Tubes; Port Authority also offers to spend \$49.5 million to build 300 new cars and "renovate" Hudson Terminal; H&M Trustee Stichman rejects offer as too low. (NYT)
- Sep. 28, 1960 VP David Bevan reports to Board that cash on hand has fallen from \$126 million in 1952 to a projected \$57 million at the end of 1960; working capital has fallen for \$71 million in 1952 to \$40 million in 1959 and may be as low as \$20 million by end of 1960; VP James P. Newell reports that maintenance of way budget has been cut this year from \$81 million to \$67 million and maintenance of equipment budget from \$146 million to \$125 million. (MB)
- Sep. 28, 1960 PRR Board authorizes converting 400 box cars to mail and express service; provision of facilities for NYC to use PRR between Indianapolis ("Woods") and Frankfort; approves retirement of shops in westbound car repair yard at East Altoona. (MB)
- Sep. 28, 1960 PRR Board approves following line abandonments: one main track between "PETE" and "SPRUCE" at Petersburg, Pa.; one main track Baltimore to Glencoe on Northern Central Railway; track 4 from West Yard to "RAGAN" near Wilmington, Del.; main line from "ALLENS" to East 3rd Street, Williamsport; Nescopeck Branch between

- Nescopeck and Glen Jct.; Catawissa Branch between Mountain Grove and Gowen; 37.79 miles of track in Harrisburg Yard. (MB)
- Sep. 28, 1960 Penndel Company agrees to sell 1.18 miles of track at Frederick, Md., to the Potomac Edison Company. (MB)
- Sep. 29, 1960 PRR announces it will cut the pay of 4,300 salaried employees by 5% to 30%. (NYT)
- Sep. 30, 1960 Madison Square Garden Center, Inc., incorporated to build new Madison Square Garden; later owned 25% by PRR and 75% by Graham-Paige Corporation, operators of existing Madison Square Garden. (Compt)
- Fall 1960 Train shed of Altoona station demolished.
- Oct. 1, 1960 PRR imposes cuts of 5-10% on all salaries under \$18,000; have furloughed 3,000 more employees, bringing employment down to 65,000, lowest since 1900; 14,500 laid off in 1960. (MB)
- Oct. 1, 1960 Governors Rockefeller of New York and Ribicoff of Connecticut meet on the New Haven crisis, but Rockefeller refuses to invite Gov. Meyner of N.J. to cover all tri-state commuter rail service; announce the appointment of an eight-man Interstate Staff Committee to plan solution to New Haven's passenger deficit; members include Rockefeller's secretary William J. Ronan and Dwight Palmer. (NYT - NH AR says Govs. of Rhode Island and Massachusetts also join)
- Oct. 1960 Economy enters recession without making a full recovery from 1958.
- Fall 1960 PRR agrees to sell Columbus-Sandusky Branch to N&W, connecting N&W with NKP; also agrees to a lease of the Wabash to the N&W.
- Oct. 3, 1960 Lehigh Valley Railroad applies for a \$5 million government-guaranteed loan under the Transportation Act of 1958. (NYT)
- Oct. 4, 1960 In a press conference on the *Empire State Express* en route a special NYC stockholders' meeting in Albany, Alfred E. Perlman predicts that the ICC will approve the NYC-B&O merger by Feb. 1, 1961; Perlman becomes indignant when asked about the Alleghany Corporation-Murchison proxy fight; NYC stockholders approve merger with B&O and C&O through exchange of stock; NYC has acquired 20% of B&O on open market; NYC also passes fourth quarter dividend. (NYT, AR)
- Oct. 4, 1960 Penndel Company authorizes \$243,176 as its share of the cost of facilities for the joint use of the Indianapolis-Frankfort, Ind., line by the

NYC. (MB)

- Oct. 7, 1960 Last run of last remnant of *The Juniata* between Pittsburgh and Harrisburg.
- Oct. 8, 1960 Gov. Rockefeller dedicates LIRR track elevation at Freeport. (NYT)
- Oct. 11, 1960 PRSL applies to New Jersey PSC to discontinue all passenger service; PRR's share of deficit is \$2 million a year. (MB)
- Oct. 12, 1960 Standard & Poors strongly recommends C&O-B&O affiliation. (Bias)
- Oct. 13, 1960 C&O Pres. Tuohy writes to B&O stockholders saying they have to choose between a B&O-C&O merger or a B&O-NYC merger. (Bias)
- Oct. 14, 1960 Pres. Symes calls Lehigh Valley Railroad Pres. Cedric A. Major and informs him that PRR will seek control of LV; LV is failing and has been so far excluded from the merger movement.
- Oct. 14, 1960 Presidential candidate John F. Kennedy leaves Ann Arbor on a 14-hour whistlestop tour of Michigan, using Al Perlman's private car NYC No. 10. (Withers)
- Oct. 1960 PRR is exploring sale of air rights over Penn Station east of the General Waiting Room to F.H. McGraw & Company, Inc., who will build an office building with J.C. Penney as the principal tenant. (VPF)
- Oct. 16, 1960 Washington Chapter of NRHS operates diesel excursion over PRR from Washington to York and Spring Grove, Pa. (Guide)
- Oct. 17, 1960 Erie Railroad absorbs Delaware, Lackawanna & Western Railroad at 12:01 AM and is renamed Erie-Lackawanna Railroad. (Moody, NYT, Grant)
- Oct. 18, 1960 Railroads and five operating unions agree to creation of a presidential commission to examine work-rules and featherbedding controversy; railroads agree to union position that findings of commission not be binding in hope that public opinion will be on their side. (MB, NYT)
- Oct. 20, 1960 ICC approves most increases in line haul rates in *Ex Parte 223*. (RyAge)
- Oct. 21, 1960 "NEWBERRY" block and interlocking station near Williamsport moved to new location. (GO)
- Oct. 21, 1960 Retired naval architect George G. Sharp (1874-1960) dies at Milburn,

N.J. (NCAB)

- Oct. 22, 1960 PRR operates special "last trip" from Oil City to the Kinzua Dam site for groundbreaking ceremony. (RRMP)
- Oct. 24, 1960 ICC general freight rate increase under *Ex Parte 223* takes effect; PRR freight rates increased 2%; New Haven's up by \$1 million per year. (NYT, AR)
- Oct. 24, 1960 Presidential candidate Richard Nixon leaves Washington via PRR on his only whistlestop tour of the campaign. (Withers)
- Oct. 25, 1960 First Class E44 electric locomotive No. 4400 delivered and displayed at 30th Street Station; all are to be equipped with brass bells salvaged from steam locomotives. (MB, NYT, Trains)
- Oct. 25, 1960 New York Gov. Nelson Rockefeller, Connecticut Gov. Abraham Ribicoff and New York City Mayor Robert F. Wagner meet to discuss the New Haven crisis; pledge to seek tax relief and a federal loan of \$6 million. (NYT)
- Oct. 25, 1960 ICC states that it will not approve a \$6 million loan to the New Haven but will wait for state and local action. (RyAge)
- Oct. 26, 1960 PRR Board discusses and approves full acquisition of Lehigh Valley Railroad; estimate savings of \$8-10 million per year; continued independent operation may bankrupt LV, imperiling PRR's investment; PRR will get long-sought long haul to Bethlehem Steel, marine equipment at New York and terminals at Jersey City and Buffalo; Pres. Greenough reports that have begun steps to end Pittsburgh commuter service. (MB)
- Oct. 26, 1960 PRR Board authorizes retirement of Jersey City Stock Yards, which have operated at a loss since 1954; all livestock are now slaughtered in Midwest; retire turntable and 17,435 feet of track at East Altoona; track 4 between "BELL" and "LANDLITH" near Wilmington. (MB)
- Oct. 26, 1960 Last run of passenger service between Trenton and Phillipsburg on Bel-Del Branch with rail motor car No. 4658. (tt, Lee)
- Oct. 27, 1960 Testimony in Riss trial concludes; longest trial the PRR has been involved in. (MB)
- Oct. 28, 1960 NYC stock drops to 15½, and C&O rises to 56-7/8, making to C&O's bid for the B&O worth 25 cents per share more than the NYC's; when first made, the NYC's offer was worth \$25 more. (NYT)

- Oct. 29, 1960 Commuter trains make last runs between Manayunk and Norristown (Haws Ave.) as a prelude to "Operation Manayunk." (tt)
- Oct. 29, 1960 *State of Maine Express* makes last run between New York (Grand Central) and Portland via Worcester; replaced by New York and Boston train, which carries mostly mail and express; last New Haven passenger service between Boston Switch near Providence and Worcester. (NH AR, Guide)
- Oct. 29, 1960 PRR delivers Class D16sb 4-4-0 No. 1223, combine No. 4639, coach No. 3556 and Cumberland Valley combine from historical collection to Strasburg Railroad. (KrtBll)
- Oct. 30, 1960 PSIC begins "Operation Shawmont" on Reading's Norristown Branch, "Operation Torresdale" and "Operation Manayunk" on PRR lines; earlier "Operation Northwest" proves fare cuts will attract passengers, but not enough to recoup the revenue lost by the fare cuts; "Operation Torresdale" includes proposal for a turning loop and duckunder at Torresdale for commuter trains. (PSIC, RyAge)
- Oct. 30, 1960 *The Pittsburger* No. 60 eastbound changed to operate via 30th Street and absorbs *Philadelphia Night Express*; No. 33 *Juniata* cut back from New York to Philadelphia; Harrisburg-Philadelphia train No. 602, which formerly carried Pittsburgh-Philadelphia sleepers, changed to MU train. (PassDept, A-sheet)
- Oct. 30, 1960 NYC discontinues name of *Commodore Vanderbilt*, second-ranked New York-Chicago train, combined with the *Twentieth Century Limited* since 1958. (Doughty, tt)
- Oct. 31, 1960 Commissioners appointed by NY and Connecticut and representatives of Rhode Island and Massachusetts meet with the ICC to consider the New Haven loan. (RyAge)
- Nov. 1, 1960 Pres. Eisenhower announces the appointment of a 15-man commission to produce a settlement of the featherbedding issue. (RyAge)
- Nov. 1, 1960 PRR agrees to furnish Trailer Train Company with financing for 1,000 flat cars. (MB)
- Nov. 1, 1960 New Haven obtains \$4.5 million loan under Transportation Act of 1958. (NYT)
- Nov. 1960 Agreement reached for PRR to seek absolute control of Lehigh Valley Railroad.

- Nov. 3, 1960 Graham-Paige Corporation, a former automobile manufacturer turned investment company which had bought the old Madison Square Garden at 50th Street & 8th Avenue in Jan. 1959, announces that it will build a new \$38 million Madison Square Garden at an unspecified site on the West Side; Charles Luckman (1909-1999), a former Pres. of Lever Brothers who has formed a corporate architectural and planning firm, is designated as architect; the plan includes a 25,000-seat arena with a saddle-shaped hyperbolic paraboloid roof, fronted by two cupcake-shaped structures housing a smaller arena and an auditorium. (NYT)
- Nov. 5, 1960 District Court renders verdict against PRR, Carl Byoir & Associates, and three trade associations in Riss trucking case; jury dismisses charges against 22 other defendants and calls for no fine on those five found guilty, indicating no harm done; Judge John J. Sirica (1904-1992), later of Watergate fame, orders jury to impose a fine; jury sets fine at \$75,000; Judge Sirica then trebles award to \$225,000 as is permitted under Clayton Act; PRR will not appeal. (MB, NYT)
- Nov. 15, 1960 C&O sets “final” deadline of Dec. 14 for exchange of B&O shares. (NYT)
- Nov. 15, 1960 Unemployment hits 4.03 million, the highest level for Nov. since World War II. (NYT)
- ca. Nov. 1960 PRR cuts TrucTrain times between New York and Chicago from 26 to 24:30 hours and between New York and East St. Louis from 32:15 to 29:0. (RyAge)
- Nov. 1960 PRR begins negotiating with management of Madison Square Garden to consider relocating to Penn Station site.
- Nov. 1960 Pres. Greenough announces PRR has ordered 2,500 70-ton hoppers and 1,000 ore jennies to be built at Samuel Rea Shops. (Guide)
- Nov. 1960 NYC announces it has added 216 multilevel auto racks leased from North American Integrated Flatcar Transport, Inc. (Guide)
- Nov. 16, 1960 Pres. Eisenhower orders the reduction of foreign spending to stop the outflow of gold from the U.S. (AmrcnDcnds)
- Nov. 16, 1960 Former PRR Secretary Joseph Taney Willcox (1886-1960) dies at Chester County Hospital at age 74. (NYT)
- Nov. 17, 1960 ICC grants an 8% increase in mail pay, retroactive to Sep. 1. (Rdg AR)

- Nov. 21, 1960 Special ICC report on New Haven partly blames turnover in management and erratic policies of McGinnis; recommends state and local tax relief, increasing commuter fares by 20-30%, and repealing the 10% federal excise tax on passenger fares.
- Nov. 21, 1960 Delaware & Hudson Corporation sells the stock of the Hudson Coal Company for \$2.5 million; it is renamed the Wyoming Valley Improvement Company and goes into liquidation; this is the last anthracite mining company to be divorced from its railroad parent, ending a relationship begun in 1825. (Moody's)
- Nov. 22, 1960 Pres. Symes announces that International Business Machines Corporation will build an office building in Penn Center at the southeast corner of 16th Street and Pennsylvania (JFK) Boulevard; to be designed by Vincent G. Kling. (NYT)
- Nov. 22, 1960 NYC tests a helicopter to lift Flexi-Van trailers from Weehawken docks to hatch of freighter *American Leader*. (NYT)
- Nov. 24, 1960 New Haven receives 10% increase in New York commuter fares. (AR)
- Nov. 27, 1960 PRR makes no mention of the fiftieth anniversary of Penn Station; *New York Times* prints reminiscences, but does not realize that the building is already doomed. (NYT)
- Nov. 29, 1960 N&W secures PRR approval to merge the Wabash Railroad and buy the PRR Sandusky Branch; Wabash carries with it stock control of the Ann Arbor Railroad and holdings in Detroit, Toledo & Ironton and Lehigh Valley Railroads, combined N&W-Nickel Plate-Wabash will have the highest earnings of any U.S. transportation system, surpassing the Southern Pacific Company. (NYT, RyAge)
- Nov. 30, 1960 PRR Board authorizes purchase of LV by exchange of stock and applying to end LV voting trust; authorizes sale of Sandusky Branch to N&W for \$27 million and voting Wabash Railroad stock in favor of N&W merger; Board hears report on historical equipment collection stored at Northumberland; visits by railfans have become a nuisance, are giving *John Bull* coach and *Pioneer* to Smithsonian and leasing five other pieces to Strasburg Railroad; looking for a permanent home for collection; authorizes contributions to YMCA's at Altoona and Elmira; authorizes rearranging tracks and new freight house at 37th Street Yard in New York; alterations to Venango Yard and other changes to reroute traffic from Salamanca Branch to Chautauqua Branch. (MB)
- Nov. 30, 1960 PRR Board authorizes following retirements: 28.5 miles of Salamanca Branch from east of Kinzua to Salamanca; 7.81 miles of Butler Branch

between Columbia City and Churubusco, Ind.; Peters Creek Branch between Pennmont and Gould, Pa.; 4.54 miles of track at Buffalo ore dock; "G" Interlocking at Belvidere, N.J. (MB)

- Late 1960 PRR loans *John Stevens* locomotive replica to Strasburg Railroad for static display. (KB)
- Dec. 1, 1960 Public announcement that merged N&W-Nickel Plate will lease Wabash Railroad; done at terms dictated by PRR which will guarantee it a stream of Wabash dividends and permit it to exchange its Wabash stock for N&W at some time in the future. (Grant)
- Dec. 1, 1960 PRR rescinds pay cuts for salaried employees making under \$18,000 made in Sep. (MB)
- Dec. 1, 1960 Harry W. Dorigan (1895-1966) retires as VP-Traffic of the CNJ; he will be appointed a bankruptcy trustee of the New Haven next year. (AR)
- Dec. 5, 1960 ICC upholds traditional rate differential between Baltimore and Philadelphia and northern ports; NYC has been leading a movement of railroads serving New York, Boston and Portland to overturn the differentials; the ghost of William H. Vanderbilt doubtless approves his company's actions. (B&O AR)
- Dec. 6, 1950 PRR announces that it has sold air rights between 18th & 19th Streets to Penn Towers, Inc. for a 30-storey apartment building for \$2.5 million. (NYT)
- Dec. 6, 1960 ICC examiner recommends greater share of through rates be awarded to eastern railroads in Western Divisions Case.
- Dec. 7, 1960 LIRR announces it will apply to discontinue one of two round trips to Greenport and substitute three bus trips between Huntington and Greenport. (NYT)
- Dec. 8, 1960 PRR resumes talks with the Transport Workers Union. (NYT)
- Dec. 9, 1960 Court orders Allan P. Kirby to provide the Murchisons with Alleghany Corporation's stockholder list in pending proxy fight. (NYT)
- Dec. 11, 1960 Heavy snow storm hits New York-Philadelphia area; 14.6 inches in Philadelphia; PRR forced to hire 1,000 maintenance of way workers. (MB, BlltnAlmnc)
- Dec. 12, 1960 PRR sends letter to the Lehigh Valley Railroad offering to acquire

additional shares by exchanging 1 share PRR for 2-3/8 shares LV; the LV is now a basket case, and except for some windfall payments would have posted a loss of over \$5 million in 1960; the PRR acts to preserve certain traffic connections. (AR)

- Late 1960 NYC Marketing Dept. holds first tests of multilevel rack cars for shipping finished automobiles in conjunction with shippers and AAR. (AR)
- Dec. 13, 1960 PRR announces a contract with the Transport Workers Union raising maintenance-of-way wages by 5 cents per hour, retroactive to July 1, with a second increase of 6 cents on Mar. 1, 1961. (NYT)
- Dec. 14, 1960 B&O/C&O exchange offer closes with 55% of B&O stockholders approving merger. (B&O AR)
- Dec. 15, 1960 Long Island Expressway extension opens to Hicksville; severely impacts LIRR passenger, and particularly freight, traffic. (NYT)
- Dec. 15, 1960 PRR agrees with Trailer Train Company to finance 650 new flat cars. (MB)
- Dec. 15, 1960 Erie & Pittsburgh Railroad agrees with federal government to relocate 3.25 miles north of Sharpville for Shenango River Reservoir flood control project. (MB)
- Dec. 15, 1960 Gov. Rockefeller agrees with NYC for the state to build 50 new air conditioned MU cars for commuter traffic. (NYT)
- Dec. 1960 James M. Landis, who had been law clerk to Justice Louis D. Brandeis, Chairman of the Civil Aeronautics Board and Dean of the Harvard Law School, submits a report commissioned by Pres.-elect John F. Kennedy; criticizes all regulatory agencies as too slow and lacking coordination; he proposes an overall executive office, a permanent Chairman for the ICC, and streamlining its staff procedures. (Hoogenboom)
- Dec. 1960 Steel mill output drops below 50% of capacity; has fallen from 2.7 million tons in March to 1.1 million tons. (NYT)
- Dec. 16, 1960 Lehigh Valley Railroad Board approves PRR offer to exchange one share of PRR for 2-3/8 shares LV. (AR, NYT)
- Dec. 18, 1960 NYC petitions NY PSC to discontinue all passenger service on Adirondack and St. Lawrence Divisions. (NYT)
- Dec. 20, 1960 Interviewed on the merger situation, Pres. Symes says he is uncertain

whether the result will be a three-system or two-system East, but “the sooner started, the better.” (NYT)

- Dec. 20, 1960 Chesapeake & Ohio Railway extends its offer to B&O stockholders to Feb. 2, 1961. (AR)
- Dec. 21, 1960 Stuart T. Saunders resigns as a director of the Pennsylvania Company and is replaced by Howard Butcher III. (MB)
- Dec. 22, 1960 Pres. Eisenhower appoints a 15-member commission headed by Secretary of Labor James P. Mitchell to study operating union work rules; includes Guy W. Knight of PRR; five members each from management, labor, and public. (AR, NYT)
- Dec. 23, 1960 NYC and Alleghany Corporation begin buying large blocks of B&O, offering \$10 over current market price; bidding war for B&O escalates, eventually driving price of B&O stock up to 47-1/2 and forcing the New York Stock Exchange to temporarily halt trading.
- Dec. 24, 1960 C&O extends B&O exchange offer to Feb. 2, 1961 with dividends accruing after Jan. 1. (NYT)
- Dec. 25, 1960 PRR director Robert T. McCracken (1883-1960) dies. (MB)
- Dec. 27, 1960 PRR accepts GE No. 4400, first of 66 Class E44 4,400 HP C-C electric freight locomotives; first 36 have ignitron rectifiers; last PRR electric locomotives; replace last P5a's, FF2's, and some GG1's in freight service. (RWatson)
- Dec. 27, 1960 ICC approves the sale of South Station by the Boston Terminal Corporation. (NYT)
- Dec. 28, 1960 PRR Board passes resolution endorsing N&W-NKP merger; VP David Bevan reports that the next five years will be the most critical yet from a cash standpoint; authorizes retirement of street level part of 52nd Street station; part of northbound track between Louisville and Jeffersonville and building a new engine house at Jeffersonville. (MB)
- Dec. 28, 1960 Pennsylvania Company Board authorizes joining with the PRR and Wabash Railroad to apply to the ICC for permission to acquire the Lehigh Valley Railroad and remove its stock from trusteeship; authorizes the purchase of an additional \$5 million in Norfolk & Western Railway common from the PRR; approves the lease of the Wabash Railroad to the N&W and an exchange of Wabash stock for N&W stock. (MB)

Dec. 28, 1960 Class E44 No. 4400 placed in revenue service between Enola and Lancaster. (RWatson)

Dec. 28, 1960 C&O announces it will pay dividends on those shares that have voted for its exchange offer; extends exchange offer to Feb. 1, 1961. (Bias)

Dec. 29, 1960 Allan P. Kirby announces that Alleghany Corporation has acquired over 100,000 shares of B&O. (NYT)

1960 LIRR replaces its 1910-vintage open cast iron train gates at Penn Station with solid walls and stainless steel doors. (Trains)

1960 PRR, Lehigh Valley Railroad, CNJ, Reading and NYC begin studies to consolidate terminal facilities and marine operations at New York. (CNJ AR)

1960 PRR donates Cumberland Valley 2-2-2 *Pioneer* to Smithsonian Institution. (formerly in Franklin Institute?)

1960 PRR railroad operating income falls from \$7.3 million profit in 1959 to \$7.8 million loss; first operating loss since 1946 and second year ever; total income falls from \$16.7 million to \$1.1 million; passenger deficit cut to \$30.9 million, lowest since World War II. (AR)

1960 Peat, Marwick, Mitchell & Co. develops specifications for PRR's centralized computer system.

1960 New Haven posts loss of \$14.7 million. (AR)

1960 VP David Bevan suggests that PRR not sell air rights over Penn Station and other terminals but rent them and take equity in any new buildings so that it can enjoy a regular income instead of a one-time profit. (Ballon - check DB files - see 3/23/60)

1960 PRR establishes Transportation Information Center and Transportation Operations Center (TIC/TOC), a 24-hour car reporting service.

1960 GG1 No. 4800 ("Old Rivets") has its boiler removed and is the first GG1 assigned to freight-only service. (ClsscTrains)

1960 Atlantic City Electric Company builds a coal-powered generating station at Beesley Point served by a 4.8-mile PRSL spur from Palermo on the Ocean City Branch. (Andrew)

1960 PRR cuts schedule of TT-1, New York to Chicago piggyback run, from 26:00 to 24:30. (Trains)

- 1960 Green Spring Branch in Maryland abandoned. (Gunnarsson)
- 1960 Last year for regular coal trains on the Lykens Valley Branch; thereafter operated on an as-needed basis. (Gunnarsson)
- 1960 Half of the big East Altoona roundhouse is demolished. (altoonaworks.info)
- 1960 “FORT” Tower at the west end of the Logansport passenger station on 4th Street is closed. (Strauch)
- 1960 NYC completes APB signal system between Weehawken and Selkirk and CTC between Syracuse and Buffalo with reduction from four to two tracks. (RyAge, Trains)
- 1960 NYC installs CTC, Indianapolis to Avon with reduction from two tracks to one track. (Trains)
- 1960 NYC adopts new 136-lb. standard rail section, replacing 105-lb. and 127-lb. Dudley sections. (Trains)
- 1960 Southern Pacific Company and IBM begin research on Total Operations Processing System (TOPS), which is able to provide real-time data on car locations; however, PRR and NYC combined have 2.5 times the traffic volume of SP, which prevents adoption of this system.
- 1960 New Haven receives second lot of 30 FL-9's. (AR)
- 1960 Railway Express Agency renamed R E A Express, Inc.
- 1960 Piggyback (TOFC) loadings are up 35.5% over 1959; 59 railroads operate 12,483 cars in TOFC service. (Trains)
- 1960 Railroads' share of intercity passenger travel is only 2.8 percent based on passenger-miles, down from 27.1 percent in 1945. (Young)
- 1960 Cleveland iron ore mining and shipping firm Pickands, Mather & Company converted from the 1883 partnership to a corporation by having the subsidiary Mather Iron Company, incorporated in Delaware in 1929, change its name to Pickands, Mather & Company, Inc., and acquire the businesses of its former parent. (Moody's)