

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

**By Christopher T. Baer**

**1963**

**April 2015 Edition**

**All data subject to correction and change**

- Jan. 1, 1963 William S. Cook (1922-1992) appointed Comptroller, replacing Hugh J. Ward, retired. (MB)
- Jan. 1, 1963 Samuel H. Hellenbrand (1916- ), NYC system Director of Taxes, appointed to VP-Planning & Development to direct merger planning. (RyAge)
- Jan. 1, 1963 George R. Wallace (1919-1974) elected VP-Traffic of the Lehigh Valley Railroad, replacing Bart J. Viviano, transferred to PRR. (AR)
- Jan. 1, 1963 PRR announces a order for 52 freight locomotives from EMD. (NYT)
- Jan. 1, 1963 Biggest fire in Philadelphia history to date destroys the Fretz factory at 10th & Diamond Streets in North Philadelphia; debris topples onto Reading's "DI" Diamond Street Tower, stopping all service between North Broad Street and Reading Terminal until Jan. 7; Reading runs shuttle buses between Reading Terminal and Wayne Jct. and North Broad Street to meet electric trains; diesel-powered trains run to Reading Terminal via West Falls, Belmont, Park Jct. and the Pennsylvania Avenue Subway. (BltnAlmnc, Trains)
- Jan. 3, 1963 New York City Planning Commission holds public hearing on PRR's application for a capacity variance (for seating over 2,500) to permit construction of Madison Square Garden above Penn Station; AGBANY architects present alternative plan that would place new office towers in the baggage courts of Penn Station, leaving the rest of the building undisturbed; Madison Square Garden would be built over the tracks between 9th & 10th Avenues, from which a landscaped mall would run to the Hudson River. (CE, NYT)

Jan. 3, 1963 Pa. Gov. David L. Lawrence announces opposition to Penn Central merger. (NYT)

Jan. 3, 1963 Order of Railway Conductors & Brakemen calls for 10% wage and benefit increase. (AR)

Jan. 4, 1963 Last run of B&O passenger service to Cleveland. (Stegmaier)

Jan. 4, 1963 C&O Board accepts ICC merger terms. (Bias)

Jan. 6, 1963 New York City Planning Commission grants Madison Square Garden Center, Inc., a zoning variance to build an arena over Penn Station; says that it has no power over any existing lawful use, and zoning law does not allow it to deal with matters of historic preservation. (CE)

Jan. 7, 1963 Delbay Corporation, a PRR subsidiary, begins purchasing stock of Buckeye Pipe Line Company. (Patman Rept)

Jan. 9, 1963 City of Pittsburgh and Allegheny County announce opposition to Penn Central merger. (HistPitts)

Jan. 10, 1963 Harry J. McNally, Chief Engineer-New York Improvements, defends PRR's position on Penn Station in broadcast on radio station WYNC. (CE)

Jan. 13, 1963 NYC discontinues all passenger service between Youngstown and Ashtabula.

Jan. 14, 1963 Justice Dept. files under Clayton Antitrust Act to force General Motors Corporation to divest Electro-Motive Division, saying it has 80% of the locomotive market. (NYT, RyAge)

Jan. 15, 1963 Transport Workers Union strike shuts down Philadelphia Transportation Company's subway and bus system; both PRR and Reading operate extra service. (BltnAlmnc, Trains)

Jan. 1963 New York's City Planning Commission approves zoning variance permitting Madison Square Garden to occupy part of the Penn Station site and clearing the way for the station's demolition. (NYT)

Jan. 1963 PRR retains former Philadelphia Mayor Richardson Dilworth as outside counsel to help it get federal subsidies for mass transportation. (RyAge)

Jan. 1963 NYC announces "LC/Van" service for LCL between 12 "key point" zones where freight is to be transferred by Flexi-Van. (RyAge)

- Jan. 1963 Erie-Lackawanna Railroad files with the ICC opposing the Penn Central merger. (Grant)
- Jan. 16, 1963 Milton J. Shapp (1912-1994), a self-made Philadelphia-area millionaire and founder of community antenna television systems, testifies against the Penn Central merger before the ICC; Shapp will spend \$200,000 of his own money to attack Penn Central and use it as an issue in his bid to attain the governorship; Shapp believes merger will reroute through traffic away from Pennsylvania and reduce services to Pennsylvania industries and create windfall profits for the promoters; in fact, it is the collapse of Pennsylvania industry that is dragging the railroad down with it.
- Jan. 17, 1963 Former ICC Commissioner Walter W. M. Splawn (1883-1963) dies at Washington at 79. (RyAge)
- Jan. 19, 1963 B&O's *Daylight Speedliner* makes last run between Baltimore and Pittsburgh. (Stegmaier)
- Jan. 21, 1963 ICC hearings on Penn Central merger move to New York City; New York State backs merge providing PRR divests itself of the N&W. (NYT)
- Jan. 23, 1963 Eleven non-operating unions strike Florida East Coast Railway after it refuses to abide by a 4-1/2% pay hike obtained in industry-wide bargaining on account of total \$29 million in losses since 1950; operating unions honor picket lines; the ACL refuses to let the FEC operate into Jacksonville Terminal for fear it can be closed by secondary pickets; the FEC has operated 5 round trips, the seasonal 16-car *Florida Special*, the 15-car *East Coast Champion*, the alternating 16-car *City of Miami* and 14-car *South Wind*, the 14-car *East Coast Special*, remnant of the *Havana Special* and a 5-car local; the ACL is forced to reroute its through passenger trains via its Tampa line to the SAL Miami line at Auburndale, ending use of FEC between Jacksonville and Miami by long distance passenger trains; this adds 40 minutes to the schedule, costs the ACL \$1 million a year in trackage rights payments, and results in more passengers choosing the SAL over the ACL. (Trains, Frailey)
- Jan. 24, 1963 ICC's Division 2 releases decision approving Southern Railway's "Big John" 60% cut in grain rates, saying public costs or subsidies to competing modes must be considered when figuring cost of barge transportation and identifying the low-cost carrier; the decision is opposed by truckers, barge operators and the Tennessee Valley Authority. (RyAge - made 1/21? - Hoogenboom)

Jan. 25, 1963 N.J. Gov. Richard J. Hughes states opposition to Penn Central merger. (NYT)

Jan. 25, 1963 Brotherhood of Maintenance of Way Employees files for injunction to block C&O-B&O merger. (Bias)

Jan. 26, 1963 East coast longshoremen's strike ends; losses exceed \$800 million. (NYT)

Jan. 29, 1963 Alco Products, Inc. announces its new "Century" line of diesels, including the C-420, C-424 and C-624. (RyAge)

Jan. 31, 1963 U.S. District Court at New Haven rules that it has the right modify and passenger car leases between the New Haven and the Port of New York Authority. (NYT)

Early 1963 PRR reduces its coal rate by \$1.50 per ton if carried in 7,000-ton unit trains. (RyAge)

Feb. 1, 1963 Richard E. Franklin (1919-1991), formerly Director-Industrial Engineering, appointed Chief Mechanical Officer, replacing Lester E. Gingerich (1899-1964), retired after 40 years of service. (RyAge)

Feb. 1, 1963? \_\_\_ Jacob D. Fuchs retires; Fuchs is also Chairman of the New York-Washington passenger service study committee, which is hereafter chaired by (Assistant VP, Special Services??) James W. Diffenderfer (1921-1983). (WatsonPapers - verify MB)

Feb. 1, 1963 U.S. District Court in Detroit refuses to halt Chicago & Ohio Railway's control of B&O. (RyAge)

Feb. 1, 1963 Brotherhood of Railroad Signalmen calls for 25% increase. (AR)

Feb. 2, 1963 Philadelphia transit strike ends; the strike creates a renewed impetus for public ownership on the assumption that public employees are forbidden to strike. (BlltnAlmnc, TuckerColl)

Feb. 3, 1963 Florida East Coast resumes freight operations with non-union crews; after prolonged bombings and other sabotage FEC finally breaks strike and emerges as a non-union carrier.

Feb. 4, 1963 Chesapeake & Ohio Railway control of B&O becomes effective under ICC ruling. (B&O AR)

Feb. 1963 PRR inaugurates new fast schedule for TOFC and perishable from

Potomac Yard to New England.

- Feb. 7, 1963 Delaware & Hudson Rail\_\_\_ files with ICC to be included in either Penn Central or N&W. (NYT)
- Feb. 8, 1963 Red Arrow Lines in Philadelphia's western suburbs closed by first ever strike. (BlltnAlmnc)
- Feb. 11, 1963 New Haven Trustee Richard J. Smith tells ICC that Penn Central would force it to liquidate or become federal property. (NYT)
- Feb. 11, 1963 Port Authority announces it is cancelling deal to provide 50 MU cars to New Haven after bankruptcy court reserves the right to modify the lease terms at any time. (RyAge)
- Feb. 12, 1963 PRR installs new IBM 1401-Series RAMAC (Random Access Machine Accounting) for inventory control; permits 10% reduction of inventories with an annual saving of \$300,000. (RyAge)
- Feb. 13, 1963 Pennel Company authorizes the abandonment of the Freehold & Jamesburg line between Farmingdale and Sea Girt, N.J. (MB)
- Feb. 15, 1963 N.Y. Interstate Staff Committee headed by William J. Ronan issues report blaming New Haven's woes on long distance passenger and freight traffic, not commuters. (NYT)
- Feb. 1963 ICC hearings on Penn Central return to Washington; both PRR and NYC say that delaying the merger in order to solve the New England problem will nullify any benefits from merger; NYC says it is open to giving up the Boston & Albany Railroad to an all-New England system; New Haven Trustee Smith makes case for inclusion. (RyAge)
- Feb.? 1963 Erie Lackawanna Railroad discontinues the Hoboken-Buffalo *Phoebe Snow*. (Trains)
- Feb. 19, 1963 N.Y. Appellate Court reverses condemnation order of lower court by 3-2 vote; finds in favor of businesses about to be displaced by World Trade Center; rules power to condemn property in laws is too broad and law is unconstitutional. (PtAuth AR)
- Feb. 20, 1962 PATH receives bids on order of 250 new cars; project is shelved pending appeal of Appellate Court decision. (PtAuth AR)
- Feb. 20, 1958 Chairman Cyrus S. Eaton, Pres. Walter J. Tuohy and John E. Kusick of the Chesapeake & Ohio Railway join B&O Board. (B&O AR)

Feb. 25, 1963 PRR VP - Real Estate J. Benton Jones reports to the Board of Managers of the Washington Terminal Company that they are studying the use of Union Station by the National Capital Downtown Committee as a National Visitor & Student Center. (MB)

Feb. 26, 1963 PRR abandons 84 miles of the Rochester Branch between Wadsworth Jct. and Hinsdale, N.Y.; PRR will run its trains over the Lehigh Valley Railroad from Wadsworth Jct. to Lackawanna. (alleganycountynyhistory)

Feb. 28, 1963 PRR now owns 89.9% of Lehigh Valley Railroad stock.

Feb. 28, 1963 ICC approves the sale by the Lehigh Coal & Navigation Company of its Lehigh & Susquehanna Railroad to the Reading and the merger of the Nesquehoning Valley Railroad and Tresckow Railroad into the LC&N under an agreement of Sep. 28, 1962; the L&S will be leased back to the LC&N and subleased to the CNJ, the current operator. (ICC)

Mar. 1, 1963 Employee Benefits Division merged into Accounting Division of Financial Dept.

Mar. 1, 1963 TrucTrain Sales Dept. established under General Manager-TrucTrain Service Wendell C. Allen.

Mar. 1, 1963 PRR implements reduced weekend fares between New York and Washington. (PR)

Mar. 1, 1963 The New Haven hosts General Electric U-25B demonstrators. (nhrhta)

Mar. 4, 1963 U.S. Supreme Court rejects union appeal to invalidate work rules changes in an 8-0 decision, Justice Arthur Goldberg, the former Secretary of Labor, abstaining; PRR announces it will lay off 3,100 freight firemen as a result of ruling. (RyAge, NYT)

Mar. 6, 1963 Interagency Committee on Transport Mergers reports recommending that mergers must demonstrate genuine economies, preserve competition, and ease the transition of shedding railroad workers. (RyAge, NYT)

Mar. 7, 1963 Pan Am Building formally opens; 59-story tower is built on site of office and baggage portion of Grand Central Terminal, but preserving main portion of head house. (NYT)

Mar. 7, 1963 Former VP in Charge of Finance George Henry Pabst, Jr. (1888-1963), dies at age 75.

- Mar. 8, 1963 PRSL Board authorizes abandoning Track No. 1 between Absecon and "PENNRED" and installing reverse signaling of Track No. 2. (MB)
- Mar. 8, 1963 Cadillac & Lake City Railway Company incorporated in Delaware for the purpose of buying Missaukee Branch to Lake City and Falmouth from Pennel Company for short-line operation. (DelCorps)
- Mar. 10, 1963 Massachusetts Mass Transportation Commission begins six-month experimental subsidy of New Haven Boston commuter service, increasing off-peak service and cutting fares; adds 16 trips to Providence line and 10 to Needham Heights line. (RyAge, AR)
- Mar. 13, 1963 Labor-management conferences resume in Chicago on featherbedding issue; railroad representatives walk out after one hour; BLF&E for first time agrees to bargain on eliminating 8,000 jobs. (NYT, RyAge)
- Mar. 13, 1963 Red Arrow Lines strike ends. (BltnAlmnc)
- Mar. 14, 1963 Regional hearings on Penn Central merger resume at St. Louis. (RyAge)
- Mar. 14, 1963 LIRR Board authorizes purchasing 21 Alco C-420 road switchers to replace 21 Fairbanks Morse locomotives. (MB)
- Mar. 14, 1963 Alleghany Corporation declares its first dividend in two years. (NYT)
- Mar. 14, 1963 Five Brotherhoods and management hold first meeting after the Supreme Court decision at Chicago; management rejects BLF&E offer to accept elimination of 20% of the 40,000 firemen through attrition instead of the 67% recommended by the presidential commission. (Trains)
- Mar. 15, 1963 Five Brotherhoods call for management to return to the bargaining table on the featherbedding issue. (NYT)
- Mar. 15, 1963 Fairbanks, Morse & Co. turns out its last diesel locomotive, Chihuahua Pacific H16-44 road switcher No. 604, and exits the locomotive business; it remains a highly-successful builder of stationary and marine engines. (Kirkland, Trains)
- Mar. 1963 PRR discontinues car floating at Philadelphia; fleet had been reduced to tug *Altoona*, which was sent to New York to replace the older *Baltimore*, and four car floats; floats were by then used entirely for ship-side loading from open cars. (VPO)
- Mar. 20, 1963 Balance of \$1,255 left in PRR Athletic Fund, inactive since 1931,

- finally given to PRR Dept. of YMCA. (Personnel Dept.)
- Mar. 21, 1963 ICC awards eastern and midwestern railroads greater share of long-distance rates in Transcontinental Divisions Case; to take effect July 1; first major reallocation of joint rates; published Mar. 28. ( , NYT)
- Mar. 26, 1963 Justice Dept. files in U.S. District Court in Detroit to overturn ICC's ruling in favor of C&O-B&O merger on the grounds it failed to take into account the impact on other railroads. (Moody's, Bias)
- Mar. 27, 1963 ICC denies the application of the Cambria & Indiana Railroad to build an extension from Revloc to the PRR's Black Lick Branch east of Ebensburg and obtain trackage rights on the PRR for 2.13 mile to reach a coal mine of Bethlehem Mines Corporation. (ICC)
- Mar. 30, 1963 PRR implements new unit coal train rates as low as \$1.50 per ton on shipments of 7,000 tons. (RyAge)
- Spring 1963? Bryn Mawr station, once the most elaborate on the Main Line, is demolished and the property sold for shops; a small brick waiting room is built east of the old station. (Harding)
- Apr. 1, 1963 Director-Personnel Administration Joseph Francis Tripician (1889-1977) retires after 45 years of service; replaced by Samuel W. Seeman; Howard C. Kohout (1913-2002) named VP & General Manager of Lehigh Valley Railroad; Harold Herbert Vaughn (1911-1995) named Regional Manager of Philadelphia Region, replacing Kohout. (MB)
- Apr. 1, 1963 J.H. Burdakin named Superintendent of Transportation of the Baltimore & Eastern Railroad, replacing J.C. Sperry, resigned. (MB)
- Apr. 2, 1963 Railroads announce that they will impose the work rules of Nov. 2, 1959, effective Apr. 8, to eliminate featherbedding. (RyAge)
- Apr. 2, 1963 Southern Christian Leadership Conference, led by Dr. Martin Luther King, Jr. (1929-1968), an Atlanta pastor, launches its desegregation campaign in Birmingham, Ala. (AmrcnDeds)
- Apr. 3, 1963 Pres. Kennedy names an Emergency Board to mediate firemen's and work rules case and avert a strike set for Apr. 8. (RyAge)
- Apr. 3, 1963 PRR begins converting fifty 21-roomette sleepers in the ... *Inn* series to 76-seat coaches for Northeast Corridor trains; new cars are Class P85L; Nos. 1500-1547 have 64 coach seats and 12-seat smoking lounges; Nos. 1548 & 1549 have 64 coach seats and a 6-seat snack bar lounge; cars provide much needed lightweight, air-conditioned equipment for



the Northeast Corridor, but the seat spacing does not match that of the old roomette windows; will also refurbish 24 reclining seat coaches, 12 dining cars and 50 mail and express cars. (PR, RyAge, NRHS)

- Apr. 4, 1963      New York Appeals Court reverses Appellate Division ruling and holds PATH-World Trade Center bill is constitutional; local businessmen appeal to U.S. Supreme Court; Port Authority puts PATH modernization on hold. (NYT)
- Apr. 6, 1963      *New York Times* reports that Murray D. Lincoln of the Nationwide Insurance Company has agreed to buy sufficient Alleghany Corporation stock from Bertin C. Gamble of Minneapolis at 11 to get a majority for Allan P. Kirby. (NYT)
- Apr. 10, 1963      ICC examiner approves N&W-NKP-Wabash-Pittsburgh & West Virginia-Akron, Canton & Youngstown merger with qualification that PRR divest itself of its N&W and Wabash stock, with a ruling that the PRR does not control the N&W; published Apr. 17. (Trains, RyAge)
- Apr. 10, 1963      Sea-Land Service, Inc., opens container ship port at Canton, Baltimore. (Schlerf)
- Apr. 15, 1963      Port of New York Authority decides to resume planning for \$150 million rehabilitation of PATH line and constructing World Trade Center despite delay in appeal to Supreme Court; total of \$250 million is spent on PATH through 1974. (AR)
- Apr. 15, 1963      U.S. Supreme Court rules that “Big John” rates were illegally delayed by the courts; the courts not extend ICC rate suspensions. (RyAge)
- Apr. 1963          Delaware River Port Authority approves the Kirkwood (Lindenwold) high-speed line. (RyAge)
- Apr. 1963?        PRR completes a 6-mile branch from Hughesville on the Popes Creek Branch to the Potomac Electric Company plant. (RyAge)
- Apr. 1963          B&O begins operating unit trains for eastbound steam coal. (B&O AR)
- Apr. 1963?        Erie Lackawanna Rail\_\_ opens Bison Yard in Buffalo; the Nickel Plate is to begin using the yard about June 1. (RyAge)
- Apr. 17, 1963      ICC examiner publishes its finding that PRR indeed has power to influence N&W and orders PRR to divest itself of N&W stock as condition for N&W-NKP merger. (NYT)
- Apr. 17, 1963      Pennel Company, Michigan Central Railroad, and Grand Trunk

- Western Railway agree for the remoting of Tower No. 1 from Tower No. 2 at Kalamazoo, Mich. (MB)
- Apr. 22, 1963 In a case involving Seatrain Lines, Inc., and SeaLand Service, Inc., the U.S. Supreme Court overturns the ICC policy of prohibiting reduced rail TOFC rates between New York and Dallas/Fort Worth equal to water rates aimed at attracting business. (NYT)
- Apr. 23, 1963 Joint PRR-NYC interlocking at Portland, Ind., converted to remote operation. (MB)
- Apr. 24, 1963 PRR announces a first quarter loss of \$7.95 million, vs. \$1.4 million in 1962; blamed on the dock strike. (NYT)
- Apr. 24, 1963 Philadelphia, Bucks, Delaware, Chester and Montgomery Counties agree to form regional transit authority. (BltnAlmnc)
- Apr. 24, 1963 Brotherhood of Clerks, Machinists & Carmen (?) files to intervene in case to overturn ICC approval of C&O-B&O merger. (Bias)
- Apr. 26, 1963 *The General* becomes an all-coach train except for one sleeper for New York World's Fair traffic. (tt)
- Apr. 28, 1963 PRR removes dining car from Nos. 148-149. (A-sheet)
- Apr. 28, 1963 New Haven establishes reduced 30-day round trip, New York-Montreal with NYC. (NH AR)
- Apr. 28, 1963 Reading places RDC's on the main line to Pottsville and the Bethlehem Branch with a saving of 45-60 minutes. (RyAge)
- Apr. 29, 1963 SEPACT's *Queen Lane Express* renamed *Northwest Express*. (tt)
- Apr. 29, 1963 Wreck at \_\_\_\_\_ forces PRR to detour Northeast Corridor trains over B&O, hauled by B&O freight locomotives. (Trains - is north of Perryville)
- May 1, 1963 Charles S. Hill named Manager-General Accounting. (Patman)
- May 1, 1963 Richard D. Schoen, formerly with the Socony-Mobil Oil Company, named to the new position of Manager-Business Systems & Information Processing. (RyAge - check MB, may be 4/16)
- May 1, 1963 Greyhound Corporation begins operating into the lower level of the Port Authority Bus Terminal in New York at 12:01 AM and closes its old terminals at 242 West 34th Street opposite Penn Station and at 245 West 50th Street; Greyhound had been blocked by City from expanding

its West 34th Street site since 1947; the old 1935 art moderne station is leased to the Daabros chain of discount stores; the date of its demolition is unknown, but the One Penn Plaza office building is built on the entire Greyhound site in the 1970s. (NYT)

- May 3, 1963 Business Committee for Tax Reduction formally organized to lobby for business tax cuts; Stuart T. Saunders and Henry Ford II are Co-Chairmen. (NYT)
- May 3, 1963 Reading, CNJ and Erie Lackawanna inaugurate a Philadelphia-Chicago piggyback train with second morning delivery. (RyAge)
- May 5, 1963 Ada Louise Huxtable, recently hired by the *New York Times* as an architecture critic, writes an column titled, "How to Kill a City," citing the impending destruction of Penn Station and the remodeling of the Times Tower. (NYT)
- May 6, 1963 About 1,000 Princeton University students riot, attack the PRR station and "Morven," build bonfires on the track, and try to overturn the PRR "dinkey." (NYT)
- May 7, 1963 At PRR annual meeting, Lewis D. Gilbert makes his last pitch for ending the classification of directors; Gilbert disrupts no further annual meetings, perhaps instinctively sensing a sinking ship; James M. Symmes advocates an all-New England merger for that region. (MB, RyAge)
- May 9, 1963 Reading purchases the Lehigh & Susquehanna Railroad from the Lehigh Coal & Navigation Company to protect the route between Easton and Allentown; leased back to the LC&N for 35 years and in turn subleased perpetually to the CNJ. (AR)
- May 1963 B&O discloses that it is engaged in merger or lease talks with the Reading. (RyAge)
- May 1963 Connecticut Supreme Court approves the New Haven's reducing the size of passenger train crews in Connecticut. (RyAge)
- May 10, 1963 PRR Finance Dept. recommends purchase of Buckeye Pipe Line Company.
- May 11, 1963 Southern Railway finally makes 60% rate cut for five-car bulk grain shipments under the "Big John" hopper car ruling. (RyAge)
- May 14, 1963 Emergency Board reports on work rules and firemen's case; recommends arbitration of key issues. (NYT)

- May 15, 1963 L. Stanley Crane (1915-2003), on leave from Assistant Chief Mechanical officer of the Southern Railway, named PRR's Director-Industrial Engineering, replacing Richard E. Franklin (1919-1991), named Chief Mechanical Officer in Feb. 1963; both men are proteges of legendary Southern executive D.W. "Bill" Brosnan (1903-1985). (MB)
- May 1963 First of 38 "Silverliner II" MU cars for the PRR and 17 for the Reading are placed in service; top speed of 89 MPH. (RyAge - see below)
- May 1963 PRR and N&W establish interline TrucTrain TOFC service between Kearny and Bristol, Va. via Hagerstown three times a week. (Guide)
- May 1963 Alco Products, Inc., outshops its first C-424 2,400 HP road switcher for the Erie-Lackawanna Railroad. (Kirkland)
- May 17, 1963 Sidney H. Bingham, former operating head of the New York subways, sends a proposal to Gov. \_\_\_, Gov. Rockefeller and Mayor Robert F. Wagner (1910-1991) to link the lower level of Grand Central Terminal with Penn Station via a tunnel under Park Avenue. (NYT)
- May 17, 1963 A Flexi-Van leaves the New Cumberland, Pa., depot for New York, where it is put on the *American Challenger* en route to the Nahbollenbach Army Depot in Germany, beginning a 6-month demonstration project; containerization takes 10 days, instead of 15. (RyAge)
- May 20, 1963 U.S. Supreme Court in split 4-4 decision upholds lower court ruling ending differential rail rates to Atlantic ports, in force since 1876. (RyAge)
- May 20, 1963 Operating unions and management resume bargaining over work rules. (RyAge)
- May 20, 1963 EMD announces the 2,500-HP GP-35 and the 5,000-HP DD-35 booster unit. (RyAge)
- May 21, 1963 At PRR Finance Committee, David Bevan reports on N&W situation; PRR and Pennsylvania Company own 2.4 million shares worth \$289 million; notes that PRR has lost \$110 million in cash in 1952-1962 and has \$565 million in debt maturing in next seven years; Bevan urges not to apply money from N&W to either debt reduction or investment in railroad as will incur tax penalties; recommends that PRR sell all but 15% of N&W gradually and reinvest in companies giving the same rate of return; should acquire at least 80% control of a company so can file

- consolidated tax returns and offset profit of new company with the railroad's tax loss carry-forward. (MB, Patman)
- May 22, 1963 ICC denies Al Perlman's petition to be a director of the Reading. (NYT)
- May 24, 1963 Madison Square Garden Corporation announces that J.C. Penney has dropped plans to lease 777,000 square feet in the office building to be built over Penn Station, and American Machine & Foundry Company has given up commitment to lease 229,000 square feet; scheme for a 34-story office tower and a 29-story hotel fronting 7th Avenue replaced by one with a single office building. (NYT, Ballon)
- May 24, 1963 ICC completes the 100<sup>th</sup> day of hearings on the Penn Central merger. (NYT)
- May 25, 1963 At the urging of Pres. Kennedy, Secretary of Commerce Luther Hodges appoints former Philadelphia Mayor Richardson Dilworth to chair a Boston-Washington Transportation Study, including future needs for road, rail and air travel; however, the report is not completed until a few days after Kennedy's assassination. (NYT)
- May 26, 1963 *Washington Post* runs an article on Union Station, "Must Our Gateway Go the Way of Penn Station?" (MB)
- May 28, 1963 Harborside Warehouse Company, Inc., dissolved. (MB)
- May 31, 1963 Non-operating unions demand 29 cent increase, a 3.5% cost of living clause, and additional benefits. (AR)
- June 1, 1963 Chesapeake & Ohio Railway begins using Union Station at Louisville and vacates Central Station. (Trains)
- June 1, 1963 REA Express, Inc., begins a transcontinental container service between New York and Oakland via the NYC, Union Pacific and Southern Pacific. (RyAge)
- June 3, 1963 Last run of Nickel Plate passenger service between Buffalo and Chicago. (Rehor)
- June 4, 1963 Charles Hodge attends a Great Southwest Corporation Board meeting at which it is announced that profits for 1963 will be double those of 1962.
- June 5, 1963 ICC authorizes to drop No. 635, the one-car "ghost train," between Philadelphia and Harrisburg, but dismissed the application to abandon

Nos. 37 and 39, the former *Clevelander*, between Philadelphia and Pittsburgh. (ICC)

- June 1963 New Haven is to buy 12 3,300 HP electric locomotives from N&W (ex-Virginian) at \$25,000 each; to be assigned to freights between Bay Ridge and Cedar Hill Yard at New Haven with one unit cannibalized for parts; catenary is to be reinstalled at Oak Point and Cedar Hill Yards and on the Bay Ridge line. (RyAge, Trains)
- June 10, 1963 Pres. Kennedy sets a deadline of July 10 for an agreement in the firemen's case. (RyAge)
- June 10, 1963 Pres. Kennedy signs bill requiring equal pay for equal work for women. (NYT)
- June 11, 1963 University of Alabama is integrated by federal court order; Gov. George C. Wallace (1919-1998) fulfills his pledge to "stand in the schoolhouse door" to block the action, and is escorted out by the feds in a media event. (AmrcnDcnds)
- June 11, 1963 Responding to the outrage raised by television coverage of police dogs and fire hoses being used against civil rights demonstrators in Birmingham, Ala., organized by the Southern Christian Leadership Conference and Rev. Dr. Martin Luther King, Jr., Pres. Kennedy calls for the passage of a Civil Rights Bill. (NYT)
- June 13, 1963 LIRR Board approves a revised 5-year contract with the Huntington Coach Corporation calling for 3 buses for Huntington-Greenport service and 4 buses for Amityville-Montauk. (MB)
- June 14, 1963 Chairman Symes interviews N&W Pres. Stuart T. Saunders (1909-1987) as potential successor and asks for his terms for taking the job.
- June 14, 1963 Charles Hodge invites Angus G. Wynne, President of Great Southwest Corporation, to join Penphil Company.
- June 14, 1963 NYC marks the 25<sup>th</sup> anniversary of the *New England States* with cake and party favors for passengers; train still runs 11 to 14 cars. (Trains)
- June 1963 Dr. Robert A. Nelson ( - ), Professor of Economics at the University of Washington, is appointed Director of the Office of High-Speed Ground Transportation in the Dept. of Commerce; Nelson will become the prime mover in the "Metroliner" project. (WatsonPapers)
- June 1963 New Haven Trustees state that despite some improvement in 1962, their situation is still critical. (Moody's)

June? 1963	ICC rejects Reading's plan to give Al Perlman a seat on its Board. (Trains)
June 1963	Alco Products, Inc., outshops the first C-420 2,000 HP road switcher for the Lehigh & Hudson River Railway. (Kirkland)
June 17, 1963	U.S. Supreme Court refuses request of ports south of New York and the railroads serving them to reconsider the May 20 decision ending port differentials. (NYT)
June 18, 1963	William White (1897-1967) elected Chairman and CEO of the Erie Lackawanna Railroad. (Grant)
June 19, 1963	PRR terminates exchange offer for Lehigh Valley Railroad stock.
June 20, 1963	Responding to the close call in the Cuban Missile Crisis, the U.S. and Soviet Union agree to a direct "hot line" communications link between top leaders. (avalonproject)
June 20, 1963	Transport Workers Union head Michael J. Quill calls on Pres. Kennedy to nationalize the railroads to preserve job security. (NYT)
June 23, 1963	LIRR has two observation cars in operation on the <i>Cannon Ball</i> and <i>Weekender</i> . (NYT)
June 23, 1963	LIRR begins second bus-rail service with bus connection between Amityville and Montauk. (NYT)
June 25, 1963	Mountain-pacific railroads file in U.S. District Court in Los Angeles to set aside ICC decision in Transcontinental Divisions Case.
June 26, 1963	PRR Board agrees to Symes's request to retire as Chairman and CEO and approves his choice of Stuart T. Saunders (1909-1987) his successor, effective Oct. 1; passes over both Greenough and Bevan; Saunders, the first outsider and the first and only lawyer to head the PRR, is chosen for his ties to the Kennedy/Johnson Administration and his abilities to overcome political opposition to the merger; Board also approves the appointment of Saunders's friend A. Paul Funkhouser (1923-2000), Assistant General Counsel to the N&W, as Assistant VP of PRR, also effective Oct. 1. (MB)
June 28, 1963	Last run of passenger trains between Trenton and Camden on the old Camden & Amboy route with oil-electric car No. 4666; is also last run of a oil-electric railcar on PRR system; last passenger trains on the line between Pavonia and Trenton. (A-sheet, WJRails)

- June 30, 1963 With termination of its mail contract, the Reading holds last runs of passenger service between Port Clinton and Shamokin, Pa., and between Allentown and Harrisburg, its portion of the remnant of the *Queen of the Valley*; Philadelphia-Jersey City service is sharply curtailed, leaving only the rush-hour *Crusader* and *Wall Street*. (Rdg, Trains)
- July 1, 1963 Effective date of ICC award of increased percentage to eastern railroads in East-West Division Case; implementation blocked by appeal of western railroads to courts.
- July 1, 1963 Full ICC reviews the “Big John” decision and orders rate reduction scaled back from 60% to 53%; rejects Division 2’s finding that subsidies to competing modes be included in rate calculations; Southern Railway appeals and, after two and a half years, finally prevails in the Supreme Court; the 60% rate cut remains in effect during the appeals. (RyAge)
- July 1, 1963 Christy G. Magruder (1904-2001) named Assistant VP-Freight Sales, replacing I. Theodore Marine (1898- ), retired after 49 years service.
- July 1, 1963 Job title of Washington Terminal Company’s Research Engineer Robert A. Sharp changed to Assistant Manager with the same duties as efficiency engineer. (MB)
- July 2, 1963 PSIC holds press run of new Budd “Silverliner” MU cars; on 97-degree day, guests travel to Chestnut Hill on an MP54 car attached to a regular train, then ride back in a two-car air-conditioned “Silverliner.” (Headlights)
- July 2, 1963 Connecticut creates Connecticut Transportation Authority. (NYT)
- July 3, 1963 Railroads announce that they will impose new work rules on July 11. (RyAge, NYT)
- July 3, 1963 Allan P. Kirby regains control of Alleghany Corporation when he closes the deal to buy 1.6 million shares from Gamble-Skogmo, Inc. with the support of Murray D. Lincoln of Nationwide Insurance Company, Robert S. Odell, the Pres. of Allied Properties of San Francisco, and James S. Hunt of Coral Ridge Properties in Florida; Kirby and his allies now have a clear majority of the stock. (NYT)
- July 5, 1963 PRR sells 37,312 shares of N&W common for \$4.5 million.
- July 5, 1963 Two Flexi-Vans leave New York by ship for Havre en route to a U.S.



Army base in Germany as part of a 6-month demonstration. (RyAge)

July 1963 U.S. Supreme Court denies the ICC's petition for a rehearing of the port differential case. (RyAge)

July 7, 1963 Plans for new railroad work rules submitted by Secretary of Labor W. Willard Wirtz ( - ) rejected by operating Brotherhoods, accepted by railroads. (NYT)

July 7, 1963 Former Baldwin Locomotive Works CEO Charles Edward Brinley (1878-1963) dies at North Haven, Maine. (NCAB)

July 8, 1963 PSIC places first 6 of 38 Budd "Silverliner" MU cars in revenue service on two PRR Philadelphia suburban lines; 2-car train leaves Manayunk at 8:26 AM, and 4-car train leaves Chestnut Hill at 8:10; ceremony held on arrival at Suburban Station; cars are financed by PSIC and leased to PRR for 25 years; later designated "Silverliner II's" by SEPTA; at first, they operate only within the city limits on the Chestnut Hill, Manayunk and Torresdale lines; the cars are designed to specifications written by E. L. Tennyson, the City Transit Engineer, but with 2-2 seating, transit couplers and dynamic brakes demanded by the PRR. (Headlights, Pennsy, WatsonPapers)

July 8, 1963 On reconsideration, the ICC authorizes the Cambria & Indiana Railroad to build a connection with the PRR near Revloc and obtain trackage rights over the PRR's Black Lick Branch near Ebensburg to reach the mines of the Bethlehem Mines Corporation. (ICC)

July 8, 1963 Pennsylvania Company Board authorizes guaranteeing a \$3 million loan to Penn Towers, Inc., at Penn Center. (MB)

July 9, 1963 Pres. Kennedy holds conference at White House with representatives of railroads and Brotherhoods; suggests Justice Arthur Goldberg as arbitrator. (NYT)

July 10, 1963 Railroads accept Kennedy's proposal; Brotherhoods reject it; both sides agree to postpone showdown until July 29. (RyAge)

July 10, 1963 Robert Haslett of PRR meets with Angus Wynne of Great Southwest Corporation in Texas.

July 10, 1963 LIRR opens a new World's Fair station for the 1964-1965 fair on the site of the 1939 station. (NYT)

July 11, 1963 Pennsylvania Company sells 37,312 shares of Norfolk & Western Railway common for 120-7/8. (MB)

July 11, 1963 Brotherhood of Locomotive Firemen & Enginemen votes to lift membership ban on non-whites. (NYT)

July 13, 1963 Pittsburgh Joint Stock Yards Company Board approves abandonment of Herra Island Stock Yard. (MB)

July 14, 1963 Last run of No. 635 between Philadelphia and Harrisburg. (A-sheet - may have been ext.)

July 15, 1963 ICC awards eastern railroads greater share of rates in Southern Divisions Case; will give eastern railroads \$25 million more per year. (NYT)

July? 1963 LIRR orders 21 Alco Century 420's to replace an equal number of Fairbanks Morse H-44-16's and give the road an all-Alco roster. (Trains)

July? 1963 Union Tank Car Lines unveils its claimant for world's largest tank car; 89-foot long with a capacity of 50,000 gallons. (Trains)

July 18, 1963 Penphil Company buys 10,000 shares of Great Southwest Corporation; on same day, Penn Central buys 4,000 shares. (Patman, SEC)

July 1963 ICC by a 8-3 vote orders the Southern Railway's "Big John" rates cancelled as of Aug. 26, throwing out the recommendation of Division Two on counting the public costs; approves a 53.5% cut in 5-car lots or a 26% increase over the present rate. (RyAge)

July 22, 1963 Pres. Kennedy proposes that work rules and firemen's dispute be sent to the ICC; also proposes a commission to study the effects of automation. (RyAge)

July 23, 1963 PRR receives last of 66 E44 electric freight locomotives, replace 90 P5's and P5a's. (RyAge, )

July 23, 1963 Last run of Chicago & North Western Railway's *Twin Cities 400* between Chicago and Minneapolis. (Edmonson)

July 24, 1963 PATH train sideswipes a PRR switcher on PRR tracks near "HUDSON" Tower; 2 killed and 28 injured. (Headlights)

July 24, 1963 Southern Railway sues to overturn the ICC ruling on the "Big John" rates. (NYT)

July 25, 1963 Railroads agree to postpone implementation of new work rules until

Aug. 29. (NYT)

July 25, 1963 Federal court reverses ICC ruling in Southern Divisions Case.

July 28, 1963 PRR announces it has purchased Two Penn Center from Uris Brothers for \$13 million. (PR, RyAge)

Aug. 1, 1963 Erie Lackawanna Railroad Pres. William White restores 1949 *Phoebe Snow* tavern-lounge observation cars Nos. 789 & 790 to the end of Nos. 1-2 *Erie Lackawanna Limited* between Hoboken and Meadville, Pa. (Trains)

Aug. 9, 1963 Last commuter train runs between Pittsburgh and Elrama, ending passenger service on old Monongahela Division. (tt, VPO)

Aug. 13, 1963 U.S. District Court rejects suit of Justice Dept. and Brotherhoods to block C&O-B&O merger. (Bias - verify - may be later)

Aug. 14, 1963 Pennsylvania passes the Metropolitan Transportation Authority Act to allow counties to form authorities with state subsidies; effective Jan. 15, 1964. (SEPTA)

Aug. 15, 1963 PRR's offer to buy public shares of Lehigh Valley Railroad by exchange of stock expires. (Moody's)

Aug. 16, 1963 Railroads and Brotherhoods agree to plan devised by Secretary of Labor Willard Wirtz to submit the two key issues, crew size and method of dropping excess men, to binding arbitration. (NYT)

Aug. 16, 1963 Atlantic Coast Line combines the *East Coast Champion* and the *South Wind* between Jacksonville and Miami.

Aug. 17, 1963 Bill authorizing creation of Southeastern Pennsylvania Transportation Authority (SEPTA) passed; to operate unified transit system in Philadelphia and four suburban counties. (SEPTA)

Aug. 21, 1963 Reading places its first four of 17 Budd "Silverliner" MU cars in revenue service on Chestnut Hill Branch; also assigned to Norristown and Lansdale trains; Reading "Silverliners" are geared for 79 MPH vs. 85 MPH on PRR, and have no toilets or cab signals; owned by the City of Philadelphia and leased through the Passenger Service Improvement Corporation. (Headlights, Trains)

Aug. 21, 1963 Federal court in Cincinnati issues a temporary injunction blocking the ICC from interfering with the Southern Railway's "Big John" rates. (NYT)

- Aug. 22, 1963 PRR orders 120 high-capacity covered hoppers. (PR)
- Aug. 1963 PRR acquires an 80% interest in Penn Towers, Inc., at Penn Center; split 25% PRR and 55% Pennsylvania Company; Penn Towers, Inc. builds 518-unit high-rise apartment tower over Suburban Station approach on north side of Pennsylvania Boulevard between 18th & 19th Streets. (Compt)
- Aug. 23, 1963 ICC examiner recommends letting piggyback develop as it is in *Ex Parte 230* and rejects the proposal of the ICC. (NYT, RyAge)
- Aug. 24, 1963 Railroads post new work rules cutting firemen to be effective Aug. 29; Brotherhoods threaten strike. (NYT)
- Aug. 27, 1963 Gov. Rockefeller dedicates first 10 of 30 new LIRR air conditioned Class MP75 MU cars bought under Commuter Railroad Equipment Program; cars are similar to NYC cars built in 1962; are charcoal gray with orange window stripe; called "World's Fair" or "Zip" cars. (NYT, Keystone)
- Aug. 28, 1963 Civil rights "March on Washington for Jobs & Freedom," originally organized by A. Philip Randolph and Bayard Rustin, draws 200,000; features Rev. Martin Luther King's "I have a dream" speech; PRR operates 14 special trains from New York; PRR and other railroads operate 7 additional special trains from southern and western points. (NYT)
- Aug. 28, 1963 To avert threatened nationwide rail strike, Congress passes emergency legislation (Public Law 88-108) requiring compulsory arbitration of size of freight crews and elimination of firemen in freight and yard service; first such arbitration in peacetime; PRR VP Guy W. Knight one of management representatives; jobs are to be eliminated through attrition; law runs for two years. (NYT, RyAge, Trains)
- Aug. 29, 1963 LIRR places first train of MP75 MU cars in service between Penn Station and Babylon; total order is of 30 cars with the slogan "Your Steel Throughway to the Fair Gateway." (Keystone, RyAge)
- Aug. 31, 1963 Last run of Brooklyn & Jamaica RPO on LIRR. (Kay)
- Aug. 31, 1963 PRR stops operating freight car float service at New York for the LIRR under contract; buys the two LIRR tugs *Garden City* and *Meitowax* and 8 car floats for \$291,500 and conducts the business itself. (MB)
- Aug. 31, 1963 Wabash Railroad sells control of Ann Arbor Railroad to Detroit,

- Toledo & Ironton Railroad for \$3 million. (Moody's, Trains)
- Sep. 1, 1963 Tax relief provisions of the LIRR redevelopment law expire. (MB)
- Sep. 1, 1963 PRR begins operating car float service between New Jersey and Long Island City. (MB)
- Sep. 1, 1963 Stores Dept. renamed Material Management Dept.; computer control of inventory introduced. (MB)
- Sep. 2, 1963 *The CBS Evening News with Walter Cronkheit*, the nation's first 30-minute national network news program debuts from the CBS newsroom-turned-studio on an upper floor at the front of Grand Central Terminal. (CBS)
- Sep. 3, 1963 George Emlen Roosevelt (1887-1963), member of the Long Island Transit Authority and public director of the LIRR, dies. (MB)
- Sep. 3, 1963 Detroit, Toledo & Ironton Railroad assumes control of Ann Arbor Railroad. (Grant has 9/9? - see 8/31)
- Sep. 3, 1963 NYC's summer-only *Timberliner* makes its last run between Detroit and Mackinaw City, ending passenger service on this route. (michiganrailroads - verify)
- Sep. 6, 1963 Philadelphia Redevelopment Authority considers PRR plan for stadium north of 30<sup>th</sup> Street Station; PRR is partnered with McCloskey & Co. and Madison Square Garden Corporation and will put up \$13 million of \$25 million cost; is planning on \$4 million in federal subsidies; city is to put up a total of \$18 million, including money for access roads. (VPF)
- Sep. 1963 NYC and Flying Tiger Airlines establish joint air-rail freight service between New York and the West Coast, using Flexi-Vans within New York State. (AR)
- Sep. 9, 1963 New Haven-MTC experiment concludes on the Needham Heights Branch; continues on the Boston-Providence line until Mar. 6, 1964. (RyAge)
- Sep. 10, 1963 George Edwin Nearpass (1888-1963), the former "Whistling Brakeman of Logansport" who used to entertain at PRR employee social functions in the 1920s, dies at Milwaukee. (findagrave)
- Sep. 10, 1963 New Haven places the first ex-Virginian Railway E-33 (NH Class EF-4) in service; permits scrapping all 10 Class EF-3's of 1942-43. (NYT,

Trains)

- Sep. 12, 1963 Washington Terminal Company places 100 self-service baggage carts in use at Union Station, permitting the firing of 8 red caps with an annual savings of \$43,500. (MB)
- Sep. 13, 1963 Chicago Union Station Company leases air rights over northern approach between Madison and Monroe Streets to Tishman-Gateway, Inc. (CE)
- Sep. 14, 1963 Former VP Richard C. Morse (1882-1963) dies of a heart attack at his home in Peterborough, N.H. (RyAge)
- Sep. 1963 ICC reverses itself and allows Al Perlman to sit on the Board of the Reading Company. (Trains - check MB)
- Sep. 16, 1963 PRR files for permit from New York City Dept. of Buildings to remove concrete and brick cladding to permit attachment of new steelwork at Penn Station and for revising entrances and exits during construction. (NYT)
- Sep. 16, 1963 PRR opens 33rd TrucTrain terminal at York, Pa. (PR)
- Sep. 16, 1963 PRR establishes piggyback train TT-5/TT-8 operating between Baltimore and Harrisburg via York instead of via Port Road; running time of TT-4 from St. Louis to New York cut from 30:30 to 29:0; TT-3 westbound cut from 28:30 to 27:30. (Pennsy)
- Sep. 16, 1963 NYC places "Meal-o-Mat", first automat dining car in East, in service between New York and Buffalo on No. 39 *North Shore Limited* and No. 40 *Mohawk*; car has 53 seats with 9 vending machines, toasters and a Radarange (microwave oven), with bar service from a single attendant. (NYT, AR, Guide)
- Sep. 1963 New Haven continues MTC experiment of increased service on Providence line only for another six months, the only line to show a positive result; discontinued on Needham line. (AR)
- Sep. 18, 1963 Norfolk & Western Railway dedicates its new coal pier No. 6 at Lamberts Point, Norfolk. (Striplin)
- Sep. 23, 1963 Gov. Rockefeller announces Port Authority will finance purchase of 34 more MU cars for NYC. (NYT)
- Sep. 25, 1963 PRR through the Pennel Company leases the eastbound yard of the Lehigh Valley Railroad at Tiff Terminal near Buffalo for three years

- from Dec. 1, 1963. (MB)
- Sep. 25, 1963      Pennsylvania Company Board authorizes the sale of 150,000 shares of Norfolk & Western Railway common at 120 or greater. (MB)
- Sep. 27, 1963      Former Pres. Eisenhower attends dedication ceremony for a proposed memorial to him in New York's Battery Park; is to include a double row of 16 columns salvaged from Penn Station flanking the approach to a restored Castle Clinton; project depends on private subscriptions, which are not forthcoming, and it is not built. (NYT)
- Sep. 30, 1963      James M. Symes retires as PRR Chairman after 47 years service. (MB)
- Sep. 30, 1963      W.W. Patchell (1897-1983) retires as VP-Special Services after 48 years service; succeeded as department head by John D. Morris (1905-), Director-Special Services. (MB)
- Oct. 1, 1963      Stuart T. Saunders (1909-1987), formerly of the Norfolk & Western, succeeds Symes as third (and last) PRR Chairman; in a photo-op, Symes presents Saunders with a switch key as a symbol of the transfer of power. (MB, Pennsy)
- Oct. 1, 1963      David E. Smucker (1907-1996), Pres. of the Detroit, Toledo & Ironton Railroad, named VP, Operations, replacing John P. Newell (1902-1982), retired after 36 years service to become President of Trailer Train (Newell had been protected until now by Symes, who arranged the Trailer Train job); David C. Bevan promoted to Chairman of the Finance Committee and Chief Financial Officer; A. Paul Funkhouser of N&W Legal Dept. joins PRR as Assistant Vice President reporting to Saunders; J.E. Chubb (1912-1982) named President of DT&I. (MB)
- Oct. 1, 1963      Former PRR VP Herman H. Pevler (1903-1978), now President of Wabash Railroad, named President of Norfolk & Western Railway, succeeding Stuart T. Saunders; Henry W. Large (1905-1999) replaces Pevler as Pres. of the Wabash. (AR, RyAge, Trains)
- Oct. 1, 1963      Assistant VP in Charge of Traffic (or VP&GM-NWRegion?) Henry W. Large named Pres. of Wabash Railroad. (Grant)
- Oct. 1, 1963      J. M. McGuigan (1927- ) named Superintendent of Transportation of the Baltimore & Eastern Railroad, replacing J.H. Burdakin (1922- ), reassigned. (MB)
- Oct. 1, 1963      Assistant Attorney General William H. Orrick, speaking for the Interagency Committee on Transport Mergers, announces opposition to the Penn Central merger at ICC merger hearings as not in the public

interest, but will not oppose N&W-NKP or C&O-B&O; urges New Haven be assigned to N&W-NKP-Wabash-Erie-Lackawanna system, with B&M, C&EI, Lehigh Valley, Monon and P&LE joining the NYC. (NYT, Trains, Bias)

- Oct. 2, 1963      ICC PRR-NYC merger hearings conclude after 128 days of testimony, 290 prepared statements, and 347 exhibits generating nearly 20,000 pages of official transcript; longest railroad merger hearing yet held. (AR)
- Oct. 6, 1963      Last run of Saturday and Sunday passenger service between Philadelphia/Camden and Cape May, Wildwood and Ocean City, including bus connection to Stone Harbor. (A-sheet)
- Oct. 8, 1963      Mackinac Transportation Company Board hears report of Special Marine-Mechanical Committee on future options, including conversion of train ferry *Chief Wawatam* to oil or diesel to reduce number of crew members and leasing Grand Trunk Western Railway's *Grand Rapids* as back-up ferry. (MB)
- Oct. 8, 1963      Deodat Clejan (1925-1966), Director of Transportation Planning for General American Transportation Company, files for a patent for "RRollway," a system for transporting cars and riders on high-speed trains; track is double width with cars 128 x 28; each car holds 12 autos, which drive in one side through roll-up doors and out the other; train is to run up to 200 MPH; Clejan estimates it can be built at two-thirds the cost of an equivalent toll road. (Patnt, NYT)
- Oct. 9, 1963      PRR places first of 50 Class P85L coaches (1500-series) rebuilt from *Inn* series sleepers in service between New York and Washington. (NRHS)
- Oct. 9, 1963      Freuhauf displays its 88-foot Flexi-Flat car designed to carry 2 trailers, standard containers or Flexi-Vans at the American Railway Progress Exposition in Chicago. (RyAge)
- Oct. 10, 1963      At the AAR annual meeting, Stuart T. Saunders says that following the recommendations of the Interagency Committee on Transport Mergers will have "tragic consequences" for a number of railroads, as there is not enough traffic for a four-system East. (NYT)
- Oct. 1963      Acting Secretary of Commerce Franklin D. Roosevelt, Jr. (1914-1988) announces he has appointed a 5-man panel headed by Richardson Dilworth to study transportation problems in the Northeast Corridor. (RyAge)



- Oct. 12, 1963 Reading runs its last "Iron Horse Ramble" fan trip. (Trains)
- Oct. 14, 1963 NYC announces it is revamping its rate-making and pricing activities under Assistant VP-Pricing Arthur J. Crookshank. (RyAge)
- Oct. 15, 1963 NYC places new \$1.5 million Data Central in service at its New York headquarters; central system for switching teletype messages is designed by Collins Radio Company; central computer processes car routing and consist reports from 250 remote stations; later extended to waybills. (note uses magnetic tape instead of cards) (AR, NYT)
- Oct. 1963 NYC equips Flexi-Vans to carry mail on passenger trains or on *Super Vans*; Flexi-Van mail service expanded from Chicago-Michigan to all east-west lines. (AR, RyAge)
- Oct. 16, 1963 New Haven appoints Buford Tyler, 60, ex-PRR Assistant Regional Manager at Pittsburgh, who retired on Oct. 1, as its new VP-Operations. (NYT)
- Oct. 18, 1963 Lease of air rights over Penn Station to Madison Square Garden Center, Inc., signed; plan now calls for 22,000-seat arena and a single 33-storey office tower, later reduced to 29 storeys. (VPF)
- Oct. 23, 1963 At a meeting of the PRR Finance Committee, Stuart T. Saunders reports that the PRR has now acquired 10% of the stock of Buckeye Pipe Line Company, a 7,500-mile system that was once part of the Standard Oil Company, and that General American Transportation Company has offered to buy Buckeye Pipe Line through an exchange of stock. (Patman)
- Oct. 24, 1963 Park-n-Ride station dedicated at Jersey Avenue on the stub of the Millstone Branch south of New Brunswick for local New Brunswick-New York commuter trains; revenue service begins Oct. 28. (NYT, Pennsy)
- Oct. 25, 1963 Brooklyn Eastern District Terminal replaces last four regularly operating steam locomotives in the East with four diesels. (Trains, NYT)
- Oct. 27, 1963 Through Baltimore-Pittsburgh coach discontinued on *The Duquesne*. (A-sheet)
- Oct. 27, 1963 NYC drops sleeping cars from *Pacemaker* No. 2, Chicago to New York; *North Shore Limited* No. 39 and *Mohawk* No. 40 renamed *World's Fair Special*. (tt, Guide)

- Oct. 27, 1963 Erie Lackawanna Railroad renames Nos. 1-2 *Erie-Lackawanna Limited* (Hoboken-Chicago) the *Phoebe Snow*. (Trains)
- Oct. 28, 1963 Lipsett, a division of Luria Brothers & Co., Inc., begins the demolition of Penn Station, New York, at 9:00 AM; at 10:30, officials hold a ceremony when a crane removes the four eagles from the 33rd Street facade; in late afternoon, members of AGBANY hold a protest wearing black armbands and carrying placards with the word "Shame!" (Pennsy, NYT)
- Oct. 28, 1963 SEPACT begins "Operation Main Line" adding four after-rush hour round trips of Bryn Mawr locals with flat 30 cent fare within city limits, plus "Operation Southwest" with 30 cent fare between Philadelphia and Angora; services cannot be extended further because Delaware County is not a member of SEPACT. (SEPACT)
- Oct. 28, 1963 Pennel Company Board authorizes the abandonment of the Wolf Creek Branch between Leesburg and Brent, Pa. (6.51 miles) and part of the Peoria Branch between Allentown and Morton, Ill. (4.14 miles). (MB)
- Oct. 28, 1963 New Haven Trustees agree to hold talks with PRR, NYC. Boston & Maine and Norfolk & Western on forming an all-New England system including the Boston & Albany; however the Trustees demand that the new system be financially guaranteed by a Trunk Line; the Trustees agree only after the PRR and N&W agree to participate. (NYT, NH AR)
- Oct. 29, 1963 Former VP-New York James Logan Cranwell (1905-1963) dies at Sarasota, Fla. (RyAge)
- Oct. 30, 1963 *New York Times* runs an editorial, "Farewell to Penn Station," calling the demolition "a monumental act of vandalism;" final paragraph: "A city gets what it admires, will pay for, and, ultimately, deserves. Even when we had Penn Station, we couldn't afford to keep it clean. We want and deserve a tin-can architecture in a tin-horn culture. And we will probably be judged not by the monuments we build but by those we have destroyed." (NYT)
- Nov. 1, 1963?? Stores Dept. renamed Material Management Dept.; J. S. Fair promoted from General Manager-Purchases & Stores to General Manager-Purchases & Material. (verify MB or cards)
- Nov. 1, 1963 PRR Finance Committee approves expanding the company's holdings of Buckeye Pipe Line Company to 80%; purchases are made originally by the Delbay Corporation. (Patman)

- Nov. 1, 1963 John P. Newell becomes the first full-time Pres. of the Trailer Train Company; has been Pres. on a part-time basis since 1955. (NYT, RyAge)
- Nov. 1, 1963 South Vietnamese Pres. Ngo Dinh Diem is overthrown in a military coup and then killed with his brother while in custody; the coup, but not the assassination, has the covert assent of the United States; marks a sharp increase in local instability and increasing American involvement in Vietnam. (NYT)
- Nov. 3, 1963 Last runs of Baltimore Transit Company streetcars. (Nixon)
- Nov. 5, 1963 Mackinac Transportation Company Board votes not to repair train ferry *Chief Wawatam* to meet next Coast Guard inspection and to file to abandon operations. (MB)
- Nov. 6, 1963 Chairman Stuart T. Saunders in his first press conference at the Hilton Hotel in New York discusses projected improvements; says PRR will "improve our public relations and show a far greater interest in the demands of our shippers and patrons ... We are going to provide more courteous service and be more sales-minded"; states that the company will make "very substantial" capital improvements in 1964 and that the company should be in the black for 1963 and that the timetable for the Penn Central merger has not been upset; says he will make an announcement on diversification soon. (NYT, RyAge)
- Nov. 7, 1963 Atlantic Coast Line places the first revenue EMD GP-35 diesel unit in service. (RyAge)
- Nov. 12, 1963 U.S. Supreme Court dismisses local businessmen's suit against the World Trade Center and denies any further appeals, allowing the project and Port Authority's modernization of PATH to proceed. (NYT, RyAge)
- Nov. 12, 1963 PRSL Board hears a report that the recent reduction in weekend service and in bus service between Cape May Court House and Stone Harbor has saved \$40,700 per year. (MB)
- Nov. 13, 1963 PRR subsidiary Delbay Corporation begins purchases of Buckeye Pipe Line Company stock through brokers Butcher & Sherrerd and Glore Forgan, Wm. R. Staats, Inc. (Patman)
- Nov. 15, 1963 Pres. Kennedy opens the last stretch of I-95 between the Delaware Memorial Bridge and Baltimore, including the Millard E. Tydings Memorial Bridge across the Susquehanna River. (Ecenbarger,

portdeposit.org)

- Nov. 1963 PRR announces that it will spend over \$500,000 to remodel the Conway engine house and establish an assembly line for diesel inspections. (RyAge)
- Nov. 1963 BLE submits demands for a \$40 basic day, medical benefits and a fully-funded pension plan. (RyAge)
- Nov. 1963 NYC renames the *North Shore Limited* and *Mohawk* the *World's Fair Special*. (RyAge)
- Nov. 1963 Norfolk & Western Railway proposes a plan to neutralize PRR influence, including removing the 3 PRR directors from the N&W Board and placing the PRR's N&W stock in trust. (RyAge)
- Nov. 19, 1963 LIRR announces that 1,000 conductors and trainmen will be given course in customer relations. (NYT)
- Nov. 19, 1963 Alvin F. Harlow (1875-1963), author of transportation histories including *Road of the Century*, dies in New York at age 88. (Trains)
- Nov. 22, 1963 Pres. John F. Kennedy (1917-1963) is assassinated in Dallas; VP Lyndon Baines Johnson (1908-1973) sworn in as Pres.; among the many things renamed for Kennedy is the former Pennsylvania Boulevard between City Hall and 30<sup>th</sup> Street Station. (NYT)
- Nov. 24, 1963 PRR places extra coaches on all trains to Washington for persons attending Pres. Kennedy's lying in state in the Capitol. (NYT)
- Nov. 25, 1963 At 12:00 noon, at the time of Pres. Kennedy's funeral, the NYC stops its trains for 2 minutes; at the same time, a Paoli local halts at Narberth for one minute, while conductor Harry R. McAllister plays taps for Pres. Kennedy; the PRR stops all trains for 1 minute at 1:00 PM; the LIRR stops all trains between 12:30 and 1:00 PM; non-essential PRR employees are given time off to watch the funeral on television; the Kennedy family models the murdered president's obsequies on those held for Pres. Lincoln, and they are the first to be broadcast by television nationwide in real time. (NYT)
- Nov. 25, 1963 Washington Terminal Company Board of Managers orders an additional 200 self-service baggage carts for Union Station, replacing another 5 red caps. (MB)
- Nov. 25, 1963 Wells, Fargo & Company (Colo.), the last vestige of the company's express business, becomes a wholly-owned subsidiary of the American

- Express Company; it is now mostly an armored car business. (Moody's)
- Nov. 26, 1963 Presidential Arbitration Board announces award in firemen's and crew-size cases; finds 90% of firemen in freight and yard service are unnecessary; authorizes railroads to phase out firemen in road freight and yard service; 3,500 with less than two years seniority to be dismissed with severance pay; other 40,000 to be removed by attrition; establishes a joint board of labor and management representatives to work out plan; unions denounce terms and appeal to Federal courts. (AR, NYT)
- Nov. 27, 1963 PRR doubles its dividend to 50 cents per share; Stuart T. Saunders announces that they have so far acquired 30% of Buckeye Pipe Line Company. (NYT)
- Nov. 27, 1963 Stuart T. Saunders returns to the Pennsylvania Company Board and is elected Pres. (MB)
- Nov. 27, 1963 Pennsylvania Company Board increases its loan guarantee to Penn Towers, Inc., to \$4.1 million; authorizes the sale of 145,500 shares of Norfolk & Western Railway common at 120 or above; authorizes purchasing the Buckeye Pipe Line Company for \$25 million; on a motion of David C. Bevan, suspends negotiations with the Norfolk & Western Railway to divest two-thirds of the common and all of the preferred because of the Penn Central merger. (MB)
- Nov. 29, 1963 Pennsylvania Company makes first purchase of 203,300 shares (30% interest) of Buckeye Pipe Line Company from Delbay Corporation for \$6 million. (Patman, RyAge)
- Nov. 29, 1963 New Haven files with Massachusetts Dept. of Public Utilities to discontinue all Boston branch line commuter service; later blocked by MBTA pending a subsidy arrangement. (NYT, RyAge)
- Late 1963 Pennsylvania Power & Light Company orders 74 100-ton hopper cars from Bethlehem Steel Corporation for unit train service between coal mines at Tunnelton and Osceola Mills, Pa., and generating stations at Brunner Island and Martins Creek; PRR makes a further rate cut of 30 cents to Martins Creek and 25 cents to Brunner Island. (RyAge)
- Dec. 1, 1963 PRR completes conversion of 50 roomette sleepers into Class P85L 76-seat coaches which begin service on New York-Washington trains; permits retirement of most P70s except during holiday peaks.
- Dec. 1, 1963 PRR begins "Operation Beaver," a paint-up, fix-up, and clean-up program of stations and cars intended to cosmetically cover deferred

maintenance; special posters and buttons are prepared as part of the campaign; among the things spruced up is Altoona Station, whose red brick exterior is painted white with a red base. (VPO, RyAge, prrfax)

- Dec. 1, 1963 REA Express, Inc., begins Boston-Los Angeles container service on NYC and Santa Fe passenger trains. (RyAge)
- Dec. 2, 1963 ICC approves merger of Atlantic Coast Line Railroad and Seaboard Air Line Railroad; decision is published on Dec. 13. ( , NYT)
- Dec. 2, 1963 U.S. Supreme Court upholds state "right to work" laws that bar the closed shop; rules they are subject to the state courts and not the National Labor Relations Board. (NYT)
- Dec. 4, 1963 Allen P. Kirby controls the annual election at Alleghany Corporation and elects all 13 directors. (NYT)
- Dec. 5, 1963 Dr. Robert A. Nelson of the Office of High-Speed Ground Transportation in the Dept. of Commerce contracts with Louis T. Klauder and Associates to develop plans, parameters and cost estimates for high-speed rail service between New York and Washington. (WatsonPapers)
- Dec. 5, 1963 Allen P. Kirby is restored as Chairman and CEO of Alleghany Corporation; he is also Chairman of the NYC Executive Committee. (NYT)
- Dec. 6, 1963 Four of the unions files suits to overturn the Arbitration Board's award. (AR)
- Dec. 8, 1963 To increase occupancy in parlor car drawing rooms, PRR reduces number of required seat tickets from three to two; all heavyweight parlor cars have been retired.
- Dec. 9, 1963 U.S. Supreme Court affirms Chesapeake & Ohio Railway control of B&O. (NYT)
- Dec. 9, 1963 N.J. Legislature defeats a bill to give legal status to Tri-State Transportation Committee; New York and Connecticut approvals have been conditional on the approval of New Jersey, so the matter goes over to 1965. (NYT)
- Dec. 12, 1963 NYC declares a 50 cent per share dividend. (NYT)
- Dec. 1963 PRR retires last parlor-café cars operated between New York and Pittsburgh on trains No. 16 and 25; replaced by snack bar coaches Nos.

1548 & 1549. (Cinders)

- Dec. 1963 PRR places the last of 50 Class P85L coaches (1500-series) rebuilt from *Inn* series sleepers in service between New York and Washington; with the 1952 *Congressional* cars, gives a total of 89 lightweight stainless steel coaches for Northeast Corridor service. (RyAge)
- Dec.? 1963 PRR offers to place its historical equipment collection at Altoona and donate 10 acres, including the old Locomotive Test Plant. (Trains)
- Dec. 1963 Demolition of old PRR Jersey City Terminal building and embankment at Exchange Place, Jersey City, completed; two ferry slips left standing into the 1970s; demolition of elevated structure on Railroad Avenue follows. (KFrench)
- Dec. 1963 PRR and Soo Line develop greatly reduced unit train grain rates for 4,950-ton minimum shipments from Duluth to Buffalo, enabling them to earn money while lakes are frozen. (PubRel)
- Dec. 1963 VP-Purchases & Real Estate J. Benton Jones gives support to the movement to establish a railroad museum at Altoona built around PRR's historic locomotive collection.
- Dec.? 1963 LIRR receives first of order for 22 Alco Century 420 2,000 HP road switchers. (Trains - verify NYT?)
- Dec. 1963 GM delivers last E-unit; SAL E9 No. 3060. (Trains)
- Dec. 16, 1963 Cloverleaf Bar and Savarin Lunch Room on the north side of the Arcade close, along with the Grand Staircase, as Penn Station demolition moves into the building from 33rd Street. (PubRel)
- Dec. 16, 1963 Chesapeake & Ohio Railway Pres. Walter J. Tuohy (1901-1966) named Chairman of B&O. (C&O AR)
- Dec. 17, 1963 ICC authorizes the PRR to discontinue "ghost train" No. 635 between Philadelphia and Harrisburg. (ICC)
- Dec. 18, 1963 At the PRR Finance Committee meeting, VP David C. Bevan that the company now owns about 33% of Buckeye Pipe Line Company; to acquire 80%, they will have to offer \$42.5 million in new Pennsylvania Company preferred, convertible into Norfolk & Western Railway common; would bring Buckeye under the PRR's tax shelter; Committee approves the acquisition. (Patman)
- Dec. 20, 1963 Studebaker Corporation closes its main factory at South Bend, Ind.,

- where it has been established since 1852. (wiki)
- Dec. 30, 1963 PRR advertises for bids for 50 freight locomotives. (NYT)
- Dec. 30, 1963 Dayton Union Railway Company deeds old portion of Union Station to city for \$230,000; to be demolished. (MB)
- Dec. 31, 1963 Railroads settle with Brotherhood of Sleeping Car Porters averting a nationwide strike; grant increase of 5.14 cents an hour retroactive to Feb. 1, 1962, and gradual reduction in hours. (Trains - may be 1/1/64)
- 1963 PRR posts net profit of \$9.2 million, up from loss of \$3.2 million in 1962, mostly by slashing expenses and through revival of traffic in last quarter; operating ratio at 80.57%, lowest since 1944; doubles dividend to \$0.50 per share. (AR)
- 1963 PRR system debt reaches postwar low of \$781 million, largely through efforts of David C. Bevan. (AR)
- 1963 PRR moves over 200,000 trailers on a fleet of 1,200 flat cars between 33 major terminals; earns \$33.4 million or 5.2% of freight revenues. (Trains)
- 1963 PRR handles more coal than any year since 1957. (Trains)
- 1963 Headhouse of PRR's Exchange Place station in Jersey City is still standing, but the area of the approach tracks has been excavated down to street grade. (Trains)
- 1963 PRR station at Ruxton, Md., near Baltimore razed. (Gunnarsson)
- 1963 Nickel Plate buys 5.44 miles of PRR between Blasdell and Buffalo. (Rehor)
- 1963 New TrucTrain terminal established at Terre Haute.
- 1963 PRR makes substantial rate cuts on export grain moving to Philadelphia and Baltimore utilizing 100-ton covered hopper cars. (PubRel)
- 1963 Cadillac & Lake City Railway buys the former PRR line between Missaukee Jct. and Lake City/Falmouth from the Penndel Company. (michiganrailroads)
- 1963 NYC ends RDC "Beeliner" service between Detroit and Bay City, Mich., ending all passenger service north of Detroit. (michiganrailroads - also has 3/1964)



- 1963 NYC begins improved salesmanship courses. (AR)
- 1963 NYC installs CTC between Carman and Syracuse, N.Y., reducing four tracks to two; also between Lawrenceburg Jct. and Greensburg, Ind., on Cincinnati-Chicago line, reducing two tracks to one. (Trains)
- 1963 NYC now has 1,653 route-miles under CTC, more than any other railroad in the East. (Trains)
- 1963 NYC carries over 700,000 automobiles and is now the largest carrier of automobiles in the world; Flexi-van business is over 100,000 vans, amounting to 7% of U.S. piggyback business and providing over 5% of NYC's freight revenues. (Trains)
- 1963 Southern Railway discontinues the Cincinnati-Jacksonville *Ponce de Leon* south of Council, Ga., using a federal law that allows trains to be discontinued in one state if its only stop is also its origin or destination. (Frailey)
- 1963 Alan R. Cripe (1924-1994), who had worked on Robert R. Young's "Train-X" and been Director of Design for C&O and is now working for Reynolds Metals, presents a paper advocating turbine-powered, lightweight container trains; Tom Wheaton of the Pratt & Whitney Division of United Aircraft Corporation is in the audience; before the end of the year, United Aircraft has begun studies for turbine-powered railroad equipment. (Middleton/Trains)
- 1963 U.S. automobile deaths peak at 40,804. (AmrcnDcDs)
- 1963 Last iron ore is shipped from stock piles on the Vermilion Range. (Walker)
- 1963 Only 5% of automobiles sold in the U.S. are foreign imports. (AmrcnDcDs)
- 1963 Two U.S. companies are the first to register profits above \$1 billion: General Motors Corporation with \$1.6 billion, and Standard Oil Company (N.J.) with \$1 billion. (AmrcnDcDs)
- 1963 Post Office Dept. adopts the zip code system of mail delivery and begins phasing out RPO cars. (Hoogenboom)