

PRR CHRONOLOGY
1953

December 2004 Edition

- Jan. 1, 1953** "Broad Street Station Building" officially renamed "Suburban Station Building." (CE-ER)
- Jan. 1, 1953** LIRR begins rehabilitating MU cars at rate of 17 per month. (NYT)
- Jan. 1, 1953** Assistant Chief Engineer David E. Smucker, formerly with LIRR, becomes Pres. of Detroit, Toledo & Ironton Railroad. (MB)
- Jan. 1, 1953** NYC appoints Ernest C. Nickerson (1909-1999) to new post of VP-Passenger Services to be responsible for cutting deficit; VP-Passenger Traffic abolished; Karl Adam Borntreger (1892-1990) named VP-Operations & Maintenance. (AR)
- Jan. 1, 1953** NYC introduces "Manhattan trip ticket", 25% reduction in off-peak suburban fares at New York. (Guide)
- Jan. 1, 1953** New York, Susquehanna & Western Railway extended to reestablish direct connection with PRR at Marion, Jersey City. (NYT)
- Jan. 1, 1953** Non-operating union wages cut one cent per hour under cost-of-living clause. (AR)
- Jan. 2, 1953** Extra New York-Dallas sleeper added to *The Penn Texas*. (tt)
- Jan. 4, 1953** Camden Terminal closes; all passenger trains originate and terminate at Broadway Station beginning Jan. 5; two trains northbound and one southbound also load at point opposite Front Street, Camden.
- Jan. 5, 1953** Government referee Dr. Paul N. Guthrie begins hearings on "improvement factor" (productivity) wages increases. (RyAge)
- Jan. 6, 1953** PRR holds official opening of Roxburg Branch of Bel-Del near Martins Creek, N.J., completed in 1952; to reach new Pennsylvania Power & Light plant on west bank of Delaware River which will go into service in 1954. (NYT)
- Jan. 6, 1953** Rail unions ask for 6% increase based on increased productivity. (NYT)
- Jan. 7, 1953** New Haven elects John W. Barriger III VP and director; Barriger

resigns presidency of Monon; idea is for Barriger to eventually replace Dumaine as Pres. (AR, NYT)

- Jan. 8, 1953** At ICC hearing on LIRR reorganization, PRR Pres. W.S. Franklin testifies PRR has lent LIRR \$13.5 million between 1935 and 1949 and received only \$7.5 million in return; blames bankruptcy on low fares. (NYT)
- Jan. 8, 1953** Bituminous Coal Research's Locomotive Development Committee authorizes new turbine testing program with Alco at Dunkirk.
- Jan. 9, 1953** PRR VP in Charge of Operations J.P. Newell blames railroad losses on state regulatory agencies refusal to allow company to drop unprofitable trains; urges ICC have ultimate jurisdiction; repeal long haul-short haul clause and streamline rate hearings. (NYT)
- Jan. 1953** Last Class H6sb 2-8-0 No. 9988 retired. (Edson)
- Jan. 14, 1953** Freight derailment near Trenton blocks Northeast Corridor for 10 hours. (NYT)
- Jan. 14, 1953** PRR Board authorizes retirement of Richmond, Ind., power plant. (MB)
- Jan. 14, 1953** Wildcat strike of Transport Workers Union of America against Philadelphia Transportation Company shuts down buses and subways, including Camden bridge line; PRR and Reading add extra commuter and shuttle trains. (NYT, MB)
- Jan. 15, 1953** Brake failure on *Federal Express* entering Washington Union Station; GG1 No. 4876 and front of first car crash into concourse, demolishing trainmaster's office, and drop into basement; 41 injured. (NYT)
- Jan. 17, 1953** Pennsylvania Motor Truck Association and 37 truck companies sue Eastern Railroad Presidents Conference, 31 railroads, and Carl Byoir & Associates, their publicity consultants, for anti-trust violations in connection with the railroads' anti-truck advertising and lobbying. (AR)
- Jan. 17, 1953** Philadelphia transit strike ends. (NYT)
- Jan. 18, 1953** Pres.-elect Eisenhower travels from New York to Washington for inauguration in PRR business car No. 90. (Withers)
- Jan. 19, 1953** C&O announces it now owns 10% of NYC. (NYT)
- Jan. 20, 1953** PRR operates 42 extra trains to Washington and 39 extras outbound; 211 Pullmans stored at freight yards for crowds attending inauguration

of Pres. Dwight D. Eisenhower. (MB)

- Jan. 26, 1953** PRR opens modern, air conditioned ticket office at 1607 Walnut Street, Philadelphia, replacing office at 1417 Chestnut Street opened in 1936. (PR)
- Jan. 26, 1953** Long Island Transit Authority opposes any attempt by William Wyer to use \$8.5 million received in sale of Rockaway Division to city to pay back taxes to New York City. (NYT)
- Jan. 29, 1953** Robert Whittle Dowling (1895-1973), Pres. of City Investing Company, a New York planner and real estate developer announces plans for development of Penn Center on site of Broad Street Station and Chinese Wall. (NYT)
- Jan. 29, 1953** LIRR Trustee William Wyer announces start of car modernization program. (NYT)
- Jan. 30, 1953** ICC announces new formula for Southern and Southwestern Divisions granting greater share to Eastern railroads; abolishes bonus awarded to western and southwestern railroads in 1940 and puts division on flat mileage basis. (NYT)
- Early 1953** New England Steamship Company dissolved. (NH AR)
- Feb. 1, 1953** Last run of extra New York-Dallas sleeper on *The Penn Texas*. (tt)
- Feb. 2, 1953** Last run of through New York-Cincinnati-Birmingham sleeper via L&N. (last departure probably 1/31)
- Feb. 5, 1953** NYC establishes RDC "Beeliner" service between Utica and Watertown, N.Y. (Guide)
- Feb. 6, 1953** Pres. Eisenhower ends wage and most price controls, including those on railroad wages and salaries. (RyAge)
- Feb. 8, 1953** Plan for modernizing LIRR equipment presented to Trustee William Wyer; calls for rehabilitation of 558 MU cars and purchase of 112 new ones; 431 of oldest MU cars to be retired with abandonment of Rockaway Branch; combination of old and new cars is cheapest alternative. (NYT)
- Feb. 12, 1953** NYC sells 28 acres of old Boston coach yard to syndicate headed by Roger L. Stevens; developed as the Prudential Center. (NYT)
- Feb. 15, 1953** Locust Street Subway opens for revenue service between 8th & Market

and 16th & Locust in Philadelphia as extension of Camden Bridge Line; tunnel had been begun in 1917 and had lain empty since 1931. (SEPTA, BlltnAlmnc)

- Feb. 17, 1953 Taking of depositions begins in truckers' suit against Eastern Railroads and Carl Byoir & Co. (MB)
- Feb. 18, 1953 PRR Board approves additional \$2.78 million for Philadelphia Improvements. (MB)
- Feb. 19, 1953 ICC permits PRR to charge Baltimore rates on ore bound from new Greenwich Point ore pier to points west of Pittsburgh.
- Feb. 23, 1953 PRR two-day circle trip for about 40 members of Congress and ICC leaves Washington; travels to New York via Harrisburg and returns with stops at Morrisville, Fairless Works and Philadelphia. (MB)
- Feb. 23, 1953 Reconstruction and enlargement of Conway Yard begins. (CE)
- Feb. 23, 1953 New station at Alliance, Ohio, dedicated, replacing station built in 1864. (CE)
- Feb. 26, 1953 New Haven Pres. Frederic C. Dumaine, Jr., announces will increase number of directors from 15 to 21 and grant four seats to group supporting Patrick McGinnis's bid for control. (NYT)
- Feb. 28, 1953 Cape Charles-Norfolk passenger steamer service makes last run; steamer *Elisha Lee* fails Coast Guard inspection on Mar. 1, and service not resumed; PRR eventually pays \$252,500 fine for ending service without regulatory permission.
- Feb. 28, 1953 NYC Chief Engineer-Equipment Paul W. Kiefer retires and office abolished. (AR)
- Mar. 1, 1953 VP in Charge of Real Estate & Taxation W.W. Patchell reassigned to special VP to analyze passenger deficit; J. Benton Jones (1905-1986) named VP-Real Estate & Taxation. (MB)
- Mar. 1, 1953 PRR lease of Canton Company's Pier No. 11 at Baltimore expires and is not renewed. (MB)
- Mar. 6, 1953 Boston Railroad Holding Company dissolved; New Haven receives \$2.8 million. (NH AR)
- Mar. 11, 1953 LIRR Traffic Manager Harry A. Weiss named Passenger Traffic Manager; K.M. Potter named Freight Traffic Manager. (Guide)

- Mar. 12, 1953** Developer William Zeckendorf, head of Webb & Knapp, Inc., begins talks with PRR on air rights development over Penn Station. (NYT)
- Mar. 15 1953** Through Pittsburgh-Cincinnati-New Orleans sleeper via L&N cut back to Pittsburgh-Cincinnati. (Welsh, tt)
- Mar. 1953** Last Class B28s 0-6-0 No. 7258 retired. (Edson)
- Mar. 16, 1953** NYC expands Harlem Line commuter service to every half hour. (Guide)
- Mar. 17, 1953** Long Island Transit Authority asks NY PSC to compel Trustee William Wyer to begin rehabilitating cars at once. (NYT)
- Mar. 17, 1953** PRR executes new agreement with City of Philadelphia to relocate Philadelphia Transportation Company subway and surface tracks in front of 30th Street Station. (MB)
- Mar. 17, 1953** Pres. Eisenhower lifts last price controls. (EAH)
- Mar. 18, 1953** Federal referee Dr. Paul N. Guthrie awards all railroad wage workers a 4-cent "productivity" increase retroactive to Dec. 1, 1952, but rejects productivity theory. (NYT)
- Mar. 19, 1953** New Greyhound bus terminal dedicated on South Wabash Avenue in Chicago; used by Pennsylvania Greyhound, Inc.; revenue service begins Mar. 20; old terminal on North State Street closes. (NYT)
- Mar. 23, 1953** Tichy and Horowitz assign their options on air rights over Penn Station yard between 9th & 10th Avenues to Webb & Knapp, Inc. (CE)
- Mar. 27, 1953** NY PSC authorizes LIRR to discontinue Country Life Press-Mitchell Field MU shuttle on 30 days notice. (NYT)
- Mar. 27, 1953** Robert R. Young states that C&O will take control of NYC within a year. (NYT)
- Apr. 1, 1953** Allen J. Greenough named VP-Eastern Region, replacing Ethelbert W. Smith, granted leave pending retirement in 1954; M.S. Smith named General Manager-Central Region, replacing Greenough; VP-Assistant to the Pres. J.R. Downes granted leave pending retirement and resigns as director; VP James P. Newell elected a director. (MB)
- Apr. 1, 1953** J.L. Cranwell named VP-New York, which is made a regional rather than staff office; title of J.W. Oram changed from Chief of Personnel to Assistant VP in Charge of Operation-Personnel; J. Benton Jones named

- VP in Charge of Real Estate & Taxation. (MB)**
- Apr. 1, 1953** **Henry W. Large (1905-1999) named Assistant VP in Charge of Traffic. (MB)**
- Apr. 1, 1953** **NYC completes management reorganization; Andrew Pulliam appointed to head new Industrial Engineering Dept. (verify AR)**
- Apr. 1, 1953** **Non-operating unions receive 3-cent per hour wage cut under cost-of-living clause. (AR)**
- Apr. 2, 1953** **PRR and BRT announce voluntary courses in courtesy for conductors, trainmen, supervisors and station agents. (NYT)**
- Apr. 6, 1953** **Drop in cost-of-living index results in 3-cent wage cut for all railroad workers under escalator clauses. (RyAge)**
- Apr. 8, 1953** **New Haven stockholders elect management slate without opposition; first election in which common stockholders could vote since reorganization in 1947; Dumaine control was based on ownership of preferred stock. (NYT)**
- Apr. 10, 1953** **PRR inaugurates *The Baltimorean*, fast freight from Wheeling to Baltimore. (Pennsy)**
- Apr. 13, 1953** **Navy sends LST to Cape Charles to pick up servicemen from *The Furlough*; complains of poor service. (VPO)**
- Apr. 1953** **Last Class B6 0-6-0 No. 8977 retired; last Class C1 0-8-0's No. 6562 and No. 6566 retired. (Edson)**
- Apr. 1953** **NYC Pres. William White has plan for TOFC service ready, but held back pending upcoming proxy fight with Robert R. Young. (Borntrager)**
- Apr. 21, 1953** **At ICC hearings on LIRR reorganization, Long Island Transit Authority Chairman George Emlen Roosevelt says the Authority may withdraw or change its reorganization plan unless PRR acts quickly on its \$20 million buyout offer. (NYT)**
- Apr. 22, 1953** **PRR Board considers abandonment of all LIRR passenger service between Patchogue and Montauk. (MB)**
- Apr. 22, 1953** **PRR Board authorizes additional yard tracks at Media to terminate trains there with shuttles to West Chester. (MB)**
- Apr. 23, 1953** **LIRR asks for average 25% fare increase. (NYT)**

- Apr. 23, 1953** PRR leases deck over north side of 30th Street Station to Auto Parks, Inc., as parking lot. (MB)
- Apr. 25, 1953** Last run of *The Iron City Express* between New York and Pittsburgh; last run of local No. 577-578, Harrisburg-Renovo; last run of *The Jeffersonian*, New York-St. Louis; of Pittsburgh-Cincinnati local No. 204-205. (tt, VPO)
- Apr. 25, 1953** Last run of Southern Railway *New Yorker* (northbound only) between Atlanta and New York. (tt)
- Apr. 26, 1953** *The Jeffersonian* discontinued and coaches placed on "*The Spirit of St. Louis*"; recreation cars placed on *The Penn Texas*; *The Indianapolis Limited* restored as a year-round train between New York and Indianapolis; *The Akronite* discontinued between Pittsburgh and Hudson, Ohio, and reduced to a local Hudson-Akron connection from *The Clevelander*; *The Clevelander* rerouted from via Alliance to via Youngstown; *The Cavalier* (northbound) cut back from New York to Philadelphia; *The Quaker* (northbound) discontinued between Philadelphia and New York. (tt)
- Apr. 26, 1953** *Orange Blossom Special*, deluxe winter-only SAL train, discontinued. (tt)
- Apr. 26, 1953** NY&LB stops issuing its own public timetable showing both CNJ and PRR trains. (Guide)
- Apr. 26, 1953** New commuter station established at Levittown, Pa.
- Apr. 26, 1953** Indianapolis & Louisville RPO merged into Chicago, Logansport & Louisville RPO. (Kay)
- Apr. 26, 1953** NYC makes cuts equal to 2 million annual passenger train-miles. (AR)
- Apr. 26, 1953** NYC restores *Twentieth Century Limited* and *Commodore Vanderbilt* to 16-hour schedules in both directions. (RyAge)
- Apr. 26, 1953** New Haven establishes station on Shore Line at Route 128, the Boston Beltway, for suburban passengers. (RyAge)
- Apr. 27, 1953** Trenton-Burlington-Delair-Frankford Jct. commuter train extended to North Philadelphia for improved connection to Center City, including via Broad Street Subway. (VPO)
- Apr. 27, 1953** PRR announces a new 470-calorie chopped sirloin dinner for dieters; uses low-fat salad dressing and saccharine instead of sugar. (NYT)

- Apr. 28, 1953** ICC recesses LIRR reorganization hearings until June 15; PRR and Long Island Transit Authority open talks to reach compromise. (NYT)
- Apr. 30, 1953** Frederic C. Dumaine, Jr., reelected Pres. of New Haven, blocking McGinnis's takeover bid; Morgan B. Brainerd elected to vacant post of Chairman. (NYT)
- May 1, 1953** Robert W. Dowling, a New York planner and real estate developer, announces plan for Penn Center, to be built on portion of Broad Street Station site between Market Street and Pennsylvania (Kennedy) Boulevard west to 18th Street; four office towers, a 1,000-room hotel and a possible television center on pilotis facing an open promenade with fountains and plantings and underground concourse connected to Suburban Station; PRR announces it is building three additional tracks in Suburban Station. (NYT)
- May 1, 1953** Office of Manager of Suburban Service created at Philadelphia to develop low fares and other incentives for off-peak travel; test appeal of increased off-peak service on two lines at Philadelphia and introduce "bargain shoppers' tickets". (MB, PR)
- May 1, 1953** New ticket bureau with "Ticketeer" machines and improved reservation system opens at Pittsburgh station. (Pennsy)
- May 11, 1953** Signalmen and telegraphers begin strike against Hudson & Manhattan Railroad, shutting it down; PRR runs extra trains. (NYT)
- May 12, 1953** PRR and Webb & Knapp officials meet to discuss use of air rights at Penn Station yard ; Webb & Knapp plans call for a 20-story building of 2 million square feet over entire site with a freight terminal for use of Post Office on ground floor and a heliport on roof; rest of building to be loft space for the garment industry. (CE)
- May 12, 1953** Hudson & Manhattan strike ends with compromise on back pay owed to men; engineers and firemen demand similar settlement, delaying resumption of service. (NYT)
- May 12, 1953** PRR Board authorizes reverse signaling on eastbound and westbound mains between Federal Street and "CQ" at Pittsburgh; automatic cab signals between East Liberty and Aspinwall and between Pittsburgh and Yellow Creek via Rochester; authorizes retirement of 12 stalls of Richmond, Ind., roundhouse. (MB)
- May 13, 1953** Hudson & Manhattan Railroad restores full service. (NYT)

- May 1953** PRR conducts public opinion poll of commuters and suburban passengers.
- May 1953** Last Class B6sa 0-6-0 No. 775 retired. (Edson)
- May 15, 1953** Last run of LIRR passenger service between Country Life Press and Mitchell Field except for Roosevelt Raceway specials; last 5-cent ride in New York area, as shuttle uses a separate bus-type fare box. (ARRT,)
- May 16, 1953** Office of General Coal Traffic Manger divided into Coal Traffic Manager and new post of Coal Traffic Manager-Sales, W.P. Stuart. (MB)
- May 18, 1953** PRR signs development contracts for Penn Center; Uris Brothers acquires parcel from 15th to 16th Streets south of the Boulevard for two 20-story office buildings; publisher Walter H. Annenberg (1908-2002) acquires parcel from 17th to 18th Streets for community center, broadcasting center, sports arena, and bus terminal. (MB, CE)
- May 21, 1953** PRR announces construction of \$2 million Railway Express facility at Walnut Street in West Philadelphia. (BltnAlmnc)
- May 21, 1953** NYC announces formation of new freight marketing and research group under Fred. N. Nye; to investigate ways of streamlining yard operations, greater use of trucks for pick-up-and-delivery in LCL service, etc. (NYT)
- May 22, 1953** 15 non-operating unions announce 1954 wage demands, including increased vacations and holidays, insurance paid by railroads, time-and-a-half for all regular Sunday assignments. (RyAge)
- May 22, 1953** New York City accepts payment of \$8,806,000 from LIRR in settlement of \$13,025,235 in back taxes. (NYT)
- May 23, 1953** Uris Brothers, who have leased parcel between 15th and 16th Street, announce construction of first 20-story office building in Penn Center will start this summer; to build second tower later with 80-foot wide esplanade between; Walter H. Annenberg is to build a combined transportation and community center on block between 17th & 18th Streets. (NYT)
- May 27, 1953** PRR Board approves sale of Pennsylvania Greyhound Lines, Inc., by American Contract & Trust Company. (MB)
- May 27, 1953** PRR purchases additional twin-unit Class E2b B-B + B-B electric locomotive No. 4943-4944; originally built as GE demonstrator in Oct. 1951. (Keyser)

May 28, 1953 PRR announces purchase of 78 road freight and switching diesels. (NYT)

May 29, 1953 ICC approves PRR's control of United New Jersey Railroad & Canal Company by purchase of outstanding stock; now owns 50.49%. (MB)

June 1, 1953 Robert Haslett (-) named Assistant Treasurer. (MB)

June 1, 1953 PRR executes interchange agreement with CNJ at Farmingdale, N.J., permitting it to access Earle Naval Ammunition Depot. (MB)

June 1, 1953 John W. Barriger III resigns as New Haven VP after only six months to become VP of Rock Island. (WWinRR)

June 2, 1953 NY PSC begins probe of LIRR car safety and maintenance; of 1,314 cars inspected, 945 are defective and 455 are dirty; as many as 30% of commuters are standees. (NYT)

June 4, 1953 PRR announces appointment of Architectural Advisory Committee for Penn Center; George Howe (1886-1955), Dean of the Dept. of Architecture at Yale, Edmund N. Bacon (1910-), Executive Director of Philadelphia City Planning Commission, and Robert W. Dowling, Pres. of City Investing Company of New York. (CE)

June 8, 1953 Union Pacific Railroad places a 4,800 HP GE propane gas-turbine locomotive in service; propane burns cleanly without leaving carbon deposits on turbine blades like pulverized coal.

June 9, 1953 Last run of passenger service between Oil City and Corry, Pa. (tt)

June 10, 1953 PRR Board approves lease to Sheraton Corporation of America of parcel between 17th and 18th Streets north of Boulevard in Penn Center for hotel. (not date of actual contract, which is later!)

June 10, 1953 PRR Board approves abandoning joint use of Muskegon-Milwaukee car ferry of Grand Trunk Western Rail(road?). (MB)

June 10, 1953 Long Island Transit Authority informs ICC it will have to abandon its LIRR reorganization plan unless courts void tax pact made by William Wyer with New York City and lets LIRR repossess \$5.5 million already paid; charges Wyer with sabotaging Authority's reorganization plan. (NYT)

June 11, 1953 Corry & Pittsburgh RPO cut to East Brady & Pittsburgh RPO. (Kay)

June 11, 1953 New York City completes purchase of LIRR Rockaway Beach lines east

of Whitepot Jct. and Far Rockaway with final payment of \$7.65 million: LIRR continues to operate between Far Rockaway and Rockaway Park pending rebuilding of trestle. (George)

- June 15, 1953** New York City Transit Authority assumes operation of all subway, elevated and bus lines from old Board of Transportation of the City of New York; includes ownership of South Brooklyn Railway and of track along Atlantic Avenue, Brooklyn, used by LIRR. (Moodys)
- June 15, 1953** New York Chapter of R&LHS holds steam excursion on LIRR between Jamaica and Greenport. (ARRT)
- June 17, 1953** Southern Railway dieselized; largest railroad system to be dieselized thus far. (Tillotson)
- June 18, 1953** NY&LB opens new double-track fill replacing old single-track Matawan Creek trestle. (Gallo)
- June 1953** Railroads apply for increased mail pay.
- June 20, 1953** Isaac W. Geer (1873-1953), retired Chief Engineer-Western Region, dies at Chicago.
- June 23, 1953** ICC examiner recommends dismissing Government Reparations Case over supposedly excessive rates charged government in World War II.
- June 24, 1953** PRR Board approves recommendations of special committee on organization; increases Board from 13 to 17 members and cuts number of meetings per month from 2 to 1; to replace Road Committee and Finance Committee with Executive Committee. (MB)
- June 24, 1953** PRR Board authorizes abandonment of 10.29 miles of Butler Branch between Auburn and Butler, Ind. (MB)
- June 24, 1953** PRR Board authorizes retirement of one track between "JD" and "SQ" on Pittsburgh Division and "SQ" Interlocking; westbound track of Brilliant Branch and remoting "GLASS" Interlocking from "UY"; coaling stations at St. Marys, Wellsville, New Philadelphia, Millbrook, Conesville and Kalamazoo; engine house at Wellsville; turntable at Kalamazoo. (MB)
- June 24, 1953** PRR and Sheraton Corporation of America announce construction of \$14 million modern, 1,000-room hotel as part of Penn Center on north side of Pennsylvania Boulevard between 17th & 18th Streets; built over Suburban Station approach tracks; first hotel built in Philadelphia in 30 years. (NYT)

- June 24, 1953** PRR Board approves lease of air rights over south approach to Union Station, Chicago, for office buildings. (MB)
- June 26, 1953** New Haven and Boston & Maine revive *East Wind* between New York (Grand Central) and Portland via Worcester after not being operated in 1951 and 1952. (tt)
- June 27, 1953** Last run of Philadelphia & West Chester RPO. (Kay)
- June 28, 1953** Complete every-hour-on-the-hour "Clocker" service, New York-Philadelphia, 7 AM-8 PM ends; passengers put on Washington trains in off-peak hours; *The Cavalier* (southbound) discontinued between New York and Philadelphia through Sep. 27, 1953. (tt)
- June 28, 1953** PRR cuts off-peak fares on all Philadelphia commuter lines; increases service to Media by 50%, to Paoli by 10%, and to Bryn Mawr by 26%, including establishment of Bryn Mawr locals and Bryn Mawr-Paoli express service; service to West Chester cut 12 round trips of Media-West Chester shuttle train; Media local service increased to half-hourly. (PR)
- July 28, 1953** "MEDIA" Interlocking placed in service, and tracks between Media and Wawa revised; Track No. 1 returned Media-Elwyn and "ELWYN" and "LENNI" Interlockings retired. (GO)
- July 1, 1953** Chester J. Henry named Chief Engineer-Eastern Region, replacing L.P. Struble, given leave pending retirement. (MB)
- July 1, 1953** Dr. Norbert J. Roberts named to new post of Medical Director. (MB)
- July 2, 1953** B&O Transportation Museum opens at Mount Clare Shops in Baltimore. (B&O Mag)
- July 3, 1953** Brief wildcat strike by trainmen snarls LIRR holiday traffic. (NYT)
- July 7, 1953** NYC celebrates 100th anniversary; announces it will be completely dieselized east of Cleveland and all passenger service dieselized east of Detroit by end of year. (NYT)
- July 9, 1953** Federal court approves final LIRR tax settlement with New York City and permits payment of \$2.047 million, down from original \$8.8 million settlement; money comes from sale of Rockaway Branch to city; Long Island Transit Authority wanted taxes paid in long term bonds to conserve all cash for improvements. (NYT)

- July 10, 1953** Order of Railway Conductors renews demand for graduated pay scale based on weight on drivers of locomotives, rejected by emergency board in 1952. (RyAge)
- July 1953** Boom associated with Korean War ends; 10-month recession begins. (NBER)
- July 15, 1953** New rate divisions with Southern and Southwestern railroad take effect, granting Eastern railroads more revenue. (ICC)
- July 16, 1953** C&O and NYC announce they have formed a pool to devise modern, cost-saving passenger equipment; NYC gets access to C&O's development work for "Train-X". (NYT)
- July 20, 1953** Long Island Transit Authority abandons rehabilitation plan, claiming tax settlement with New York City has left it without funds; will continue to oppose PRR reorganization plan. (NYT)
- July 21, 1953** Last passenger train runs between Xenia and Springfield, Ohio. (maybe 8/1?)
- July 27, 1953** Armistice signed at Panmunjom ending Korean War without a peace treaty.
- July 27, 1953** Last run of local No. 326-327 between Indianapolis and Louisville. (VPO)
- July 29, 1953** ICC extends rate increase of *Ex Parte* 175 from Feb. 28, 1954 to Dec. 31, 1955. (AR, ICC)
- July 1953** C&O has increased its holdings of NYC to 800,000 shares or 12.5% of total.
- July 31, 1953** "WAWA" Tower removed from service. (GO)
- Aug. 1, 1953** PRR reorganizes and expands Medical Dept. (NYT)
- Aug. 2, 1953** Southern Railway's *Aiken-Augusta Special* renamed *Augusta Special* after service to Aiken discontinued. (Guide).
- Aug. 3, 1953** PRR deeds land to build Pennsylvania (JFK) Boulevard, extend Benjamin Franklin Parkway and widen 15th Street to City of Philadelphia. (MB)
- Aug. 1953** Last Class N2s 2-10-2's retired. (Edson)
- Aug. 20, 1953** Increased express rates take effect.

- Aug. 28, 1953** Captina Creek spur placed in service from Powhatan Point to Oglebay Norton Company's Norton No. 3 mine near Armstrong Mills, Ohio. (PR)
- Sep. 1, 1953** Huntingdon & Bedford RPO discontinued. (Kay)
- Sep. 3, 1953** Conductors agree to postpone demands until federal moratorium expires on Oct. 1. (RyAge)
- Sep. 4, 1953** Last run of PRR portion of *Bar Harbor Express* No. 184-185, an irregular summer-only train, between Philadelphia and New York; through cars continued from PRR points in 1954 season. (tt)
- Sep. 8, 1953** CAB authorizes experimental transportation of ordinary 3-cent mail by air between New York and Chicago; first shipments in week of Oct. 5.
- Sep. 16, 1953** Railroads using Chicago Union Station inaugurate new baggage transfer service for first class passengers at 50 cents per bag. (Guide)
- Sep. 1953** Last run of special passenger service between Chambersburg and Mercersburg, Pa., for opening of Mercersburg Academy; last passenger service between Altenwald and Mercersburg. (tt)
- Sep. 1953** Last Class K5 4-6-2 No. 5699 retired. (Edson)
- Sep. 18, 1953** PRR runs special train from Pittsburgh to Saltsburg for dedication of Conemaugh Dam. (HistPitts)
- Sep. 22, 1953** NYC opens Centennial exhibit of locomotives at Grand Central Terminal, including *DeWitt Clinton* replica and No. 999. (NYT)
- Sep. 23, 1953** PRR Board authorizes abandonment of part of Butler Branch from Butler to Auburn, Ind., pending ICC permission. (MB - shows as 6/24?)
- Sep. 23, 1953** PRR offers to implement \$30 million, six-year rehabilitation of LIRR if ICC approves previous PRR reorganization plan; Long Island Transit Authority has no comment. (NYT)
- Sep. 24, 1953** Webb & Knapp, Inc., a real estate developer headed by William Zeckendorf, announces it has secured air rights over Penn Station approach tracks between 9th & 10th Avenues. (NYT)
- Sep. 26, 1953** Last run of Louisville section of *The Union* (northbound) and the *Louisville Daylight Express* (southbound) between Logansport and Louisville. (tt)

- Sep. 27, 1953** **Pennsylvania Station (Old Union Depot) at Cleveland closes; PRR service cut back to Euclid Avenue station next day. (Pennsy, tt)**
- Sep. 29, 1953** **Last run of Red Bank & Trenton RPO. (Kay)**
- Sep. 30, 1953** **BLE demands 30% wage increase. (NYT)**
- Oct. 1, 1953** **PT&T signs agreement and option with Webb & Knapp, Inc., to purchase property over Penn Station approach tracks between 9th & 10th Avenues for \$4 million. (MB)**
- Oct. 1, 1953** **Headquarters of Manor Real Estate and other non-railroad subsidiaries moved from Ardmore to Haverford railroad station.**
- Oct. 1, 1953** **Non-operating unions receive 3-cent wage cut under cost-of-living clause. (RyAge)**
- Oct. 1, 1953** **Order of Railway Conductors renews demand for graduated wage scale based on weight on drivers. (RyAge)**
- Oct. 1, 1953** **BLE, BLFE, BRT and Switchmen's Union of North America file to have escalator clause gains made permanent, plus large base wage increases. (RyAge)**
- Oct. 4, 1953** **Last run of Sunday-only passenger service between Reading and Norristown, Pa., with about 700 railfans; E6 No. 1600 and two P70s. (tt, PRRFAX)**
- Oct. 4, 1953** **Washington Chapter of NRHS operates Fall Rail Ramble from Washington to Hagerstown via B&O and return by Cumberland Valley to Harrisburg. (Guide)**
- Oct. 4, 1953** **NYC installs four vending machines for commuter tickets at Grand Central Terminal. (NYT)**
- Oct. 6, 1953** **Greyhound Corporation announces it has purchased, subject to ICC approval, PRR's 50% common stock interest in Pennsylvania Greyhound Lines, Inc. and Southern Pacific's 33.7% common stock interest in Pacific Greyhound Lines, Inc.; railroads are to retain preferred stock; Pennsylvania Greyhound operates 6,129 route miles; Pacific Greyhound operates 10,424 route miles. (NYT)**
- Oct. 7, 1953** **LIRR places first two of 20 new Pullman-Standard Class MP70T MU cars in service on 5:25 from New York to Babylon after press tour to Garden City and Hempstead; run in trains with double-deckers; cars are in Tichy paint scheme of slate gray with off-white roofs; soon prove**

unpopular because of cramped, uncomfortable seating and lack of toilets or baggage racks. (NYT, Keystone)

- Oct. 8, 1953** PRR announces lease of three air rights blocks over Chicago Union Station train sheds between Madison and Van Buren Streets to Simon Brothers of New York for office buildings; concourse not covered by lease. (PR)
- Oct. 15, 1953** PRR announces severe cuts in Philadelphia-Norristown service after Pennsylvania PUC refuses to permit cutback to Manayunk. (PR)
- Oct. 1953** Last steam locomotive serviced at 28th Street, Pittsburgh. (Mutual)
- Oct. 1953** Post Office Department begins "experimental" program of switching some regular 3-cent mail from train to plane.
- Oct. 1953** Sharp decline in freight traffic wipes out gain over 1952; freight revenues in first nine months were highest ever. (PR)
- Oct. 20, 1953** PRR hires first African-American brakeman; agrees to eliminate whites-only rule in hiring conductors. (NYT)
- Oct. 23, 1953** PRR offers \$30 million LIRR improvement program over six years if ICC approves its reorganization plan. (NYT)
- Oct. 28, 1953** As part of corporate simplification, PRR Board authorizes creating a new company with a Delaware charter (Penndel Company) to merge 14 PRR subsidiaries. (MB)
- Oct. 28, 1953** PRR Board authorizes air conditioning Suburban Station Building. (MB)
- Oct. 28, 1953** NYC begins train telephone service on *Twentieth Century Limited* between Buffalo and Chicago. (NYT)
- Oct. 1953** AAR opens new Mechanical Research Laboratory building at Illinois Institute of Technology. (AAR)
- Oct. 31, 1953** VP-Assistant to the Pres. James R. Downes, on leave since Apr. 1, retires after 50 years of service. (MB)
- Oct. 31, 1953** "GLEN MILLS" and "CHENEY" Block stations removed from service on West Chester Branch. (GO)
- Nov. 1, 1953** Hugh J. Ward (1901-) appointed Comptroller, replacing Elmer Hart, retired after 50 years service; ___ named to new post of Art Director in Public Relations Dept. (MB)

- Nov. 1, 1953** Philadelphia-Norristown local service reduced from 12 to 6 round trips, including elimination of all Sunday service. (tt)
- Nov. 3, 1953** Mediation begins on non-operating unions' demands for increased fringe benefits. (RyAge)
- Nov. 4, 1953** LIRR Trustee William Wyer calls for 10% commuter fare increase to pay for car rehabilitation. (NYT)
- Nov. 4, 1953** B&O announces it has dieselized between Jersey City and Cumberland. (NYT)
- Nov. 5, 1953** Railroads file in U.S. District Court at Chicago on question as to whether unions' demands for greater fringe benefits and pass privileges are negotiable under Railway Labor Act. (RyAge)
- Nov. 5, 1953** ICC resumes hearing on LIRR reorganization with PRR presenting its plan. (NYT)
- Nov. 1953** Baltimore-Washington Parkway opens between Baltimore and intersection of Md. Route 602 near Laurel, bypassing congested and dangerous U.S. Route 1. (NYT)
- Nov. 9, 1953** Diesel locomotives assigned to Madison Incline.
- Nov. 12, 1953** Pres. Eisenhower leaves Washington for Ottawa via PRR-NH-NYC-D&H route. (Withers)
- Nov. 15, 1953** Pres. Eisenhower returns to Washington via PRR; last use of presidential private car *Ferdinand Magellan* by a president for 31 years; most presidential travel is now by air. (Withers)
- Nov. 1953** PRSL abandons Leesburg to Maurice River, 3.9 miles. (Guide)
- Nov. 1953** Pittsburgh, Chartiers & Youghiogeny Rail__ abandons Painters Run Branch from Woodville Jct. to Borland, 1.54 miles. (Guide)
- Nov. 16, 1953** Cleveland Union Terminals Company replaces electric traction between Linndale and Collinwood with diesels; saves \$400,000 a year in operating costs. (MB, Doughty)
- Nov. 1953** PRR conducts public opinion poll in 10 towns and cities to evaluate public's overall perception of PRR.
- Nov. 1953** Last Class E6s 4-4-2 No. 5218 retired. (Edson)

- Nov. 20, 1953** Penn del Company incorporated in Delaware for purpose of consolidating PRR rail subsidiaries. (MB)
- Nov. 20, 1953** LIRR Trustee William Wyer asks court permission to abandon service between Patchogue and Montauk. (NYT)
- Nov. 24, 1953** Groundbreaking held for 3 Penn Center Plaza, first, 20-story office building on site at northwest corner of 15th & Market Streets; in a bizarre Cold War touch, 5-year-old Miriam Penn-Gaskell Hall, 10th generation descendant of William Penn waves a "magic wand" (actually a modified Geiger counter) over a radioactive source; current is amplified to detonate a simulated atomic mushroom cloud. (Pennsy)
- Nov. 24, 1953** At ICC hearing on PRR's LIRR reorganization plan, Long Island Transit Authority Chairman George E. Roosevelt opposes on grounds public cannot pay fare increase. (NYT)
- Nov. 25, 1953** Board accepts resignation of Pierre S. du Pont (1870-1954) as PRR director because of failing health; Basil S. Cole, later a controversial figure in the Penn Central merger, named Assistant General Solicitor. (MB)
- Nov. 25, 1952** PRR Board authorizes abandonment of car float station and pier at North 4th Street, Brooklyn. (MB)
- Nov. 27, 1953** ICC examiner approves 25% increase in LIRR commuter fares as necessary to eliminate passenger deficit. (NYT)
- Nov. 28, 1953** Last run of the Saturday *Admiral*; hope to discontinue entirely in 1954 but unable to get approval. (VPO)
- Nov. 28, 1953** Last run of passenger service over Huntingdon & Broad Top Mountain Railroad between Huntingdon and Mt. Dallas, and over PRR between Mt. Dallas and Bedford, Pa. (tt)
- Nov. 1953** NYC extends train telephone service on *Twentieth Century Limited* from Buffalo to Chicago.
- Nov. 30, 1953** Last run of Phillipsburg & Trenton RPO on Bel-Del Branch. (Kay)
- Dec. 1, 1953** Terminal Coordinating Committee appointed to improve movement of freight through yards and terminals; headed by Jacob D. Fuchs (1898-), formerly General Superintendent of Transportation-Western Region. (MB)

- Dec. 1, 1953** Edgar E. Ernest named Chief of Operating Practices, replacing Edward C. Geggenheimer; John W. Leonard (1898-) named Chief of Passenger Transportation, replacing Ernest. (MB)
- Dec. 2, 1953** Railroads begin negotiations with operating Brotherhoods. (RyAge)
- Dec. 3, 1953** PRR introduces an "automatic buffet-bar car" on New York-Washington runs to cut food costs; 6 food vending machines, tables for 12 and a bar with one attendant replace dining car staff. (PR)
- Dec. 5, 1953** New York & Trenton RPO (via Jamesburg) discontinued. (Kay)
- Dec. 1953** Robert R. Young and Allan P. Kirby begin buying an additional 100,000 shares of NYC secretly on own account.
- Dec. 7, 1953** Virginia Ferry Corporation Executive Committee authorizes rebuilding and lengthening ferry *Princess Anne* to design of George G. Sharp, naval architect. (MB)
- Dec. 9, 1953** Maryland Ferry Company dissolved. (MB)
- Dec. 10, 1953** Long Island Transit Authority makes special report to Gov. Dewey urging passage of three pending bills that would give NY PSC, not ICC, jurisdiction over service and fares, and federal courts over reorganization; denounces PRR role. (NYT)
- Dec. 10, 1953** PRR director Franklin D'Olier, former CEO of Prudential Insurance Company, dies after 21 years service. (MB)
- Dec. 11, 1953** Following the recommendations of the Long Island Transit Authority presented the day before, Gov. Dewey holds a news conference calling for giving states control over fares and abandonments and limiting ICC jurisdiction to reorganization; denounces PRR intervention in reorganization. (NYT)
- Dec. 11, 1953** NY PSC rejects Trustee William Wyer's application for LIRR fare hike. (NYT)
- Dec. 15, 1953** Coopers Point Branch in Camden abandoned and Coopers Point Yard connected to new line along Delaware River to ALAN (?) Tower. (CE)
- Dec. 15, 1953** Line relocation opens at Sharpsburg, Pa.; from center of town to river front. (CE)
- Dec. 17, 1953** NY PSC asks ICC to dismiss PRR's application for LIRR fare increase, saying it is intrastate, not interstate. (NYT)

- Dec. 18, 1953** At final ICC hearing on LIRR reorganization, New York Attorney General Goldstein calls PRR plan illegal and against public interest. (NYT)
- Dec. 1953** PRR establishes formal program to retire unnecessary tracks and facilities no longer needed because of dieselization and improved operating methods; plan to retire 5,000 track miles, about one-fifth of total, over next five years. (VPO)
- Dec. 1953** N&W Roanoke Shops turns out its last steam locomotive, 0-8-0 No. 244. (Trains)
- Dec. 23, 1953** Lamot du Pont Copeland (1905-1983) and Donald Danforth elected PRR directors, succeeding Pierre S. du Pont and Franklin D'Olier. (MB)
- Dec. 23, 1953** PRR Board authorizes abandonment of part of Fort Washington Branch between Wyndmoor and Sunnybrook (3.1 mi.), pending ICC approval. (MB)
- Dec. 27, 1953** Princeton Jct., N.J. station burns. (NYT)
- Dec. 28, 1953** Ex-VP in Charge of Operations John F. Deasy (1882-1953) dies at Bryn Mawr Hospital at 71 after a long illness. (Mutual)
- Dec. 28, 1953** Disputes with non-operating unions go to mediation after they refuse offer signed by BRT. (RyAge)
- Dec. 30, 1953** Assets of Louisville Bridge & Terminal Railway Company sold to Pennel Company. (MB)
- Dec. 31, 1953** Pennel Company absorbs Delaware River Railroad & Bridge Company; Englewood Connecting Railway; Grand Rapids & Indiana Railway; Indianapolis & Frankfort Railroad; Ohio Connecting Railway; Pittsburgh, Ohio Valley & Cincinnati Railroad; South Chicago & Southern Railroad; Southern Pennsylvania Railway & Mining Company, Wheeling Terminal Railway, York, Hanover & Frederick Railway, and Youngstown & Ravenna Railway under agreement of Dec. 1; ICC rejects application to also merge New York, Philadelphia & Norfolk Railroad and Cumberland Valley & Martinsburg. (MB)
- Dec. 31, 1953** J. Taney Willcox retires as PRR Secretary after 42 years of service; replaced by Bayard Henry Roberts (1912-), grandson of President George B. Roberts. (MB)
- Dec. 31, 1953** Chief Engineer John L. Gressitt retires after 45 years of service; Samuel Reed Hursh (1894-1964) named Chief Engineer. (MB)

- Dec. 31, 1953** **PRR withdraws from joint PRR/Grand Trunk Western car ferry between Milwaukee and Muskegon.**
- Dec. 31, 1953** **Last run of Phillipsburg & Trenton RPO. (Kay)**
- 1953** **Office building at PRR's Exchange Place Terminal in Jersey City razed. (KFrench)**
- 1953** **Lower level tracks at 30th Street Station and additional track at Suburban Station completed. (2 extra tracks at Suburban not built); "PENN" coach yard enlarged. (AR)**
- 1953** **First phase of dieselization completed at cost of over \$300 million; number of diesel units increases from 73 to 1,404 between 1948 and 1953; 2,700 steam locomotives scrapped in same period. (note 1,404 "units" counts A-B-B-A, etc. as single "unit")**
- 1953** **NYC completes dieselization east of Cleveland and Detroit. (AR)**
- 1953** **NYC converts Collinwood locomotive shop from steam to diesel. (RyAge)**
- 1953** **Long Island Transit Authority withdraws plan to take over LIRR without paying any compensation.**
- 1953** **PRSL single-tracks line between Camden and Winslow Jct. (AR - verify - which route?)**
- 1953** **Rebuilding of Morrisville freight yard completed.**
- 1953** **PRR completes new freight station at Butler & Sepviva Streets in Philadelphia. (RyAge)**
- 1953** **New station opens at Curtis Park, Pa.**
- 1953** **PRR installs new interlocking machine at Media. (RyAge)**
- 1953** **Wayside cab signals installed between Columbus and Dayton. (RyAge says Columbus-Xenia)**
- 1953** **PRR installs inductive trainphone between Sned, Pa. and Stanley, N.Y., on Elmira Branch and between Cresson and Westover, Pa. (RyAge)**
- 1953** **New Haven Pres. Dumaine orders nine Mack railbuses for branch line service, to be delivered in 1954. (AR)**

1953

AAR increases per diem charge from \$2.00 to \$2.40; New Haven refuses to pay. (NH AR)