

PRR CHRONOLOGY
1951

December 2004 Edition

Jan. 1, 1951	New mail pay rates take effect.
Jan. 3, 1951	Duquesne Freight station in Pittsburgh destroyed by fire. (NYT - verify)
Jan. 3, 1951	Gauntlet track placed in service at Panhandle Tunnel No. 5, completing clearance improvement project. (CE)
Jan. 3, 1951	International Association of Machinists votes to reaffiliate with AFL. (NYT)
Jan. 4, 1951	NY PSC reports to Gov. Dewey on LIRR wreck at Richmond Hill; finds ICC safety provisions inadequate and blasts PRR's "absentee" management. (NYT)
Jan. 4, 1951	Chinese and North Korean forces again capture Seoul.
Jan. 5, 1951	BLFE and BRT reject proposed settlement brokered by White House on Dec. 21. (RyAge)
Jan. 6, 1951	PRR calls NY PSC charges of LIRR mismanagement unfair and blames PSC for permitting no fare increase between 1918 and 1947. (NYT)
Jan. 7, 1951	ORC joins BLFE and BRT in rejecting settlement. (RyAge)
Jan. 8, 1951	B&O adds dome sleepers to <i>Capitol Limited</i> and every other day on <i>The Shenandoah</i> between Washington and Chicago; originally built for C&O's stillborn <i>Chessie</i>. (Stegmaier)
Jan. 10, 1951	Pres. Truman signs amendment to Railway Labor Act permitting union shop and check-off. (RyAge)
Jan. 10, 1951	PRR Board authorizes additional \$6.5 million for Philadelphia Improvements; authorizes retirement of Kiskiminetas Jct. station and coal dock at Dola, Ohio. (MB)
Jan. 10, 1951	An Avro jetliner travels from Chicago to New York setting new speed record of 442 MPH.
Jan. 12, 1951	NJ PUC denies PRR application to end Trenton-East Stroudsburg

passenger service. (NYT)

- Jan. 15, 1951** **BRT yard brakemen begin sickout at Birmingham, Ala., that gradually spreads to most major rail centers, crippling service. (RyAge)**
- Jan. 16, 1951** **Railroads file for 6% rate increase as ICC *Ex Parte* 175. (ICC)**
- Jan. 17, 1951** **CIO announces plan for new railroad industrial union to be called United Railroad Workers of America. (RyAge)**
- Jan. 18, 1951** **PRR VP in Charge of Real Estate & Taxation R.C. Morse begins discussions with real estate developer William Zeckendorf (1905-1976) of Webb & Knapp, Inc., regarding use of air rights over Penn Station and yard. (VPF)**
- Jan. 19, 1951** **Mediation resumes between railroads and Brotherhoods. (RyAge)**
- Jan. 20, 1951** **Long Island Railroad Commission makes preliminary report to Gov. Dewey; recommends state purchase and operation by non-profit public authority. (NYT)**
- Jan. 24, 1951** **PRR Board authorizes installing cab signals and respacing wayside signals and remote control of sidings between Columbus and New Paris, Ohio; authorizes retirement of Wissinoming, Pa., station; 21 stalls of 32-stall roundhouse at Dennison, Ohio; engine house at Colehour, Ind. (MB)**
- Jan. 24, 1951** **Mediation begins between railroads and non-operating unions over next round of wage increases. (RyAge)**
- Jan. 26, 1951** **Wage Stabilization Board freezes wages and salaries and some prices.**
- Jan. 29, 1951** **Sickout of BRT yard brakemen spreads to Detroit and other Midwestern cities, tying up PRR gateways; caused by rank-and-file rejection of settlement of Dec. 1950. (NYT, MB)**
- Jan. 31, 1951** **ICC announces out of court settlement of discrimination suit brought by Lillie Belle Perez of New York City; Perez had sued because she had been forced to move to a Jim Crow car on entering Virginia on the *Silver Meteor* in 1948 and had sued for \$100,000 damages and asked ICC to ban Jim Crow cars. (NYT)**
- Jan. 30, 1951** **Sickout of BRT yard brakemen begins on NYC; spreads to Chicago and then overnight to St. Louis, Peoria, Washington, Philadelphia and Buffalo. (NYT)**
- Jan. 31, 1951** **Yard brakemen's sick-out spreads to 33 railroads and 21 cities; disrupts**

Philadelphia commuter service in snowstorm; only about one-sixth of crews report; at Philadelphia, Budd Company lays off 1,700 and Philco Corporation 10,000 for lack of freight service; PRR drops three passenger trains out of Chicago; Sunnyside Yard remains normal, but long distance trains 3-10 hours late arriving at Penn Station; Government files with U.S. Court in Chicago for restraining order. (NYT,)

- Feb. 1, 1951 Low Grade Line transferred from Northern Division to Conemaugh Division. (Mutual)**
- Feb. 1, 1951 Railroads grant non-operating unions (eff. date) 122 cent increase with cost-of-living adjustment in return for 22 year contract. (AR)**
- Feb. 1, 1951 Late in day, strike cripples PRR; PRR drops 17 east-west trains, including *Admiral, Juniata, Duquesne, Jeffersonian, Trail Blazer, American* and mail train No. 13., and 5 through New York-Florida trains; NYC drops 8 east-west trains. (NYT, PR)**
- Feb. 2, 1951 Weekday passenger service discontinued between Norristown and Reading, leaving one Sunday-only round trip. (LT should be Sat. 2/3! - no paper says 2/2!)**
- Feb. 2, 1951 BRT sickout peaks with 50 railroads and 110 cities affected; White House denounces strike as threat to national security; NYC cancels New York commuter service on Hudson, Harlem & Putnam Lines; PRR cuts New York commuter service by 50%, LIRR normal; at 12.15 AM, LV suspends all passenger service. (NYT, RyAge)**
- Feb. 3, 1951 Strike spreads to Southern Railway, forcing cancellation of all through PRR cars south of Washington; PRR reports some men returning; NYC cancels all service in and out of Grand Central Terminal at 6:15 PM. (NYT)**
- Feb. 4, 1951 New Haven discontinues Shore Line service including all Boston-Washington trains; LV resumes service carrying passengers between New York and Meeker Avenue, Newark, by bus; PRSL resumes service; NYC manages to operate six long distance trains; at 9:00 PM, New Haven announces suspension of all New York commuter service. (NYT)**
- Feb. 4, 1951 Long Island Railroad Commission makes final report, renewing call for public LIRR Transit Authority; Gov. Dewey disagrees with public ownership and asks trustees to work on a plan retaining private ownership. (NYT, MB)**
- Feb. 5, 1951 PRR restores commuter service at New York and Philadelphia; 65% of**

	PRR trainmen have returned by 10:00 PM. (NYT)
Feb. 5, 1951	Non-operating unions demand union shop and check-off. (RyAge)
Feb. 5, 1951	ICC denies railroads' request for an investigation of long-haul trucking industry. (RyAge)
Feb. 6, 1951	In early morning, CNJ and Erie service out of Jersey City suspended; New Haven restores all service, including Boston-Washington; most strikers return in East but still block Chicago, and St. Louis gateways; court hearings in Chicago reveal advance planning and intimidation by strike leaders. (NYT, RyAge)
Feb. 6, 1951	<i>The Broker</i>, Jersey City-Bay Head Jct. commuter train, derails at excessive speed on temporary bridge over New Jersey Turnpike at Woodbridge, N.J. during evening rush hour; 85 killed and about 330 injured; train was exceptionally crowded because of strike, which had shut down CNJ's NY&LB trains. (NYT)
Feb. 7, 1951	PRR restores all long distance trains except <i>The American</i> and <i>The Jeffersonian</i>, as well as all through cars to the South; CNJ resumes service at 12:15 AM; LV resumes eastbound service to Penn Station; Chicago, St. Louis and Peoria gateways still blocked. (NYT)
Feb. 8, 1951	Army issues General Order No. 2 ordering all striking employees back to work by 4:00 PM on Feb. 10 with interim wage increase or lose seniority; sickout costs PRR about \$1 million a day and net loss for first quarter of \$7.8 million, despite record freight earnings of \$181 million. (RyAge, MB)
Feb. 9, 1951	U.S. District Court at Cleveland approves Pennsylvania Company and Wabash acquisition of Detroit, Toledo & Ironton Railroad in suit brought by NYC, B&O and Nickel Plate. (MB)
Feb. 9, 1951	U.S. Court at Chicago finds BRT guilty of contempt of court in Dec. 13-15, 1950 sickout and imposes \$25,000 fine. (NYT)
Feb. 10, 1951	All strikers return to work, leaving large backlog of freight to be moved. (RyAge)
Feb. 11, 1951	Westinghouse Electric Corporation announces it has developed a new light railway motor capable of speeds up to 90 MPH; PRR is using it to reequip MU cars. (NYT)
Feb. 14, 1951	PRR Board authorizes retirement of "ELLIOTT" Tower on PCC&StL. (MB)

Feb. 18, 1951	W.S. Franklin to LIRR stockholders calls for return to private ownership; blames bankruptcy on regulation and taxation by state. (NYT)
Feb. 18, 1951	PRSL announces a second order for six Budd RDC's, to be delivered by summer. (NYT)
Feb. 19, 1951	LIRR establishes separate Safety Dept. in wake of last year's accidents. (NYT)
Feb. 19, 1951	At U.S. Court in Washington, BRT pleads guilty to contempt of court in Feb. sickout and accepts fine of \$75,000. (NYT)
Feb. 19, 1951	Post Office Dept. announces major policy change of switching short-haul bulk mail from trains to trucks. (RyAge)
Feb. 19, 1951	ICC begins hearings on <i>Ex Parte</i> 175. (AR)
Feb. 21, 1951	First road test of Pullman-Standard's "<i>Train-X</i>" prototype car between Pullman-Standard's Hammond Plant and Griffith, Ind. (Doughty)
Feb. 22, 1951	Senate Committee on Labor and Public Welfare begins hearings on ongoing disputes between railroads and Brotherhoods. (RyAge)
Feb. 22, 1951	Gas-electric car No. 4388 assigned to weekday Trenton-Phillipsburg train. (Lee)
Feb. 24, 1951	BRT splits from other three Brotherhoods and opts for separate bargaining with railroads. (RyAge)
Feb. 26, 1951	U.S. Court in Chicago issues permanent injunction against further BRT strikes in current dispute. (RyAge)
Feb. 28, 1951	Pennroad Corporation sells all stock of Detroit, Toledo & Ironton Railroad and Springfield Suburban Railroad to Pennsylvania Company for \$26 million under agreement of Nov. 15, 1948; Pennsylvania Company then sells half interest in Springfield Suburban to Erie Railroad. (NYT, MB)
Mar. 1, 1951	Railroads settle with non-operating unions for 122 cents per hour increase with cost-of-living escalator clause retroactive to Feb. 1, 1951. (RyAge)
Mar. 1, 1951	USO lounge at Chicago Union Station, closed since 1947, reopens for Korean War traffic. (Mutual)

Mar. 7, 1951	Gov. Dewey calls for continuing LIRR under private ownership with tax and regulatory concessions. (NYT)
Mar. 11, 1951	Hudson & Manhattan Railroad Pres. William Reid proposes unifying commuter rail facilities in New York-New Jersey Metropolitan Area, including granting four other railroads access to H&M and PRR tunnels and a union station in Manhattan. (NYT)
Mar. 11, 1951	NY PSC grants 12.5% increase of intrastate fares except LIRR and New Haven commuter service. (NYT)
Mar. 14, 1951	United Nations forces retake Seoul and continue pushing Chinese and North Koreans back toward the 38th Parallel; war reaches a stalemate with neither side capable of completely dislodging the other.
Mar. 14, 1951	ICC grants 4% interim rate increase to eastern railroads in <i>Ex Parte</i> 175 to cover wage increase to non-operating employees. (AR, NYT)
Mar. 14, 1951	United Transport Employees, representing red caps sign agreement base on same terms as BRT. (RyAge)
Mar. 14, 1951	Former PRR civil engineer Horace C. Booz (-1951) dies. (Mutual)
Mar. 15, 1951	B&O-Santa Fe Washington-Los Angeles sleeper extended to San Diego. (Stegmaier)
Mar. 1951	Construction begins on new modified Bush train shed for Pittsburgh station. (CE)
Mar. 1951	NYC places largest U.S. diesel order to date; 387 units from EMD, Alco, FM and Baldwin-Lima-Hamilton. (Guide, NYT)
Mar. 22, 1951	Sen. James Edward Murray (1876-1961) of Montana suggests compromise to end BRT dispute involving two small wage increases and the use of a mediator other than Dr. John R. Steelman on work rules; BRT accepts but railroads reject. (RyAge)
Mar. 26, 1951	PRR contracts to lease 10 diesels from Bangor & Aroostook Rail__ from early May to early Nov. for seven years starting in 1951. (MB)
Mar. 27, 1951	ICC orders LIRR to install two-speed control system Long Island City to Port Washington and Babylon-Montauk; system cuts speed to 12 MPH when entering occupied block; also orders automatic block to replace manual block, Great Neck-Port Washington. (NYT)

Mar. 28, 1951	Railroads agree that Pres. Truman should name arbitrator in work rules dispute with BRT. (RyAge)
Mar. 30, 1951	BRT agrees to Pres. Truman appointing an arbitrator. (RyAge)
Mar. 31, 1951	New York passes laws creating Long Island Transit Authority and providing for rehabilitation of LIRR. (NYT)
Mar. 31, 1951	Remington Rand Inc. delivers the first UNIVAC I (Universal Automatic Computer) to the Census Bureau; first commercial electronic digital computer. (Sperry)
Apr. 1, 1951	Non-operating unions receive 6-cent increase under cost-of-living clause. (AR)
Apr. 3, 1951	PRR dedicates new "Pennsylvania-Duquesne" warehouse on Liberty Avenue between 12th & 16th Streets in Pittsburgh. (Mutual)
Apr. 4, 1951	ICC grants temporary 6% rate increase in <i>Ex Parte</i> 175. (AR)
Apr. 6, 1951	Pres. Truman asks Economic Stabilization Agency to name three-man panel to study BRT wage increases as relate to inflation. (RyAge)
Apr. 9, 1951	NYC announces it will lay off several thousand employees, citing \$10 million deficit. (NYT)
Apr. 12, 1951	NY PSC grants LIRR 20% fare rise. (NYT)
Apr. 1951	NYC has receives all 100 air conditioned MU cars for New York commuter service. (Guide)
Apr. 1951	Union Transportation Company abandons line between Shrewsbury Road and Hightstown, N.J. (Guide)
Apr. 16, 1951	Safety Dept. reorganized adding Superintendents of Safety as regional officers; department head becomes Manager of Safety. (MB)
Apr. 16, 1951	Last run of steam locomotive in passenger service on Boston & Albany Railroad. (NYT)
Apr. 1951?	PRR introduces new Speed Control system developed by Union Switch & Signal Company. (Mutual)
Apr. 17, 1951	NYC fails to observe 125th anniversary because of Korean War and poor financial condition. (Guide)

Apr. 20, 1951	At stockholders' election meeting, Mrs. Jessie Adler moves that a woman be appointed to the Stockholders' Committee; Mrs. Douglas Horton, ex-head of the WAVEs is appointed later in the year. (MB)
Apr. 25, 1951	VP in Charge of Finance George H. Pabst asks Board to be relieved because of illness; recommends as successor David Crumley Bevan (1906-1996), who is now Treasurer of New York Life Insurance Company; Board appoints Bevan as VP at \$60,000 effective May 16 and Pabst made VP-Assistant to the Pres. at \$66,000 pending retirement. (MB)
Apr. 25, 1951	PRR Board authorizes retirement of Conemaugh YMCA building. (MB)
Apr. 28, 1951	Last run of passenger service between Sunbury and Wilkes-Barre, Pa. (tt)
Apr. 29, 1951	<i>The Statesman</i> restored eastbound between Pittsburgh and Harrisburg; <i>The Duquesne</i> and <i>The New Englander</i> restored between New York and Philadelphia. (tt)
Apr. 30, 1951	BLE, BLFE and ORC ask for 20% increase plus 7 cents an hour over railroads offer of Dec. 1950. (NYT)
May 7, 1951	B&O opens large import ore pier at Curtis Bay near Baltimore to participate in iron ore import trade. (AR)
May 8, 1951	At annual meeting, Pres. W.S. Franklin announces that PRR will immediately order 132 additional diesels at a cost of \$45 million this week; have already ordered 1,036 diesels, 4 electric locomotives, 26,800 new freight cars and repairs to 34,000 cars at total cost of \$539 million; small shareholder activists Jessie Adler and Lewis D. Gilbert move to have annual meeting held on same day as election and not two weeks later. (MB)
May 8, 1951	724th Transportation Railway Operating Battalion mobilized under Maj. Albert M. Schofield.
May 8, 1951	Eastbound freight MD-12 with 144 cars derails at New Brunswick, N.J., blocking all four tracks. (MB)
May 9, 1951	ICC concludes hearings in Government Reparations Case. (RyAge)
May 1951	PRSL receives first of its second order of six Budd RDC's. (AR)
May 1951	Last Class H8a 2-8-0 No. 7193 retired. (Edson)

May 15, 1951	Robert Moses committee recommends New York City purchase LIRR Rockaway lines for \$7 million and convert to part of subway system; otherwise should apply to ICC to force LIRR to rebuild Jamaica Bay trestle. (NYT)
May 16, 1951	David Crumley Bevan becomes VP in Charge of Finance, replacing Geo. H. Pabst, Jr., named VP-Assistant to Pres. pending retirement. (MB)
May 17, 1951	PRR announces it will lay off 4,000 car shop workers, 3,500 of them at Altoona, because of low freight rates and falling traffic. (NYT)
May 18, 1951	Eastbound <i>Red Arrow</i> rear-ends <i>Philadelphia Night Express</i> stopped for signal at Bryn Mawr, Pa.; 8 killed and 63 injured; 9th victim later dies; ICC blames on failure to follow automatic signals. (NYT, MB)
May 19, 1951	Queens Chamber of Commerce unveils new plan for building a transportation center over Sunnyside Yard. (NYT)
May 23, 1951	Baldwin-Lima-Hamilton Corporation announces it has received an order from PRR for 15 1,600 HP freight diesels and 20 1,200 HP switchers. (NYT)
May 24, 1951	LIRR announces it has completed installation of automatic train stop between Brooklyn and Jamiaca. (NYT)
May 25, 1951	Railroads sign agreement with BRT for 122-cent increase for road and 27-cent increase for yard work with cost-of-living adjustment but without closed shop and a three-year moratorium on further increases or rules changes other than the union shop issue; yard brakemen are to vote for 6-day week effective Nov. 1, 1951 and 5-day week effective Apr. 1, 1952. (AR, RyAge)
May 25, 1951	PRR receives first of two experimental two-unit class E2b B-B electric freight locomotives from GE; No. 4939-4940; maximum 5,200 HP. (Keyser, Hirsimaki)
May 25, 1951	C&O stages test run of "Train-X" prototype car between Griffith and La Crosse, Ind., for Robert R. Young and other officials; halued by a C&O gas-electric car. (Doughty)
May 26, 1951	Last run of PRR New York-Oil City sleeper. (tt)
May 26, 1951	United Railroad Workers of America (CIO) denounces PRR layoff of 4,000 car shop workers at Altoona, Mahoningtown, Pitcairn, Enola, Renovo, Columbus and Terre Haute as threatening national defense in wartime; asks Pres. Truman to investigate. (NYT)

May 27, 1951	New Haven Pres. & Chairman Frederic Christopher Dumaine, Sr. (1866-1951) dies at Groton, Conn.; son Frederic Christopher "Buck" Dumaine, Jr. (1902-1997) elected Pres. on June 7. (AR)
May 28, 1951	U.S. Supreme Court refuses to review lower court decision ordering ACL to stop segregation on passenger cars; suit had been brought by William C. Chance, who was thrown off train at Emporia, Va., on trip from Philadelphia to Rocky Mount when he refused to move to a Jim Crow car. (NYT)
June 1, 1951	VP-Western Region Paul E. Feucht (1900-) resigns to become Executive VP of Chicago & North Western Railway on Aug. 1; replaced by Herman H. Pevler (1903-1978); Howell T. Cover promoted to Assistant VP in Charge of Operations as well as Chief of Motive Power; James P. Newell named Assistant VP in Charge of Operations; J.B. Jones appointed General Manager-Western Region replacing Newell; J.H. Schwab named Assistant VP-Eastern Region. (MB, Mutual)
June 3, 1951	PRR announces plan to modernize Journal Square Station in Jersey City. (NYT)
June 10, 1951	Truce negotiations begin to end Korean War. (EAH)
June 11, 1951	PRR dedicates centennial monument at Crestline, Ohio, as gift to town.
June 12, 1951	PRR asks FBI to investigate attempt to wreck <i>Fort Pitt</i> the previous evening by placing a pile of ties plates and rails on tracks near Gary, Ind. (NYT)
June 12, 1951	Class E2b electric No. 4939-4940 makes first test run between Enola and Morrisville with 95-car train. (Hirsimaki)
June 13, 1951	PRR Board approves modernization of Trenton station and installation of escalators. (MB)
June 13, 1951	PRR Board approves purchase of 132 diesel units. (MB)
June 13, 1951	Wage Stabilization Board approves BRT wage settlement. (RyAge)
June 1951	NY&LB begins replacing wooden Matawan trestle with fill under pressure of safety concerns in aftermath of <i>The Broker</i> wreck. (NYT)
June 1951	Pullman fares increased by 15%. (AR)
June 17, 1951	NYC cuts Chicago-Cincinnati <i>White City Special</i> to unnamed Chicago-

Indianapolis local. (Sanders)

- June 18, 1951** **PRR takes delivery of second Class E2b electric No. 4941-4942. (Keyser)**
- June 21, 1951** **PRR announces last delivery of 62 freight and 9 passenger road diesels, plus 111 switchers ordered in Aug. 1950; 79% of passenger service now dieselized, 56% freight, and 76% switching. (PR)**
- June 21, 1951** **Virginia Ferry Corporation Board authorizes purchase of steamer *The Holiday*. (MB)**
- June 22, 1951** **Last run of a DD1 electric locomotive on LIRR. (Ziel)**
- June 24, 1951** **LIRR switches 11 trains from Penn Station to Long Island City or Hunters Point Avenue to save money. (NYT)**
- June 25, 1951** **724th Transportation Railway Operating Battalion of PRR men arrives at Pusan, Korea.**
- June 26, 1951** **Senate Labor and Public Welfare Committee reports; Democratic majority declares Army seizure of railroads is a "legal fiction" and biased in favor of management; a week later Republican minority issues report condemning Democrats as "lacking objectivity." (RyAge)**
- June 26, 1951** **NJ PUC blames *Broker* wreck on engineer J.H. Fitzsimmons crossing "shoo-fly" track at excessive speed. (NYT)**
- June 27, 1951** **PRR Board authorizes abandonment of old CL&N line between Lebanon and Lytle, Ohio. (MB)**
- June 28, 1951** **BLE, BLFE and ORC reject railroads' proposal to mediate on basis of terms granted BRT. (RyAge)**
- June 30, 1951** **Gov. Dewey, ignoring recommendation of Long Island Railroad Commission, appoints Long Island Transit Authority to investigate if LIRR can continue operating under private ownership now or in future; Trustee William H. Draper, investment banker George Emlen Roosevelt (1887-1963) and Tracy S. Voorhees (1890-1974) named to head Authority. (NYT)**
- July 1, 1951** **Mackinaw City & Cincinnati RPO split into Cadillac & Grand Rapids RPO and Grand Rapids & Cincinnati RPO. (Kay)**
- July 1, 1951** **Non-operating unions receive 1-cent increase under cost-of-living clause. (AR)**

- July 8, 1951** *The General* again combined with *The Trail Blazer* during the summer off-season for Pullman travel; locals No. 34-43 discontinued between Pittsburgh and Chicago and No. 13-26 between Pittsburgh and St. Louis; No. 544, 562 and 571 discontinued between Washington and Harrisburg; No. 513 discontinued between Baltimore and Harrisburg; also drops 25 off-peak Paoli, Chestnut Hill, Wilmington and Norristown locals for a total of 5,582 daily train miles. (tt, VPO - NYT says drop day train Balt-Buff)
- July 8, 1951** To compensate for discontinuance of *The General's* sleepers, a 10-6 established between New York and Chicago, running on "*The Spirit of St. Louis*" east of Harrisburg and *The Liberty Limited* west of Harrisburg. (Guide)
- July 8, 1951** Local No. 213-226 added between Steubenville and Dayton a/c Ohio's refusal to abandon its portion of No. 13-26. (VPO)
- July 9, 1951** Last run of NYC New York-Los Angeles sleeper via Golden State Route; "temporarily" discontinued for summer but never restored. (Guide)
- July 9, 1951** FBI and local police arrest 16-year old Clarence Williams for trying to wreck *Broadway Limited* by placing rails across tracks at West Gary, Ind. (NYT)
- July 10, 1951** Last run of through New York-Los Angeles sleepers via PRR and Golden State Route; also "temporarily" discontinued. (Guide)
- July 10, 1951** First Korean truce talks held at Kaesong; war remains in stalemate with occasional bursts of heavy action.
- July 16, 1951** Local No. 413-426 added between Richmond and Terre Haute a/c Indiana's refusal to abandon its portion of No. 13-26. (VPO)
- July 24, 1951** National Mediation Board reports negotiations between railroads, BLE, BLFE and ORC are deadlocked. (RyAge)
- July 26, 1951** ICC issues report in Consolidated Freight Classification Case ordering railroads to file new uniform classification of freight within four months; also issues report in Class Rate Investigation orders a new scale of rates for distances up to 3,000 miles east of the Rocky Mountains to be 60% higher than scale established by ICC in 1945; reaffirms 1945 ruling that all rates east of the Rockies should be the same. (RyAge)
- Summer 1951** PRR begins human relations training program for managers in cooperation with Penn State College; branch courses also offered at University of Buffalo, Ohio University, Purdue and University of Illinois.

Aug. 1, 1951	PRR discontinues seven round trips of gas-electric car between Hudson and Akron, Ohio, leaving <i>The Akronite</i> as sole passenger train. (VPO)
Aug. 8, 1951	ICC grants 7.4% (9% in east) rate increase effective Aug. 28 through Feb. 28, 1953 in <i>Ex Parte</i> 175, replacing temporary increase granted in Apr. 1951. (NYT)
Aug. 8, 1951	Eastern railroads request 8% fare increase on round trips over 225 miles.
Aug. 9, 1951	Railroads agree to arbitrate seven work rules in dispute with BLE, BLFE and ORC. (RyAge)
Aug. 1951	Fifty rebuilt MP54 MU cars placed in service on Philadelphia suburban lines; feature additional heat, ventilation and insulation, recessed downlights, package racks and pastel colors. (PR)
Aug. 1951	Robert Heller & Associates present study of Pullman Company; note a 25% decline in Pullman passenger miles since 1930 and place blame on rough rides and old equipment.
Aug. 15, 1951	NYC becomes first Eastern railroad to sign union shop agreement with non-operating unions. (RyAge)
Aug. 15, 1951	Delaware-New Jersey Ferry Company, which uses many ex-PRR ferry boats, ends operation between New Castle and Pennsville; ex-PRR ferry <i>Philadelphia</i> makes her last crossing at 8:45 PM; <i>Washington</i> is last eastbound boat at 11:30 PM. (Elliott)
Aug. 16, 1951	Delaware Memorial Bridge opens between Deepwater, N.J., and Pigeon Point, near Wilmington, Del., at 12:01 AM. (NYT)
Aug. 22, 1951	BLE, BLFE and ORC reject railroads' offer of arbitration of work rules dispute. (RyAge)
Aug. 22, 1951	Tracks 1-6 open on lower level of 30th Street Station. (CE)
Aug. 26, 1951	Last run of NYC steam locomotives in West Shore (River Division) commuter service. (Guide)
Aug. 26, 1951	NYC replaces all steam commuter trains between Harmon and Peekskill, N.Y. with 2-car RDC shuttle. (Guide)
Aug. 28, 1951	ICC approves temporary general freight rate increase of 9% in East and 6% in South and West; railroads had asked for 15%. (AR)

Aug. 29, 1951	Long Island Transit Authority issues first report on plan for reorganizing LIRR; denies PRR is to blame for LIRR's condition. (NYT)
Sep. 2, 1951	<i>The General</i> and <i>The Trail Blazer</i> resume separate operation. (tt)
Sep. 2, 1951	Last run of Steubenville-Dayton "ghost train" No. 213-226. (VPO)
Sep. 2, 1951	After conferences with Citizens Transit Commission and LIRR Trustee Draper, Mayor's Transportation Board agrees to buy LIRR Rockaway lines for \$8.5 million; to be leased back to LIRR for operation until city is ready to connect to subway system. (NYT)
Sep. 8, 1951	Transport Workers Union (TWU) boss Mike Quill denounces city purchase of LIRR Rockaway lines as "biggest steal since Boss Tweed." (NYT)
Sep. 10, 1951	ICC authorizes pick up & delivery charges (be included?) in rate for LCL moving under 300 miles. (AR)
Sep. 12, 1951	PRR Board authorizes retirement of "GY" Interlocking at Kittanning; Hunker Branch (1.38 miles). (MB)
Sep. 13, 1951	New York City Board of Estimate approves purchase of LIRR Rockaway lines; Quill fails to prove charges that price is too high; Robert Moses calls Quill a "blatherskite." (NYT)
Sep. 14, 1951	O.G. Judd, in report to Nassau County Board of Supervisors, holds that Gov. Dewey's plan for returning LIRR to private ownership is unworkable. (NYT)
Sep. 16, 1951	William R. Gerstnecker appointed Assistant Treasurer. (MB)
Sep. 17, 1951	ICC begins hearings on application of Riss & Co. and other truckers to haul explosives. (RyAge)
Sep. 1951	PRR places "automat coach" No. 1709 with 5 vending machines in New York-Washington service for 30-day trial. (Mutual, NYT)
Sep. 22, 1951	LIRR places automatic speed control system in service between Long Island City and Port Washington. (NYT)
Sep. 26, 1951	PRR Board authorizes retirement of portion of Keister Branch at Waltersburg, Pa. (MB)
Sep. 27, 1951	Economic Stabilization Agency creates permanent Railroad & Airline Wage Board to cope with inflation. (RyAge)

Sep. 29, 1951	Last run of NYC steam locomotive on Putnam Division. (Gallo)
Sep. 30, 1951	<i>The Trail Blazer</i> discontinued as a separate train and coach equipment placed on <i>The General</i>, which is identified as <i>The General-The Trail Blazer</i>. (tt, VPO)
Sep. 30, 1951	Last run of summer-only service on <i>The Northern Arrow</i> to Harbor Springs and Traverse City Branches, ending all passenger service on those branches; replaced in 1952 by private bus connections between Kalkaska and Traverse City and between Petoskey and Harbor Springs. (tt, VPO)
Sep. 30, 1951	<i>Dixie Limited</i> makes last run between Miami and Chicago via C&EI/L&N/NC&StL/CofG/ACL route. (Key)
Oct. 1, 1951	David E. Smucker appointed Assistant Chief Engineer. (MB)
Oct. 1, 1951	Hudson & Manhattan Railroad Pres. William Reid announces new advertising program to make "Hudson Tubes" more visible to public, including every-half-hour "night owl" service. (NYT)
Oct. 4, 1951	National Mediation Board suggests non-operating unions demand for a union shop be negotiated on a regional basis; railroads object to either a regional or national basis. (RyAge)
Oct. 9, 1951	Hudson & Manhattan Railroad Pres. William Reid proposes creating a metropolitan transit authority to integrate commuter railroads, subways and Hudson Tubes. (NYT)
Oct. 10, 1951	PRR Board approves installation of escalators at Trenton station. (MB)
Oct. 10, 1951	NYC asks NY PSC for 30% fare increase on Hudson and Harlem commuter lines. (NYT)
Oct. 14, 1951	LIRR announces it has placed in service four 2,400 HP Fairbanks-Morse "C-Liner" passenger diesels; eight 1,600 diesels are to be in service by end of month, replacing last steam locomotives in passenger service; last four leased PRR K4s's returned in Oct. (NYT, Ziel)
Oct. 15, 1951	Publicity Dept. reorganized as Public Relations Dept. under VP in Charge of Public Relations Ralph C. Champlin (1904-1969), formerly with advertising firm of Batten, Barton, Durstine & Osborne (1929-1937) and Director of Public Relations for the Ethyl Corporation (1937-1951); G.E. Payne continues to head Publicity office in Philadelphia and firm of Ivy Lee & T.J. Ross continues as consultant. (Mutual, PR)

Oct. 19, 1951	Railroads ask ICC to reopen <i>Ex Parte</i> 175 and grant remainder of 15% rate increase. (AR)
Oct. 19, 1951	Senate Committee on Interstate & Foreign Commerce ("Bricker Committee") issues progress report on regulation of transportation companies; finds despite Transportation Act of 1940, fair and impartial government treatment of all modes of transportation does not exist; financial condition of railroads has not been caused by managerial or technological inefficiency or by overcapitalization (both ideas rooted in Progressive Era). (RyAge)
Oct. 20, 1951	Revenue Act increases corporate income taxes; retains World War II railroad excise taxes on freight and passenger service. (RyAge)
Oct. 23, 1951	ICC in <i>Ex Parte</i> 177 increases Railway Express rates by 11%.
Oct. 24, 1951	PRR Board approves creation of a new employee magazine and hiring an editor. (MB)
Oct. 24, 1951	BLFE votes to strike, selecting B&O, L&N, C&NW and Terminal Railroad Association of St. Louis as targets. (RyAge)
Oct. 25, 1951	Massachusetts Dept. of Public Utilities permits two-man operation of single-unit NYC Budd RDC's between Boston and Springfield. (RyAge)
Oct. 1951	First phase of LIRR dieselization completed; last leased steam locomotives returned to PRR.
Oct. 30, 1951	William H. Draper resigns as LIRR Trustee; supporters blame resignation on lack of cooperation by PRR; Draper believes he should not be both LIRR trustee and Chairman of Long Island Transit Authority. (NYT, MB)
Nov. 1, 1951	Personnel Dept. reorganized; PRR creates first comprehensive employee relations program since the Depression; regional Superintendents of Labor & Wages become Superintendents of Personnel; Assistant Chief of Personnel J.I. Patin assigned to employee relations; Charles E. Alexander (1901-1992) appointed Assistant Chief of Personnel to handle relations with unions; John E. Kennedy, head of Management Training Dept. at Penn State College, appointed Manager of Employee Relations to handle management training. (MB, Mutual, PR)
Nov. 1, 1951	W.W.Finley, Jr., appointed to new office of General Traffic Manager-Sales. (MB)

Nov. 1, 1951	Trainmen granted six-day week under contract of May 1951.
Nov. 1, 1951	First section of New Jersey Turnpike opens between Delaware Memorial Bridge and Bordentown. (NYT)
Nov. 6, 1951	VP in Charge of Operations James M. Symes gives speech, "Defense - And the Pennsylvania Railroad", to fifth annual conference of bank correspondents at St. Louis.
Nov. 6, 1951	PRR agrees with Southern Railway to run car ferries directly to PRR/C&O station at Brooke Avenue, Norfolk, instead of interchanging via Norfolk & Portsmouth Belt Line. (MB)
Nov. 6, 1951	Pres. Truman appoints emergency board in BRT dispute. (RyAge)
Nov. 6, 1951	Reform Democrat Joseph S. Clark elected Mayor of Philadelphia, ending 67 years of Republican rule. (BltnAlmnc)
Nov. 7, 1951	William Wyer appointed LIRR Trustee, replacing William H. Draper. (NYT)
Nov. 7, 1951	BLW/Westinghouse delivers two Class E3b twin-unit B-B-B 3,000 HP electric freight locomotives with ignitron rectifiers, No. 4995-4496; all 1951-52 experimentals suffer frequent mechanical and electrical breakdowns and are removed from service by mid-1954. (Hirsimaki, Keyser, Bezilla)
Nov. 8, 1951	PRR announces \$9 million upgrading of Morrisville Yard, inactive since 1946, in connection with new Fairless Works of U.S. Steel Corp.; to be completed in 1953; assumes most functions of Coalport and Barracks Yards in Trenton and East Trenton enginehouse to avoid N.J. real estate taxes; to be from east to west: 45-track classification yard (2,000 cars), 17-track receiving yard (1,200 cars) and 13-track storage yard. (CE, PR)
Nov. 1951	Canada announces it will proceed with St. Lawrence Seaway unilaterally if Congress fails to ratify project. (RyAge)
Nov. 13, 1951	ICC approves Seatrain Lines, Inc. operation of transporting freight cars by sea between Edgewater, N.J., and Savannah over objections of PRR and other railroads. (RyAge)
Nov. 15, 1951	Mail and express trains No. 91-92 inaugurated between New York and St. Louis and No. 97-98 between Pittsburgh and Chicago for holiday season. (A-sheet)
Nov. 15, 1951	Outgoing LIRR Trustee William H. Draper reports that deficit for first

three quarters of 1951 is up \$1.8 million over same period in 1950. (NYT)

- Nov. 15, 1951** **Richmond-Washington Company reincorporated in Del. (Moody's)**
- Nov. 15, 1951** **Pres. Truman appoints Emergency Board to hear non-operating unions' demand for union shop. (RyAge)**
- Nov. 16, 1951** **PRR appoints Frank J. McCarthy (1905-1957), special representative of Legal Dept. at Washington, to new post of Assistant Vice President-Washington in Legal Dept. to monitor federal legislation. (MB)**
- Nov. 16, 1951** **ICC issues railway mail pay order ordering new pay scale retroactive to Jan. 1, 1951. (AR)**
- Nov. 19, 1951** **On last day allowed under Bankruptcy Act, PRR files its plan for reorganization of LIRR; calls for operating as a private company, eliminating tax and regulatory burdens. (MB, NYT)**
- Nov. 1951** **PRR creates Motive Power Control Bureau in Operating Dept. to keep track of locomotives; needed because diesels run through where most steam locomotives had been confined to one division.**
- Nov. 26, 1951** **Forty-one railroads file in U.S. District Court to have ICC revoke permission to Seatrail Lines, Inc. to operate between New York and Savannah. (RyAge)**
- Nov. 27, 1951** **BLFE walks out of Emergency Board hearings, calling it "fruitless"; charges same Board issued "objectionable" findings in ORC case. (RyAge)**
- Nov. 27, 1951** **Senate subcommittee labels Dining Car & Railroad Food Workers Union as communistic. (RyAge)**
- Nov. 27, 1951** **Robert R. Young tells a reporter that he will resign from C&O to wage campaign for chairmanship of NYC before its next annual meeting; intends to make Allan P. Kirby (1892-1973), Pres. of Allegheny Corporation, Pres. of NYC; later in day, C&O VP Thomas J. Deegan denies that Young is planning to leave C&O. (NYT)**
- Nov. 30, 1951** **BLFE orders members to observe every safety rule in detail and scrutinize all train orders as a form of slowdown. (RyAge)**
- Dec. 1, 1951** **Supervisors of Personnel created at divisional level in Personnel Dept.**
- Dec. 2, 1951** **PRR announces it will buy 11 road passenger diesels, 4 road freight diesels, and 165 switchers, plus build 5,000 freight cars at Altoona.**

(NYT)

- Dec. 3, 1951** William Wyer, a specialist in railroad reorganization, assumes post of Trustee of LIRR, replacing William H. Draper, Jr. (AR)
- Dec. 4, 1951** William Wyer appoints J. Frank Doolan, former Executive VP of New Haven, as Chief Operating Officer of LIRR, replacing David E. Smucker; Frank H. Simon as Assistant Operating Officer. (NYT)
- Dec. 6, 1951** Pres. Walter S. Franklin, speaking to New York Railroad Club, cites LIRR as a railroad wrecked by regulation. (NYT)
- Dec. 7, 1951** ICC grants Hudson & Manhattan "Tubes" a five-cent interstate fare increase. (NYT)
- Dec. 8, 1951** Pittsburgh Consolidation Coal Company announces that it has successfully moved 7,00-9,000 tons daily through an experimental 8,000-foot coal slurry pipeline in Ohio, threatening rail movements of coal. (NYT)
- Dec. 10, 1951** Seatrain Lines, Inc., brings antitrust suit against PRR, Southern, L&N, ACL and seven other lines that opposed it before ICC, charging them with conspiring to stifle its growth by not cooperating with its proposed carrying of freight cars by coastal steamer between Hoboken and Savannah; asks \$164 million damages. (RyAge)
- Dec. 11, 1951** Presidential Emergency Board begins hearing union shop case. (MB)
- Dec. 14, 1951** PRR VP James M. Symes, testifying before Emergency Board hearing BLFE case, says that railroads are victims of union rivalries, as each union tries to obtain higher wages and more concessions in an endless spiral. (NYT)
- Dec. 1951** *The Trail Blazer* resumes separate operation for the holiday season, running as 2nd No. 48-49 through Feb. 1, 1952. (VPO)
- Dec. 19, 1951** ICC orders investigation of 90-cent fare surcharge on trains crossing Hell Gate Bridge. (NYT)
- Dec. 20, 1951** Railway Express Agency, Inc., petitions ICC for further increase.
- Dec. 26, 1951** Pennsylvania Turnpike opens between Irwin and the Ohio state line. (HistPitts)
- 1951** BLW/Westinghouse delivers Class E2c two-unit C-C 3,000 HP electric freight locomotive with ignitron rectifiers; No. 4997-4998. (Hirsimaki)

says 1952)

- Dec. 30, 1951** **PRR announces it has received four experimental electric freight locomotives from GE and Westinghouse; first three are in service and fourth is undergoing tests. (NYT)**
- Dec. 31, 1951** **Martin W. Clement retires as Chairman after 50 years of service and position abolished; Geo. H. Pabst, Jr., retires as VP-Assistant to Pres. after 45 years of service. (MB)**
- 1951** **PRR passenger deficit peaks at \$71.7 million; not exceeded prior to merger. (AR)**
- 1951** **PRR system debt stands at \$1.08 billion, greater than its prewar high and up from \$892 million in 1946; continues to increase in order to pay for improvements and greater used of equipment trusts. (AR)**
- 1951** **PRSL receives last six RDCs; the 12 owned by PRSL are the only RDCs on PRR system. (AR)**
- 1951** **PRSL abandons line between Manumuskin and Woodbine. (AR)**
- ca. 1951** **Duquesne Way Elevated in Pittsburgh abandoned between 6th Street and The Point.**
- 1951** **Union Transportation Company abandons line between New Egypt and Hightstown Jct., N.J. (Brinckmann)**
- 1951** **Work begins on wayside cab signals between Columbus and New Paris.**
- 1951** **Association of American Railroads moves laboratory and research center from Purdue University to Illinois Institute of Technology; Purdue's locomotive collection (including PRR's *Reuben Wells*?) moved to Museum of Transport near St. Louis. (NRHS)**