

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

By Christopher T. Baer

1962

April 2015 Edition

All data subject to correction and change

- Jan. 1, 1962 LIRR appoints Frank Aikman, Jr. (1910-1987), VP-Chief Engineer; James A Schultz VP-Public Relations; and Henry A. Weiss (1909-1964) VP-Passenger, expanding executive staff. (NYT)
- Jan. 1, 1962 Hudson & Manhattan Railroad reorganizes as holding company, Hudson & Manhattan Corporation, owning Hudson Terminal and other real estate, with subsidiary Hudson Rapid Tubes Corporation operating railroad. (Moody's)
- Jan. 1, 1962 The average PRR coach is almost 37 years old vs. a national average of 29.46 years; old P70s are still a mainstay of service between New York and Washington. (Trains)
- Jan. 1, 1962 New Haven raises commuter fares 10%. (AR)
- Jan. 1, 1962 Howard E. Simpson resigns as B&O CEO and Chairman with his duties assumed by Pres. Jervis Langdon. (Stover)
- Jan. 8, 1962 U.S. Supreme Court refuses to overturn ICC's rejection of NYC's plan for volume discounts to customers who ship 80% or more of their traffic over NYC. (NYT)
- Jan. 8, 1962 New Haven Pres. George Alpert announces a directors' committee plan for U.S. to operate its passenger service directly under lease instead of by subsidy. (NYT)
- Jan. 1962 Delaware River Port Authority votes to build a rapid transit line between Philadelphia and Kirkwood, N.J., incorporating the existing Bridge Line to Camden. (RyAge)

- Jan. 1962 Atlantic Coast Line inaugurates third Tampa-Kearny piggyback train on 33:00 schedule. (RyAge)
- Jan. 10, 1962 Delaware River Port Authority makes a second report to the governors of New Jersey and Pennsylvania with a modified plan for the PATCO High-Speed Line. (MB)
- Jan. 10, 1962 Norfolk & Western Railway files with ICC to include Akron, Canton & Youngstown Railroad in merger. (RyAge)
- Jan. 11, 1962 Pres. Kennedy requests the repeal of the 10% fare tax and its replacement with a 5% user fee on airline fares and freight, and a 2 cents per gallon tax on all fuels used in air and water transportation. (RyAge)
- Jan. 11, 1962 Assistant to VP-Special Services Nathan L. Fleckenstine dies in New York at 50. (MB)
- Jan. 12, 1962 PRR and NYC boards approve and sign formal merger agreement; exchange ratio to be 1 NYC to 1.3 PRR; new company to have 11 NYC and 14 PRR directors; policy of having PRR VPs as directors is to be dropped; PRR to nominate first Chairman/CEO and NYC to nominate first Pres./Chief Administrative Officer; each to also name a Vice Chairman; the new company would be the largest U.S. railroad in terms of revenue but have 4,000 few miles that Burlington Northern; Penn Central would have assets of \$5.4 billion and employ 20% of U.S. railroad employees; the merger is announced at 3:30 PM, as the Stock Exchange closes, but both NYC and PRR are up 3/8 in trading on the Pacific Coast Stock Exchange; in press statement, both Symes and Perlman call the move “an economic necessity.” (MB, AR, RyAge, NYT, Trains)
- Jan. 12, 1962 Railway Labor Executives Association denounces the PRR-NYC merger as “catastrophic,” saying the railroad systems are already too big for competent management; urge Congress to investigate Alfred E. Perlman’s about-face on whether mergers are in the public interest. (NYT)
- Jan. 12, 1962 Stuart T. Saunders of the N&W resigns as a PRR director. (Trains)
- Jan. 12, 1962 Pa. Gov. David L. Lawrence (1889-1966) approves the plan for the PATCO High-Speed Line. (MB)
- Jan. 13, 1962 U.S. Justice Dept. says it will take a “hard look” at railroad mergers; the ICC says that the review of the Penn Central merger will take at least a year. (NYT)

- Jan. 15, 1962 Briefs filed in ICC hearings on C&O acquisition of B&O, except that of NYC, which on same day informs ICC of its plan to merge with PRR and withdraws opposition to N&W-Nickel Plate-Wabash and C&O-B&O mergers; ICC begins hearings on N&W-Nickel Plate merger. (B&O AR, NYT)
- Jan. 15, 1962 TWU Pres. Mike Quill announces he will call a meeting on Jan. 20 to consider striking both PRR and NYC unless they guarantee that no jobs or retirement rights will be lost as a result of the merger; Quill also calls upon Attorney General Kennedy to oppose merger on antitrust grounds. (NYT)
- Jan. 15, 1962 PRR stock falls 3/4 point and NYC 1-1/8 on rumors of antitrust opposition to Penn Central merger; Wall Street gives nickname PANYC (panic) to merged company. (NYT)
- Jan. 15, 1962 Guy W. Knight (1906-1995) appointed to new post of VP, Labor Relations; C.E. Alexander named Director of Labor Relations, replacing Knight; John D. Morris (1905-) appointed Director-Special Services in Dept. of Special Services to work on coordination for Penn Central merger. (MB)
- Jan. 15, 1962 On his last day in office, N.J. Gov. Robert B. Meyner approves the plan for the PATCO High-Speed Line. (MB)
- Jan. 16, 1962 In view of the PRR-NYC merger agreement, the NYC and P&LE withdraw opposition to PRR control of Lehigh Valley Railroad. (ICC)
- Jan. 16, 1962 New Haven Trustees meet with public officials at New Haven; warn they cannot survive beyond the summer without public aid. (NYT)
- Jan. 18, 1962 P&LE informs B&O that it will terminate B&O trackage rights between New Castle Jct. and McKeesport; B&O appeals to ICC. (Trains)
- Jan. 20, 1962 Transport Workers Union sets strike against NYC and PRR for Feb. 4 unless they receive job guarantees. (NYT)
- Jan. 22, 1962 N.J. and N.Y. reach accord on plan for Port of New York Authority to take over Hudson Tubes. (NYT)
- Jan. 23, 1962 PRR and NYC apply to U.S. District Court to bar strike by Transport Workers Union, to fine it \$500,000 per day for loss of traffic caused by strike threat, and \$10 million in punitive damages if the strike happens. (NYT)

Jan. 24, 1962 PRR announces a profit of \$3.5 million for 1961, vs. a loss of \$7.8 million in 1960. (NYT)

Jan. 25, 1962 Circuit Court of Appeals, citing Supreme Court precedent in another case, reverses verdict against the railroads in the Riss Case, setting aside fine of \$225,000 against PRR and Carl Byoir & Associates. (AR)

Jan. 25, 1962 Port of New York Authority announces plans for modernizing the Hudson & Manhattan "Tubes", including a World Trade Center on the site of Hudson Terminal in lower Manhattan, a new rail-bus terminal at Journal Square, a new transfer station for DL&W at Harrison, and extension of the line from Hoboken to the Erie-PRR crossing in Secaucus. (NYT)

Jan. 26, 1962 NYC announces a 1961 operating loss of \$12,55 million. (NYT)

Jan. 27, 1962 Pres. Kennedy urges governors of four states and Mayor Wagner of New York City to devise their own plan to save the New Haven. (NYT)

Jan. 27, 1962 Last day of streetcar operation in Washington, D.C., by D.C. Transit System, Inc. (Metrobus the first 15 years)

Jan. 29, 1962 NYC withdraws opposition to C&O/B&O merger.

Jan. 29, 1962 New Haven Trustees ask court for permission to sell *John Quincy Adams* TALGO train, out of service since July 1958. (NYT)

Jan. 30, 1962 PRR gets federal injunction against TWU strike threatened for Feb. 4 over merger plan. (NYT)

Jan. 30, 1982 PRR resumes reduced-rate weekend coach rates on the Northeast Corridor. (NYT)

Jan. 31, 1962 Labor Dept. announces that unemployment in Jan. fell to 5.8%, the first time it has been under 6% in 16 months. (NYT)

Feb. 1, 1962 Eugene L. Hoffmann named Assistant VP-Special Services in Freight Sales Dept. replacing Harry L. Nancarrow, retired after 41 years service; Jacob D. Fuchs named Manager-Passenger Transportation, replacing Hoffmann. (MB)

Feb. 1, 1962 J.C. Sperry named Superintendent of Transportation of the Baltimore & Eastern Railroad, replacing A.M. Schofield. (MB)

Feb. 1, 1962 T.G. Swartzlander of the PRR appointed Research Engineer of the Washington Terminal Company to find ways of saving money by

- eliminating jobs. (MB)
- Feb. 1, 1962 New Haven trustees ask court permission to run a summer train between New York and Cape Cod this year. (NYT)
- Feb. 1, 1962 D.W. "Bill" Brosnan (1903-1985) elected Pres. of Southern Railway. (RyAge)
- Feb. 1962 Kennedy Justice Dept. files brief with ICC in N&W-NKP merger case asserting that PRR does indeed control N&W.
- Feb. 1962 New Haven begins auto-rack service. (AR)
- Feb. 7, 1962 Graham-Paige Corporation announces that American Machine & Foundry Company has agreed to lease 12 of 30 floors in office tower to be built on southeast corner of Penn Station site; to be called the "AMF Tower." (NYT)
- Feb. 8, 1962 LIRR Board authorizes bar car service on the Port Washington Branch. (MB)
- Feb. 8, 1962 PRR agrees to lease 21 MU cars from City of Philadelphia for 25 years. (MB)
- Feb. 8, 1962 At a dinner for government leaders in Washington, the Railway Labor Executives Association a report on mergers it has commissioned from Leon Keyserling (-), formerly the head of Pres. Truman's Council of Economic Advisers; Keyserling predicts that government planning will bring such economic growth that more rather than less rail plant will be needed; urges that all mergers be stopped and a National Transport Commission be created to set a unified policy for all modes of transportation. (RyAge)
- Feb. 8, 1962 French Line's liner *France* arrives at New York on its first transatlantic crossing and receives the usual greeting from spraying fireboats and smaller craft; it is billed as the "world's longest" (but not heaviest) ship and is the last great liner built expressly for North Atlantic packet service. (NYT)
- Feb. 13, 1962 Gov. Hughes signs N.J. bill allowing the Port of New York Authority to take over the Hudson & Manhattan Tubes and build the World Trade Center. (NYT)
- Feb. 13, 1962 PRR grants Western Maryland Railway trackage rights from Fulton Jct. to connection with Patapsco & Back Rivers Railroad at Sparrows Point. (MB)

- Feb. 1962 Panhandle station at 4th Street & Melbourne Avenue, Logansport, Ind., razed and replaced with a parking lot. (Strauch, casscountyin.tripod.com)
- Feb. 16, 1962 In suit brought by NYC and New England railroads and ports, U.S. Circuit Court of Appeals overturns ICC ruling forbidding setting export rates via New York and Boston equal to via Philadelphia, Baltimore and Hampton Roads, overturning the differential system first established in 1877. (NYT)
- Feb. 18, 1962 C&O offers to buy NYC and Alleghany Corporation holdings of B&O at cost; NYC refuses without a buy-back clause, which the C&O rejects. (NYT)
- Feb. 19, 1962 New York City Parks Commissioner Newbold Morris proposes saving the 84 exterior columns from Penn Station and relocating them to Flushing Meadow Park in Queens. (NYT)
- Feb. 19, 1962 LIRR institutes connecting bus service between Huntington and Greenport (three round trips to Greenport and an additional three round trips to Riverhead) and cuts rush-hour Greenport train back to Ronkonkoma; single midday mail train remains between Ronkonkoma and Greenport. (NYT)
- Feb. 20, 1962 John Glenn becomes first U.S. astronaut to orbit the earth.
- Feb. 21, 1962 ICC permits the abandonment of the Shelbyville Branch between Rushville and Bentonville in 35 days. (Sulzer)
- Feb. 22, 1962 James M. Symes and A.E. Perlman and their labor VPs meet with Railway Labor Executives Association to discuss merger. (MB)
- Feb. 25, 1962 Last run of passenger trains Nos. 638-645 between Harrisburg and Hagerstown; ends passenger service on Cumberland Valley west of Lemoyne; through sleeper to Roanoke rerouted to PRR-C&O-N&W route via Washington and Waynesboro, Va. (A-sheet)
- Feb. 26, 1962 PRR purchases first 1,200 shares of Great Southwest Corporation, a real estate development company with 6,000 acres between Dallas and Fort Worth and owners of Six Flags over Texas theme park.
- Feb. 28, 1962 Presidential Railroad Commission recommends restructuring work rules to eliminate featherbedding and greater emphasis on hourly vs. mileage payments; finds firemen are unnecessary in freight and yard service but refuses to grant management unilateral power to assign

workers, set crew sizes or completely abolish the difference between road and yard work; will eliminate 30,000-45,000 jobs nationwide; the five unions representatives on the Commission dissent, and unions reject the report. (NYT, RyAge)

- Feb. 28, 1962 LIRR approves lease of 60 MU cars from the Port Authority for 30 years. (MB)
- Mar. 1, 1962 Electronic Data Processing Division created in Financial Dept.; installs centralized computer system; William Geiger Pfohl (1906-) appointed Director, Electronic Data Processing Systems. (MB)
- Mar. 1, 1962 After nearly 14 years of litigation, a U.S. Federal Court orders E.I. du Pont de Nemours & Company to divest itself of 63 million shares of General Motors Corporation; the largest antitrust decree to date ends a relationship dating back to 1918. (RiggsGuide, AmrcnDcnds)
- Mar. 3, 1962 First preliminary engineering report on Philadelphia Center City Commuter Connection by McCormick, Taylor Assoc., issued in Jan. 1962, made public; plan links PRR and Reading commuter lines under Filbert Street, including new underground station to replace Reading Terminal; estimates cost at \$37 million. (Rept)
- Mar. 4, 1962 PRR announces debt reduction of \$17.9 million in 1961; \$280.8 million over nine years. (NYT)
- Mar. 5, 1962 NYC places a push-pull train of standard coaches and a Class P-2b electric locomotive in revenue service between Grand Central Terminal and Harmon. (Trains)
- Mar. 6-7, 1962 Major nor'easter, the "Ash Wednesday Storm," spawned by the collision of frigid arctic air, blocked by a huge high-pressure area over eastern Canada, with the moisture coming off the Gulf Stream, devastates the Atlantic Coast from North Carolina to New England, the most destructive coastal storm of the 20th century; moves up the New Jersey coast over two days with 75 MPH winds and 15 foot waves compounded by a full moon and high tides; 1,259 homes destroyed and 32 killed; some of the worst damage is on the barrier islands of southern New Jersey; the Piedmont region from Virginia to Pennsylvania receives heavy snow of 4-40 inches; following the storm, the federal government commits to subsidized storm insurance and prevention of beach erosion that feeds a building boom in shore communities. (Schwartz, BlltnAlmnc, PhlInq)
- Mar. 6, 1962 Hudson & Manhattan Railroad train stranded for over three hours at Kearny by storm surge; two PRSL trains stranded for over two hours at

- Absecon Meadows. (NYT)
- Mar. 8, 1962 Irving Felt announces that the Graham-Paige Corporation is to be renamed Madison Square Garden Corporation. (NYT)
- Mar. 8, 1962 LIRR approves contract with the Huntington Coach Corporation for 5 years of Huntington-Greenport bus service to replace East End trains. (MB)
- Mar. 9, 1962 LIRR starts issuing "Dashing Dan's Diary" newsletter to commuters. (NYT)
- Mar. 9, 1962 PRR and NYC file merger application with ICC. (Trains)
- Mar. 12, 1962 " _ " Tower at Toledo Jct. closed. (GO)
- Mar. 14, 1962 Industrial Engineering Dept. created to eliminate waste in labor and materials; Richard E. Franklin (1919-1991), formerly of Southern Railway where he was once the youngest Master Mechanic on a U.S. railroad, appointed Director, Industrial Engineering; Franklin is replaced at the Southern by William H. Moore (1916-1992), who will later become the last Pres. of the Penn Central Transportation Company. (MB, BDavis)
- Mar. 21, 1962 Pres. Kennedy names panel of nine experts headed by Western Pacific Railroad Pres. Frederic B. Whitman to study the New Haven problem. (NYT, Trains)
- Mar 22, 1962 Gov. Rockefeller inspects No. 4700, first of 53 new MU cars ordered by NYC from Pullman-Standard. (NYT)
- Mar. 24, 1962 Last run of ACL winter-only *Miamian*. (Guide)
- Mar. 27, 1962 Gov. Rockefeller signs N.Y. bill permitting Port of New York Authority to take over Hudson & Manhattan Tubes and build World Trade Center on West Side. (NYT)
- Mar. 27, 1962 Norfolk & Western Railway approves lease of Pittsburgh & West Virginia Railway contingent upon the merger with the Nickel Plate; the P&WV is an old partner of the Nickel Plate in the Alphabet Route. (NYT)
- Mar. 28, 1962 PRR and Delaware Railroad contract with the U.S. Government for a new railroad lift bridge over the Chesapeake & Delaware Canal and the abandonment of the existing bridge. (MB)

- Mar. 29, 1962 J.C. Penney Company announces it has leased 777,000 square feet in one of the two office towers to be built at the northeast corner of Penn Station site as corporate headquarters; largest commercial lease in New York City to date; second tower changed from hotel to office building. (NYT)
- Mar. 31, 1962 PRR and Pennsylvania Power & Light Company announce plan to run 6,000-ton unit coal trains from mines in Indiana County, Pa., to the power plant at Martins Creek on the Delaware River; will cut standard rate by \$1.26 per ton; unit coal trains have not been profitable prior to this time, because the ICC regulation permit higher rates for interior points than those to coastal areas with water competition; the loss on the higher, interior coal rates would have more than offset savings from unit trains. (RyAge, Trains, Hoogenboom)
- Apr. 1, 1962 John I. Gearhart appointed to new office of Manager, Coal Property Development. (MB)
- Apr. 1, 1962 Crestline-Bucyrus ceded from Northwestern Region to Lake Region. (MB)
- Apr. 1, 1962 Robert A. Patterson appointed Secretary-Treasurer of the LIRR, replacing John Nicholas Kanzler, retired. (MB)
- Apr. 2, 1962 Talks between management and the operating Brotherhoods resume at Chicago. (RyAge)
- Apr. 3, 1962 Senator Estes Kefauver (1903-1963), an old New Dealer, offers a bill to block all rail mergers until 1964, pending an exhaustive government investigation of entire merger situation. (NYT)
- Apr. 3, 1962 NYC ships 4-4-0 locomotive No. 999 to Museum of Science & Industry at Chicago. (Trains)
- Apr. 4, 1962 ICC approves PRR assuming control of Lehigh Valley Railroad through an exchange of stock, effective May 17, over objections of Erie-Lackawanna; however, the LV must continue to maintain its existing through routes and interchanges. (ICC, AR)
- Apr. 4, 1962 ICC denies PRSL application to abandon all passenger service. (ICC)
- Apr. 5, 1962 Pres. Kennedy delivers transportation message to Congress; proposes special interagency committee from executive departments to examine if rail mergers are in public interest; recommends ending the ICC's power to set minimum rates on bulk commodities and those that move by unregulated trucks, repealing the Commodities Clause of the

Hepburn Act, permitting experimental rates, and aid to mass transit through the Housing & Home Finance Agency; however, Congress adjourns without taking any action; Kennedy's reforms are opposed by water carriers, truckers and the ICC. (NYT, RyAge, Hoogenboom)

- Apr. 6, 1962 New York enacts amendment to constitution permitting \$100 million state guarantee of Port Authority bonds to be used to buy new equipment for NYC, LIRR and New Haven commuter service. (NYT)
- Apr. 7, 1962 First NYC unit coal train leaves central Pennsylvania en route to Public Service Electric & Gas Company at Ridgefield Park, N.J.; consists of 120 hoppers carrying 8,400 tons. (RyAge, Trains)
- Apr. 8, 1962 Philadelphia Chapter, NRHS, operates excursion to Horseshoe Curve. (Guide)
- Apr. 8, 1962 NYC assigns "Sleepercoaches" (Slumbercoaches) to the *Wolverine* between New York and Detroit; success on New York-Chicago run has led NYC to have 10 22-roomette cars into Sleepercoaches. (NYT, RyAge)
- Apr. 10, 1962 PRR places CTC in service between "EYE" and "LOVE" on the Chautauqua Branch. (GO)
- Apr. 10, 1962 United States Steel Corporation announces a 3.5% price increase to pass along the increased costs from a new union contract; five additional steel companies join. (AmrcnDclds, Sobel)
- Apr. 11, 1962 ICC dismisses the application of the Delaware & Hudson Company (N.Y.) to reincorporate in Delaware. (ICC)
- Apr. 12, 1962 Dow Jones industrials drop 9.23 points on Pres. Kennedy's characterization of steel executives as "SOB's." (Sobel)
- Apr. 12, 1962 First production model EMD GP-30 delivered to Reading at ceremony at Reading Terminal. (RyAge)
- Apr. 13, 1962 Baltimore Steam Packet Company (Old Bay Line) steamboat *City of Norfolk* leaves Norfolk on its last northbound trip to Baltimore, ending a continuous service begun in 1840; jointly owned by Seaboard Air Line, Atlantic Coast Line and Southern Railway. (Burgess)
- Apr. 13, 1962 Steel price increases cancelled after Pres. Kennedy threatens antitrust action. (Sobel)
- Apr. 1962 PRR freight traffic begins to level off.

Apr. 1962 PRR announces construction of 20-story office building at 4 Penn Center at southwest corner of 16th & Boulevard; to be built by Erwin S. Wolfson and Diesel Construction Company of New York, builders of Pan Am Building and three of the towers over Chicago Union Station.

Apr. 1962 PRR opens TrucTrain terminal at Lancaster, Pa. (RyAge)

Apr. 1962 PRR retires Baldwin Centipedes (Class BH20). (PRRTHS)

Apr. 16, 1962 Reading inaugurates two daily round trip freight runs between Port Richmond and Bulson Street, Camden, via Delair Bridge and abandons car float service; last trip Apr. 15. (RyAge)

Apr. 18, 1962 Railroads and operating Brotherhoods begin bargaining over recommendations of Presidential Commission. (NYT)

Apr. 20, 1962 Parks Commissioner Newbold Morris announces he has given up on plan to preserve the exterior columns of Penn Station in Flushing Meadow Park. (NYT)

Apr. 21, 1962 New York City Mayor Robert F. Wagner, Jr., appoints 12-member Landmarks Preservation Commission; Commission lacks any powers of enforcement until 1965; New York Chapter of American Institute of Architects denounces the demolition of Penn Station. (NYT)

Apr. 28, 1962 NYC extends "Sleepercoach" service to the *Chicagoan* between New York and Cleveland. (NYT)

Apr. 30, 1962 PRR agrees to sell a P5 and one DD1 to National Museum of Transport at St. Louis. (VPO)

Apr. 30, 1962 Pennel Company Board authorizes the construction of a new station at Kalamazoo, Mich.; authorizes new facilities for interchanging freight with the PRSL between Port Richmond and Bulson Street, Camden, replacing the Reading's car float service. (MB)

Apr. 30, 1962 Reading inaugurates a second "Alpha Jet" on the Alphabet Route between Allentown and Hagerstown. (RyAge)

May 1, 1962 Tri-State Transportation Committee proposes five demonstration projects: a park-and-ride station at Jersey Avenue, New Brunswick on PRR; express service on NYC's Harlem Division; new Penn Station-Stamford local service on New Haven; increased service on LIRR's Port Washington branch and mechanical fare collection on LIRR.

(TSTC, NYT)

- May 1, 1962 ICC examiner recommends approval of Chesapeake & Ohio Railway control of the B&O. (AR, RyAge)
- May 1, 1962 B&O defers payment of interest on Income bonds. (NYT)
- May 1, 1962 ICC examiner approves C&O control of B&O. (Bias)
- May 2, 1962 ICC concludes hearings on N&W-NKP-Wabash merger. (Trains)
- May 3, 1962 Presidential Emergency Board recommends 10.28 cents per hour increase for non-operating employees; claims is non-inflationary. (RyAge)
- May 7, 1962 *Railway Age* publishes an article on the Philadelphia Center City Commuter Connection to link the Reading commuter lines near Green Street to Suburban Station; project will take over 22 years. (RyAge)
- May 7, 1962 ICC rules in Midwestern Divisions Case, granting greater share of through rates to eastern railroads.
- May 7, 1962 PRSL Pres. James P. Newell reports to the Board that the company won't appeal the state's refusal to permit it to abandon all passenger service, but PRR VP W.W. Patchell is negotiating for a state subsidy; reports discontinuing all LCL service has saved \$50,000 per year. (MB)
- May 7, 1962 Architect Robert C. Weinberg, a member of the Municipal Art Society writes a letter to the *New York Times* urging that the 7th Avenue facade of Penn Station be preserved as an entrance to the new complex. (NYT)
- May 8, 1962 Stockholders of PRR and NYC approve merger; to be on basis of 1 share PRR and 1.3 shares NYC for 1 share of new company, to be called Pennsylvania New York Central Transportation Company, or 60% PRR to 40% NYC; at PRR stockholders' meeting, Lewis D. Gilbert objects to the fact that PRR and NYC are voting on the same day; Pres. Symes predicts a three-system East consisting of Penn Central, C&O/B&O and N&W/NKP; predicts \$75 million annual saving from eliminating redundancies; will not abandon any lines but will reduce the number of tracks. (MB, AR)
- May 9, 1962 Last four Regional Comptrollers appointed, completing decentralization of accounting. (MB)
- May 10, 1962 Port Authority Trans-Hudson Corporation (PATH) incorporated in N.Y. and N.J. as a subsidiary organization of the Port of New York

- Authority for the purpose of taking over the Hudson & Manhattan Tubes. (PA AR, ICC)
- May 10, 1962 NYC adds "Sleepercoach" service to *Ohio State Limited* between New York and Cincinnati. (Guide)
- May 14, 1962 Baltimore & Eastern Railroad Board authorizes abandoning all facilities in the 0.46 mile west of Berlin. (MB)
- May 17, 1962 Railroads break off negotiations with operating Brotherhoods, charging they refuse to deal with featherbedding issue; feel unions stalling til Congress adjourns; railroads then devise new rules reflecting the report of the commission to be imposed on July 1. (MB)
- May 17, 1962 PRR is now free to assume control of the Lehigh Valley Railroad. (AR)
- May 17, 1962 *New York Times* publishes letter of Norval White (1926-), Assistant Prof. of Architecture at Cooper Union, suggesting that Port of New York Authority take over the operation of both Penn Station and Grand Central Terminal so that both can be preserved and rehabilitated; White then founds Action Group for Better Architecture in New York (AGBANY) with Jordan Gruzen, Norman Jaffe (1932-1993), Diana Kirsch, Peter Samton and Elliott Willensky (1934?-1990). (NYT, Belle)
- May 17, 1962 Greyhound Corporation finally accepts the inevitable and signs a 20-year lease of space in the Port Authority Bus Terminal at \$1.2 million a year, beginning in 1963. (NYT)
- May 19, 1962 Last run of Hagerstown & Roanoke RPO on the Norfolk & Western Railway. (Kay)
- May 20, 1962 Senator Claiborne Pell (1918-2009) of Rhode Island calls attention to need for improved rail passenger service in "megalopolis" between Boston and Washington because of increasing air congestion and weather delays; suggests an eight-state authority with power to issue \$500 million in bonds; Pell envisions one-man cars operating at 70 MPH on 15-minute headway; however, loans to the railroads would have to be repaid, while they would have to compete with other subsidized modes; for example, the government had invested \$2 billion in I-95 between Boston and Washington; Pell's proposal captures the imagination of the Kennedys. (NYT, Trains, WatsonPapers)
- May 21, 1962 Operating Brotherhoods ask National Mediation Board to mediate the work rules dispute on the basis of the railroads 1959 proposal but refusing to consider any settlement based on the report of the

- Presidential Commission. (RyAge)
- May 21, 1962 ICC concludes hearings on N&W-Nickel Plate merger. (NYT)
- May 22, 1962 B&O and Reading inaugurate *New England Timesaver* via the Cherry Run and Maybrook gateways with second morning delivery from Chicago and East St. Louis; westbound Boston-Chicago time cut from 51:00 to 39:00; eastbound to 46:45 because of icing refrigerator cars; time to St. Louis cut 16:00 to 49:30 westbound and 52:45 eastbound. (RyAge, Guide)
- May 23, 1962 Secretary of Labor Arthur Goldberg summons railroad and union leaders to meeting in Washington on work rules. (MB)
- May 23, 1962 PRR Pres. Allen J. Greenough is elected Pres. of the Lehigh Valley Railroad. (AR)
- May 25, 1962 PRR addresses an exchange offer to all Lehigh Valley Railroad stockholders to expire on Nov. 26, 1962; it is later extended indefinitely. (AR)
- May 25, 1962 AFL-CIO announces new campaign for 35-hour week.
- May 25, 1962 National Mediation Board begins working on the featherbedding case. (RyAge)
- May 26, 1962 Western Pacific Railway Pres. Frederic C. Whitman submits a private report commissioned by Secretary of Commerce Luther Hodges on the New Haven; says it could be reorganized with Pres. Kennedy's deregulation proposals and tax relief. (RyAge)
- May 28, 1962 Stock market suffers its worst one-day decline since Oct. 1929, with paper losses of \$20.8 billion; Dow drops 35 points. (Sobel)
- May 29, 1962 Last passenger trains run between Trenton and Red Bank, N.J., with rail motor car No. 4666, ending passenger service between Monmouth Jct. and Sea Girt, N.J.; most riders were students attending Catholic high school in Trenton; last run; last PRR railcar service. (tt, Gallo)
- May 29, 1962 Last day of service at Plainsboro, N.J., station, which has been served only by Trenton-Red Bank trains. (Guide)
- May 1962 Final report on Philadelphia Center City Commuter Connection by McCormick, Taylor Associates gives cost at \$37.9 million. (Rept)
- May 31, 1962 Stock market regains \$8.1 billion, completing a two-day recovery that

- makes up most of losses of the week; market remains erratic and at its lowest level since July 1958. (Sobel)
- June 1, 1962 George Raymond Weaver (1908-1997) named Assistant Chief Mechanical Officer-Motive Power. (MB)
- June 1, 1962 Sen. Claiborne Pell of Rhode Island introduces resolution for formation of multi-state authority to improve rail service in Northeast Corridor. (NYT)
- June 1, 1962 PRR furloughs 200 men at Altoona Works. (PR)
- June 4, 1962 PRR issues exchange offer to Lehigh Valley stockholders.
- June 5, 1962 Non-operating unions accept 10.28 cents per hour increase recommended by Presidential Emergency Board, 4 cents effective Feb. 1, 1962, and 6.28 cents on May 1. (AR, NYT)
- June 6, 1962 Manager of Safety John T. Williams, 48, dies at Greencastle, Ind., while on a business trip. (RyAge)
- June? 1962 PRR establishes AST-2 *Astronaut*, fast freight for meat and perishables from Chicago (59th Street) to New York via Columbus connecting with the *Yankee Jet* for New England via Maybrook; most traffic is delivered from the Indiana Harbor Belt Railroad at Dolton; replaced CNY-2, 59th Street to Greenville; name trades on popularity of Mercury space flights. (RyAge, pennsywest - may be late May)
- June 1962 Alfred E. Perlman says that a fully automatic train is possible by employing the accelerometers used in guided missiles. (RyAge)
- June 1962 U.S. Supreme Court refused to review the Riss Case, completing the railroads' victory. (RyAge)
- June 8, 1962 New Haven Trustees petition ICC for inclusion in Penn Central merger, otherwise, they will be forced to shut down; both PRR spokesman and Alfred E. Perlman declare they prefer to see all New England railroads merged into a single, purely regional system. (NYT)
- June 8, 1962 Last run of LIRR passenger service between Rego Park and Ozone Park on Rockaway Beach Branch. (George)
- June 10, 1962 Brotherhood of Railroad Trainmen takes out full-page ad in Sunday *New York Times* to protest Penn Central merger, equating the loss of railroad jobs with closed factories and industrial decline. (NYT)

- June 10, 1962 Norfolk & Western Railway discontinues all passenger service between Hagerstown and Waynesboro, Va. on Shenandoah Valley line following loss of PRR connection at Hagerstown; Washington-Roanoke sleeper continues to be carried by the Chesapeake & Ohio Railway between Washington and Waynesboro, Va. (Guide)
- June 11, 1962 PRR discontinues 9 suburban trains at Pittsburgh but is required to continue operating 21 others. (RyAge)
- June 12, 1962 Senate Judiciary Committee under Estes Kefauver begins two months of hearings on his bill to postpone all rail mergers involving over \$200 million in assets until Dec. 1, 1963, pending full study. (NYT)
- June 14, 1962 LIRR Board authorizes the purchase of 14 second-hand coaches from the Reading, Maine Central and Bangor & Aroostook Railroads. (MB)
- June 15, 1962 NYC celebrates 60th anniversary of *Twentieth Century Limited* with trackside cake at Grand Central Terminal and a luncheon at the Biltmore Hotel for Pres. Perlman, patrician railroad enthusiast Lucius Beebe (1902-1966) and others. (RyAge)
- June? 1962 PRR sells 212,449 shares of Norfolk & Western Railway preferred back to N&W, reducing its holdings from 33.72% to 32.09%. (Trains)
- June? 1962 City of Philadelphia orders 38 MU cars from Budd to be leased to PRR; based on Pioneer III design but 104,000 lbs. vs. 89,400 lbs. and 620 HP vs. 400 HP; cars will have automatic air and electric couplers and Faiveley pantographs. (Trains)
- June? 1962 P&LE moves the contents of two ore boats, consisting of 17,500 tons in a single train weighing a total of 23,380 tons in 224 cars. (Trains)
- June 1962 LIRR acquires three ex-Bangor & Aroostook lounge cars for bar car service; also eight coaches from the Maine Central and three from the Reading. (RyAge, Wayner)
- June 1962 LIRR now operates the *Cannon Ball* as an all-parlor car weekend express from Hunters Point Avenue to Montauk with ex-Lehigh Valley diner *Tuscarora Club* and open platform ex-office car *Jamaica*. (Trains)
- June 16, 1962 VP, Baltimore-Washington John A. Schwab (1901-1962) dies at Baltimore at age 60. (MB)
- June 18, 1962 Gibbs & Hill completes move from 4th floor of Penn Station to former Equitable Building across 7th Avenue on account of impending

demolition of station. (G&H)

June 18, 1962 PRR opens new TrucTrain terminal at Trenton, N.J. (PR)

June 18, 1962 NYC announces the purchase of a \$1.5 million electronic communications system from Data Systems Division of Collins Radio Company; says is first railroad application of automated data transmission. (NYT, Guide)

June 19, 1962 Bankruptcy court gives New Haven permission to seek inclusion in Penn Central merger. (NYT)

June 1962 James M. Symes and Jervis Langdon are to present the railroad industry's case at the Kefauver hearings. (RyAge - see July)

June 22, 1962 NYC extends Plan V Flexi-Van service. (RyAge)

June 22, 1962 Railroads and unions break off mediation proceedings. (RyAge)

June 1962 Dow Jones falls 8.5% as result of steel price crisis.

June 25, 1962 *Day Cape Codder* restored as a twice a week summer-only train between Grand Central Terminal and Hyannis and Woods Hole. (A-sheet)

June 26, 1962 Stock market bottoms out at 27% below level of Dec. 1961; leads Pres. Kennedy to accept the Keynesian advice of his advisors and stimulate the economy with a tax cut. (Matusow)

June 27, 1962 PRR announces that James M. Symes will remain as Chairman after reaching 65-year retirement age to work on merger; under agreement, PRR Chairman will name Chairman of merged company. (PR)

June 27, 1962 PB&W Board approves abandonment of Springdell-Chatham section of Pomeroy Branch and Meadow Lands & Zediker Branch. (BdF)

June 27, 1962 David C. Bevan and Fred Carpi elected to Lehigh Valley Railroad Board. (AR)

June 27, 1962 One track removed from service between Bradford and West Bradford, Ohio, and "WEST BRADFORD" Interlocking removed. (GO)

June 27, 1962 National Mediation Board suggests arbitration of featherbedding dispute. (RyAge)

June 28, 1962 PRR Pres. Allan J. Greenough announces it has contracted Penn Station

- work to Turner Construction Company; architectural work to Charles Luckman Associates. (NYT)
- June 28, 1962 LIRR opens track elevation at Floral Park at 8:45 AM. (NYT)
- June 29, 1962 *The Neptune* restored as a weekend summer-only train from Grand Central Terminal to Hyannis and Woods Hole. (A-sheet)
- June 29, 1962 ICC begins *Ex Parte 230*, an investigation of piggyback service; railroads fear it will result in new restrictions. (RyAge)
- June 30, 1962 PRR has abandoned 2,250 track miles since Dec. 31, 1953 under Major Abandonment Program. (VPO)
- June 30, 1962 Norfolk & Western Railway abandons former Virginian electrification between Roanoke, Va., and Mullins, W.Va. (Trains)
- July 1, 1962 New York City begins payments of \$240,000 per year to LIRR to defray cost of maintaining 34 stations within city limits. (NYT)
- July 1, 1962 State of New Jersey begins subsidizing PRSL passenger service at rate of \$200,000 per year. (AR)
- July 1, 1962 PRR appoints William Sutton Cook (1922-1992) of General Electric Deputy Comptroller; recruited by David Bevan. (MB, Salisbury)
- July 2, 1962 Camden-Pemberton commuter service is restructured to eliminate one rail motor car; a single trainset runs Pemberton-Camden, then deadheads back to Moorestown for a second trip to Camden, repeating the process in the afternoon; two P70 coaches are equipped with headlight, air horn, brake valve and visibility stripes for back-up running. (Railpace)
- July 3, 1962 Testifying before Kefauver Committee, Chairman Symes says railroads desperately need mergers to stay solvent; predicts a series of bankruptcies will lead to a nationalized monopoly. (NYT)
- July 4, 1962 New Haven receives first 120-car unit coal train from NYC at Woodlawn; two others are to be delivered via Maybrook for New England power plants. (RyAge)
- July 5, 1962 New York Court of Appeals upholds lower court decision in favor of New Haven in Biltmore Hotel Case; invalidates unilateral 1958 lease of Biltmore by NYC to its subsidiary Realty Hotels, Inc.; awards New Haven \$1.8 million. (NH AR, NYT)

- July 5, 1962 LIRR applies for 3 cent fare increase in Suffolk County to pay for maintaining stations; New York City and Nassau County have agreed to pay for maintenance. (NYT)
- July 6, 1962 PRR places 42nd Class E44 No. 4460, first U.S. electric locomotive with silicon diode rectifiers (solid-state electronics), in service; previous 41 E44's used ignitron rectifiers. (RyAge)
- July 6, 1962 Operating Brotherhoods reject arbitration of featherbedding work rules dispute. (NYT)
- July 6, 1962 Former Chesapeake & Ohio Railway Chairman Herbert J. Fitzpatrick (1872-1962), the last survivor of the Van Sweringen management, dies at Huntington, W.Va. (AR)
- July 7, 1962 Last day of freight service on River Branch between Oil City and Olean; 28.5 miles abandoned for construction of Kinzua Dam and reservoir.
- July 7, 1962 B&O passenger station at 24th & Chestnut Street in Philadelphia destroyed by fire. (BlltnAlmnc)
- July 10, 1962 Penphil Company incorporated in Pennsylvania; originally a private investment club for David Bevan, his brother Thomas R. Bevan (1915-2006), Charles J. Hodge, and friends, including Paul D. Fox, W.R. Gerstnecker, and Robert Haslett; most stock purchases are made with money borrowed from the Chemical Bank on the strength of Bevan's reputation as VP of PRR; because members of Penphil are in charge of making PRR's investments and deal in the same stocks, later charges of conflict of interest and insider trading are inevitable. (Patman - SEC says inc. 7/19 - try PaCorps)
- July 10, 1962 PRSL agrees with City of Atlantic City to abandon the Baltic Avenue Branch from North Carolina Avenue to its end at Congress Avenue, and the Mediterranean Avenue Branch from Maryland Avenue to its end at New Hampshire Avenue; lower ends of both branches are retained to serve freight customers. (PRSL)
- July 10, 1962 Deadline for filing briefs with the ICC in the N&W-Nickel Plate merger case; Delaware & Hudson Railroad Corporation files to be included in N&W; Boston & Maine reverses position and does not want inclusion. (NYT)
- July 10, 1962 American Telephone & Telegraph Company launches *Telstar*, the world's first communications satellite; it relays live TV signals between the U.S. and Europe. (AmrcnDcnds)

July 11, 1962	Pres. Kennedy announces new federal guidelines for depreciation, allowing write-offs of capital improvements to occur 30-40% faster to spur growth. (NYT)
July 12, 1962	First gravel train runs from Oil City to Kinzua Dam site.
July 13, 1962	Merchants who are to be displaced by World Trade Center hold protest march. (Gillespie)
July 14, 1962	Pa. PUC rules Transportation Act of 1958 to be unconstitutional and that ICC improperly allowed the discontinuance of passenger service on the Cumberland Valley Branch; orders service restored within Pennsylvania. (NYT)
July 1962	State of New York delivers last of 53 air-conditioned MU cars for use on NYC suburban lines.
ca. July. 1962	PRR and Southern Railway inaugurate twice a week TrucTrain service between New York and Atlanta on a 27 hour schedule. (Trains)
July 1962	PRR retires No. 4749, last "modified" P5a electric. (Edson)
July 1962	New report on Center City Commuter Connection by Louis T. Klauder & Associates gives cost as \$41.3 million with outlying facilities. (Rept)
July 1962	City of Boston moves to seize South Station for \$1.2 million in back taxes; court had blocked sale to a developer. (NYT)
July 1962	ICC begins hearings on the Norfolk & Western Railway's acquisition of the Akron, Canton & Youngstown Railroad. (Striplin)
July 16, 1962	Last run of Washington-Fort Worth sleepers via B&O-Missouri Pacific route. (Thomas, Stegmaier)
July 17, 1962	At a press conference at Penn Station, PRR and NYC disclose a preliminary operating plan for the merged companies; through freight to and from the West is to go via the NYC; traffic to all points east of Columbus and Youngstown is to go via PRR; long distance NYC passenger trains are to be brought into Penn Station at New York via a connection from the West Side Freight Line and into Chicago Union Station; a new electronic yard is to be built at Selkirk, N.Y.; 7,800 jobs to be eliminated over five years. (NYT, RyAge)
July 17, 1962	Railroads agree to implement cuts awarded by Presidential Commission on Aug. 16; will lay off 13,000 firemen immediately and

- another 27,000 by attrition. (RyAge)
- July 17, 1962 N.Y. PSC denies LIRR a fare increase pending further study. (NYT)
- July 18, 1962 Transport Workers Union accepts compromise agreement with PRR granting 10.28 cent per hour increase. (NYT)
- July 18, 1962 NYC and Boston & Maine Railroad announce study to merge the B&M and Boston & Albany. (NYT)
- July 20, 1962 PRR and Seaboard Air Line inaugurate new Kearny-Jacksonville piggyback train running in 29:30. (RyAge)
- July 23, 1962 Suffolk County agrees to temporary plan to pay for maintenance of 54 LIRR stations. (NYT)
- July 23, 1962 U.S. Army Corps of Engineers makes last payment of over \$14 million to PRR, final settlement of \$20 million cost of damages caused by Kinzua Dam.
- July 24, 1962 Tenants of Hudson Terminal sue to block condemnation of the buildings for the World Trade Center. (NYT)
- July 25, 1962 Penphil Company makes first purchase of stock, 19,000 shares of Kaneb Pipe Line Company. (Patman)
- July 26, 1962 New York County Supreme Court grants PATH application to take over property of Hudson Rapid Tubes Corporation in New York: Port Authority announces it will begin no demolition or reconstruction work until Sep. 1, 1962; ruling does not apply to construction of World Trade Center. (NYT)
- July 26, 1962 Operating Brotherhoods sue to stop railroads from imposing the 1962 work rules changes on Aug. 16 and threaten strike on grounds that the rules are not the same as those in the 1959 proposal. (RyAge)
- July 28, 1962 Five cars of nine-car baseball special bound from Harrisburg to a Phillies night game in Philadelphia derail at 70 MPH at Steelton, Pa.; 19 killed, 116 injured; blamed on track being out of alignment because of heat expansion. (MB, NYT, RyAge)
- July 28, 1962 Last run of NYC Nos. 400-411 between Boston and Albany. (NYT)
- July 29, 1962 New York Regional Plan Association issues report envisioning 200 MPH train service between Boston and Washington. (NYT)

- July 31, 1962 PRR's control of Lehigh Valley Railroad now at 69.86%; purchase offer expires on Nov. 26, 1962. (NYT)
- Aug. 1, 1962 PRR and L&N inaugurate *Dixie Jet* freight service between Birmingham and New York via Cincinnati in 27 hours with third-morning delivery. (RyAge)
- Aug. 1, 1962 Labor Dept. announces that unemployment bottomed in June and July at 5.3%, the lowest since May 1960; however, economists see no statistical significance to the drop, and unemployment rises again, closing the year as it began around 5.8%; the persistence of unemployment prompts Pres. Kennedy to turn to his economic advisers to a greater degree than last year, and by the end of the year, they are calling for a tax cut to stimulate the economy out of recession. (NYT, Samuelson)
- Aug. 2, 1962 AGBANY holds demonstration at the 7th Avenue entrance to Penn Station site at 5:00 PM, protesting the demolition, having placed its first public notice in the *New York Times* that morning; over 250 protesters include such leading Modernists as Philip Johnson (1906-2005), Ulrich Franzen (1921-), John Johansen (1916-) and Aline Saarinen (1914-1972), widow of Eero Saarinen (1910-1961); purpose is to establish a broad-based preservation movement, even though it is too late to save Penn Station. (NYT)
- Aug. 6, 1962 Railroads file for creation of Presidential Emergency Board to hear work rules dispute; argue that operating Brotherhoods' suit to block implementation of award violates Railway Labor Act; railroads withdraw terms of 1962 settlement and substitute original terms of Nov. 2, 1959, which call for cutting 40,000 firemen at once on Aug. 16. (RyAge, NYT)
- Aug. 8, 1962 U.S. District Court refuses Brotherhoods' request for permanent injunction against railroads imposing new work rules and dismisses their complaint but grants a temporary injunction pending appeal. (RyAge)
- Aug. 8, 1962 U.S. Circuit Court of Appeals in Montgomery, Ala., denies suit to extend injunction against Southern Railway's "Big John" grain rates beyond Aug. 11. (RyAge)
- Aug. 9, 1962 Gov. Rockefeller announces state will buy 30 new air-conditioned MU cars from Pullman-Standard; to be leased to LIRR next summer. (NYT)
- Aug. 9, 1962 New Jersey Superior Court approves Port Authority's acquisition of Hudson Tubes and Hudson Terminal. (PtAuth)

- Aug 9-18, 1962 PRR, Wabash, and Santa Fe run 7-car *Great Gleason Express* from Los Angeles to New York carrying comedian Jackie Gleason (1916-1987) and the cast of his new "American Scene Magazine" CBS variety show. (Pennsy, menu, Trains)
- Aug. 10, 1962 U.S. Court of Appeals in Chicago grants temporary injunction against railroads imposing new work rules in suit brought by five operating Brotherhoods citing testimony that 65,000 jobs would be lost over five years. (RyAge)
- Aug. 11, 1962 *New York Times* runs editorial "Saving Fine Architecture" protesting demolition of Penn Station. (NYT)
- Aug. 12, 1962 PRR establishes package weekend tours to Washington, D.C., from Northeast Corridor points through Nov. 24 in cooperation with the Arlington Hotel and D.C. Transit sightseeing buses; leave New York at 9:30 on Saturdays and return on any of three trains on Sundays. (NYT)
- Aug. 13, 1962 Delaware & Hudson Company petitions the ICC that it consolidate its Penn Central and Norfolk & Western-Nickel Plate merger proceedings. (ICC)
- Aug. 14, 1962 Extra 4415 East with 99 cars rear-ended at Atglen by 80-car Enola-Norristown freight; engineer and fireman of second train killed and five injured, including three armed guards with a secret shipment of nuclear submarine fuel in the last four cars of 4415 East; Army and Atomic Energy Commission seal wreck site but find no radiation leakage. (BltnAlmnc, Westing)
- Aug. 1962 Last Modified P5a electric locomotives, No. 4746, 4749 and 4750, scrapped. (Edson)
- Aug.? 1962 PRR receives first of seven General Electric Company U25B diesel locomotives; purchased by U.S. Government in return for PRR land taken for Kinzua Dam. (Trains)
- Aug. 15, 1962 U.S. national debt tops \$300 billion for first time. (NYT)
- Aug. 15, 1962 U.S. Circuit Court of Appeals refuses to lift injunction against railroads implementing new work rules pending further hearing. (NYT)
- Aug. 15, 1962 Port of New York Authority dedicates first phase of 703-acre marine terminal at Port Elizabeth in meadows south of Port Newark in cooperation with Sea-Land Service, Inc.; first modern all-container port; begins the shift of all port activity from finger piers in Manhattan

and Brooklyn to sprawling container terminals on Newark Bay.
(PtAuth, RyAge)

- Aug. 15, 1962 Atlantic Coast Line reroutes *West Coast Champion* via Waycross instead of via Nahunta; through coach established between New York and Montgomery, Ala., on Nos. 180-189 from Waycross. (Goolsby)
- Aug. 1962 Delaware & Hudson Railroad Corporation petitions ICC to consolidate C&O-B&O merger proceedings with those of other eastern railroads. (Bias)
- Aug. 18, 1962 *New York Times* prints the letter of architect Leonard E. Trentin, who repeats the standard Modernist line that values only the work of Louis Sullivan and Frank Lloyd Wright as precursors of Modernism, and repeats Sullivan's old complaint that the World's Columbian Exposition set American architecture (or more precisely Sullivan's own fame) back 50 years; notes that the station is old and grimy and should be replaced with something cleaner and more suitable for today's needs. (NYT)
- Aug. 20, 1962 ICC hearings on PRR-NYC merger before Examiners Jerome K. Lyle and Henry C. Darmstadter begin with testimony of Symes and Perlman; project \$81.2 million annual savings from merger; Symes calls the PRR and NYC "like two peas in a pod"; Perlman says the NYC could go bankrupt if the ICC delays the merger; Symes pushes his vision of a Three System East with a separate New England System; Symes notes that the PRR moved more traffic in World War II than both PRR and NYC handled in 1961, and PRR has exceeded the combined number of 120,416 employees in 19 of the last 36 year. (AR, RyAge, Trains)
- Aug. 20, 1962 Association of American Railroads runs ads saying the unions collect \$60 million a year for work that is not needed or not performed. (RyAge)
- Aug. 20, 1962 Penphil Company receives first loan of \$102,000 from Chemical Bank at low (prime) rate and without a 20% compensating balance demanded of regular customers based on the positions of its members and the PRR's business; loans eventually total \$1.8 million. (Patman)
- Aug. 21, 1960 N&W files with ICC to include Pittsburgh & West Virginia Railway in merger.
- Aug. 22, 1962 Labor representatives cross examine James M. Symes; attack merger for loss of jobs; Symes says efficiency of merged company will attract traffic and create new jobs. (NYT)

Aug. 23, 1962 *New York Times* prints Pres. Greenough's letter of Aug. 17 responding to AGBANY protests rejecting their demands and stating that it makes no sense to preserve a building "merely as a 'monument' when it no longer serves the utilitarian needs for which it was erected." (NYT)

Aug. 23, 1962 Justice Dept. lawyer indicates will need more time to develop cross examination of James M. Symes and ask extension. (NYT)

Aug. 24, 1962 ICC authorizes PATH to assume the operation of the properties of the Hudson Rapid Tubes Corporation east of Journal Square. (ICC)

Aug. 1962 Seaboard Air Line announces it has cut the running time of its Jacksonville-New York piggyback train to 24:00. (RyAge)

Aug. 25, 1962 James Felt of the New York City Planning Commission and brother of Pres. Irving M. Felt of the Graham-Paige Corporation, reports to Rep. John V. Lindsay (1921-2000) that the Commission cannot halt the demolition of Penn Station but can deny a permit for the new building. (NYT)

Aug. 27, 1962 Sen. Estes Kefauver asks ICC to halt all rail mergers. (NYT)

Aug. 27, 1962 At ICC hearings, New Haven charges PRR and NYC are promoting an all-New England merger to keep the New Haven from merging with them. (NYT)

Aug. 28, 1962 ICC approves PATH takeover of Hudson Tubes. (PA AR)

Aug. 28, 1962 Alfred E. Perlman testifies at ICC hearing that he opposes New Haven inclusion in Penn Central because it would bar N&W and C&O from New England; urged all New England railroads be combined in one system. (NYT)

Aug. 29, 1962 First N&W unit coal train TL-1 of 110 cars leaves Roanoke for South Amboy via Hagerstown with coal for Consolidated Edison in New York. (RyAge)

Aug. 29, 1962 BLE, BLF&E and BRT sue AAR for \$1.5 million for libel for its anti-featherbedding ad, after it refuses to print an appology. (NYT)

Aug. 29, 1962 Reading announces it will acquire the Lehigh & Susquehanna Railroad from the Lehigh Coal & Navigation Company for \$500,000 and lease it back to the LC&N for 35 years. (RyAge)

Aug. 29, 1962 Emergency board rejects proposal of Brotherhood of Railroad

- Telegraphers to bar NYC from cutting any job that existed on Mar. 4, 1958 because of technological change. (NYT)
- Aug. 29, 1962 NYC abandons passenger line and station at Syracuse and reroutes passenger trains to north on freight belt line; new East Syracuse station opens; old 1936 elevated passenger line becomes bed of I-690. (Trains)
- Aug. 1962 NYC files new “realistic” LCL tariff with ICC, effective Sep. 25. (RyAge)
- Aug. 30, 1962 Union leaders and Alfred Perlman get into a shouting match over Perlman’s claim that truck competition is driving the merger. (NYT)
- Aug. 31, 1962 ICC hearings on Penn Central merger recess until Oct. 15, as testimony of James M. Symes and Alfred Perlman ends. (NYT)
- Aug. 31, 1962 Delaware & Hudson Company amends its petition that the ICC consolidate all its eastern railroad merger proceedings to include the Chesapeake & Ohio and B&O. (ICC)
- Aug. 31, 1962 Last run of NYC's summer-only *Timberliner* between Mackinaw City and Detroit, having outlasted the *Northern Arrow* by one season. (Guide)
- Sep. 1, 1962 PATH acquires property of Hudson & Manhattan Corporation and Hudson Rapid Tubes Corporation by condemnation; assumes operation of Hudson Tubes at 12:10 AM; begins some cosmetic improvements to stations and equipment, but full rehabilitation is placed on hold pending lawsuits. (PtAuth)
- Sep. 1, 1962 Robert A. Sharp of the B&O named Research Engineer of the Washington Terminal Company, replacing T.G. Swartzlander, recalled to the PRR. (MB)
- Sep. 2, 1962 NYC's *Northerner* makes last run between Detroit and Mackinaw City; leaves a daylight Budd RDC “Beeliner” between Detroit and Bay City and the summer only *Timberliner* to Mackinaw City. (Guide, michiganrailroads)
- Sep. 5, 1962 New Haven Trustees disaffirm agreement to make up losses of Boston Terminal Corporation. (AR)
- Sep. 7, 1962 PRR's control of Lehigh Valley Railroad now at 75.24%. (RyAge)
- Sep. 7, 1962 Boston Terminal Corporation (South Station) files for Chapter 77 bankruptcy. (NH AR)

- Sep. 7, 1962 Eastern railroads file with the ICC to keep the earnings from the 10% federal transportation tax instead of passing the savings on to the consumer. (RyAge)
- Sep. 7, 1962 Initial subscription of 3,300 shares each made to Penphil Company by David Bevan, Mrs. Charles J. Hodge, W.R. Gerstnecker, Paul D. Fox, Robert Haslett, Mrs. Theodore K. Warner, and ten others. (Patman)
- Sep. 8, 1962 Last run of *Day Cape Codder* for season. (A-sheet)
- Sep. 9, 1962 Last run of *The Neptune* for the season. (A-sheet)
- Sep. 9, 1962 New York City Parks Commissioner Newbold Morris announces he will seek approval to have 18 columns from Penn Station topped by the eagles moved to a proposed mall in Battery Park, providing money can be raised by public subscription. (NYT)
- Sep. 10, 1962 Artists and writers confer with New York Mayor Robert F. Wagner, Jr., who promises to relay their concerns over the demolition of Penn Station to the City Planning Commission and the Landmarks Preservation Commission, neither of which has any powers to stop it. (NYT)
- Sep. 10, 1962 PB&W Board authorizes expanding TrucTrain facilities at Rose Lake, Ill.; applying to abandon 5.64 miles of the Pomeroy Branch from Spring Mills to the terminus at Chatham, Pa. (MB)
- Sep. 13, 1962 Vincent G. Kling presents a revised estimate of \$19.54 million for proposed stadium north of 30th Street Station. (VPF)
- Sep. 13, 1962 LIRR Board authorizes purchasing 6 coaches and 2 1,500 HP Alco road switchers from the Delaware & Hudson Railroad; have leased 30 MU cars from the Port Authority. (MB)
- Sep. 14, 1962 Atlantic Coast Line Railroad inaugurates an all-piggyback train from Kearny to Tampa with second morning delivery. (RyAge)
- Sep. 1962 LIRR completes moving its Accounting and Treasury Dept. employees from Philadelphia to Jamaica. (MB)
- Sep. 19, 1962 Addressing 1,500 PRR and NYC employees at a New York rally, Sen. Kefauver attacks Kennedy Administration's policy on rail mergers; rally is sponsored by 24 rail unions as kickoff in campaign against the merger. (NYT)
- Sep. 20, 1962 PRR announces order of 22 freight locomotives and 800 freight cars.

(PR)

- Sep. 23, 1962 *New York Times* publishes new rendering of Penn Station site showing two towers and Madison Square Garden; reports Port Authority rejects AGBANY's plan that it take over operation of Penn Station; Irving M. Felt says that the gains from the New Madison Square Garden will offset any esthetic loss. (NYT)
- Sep. 24, 1962 PRR and L&N extend *Dixie Jet* freight service from Birmingham to New Orleans via Cincinnati in 27 hours with fourth-morning delivery. (RyAge)
- Sep. 24, 1962 ICC approves NYC's new LCL rates, effective Sep. 25 for a two-year experimental period; divides traffic into three classes depending upon the amount of work needed to handle it. (NYT, RyAge)
- Sep. 1962 Class DD2 electric locomotive No. 5800 scrapped. (Edson)
- Sep. 26, 1962 PRR Board authorizes contracts for the demolition of Penn Station and the construction of foundations for new Madison Square Garden. (MB)
- Sep. 27, 1962 Pres. Greenough announces that PRR will make about \$10 million in improvements in rebuilding Penn Station, including air conditioning, better ventilation at track level and 10 new escalators. (NYT)
- Sep. 29, 1962 *New York Times* editorial notes that the Age of Elegance had begun to give way to the Age of Plastic when Penn Station's General Waiting Room was disfigured by Lester C. Tichy's "clamshell" ticket counter. (NYT)
- Oct. 1, 1962 Railway Express Agency, Inc. withdraws all express traffic from the Reading. (Rdg)
- Oct. 2, 1962 Railroads create a National Railway Labor Conference to handle collective bargaining on a national basis, replacing separate conferences for eastern, southeastern and western railroads, effective Jan. 1; administrative committee includes Alfred E. Perlman and Allan J. Greenough. (RyAge)
- Oct. 5, 1962 John D. Murchison and Clint W. Murchison, Jr., announce they have sold 1.5 million shares of Alleghany Corporation at 10 to Gamble-Skogmo, Inc., a Minneapolis chain of auto supply stores run by Bertin C. Gamble. (NYT)
- Oct. 1962 PRR repaints seven sleepers in *Imperial* series for ACL pool service.

- Oct. 9, 1962 PRR places CTC in service between “BM” and “EYE” on the Chautauqua Branch. (GO)
- Oct. 9, 1962 ICC releases proposed new piggyback rules, including ending railroad leasing of trailers or rail cars to or from shippers or forwarders. (RyAge)
- Oct. 10, 1962 PT&T Board approves contract with Madison Square Garden Center, Inc., covering lease of air rights over Penn Station. (MB)
- Oct. 10, 1962 Waynesburg & Washington Railroad Board authorizes the purchase of 3 obsolete locomotives from the PRR, which it can then trade in to General Electric Company for a new locomotive; authorizes the purchase of 7 U25B diesels from General Electric Company and leasing them to the PRR as per contract of July 31, 1962; also selling three of them subject to lease to a third party; abandons proposed new line between Hackney and Tylerdale first proposed in 1937 and sale of the real estate. (MB)
- Oct. 11, 1962 ICC authorizes the Lehigh Valley Railroad to abandon its Ithaca Branch between Trumansburg and Ithaca. (ICC)
- Oct. 12, 1962 New York, Susquehanna & Western Railroad petitions for inclusion in Penn Central merger.
- Oct. 12, 1962 PRR orders 15 locomotives from Alco Products, Inc.
- Oct. 15, 1962 ICC resumes hearings on Penn Central merger. (NYT)
- Oct. 15, 1962 Six AFL-CIO shop craft unions serve notice they will seek four rule changes: no contracting out of work, more rigid craft lines, and job protection for technological change. ((RyAge)
- Oct. 15, 1962 Penn del Company Board approves the following abandonments: Missaukee Branch between Missaukee Jct. and Merritt, Mich. (15.32 miles); Lake City Branch between Sandstown and Lake City, Mich. (1.23 miles); Vener Branch between Merritt and Falmouth, Mich. (4.64 miles). (MB)
- Oct. 1962 Penn Towers, a 518-unit high-rise apartment house and office building opens in Penn Center on north side of Pennsylvania Boulevard between 18th & 19th Streets. (NYT)
- Oct. 1962 PRR takes delivery of 25 General Electric U-25B road switchers. (RyAge)

- Oct. 1962 American Car & Foundry Company closes its Berwick, Pa., freight car plant. (Trains)
- Oct. 1962 ICC begins hearings on the Norfolk & Western's proposed acquisition of the Pittsburgh & West Virginia Railway. (Striplin)
- Oct. 16, 1962 Pres. Kennedy signs bill granting a 7% investment tax credit to stimulate economy. (NYT)
- Oct. 16, 1962 Pres. Kennedy is told that U-2 spy planes have photographed the presence of Soviet missiles in Cuba capable of striking East Coast cities with nuclear warheads in as little as 5 minutes, beginning the Cuban Missile Crisis and raising the prospect of nuclear war with the Soviet Union. (Prologue)
- Oct. 17, 1962 Union Pacific Railroad begins road tests of its home-built coal burning turbine-electric locomotive No. 80; 7,000 HP locomotive consists of three units, a cab control converted from an Alco PA-1, the turbine, built on the chassis of ex-Great Northern electric locomotive No. 5018, and a tender taken from a Challenger; fly ash problem is worse than anticipated. (Lee)
- Oct. 10, 1962 Federal Reserve reduces reserves banks must hold against deposits from 5% to 4%; the Fed also begins increasing the money supply, and continues monetary expansion at an historically high rate through Aug. 1965. (Matusow - check NYT for date)
- Oct. 20, 1962 ICC orders hearings on question of whether consolidate all decisions on eastern railroad mergers.
- Oct. 22, 1962 Pres. Kennedy addresses the nation at 7:00 PM EST, revealing for the first time the presence of offensive nuclear missiles in Cuba, demanding their removal, announcing that he will impose a "quarantine" of Cuba, and threatening the Soviet Union with full retaliation if any missile is launched at the U.S. from Cuba. (Prologue)
- Oct. 22, 1962 PRR offers to sell Docks 21 and 22 to the City of Cleveland at \$2.50 per square foot. (VPO)
- Oct. 23, 1962 ICC begins hearings on whether to consolidate three merger cases: Penn Central, C&O/B&O, and N&W-Nickel Plate; NYC, Delaware & Hudson, Boston & Maine, New York, Susquehanna & Western, port authorities and labor unions favor consolidated hearings; PRR favors separate hearings. (RyAge)
- Oct. 23, 1962 Federal-Aid Highway Act of 1962 requires all federal highway

spending in urban areas of over 50,000 population to be part of comprehensive plans embracing all modes of transportation (UrbnMssTrnsptn)

- Oct. 23, 1962 Pres. Kennedy establishes a naval “quarantine” of Cuba (a “blockade” would be an act of war, but the Kremlin knows exactly what it means) to prevent the Soviets from expanding or supplying their missile batteries; most of the president’s advisers are urging military action. (Prologue)
- Oct. 24, 1962 Soviet Premier Nikita Khrushchev sends a private letter to Pres. Kennedy denouncing the “quarantine” as plain aggression and intimidation and urging him to consider the consequences. (Prologue)
- Oct. 24, 1962 PFW&C Railway Board authorizes the abandonment of 1.81 miles of the connection with the Alliance Branch at Alliance. (MB)
- Oct. 24, 1962 C&O and N&W ask ICC to approve their mergers apart from an overall plan for the East. (NYT)
- Oct. 25, 1962 Port of New York Authority announces it will purchase 250 new air conditioned cars for PATH. (NYT)
- Oct. 25, 1962 Full ICC hears oral arguments on N&W-Nickel Plate merger. (NYT)
- Oct. 27, 1962 Last run of the Chesapeake & Ohio Railway *Sportsman* westbound and *The F.F.V.* eastbound; through cars north of Washington on *The F.F.V.* transferred to *The George Washington* eastbound. (Trains)
- Oct 27, 1962 Last run of C&O-N&W sleeper between Washington and Roanoke via Waynesboro, last vestige of former PRR-N&W run. (Guide)
- Oct. 27, 1962 Cuban Missile Crisis reaches a peak when a U.S. U-2 spy plane is shot down over Cuba by a Soviet missile and the pilot killed; another U-2 becomes lost in the Arctic and accidentally flies for 1,000 miles in Soviet air space; a Soviet submarine captain, forced to surface by American anti-submarine warfare planes comes within seconds of firing his nuclear-armed torpedo at the U.S. fleet; alarmed by the day’s events, Pres. Kennedy sends his brother Robert F. Kennedy to Soviet Ambassador Anatoly Dobrynin with a pledge not to attack Cuba and an offer to remove U.S. nuclear missiles based in Turkey; an equally alarmed Premier Khrushchev writes to Kennedy urging that they both consider the fate of the world. (Dobbs, Prologue)
- Oct. 28, 1962 Alarmed by a letter from Fidel Castro that seems to urge a first strike against the U.S. and encouraged by Kennedy’s pledge not to attack

Cuba, Soviet Premier Nikita Khrushchev makes a direct address on Radio Moscow agreeing to remove offensive missiles from Cuba as a response to the U.S. non-invasion pledge; the deal to remove U.S. missiles from Turkey is kept secret; Kennedy accepts immediately. (NYT, Prologue)

- Oct. 28, 1962 *The Senator* revived between Washington and Boston with New Haven cars. (A-sheet)
- Oct. 28, 1962 PRR abandons Kinkora Branch between Kinkora and (Columbus? - rest abandoned earlier? or whole to Lewistown?) (Wetzel)
- Oct. 28, 1962 New Haven abandons passenger stops at Old Saybrook, Lyme and Old Lyme, Conn. on Shore Line. (NYT)
- Oct. 29, 1962 SEPACT establishes named commuter trains on Chestnut Hill Line: *Carpenter Express* and *Queen Lane Express* (eastbound) and *Penn Center Express* (westbound). (tt)
- Oct. 30, 1962 David Bevan testifies at ICC merger hearings; proposes to put PRR's N&W common stock in a voting trust so PRR can continue to collect \$12 million a year in dividends through the merger period. (RyAge)
- Nov. 1, 1962 PATH solicits bids for 250 air-conditioned cars. (PA AR)
- Nov. 4, 1962 Henry Hope Reed, Jr. (1916?-), a features writer for the *Herald Tribune* gives a guided tour of Penn Station for about 60 persons, including 15 8th grade students, under the auspices of the Municipal Art Society; Reed, a fanatical Classicist and anti-Modernist, uses the occasion to denounce Modern art and architecture and the replacement of New York's traditional streetscapes with sterile glass boxes. (CE, NYT)
- Nov. 6, 1962 VP W.W. Patchell testifies at ICC merger hearings; describes merger operating plan; says merger savings will be "substantially delayed" by labor protection. (NYT)
- Nov. 6, 1962 In midterm elections, the Democrats add four seats in the Senate and lose six in the House, retaining control of Congress. (AmrcnDcnds)
- Nov. 7, 1962 Responding to a pending White House report on high-speed rail transportation in the Northeast Corridor, Pres. Greenough appoints a committee to study the PRR's New York-Washington passenger service; it is composed of Chairman Jacob D. Fuchs, Director of Research John J. Clutz, E. R. Comer, R. E. Fry, E. A. Kaier, F. N. Sass and J. W. Diffenderfer; it conducts the first full economic study of the

- New York-Washington passenger service. (WatsonPapers)
- Nov. 13, 1962 LIRR announces that it has sold air rights over approach to Bay Ridge Yard between Second & Fourth Avenues for a high-rise apartment complex. (NYT)
- Nov. 14, 1962 Terminal Railroad Association of St. Louis dedicates new automatic mail sorting system at St. Louis Union Station. (RyAge)
- Nov. 15, 1962 Congress finally repeals 10% tax on railroad tickets instituted to discourage travel during World War II; ICC and state regulatory agencies grant fare increases equal to tax, effective Nov. 16. (NYT)
- Nov. 1962 PRR begins construction of new unloading facility for auto rack cars at York, Pa. (RyAge)
- Nov. 1962 B&O inaugurates *New Yorker*, a fast freight running from Chicago to New York in 24:30 at speeds up to 70 MPH, cutting 1:15 off old schedule. (RyAge - check B&O Mag)
- Nov.? 1962 NYC installs CTC on Hudson Division between Croton-on-Hudson and Barrytown, N.Y., reducing three and four tracks to two; now has 2,000 miles of CTC or 15% of U.S. total. (Trains)
- Nov. 20, 1962 Pres. Kennedy ends blockade of Cuba after Khrushchev agrees to remove missiles in 30 days, ending Cuban Missile Crisis; economic recovery begins running through 1966. (NYT)
- Nov. 20, 1962 PRR's control of Lehigh Valley Railroad now at 82%; purchase offer extended beyond Nov. 26 until further notice. (NYT)
- Nov. 28, 1962 Pennsylvania Company Board approves the sale of 212,449 shares of Norfolk & Western Railway 4% preferred for \$5.25 million. (MB)
- Nov. 28, 1962 U.S. Circuit Court rejects appeal of five operating Brotherhoods and upholds right of railroads to implement work rules changes in 20 days if no further action; unions appeal to Supreme Court. (RyAge)
- Nov. 28, 1962 Robert Moses (1888-1981) announces that Angus G. Wynne (1914-1979), Pres. of Great Southwest Corporation, will build a 2,400-seat theater and 650-seat restaurant and night club at the 1964-65 New York World's Fair. (NYT)
- Nov. 29, 1962 Reading holds a press run of its first two Budd RDC's between Reading Terminal and Lansdale. (BeeLine)

- Dec. 1, 1962 Bart J. Viviano (1911-1990), formerly VP-Traffic of Lehigh Valley Railroad, appointed Assistant Vice President-Washington in Legal Dept. (MB, Guide)
- Dec. 1, 1962 Pres. Kennedy rides PRR special from Army-Navy Game to Washington, his second and last presidential train trip; he arrives at the game by helicopter; PRR operates six 15-car trains from New York, four 15-car trains from Washington, two MU extras from Paoli, one from Trenton and one from Wilmington; two trains run from West Point via National Jct. in Jersey City. (Withers, Cinders)
- Dec. 3, 1962 N.J. Legislature approves \$3 million for Aldene Plan work to bring CNJ trains into Pennsylvania Station, Newark, and consolidation of service on the NY&LB; also expands scope of commuter rail subsidies. (NYT)
- Dec. 3, 1962 SEPACT extends improved "Operation Torresdale" local service from Torresdale to Levittown as "Operation Levittown"; cuts fares up to 46%; establishes express, named commuter trains: *Delaware Valley Express* (round trip), *Early Bird Express* and *Mid-City Express* (westbound) and *Bucks County Express* (eastbound); also establishes "Operation North Penn" on Reading to Lansdale and Hatboro. (SEPTA, tt, RyAge)
- Dec. 5, 1962 Last run of "Pony Express" race track specials between Philadelphia and Garden State Race Track in Cherry Hill, N.J. (Coxey)
- Dec. 6, 1962 Madison Square Garden Center, Inc., files with New York City Planning Commission for special permit to build arena. (CE)
- Dec. 6, 1962 Arvida Realty Sales, Inc., incorporated in Florida; subsidiary of Arvida Corporation. (Compt)
- Dec. 8, 1962 James M. Symes, speaking to the Pennsylvania Society of New York, denounces false charges being made against the Penn Central merger; says the merger is essential to avoid nationalization and restore growth. (RyAge)
- Dec. 8, 1962 First two of 12 RDC's leased by PSIC to Reading placed in revenue service between Philadelphia and Reading. (RyAge, BeeLine)
- Dec. 10, 1962 Regional ICC hearings on Penn Central merger begin at Kalamazoo, Mich. (RyAge)
- Dec. 10, 1962 A White House task force headed by Philadelphia lawyer Myer Feldman reports on the proposal of Sen. Claiborne Pell to improve rail

transportation between Boston and Washington; it recommends a combined research and development and demonstration project coordinated with the Commerce Department's transportation research program. (WatsonPapers)

- Dec. 13, 1962 Operating Brotherhoods ask the Court of Appeals for a rehearing. (RyAge)
- Dec. 13, 1962 John D. Murchison resigns as Pres. of Alleghany Corporation in favor of Bertin C. Gamble of Minneapolis. (NYT)
- Dec. 14, 1962 Atlantic Coast Line *Florida Special* restored for winter season on 24:00 schedule, running non-stop between Richmond and West Palm Beach. (tt, Goolsby)
- Dec. 14, 1962 Pres. Kennedy proposes a sweeping tax cut to stimulate the economy and reduce unemployment. (AmrcnDcnds)
- Dec. 15, 1962 NYC and Nickel Plate close East Cleveland station. (RyAge)
- Dec. 1962 New Haven is overhauling and repainting all 10 EP-5 "Jets." (Trains)
- Dec. 16?, 1962 John B. Dorrance, Jr. (1912-2000), named General Manager-Passenger Sales. (cards 12/15 - check Mutual press rel. 12/13; replaces E.R. Comer who retires 12/31 after 43 years service)
- Dec. 17, 1962 PFW&C Railway grants an option on air-rights development over Chicago Union Station tracks between Madison & Van Buren Streets to the Tishman Realty & Construction Company, Inc., replacing the option given to the late Erwin S. Wolfson. (MB)
- Dec. 17, 1962 ICC approves Chesapeake & Ohio Railway control of B&O; published Dec. 31. (ICC, RyAge)
- Dec. 18, 1962 PRR places CTC in service between "LOVE" and "NORTH TRY" on the Chautauqua Branch. (GO)
- Dec. 18, 1962 ICC approves Detroit, Toledo & Ironton Railroad obtaining control of the Ann Arbor Railroad and Manistique & Lake Superior Railroad from the Wabash Railroad for \$3 million. (ICC, Grant)
- Dec. 19, 1962 U.S. Circuit Court of Appeals denies the Brotherhoods' application for a rehearing of work rules dispute. (RyAge)
- Dec. 19, 1962 LIRR appoints Bernard G. Bowen its Terminal Superintendent at New York. (MB)

- Dec. 20, 1962 PRR places CTC in service between “NORTH TRY” and “BRIDGE” on the Chautauqua Branch, completing the installation between Oil City and Brocton. (GO)
- Dec. 21, 1962 Heavy snowstorm interferes with travel in the Northeast Corridor. (MB)
- Dec. 21, 1962 To cope with the rush of Christmas travel, the Washington Terminal Company operates through sections of Florida trains via the freight line and Potomac Yard for the next two days. (MB)
- Dec. 21, 1962 Budd Company delivers its last RDC, Reading No. 9152. (Trains)
- Dec. 22, 1962 Peak travel day of the year at Washington Union Station; 32 extra trains operated, the same as in 1961. (MB)
- Dec. 23, 1961 Federal court refuses to delay implementation of new Midwest Division Case rates. (1961 or 1962?)
- Dec. 23, 1962 Longshoremen's strike begins on East Coast after Taft-Hartley period expires. (NYT)
- Dec. 26, 1962 American Contract & Trust Company Board authorizes the sale of the company airplane to Manor Real Estate & Trust Company; approves plan to reorganize as a Delaware corporation. (MB)
- Dec. 26, 1962 Last Norfolk & Western Railway passenger train, No. 16-22, arrives at Norfolk’s Union Station at the foot of East Main Street; the same day, N&W opens a new station-office building at 2200 Redgate Avenue on its Lamberts Point freight line. (Trains)
- Dec. 27, 1962 American Contract Company incorporated in Delaware; acquires assets of American Contract & Trust Company. (MB)
- Dec. 27, 1962 Delbay Corporation incorporated in Del.; reinvests proceeds from sale of Harborside Terminal warehouse; owned by American Contract Company. (MB)
- Dec. 28, 1962 Supreme Court Justice William O. Douglas (1898-1980) blocks railroads from imposing new work rules for Brotherhoods until Jan. 9. (NYT)
- Dec. 31, 1962 PRR has abandoned 3,607 track miles under Major Abandonment Program since Dec. 31, 1953. (VPO)

Dec. 31, 1962	Delbay Corporation acquires assets of Harborside Warehouse Company, Inc. (MB)
Dec. 31, 1962	ICC rejects Delaware & Hudson Company's petition to consolidate all merger hearings and approves C&O acquisition of B&O, effective Feb. 4, 1963. (Bias)
Late 1962	PRR's responsibility accounting and reporting fully in place and use of ICC accounting except for ICC annual report.
1962	PRR posts net loss of \$3.2 million, vs. \$3.5 million profit in 1961; consolidated net earnings, including Pennsylvania Company, actually increases from \$12.3 million to \$12.5 million, increasing PRR's dependence on income from N&W and other outside investments; passenger deficit up sharply from \$29.5 million to \$37.9 million.
1962	PRSL has worst passenger operating ratio in U.S., 349.7 vs. 181.3 for C&O, 110.3 for PRR, 104.67 for NYC and 101.62 for New Haven. (NYT)
1962	PRR is the leading U.S. railroad by the following statistics: net investment (\$2.2 billion), gross operating revenue (\$850.6 million), revenue passenger-miles (2.2 billion), freight cars (139,356), passenger cars (3,546), locomotives (2,656) and employees (66,515); Santa Fe is first in route-miles (12,970) and stockholders (115,421); Southern Pacific Company is first in revenue ton-miles (48.2 billion). (Trains)
1962	Passenger traffic in the PSIC commuter zone is up 40% from 1961. (RyAge)
1962	NYC has reduced its debt load from \$980.6 million to \$774.4 million since 1957. (Trains)
1962	Former <i>Jeffersonian</i> recreation cars sold to "Holiday on Ice" show; interiors gutted and used for carrying wagons. (Trains)
1962	Rosslyn Connecting Railroad abandons line between Rosslyn and Pentagon; remaining portion serves as rail spur to Pentagon. (Cards)
1962	Enola steel car shop opens. (Mutual)
1962	PRR completes CTC between Oil City and Brocton.
1962	Railroads offer to make a gift of Cincinnati Union Terminal to the city and lease back a small amount of station space for \$1 a year. (Trains)

- 1962 Tower at Elm Street, Logansport, on the east approach to the old 4th Street passenger station, is closed. (Strauch)
- 1962 PRR retires Fairbanks-Morse "Erie Builts" (Class AFP20).
- 1962? Last Class FF2 electric freight locomotives retired.
- 1962 City of Philadelphia pays to rebuild 8 Reading MU cars; eventually 38 cars are rebuilt in a dark blue and white paint scheme and called "Blueliners." (Trains)
- 1962 Raritan River Railroad discontinues LCL freight service. (Deibert)
- 1962 NYC inaugurates "Beeliner" RDC shuttles between Brewster and Dover Plains on the Upper Harlem Line. (Grogan)
- 1962 NYC installs CTC between Cleveland and Toledo, reducing three and four tracks to two; also Carson to Thorn Hill, Ohio; pioneer 1927 CTC installation between Toledo and Berwick is removed and replaced by single track because of changed traffic patterns. (Trains)
- 1962 Perlman announces completion of his modernization program on NYC; has completed CTC from New York to Chicago (later ARs say 1966!); four modern yards (Elkhart, Buffalo, Youngstown and Avon) replace 60 old ones. (AR)
- 1962 Great Southwest Corporation goes into the black from operations of Six Flags Over Texas. (AR)