

PRR CHRONOLOGY
1960

June 2004 Edition

- Jan. 1, 1960** **C.I. Clugh named Assistant Chief Mechanical Officer; J.L. Parker named Manager-Heavy Repair Shops, replacing Clugh. (MB)**
- Jan. 1, 1960** **PRR leases 4,000 70-ton hopper cars from Delco-Pennsylvania, Inc. (MB)**
- Jan. 4, 1960** **Settlement signed ending the steel strike with large gains for the United Steelworkers of America.**
- Jan. 4, 1960** **New Haven receives 10% increase in passenger fares.**
- Jan. 5, 1960** **Trial of Riss & Co. antitrust case against railroads finally begins in U.S. District Court in Washington.**
- Jan. 7, 1960** **Alfred E. Perlman of NYC, W.J. Tuohy of C&O and Cyrus Eaton and Allan P. Kirby of Alleghany Corporation meet to discuss merger prospects in the East.**
- Jan. 11, 1960** **NYC introduces the *So'Westerner*, the fastest freight from St. Louis to New York for merchandise and Flexi-Van traffic, cutting 24 hours off previous schedule. (AR, NYT)**
- Jan. 1960** **Government acquires property at south side of South Station, Boston, for postal facility. (NH AR)**
- Jan. 1960** **Group headed by David Rockefeller of Chase Manhattan Bank calls for a "World Trade Center" on the East River in Lower Manhattan in bid to maintain vitality of area. (NYT)**
- Jan. 1960** **Basil S. Cole, later a major figure in the Penn Central collapse, named Assistant General Counsel in Philadelphia. (Guide)**
- Jan. 1960** **J.L. Parker named Manager-Heavy Repair Shops. (Guide)**
- Jan. 17, 1960** **New Haven discontinues all passenger service between Hartford and Waterbury.**
- Jan. 20, 1960** **Passenger Service Improvement Corporation of Philadelphia (PSIC) created as a special non-profit corporation with 11**

directors appointed by Mayor of Philadelphia, 1 by PRR, 1 by Reading, 2 by labor unions; take over "Operation Northwest" and "Operation Northeast"; PSIC will pay railroads a flat fee for improved service. (announced 1/19)

- Jan. 27, 1960** New York PSC recommends repeal of 1913 state Full Crew Law; politicians refuse to touch issue in an election year. (NYT)
- Jan. 28, 1960** PRR and Santa Fe assume joint ownership of Toledo, Peoria & Western.
- Feb. 4, 1960** New Haven increases most passenger fares 10%. (AR)
- Feb. 1960** LIRR begins track elevation at Floral Park.
- Feb. 1960** Last Class H9s (No. 5216), H10s and M1 (No. 6940) sold for scrap. (Edson)
- Feb. 12, 1960** Last run of *The Juniata* between Harrisburg and Philadelphia; also of No. 601 between Lancaster and Philadelphia. (A-sheet)
- Feb. 14, 1960** Single MU car places on former schedule of No. 601 between Lancaster and Harrisburg. (A-sheet)
- Feb. 19, 1960** LIRR introduces bar service as an experiment on 5:03 PM from Hunters Point Ave. to Port Jefferson using a portable bar set up between seats. (NYT)
- Feb. 23, 1960** PRR settles for purchase of 50% of Toledo, Peoria & Western Rail(way) for \$6 million from McNear estate. (MB)
- Feb. 24, 1960** PRR Board authorizes two-year, \$50 million line of revolving credit from National City Bank. (MB)
- Feb. 24, 1960** PRR Board authorizes following retirements: door shop, dry kiln and grit blast buildings at Altoona Car Shop; five stalls of Shire Oaks roundhouse; Grays Ferry Stock Yards Building; westbound main tracks at Indianapolis; Terre Haute Union Station and conversion of baggage building to new station; turntable and tracks at Guilford Avenue, Baltimore; 14 stalls of Olean roundhouse; turntable at Valparaiso; "West Robinson" Interlocking at Crestline. (MB)
- Feb. 24, 1960** PRR Board authorizes following line abandonments: Shelbyville Branch between Gings and Bentonville, Ind., 13 mi., by Dec. 31, 1963; 1.86 mi. of Madison Branch starting at Madison, Ind. (MB)

- Mar. 15, 1960** Delair Bridge cut at 9:00 PM to permit replacement of swing span with wider vertical lift span to permit large ore carriers to reach Fairless Works.
- Mar. 17, 1960** ICC orders investigation of New Haven and its subsidiaries, which is failing under large passenger deficit and weak freight traffic.
- Mar. 18, 1960** Norfolk & Western head Stuart T. Saunders makes first announcement of his intention to seek merger with the Nickel Plate.
- Mar. 19, 1960** New lift span of Delair Bridge floated into place and installed; completion of lift towers takes an additional six months.
- Mar. 23, 1960** Chairman Symes reports to PRR Board on merger talks between N&W and NKP, which have no physical connection; DT&I, Wabash and LV are then to be leased to combined company; Board authorizes lease of 66 Class E44 electric freight locomotives from GE in return for surplus material worth \$500,000. (MB)
- Mar. 23, 1960** VP-Purchases & Real Estate J. Benton Jones makes preliminary report to PRR Board on Penn Station redevelopment; station operated at net loss of \$1.2 million in 1959; hope to reduce this to \$842,000 by remodeling lower level and to \$382,200 after sale of air rights; have architect's plans for two proposals; first, four 20-story office towers similar to Penn Center with a total of 2.5 million square feet; second, a 50-story tower on 7th Avenue and a U-shaped building 5 to 10 stories high around the perimeter with a total of 2 million square feet. (MB, VPF)
- Mar. 23, 1960** PRR Board authorizes following retirements: tracks 1 & 3 between Denholm and Lewistown with reverse signaling on track 2; second track between "HC" and Lovett, Pa. (7.61 mi.); Dover, Del., station and remodeling freight house for passenger use; Bald Eagle Branch between Mt. Eagle and Howard, Pa. (4.03 mi.) (MB)
- Mar. 27, 1960** Last run of regular U.S. steam-powered passenger service on Grand Trunk Western Railway between Detroit and Durand, Mich. (Trains)
- Apr. 1, 1960** Personnel and Public Relations Depts. combined under VP-Public & Employee Relations James W. Oram; includes supervision of Medical Dept.; Symes blames VP-Public Relations Ralph C. Champlin, who is fired, for expense and ineffectiveness of old Public Relations Dept.; VP-New York James L. Cranwell retires.

(MB)

- Apr. 1, 1960** J.S. Fair, Jr., named General Manager-Purchases & Stores. (MB)
- Apr. 1, 1960** PRR opens 24th TrucTrain terminal at Buffalo.
- Apr. 2, 1960** Howell T. Cover dies.
- Apr. 4, 1960** New Jersey Highway Commissioner Dwight R.G. Palmer presents report on rail passenger service to Legislature and Governor Meyner; state to subsidize commuter service to extent of \$6 million a year; Port of New York Authority to provide new cars for Hudson & Manhattan and also lease and operate CNJ and Lackawanna ferries; CNJ trains to be routed into PRR's Newark station or possibly Exchange Place Terminal via LV from Aldene. (Rept)
- Apr. 11, 1960** PRR announces placing seven new diesel tugs in service in New York Harbor, replacing 12 old tugs, including the last steam-powered; tugs built by Dravo Corporation at Pittsburgh, are *New York, Jersey City, Trenton, Harrisburg, Pittsburgh, Cincinnati* and *Indianapolis*; note New York Harbor marine operations cost \$573,000 per month. (PR, MB)
- Apr. 12, 1960** Chrysler makes first shipment using NYC auto rack carriers designed to fit on a Flexi-Van chassis, Detroit to New York. (NYT)
- Apr. 15, 1960** New Haven agrees to sell most of South Station property to Boston real estate developer Sidney G. Goode for \$1 million; city of Boston sues to block sale. (AR)
- Apr. 1960** Economic expansion ends; 10-month contraction begins. (NBER)
- Apr. 20, 1960** NYC introduces *Super Vans*, solid Flexi-Van trains operating between New York and Chicago at near passenger train speeds. (AR, Guide)
- Apr. 23, 1960** Last trip of Boston-Pittsburgh sleeper. (A-sheet)
- Apr. 23, 1960** Last trip of No. 68-69 between Crestline and Toledo; last trip of No. 72-73 between Richmond and Crown Point, Ind.; last trip of No. 52, remnant of former *Fort Pitt*, between Gary and Fort Wayne. (A-sheet)
- Apr. 24, 1960** NYC permanently adds coaches to the consist of the *20th Century Limited*; discontinues *Indianapolis Special* between Cleveland and

- Union City, leaving an unnamed Union City-Indianapolis local. (tt, Sanders)
- Apr. 26, 1960** Erie and DL&W finally agree with Wabash and Lehigh Valley to withdraw opposition to merger in return for _____. (access to EL facilities at Buffalo?)
- Apr. 26, 1960** GE introduces model U25B diesel road switcher and enters U.S. domestic diesel market. (Trains)
- Apr. 27, 1960** PRR Board authorizes purchase of stock of Pennsylvania-Ontario Transportation Company for \$157,500; authorizes retirement of coaling stations at Mount Carbon, Pa., and Island Road & Grays Ferry Avenue in Philadelphia; abandoning 0.22 mi. of Centreville Branch south of connection at Townsend, Del. (MB)
- Apr. 28, 1960** C&O management at its annual meeting implies that it will seek to control B&O; press breaks the story next day.
- May 1, 1960** Manager-Community Relations John K. Murphy promoted to Director-Public Relations; Manager-Community Relations abolished. (MB)
- May 6, 1960** Last runs of steam in revenue service on N&W. (Trains)
- May 1960** Pickens Railroad in South Carolina acquires former NYC *Xplorer* and New Haven *Dan'l Webster*.
- May 1960** Port of New York Authority Executive Director Austin J. Tobin announces that Port Authority should build proposed World Trade Center. (NYT)
- May 10, 1960** At PRR annual meeting, Lewis D. Gilbert again makes unsuccessful motion for independent public accountants to audit accounts and be present at annual meeting and to curtail stock options granted to top officers. (MB)
- May 11, 1960** In interview with *New York Times*, Chairman Symes states that if Penn Station were replaced by a parking lot, it would both generate income and help secure a tenant for the site. (Ballon)
- May 16, 1960** Wildcat strikes of TWU shop workers against PRR (in guise of "continuous union meetings") begin at Steubenville and Weirton Jct.; spread to 19 other locations system-wide by May 19. (PD)
- May 17, 1960** B&O accepts C&O offer to acquire 80% of its stock, leaving NYC,

which had been courting C&O, out in the cold.

- May 18, 1960** At midnight, PRR obtains restraining order against TWU wildcat strikes from Judge Frank L. Van Dusen of Eastern District Court of Pennsylvania. (PD)
- May 18, 1960** D.T.B. Corporation incorporated in Del.; stands for "Diesel Tug Boat"; to purchase tugboats and lease to PRR system; ownership vested 40% in Manor Real Estate & Trust Company and 60% in D.T.I. Enterprises, Inc. (MB)
- May 18, 1960** B&O and C&O Boards approve merger without informing NYC, which had been courting the C&O.
- May 19, 1960** TWU walkouts idle Altoona, Renovo, and other major shops; TWU head Mike Quill then orders men back to work. (PD)
- May 20, 1960** Pres. Eisenhower appoints special fact-finding board in TWU shop workers dispute.
- May 25, 1960** Chairman Symes reports to PRR Board, suggesting PRR sell Sandusky Branch to N&W-NKP; sees three-system east built around PRR, B&O/C&O and NYC; notes Pennsylvania PUC has agreed to program to install safety glass in PRR MU cars after a passenger killed on the Reading by a thrown rock; notes stockholder Michael J. Halpern has sued in U.S. District Court in New York to block PRR from paying wages to unnecessary employees; Parmelee Transportation Company has brought anti-trust suit against certain railroads for \$19 million in damages caused by termination of Chicago transfer contract. (MB)
- May 25, 1960** PRR Board authorizes retirement of wood preserving plant at Mount Union; abandonment of 0.3 mi. of Muskegon Branch between Walker and Kinney, to be replaced by trackage rights over Grand Trunk Western between Fuller and Walker; grants trackage rights to NYC between Tremont and Lebanon, Ind. (MB)
- May 31, 1960** Last J1 locomotives scrapped at Southwest Steel Corp., Glassport, Pa. (Keystone)
- June 3, 1960** Last trip of factory workers' train No. 922-923 between Freeport and Aladdin, Pa.; last passenger service between Aladdin and Schenley. (A-sheet)
- June 12, 1960** Alfred E. Perlman of NYC asks ICC to investigate mergers as a group to see if they are in the public interest.

- June 14, 1960** C&O files with ICC to acquire control of B&O and makes offer of one C&O common share for each B&O preferred or 3/4 share of common. (B&O AR)
- June 15, 1960** Case of PRR stockholder Michael J. Halpern for injunction to prevent PRR from paying wages for unnecessary work argued in U.S. District Court for Eastern District of New York. (MB)
- June 16, 1960** Perlman has lunch with Howard Simpson of the B&O and tries to dissuade him from accepting C&O control.
- June 1960** PRR begins Plan I TrucTrain service between New York and Dayton.
- June 1960** Port of New York Authority outlines a plan to take over the bankrupt Hudson & Manhattan Railroad.
- June 22, 1960** VP-Operations J.P. Newell reports to PRR Board that company has met goal of obtaining \$25 revenue per freight ton-mile; in May, gross ton-miles per freight train reaches 58,914, a new record; Board authorizes negotiations with IBM Corp. to build office building in Penn Center on Market Street between 16th & 17th Streets; authorizes retirement of four stalls of Hawthorne, Ind., roundhouse. (MB)
- June 22, 1960** NJ Governor Robert B. Meyner signs commuter rail subsidy law; \$6 million for 1960-61 diverted from highway fund; PRR to receive \$1.7 million; subsidies to begin Aug. 1; plan is to receive permanent funding by interstate transfer of New York income tax paid by New Jersey commuters; PRR to get \$1.7 million per year and PRSL \$437,000. (NYT)
- June 24, 1960** PRR begins Plan III TrucTrain service between New York and Pittsburgh and between New York and Louisville.
- June 28? 1960** NYC makes offer of \$42.50 per share in cash and stock for B&O, versus C&O offer of \$35; ICC rejects Perlman's call for investigation of mergers. (check ICC FD? - according to B&O AR NYC offered 1.5 NYC shares plus \$9 cash for each B&O share)
- June 27, 1960** Demolition of Grand Central Terminal office building begins to permit construction of Pan Am Building. (NYT)
- June 29, 1960** U.S. Court approves modified reorganization plan of Hudson & Manhattan Railroad.

June 30, 1960 PRR announces it will lay off 2,200 employees indefinitely because of declines in traffic. (PR)

June 30, 1960 *Day Cape Codder* restored as summer-only train between Grand Central and Woods Hole/Hyannis after having not run in 1959 season because of Old Colony discontinuance; trains operate under subsidy from Commonwealth of Massachusetts. (NH AR, Guide)

July 1, 1960 PRR grants raises to all non-union employees earning less than \$30,000 a year. (MB)

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

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

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

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

July 6, 1960 Remaining Indiana portion of trains No. 72-73, former *Union* (eastbound) and *Red Bird* (westbound), discontinued between Crown Point and Richmond. (A-sheet)

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

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

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

July 1960 Madison Fund, Inc., sells Canton Company to International Mining Corporation; last of former Pennroad Corporation assets to be sold. (Schlerf)

July 20, 1960 B&O management states its neutrality in bidding war between

- NYC and C&O; endorses B&O-C&O-NYC merger, which C&O refuses to accept. (B&O AR)
- July 21, 1960** Railroads reject unions call for presidential commission to study work rules unless its findings constitute binding arbitration.
- July 22, 1960** Atlantic Coast Line and Seaboard Air Line apply to ICC to merge.
- July 1960** Economic downturn begins, especially in steel, causing declines in PRR freight traffic.
- July 1960** PRR furloughs 2,200 employees because of recession-induced downturn in traffic.
- July 28, 1960** Charles Hodge a broker with Glore, Forgan, recommends to David Bevan that PRR purchase Buckeye Pipe Line Company, operators of 7,500 miles of oil pipeline. (or Wm. R. Staats? - more on Hodge where he first appears)
- July 31, 1960** Assistant Manager-Passenger Sales W.L. Klink retires after 38 years service. (Guide)
- Aug. 1, 1960** NYC applies to ICC to obtain control of B&O.
- Aug. 1, 1960** NYC opens first of its computerized Freight Service Centers at Detroit; IBM punch card system replaces manual billing.
- Aug. 3, 1960** Gov. Nelson Rockefeller announces end to 4-week LIRR strike; BRT wins five-day week but accepts 2.5 cent per hour pay cut; engineers and firemen also get five-day week. (NYT)
- Aug. 4, 1960** LIRR resumes service after promising no reprisals. (NYT)
- Aug. 11, 1960** LIRR asks NY PSC for 6.4% fare increase. (NYT)
- Aug. 12, 1960** Long Island Expressway opens from Queens Midtown Tunnel to Old Westbury. (NYT)
- Aug. 13, 1960** Swiss bankers holding 40% of B&O accept C&O offer.
- Aug. 15, 1960** Last run of *Red Arrow* between Toledo and Crestline and of New York-Toledo sleeper; ends all passenger service between Bucyrus and Toledo via Carrothers. (A-sheet) (see above?)
- Aug. 1960** PRR develops transistorized rear marker lamp that flashes automatically once a second.

- Aug. 1960** PRR seeks to discontinue *The South Wind*.
- Aug. 24, 1960** Railroads, including PRR, sign agreement with Chicago Regional Port District covering use of Port District tracks in Lake Calumet area. (MB)
- Aug. 29, 1960** New Haven presents plan for dealing with passenger deficit to ICC.
- Sep. 1, 1960** TWU and System Federation No. 152 of AFL strike against PRR over remaining disputed points: union demand for more rigid job classifications and an end to farming out repair work to equipment manufacturers; following a strategy honed over many years on the New York subways, Quill sets strike just before Labor Day weekend to cause maximum inconvenience; first strike to completely shut down PRR; Reading places extra cars on its Jersey City-Philadelphia trains. (PD, NYT)
- Sep. 1, 1960** ICC increases mail pay for eastern railroads by 8%.
- Sep. 1, 1960** Alfred E. Perlman divides NYC's Freight Traffic Dept. into a Freight Sales Dept. and a Freight Marketing Dept. to improve marketing of freight services to suit individual customer needs; Marketing Dept's. first project is to recapture shipping assembled automobiles. (AR)
- Sep. 5, 1960** Last run of *The Bar Harbor* between Philadelphia and Bangor, Maine. (tt)
- Sep. 6, 1960** *The Susquehannock* makes last run between Williamsport and Harrisburg. (how could run if strike? simply official date?)
- Sep. 7, 1960** Operating unions submit counter-proposal on revision of work rules.
- Sep. 8, 1960** Brotherhood of Railroad Trainmen sues all AAR railroads for \$10 million in damages; charges the AAR strike insurance plan established in Aug. 1959 violates antitrust laws; LIRR had received \$50,000 per day in strike insurance.
- Sep. 9, 1960** Hurricane Donna moves up East Coast; 152 killed.
- Sep. 12, 1960** PRR and TWU agree to compromise settlement which costs PRR less than \$1 million per year; strike results in \$14 million in lost wages and \$40 million in lost revenue; PRR suffers public relations defeat; Quill wins propaganda victory as first labor leader to

- humble the PRR, but the loss of railroad shop jobs continues. (PD, NYT)
- Sep. 13, 1960** PRR and State of New Jersey sign agreement for commuter subsidy for one year. (MB)
- Sep. 13, 1960** ICC approves Erie Lackawanna merger.
- Sep. 15, 1960** NYC dedicates Big Four Yard at Avon near Indianapolis, its fourth big computerized yard; plans for another large computerized yard at Detroit shelved. (AR, NYT)
- Sep. 1960** Southern Pacific and Southern Railway join Trailer Train Company.
- Sep. 21, 1960** PRR signs contract with PSIC for subsidy for Torresdale and Manayunk commuter service beginning Oct. 30. (MB)
- Sep. 21, 1960** B&O Board votes to begin merger studies with NYC.
- Sep. 22, 1960** PRR announces it will lay off an additional 3,000 employees, blaming strike and poor business conditions.
- Sep. 26, 1960** PRR becomes sixth railroad to sign commuter subsidy agreement with State of New Jersey, retroactive to Aug. 31; payment of \$1.425 million over nine months is largest sum paid to a N.J. railroad.
- Sep. 26, 1960** New York Supreme Court dismisses complaint of NYC in Biltmore Case; holds New Haven is entitled to equal part in management and profits of Biltmore Hotel, and by extension, other Grand Central air rights properties. (NYT, NH AR)
- Sep. 27, 1960** Port of New York Authority, reversing its refusal to invest in rail transit, offers to buy Hudson & Manhattan Railroad for \$20.5 million on condition that it is exempt from any further involvement with (money-losing) commuter rail service; deal is trade between New York, which wants World Trade Center in Lower Manhattan, and New Jersey, which wants to rescue bankrupt Hudson Tubes; Port Authority also offers to spend \$49.5 million to build 300 new cars and "renovate" Hudson Terminal; H&M Trustee Stichman rejects offer as too low. (NYT)
- Sep. 29, 1960** PRR announces it will cut the pay of 4,300 salaried employees by 5% to 30%.
- Sep. 30, 1960** Madison Square Garden Center, Inc., incorporated to build new

Madison Square Garden on air rights over Penn Station; owned 25% by PRR and 75% by Madison Square Garden Corporation, operators of existing Madison Square Garden.

- Fall 1960** Train shed of Altoona station demolished.
- Oct. 1960** GE delivers No. 4400, first of 66 Class E44 4,400 HP C-C electric freight locomotives; first 36 have ignitron rectifiers; last PRR electric locomotives; replace last P5a's, FF2's, and some GG1's in freight service.
- Oct. 1960** Economy enters recession without making a full recovery from 1958.
- Fall 1960** PRR agrees to sell Columbus-Sandusky Branch to N&W, connecting N&W with NKP; also agrees to a lease of the Wabash to the N&W.
- Oct. 7, 1960** Last run of last remnant of *The Juniata* between Pittsburgh and Harrisburg.
- Oct. 8, 1960** Gov. Rockefeller dedicates LIRR track elevation at Freeport. (NYT)
- Oct. 10, 1960** PRSL applies to New Jersey PUC to discontinue all passenger service.
- Oct. 1960** Governors of New York, Connecticut, Rhode Island and Massachusetts appoint an Interstate Staff Committee to plan solution to New Haven's passenger deficit. (NH AR)
- Oct. 1960** NYC stockholders approve merger with B&O and C&O through exchange of stock; NYC has acquired 20% of B&O on open market. (AR)
- Oct. 14, 1960** Pres. Symes calls LV Pres. Cedric A. Major and informs him that PRR will seek control of LV; LV is failing and has been so far excluded from the merger movement.
- Oct. 14, 1960** Presidential candidate John F. Kennedy leaves Ann Arbor on a 14-hour whistlestop tour of Michigan, using Al Perlman's private car NYC No. 10. (Withers)
- Oct. 1960** PRR is exploring sale of air rights over Penn Station east of the General Waiting Room to F.H. McGraw & Company, Inc., who will build an office building with J.C. Penney as the principal

tenant. (VPF)

- Oct. 16, 1960** Washington Chapter of NRHS operates diesel excursion over PRR from Washington to York and Spring Grove, Pa. (Guide)
- Oct. 17, 1960** Railroads and five operating unions agree to creation of a presidential commission to examine work-rules and featherbedding controversy; railroads agree to union position that findings of commission not be binding in hope that public opinion will be on their side.
- Oct. 17, 1960** Erie Railroad and Delaware, Lackawanna & Western Railroad merge to form Erie-Lackawanna Railway.
- Oct. 22, 1960** PRR operates special "last trip" from Oil City to the Kinzua Dam site for groundbreaking ceremony. (RRMP)
- Oct. 24, 1960** ICC general freight rate increase takes effect; PRR freight rates increased 2%; New Haven's up by \$1 million per year.
- Oct. 24, 1960** Presidential candidate Richard Nixon leaves Washington via PRR on his only whistlestop tour of the campaign. (Withers)
- Oct. 26, 1960** Last run of passenger service (gas-electric car) between Trenton and Phillipsburg on Bel-Del Branch. (tt, Lee)
- Oct. 29, 1960** Commuter trains make last runs between Manayunk and Norristown (Haws Ave.). (tt)
- Oct. 29, 1960** *State of Maine Express* makes last run between New York (Grand Central) and Portland via Worcester; replaced by New York and Boston train, which carries mostly mail and express. (NH AR, Guide)
- Oct. 30, 1960** PSIC begins "Operation Shawmont" on Reading's Norristown Branch, "Operation Torresdale" and "Operation Manayunk" on PRR lines. (PSIC)
- Oct. 30, 1960** *The Pittsburger* No. 60 eastbound changed to operate via 30th Street and absorbs *Philadelphia Night Express*; No. 33 *Juniata* cut back from New York to Philadelphia; Harrisburg-Philadelphia train No. 602, which formerly carried Pittsburgh-Philadelphia sleepers, changed to MU train. (PassDept, A-sheet)
- Oct. 30, 1960** NYC discontinues name of *Commodore Vanderbilt*, second-ranked New York-Chicago train, combined with the *Twentieth Century*

Limited since 1958. (Doughty, tt)

- Oct. 30, 1960** City of Philadelphia begins subsidizing local service to Manayunk ("Operation Manayunk") and Torresdale ("Operation Torresdale"); earlier "Operation Northwest" proves fare cuts will attract passengers, but not enough to recoup the revenue lost by the fare cuts. (PSIC)
- Nov. 1960** Agreement reached for PRR to seek absolute control of Lehigh Valley.
- Nov. 3, 1960** New Haven obtains \$4.5 million loan under Transportation Act of 1958.
- Nov. 3, 1960** Graham-Paige Corporation, which had bought the old Madison Square Garden at 50th Street & 8th Avenue in Jan. 1959, announces that it will build a new \$38 million Madison Square Garden at an unspecified site on the West Side; Charles Luckman, a former Pres. of Lever Brothers who has formed a corporate architectural and planning firm, is designated as architect. (NYT)
- Nov. 5, 1960** District Court renders verdict against PRR, Carl Byoir & Associates, and three trade associations in Riss trucking case; charges against 22 other railroads dismissed; jury originally found guilty without levying a fine, indicating no harm done, but Judge John J. Sirica, later of Watergate fame, orders a fine imposed; jury sets fine at \$75,000; Judge Sirica then trebles award to \$225,000 as is permitted under Clayton Act. (NYT)
- ca. Nov. 1960** PRR cuts TrucTrain times between New York and Chicago from 26 to 24:30 hours and between New York and East St. Louis from 32:15 to 29:0.
- Nov. 1960** PRR begins negotiating with management of Madison Square Garden to consider relocating to Penn Station site.
- Nov. 1960** Pres. Greenough announces PRR has ordered 2,500 70-ton hoppers and 1,000 ore jennies to be built at Samuel Rea Shops. (Guide)
- Nov. 1960** NYC announces it has added 216 multilevel auto racks leased from North American Integrated Flatcar Transport, Inc. (Guide)
- Nov. 21, 1960** Special ICC report on New Haven partly blames turnover in management and erratic policies of McGinnis; recommends state and local tax relief, increasing commuter fares by 20-30%, and repealing the 10% federal excise tax on passenger fares.

Nov. 24, 1960 **New Haven receives 10% increase in New York commuter fares. (AR)**

Dec. 1, 1960 **PRR rescinds pay cuts for salaried employees made in Sep.**

Dec. 5, 1960 **ICC upholds traditional rate differential between Baltimore/Philadelphia and northern ports. (B&O AR)**

Dec. 6, 1960 **ICC examiner recommends greater share of through rates be awarded to eastern railroads in Western Divisions Case.**

Dec. 7, 1960 **LIRR announces it will apply to discontinue one of two round trips to Greenport and substitute three bus trips between Huntington and Greenport. (NYT)**

Late 1960 **NYC Marketing Dept. holds first tests of multilevel rack cars for shipping finished automobiles in conjunction with shippers and AAR.**

Dec. 14, 1960 **B&O/C&O exchange offer closes with 55% of B&O stockholders approving merger. (B&O AR)**

Dec. 15, 1960 **Long Island Expressway extension opens to Hicksville; severely impacts LIRR passenger, and particularly freight, traffic. (NYT)**

Dec. 22, 1960 **Pres. Eisenhower appoints a 15-member commission to study operating union work rules; includes Guy W. Knight of PRR; five members each from management, labor, and public.**

Dec. 23, 1960 **NYC and Alleghany Corporation begin buying large blocks of B&O, offering \$10 over current market price; bidding war for B&O escalates, eventually driving price of B&O stock up to 47-1/2 and forcing the New York Stock Exchange to temporarily halt trading.**

Dec. 28, 1960 **PRR Board passes resolution endorsing N&W-NKP merger. (MB)**

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

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

- 1960** Peat, Marwick, Mitchell & Co. develops specifications for PRR's centralized computer system.
- 1960** New Haven posts loss of \$14.7 million. (AR)
- 1960** VP David Bevan suggests that PRR not sell air rights over Penn Station and other terminals but rent them and take equity in any new buildings so that it can enjoy a regular income instead of a one-time profit. (Ballon - check DB files - see 3/23/60)
- 1960** Madison Square Garden Center, Inc. formed as joint subsidiary of PRR and Madison Square Garden Corporation to build and operate new Madison Square Garden on site of Penn Station. (verify)
- 1960** Great Southwest Corporation makes a public offering of shares through Glore, Forgan & Co. to finance the construction of an amusement park, Six Flags Over Texas, within its Arlington, Tex., industrial park; amusement park is to generate cash to develop the rest of the property; PRR pension fund purchases an unsold portion of this offering on the recommendation of Charles Hodge of Glore, Forgan.
- 1960** PRR establishes Transportation Information Center and Transportation Operations Center (TIC/TOC), a 24-hour car reporting service.
- 1960** Southern Pacific and IBM begin research on Total Operations Processing System (TOPS), which is able to provide real-time data on car locations; however, PRR and NYC combined have 2.5 times the traffic volume of SP, which prevents adoption of this system.
- 1960** New Haven receives second lot of 30 FL-9's. (AR)