

**PRR CHRONOLOGY
1961**

June 2004 Edition

- Jan. 1, 1961** **PRR rescinds salary deductions and restores thrift plan contributions for salaries employees earning over \$18,000. (MB)**
- Jan. 1, 1961** **VP-New York James L. Cranwell retires for health at age 55 after 34 years service.**
- Jan. 3, 1961** **ICC issues ruling refusing to end the 1877 rate differentials between New York and Boston on the one hand and the Middle and South Atlantic ports on the other, saying there is no proof that rates are causing the northern ports to lose traffic. (ICC)**
- Jan. 3, 1961** **Last run of B&O passenger trains between North Vernon, Ind. and Louisville, ending B&O service between Louisville and the East. (Stegmaier)**
- Jan. 3, 1961** **New Haven obtains \$3.5 million loan under Transportation Act of 1958.**
- Jan. 4, 1961** **New Haven and Boston & Maine announce they will sue ICC in federal court to remove differential rates between northern and southern ports.**
- Jan. 6, 1961** **Remnant of NYC's former *Indianapolis Special* makes last run between Indianapolis and Union City. (Sanders)**
- Jan. 7, 1961** **First solid TrucTrain train from the South via Washington, TT-24, inaugurated; Florida-Kearny, N.J. via ACL.**
- Jan. 10, 1961** **Masters, Mates & Pilots Union and Seafarers' International Union begin 14-day strike against all railroads in New York harbor over issue of reducing tugboat crews, shutting down all railroad marine operations; serves to shut down New Haven freight operations, but picket lines not much honored on PRR; stops PRR LCL, produce and interchange traffic. (NYT, MB)**
- Jan. 10, 1961** **New York City Board of Standards & Appeals rejects plan for three levels of bowling alleys to be built in the air space of the Main Waiting Room of Grand Central Terminal. (NYT)**

Jan. 12, 1961 **Boards of B&O and C&O approve affiliation. (B&O AR)**

Jan. 1961 **NYC Board approves purchase of up to 90,000 shares of B&O in bidding war with C&O.**

Jan. 1961 **Work begins on 30-story Penn Towers apartment between 18th and 19th Street on north side of Boulevard in Penn Center.**

Jan. 1961 **PRR donates Cumberland Valley locomotive *Pioneer* and 1836 Camden & Amboy coach to Smithsonian Institution. (White says 1960)**

Jan. 18, 1961 **NYC starts another round of buying B&O stock on open market.**

Jan. 19, 1961 **Third major storm of winter dumps a foot of snow east of Harrisburg; 86 electric locomotives fail. (MB)**

Jan. 20, 1961 **PRR operates 18 special trains to John F. Kennedy's inauguration. (NYT)**

Jan. 21, 1961 **Interstate Staff Commission on New Haven reports will require \$13.7 million over next four years to cover passenger deficit. (AR has 1/22)**

Jan. 23, 1961 **New York tugboat strike settled on basis of referring dispute to Presidential commission. (MB)**

Jan. 25, 1961 **Stuart T. Saunders of N&W named PRR director, replacing John A. Diemand, retired. (MB)**

Jan. 30 1961 **PRR applies to ICC to obtain full control of LV.**

Feb. 1, 1961 **John M. Brewster appointed Medical Director, replacing Dr. Alexander M.W. Hursh, retired. (MB)**

Feb. 2, 1961 **C&O exchange offer to B&O expires; C&O announces it has acquired 64% control of B&O; NYC and Alleghany Corporation have spent \$29 million to acquire 369,775 shres or 20% and can thus prevent the two roads being consolidated for tax purposes.**

Feb. 2, 1961 **Philadelphia-Bowie race track special derails leaving main line at Arundel, Md.; of 2 diesels, 9 coaches, diner and tavern car, all but last four cars derail; 6 killed and 324 injured; 5 cars scrapped; train was doing 55 MPH in 15 MPH zone. (MB)**

Feb. 2, 1961 **Third big storm of winter dumps 10-17" of snow east of**

Pittsburgh; cost to PRR \$2 million; total cost of storms since Dec. is \$7.2 million. (MB)

- Feb. 3, 1961** Lehigh Valley Railroad discontinues passenger service between New York and Buffalo, including use of PRR tracks between New York and Newark. (last trains tie up on 2/4 but last eastbound annulled at Newark because of blizzard)
- Feb. 6, 1961** Presidential Commission begins hearings on railroad work rules with presentation of management's case.
- Feb. 12, 1961** PRR imposes massive cutbacks in dining car service; all diners and Coffee Shop Tavern cars removed from New York-Philadelphia "Clockers" with the exception of diner on #202; some Coffee Shop Tavern cars reconfigured for bar car service on NY&LB commuter trains; separate food and drink service removed from lounge cars on *The General* and *The South Wind*; all Baltimore-Buffalo food service discontinued. (A-sheet)
- Feb. 1961** U.S. Steel Corporation diverts most of its iron ore traffic from Canton to Fairless Works and PRR ore pier in South Philadelphia. (Schlerf)
- Feb. 17, 1961** Great Northern, Northern Pacific, Burlington and Spokane, Portland & Seattle apply to ICC to merge.
- Feb. 20, 1961** U.S. Supreme Court reverses decision against railroads in Pennsylvania Motor Truck Association case; holds that anti-trucking advertising is legitimate freedom of speech and quashes proposed injunction against it; overturns award levied against railroads and Carl Byoir & Associates by Judge Sirica. (AR)
- Feb. 20, 1961** Pa. PUC denies PRR application to abandon Pittsburgh suburban service but indicates it may reconsider if no public assistance is forthcoming. (MB)
- Feb. 1961** Economy bottoms out and recovery begins; expansion, fueled by Vietnam War, lasts into 1969 and is longest in U.S. history before that of the 1990s. (NBER)
- Feb. 1961** Smithsonian Institution places Cumberland Valley 2-2-2 *Pioneer* on display in Arts & Industries Building. (White)
- Feb. 27, 1961** ICC rejects NYC's proposed plan to grant discounts to shippers who route 80% or more of their traffic over NYC.

Feb. 28, 1961 New York Central Railroad Company reincorporated in Delaware. (AR)

Feb. 28, 1961 Last run of PRR commuter trains between "RS" Tower and Centre Avenue at Burgettstown, Pa.; effective Mar. 1 stop at main line station and deadhead to Mingo Jct. for servicing.

Feb. 28, 1961 LIRR introduces "breakfast car" on 5:39 AM from Port Jefferson; same car operates on 5:41 from Hunters Point Avenue to Port Jefferson as LIRR's first full bar car; a 30-foot block of seats removed for permanent bar area; total of 13 bar cars placed in service during 1961. (NYT)

Mar. 1, 1961 Brotherhood of Locomotive Engineers receives further 2% increase, followed by trainmen and firemen; non-operating employees receive increase in health and welfare benefits.

Mar. 1, 1961 PRR leases Erie coal docks to Erie Seaway Corporation for three years. (MB)

Mar. 9, 1961 PRR sells 24 heavyweight parlor cars to LIRR for East End resort service at \$3,500 each. (VPO)

Mar. 1961 Port Authority issues initial proposal for a World Trade Center on the East River; New Jersey demands something from the Port Authority in return. (NYT)

Mar. 1961 ICC rules it has no jurisdiction over Hudson & Manhattan Railroad reorganization; leaves it at mercy of state commissions.

Mar. 17, 1961 N&W files with ICC to merge with NKP and lease Wabash.

Mar. 20, 1961 Port of New York Authority agrees to aid commuter railroads beyond taking over Hudson Tubes; would spend up to 10% of its \$70 million reserve fund each year; plan opposed by both Gov. Meyner and Gov. Rockefeller; Rockefeller is demanding that takeover of Hudson Tubes be tied to building World Trade Center in New York. (NYT)

Mar. 20, 1961 Bill authorizing Port Authority to take over Hudson & Manhattan Railroad introduced in New Jersey Legislature; state leaders, particularly Gov. Meyner, oppose Gov. Rockefeller's plan of combining H&M and World Trade Center in one bill. (NYT)

Mar. 22, 1961 ICC begins hearings on PRR control of LV; NYC and EL to oppose, fearing combination of PRR, LV, N&W, NKP, Wabash,

DT&I and Ann Arbor. (MB)

- Mar. 22, 1961** Last run of NYC passenger service between Buffalo and Niagara Falls. (NYT)
- Apr. 3, 1961** Boston & Albany Railroad merged into NYC. (Humphrey - verify)
- Apr. 8, 1961** Gov. Rockefeller signs bill permitting the Port Authority to take over the Hudson Tubes and build a World Trade Center in lower Manhattan; World Trade Center is to be moved from the East River to the area occupied by Hudson Terminal and amount of rentable office space doubled from 5 million to 10 million square feet. (NYT - verify from 1961 index - PA AR has 4/6 for East Side site)
- Apr. 8, 1961** Ford Motor Company introduces "Levacar", its plan for an air-cushion tracked vehicle capable of speeds "up to 500 MPH" and using propellor for forward propulsion; PRR, NYC and Santa Fe express an interest. (NYT)
- Apr. 10, 1961** New Jersey PUC rejects Hudson & Manhattan Railroad reorganization plan.
- Apr. 1961** NYC submits petition to ICC for inclusion in N&W-NKP merger.
- Apr. 12, 1961** New York PSC authorizes Hudson & Manhattan Railroad to transfer railroad properties to newly-formed subsidiary Hudson Rapid Tubes Corporation. (Moody's)
- Apr. 14, 1961** PRR files with ICC to sell Sandusky Branch to N&W to serve as its link with the NKP.
- Apr. 20, 1961** Chairman J.M. Symes meets at his New York office with David Bevan, J. Benton Jones, and Irving Felt and others of Graham-Paige Corporation to discuss locating the new Madison Square Garden on the Penn Station site. (VPF)
- Apr. 24, 1961** PRR opens 28th TrucTrain terminal at Marion, Ind.
- Apr. 28, 1961** Last run of PRSL commuter passenger service between Clementon and Hammonton, N.J., via old ACRR line. (tt)
- Apr. 29, 1961** Last run of B&O passenger service between Mount Royal and Camden Stations, Baltimore. (Harwood)
- Apr. 29, 1961** *Nellie Bly*, last New York-Atlantic City passenger train, makes last

run. (tt)

- Apr. 30, 1961** PRR drops sleepers from No. 635 *Pittsburgh Night Express*, including cars carried between Harrisburg and Pittsburgh on *The Pennsylvania Limited*; retains a single coach at insistence of Pennsylvania PUC; drops plan to substitute a single MU car; *The Pittsburgher* westbound begins operating via 30th Street for Philadelphia-Pittsburgh sleepers; No 24 *The New Englander* renamed *The Juniata*; also discontinues *The Legislator* southbound and *The Executive* northbound and replaces with 2 MU cars between New York and Trenton, as NJ PUC refuses to approve discontinuance. (A-sheet)
- Apr. 30, 1961** NYC combines eastbound *Pacemaker* with *New England States* west of Cleveland. (tt)
- Apr. 30, 1961** Eastern Airlines introduces its no-frills "shuttle" flights between New York and Boston and between New York and Washington at only \$1-4 above rail coach fare.
- Spring 1961** Paoli Shops installs silicon diode rectifiers on one MP85 Silverliner I.
- May 9, 1961** Chairman Symes at annual meeting charges NYC with attempting to block mergers in the East, but says is willing to reopen merger talks; PRR reports that 1960 employment is at record low of 68,235; Symes reports 1960 was worst year in company history for earnings and second since 1946 with a deficit; Symes says that as Federal government caused the problem through its policies, it must be the one to provide relief, including less regulation, user charges on other modes, equality of taxation, expedited mergers, permitting railroads to diversify, and ending featherbedding; small-shareholder gadfly Lewis D. Gilbert repeats his demand for an independent auditor. (MB, AR)
- May 1961** NYC unveils improved version of Flexi-Van; new flat cars carry two vans, weigh 11,000 pounds less than old Flexi-Van car; also displays new "Jumbo" containers. (Guide)
- May 16, 1961** PRR inaugurates JET-1/JET-2, *Yankee Jet*; Chicago-Boston TOFC freight via Maybrook; cuts over 20 hours from previous schedules. (Pennsy)
- May 16, 1961** Mackinac Transportation Company Board authorizes selling train ferry *Sainte Marie* for scrap. (MB)

May 19, 1961 PRSL applies to ICC to discontinue all passenger service.

May 19, 1961 Cleveland Technical Center, Inc., incorporated to operate NYC's new testing laboratory at Collinwood, Ohio. (MB)

May 23, 1961 Govs. Meyner and Rockefeller agree in principal on takeover of Hudson & Manhattan Tubes by Port Authority; details to be handled by committee of Austin J. Tobin of PA, Dwight R.G. Palmer of N.J. and William Ronan of N.Y. (NYT)

May 29, 1961 New Jersey Gov. Meyner signs bill by which N.J. will collect income tax that N.J. residents currently pay to N.Y.; proceeds to be used to fund commuter service. (NYT)

June 2, 1961 Last run of Philadelphia-Baltimore local/commuter train No. 402-419; cut back to Philadelphia-Newark, Del. (A-sheet)

June 7, 1961 South Philadelphia Agreement modified to permit reverse signaling between "ZOO" and "STADIUM" via High Line. (MB)

June 11, 1961 Last run of PRR trough cars between New York and Houston, Fort Worth and San Antonio via Missouri Pacific; last PRR through cars to Southwest. (tt - Guide has 6/29?)

June 12, 1961 PRR discontinues the westbound *Clevelander* east of Pittsburgh and combines with *The General*; establishes "ghost train" with a single coach on schedule of westbound *Clevelander* between Philadelphia and Pittsburgh as Pennsylvania PUC refuses to authorize discontinuance; establishes new mail and express train No. 17 between New York and Pittsburgh to take head end traffic formerly on *Clevelander* and *Pittsburgh Night Express*. (or 4/30? for #17)

June 12, 1961 First dedicated daily TOFC train of chilled Tropicana orange juice placed in service; runs Bradenton, Fla.-Kearny with second-morning delivery.

June 14, 1961 PRR announces it will not renew Hudson & Manhattan's running rights between Jersey City and Newark when they expire on June 30, 1962.

June 15, 1961 ICC refuses NYC request to hold consolidated hearings on all eastern rail merger proposals.

June 16, 1961 New Haven begins operating summer-only trains between Boston and Woods Hole/Hyannis via Stoughton to avoid running on Old

- Colony line; not resumed in 1962. (Humphrey, Guide)
- June 19, 1961** ICC begins hearings on C&O control of B&O.
- June 19, 1961** ICC upholds legality of Plan III and Plan IV piggyback rates. (B&O AR)
- June 18, 1961** Concerned with the increasing demolition of early 20th century buildings, New York City Mayor Robert F. Wagner appoints a Mayor's Committee for the Preservation of Historic & Esthetic Structures to recommend a permanent policy. (NYT)
- June 1961** Last Class O1a (No. 7853) and O1c (No. 7857) electric locomotives sold for scrap. (Edson)
- June 26, 1961** Last run of through PRR-Mopac New York-Fort Worth and New York-Houston sleeper lines. (Welsh)
- June 28, 1961** VP J.Benton Jones presents two proposals for Penn Station to PRR Board; first calls for new company to build a new Madison Square Garden, a hotel, and 30-story office building; the other, from architect Lester C. Tichy, calls for a 44-story office tower on 7th Avenue, a 350-room motel on 8th Avenue, and an amphitheater and exhibition space for the garment industry in between, in which PRR would have a 30% equity; Jones and Board reject Tichy's plan as too risky and too difficult to get widespread cooperation of garment trade; approves Madison Square Garden deal and authorizes \$21.5 million for architectural and demolition work. (MB, VPF)
- June 29, 1961** C&O publicly rejects a three-way merger with the B&O and NYC, saying that NYC would drag down C&O's stock price; leaves NYC without a merger partner.
- June 29, 1961** Last run of through PRR-Mopac New York-San Antonio sleeper; last through PRR car to Southwest; leaves B&O as only operator of through cars through St. Louis gateway. (tt, Welsh)
- Mid-1961** Peat, Marwick, Mitchell & Co. introduces first aspects of new system of budgetary controls, responsibility accounting and reporting as used in manufacturing companies on PRR; managers are made responsible for budgeting work under their own control instead of dividing costs by arbitrary formula as in ICC accounting.
- July 1, 1961** PRR implements bargain weekend round trip fares at one-third

less than regular fare; runs through Oct. 1; later extended through Nov. 26. (Guide)

- July 1, 1961** PRR adds sleeper to "ghosts" of former *Clevelander* (Philadelphia-Pittsburgh) and *Pittsburgh Night Express* (Philadelphia-Harrisburg) under threat of lawsuit by PUC. (A-sheet)
- July 1, 1961** Continuing recession results in PRR first-half loss of \$18 million.
- July 1, 1961** New Haven defaults on interest payments. (AR)
- July 1, 1961** State of Connecticut begins \$500,000 annual subsidy to New Haven.
- July 7, 1961** New Haven files for Chapter 77 bankruptcy. (AR)
- July 10, 1961** In testimony before ICC on C&O-B&O merger, NYC Pres. Perlman calls for ICC to halt merger; calls for a "cooling-off" period in NYC-C&O fight for control of B&O and for both NYC and C&O to pool their B&O stock in trust for a three-way merger; in defense of his plan, Perlman cites the threat from the "gargantuan" N&W-NKP-Wabash merger, which he says is being orchestrated by the PRR. (NYT)
- July 13, 1961** PRR grants option to real estate developer Erwin S. Wolfson, builder of the Pan Am Building, on air rights over three blocks of Chicago Union Station train sheds. (MB)
- July 17, 1961** PRR signs agreement with Graham-Paige Corporation for construction of Madison Square Garden on Penn Station site. (VPF)
- July 17, 1961** New Jersey announces it will apply for Federal Housing & Home Finance Agency grant to study feasibility of linking Hudson & Manhattan Tubes with DL&W Montclair Branch and other New Jersey rail lines. (NYT)
- July 19, 1961** Chicago Union Station Company announces air rights plan to build over two blocks of the north trainshed and one block over the south trainshed; development to be handled by the Diesel Construction Company of New York, headed by Erwin S. Wolfson, which is also building the Pan Am Building over Grand Central Terminal. (Engr)
- July 19, 1961** TWA becomes first airline to show in-flight movies; actually its predecessor tried them in 1930s, and foreign airlines even earlier.

- July 21, 1961** ICC examiner approves PRR control of LV.
- July 21, 1961** WCBS radio in New York breaks story of Penn Station deal on its 8:00 PM news; PRR had planned to keep secret until a surprise press conference on July 26. (VPF)
- July 23, 1961** Because of lack of patronage, New Haven reduces Boston-Hyanins/Woods Hole service to one round trip daily, ending Sep. 4. (A-sheet)
- July 25, 1961** *New York Times* and *Herald-Tribune* print story of Penn Station deal, citing confirmation by Graham-Paige Corporation; new Garden to be built by a new subsidiary, Madison Square Garden Center, Inc.; complex had now grown to \$50 million and will include an office tower and a 750 room hotel; press erroneously reports that the General Waiting Room of Penn Station will be preserved, but that means merely in a truncated form. (NYT, VPF)
- July 26, 1961** PRR announces replacement of above-grade portion of Pennsylvania Station by new Madison Square Garden and releases rendering by Charles Luckman; main arena to seat 25,000 without interior columns to mar sight lines; smaller Forum, later named for Garden head Irving Felt, seats 5,000; original plan calls for two towers on Seventh Avenue, a 28-story hotel and a 34-story office building, all on a three-story base containing a parking garage; Madison Square Garden Center, Inc., formed to build and operate new Garden; owned 25% by PRR and 75% by Graham-Paige Corporation (renamed Madison Square Garden Corporation in 1962). (NYT, PubDept)
- July 28, 1961** Detroit, Toledo & Ironton applies to ICC to acquire control of Ann Arbor Railroad.
- Summer 1961** PRR inaugurates reduced weekend coach fares in Northeast Corridor.
- Summer 1961** Top C&O and PRR executives meet at The Greenbrier at White Sulphur Springs; C&O agrees not to oppose Penn Central merger providing PRR sells N&W and Wabash and C&O can absorb B&O.
- Aug. 3, 1961** Court appoints Richard Joyce Smith, William J. Kirk and Harry W. Dorigan Trustees for New Haven reorganization; authorizes \$5 million in trustees' certificates. (AR)

Aug. 8, 1961 NYC and Port of New York Authority file in U.S. District Court to force ICC to end differential rates in favor of southern ports.

Aug. 16, 1961 Charles S. Hill, Manager-Internal Auditing, appointed Manager, Regional Accounting, on staff of David Bevan. (MB)

Aug. 30, 1961 Governors of N.Y., N.J. and Connecticut establish Tri-State Transportation Committee (later Commission) to study regional problems; headed by key Rockefeller aide William J. Ronan; plan is to conduct demonstration projects using federal funds under the Housing Act of 1961. (TSTC)

Sep. 4, 1961 *Northern Arrow*, summer-only weekend train between Cincinnati and Mackinaw City, makes last run; last PRR train on this route; last run of sleeping cars between Mackinaw City and Cincinnati, St. Louis and Chicago. (tt)

Sep. 4, 1961 Last run of New Haven passenger service between Boston and Hyannis/Woods Hole. (A-sheet - or only for season? - was run in 1962)

Sep. 8, 1961 Southeastern Pennsylvania Transportation Compact (SEPACT) established by Philadelphia, Bucks, Chester, and Montgomery Counties for the purpose of qualifying for federal demonstration grants to improve public transit; Delaware County does not join. (SEPTA)

Sep. 13, 1961 Macco Realty Company incorporated in Calif.; owns ranches for development in Los Angeles, Orange and Riverside Counties. (MB)

Sep. 16, 1961 Harry J. McNally named Chief Engineer-New York Improvements to supervise reconstruction of Penn Station. (MB)

Sep. 20, 1961 Pennsylvania-Ontario Transportation Company dissolved. (MB)

Sep. 20, 1961 Chairman Symes, testifying as a C&O witness in C&O-B&O hearings, indicates that PRR is willing to resume merger talks with NYC.

Sep. 1961 Alfred Perlman telephones Pres. Symes to investigate possibility of reopening merger talks, as NYC now left out of both C&O/B&O and N&W-NKP mergers.

Oct. 9, 1961 ICC concludes hearing in C&O/B&O merger case.

Oct. 10, 1961 ICC opens hearings on N&W-NKP merger.

- Oct. 12, 1961** Erie-Lackawanna withdraws opposition to N&W-NKP merger case.
- Oct. 1961** New Haven establishes second-day eastbound freight service from Chicago to Boston via PRR and Maybrook. (NH AR)
- Oct. 14, 1961** Washington Chapter of NRHS operates excursion between Washington and Strasburg, Pa. (Guide)
- Oct. 16, 1961** Peat, Marwick, Mitchell & Co. reports to PRR Board on results of its recent conflict-of-interest questionnaire; finds no conflict of interest among officers. (MB)
- Oct. 18, 1961** GM introduces GP30, second-generation diesel road switcher. (Trains)
- Oct. 20, 1961** Court authorizes additional \$7.5 million in New Haven Trustees' certificates.
- Oct. 23, 1961** Perlman calls on Symes and agrees to reopen merger negotiations as NYC has been frozen out of other mergers. (PR MB says meet 10/25! on suggestion of Perlman)
- Oct. 25, 1961** Chairman Symes briefs PRR Board on merger picture; sees either a two-system East made up of C&O-B&O-NYC and PRR-N&W-NKP-EL or a three-system East of C&O-B&O, PRR-NYC and N&W-NKP-EL; unfortunately, Symes goes with the three-system option. (MB)
- Oct. 25, 1961** Governors of 16 eastern states meet with representatives of railroad management and labor on developing rail crisis. (MB)
- Oct. 28, 1961** Last run of Philadelphia-Atlantic City *Sea Breeze*; last named train on this run. (tt)
- Oct. 29, 1961** Tri-State Transportation Committee makes first report; considers automatic fare collection among other cost-saving improvements.
- Oct. 29, 1961** NYC combines the *Pacemaker* with the *New England States* west of Buffalo. (tt)
- Oct. 29, 1961** B&O permanently combines the *Columbian* and *Capitol Limited* between Washington and Chicago. (Stegmaier)
- Nov. 1961** Curtiss-Wright Corporation announces it has patented a high-speed, three-car train powered by aircraft propellers; capable of

speeds over 100 MPH, seating 276 passengers. (NYT)

- Nov. 7, 1961** New York voters approve state guarantee of \$100 million special Port Authority bonds to be used to buy new cars for LIRR, NYC, and New Haven under Commuter Railroad Equipment Program. (NYT)
- Nov. 7, 1961** Democrat Richard J. Hughes elected Gov. of New Jersey over Republican Robert Meyner (?); is more favorable to dealing with New York over Port Authority's projects and holds meetings with Gov. Rockefeller before inauguration. (Gillespie)
- Nov. 8, 1961** Chairman Symes briefs PRR Board on talks with Perlman; projects savings of \$100 million a year after five years from elimination of duplicate facilities; PRR appoints steering committee of Richard King Mellon, C. Jared Ingersoll and Philip C. Clarke to negotiate with NYC. (MB)
- Nov. 8, 1961** PRR and NYC announce reopening merger negotiations. (PR)
- Nov. 1961** Class P5b electric locomotive No. 4702 sold for scrap.
- Nov. 13, 1961** Presidential Commission concludes hearing on operating union work rules; generates 15,503 pages of testimony and 319 exhibits.
- Nov. 14, 1961** Perlman and Symes meet with ICC commissioners in Washington to discuss merger situation.
- Nov. 16, 1961** NYC wins Railway Progress Institute's Traffic Promotion Award. (AR)
- Nov. 17, 1961** PRR merger negotiating committee meets with NYC committee of Isaac B. Grainger, Seymour H. Knox and R. Walter Graham; arrange that exchange rate to be set by Morgan, Stanley & Co. for NYC and First Boston Corporation for PRR, with Glore, Forgan & Co. neutral. (MB)
- Nov. 17, 1961** Jersey City Terminal abandoned after 127 years and PRR passenger trains make last runs between Jersey City and Newark; last service was seven eastbound and six westbound trains; last departure is 5:05, *The Broker*, to Bay Head Jct.; PRR tracks continue to be used by Hudson & Manhattan between Journal Square and Harrison.
- Nov. 28, 1961** PRR signs revised agreement with LIRR covering trackage rights and rent at Penn Station. (MB)

- Nov. 29, 1961** Retired PRR VP & Comptroller Frank J. Fell dies at age 83. (PR)
- Dec. 1, 1961** New Haven Trustees cancel reduced two day round trip, Saturday and Sunday excursion, and special Ladies Day fares to raise money. (AR, NYT)
- Dec. 2, 1961** PRR sells Jersey City Terminal, including ferry house and Pier C, to City of Jersey City for \$1; station and embankment are removed and replaced with parking lots; later redeveloped with office towers in early 1970s; last remnants of ferry house razed in early 1970s.
- Dec. 2, 1961** Pres. Kennedy rides PRR special in business car No. 120 *Pennsylvania* returning from Army-Navy Game to Washington. (Withers)
- Dec. 14, 1961** Officials of PRR and NYC meet with Attorney General Robert F. Kennedy in Washington to persuade Justice Dept. not to oppose merger. (ICC)
- Dec. 1961** Bear market begins on Wall Street.
- Dec. 20, 1961** N.J. Governor-elect Richard Hughes rejects Rockefeller plan for World Trade Center; wants Port Authority to take over N.J. commuter rail subsidy program. (NYT)
- Dec. 21, 1961** Stuart T. Saunders resigns as PRR director; replaced by stockbroker Howard Butcher III, who will also figure prominently in Penn Central debacle. (MB)
- Dec. 22, 1961** Port of New York Authority floats proposal to move World Trade Center from east side to west side on site of Hudson Terminal; also building a new transportation center at Journal Square in Jersey City. (NYT)
- Dec. 22, 1961** U.S. District Court orders consummation of Hudson & Manhattan Railroad reorganization plan, effective midnight of Dec. 31.
- Dec. 1961** PRR sells West 32nd Street office building in West Philadelphia to Food Fair Stores, Inc., for headquarters, retaining 8 floors for railroad offices.
- Dec. 27, 1961** Grainger, Symes and Perlman meet to settle impasse over who will be top officers of merged company; Symes wants to be CEO with Greenough as successor; NYC wants Perlman to be in charge of

operations; PRR Board don't want Perlman; Symes and Perlman trade disparaging comments about each other's management; as settlement, agree that Symes and Perlman will become inactive co-chairmen, with PRR naming CEO and NYC naming President.

Dec. 28, 1961

N.Y. and N.J. officials approve Port Authority plan to shift World Trade Center to Hudson Terminal site; Port Authority is willing to link Hudson Tubes to other N.J. railroads but not to assume N.J. subsidy program. (NYT, PA)

1961

Last year PRR railroad operations earn a profit; upturn late in year reverses first-half losses and results in railroad net profit of \$3.5 million; total net income rises from \$1.1 million to \$12.3 million; operating revenue falls to \$820 million, lowest since 1941; passenger deficit falls to \$29.5 million. (AR)

1961

B&O posts \$31.3 million net loss, the largest in its history. (AR)

1961

Peat, Marwick, Mitchell & Co. installs PRR's first experimental electronic data processing systems.

1961

PRR ends LCL freight service; trucks used in pick up-and-delivery converted to TrucTrain service.

1961

PRR raises maximum speed for freight trains on certain main lines to 60 MPH.

1961

NYS's *Super Van 6* becomes first U.S. freight train to operate at over 60 MPH overall.

1961

TrucTrain terminals open at Washington, D.C., and Wilkes-Barre.

1961

PRR inaugurates Plan IV TrucTrain service..

1961

PRR installs CTC, Indianapolis-Frankfort and Lebanon-Davis, Ind.

1961

PRR introduces auto rack cars; terminals built at Earnest, Pa., near Norristown and at Baltimore and Kearny.

1961

LIRR discontinues Roosevelt Raceway specials; last passenger trains operating over former Central Railroad of Long Island line east of Country Life Press.

1961

LIRR rebuilds 26 heavyweight parlor cars for its new "Weekend Chief" first class service to East End resorts.

- 1961** **PRR abandons Octoraro Branch south of Colora, Md. (PRRTHS)**
- 1961** **American Car & Foundry exits passenger car building business.**
- 1961** **Railroads post smallest net income since 1946; earn only 1.97% on investment. (Wyckoff)**