

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

By Christopher T. Baer

1951

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All data subject to correction and change

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| Jan. 1, 1951 | New mail pay rates take effect. |
| Jan. 1, 1951 | Owners vote to close the Havre de Grace Race Track after several seasons of losses caused by the restoration of racing in New Jersey; the site becomes a National Guard facility. (Kelly/MdHistMag) |
| Jan. 1951 | Havre-de-Grace Racetrack, once a major traffic generator for the PRR, is sold to Alfred Gwynne Vanderbilt II and closed, after many years of losing patrons to Delaware Park and Garden State Park. (wiki) |
| Jan. 3, 1951 | PRSL Executive Committee authorizes the abandonments of Glassboro-Mullica Hill, Elmer-Daretown, and the Cape May Real Estate Branch. (MB) |
| Jan. 3, 1951 | Duquesne Freight station in Pittsburgh destroyed by fire. (NYT) |
| Jan. 3, 1951 | Gauntlet track placed in service at Panhandle Tunnel No. 5, completing clearance improvement project. (CE) |
| Jan. 3, 1951 | International Association of Machinists votes to reaffiliate with AFL after being independent since separating from the AFL in 1945. (NYT, BurLabStats) |
| Jan. 4, 1951 | NY PSC reports to Gov. Dewey on LIRR wreck at Richmond Hill; finds ICC safety provisions inadequate and blasts PRR's "absentee" management. (NYT) |
| Jan. 4, 1951 | Chinese and North Korean forces again capture Seoul. |
| Jan. 5, 1951 | BLFE and BRT reject proposed settlement brokered by White House on Dec. 21. (RyAge) |

- Jan. 6, 1951 PRR calls NY PSC charges of LIRR mismanagement unfair and blames PSC for permitting no fare increase between 1918 and 1947. (NYT)
- Jan. 7, 1951 ORC joins BLFE and BRT in rejecting settlement. (RyAge)
- Jan. 8, 1951 B&O adds dome sleepers to *Capitol Limited* and every other day on *The Shenandoah* between Washington and Chicago; originally built for Chesapeake & Ohio Railway's stillborn *Chessie*. (Stegmaier)
- Jan. 10, 1951 Pres. Truman signs amendment to Railway Labor Act permitting negotiating for the union shop and check-off of union dues. (RyAge)
- Jan. 10, 1951 PRR Board authorizes additional \$6.5 million for Philadelphia Improvements; authorizes retirement of Kiskiminetas Jct. station and coal dock at Dola, Ohio. (MB)
- Jan. 10, 1951 An Avro jetliner travels from Chicago to New York setting new speed record of 442 MPH.
- Jan. 12, 1951 N.J. PUC denies PRR application to end Trenton-East Stroudsburg passenger service. (NYT)
- Jan. 15, 1951 BRT yard brakemen begin sickout at Birmingham, Ala., that gradually spreads to most major rail centers, crippling service. (RyAge)
- Jan. 1951 National Mediation Act permits the union shop for railroad and airline workers. (BurLabStats)
- Jan. 16, 1951 Railroads file for 6% rate increase as ICC *Ex Parte* 175. (ICC)
- Jan. 17, 1951 CIO announces plan for new railroad industrial union to be called United Railroad Workers of America. (RyAge)
- Jan. 18, 1951 PRR VP in Charge of Real Estate & Taxation R.C. Morse begins discussions with real estate developer William Zeckendorf (1905-1976) of Webb & Knapp, Inc., regarding use of air rights over Penn Station and yard. (VPF)
- Jan. 19, 1951 Mediation resumes between railroads and Brotherhoods. (RyAge)
- Jan. 20, 1951 Long Island Railroad Commission makes preliminary report to Gov. Dewey; recommends state purchase and operation by non-profit public authority. (NYT)
- Jan. 20, 1951 Chesapeake & Ohio Railway Company signs an agreement for the joint testing of the Train "X" prototype, with Pullman-Standard Car Manufacturing

- Company supplying instrumentation and test personnel and the C&O providing motive power and crews. (Train-X)
- Jan. 24, 1951 PRR Board authorizes installing cab signals and respacing wayside signals and remote control of sidings between Columbus and New Paris, Ohio; authorizes retirement of Wissinoming, Pa., station; 21 stalls of 32-stall roundhouse at Dennison, Ohio; engine house at Colehour, Ind. (MB)
- Jan. 24, 1951 Mediation begins between railroads and non-operating unions over next round of wage increases. (RyAge)
- Jan. 26, 1951 Wage Stabilization Board freezes wages and salaries and some prices.
- Jan. 29, 1951 Sickout of BRT yard brakemen spreads to Detroit and other Midwestern cities, tying up PRR gateways; caused by rank-and-file rejection of settlement of Dec. 1950. (NYT, MB)
- Jan. 31, 1951 ICC announces out of court settlement of discrimination suit brought by Lillie Belle Perez of New York City; Perez had sued because she had been forced to move to a Jim Crow car on entering Virginia on the *Silver Meteor* in 1948 and had sued for \$100,000 damages and asked ICC to ban Jim Crow cars. (NYT)
- Jan. 30, 1951 Sickout of BRT yard brakemen begins on NYC; spreads to Chicago and then overnight to St. Louis, Peoria, Washington, Philadelphia and Buffalo. (NYT)
- Jan. 30, 1951 Chicago Union Station Company Executive Committee authorizes a Traveler's Aid servicemen's lounge at the east end of the Concourse. (MB)
- Jan. 31, 1951 Yard brakemen's sick-out spreads to 33 railroads and 21 cities; disrupts Philadelphia commuter service in snowstorm; only about one-sixth of crews report; at Philadelphia, Budd Company lays off 1,700 and Philco Corporation 10,000 for lack of freight service; PRR drops three passenger trains out of Chicago; Sunnyside Yard remains normal, but long distance trains 3-10 hours late arriving at Penn Station; Government files with U.S. Court in Chicago for restraining order. (NYT,)
- Feb. 1, 1951 Low Grade Line transferred from Northern Division to Conemaugh Division. (Mutual)
- Feb. 1, 1951 Railroads grant non-operating unions (eff. date) 12½ cent increase with cost-of-living adjustment in return for 2½ year contract. (AR)
- Feb. 1, 1951 Late in the day, a strike cripples the PRR; PRR drops 17 east-west trains, including *Admiral*, *Juniata*, *Duquesne*, *Jeffersonian*, *Trail Blazer*, *American* and mail train No. 13., and 5 through New York-Florida trains; NYC drops 8

east-west trains. (NYT, PR)

- Feb. 2, 1951 Weekday passenger service discontinued between Norristown and Reading, leaving one Sunday-only round trip. (LT should be Sat. 2/3! - no paper says 2/2!)
- Feb. 2, 1951 BRT sickout peaks with 50 railroads and 110 cities affected; White House denounces strike as threat to national security; NYC cancels New York commuter service on Hudson, Harlem & Putnam Lines; PRR cuts New York commuter service by 50%, LIRR normal; at 12.15 AM, LV suspends all passenger service. (NYT, RyAge)
- Feb. 3, 1951 Strike spreads to Southern Railway, forcing cancellation of all through PRR cars south of Washington; PRR reports some men returning; NYC cancels all service in and out of Grand Central Terminal at 6:15 PM. (NYT)
- Feb. 4, 1951 New Haven discontinues Shore Line service including all Boston-Washington trains; Lehigh Valley Railroad resumes service carrying passengers between New York and Meeker Avenue, Newark, by bus; PRSL resumes service; NYC manages to operate six long distance trains; at 9:00 PM, New Haven announces suspension of all New York commuter service. (NYT)
- Feb. 4, 1951 Long Island Railroad Commission makes final report, renewing call for public LIRR Transit Authority; Gov. Dewey disagrees with public ownership and asks trustees to work on a plan retaining private ownership. (NYT, MB)
- Feb. 5, 1951 PRR restores commuter service at New York and Philadelphia; 65% of PRR trainmen have returned by 10:00 PM. (NYT)
- Feb. 5, 1951 Non-operating unions demand union shop and check-off. (RyAge)
- Feb. 5, 1951 ICC denies railroads' request for an investigation of long-haul trucking industry. (RyAge)
- Feb. 6, 1951 In early morning, CNJ and Erie service out of Jersey City suspended; New Haven restores all service, including Boston-Washington; most strikers return in East but still block Chicago, and St. Louis gateways; court hearings in Chicago reveal advance planning and intimidation by strike leaders. (NYT, RyAge)
- Feb. 6, 1951 *The Broker* No. 733, Jersey City-Bay Head Jct. commuter train, derailed at excessive speed on temporary bridge over New Jersey Turnpike at Woodbridge, N.J. during evening rush hour; 85 killed and about 330 injured; train was exceptionally crowded because of strike, which had shut down CNJ's NY&LB trains. (NYT, Gallo)

- Feb. 7, 1951 PRR restores all long distance trains except *The American* and *The Jeffersonian*, as well as all through cars to the South; CNJ resumes service at 12:15 AM; LV resumes eastbound service to Penn Station; Chicago, St. Louis and Peoria gateways still blocked. (NYT)
- Feb. 8, 1951 Army issues General Order No. 2 ordering all striking employees back to work by 4:00 PM on Feb. 10 with interim wage increase or lose seniority; sickout costs PRR about \$1 million a day and net loss for first quarter of \$7.8 million, despite record freight earnings of \$181 million. (RyAge, MB)
- Feb. 9, 1951 U.S. District Court at Cleveland approves Pennsylvania Company and Wabash acquisition of Detroit, Toledo & Ironton Railroad in suit brought by NYC, B&O and Nickel Plate. (MB)
- Feb. 9, 1951 U.S. Court at Chicago finds BRT guilty of contempt of court in Dec. 13-15, 1950 sickout and imposes \$25,000 fine. (NYT)
- Feb. 10, 1951 All strikers return to work, leaving large backlog of freight to be moved. (RyAge)
- Feb. 11, 1951 Westinghouse Electric Corporation announces it has developed a new light railway motor capable of speeds up to 90 MPH; PRR is using it to reequip MU cars. (NYT)
- Feb. 14, 1951 PRR Board authorizes retirement of "ELLIOTT" Tower on PCC&StL. (MB)
- Feb. 15, 1951 PRSL abandons a portion of the former PRR Cape May line between Woodbine Jct. to South Seaville (3.81 miles) and from 1.5 miles south of Manumuskin to 0.35 mile north of Woodbine. (VPO)
- Feb. 18, 1951 Walter S. Franklin to LIRR stockholders calls for return to private ownership; blames bankruptcy on regulation and taxation by the state. (NYT)
- Feb. 18, 1951 PRSL announces a second order for six Budd RDC's, to be delivered by summer. (NYT)
- Feb. 19, 1951 LIRR establishes separate Safety Dept. in wake of last year's accidents. (NYT)
- Feb. 19, 1951 At U.S. Court in Washington, BRT pleads guilty to contempt of court in Feb. sickout and accepts fine of \$75,000. (NYT)
- Feb. 19, 1951 Post Office Dept. announces major policy change of switching short-haul bulk mail from trains to trucks. (RyAge)
- Feb. 19, 1951 ICC begins hearings on *Ex Parte* 175. (AR)

- Feb. 21, 1951 First road test of Pullman-Standard's Train "X" prototype car between Pullman-Standard's Hammond Plant and Griffith, Ind. (Doughty - Train-X has 2/20)
- Feb. 22, 1951 Senate Committee on Labor and Public Welfare begins hearings on ongoing disputes between railroads and Brotherhoods. (RyAge)
- Feb. 22, 1951 Gas-electric car No. 4388 assigned to weekday Trenton-Phillipsburg train. (Lee)
- Feb. 23, 1951 ICC finally approves the PRR's discontinuance of its Cortlandt Street ferry, which has not operated since Jan. 1950. (StmbtBl)
- Feb. 24, 1951 BRT splits from other three Brotherhoods and opts for separate bargaining with railroads. (RyAge)
- Feb. 26, 1951 U.S. Court in Chicago issues permanent injunction against further BRT strikes in current dispute. (RyAge)
- Feb. 28, 1951 Pennroad Corporation sells all stock of Detroit, Toledo & Ironton Railroad and Springfield Suburban Railroad to Pennsylvania Company and Wabash Railroad for \$26 million under agreement of Nov. 15, 1948; Pennsylvania Company then sells half interest in Springfield Suburban to Erie Railroad; Wabash obtains 18.5% interest in DT&I. (NYT, MB, Moodys)
- Early 1951 Oliver Mining Company begins an experimental sintering plant on the Mesabi range with a capacity to make 500,000 tons of taconite pellets a year; the process enriches taconite from 25-30% iron to 65%, vs. 47% in the natural ores; war production has greatly depleted the Mesabi reserves. (Warren)
- Mar. 1, 1951 Railroads settle with non-operating unions for 12½ cents per hour increase with cost-of-living escalator clause retroactive to Feb. 1, 1951. (RyAge)
- Mar. 1, 1951 USO lounge at Chicago Union Station, closed since 1947, reopens for Korean War traffic. (Mutual)
- Mar. 1, 1951 United States Steel Corporation breaks ground for its new Fairless Works at Morrisville, Pa., the first and only fully-integrated steel plant built in the U.S. after World War II. (Warren, Seely)
- Mar. 7, 1951 Gov. Dewey calls for continuing LIRR under private ownership with tax and regulatory concessions. (NYT)
- Mar. 8, 1951 Baldwin-Lima-Hamilton Corporation buys the Austin-Western Company, a

manufacturer of road-rollers, graders, and street-sweepers; the plan is to diversify production away from a shrinking locomotive market. (Kirkland, Hirsimaki)

- Mar. 11, 1951 Hudson & Manhattan Railroad Pres. William Reid proposes unifying commuter rail facilities in New York-New Jersey Metropolitan Area, including granting four other railroads access to H&M and PRR tunnels and a union station in Manhattan. (NYT)
- Mar. 11, 1951 NY PSC grants 12.5% increase of intrastate fares except LIRR and New Haven commuter service. (NYT)
- Mar. 14, 1951 United Nations forces retake Seoul and continue pushing Chinese and North Koreans back toward the 38th Parallel; war reaches a stalemate with neither side capable of completely dislodging the other.
- Mar. 14, 1951 ICC grants 4% interim rate increase to eastern railroads in *Ex Parte* 175 to cover wage increase to non-operating employees. (AR, NYT)
- Mar. 14, 1951 United Transport Employees, representing red caps sign agreement base on same terms as BRT. (RyAge)
- Mar. 14, 1951 PRR freight "Sharknose" 1,600 HP A-unit No. 9721A is Baldwin's 75,000th locomotive. (Kirkland)
- Mar. 14, 1951 Former PRR civil engineer Horace C. Booz (1875-1951) dies. (Mutual)
- Mar. 15, 1951 B&O-Santa Fe Washington-Los Angeles sleeper extended to San Diego. (Stegmaier)
- Mar. 1951 Construction begins on new modified Bush train shed for Pittsburgh station. (CE)
- Mar. 1951 PRR places "WAGNER" Tower in service at Carnegie, Pa., replacing "CARNEGIE" Tower a mile to the west; controls the junction of the Scully Branch and the Panhandle Line. (Railpace)
- Mar. 1951 NYC places largest U.S. diesel order to date; 387 units from EMD, Alco, FM and Baldwin-Lima-Hamilton. (Guide, NYT)
- Mar. 1951 All abandoned railroad ferry terminals at W. 23rd Street, New York City, have been razed. (StmbtBll)
- Mar. 22, 1951 Sen. James Edward Murray (1876-1961) of Montana suggests compromise to end BRT dispute involving two small wage increases and the use of a mediator other than Dr. John R. Steelman on work rules; BRT accepts but

- railroads reject. (RyAge)
- Mar. 26, 1951 PRR contracts to lease 10 diesels from Bangor & Aroostook Railroad from early May to early Nov. for seven years starting in 1951. (MB)
- Mar. 27, 1951 ICC orders LIRR to install two-speed control system Long Island City to Port Washington and Babylon-Montauk; system cuts speed to 12 MPH when entering occupied block; also orders automatic block to replace manual block, Great Neck-Port Washington. (NYT)
- Mar. 28, 1951 Railroads file a supplemental petition in *Ex Parte 175* raising the proposed rate increase to 15%. (AR)
- Mar. 28, 1951 Railroads agree that Pres. Truman should name arbitrator in work rules dispute with BRT. (RyAge)
- Mar. 30, 1951 BRT agrees to Pres. Truman appointing an arbitrator. (RyAge)
- Mar. 31, 1951 New York passes laws creating Long Island Transit Authority and instructing it to provide a plan for rehabilitation of LIRR. (NYT, Moody's)
- Mar. 31, 1951 Remington Rand Inc. delivers the first UNIVAC I (Universal Automatic Computer) to the Census Bureau; first commercial electronic digital computer. (Sperry)
- Apr. 1, 1951 Non-operating unions and trainmen receive a 6-cent increase under cost-of-living clause. (AR)
- Apr. 1, 1951 Washington Terminal Company leases the state reception suite in Union Station to the United Services Organization, Inc. (USO). (MB)
- Apr. 2, 1951 Merchants Trucking Company sells over-the-road rights. (MB)
- Apr. 3, 1951 PRR dedicates new "Pennsylvania-Duquesne" warehouse on Liberty Avenue between 12th & 16th Streets in Pittsburgh. (Mutual)
- Apr. 3, 1951 PRR places its first 1,200 HP Baldwin RS-12 road switcher No. 8975 in service at Cleveland. (Kirkland)
- Apr. 4, 1951 ICC grants temporary 4% rate increase in Official Territory in *Ex Parte 175*. (AR)
- Apr. 4, 1951 PRSL Executive Committee approves abandonment of the line between Woodbine and South Seaville. (MB)
- Apr. 6, 1951 Pres. Truman asks Economic Stabilization Agency to name three-man panel

to study BRT wage increases as relate to inflation. (RyAge)

- Apr. 9, 1951 NYC announces it will lay off several thousand employees, citing \$10 million deficit. (NYT)
- Apr. 12, 1951 NY PSC grants LIRR 20% fare rise. (NYT)
- Apr. 15, 1951 *The South Wind* switches from two-of-every-three-days operation to every third day for the summer season. (tt)
- Apr. 1951 PRR returns two leased 2-8-4's (Nos. 573 & 578) and seven 4-8-4's (Nos. 551-553, 555, 601, 603, 604) to RF&P. (RF&Pgroup)
- Apr. 1951 NYC has receives all 100 air conditioned MU cars for New York commuter service. (Guide)
- Apr. 1951 Union Transportation Company abandons line between Shrewsbury Road and Hightstown, N.J. (Guide)
- Apr. 16, 1951 Safety Dept. reorganized adding Superintendents of Safety as regional officers; department head becomes Manager of Safety. (MB)
- Apr. 16, 1951 Last run of steam locomotive in passenger service on Boston & Albany Railroad. (NYT)
- Apr. 1951? PRR introduces new Speed Control system developed by Union Switch & Signal Company. (Mutual)
- Apr. 17, 1951 NYC fails to observe 125th anniversary because of Korean War and poor financial condition. (Guide)
- Apr. 20, 1951 At stockholders' election meeting, Mrs. Jessie Adler moves that a woman be appointed to the Stockholders' Committee; Mrs. Douglas Horton, ex-head of the WAVEs is appointed later in the year. (MB)
- Apr. 25, 1951 VP in Charge of Finance George H. Pabst (1888-1963) asks Board to be relieved because of illness; recommends as successor David Crumley Bevan (1906-1996), who is now Treasurer of New York Life Insurance Company; Board appoints Bevan as VP at \$60,000 effective May 16 and Pabst made VP-Assistant to the Pres. at \$66,000 pending retirement. (MB)
- Apr. 25, 1951 PRR Board authorizes retirement of Conemaugh YMCA building. (MB)
- Apr. 25, 1951 PCC&StL Railroad Board authorizes a connection from the Panhandle Division to the River Branch at Mingo Jct.; trainphone at block stations between Rosslyn and Summit on the Panhandle Division. (MB)

Apr. 28, 1951 Last run of passenger service between Sunbury and Wilkes-Barre, Pa. (tt)

Apr. 29, 1951 *The Statesman* restored eastbound between Pittsburgh and Harrisburg; *The Duquesne* and *The New Englander* restored between New York and Philadelphia. (tt)

Apr. 30, 1951 BLE, BLFE and ORC ask for 20% increase plus 7 cents an hour over railroads offer of Dec. 1950. (NYT)

May 1, 1951 Railroads agree with the non-operating unions, granting a 12½ cent increase retroactive to Feb. 1, and a cost-of-living escalator clause; no new demands to be made before Oct. 1, 1953. (Rdg AR)

May 2, 1951 PRSL Board authorizes retirement of the line between Manumuskin and Woodbine. (MB)

May 7, 1951 B&O opens large import ore pier at Curtis Bay near Baltimore to participate in iron ore import trade. (AR)

May 8, 1951 At annual meeting, Pres. Walter S. Franklin announces that PRR will immediately order 132 additional diesels at a cost of \$45 million this week; have already ordered 1,036 diesels, 4 electric locomotives, 26,800 new freight cars and repairs to 34,000 cars at total cost of \$539 million; small shareholder activists Jessie Adler and Lewis D. Gilbert move to have annual meeting held on same day as election and not two weeks later. (MB)

May 8, 1951 724th Transportation Railway Operating Battalion mobilized under Maj. Albert M. Schofield.

May 8, 1951 Eastbound freight MD-12 with 144 cars derailed at New Brunswick, N.J., blocking all four tracks. (MB)

May 8, 1951 Fire guts the upper works of the ex-PRR ferry *Pittsburgh* of the Delaware-New Jersey Ferry Company; rebuilt as an open deck with an elevated pilot house. (StmbtBl)

May 9, 1951 ICC concludes hearings in Government Reparations Case. (RyAge)

May 1951 PRSL receives first three of its second order of six Budd RDC's, Nos. M-408 to M-410. (AR)

May 1951 Last Class H8a 2-8-0 No. 7193 retired. (Edson)

May 15, 1951 Robert Moses committee recommends New York City purchase LIRR Rockaway lines for \$7 million and convert to part of subway system;

- otherwise should apply to ICC to force LIRR to rebuild Jamaica Bay trestle. (NYT)
- May 16, 1951 David Crumley Bevan (1906-1996) becomes VP in Charge of Finance, replacing Geo. H. Pabst, Jr., named VP-Assistant to Pres. pending retirement. (MB)
- May 17, 1951 PRR announces it will lay off 4,000 car shop workers, 3,500 of them at Altoona, because of low freight rates and falling traffic. (NYT)
- May 18, 1951 Eastbound *Red Arrow* rear-ends *Philadelphia Night Express* stopped for signal at Bryn Mawr, Pa.; 8 killed and 63 injured; 9th victim later dies; ICC blames on failure to follow automatic signals. (NYT, MB)
- May 19, 1951 Queens Chamber of Commerce unveils new plan for building a transportation center over Sunnyside Yard. (NYT)
- May 23, 1951 Baldwin-Lima-Hamilton Corporation announces it has received an order from PRR for 15 1,600 HP freight diesels and 20 1,200 HP switchers. (NYT)
- May 23, 1951 PFW&C Railway Board approves \$2 million as its share of the Pittsburgh station improvements; new passenger and freight stations at Alliance; improvements and mechanization at the Polk Street Freight Station in Chicago; installing wayside telephones at block stations between Jacks Run and Toledo Jct. (MB)
- May 23, 1951 American Contract & Trust Company Board authorizes the sale of Automatic Coal Burner Company stock to the Lehigh Coal & Navigation Company for \$20,000 or 10% of its cost; the attempt to retain the home heating market for anthracite coal is failing, as automatic stokers and ash-handling systems are bulky, and one must still dispose of the ashes. (MB)
- May 24, 1951 LIRR announces it has completed installation of automatic train stop between Brooklyn and Jamiaca. (NYT)
- May 25, 1951 Railroads sign agreement with BRT for 12½-cent increase for road and 27-cent increase for yard work with cost-of-living adjustment but without closed shop and a three-year moratorium on further increases or rules changes other than the union shop issue; yard brakemen are to vote for 6-day week effective Nov. 1, 1951 and 5-day week effective Apr. 1, 1952. (AR, RyAge)
- May 25, 1951 PRR receives first of two experimental two-unit class E2b B-B electric freight locomotives from GE; No. 4939-4940; maximum 5,200 HP. (Keyser, Hirsimaki)
- May 25, 1951 ICC suspends Hudson & Manhattan "Tubes" fare increase to Dec. 12.

(RyAge)

- May 25, 1951 Chesapeake & Ohio Railway stages a test run of the Train "X" prototype car between Griffith and La Crosse, Ind., for Robert R. Young and other officials; hauled by a C&O gas-electric car; further tests are then abandoned until Jan. 1952, as the C&O and Pullman-Standard Car Manufacturing Company cannot agree on a division of the continuing expenses. (Doughty, Train-X)
- May 26, 1951 Last run of PRR New York-Oil City sleeper. (tt)
- May 26, 1951 United Railroad Workers of America (CIO) denounces PRR layoff of 4,000 car shop workers at Altoona, Mahoningtown, Pitcairn, Enola, Renovo, Columbus and Terre Haute as threatening national defense in wartime; asks Pres. Truman to investigate. (NYT)
- May 27, 1951 New Haven Pres. & Chairman Frederic Christopher Dumaine, Sr. (1866-1951) dies at Groton, Conn.; son Frederic Christopher "Buck" Dumaine, Jr. (1902-1997) elected Pres. on June 7. (AR)
- May 28, 1951 Chicago Union Station Company Executive Committee reports that a Mr. Noonan of Graham, Anderson & Probst & White is to purchase air rights between Madison & Adams Streets. (MB)
- May 28, 1951 U.S. Supreme Court refuses to review lower court decision ordering Atlantic Coast Line Railroad to stop segregation on passenger cars; suit had been brought by William C. Chance, who was thrown off a train at Emporia, Va., on trip from Philadelphia to Rocky Mount when he refused to move to a Jim Crow car. (NYT)
- May 31, 1951 Roosevelt Field on the Hempstead Plains of Long Island closes; the site is later redeveloped as a shopping mall. (wiki)
- June 1, 1951 VP-Western Region Paul E. Feucht (1900-) resigns to become Executive VP of Chicago & North Western Railway on Aug. 1; replaced by Herman H. Pevler (1903-1978); Howell T. Cover promoted to Assistant VP in Charge of Operations as well as Chief of Motive Power; James P. Newell named Assistant VP in Charge of Operations; J.B. Jones appointed General Manager-Western Region replacing Newell; J.H. Schwab named Assistant VP-Eastern Region; M.H. Lingenfelter to Superintendent of Delmarva Division and Baltimore & Eastern Railroad, replacing Thomas M. Goodfellow. (MB, Mutual - are other supts.)
- June 3, 1951 PRR announces plan to modernize Journal Square Station in Jersey City. (NYT)
- June 8, 1951 Erie & Pittsburgh Railroad Board authorizes \$362,500 for a coal storage yard

- at Erie. (MB)
- June 10, 1951 Truce negotiations begin to end Korean War. (EAH)
- June 11, 1951 PRR dedicates centennial monument at Crestline, Ohio, as gift to town.
- June 12, 1951 PRR asks FBI to investigate attempt to wreck *Fort Pitt* the previous evening by placing a pile of ties plates and rails on tracks near Gary, Ind. (NYT)
- June 12, 1951 Class E2b electric No. 4939-4940 makes first test run between Enola and Morrisville with 95-car train. (Hirsimaki)
- June 13, 1951 PRR Board approves modernization of Trenton station and installation of escalators. (MB)
- June 13, 1951 PRR Board approves purchase of 132 diesel units. (MB)
- June 13, 1951 Wage Stabilization Board approves BRT wage settlement. (RyAge)
- June 1951 NY&LB begins replacing wooden Matawan trestle with fill under pressure of safety concerns in aftermath of *The Broker* wreck. (NYT)
- June? 1951 PRSL receives last six RDCs, Nos. M-411 to M-413; the 12 owned by PRSL are the only RDCs on PRR system. (AR)
- June 1951 Pullman fares increased by 15%. (AR)
- June 17, 1951 NYC cuts Chicago-Cincinnati *White City Special* to unnamed Chicago-Indianapolis local. (Sanders)
- June 18, 1951 PRR takes delivery of second Class E2b electric No. 4941-4942. (Keyser)
- June 21, 1951 PRR announces last delivery of 62 freight and 9 passenger road diesels, plus 111 switchers ordered in Aug. 1950; 79% of passenger service now dieselized, 56% freight, and 76% switching. (PR)
- June 21, 1951 Virginia Ferry Corporation Board authorizes purchase of steamer *The Holiday* from B.B. Wills; is the former NYP&N ferry *Virginia Lee* rebuilt with diesel engines. (MB)
- June 22, 1951 Last run of a DD1 electric locomotive on LIRR. (Ziel)
- June 22, 1951 Hudson & Manhattan Railroad sues ICC in federal court for delaying its fare increase. (RyAge)
- June 22, 1951 Lehigh Valley Railroad opens new diesel servicing and repair facility at Oak

Island Jct., N.J. (RyAge)

- June 24, 1951 LIRR switches 11 trains from Penn Station to Long Island City or Hunters Point Avenue to save money. (NYT)
- June 25, 1951 724th Transportation Railway Operating Battalion of PRR men arrives at Pusan, Korea.
- June 25, 1951 Court begins hearing Hudson & Manhattan Railroad suit against the ICC; H&M threatens to stop station and car improvements. (RyAge)
- June 26, 1951 Senate Labor and Public Welfare Committee reports; Democratic majority declares Army seizure of railroads is a "legal fiction" and biased in favor of management; a week later Republican minority of Sens. Robert Taft (1889-1953), Richard Nixon (1913-1994) and Howard A. Smith (1880-1996) of N.J. issues report condemning Democrats as "lacking objectivity." (RyAge)
- June 26, 1951 NJ PUC blames *Broker* wreck on engineer J.H. Fitzsimmons crossing "shoo-fly" track at excessive speed. (NYT)
- June 26, 1951 Pres. F.C. Dumaine, Jr., announces that the New Haven will spend \$14 million on improvements, including a Mack railbus for Bridgeport-Waterbury-Winsted service, automatic signals between Poughkeepsie and Maybrook, and new diesel locomotives. (RyAge)
- June 27, 1951 PRR Board authorizes abandonment of old Cincinnati, Lebanon & Northern Railway line between Lebanon and Lytle, Ohio. (MB)
- June 27, 1951 Pennsylvania Company Executive Committee approves the sale of 2,550 shares of the Springfield Suburban Railroad to the Detroit, Toledo & Ironton Railroad at 39.31. (MB)
- June 28, 1951 BLE, BLFE and ORC reject railroads' proposal to mediate on basis of terms granted BRT. (RyAge)
- June 30, 1951 Gov. Thomas E. Dewey, ignoring recommendation of Long Island Railroad Commission, appoints Long Island Transit Authority to investigate if LIRR can continue operating under private ownership now or in future; Trustee William H. Draper (1894-1974), investment banker George Emlen Roosevelt (1887-1963) and Tracy S. Voorhees (1890-1974), a Brooklyn lawyer, named to head Authority. (NYT)
- July 1, 1951 Mackinaw City & Cincinnati RPO split into Cadillac & Grand Rapids RPO and Grand Rapids & Cincinnati RPO. (Kay)
- July 1, 1951 Non-operating unions and trainmen receive a further 1-cent increase under

- cost-of-living clause. (AR)
- July 2, 1951 Senate subcommittee begins two days of hearings on the New Haven's situation. (RyAge)
- July 8, 1951 *The General* again combined with *The Trail Blazer* during the summer off-season for Pullman travel; locals No. 34-43 discontinued between Pittsburgh and Chicago and No. 13-26 between Pittsburgh and St. Louis; No. 544, 562 and 571 discontinued between Washington and Harrisburg; No. 513 discontinued between Baltimore and Harrisburg; also drops 25 off-peak Paoli, Chestnut Hill, Wilmington and Norristown locals for a total of 5,582 daily train miles. (tt, VPO - NYT says drop day train Balt-Buff)
- July 8, 1951 To compensate for discontinuance of *The General's* sleepers, a 10-6 established between New York and Chicago, running on "*The Spirit of St. Louis*" east of Harrisburg and *The Liberty Limited* west of Harrisburg. (Guide)
- July 8, 1951 Local No. 213-226 added between Steubenville and Dayton a/c Ohio's refusal to abandon its portion of No. 13-26. (VPO)
- July 9, 1951 Last run of NYC New York-Los Angeles sleeper via Golden State Route; "temporarily" discontinued for summer but never restored. (Guide)
- July 9, 1951 FBI and local police arrest 16-year old Clarence Williams for trying to wreck *Broadway Limited* by placing rails across tracks at West Gary, Ind. (NYT)
- July 10, 1951 Last run of through New York-Los Angeles sleepers via PRR and Golden State Route; also "temporarily" discontinued. (Guide)
- July 10, 1951 First Korean truce talks held at Kaesong; war remains in stalemate with occasional bursts of heavy action.
- July 11, 1951 Railroads file with ICC for increase in commuter fares at New York, Philadelphia and Pittsburgh, effective Aug. 1. (RyAge, AR)
- July 11, 1951 Long Island Transit Authority holds organization meeting; William H. Draper report a net loss of \$702,000 in first six months of 1951; income is rising, but not as fast as inflation. (RyAge)
- July 11, 1951 Fire on "PORTAL" drawbridge in Jersey Meadows halts traffic on Northeast Corridor for 5:30; service restored on morning of July 12. (RyAge)
- July 11, 1951 BLFE calls for strike vote, but none is actually held. (RyAge)
- July 16, 1951 Local No. 413-426 added between Richmond and Terre Haute a/c Indiana's

refusal to abandon its portion of No. 13-26. (VPO)

- July 24, 1951 National Mediation Board reports negotiations between railroads, BLE, BLFE and ORC are deadlocked. (RyAge)
- July 24, 1951 Chicago Union Station Company Executive Committee orders H. H. Pevler to investigate the sale of air rights to Mr. Noonan of Graham, Anderson, Probst & White. (MB)
- July 26, 1951 ICC issues report in Consolidated Freight Classification Case ordering railroads to file new uniform classification of freight within four months; also issues report in Class Rate Investigation orders a new scale of rates for distances up to 3,000 miles east of the Rocky Mountains to be 60% higher than scale established by ICC in 1945; reaffirms 1945 ruling that all rates east of the Rockies should be the same. (RyAge)
- Summer 1951 PRR begins human relations training program for managers in cooperation with Penn State College; branch courses also offered at University of Buffalo, Ohio University, Purdue and University of Illinois.
- Aug. 1, 1951 PRR discontinues seven round trips of oil-electric car No. 4656 between Hudson and Akron, Ohio, leaving *The Akronite* as sole passenger train. (VPO, Wallis)
- Aug. 1, 1951 PRR places first two Baldwin-Lima-Hamilton model RT624 center-cab transfer locomotives in service at Conway and Cleveland; a total of 23 units are built for use at Mingo Jct., Conemaugh, Shire Oaks, Johnstown, Elmira and Philadelphia. (Kirkland)
- Aug. 2, 1951 ICC grants 6.6% (7.5% in East) rate increase effective Aug. 28 through Feb. 28, 1953 in *Ex Parte* 175, replacing temporary increase granted in Apr. 1951. (AR, RyAge)
- Aug. 8, 1951 Eastern railroads request 8% fare increase on round trips over 225 miles.
- Aug. 8, 1951 PRR completes a new two-storey restaurant and dormitory, run by the YMCA at Crestline, replacing a facility on the top three floors of the station; at the same time, the passenger station is cut down to one storey and remodeled to remove fire and other hazards. (CE)
- Aug. 8, 1951 Alko Express Lines dissolved; inactive since 1949. (MB)
- Aug. 8, 1951 New Haven drops \$1.05 extra fare on *Merchants Limited*. (RyAge)
- Aug. 9, 1951 Railroads agree to arbitrate seven work rules in dispute with BLE, BLFE and ORC. (RyAge)

- Aug. 9, 1951 NYC places two Alco 1,600 HP road switchers in passenger service on West Shore (River Division) between Weehawken and Newburgh; additional diesels will soon replace all 22 steam locomotives in commuter service. (RyAge)
- Aug. 1951 Fifty rebuilt MP54 MU cars placed in service on Philadelphia suburban lines; feature additional heat, ventilation and insulation, recessed downlights, package racks and pastel colors. (PR)
- Aug. 1951 Robert Heller & Associates present a study of Pullman Company; note a 25% decline in Pullman passenger miles since 1930 and place blame on rough rides and old equipment.
- Aug. 15, 1951 NYC becomes first Eastern railroad to sign union shop agreement with non-operating unions. (RyAge)
- Aug. 15, 1951 Delaware-New Jersey Ferry Company, which uses many ex-PRR ferry boats, ends operation between New Castle and Pennsville; ex-PRR ferry *Philadelphia* makes her last crossing at 8:45 PM; *Washington* is last eastbound boat and *Jersey Shore* the last westbound boat at 11:30 PM. (Elliott, StmbtBl)
- Aug. 16, 1951 Delaware Memorial Bridge opens between Deepwater, N.J., and Pigeon Point, near Wilmington, Del., at 12:01 AM, replacing the Delaware-New Jersey Ferry Company operation. (NYT)
- Aug. 20, 1951 PRR Stores Manager Walter L. Oswalt (1884-1951) dies during a staff meeting in Broad Street Station. (RyAge)
- Aug. 22, 1951 BLE, BLFE and ORC reject railroads' offer of arbitration of work rules dispute. (RyAge)
- Aug. 22, 1951 Tracks 1-6 open on lower level of 30th Street Station. (CE)
- Aug. 26, 1951 Last run of NYC steam locomotives in West Shore (River Division) commuter service. (Guide)
- Aug. 26, 1951 NYC replaces all steam commuter trains between Harmon and Peekskill, N.Y. with 2-car RDC "Beeliner" shuttle. (Guide)
- Aug. 28, 1951 ICC approves temporary general freight rate increase of 9% (including the 4% granted in Apr.) in Official Territory and 6% in South and West; railroads had asked for 15%. (AR)
- Aug. 29, 1951 Long Island Transit Authority issues first report on plan for reorganizing

- LIRR; denies PRR is to blame for LIRR's condition. (NYT)
- Aug. 31, 1951 Virginia Ferry Corporation places the rebuilt *Holiday* in service as the *Accomac*. (Baxter)
- Sep. 1, 1951 Joseph Anton Fisher (1895-1973) becomes Pres. of the Reading Company, replacing Revelle W. Brown (1883-1980), retired. (AR)
- Sep. 2, 1951 *The General* and *The Trail Blazer* resume separate operation. (tt)
- Sep. 2, 1951 Last run of Steubenville-Dayton "ghost train" No. 213-226. (VPO)
- Sep. 2, 1951 After conferences with Citizens Transit Commission and LIRR Trustee Draper, Mayor's Transportation Board agrees to buy LIRR Rockaway lines for \$8.5 million; to be leased back to LIRR for operation until city is ready to connect to subway system. (NYT)
- Sep. 4, 1951 Trustee William H. Draper announces a \$14 million LIRR improvement program for 1951-52, including trippers and automatic speed control, 13 Fairbanks, Morse C-Liner locomotives, and new passenger cars. (RyAge)
- Sep. 5, 1951 New Haven christens 12:30 PM train to White River Jct. the *Cigar Valley Express* in ceremony at Grand Central Terminal. (RyAge)
- Sep. 6, 1951 Lehigh Valley Transit Company abandons its "Liberty Bell Line" service between Allentown and Norristown and freight service to 69th Street, Upper Darby over the Philadelphia & Western Rail__. (DeGraw)
- Sep. 8, 1951 Transport Workers Union (TWU) boss Mike Quill denounces city purchase of LIRR Rockaway lines as "biggest steal since Boss Tweed." (NYT)
- Sep. 10, 1951 ICC authorizes pick up & delivery charges (be included?) in rate for LCL moving under 300 miles. (AR)
- Sep. 11, 1951 Joseph A. Fisher elected Pres. of the PRSL, replacing Revelle W. Brown, resigned. (MB)
- Sep. 11, 1951 Lima Works of Baldwin-Lima-Hamilton Corporation turns out its last locomotive, PRR center-cab 2,500 HP transfer unit No. 5683; all locomotive work is concentrated at Eddystone. (Kirkland)
- Sep. 12, 1951 PRR Board authorizes retirement of "GY" Interlocking at Kittanning; Hunker Branch (1.38 miles). (MB)
- Sep. 12, 1951 LIRR demonstrates automatic new speed control system between Long Island City and Port Washington for members of Long Island Transit Authority;

- placed in service Sep. 22. (RyAge)
- Sep. 13, 1951 New York City Board of Estimate approves purchase of LIRR Rockaway lines; Quill fails to prove charges that price is too high; Robert Moses calls Quill a "blatherskite." (NYT)
- Sep. 13, 1951 VP Fred Carpi, speaking to the Allegheny Regional Advisory Board, calls the award in *Ex Parte* 175 insufficient if railroads are to continue long-term maintenance and improvement projects. (RyAge)
- Sep. 14, 1951 O.G. Judd, in report to Nassau County Board of Supervisors, holds that Gov. Dewey's plan for returning LIRR to private ownership is unworkable. (NYT)
- Sep. 14, 1951 Last steam locomotive in revenue service on Lehigh Valley Railroad runs from Packerton to Delano, Pa. (RyAge, AR)
- Sep. 1951 LIRR receives an order of 4 Fairbanks, Morse & Co. CPA24-5 "C Liner" 2,400 HP cab units. (Kirkland)
- Sep. 1951 Lehigh Valley Railroad places its two new Budd RDC's in Lehighon-Hazleton shuttle service. (AR)
- Sep. 16, 1951 William R. Gerstnecker (1914-1984) appointed Assistant Treasurer; Gerstnecker is one of eight railroad executives completing the Harvard Business School's advance management program. (MB, RyAge)
- Sep. 16, 1951 Steamboat *Elisha Lee* removed from service for repairs; replaced by Virginia Ferry Corporation boat *Accomac* until Sep. 20. (PsTrMgr)
- Sep. 17, 1951 ICC begins hearings on application of Riss & Co. and other truckers to haul explosives. (RyAge)
- Sep. 17, 1951 Alvanley Johnston (1875-1951), former head of the BLE, dies at Shaker Heights, Ohio. (RyAge)
- Sep. 1951 PRR places "automat coach" No. 1709 with 5 vending machines in New York-Washington service for 30-day trial; serves sandwiches, hot and cold drinks, pastry and ice cream. (Mutual, NYT, RyAge)
- Sep. 21, 1951 Erie Railroad, Western Union Telegraph Company and the Morse Club celebrate the 100th anniversary of telegraphic train dispatching at the Harriman, N.Y., station. (RyAge)
- Sep. 22, 1951 LIRR places automatic speed control system in service between Long Island City and Port Washington. (NYT)

- Sep. 26, 1951 PRR Board authorizes retirement of portion of Keister Branch at Waltersburg, Pa. (MB)
- Sep. 27, 1951 Economic Stabilization Agency creates permanent Railroad & Airline Wage Board to cope with inflation. (RyAge)
- Sep. 29, 1951 Last run of New Haven streamlined lightweight train *The Comet* in Boston suburban service. (Railpace)
- Sep. 29, 1951 Last run of NYC steam locomotive on Putnam Division; line is dieselized next day with nine 1,200 HP Lima road switchers. (Gallo, RyAge)
- Sep. 29, 1951 NYC unveils a monument at Rensselaer, N.Y., commemorating the 100th anniversary of the completion of the Hudson River Railroad. (RyAge)
- Sep. 30, 1951 *The Trail Blazer* discontinued as a separate train and coach equipment placed on *The General*, which is identified as *The General-The Trail Blazer*. (tt, VPO)
- Sep. 30, 1951 Last run of summer-only service on *The Northern Arrow* to Harbor Springs and Traverse City Branches, ending all passenger service on those branches; replaced in 1952 by private bus connections between Kalkaska and Traverse City and between Petoskey and Harbor Springs. (tt, VPO)
- Sep. 30, 1951 NYC places RDC "Beeliner" in service on Buffalo-Niagara Falls-Suspension Bridge line, replacing most steam trains. (RyAge)
- Sep. 30, 1951 *Dixie Limited* makes last run between Miami and Chicago via C&EI/L&N/NC&StL/CofG/ACL route. (Key)
- Oct. 1, 1951 David E. Smucker appointed Assistant Chief Engineer. (MB)
- Oct. 1, 1951 Hudson & Manhattan Railroad Pres. William Reid announces new advertising program to make "Hudson Tubes" more visible to the public, including every-half-hour "night owl" service. (NYT)
- Oct. 3, 1951 Railroads announce they will ask ICC to reconsider *Ex Parte* 175. (RyAge)
- Oct. 4, 1951 National Mediation Board suggests non-operating unions demand for a union shop be negotiated on a regional basis; railroads object to either a regional or national basis. (RyAge)
- Oct. 9, 1951 Hudson & Manhattan Railroad Pres. William Reid proposes creating a metropolitan transit authority to integrate commuter railroads, subways and Hudson Tubes. (NYT)

- Oct. 9, 1951 Reconstruction Finance Corporation (RFC) announces it has abolished its Railroad Division. (RyAge)
- Oct. 10, 1951 PRR Board approves installation of escalators at Trenton station. (MB)
- Oct. 10, 1951 NYC asks NY PSC for 30% fare increase on Hudson and Harlem commuter lines. (NYT)
- Oct. 14, 1951 LIRR announces it has placed in service four 2,400 HP Fairbanks-Morse "C-Liner" passenger diesels; eight 1,600 diesels are to be in service by end of month, replacing last steam locomotives in passenger service; last four leased PRR K4s's returned in Oct. (NYT, Ziel)
- Oct. 15, 1951 Publicity Dept. reorganized as Public Relations Dept. under VP in Charge of Public Relations Ralph C. Champlin (1904-1969), formerly with advertising firm of Batten, Barton, Durstine & Osborne (1929-1937) and Director of Public Relations for the Ethyl Corporation (1937-1951); Gustavus E. Payne continues to head the Publicity office in Philadelphia, and the firm of Ivy Lee & T.J. Ross continues as consultant. (Mutual, PR)
- Oct. 1951 Reading opens a new Bear Run Branch from the top of Broad Mountain near Frackville to Bear Run Jct. near the St. Nicholas Central Breaker in the Mahanoy Valley below, creating a shorter route for anthracite coal to Philadelphia, similar to the old route up the Mahanoy Plane. (AR)
- Oct. 1951 First amendment to the Taft-Hartley Act permits the negotiation of union shop agreements without a previous poll of all employees. (BurLabStats)
- Oct. 16, 1951 NYP&N sells wharf, freight shed and office over water at Crisfield, Md., to town. (MB)
- Oct. 19, 1951 Railroads ask ICC to reopen *Ex Parte* 175 and grant remainder of 15% rate increase. (AR)
- Oct. 19, 1951 Senate Committee on Interstate & Foreign Commerce ("Bricker Committee") issues progress report on regulation of transportation companies; finds despite Transportation Act of 1940, fair and impartial government treatment of all modes of transportation does not exist; financial condition of railroads has not been caused by managerial or technological inefficiency (the Brandeis Thesis) or by overcapitalization (both ideas rooted in the Progressive Era). (RyAge)
- Oct. 20, 1951 Revenue Act increases corporate income taxes; retains World War II railroad excise taxes on freight and passenger service. (RyAge)
- Oct. 21, 1951 Youngstown & Southern Railway ends electric freight service, reverting to

- steam/diesel operation. (Cole)
- Oct. 22, 1951 AAR embargoes export freight moving to New York because of longshoremen's strike. (RyAge)
- Oct. 23, 1951 ICC in *Ex Parte* 177 increases Railway Express rates by 11%. (RyAge)
- Oct. 23, 1951 U.S. District Court upholds the ICC and refuses the CNJ's appeal for a higher percentage of the rates for lighterage and flottage at New York Harbor; CNJ appeals. (CNJ AR)
- Oct. 24, 1951 PRR Board approves creation of a new employee magazine and hiring an editor. (MB)
- Oct. 24, 1951 BLFE votes to strike, selecting B&O, L&N, C&NW and Terminal Railroad Association of St. Louis as targets. (RyAge)
- Oct. 25, 1951 Massachusetts Dept. of Public Utilities permits two-man operation of single-unit NYC Budd RDC's between Boston and Springfield. (RyAge)
- Oct. 1951 First phase of LIRR dieselization completed; last leased steam locomotives returned to PRR.
- Oct. 29, 1951 Chicago Union Station Executive Committee votes to dispense with organ music this Christmas. (MB)
- Oct. 30, 1951 William H. Draper resigns as LIRR Trustee; supporters blame resignation on lack of cooperation by PRR; Draper believes he should not be both LIRR trustee and Chairman of Long Island Transit Authority. (NYT, MB)
- Nov. 1, 1951 Personnel Dept. reorganized; PRR creates first comprehensive employee relations program since the Depression; regional Superintendents of Labor & Wages become Superintendents of Personnel; Assistant Chief of Personnel J.I. Patin assigned to employee relations; Charles E. Alexander (1901-1992) appointed Assistant Chief of Personnel to handle relations with unions; John E. Kennedy (1903-1995), head of Management Training Dept. at Penn State College, appointed Manager of Employee Relations to handle management training. (MB, Mutual, PR)
- Nov. 1, 1951 William W. Finley, Jr., appointed to new office of General Traffic Manager-Sales. (MB)
- Nov. 1, 1951 Trainmen granted six-day week under contract of May 1951.
- Nov. 1, 1951 First section of New Jersey Turnpike opens between Delaware Memorial Bridge and Bordentown. (NYT)

- Nov. 5, 1951 New York voters approve a \$500 million bond issue to build the 2nd Avenue Subway, but the money is diverted to the repair and maintenance of existing lines. (Feinman)
- Nov. 6, 1951 VP in Charge of Operations James M. Symes gives speech, "Defense - And the Pennsylvania Railroad", to fifth annual conference of bank correspondents at St. Louis.
- Nov. 6, 1951 PRR agrees with Southern Railway to run car ferries directly to PRR/C&O station at Brooke Avenue, Norfolk, instead of interchanging via Norfolk & Portsmouth Belt Line. (MB)
- Nov. 6, 1951 Pres. Truman appoints emergency board in BRT dispute. (RyAge)
- Nov. 6, 1951 Reform Democrat Joseph Sill Clark (1901-1990) elected Mayor of Philadelphia, ending 67 years of Republican rule; Clark is a Philadelphia patrician, being a descendant of 19th century banker Enoch W. Clark; Richardson Dilworth (1898-1974) is elected District Attorney and succeeds Clark as Mayor in 1955; the new administration is eager to give the city a physical as well as political makeover, pushing for important city planning and urban renewal projects. (BltnAlmnc, Baltzell)
- Nov. 7, 1951 William Wyer appointed LIRR Trustee, replacing William H. Draper. (NYT)
- Nov. 7, 1951 BLW/Westinghouse delivers two Class E3b twin-unit B-B-B 3,000 HP electric freight locomotives with ignitron rectifiers, No. 4995-4496, after road tests between West Yard and Newark, Del., in summer and fall; all 1951-52 experimentals suffer frequent mechanical and electrical breakdowns and are removed from service by mid-1954. (Hirsimaki, Keyser, Bezilla, HFBrown)
- Nov. 8, 1951 PRR announces \$9 million rebuilding of Morrisville Yard, inactive since 1946, in connection with new Fairless Works of U.S. Steel Corp.; to be completed in 1953; assumes most functions of Coalport and Barracks Yards in Trenton and East Trenton engine house to avoid N.J. real estate taxes; to be from east to west: 45-track classification yard (2,000 cars), 17-track receiving yard (1,200 cars) and 13-track storage yard (1,500 cars); also the new "square house" service facility for electric and diesel locomotives. (CE, PR, RyAge)
- Nov. 1951 Canada announces it will proceed with St. Lawrence Seaway unilaterally if Congress fails to ratify the project. (RyAge)
- Nov. 13, 1951 ICC approves Seatrain Lines, Inc. operation of transporting freight cars by sea between Edgewater, N.J., and Savannah over objections of PRR and other railroads. (RyAge)

- Nov. 14, 1951 Erie & Pittsburgh Railroad terminates the use of the NYC's Erie station under the old agreement of Apr. 19, 1867. (MB)
- Nov. 15, 1951 Mail and express trains No. 91-92 inaugurated between New York and St. Louis and No. 97-98 between Pittsburgh and Chicago for holiday season. (A-sheet)
- Nov. 15, 1951 Outgoing LIRR Trustee William H. Draper reports that deficit for first three quarters of 1951 is up \$1.8 million over same period in 1950. (NYT)
- Nov. 15, 1951 Pres. Truman appoints Emergency Board to hear non-operating unions' demand for the union shop. (RyAge)
- Nov. 16, 1951 PRR appoints Frank J. McCarthy (1905-1957), special representative of Legal Dept. at Washington, to new post of Assistant Vice President-Washington in Legal Dept. to monitor federal legislation. (MB)
- Nov. 16, 1951 ICC issues railway mail pay order ordering new pay scale retroactive to Jan. 1, 1951; raises pay 31.5%. (AR, RyAge)
- Nov. 19, 1951 On last day allowed under Bankruptcy Act, PRR files its plan for reorganization of LIRR; calls for new bonds to be issued to pay debts; line to operate as a private company, eliminating tax and regulation by N.Y. PSC. (MB, NYT, RyAge)
- Nov. 19, 1951 Richmond-Washington Company reincorporated in Del. to escape New Jersey franchise taxes. (DelCorps)
- Nov. 1951 PRR creates Motive Power Control Bureau in Operating Dept. to keep track of locomotives; needed because diesels run through where most steam locomotives had been confined to one division.
- Nov. 26, 1951 Forty-one railroads file in U.S. District Court to have ICC revoke permission to Seatrail Lines, Inc. to operate between New York and Savannah. (RyAge)
- Nov. 27, 1951 BLFE walks out of Emergency Board hearings, calling it "fruitless"; charges same Board issued "objectionable" findings in ORC case. (RyAge)
- Nov. 27, 1951 Senate Internal Security Subcommittee labels Dining Car & Railroad Food Workers Union, which is the bargaining agent for 2,000 PRR employees and has members on other lines as a Communist Party front; says the party hopes to use it as a secure courier system and as an opening wedge to recruit other railroad workers to give it the ability to paralyze transportation. (RyAge)
- Nov. 27, 1951 Robert R. Young tells a reporter that he will resign from the Chesapeake & Ohio Railway to wage a campaign for the chairmanship of NYC before its

next annual meeting; intends to make Allan P. Kirby (1892-1973), Pres. of Allegheny Corporation, Pres. of NYC; later in the day, C&O VP Thomas J. Deegan denies that Young is planning to leave the C&O. (NYT)

- Nov. 29, 1951 Thirty Twenty Co. dissolved, having transferred real estate in West Philadelphia to Manor Real Estate & Trust Company. (MB)
- Nov. 30, 1951 BLFE orders members to observe every safety rule in detail and scrutinize all train orders as a form of slowdown. (RyAge)
- Dec. 1, 1951 Supervisors of Personnel created at divisional level in Personnel Dept.
- Dec. 2, 1951 PRR announces it will buy 11 road passenger diesels, 4 road freight diesels, and 165 switchers, plus build 5,000 freight cars at Altoona. (NYT)
- Dec. 3, 1951 William Wyer, a specialist in railroad reorganization, assumes post of Trustee of LIRR, replacing William H. Draper, Jr. (AR)
- Dec. 3, 1951 BLE begins a slowdown against the Hudson & Manhattan Railroad in two-year wage dispute. (RyAge)
- Dec. 4, 1951 William Wyer appoints J. Frank Doolan, fired Executive VP-Operations of New Haven, as Chief Operating Officer of LIRR, replacing David E. Smucker; General Manager Frank H. Simon made Assistant to Chief Operating Officer, and post of General Manager abolished. (RyAge)
- Dec. 4, 1951 PRR Chairman Martin W. Clement honored by the Philadelphia Chapter of the Society of Industrial Realtors as the person most responsible for having the United States Steel Corporation build a new plant in the Delaware Valley. (RyAge)
- Dec. 6, 1951 Pres. Walter S. Franklin, speaking to New York Railroad Club, cites LIRR as a railroad wrecked by regulation. (NYT)
- Dec. 7, 1951 ICC grants Hudson & Manhattan "Tubes" an interstate fare increase from 15 to 20 cents. (NYT, RyAge)
- Dec. 8, 1951 Pittsburgh Consolidation Coal Company announces that it has successfully moved 7,00-9,000 tons daily through an experimental 8,000-foot coal slurry pipeline in Ohio, threatening rail movements of coal. (NYT)
- Dec. 10, 1951 Seatrain Lines, Inc., brings antitrust suit against PRR, Southern, L&N, ACL and seven other lines that opposed it before ICC, charging them with conspiring to stifle its growth by not cooperating with its proposed carrying of freight cars by coastal steamer between Hoboken and Savannah; asks \$164 million damages. (RyAge)

- Dec. 11, 1951 Presidential Emergency Board begins hearing union shop case. (MB)
- Dec. 12, 1951 Martin W. Clement resigns as Pres. of the Pennsylvania Company and is succeeded by Walter S. Franklin. (MB)
- Dec. 13, 1951 ICC approves the Detroit, Toledo & Ironton Railroad acquiring a half-interest in the Springfield Suburban Railroad. (MB)
- Dec. 14, 1951 PRR VP James M. Symes, testifying before Emergency Board hearing BLFE case, says that railroads are victims of union rivalries, as each union tries to obtain higher wages and more concessions in an endless spiral. (NYT)
- Dec. 1951 *The Trail Blazer* resumes separate operation for the holiday season, running as 2nd No. 48-49 through Feb. 1, 1952. (VPO)
- Dec. 1951 Reading completes the Morrisville Branch from its New York Branch at Fairless Jct. to a connection with the PRR to access the new Fairless Works of the United States Steel Corporation; for most of the distance runs alongside the PRR's Trenton Cutoff and its own Fairless connection. (AR)
- Dec. 1951 Reading completes the modernization, enlargement and installation of car retarders at its Rutherford Yard east of Harrisburg. (AR)
- Dec. 1951 George A. Rentschler of Baldwin-Lima-Hamilton Corporation cancels development of the Model 547 opposed piston engine pushed by the PRR in 1948 after poor results in tests; however, this leaves BLH with only its 600A series 1,600 HP engine and the General Machinery Corporation T89SA 1,200 HP engine, both of which are smaller than those offered by the competition. (Kirkland)
- Dec. 1951 The Justice Dept. puts Robert R. Young on the witness stand in *U.S. v. Henry S. Morgan, et al.*, its antitrust prosecution of 17 investment banking firms; Young proceeds to use the witness stand as a pulpit to vent his personal prejudices and longstanding vendetta against the House of Morgan; Young succeeds in damaging the government's case and bringing rebukes from presiding Judge Harold R. Medina. (Carosso)
- Dec. 1951 United Steelworkers of America asks for an increase of 35 cents an hour. (Warren)
- Dec. 16, 1951 Last run of a steam locomotive in Rock Island suburban service at Chicago. (RyAge)
- Dec. 18, 1951 New Richmond-Washington Company incorporated in Delaware; New Jersey company transfers all assets to it. (MB)

- Dec. 19, 1951 ICC orders investigation of 90-cent fare surcharge on trains crossing Hell Gate Bridge. (NYT)
- Dec. 20, 1951 Railway Express Agency, Inc., petitions ICC for further increase.
- Dec. 26, 1951 Pennsylvania Turnpike opens between Irwin and the Ohio state line. (HistPitts)
- Dec. 27, 1951 NYC cuts 2:45 off running time of every-other-day New York-San Francisco sleeping car by moving it from the westbound *Advance Commodore Vanderbilt* to the *Wolverine*; runs west of Chicago on the *San Francisco Overland*. (RyAge)
- 1951 BLW/Westinghouse delivers Class E2c two-unit C-C 3,000 HP electric freight locomotive with ignitron rectifiers; No. 4997-4998. (Hirsimaki says 1952; HFBrown entered rev service 2/52)
- Dec. 30, 1951 PRR announces it has received four experimental electric freight locomotives from GE and Westinghouse; first three are in service and fourth is undergoing tests. (NYT)
- Dec. 31, 1951 Martin W. Clement retires as Chairman after 50 years of service and position abolished; George H. Pabst, Jr., retires as VP-Assistant to Pres. after 45 years of service; Richard C. Morse retires as VP in Charge of Real Estate & Taxation. (MB)
- 1951 PRR passenger deficit peaks at \$71.7 million; not exceeded prior to merger. (AR)
- 1951 PRR system debt stands at \$1.08 billion, greater than its prewar high and up from \$892 million in 1946; continues to increase in order to pay for improvements and greater used of equipment trusts. (AR)
- 1951 PRR Baldwin "Centipedes" regeared for 65 MPH freight service and reassigned to pusher service between Altoona and Gallitzin. (Kirkland)
- 1951 PRR installs a new interlocking machine at "COUNTY" at Millstone Jct., now also controls "EAST ADAMS" and "WEST ADAMS" Interlockings. (RySig)
- 1951 Old Burlington, N.J., station at Broad & High Street razed and street repaved. (Bisbee)
- 1951 PRSL abandons line between Manumuskin and Woodbine. (AR)

- ca. 1951 Duquesne Way Elevated in Pittsburgh abandoned between 6th Street and The Point.
- 1951 Union Transportation Company abandons line between New Egypt and Hightstown Jct., N.J. (Brinckmann)
- 1951 PRR buys 1.25% interest in Baltimore Union Stock Yards, Inc. from B&O. (Compt)
- 1951 Work begins on wayside cab signals between Columbus and New Paris.
- 1951 Association of American Railroads moves its laboratory and research center from Purdue University to Illinois Institute of Technology; Purdue's locomotive collection (including PRR's *Reuben Wells*?) moved to Museum of Transport near St. Louis. (NRHS)
- 1951 Naval Training Center Bainbridge, near Port Deposit, Md., deactivated in 1947, is partially reopened for WAVES training and a Naval Academy prep school because of the Korean War. (portdeposit.org)