

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

By Christopher T. Baer

1956

April 2015 Edition

All data subject to correction and change

- Jan. 1, 1956 Chester J. Henry (1900-) named Chief Engineer, replacing Samuel R. Hursh.
- Jan. 1, 1956 Bald Eagle Branch (Lock Haven-Vail) and Bellefonte Branch transferred from Northern Region to Pittsburgh Region.
- Jan. 1, 1956 Alfred E. Perlman changes NYC organization of Transportation, Maintenance of Way and Maintenance of Equipment from its traditional departmental form with vertical lines of authority to line-and-staff system used on PRR since 1860s.; changes implemented with advice from American Management Association; four regions renamed Northern, Southern, Eastern and Western Districts, each under a General Manager; traditional Traffic (solicitation) Dept. abolished and replaced with separate "Sales & Service" organizations for freight and passengers; Market Research section established. (AR, Guide)
- Jan. 2, 1956 Last run of passenger service between Troy, Pa., and Canandaigua, N.Y. (was eff. 1/3 Tues); rail motor car then assigned to Williamsport-Troy segment. (PennsyWest)
- Jan. 4, 1956 American Contract & Trust Company Board authorizes the purchase of a company airplane for the use of the PRR System for \$250,000. (MB)
- Jan. 5, 1956 First test run on PRR of one of two General Motors "Aerotrains" (GM No. 1000), Washington-Newark; on same day "Aerotrain" No. 1001 makes demonstration run on NYC between Chicago and Detroit in 4 hours. (Doughty)
- Jan. 5, 1956 William Zeckendorf of Webb & Knapp, Inc., in press conference with Mayor Wagner, announces abandonment of plan to build "Palace of Progress" over Penn Station in favor of larger development bounded by 9th Avenue, 30th Street, 12th Avenue and 38th Street; "Atomic City" is to include merchandise mart, "Palace of Progress", offices, TV studios and 1,750-foot Freedom Tower, world's highest observation tower; most of this property is owned by NYC; change reflects Alleghany Corporation's loans to and developing relationship with Webb & Knapp, Inc. (NYT, VPF, Moodys)
- Jan. 5, 1956 PRR and TWU announce agreement for 18.5 cent per hour increase.
- Jan. 6, 1956 "Aerotrain" No. 1000 placed on display at Penn Station for three days;

viewed by 34,000. (NYT)

- Jan. 9, 1956 "Aerotrain" No. 1001 placed on display at Grand Central Terminal for three days; viewed by 55,000.
- Jan. 10, 1956 Chicago, Indianapolis & Louisville Railway renamed the Monon Railroad. (Hilton)
- Jan. 11, 1956 "Aerotrain" No. 1001 derails in Park Avenue tunnel at 50th Street while being towed to Mott Haven Yard on NYC en route to display at Albany; New Haven's *Owl* delayed for four hours. (NYT)
- Jan. 11, 1956 Chicago, Indianapolis & Louisville Railway renamed Monon Railroad. (Moody's)
- Jan. 13, 1956 New York PSC orders reopening investigation of NYC's poor on-time performance; management says is mostly long-distance trains that are late.
- Jan. 15, 1956 PRR discontinues station at Donohoe on Pittsburgh Division. (A-sheet)
- Jan. 1956 Last Class Q2 and Class T1 locomotives sold for scrap; none preserved. (Edson)
- Jan. 1956 Last two Class A5s 0-4-0's retired; No. 94 preserved in historical collection. (Edson)
- Jan. 1956 Pullman-Standard delivers 5 double bedroom-buffet-"sun lounge" cars *Miami Beach*, *Palm Beach* and *Hollywood Beach* for the *Silver Meteor*; the roof of the lounge section has a windowed roof to give some of the effect of a dome car, which can't fit through the Baltimore or Washington tunnels; they also tend to let in more heat in the Florida sun. (Wayner,)
- Jan. 18, 1956 Second "Aerotrain" No. 1001 makes press run on NYC's Lake Shore line. (Doughty)
- Jan. 18, 1956 Patrick McGinnis forced out of New Haven presidency by directors; under McGinnis, earnings rose at expense of deferred maintenance (\$36 million in 1955 vs. \$52 million in 1953); McGinnis becomes Pres. of Boston & Maine. (Humphrey, Doughty)
- Jan. 19, 1956 First westbound run of PRR container-on-flat-car (COFC) service leaves Kearny en route to Chicago in partnership with Rail-Trailer Company and Spector Freight Systems, Inc., of Chicago; "Mobilvan" container system is developed by Clark Equipment Company and manufactured by Fruehauf Trailer Company of Detroit. (PR)
- Jan. 20, 1956 Delaware Railroad Board approves applying to abandon line between Easton and Oxford, Md. (MB)
- Jan. 20, 1956 George Alpert (1898-1988), a Boston attorney, named Pres. of New Haven; Patrick McGinnis named Pres. of Boston & Maine. (NH AR)
- Jan. 25, 1956 TWU Pres. Mike Quill leads protest at Penn Station over lay-off of 2,500 shop workers. (NYT)

- Jan. 25, 1956 Pennsylvania Company Board authorizes the purchase of 50 flat cars and 24 diesel locomotives for lease to the PRR. (MB)
- Jan. 28, 1956 Last run of Virginian Railway passenger service between Norfolk and _____. (Striplin)
- Jan. 30, 1956 Rock Island tests *Jet Rocket* TALGO train on Chicago-Peoria run.
- Jan. 31, 1956 Elmira & Lake Ontario Railroad Company merged into Northern Central Railway Company; Delaware, Maryland & Virginia Railroad merged into PB&W under agreement of Sep. 28, 1955. (MB)
- Jan. 1956 Bordentown-Trenton branch single-tracked.
- Feb. 1, 1956 PRR places rebuilt diner, first with all-plastic interior, on *Gotham Limited*; decor by PRR Art Director Alfred C. Strasser; first all-plastic twin-unit diner follows.
- Feb. 2, 1956 New York PSC investigation into NYC's on-time performance opens; says 31.4% of long-distance trains are late.
- Feb. 6, 1956 General Motors "Aerotrain" to begin revenue service on PRR, but recalled to make alterations to reduce noise level in cars.
- Feb. 11, 1956 Thomas M. Goodfellow announces that LIRR has added 17,000 seats in last 18 months; 170 cars rebuilt and all 222 cars on order to be delivered by Apr. 1956. (NYT)
- Feb. 11, 1956 Rock Island places *Jet Rocket* in revenue service between Chicago and Peoria; consists of GM "Aerotrain" locomotive and 12 ACF Talgo cars; withdrawn next day after problems with brakes and riding quality. (MB, Guide)
- Feb. 15, 1956 Connecticut PUC report on New Haven blames delays and deteriorating service on maintenance cuts under McGinnis. (NYT)
- Feb. 20, 1956 GM "Aerotrain" No. 1000 leaves Altoona after modifications. (Doizall)
- Feb. 23, 1956 PRR Board authorizes one-year extension of \$50 million revolving credit line negotiated in 1954, as company is experiencing cash flow problems. (MB)
- Feb. 23, 1956 PRR board authorizes extension of River Line from Powhatan to Marietta, Ohio; follows unfinished Marietta & Cincinnati line of 100 years earlier; the line is eventually completed only as far as Omal, Ohio, to reach an Olin-Mathieson aluminum plant; last major new line to be built by PRR. (MB, pennsywest)
- Feb. 23, 1956 PRR board authorizes retirement of Long Island City Power Plant; abandonment by Dec. 31, 1958, of part of Big Run Branch (0.98 mi.) south of Osceola Mills. (MB)
- Feb. 23, 1956 Northbound *Embassy* No. 154 derails three miles north of Odenton, Md.; 4 passengers and 2 employees killed, 57 injured; caused by broken axle journal;

- survivors forced to wait four hours for a relief train. (NYT, MB)
- Feb. 23, 1956 Sonya Saroyan, a 32-year old former secretary with Carl Byoir & Associates, files a complaint with Judge Clary that she has not been paid \$25,000 as promised by Pennsylvania Motor Truck Association for turning over copies of Byoir files on its anti-truck campaigns to the Association; claims she was persuaded to testify in the case by Richardson Dilworth (1898-1974), now Mayor of Philadelphia, whose law firm was counsel to the truckers. (NYT)
- Feb. 24, 1956 TWU Pres. Mike Quill demands ICC investigate relationship between wreck and layoffs of shop workers; PRR denies any connection. (NYT)
- Feb. 24, 1956 New York Bay Railroad merged into United New Jersey Railroad & Canal Company. (MB)
- Feb. 26, 1956 GM No. 1000 begins revenue demonstration run as *Pennsy AeroTrain* between New York and Pittsburgh at \$250 per day rent; 7:30 schedule is fastest ever between New York and Pittsburgh; first run halted by malfunction at North Philadelphia, but first round trip completed ahead of schedule; PRR later modifies 3 of the cars to reduce noise and vibrations to acceptable levels; maximum speed on Philadelphia Division raised to 100 MPH for *AeroTrain*. (NYT, Guide, MB, PRRFAX)
- Feb. 27, 1956 Chicago Union Station Company Executive Committee authorizes additional air conditioning on the north station tracks. (MB)
- Feb. 29, 1956 PB&W Board authorizes applying to abandon 2.33 miles of the Newark & Delaware City Branch between Reybold and Delaware City, and 1.03 miles of the former Delaware, Maryland & Virginia Railroad between the Maryland state line and Franklin City, Va. (MB)
- Feb. 29, 1956 Eastern railroads ask court to begin counter-suit against Pennsylvania Motor Truck Association and 37 truckers who are suing them, charging antitrust violations.
- Feb. 29, 1956 New York Bay Railroad merged into United New Jersey Railroad & Canal Company. (MB)
- Feb. 29, 1956 Baldwin-Lima-Hamilton Corporation delivers No. 6027, last model AS-16 1,600 HP road switcher to PRSL. (Kirkland)
- Mar. 1, 1956 "Aerotrain" No. 1001 leaves Chicago on 7-day demonstration run and railfan trip to Los Angeles; demonstration runs on UP, SP, IC, GN and C&NW follow; all test runs show very bad lateral motion at high speeds. (Doughty)
- Mar. 1, 1956 Missouri Pacific Railroad finally reorganized; last of Van Sweringen roads to leave Depression bankruptcy. (Moody's)
- Mar. 1, 1956 Railroads assume entire payment of \$6.80 per month for the non-operating employees' health and welfare plan. (Rdg AR)
- Mar. 2, 1956 ICC grants 6% rate increase in *Ex Parte 196*, effective Mar. 7; seen as victory for PRR General Attorney Edward A. Kaier (1908-1981), who designed "shortcut" rate hearing procedure. (AR)

- Mar. 7, 1956 New York PSC holds second hearing on NYC on-time performance; lifts threat of sanctions because of improvement over last month. (NYT)
- Mar. 12, 1956 SEC begins hearings on Allegheny Corporation's request to exempt its proposed exchange of preferred stock from laws governing investment companies. (Moody's)
- Mar. 13, 1956 Fairport Trucking Company incorporated in Ohio; operates trucks at Fairport and Ashtabula; subsidiary of Cleveland Cartage Company. (Compt)
- Mar. 1956 Double track and automatic block signals removed between Seaford and Delmar on the Delmarva Branch; replaced by single track and manual block. (PRR-FAX)
- Mar. 1956 PRR leases 20 additional diesels from Detroit, Toledo & Ironton and Bangor & Aroostook to ease temporary motive power shortages.
- Mar. 16, 1956 Pennel Company Board authorizes the further extension of the River Branch 45 miles to Marietta, Ohio. (MB)
- Mar. 17, 1956 Trailer Train Company goes into operation with 500 flat cars; stockholders include PRR, N&W, St. Louis-San Francisco and Missouri Pacific. (NYT, Trains)
- Mar. 21, 1956 New York Central Transport Company incorporated to perform truck pick up-and-delivery for LCL, mail and express traffic with Flexi-vans; Al Perlman opposes common-carrier piggyback as practiced by the PRR and insists on shipping goods in his own vans and truck tractors. (MB, Trains)
- Mar. 22, 1956 TWU threatens to strike PRR over layoffs. (NYT)
- Mar. 22, 1956 Limestone Improvement Company renamed Pennindiana Improvement Company; owns lands in Sullivan County, Ind., which PRR plans to sell for industrial development. (MB)
- Mar. 22, 1956 Philadelphia Suburban Transportation Company abandons service on the ex-Philadelphia & Western Strafford Branch between Villanova Jct. and Strafford, where its terminal adjoins the PRR station. (DeGraw)
- Mar. 24, 1956 Last run of PRR passenger service between Aladdin and East Brady, Pa., on Allegheny Valley line. (tt)
- Mar. 27, 1956 ICC examiner recommends discontinuing the NYC West Shore ferries if the trains can be rerouted to make connection with the Hudson & Manhattan Tubes. (StmbtBll)
- Mar. 28, 1956 PRR Board approves repurchase of rights for Concourse under 2 & 3 Penn Center Plaza and construction of underground garage at 15th & Market Streets. (MB)
- Mar. 28, 1956 Explosion destroys four-story Tidewater Grain Company building at 3040 Market Street; 3 killed, 84 injured; blast felt 35 miles away. (BlltnAlmnc)

- Mar. 28, 1956 Virginia Ferry Corporation agrees to sell all its assets to the Chesapeake Bay Ferry District, a state agency, for \$12,850,000; the Kiptopeke Beach Land Corporation agrees to sell its assets for \$150,000. (MB)
- Mar. 28, 1956 Robert R. Young and Randolph Phillips clash at SEC hearing over Allegheny Corporation; Young says that the new preferred stock issue will help the common stockholders. (NYT)
- Mar. 29, 1956 PRR announces that Uris Brothers have purchased Three Penn Center outright; they also lease the site for second tower at Two Penn Center, and return the concourse to PRR ownership, permitting its development before the buildings above are ready.
- Mar. 30, 1956 PRR closes city ticket office in Guaranty Building in Indianapolis.
- Mar. 31, 1956 ICC approves abandonment of East Broad Top Railroad, last narrow gauge east of the Mississippi. (EBT)
- Apr. 2, 1956 PCC&StL Railroad Company merged into PB&W. (MB)
- Apr. 6, 1956 East Broad Top Railroad & Coal Company (narrow gauge) abandons all service; last revenue freight train runs from Saltillo to Mount Union; portions of line are revived in 1960 as a tourist operation. (EBT)
- Apr. 9, 1956 ICC authorizes Connecting Railway to merge Pennsylvania, Ohio & Detroit Railroad and PRR systems stocks in Akron & Barberton Belt Railroad, Akron Union Passenger Depot Company and Zanesville Terminal Railroad. (Moody's)
- Apr. 9, 1956 Baggage service withdrawn from New York-Atlantic City trains.
- Apr. 12, 1956 Howell T. Cover and Paul Seel of PRR inspect Budd "Pioneer III" coach No. 3880 at Budd plant on Hunting Park Avenue in Philadelphia; car has standard floor height with low profile and all-plastic interior; weighs 52,330 pounds vs. 123,000 pounds for regular lightweight coach; 595 pounds per seat vs. 690 pounds for "Train-X". (MB, VPO)
- Apr. 1956 Urban Traffic & Transportation Board of Philadelphia issues study for comprehensive road network and transit system for the Philadelphia region. (PSIC)
- Apr. 1956 CNJ receives the last of a second lot of 6 Fairbanks, Morse & Co. H24-66 "TrainMasters" Nos. 2408-2413; they are common on long NY&LB commuter trains. (Kirkland)
- Apr. 17, 1956 ICC approves PRR request to discontinue cab signals between York and "CLY" on Northern Central.
- Apr. 18, 1956 NYC's "Train-X" lightweight train makes its first test run from Chicago to Toledo and return. (Kirkland)
- Apr. 23, 1956 U.S. Supreme Court agrees to hear Allegheny Corporation's appeal that it is under jurisdiction of ICC, not SEC. (Moody's)

- Apr. 23, 1956 U.S. Supreme Court outlaws racial segregation in interstate transportation.
- Apr. 26, 1956 Chesapeake & Ohio Railway introduces "Railvan", ancestor of RoadRailers, for hauling mail on Pere Marquette passenger trains; truck containers mounted on rail wheels without flat car or special frames.
- Apr. 26, 1956 Malcolm P. McLean of McLean Trucking Company ships the first 58 marine containers from Port Newark, N.J., to Houston using a converted World War II tanker *Ideal X*. (PtAuth, DeBoer)
- Apr. 27, 1956 PRR leases 12 Santa Fe 2-10-4's to ease motive power shortage caused by upturn in traffic and delay in receiving new diesels; cost is cheaper than making heavy repairs to restore its own J1's to service; they are used in coal drag service between Columbus and Sandusky. (Keystone)
- Apr. 28, 1956 *The American* No. 66-67 makes last run between New York and St. Louis; *Gotham Limited* No. 54-55 makes last run between New York and Chicago. (tt)
- Apr. 28, 1956 Last run of *Red Arrow* between Toledo Jct. at Carothers; effective Apr. 29 rerouted over Sandusky Branch between Carothers and Bucyrus and former Toledo Division main cut and downgraded to secondary track. (tt)
- Apr. 28, 1956 Last run of Cleveland & Pittsburgh RPO. (Kay)
- Apr. 29, 1956 PRR spring timetable cuts 2.3 million passenger-train miles per year with projected savings of \$6 million a year; *Pennsylvania Limited* downgraded to mail and local train and renumbered No. 54-55 replacing *Gotham Limited*; New York section of *Liberty Limited* replaces *Pennsylvania Limited* east of Harrisburg; *Indianapolis Limited* withdrawn for summer; *Red Arrow* combined with *Cincinnati Limited* east of Pittsburgh; because of consolidations, *Liberty Limited* and *Cincinnati Limited* lose observation cars; *The Admiral* (westbound) downgraded to Pittsburgh-Chicago mail and local train; *The Metropolitan* No. 25 discontinued and replaced by the New York-Pittsburgh *Duquesne*; *The General-Trail Blazer* cut to 15:45 schedule; *The Cavalier* discontinued between Philadelphia (?) and Virginia state line; *The Juniata* inaugurated eastbound between Pittsburgh and Philadelphia; overnight all-Pullman *Edison* discontinued southbound, New York-Washington. (tt, VPO, Guide)
- Apr. 29, 1956 PRR Toledo Branch abandoned between Toledo Jct. and Tiro; passenger trains, including the *Red Arrow* rerouted via Crestline, "COLSAN" and Carrothers; freight had probably been rerouted earlier. (GO, pennsywest)
- Apr. 29, 1956 *Great Lakes Aerotrains* (No. 1001) begins revenue service on NYC between Chicago and Detroit, running non-stop in 4:20, or 40 minutes faster than the *Twilight Limited*; meals served from "Cruisin' Susan" food cart. (Guide, Sanders)
- Apr. 29, 1956 IND Fulton Street Subway connected to the BMT Fulton Street Elevated at the Brooklyn-Queens line; Fulton Street El west of Hudson Street abandoned. (Feinman)
- Apr. 30, 1956 Chicago Union Station Company Executive Committee authorizes Fred

Harvey Company to proceed with altering the Semaphore Shop, "Glass House," newsstands and information booth; L. G. Varty makes a proposal for an exhibit hall built on air rights between Madison & Van Buren Streets. (MB)

- Spring 1956 PRR begins converting its NY&LB trains to diesel power; the long trains and frequent stops make this run the last stand of the K4s; Baldwin Sharknoses are used as more suitable to the service than EMD E-units; the CNJ's NY&LB trains have been entirely dieselized for two years. (Mutual,)
- May 1, 1956 Judge Clary of U.S. District Court permits railroads to file \$120 million counter-suit against Pennsylvania Motor Truck Association; both suits to proceed simultaneously.
- May 3, 1956 President Symes requests E.G. Budd, Jr., to study possibilities of "Pioneer III" as electric MU car for commuter service.
- May 3, 1956 First AT&SF 2-10-4's delivered to PRR at Chicago; assigned to haul 110-car coal trains between Columbus and Sandusky; outperform J1's, making run in two hours less time. (Keystone)
- May 1956 Missouri Pacific, Missouri-Kansas-Texas, and St. Louis-San Francisco join Trailer Train Company. (see below)
- May 1956 Class K4s 4-6-2 No. 1361 retired and saved for display purposes; later placed on Horseshoe Curve. (Edson)
- May 8, 1956 PRR stockholders vote overwhelmingly to dissolve Trust of 1878; Pres. Symes reports that studies have proved extension of electrification west of Harrisburg to be prohibitively expensive. (MB)
- May 8, 1956 New Haven announces it is cancelling a test of the "Aerotrain". (NYT)
- May 11, 1956 PRR breaks ground for new import ore pier at Greenwich in South Philadelphia.
- May 15, 1956 PT&T Board approves \$1.9 million for new ticket counter in Penn Station. (MB)
- May 1956 Alleghany Corporation agrees to purchase a minimum of \$20 million in notes of Webb & Knapp, Inc., by Dec. 1959 for \$2.1 million cash and cancellation of \$6,390,000 in previous loans from Alleghany; upon completion of note purchase, Alleghany is to receive warrants to buy one-third of Webb & Knapp's common stock at \$2.50; in the interim William Zeckendorf is to vote this stock; Alleghany gets three seats on Webb & Knapp's Board; plan is for Webb & Knapp to develop NYC's real estate holdings. (Moody's)
- May 1956 Frederick N. Sass, formerly with the Philadelphia City Planning Commission and the South Jersey Transportation Survey, joins PRR as Business Research Association in Financial Dept.; later promoted to Manager, Economic Analyst; is placed in charge of project to develop air rights over yards north of 30th Street Station for a new baseball stadium; Vincent G. Kling engaged for architectural work. (VPF)

- May 1956 United Steelworkers of America submits demands including a substantial wage increase and supplemental unemployment benefits, which constitute a partial guaranteed annual wage. (Seely - verify NYT)
- May 16, 1956 NYC christens its new "Train-X" *The Xplorer* at Cleveland, followed by press run to Cincinnati; reveals poor riding quality and revenue service set for next day is delayed; train features a special Baldwin-Lima-Hamilton locomotive with a 1,000 HP Maybach diesel engine with hydraulic transmission; planned rear unit is dropped for economy, thus destabilizing the train; loss of bi-directionality results in high costs for turning equipment. (Doughty)
- May 17, 1956 LIRR discontinues experimental *East Ender* RDC service to Riverhead and Easthampton; cars later reassigned to Babylon-Patchogue "Scoot" service.
- May 17, 1956 Chesapeake Bay Ferry District, a state agency, purchases property of Virginia Ferry Corporation for \$1,285,000 under agreement of Mar. 28, 1956. (MB)
- May 21, 1956 U.S. Supreme Court rules that Railway Labor Act overrules state right-to-work laws in 18 states that ban union shop in railroad industry. (NYT)
- May 21, 1956 LIRR Class G5 No. 35 hauled by truck to Nassau County Park in Salisbury to be stationary exhibit. (NYT)
- May 22, 1956 First road test of Budd's "tubular" low center of gravity car for PRR. (MB)
- May 22, 1956 Missouri-Kansas-Texas announces it has joined Trailer Train Company.
- May 23, 1956 PRR Board approves dissolution of Trust of 1878 and full annual election of directors; approves abandonment of transfer table and over 2.5 miles of track at Meadows Yard. (MB)
- May 23, 1956 Because of a traffic surge, PRR leases nine Class T-1 4-8-4's, Nos. 2107, 2111-2115, 2119, and 2128, from Reading for an indefinite period, rather than spend money to restore its own steam locomotives to service; five are to be delivered at Harrisburg by May 25, and four by June 1; used mostly on old Susquehanna Division out of Enola. (Rdg, Wood)
- May 23, 1956 Pennsylvania Company Board authorizes the transfer of its half-interest in the Montour Land Company to the Montour Railroad Company. (MB)
- May 23, 1956 PFW&C Railway Board authorizes a 6-track TrucTrain terminal at Island Avenue, Pittsburgh. (MB)
- May 24, 1956 Robert R. Young has *X-plorer* used to carry 385 stockholders from New York to Albany for NYC annual meeting. (AR)
- May 25, 1956 Delaware River bridge opens at Bristol linking spur of New Jersey Turnpike Spur with Pennsylvania Turnpike; forms continuous superhighway from New York City to Ohio-Indiana state line. (BltnAlmnc)
- May 27, 1956 PRSL single-tracks the Millville Branch between Woodbury and Glassboro (9.8 miles). (VPO)

- May 27, 1956 Great Egg Harbor Bridge, last segment of Garden State Parkway, opens, forming a complete limited-access highway between New York and south Jersey resorts. (NYT)
- May 27, 1956 NYC "Train-X" *Xplorer* begins two days of display at Grand Central Terminal. (Kirkland)
- May 28, 1956 Last remnant of *The Cavalier* withdrawn between Lecato, Va., and Cape Charles. (eff. date - Mon.)
- May 29, 1956 Charles M. Jacobs and Masaji B. Sugano receive a design patent for the styling of General Motors' "Aerotrain"-TALGO train locomotive. (Trostel)
- May 31, 1956 Pennsylvania, Ohio & Detroit Railroad merged into Connecting Railway. (MB)
- May 31, 1956 Virginia Ferry Corporation files certificate of dissolution, and directors ordered to wind up its affairs; process actually takes until 1964; Kiptopeke Land Corporation dissolved. (MB)
- June 1, 1956 W.R. Elsey appointed VP in Charge of Purchases, Stores & Insurance, replacing J.C. White (1888-1963) given leave pending retirement on June 30 after 44 years service; VP-Pittsburgh John A. Appleton given leave until retirement on Dec. 31, 1957 and post abolished. (MB)
- June 1, 1956 PB&W Board authorizes the abandonment of the Wellsburg-State Line spur of the Wheeling Branch. (MB)
- June 1, 1956 (Old) Illinois Terminal Railroad Company (Ill.) liquidated. (DirObsSec)
- June 3, 1956 NYC version of "Train-X" begins revenue service between Cleveland and Cincinnati as *The Ohio Xplorer* on 5:30 schedule. (Doughty, Guide)
- June 5, 1956 LIRR Class G5 No. 38, last LIRR steam locomotive, delivered to Carriage House Museum in Stony Brook, N.Y. (NYT)
- June 6, 1956 LIRR grants first commuter a complimentary cab ride under its "engineer-for-a-day" program. (NYT)
- June 6, 1956 LIRR cancels plan to drop most service on West Hempstead Branch. (NYT)
- June 6, 1956 NYC announces completion of its electronic car reporting and accounting system using teletypes and IBM punched card machines; had been in operation for several weeks on Eastern District and now extended to Western District. (NYT)
- June 13, 1956 Publicity run of *The Keystone*, the "tubular" lightweight, low-center-of-gravity train built by The Budd Company; consists of seven coaches and a head-end-power/kitchen car; tubular cars cost \$2,000 per seat, vs. \$3,000 for *Congressional* type car and \$1,000 for "Aerotrain".
- June 13, 1956 Pennroad Corporation Board authorizes changing from a railroad holding company to a regular closed-end investment trust. (NYT)

- June 13, 1956 First run of daily run-through TrucTrain service between Pittsburgh and the Southwest via M-K-T, Santa Fe, and St. Louis-San Francisco Railroad.
- June 15, 1956 Illinois-Missouri Terminal Railway renamed Illinois Terminal Railroad (new); controlled by NYC, B&O and 8 other railroads; operates industrial tracks in East St. Louis-Alton area. (Cards)
- June 1956 Baltimore & Eastern Railroad abandoned between Love Point and Queenstown. (Guide)
- June 1956 Double-track and automatic block signals removed between Delmar and "CASSATT" near Princess Anne on the Delmarva Branch; replaced by single track and sidings with manual block. (PRR-FAX)
- June 18, 1956 Baldwin-Lima-Hamilton Corporation cancels the development of 1,750 HP and 3,500 HP engines by Maschinenfabrik-Augsburg-Nürnberg, as it has decided to exit the locomotive business. (Kirkland)
- June 19, 1956 PRR announces it will install 25-cent meters at station parking lots between Overbrook and Paoli.
- June 19, 1956 SEC Division of Corporate Regulation recommends Alleghany Corporation be allowed to proceed with exchange of preferred stock, providing those who have already received new shares be allowed to re-exchange them for old and that new shares be registered under the Securities Act. (Moody's, NYT)
- June 20, 1956 NYP&N Board authorizes abandonment of Port Norfolk Yard in Portsmouth, Va. (MB)
- June 23, 1956 *The New Englander* makes last run (eastbound only) between Pittsburgh and New York. (tt)
- June 24, 1956 *The Keystone* begins running between New York and Washington (two round trips); train lays overnight at Washington for servicing; *Middy Congressional* added replacing *The Judiciary*; fourth round trip for *Congressional/Senator* equipment as *The President* doubles use so that half New York-Washington trains have modern stainless steel equipment; requires breaking up original *Congressional* and *Senator* consists and ending turning of trains at terminals. (Guide, PR, KystnChron)
- June 24, 1956 *Pennsy AeroTrain* cut to Philadelphia-Pittsburgh and "Hot Penn-Tray" meal service discontinued; box lunch service still available. (tt)
- June 24, 1956 New York-Washington-Williamson, W.Va., sleeper cut to Washington-Roanoke-Williamson. (tt)
- June 24, 1956 LIRR speeds up schedules of 688 trains by up to 17 minutes; increases off-peak service frequency on Hempstead Branch from one hour to half hour as experiment; increases use of air conditioned cars to 50% on weekdays and 70% on weekends. (NYT)
- June 28, 1956 New York City Transit Authority (Independent Subway) begins operating over former LIRR Rockaway Beach Branch from Aqueduct to Rockaway Park and the Beach 25th Street/Wavecrest Station in Far Rockaway.

(Feinman, George)

- June 29, 1956 Pres. Eisenhower signs Federal-Aid Highway Act of 1956 authorizing construction of a 41,000-mile, limited access Interstate Highway system; federal government contributes 90% of cost of Interstates; establishes Highway Trust Fund. (EAH, UrbnMssTrnsptn)
- June 29, 1956 Southern Railway combines *Augusta Special* with *The Crescent* north of Charlotte, N.C. (Guide)
- Summer 1956 LIRR now has enough first class business to run two parlor cars on No. 443 from Jamaica to Montauk. (NYT)
- July 1, 1956 *Philadelphia Night Express* and *Pittsburgh Night Express* discontinued until Sep. 7 because of slack summer season for Pullman travel. (tt)
- July 1, 1956 Joseph H. Thompson and R. George Rincliffe elected PRR directors, replacing Leonard T. Beale (1881-1966) and Isaac W. Roberts (1881-1967) resigned. (MB)
- July 1, 1956 Nationwide steel strike begins. (HistPitts)
- July 1, 1956 PRR begins placing leased AT&SF 2-10-4's in storage at Columbus because of steel strike. (Keystone)
- July 2, 1956 PRR lays off 18,000 employees because of steel strike. (BlltnAlmnc)
- July 2, 1956 B&O extends Plan II "Tofcee" piggyback service from Philadelphia to New York over Reading and CNJ. (B&O Mag)
- July 6, 1956 Coffee Shop Tavern cars removed from *The Midday Congressional*. (A-sheet)
- July 7, 1956 Rail motor car makes last passenger train run on Elmira Branch between Williamsport and Troy, Pa.; rail motor cars are now confined to the Baltimore-Parkton locals and runs out of Trenton. (, PennsyWest)
- July 7, 1956 PRR announces it will curtail all 7,000 salaried employees by two days a month because of steel strike. (BlltnAlmnc)
- July 8, 1956 Santa Fe introduces all-Hilevel coach streamliner *El Capitan* between Chicago and Los Angeles.
- July 10, 1956 LIRR begins installation of reverse signaling between Jamaica and Hicksville; to be completed in 1957.
- July 14, 1956 Through New York-Cincinnati-Memphis 10-6 sleeping car on *Cincinnati Limited* cut to New York-Cincinnati; had operated over L&N Cincinnati-Louisville-Bowling Green-Memphis with pool of one PRR *Rapids* and three L&N *River*-series cars. (, Tipton)
- July 15, 1956 NYC switches *Great Lakes Aerotrain* from Chicago-Detroit to Chicago-Cleveland run; replaces westbound *Lake Shore Limited*, which is discontinued west of Buffalo. (Doughty)

- July 1956 Webb & Knapp, Inc's. option on Penn Station site expires; William Zeckendorf tries to lower price from \$30 million to \$10 million, but Pres. Symes refuses. (Ballon - verify)
- July? 1956 Pres. Eisenhower, concerned about his upcoming reelection bid and the impact of the steel strike on defense industries, asks Secretary of Labor James P. Mitchell and Secretary of the Treasury George M. Humphrey to mediate a settlement; the threat of a government fact-finding board nudges the United States Steel Corporation towards a settlement. (Seely - verify NYT)
- July 16, 1956 Budd unveils prototype "Pioneer III" lightweight car with display on side track under Waldorf-Astoria Hotel in New York; Pres. Symes and Edward G. Budd in attendance; cost cut to \$600 per seat or 40% less than "Aerotrain"; stainless steel body with molded all-plastic interior. (NYT)
- July 18, 1956 PRR commuter train rams bumper block at Exchange Place, Jersey City; 36 hurt. (NYT)
- July 18, 1956 PRR temporarily discontinues Columbus-Chicago passenger train because of steel strike.
- July 19, 1956 PRR and Hudson & Manhattan Railroad announce will contract for 50 air-conditioned MU cars for joint Hudson Terminal-Newark service. (NYT)
- July 20, 1956 ICC approves 18-25% increase in New Haven commuter fares.
- July 23, 1956 Dynamite blast on Connecticut Turnpike at Greenwich brings down New Haven catenary, causing several-hour delays. (NYT)
- July 27, 1956 Steel strike ends with new three-year contract; the companies concede to union demands for a 50-cents-per-hour increase over three years instead of five, including supplemental unemployment benefits, semi-annual cost of living adjustments, and a union shop for the first time; the settlement is better than any made that year except that of the United Mine Workers of America; in its local contract, Bethlehem Steel Corporation agrees that existing staffing levels cannot be changed regardless of technological improvements. (Seely, HistPitts, Warren)
- July 31, 1956 PRR offers City of Philadelphia air rights north of 30th Street Station as site for new stadium in exchange for vacant industrial land. (BilltnAlmnc)
- July 31, 1956 Great Northern Railway discontinues Cascades electrification between Wenatchee and Skykomish; PRR later acquires surplus electric locomotives. (Guide, Trains)
- July 31, 1956 Fire accidentally set by a demolition crew destroys the abandoned Autocar Company factory on the north side of Lancaster Avenue in west Ardmore. (Toll)
- Aug. 1, 1956 PRSL authorizes retiring one track between Winslow Jct. and Tuckahoe. (MB)
- Aug. 2, 1956 Pennel Company Board authorizes the extension of the 110th Street Yard in

Chicago; retiring 7.46 miles of line between "SN" and "CR" at Eldred, Pa.; single-tracking 13.5 miles between Franklinville and Hinsdale, N.Y., at resignaling the remaining track. (MB)

- Aug. 6, 1956 United States Steel Corporation No. 35, c/n 76,140, is placed in service at the Geneva, Utah, Works; the last Baldwin locomotive to be manufactured on a production basis. (Kirkland)
- Aug. 7, 1956 Pres. Eisenhower signs bill raising Railroad Retirement benefits by 10%.
- Aug. 9, 1956 Last run of 5 DB-buffet lounge-observation cars on Southern Railway's *Crescent* between Washington and Atlanta. (Guide, tt)
- Aug. 9, 1956 PRR adopts a single stripe for E-7 and E-8 passenger diesel locomotives, eliminating the 5-stripe "cat's whiskers." (PRRT&HS)
- Aug. 10, 1956 PRR, NYC, C&O, N&W, PRSL and P&LE ask ICC to raise first class fares 45% and non-commuter coach fares 5%. (, Trains)
- Aug. 13, 1956 BRT hits LIRR with one-day "slowdown" in jurisdictional dispute with International Brotherhood of Electrical Workers; 60,000 commuters delayed up to 40 minutes. (NYT)
- Aug. 15, 1956 Capital Transit Company sells the Washington transit system to D.C. Transit System, Inc., a subsidiary of Trans Caribbean Airways, Inc., after Congress revokes its franchise; it then reinvests the money by changing its name to Universal Corporation and buying the Marion Power Shovel Company and the Osgood Company. (Moody's)
- Aug. 1956 PRR receives the first of an order of 9 Fairbanks, Morse & Co. H24-66 "TrainMasters" Nos. 8699-8707, its last order from that builder. (Kirkland)
- Aug. 16, 1956 John W. Barriger III named President of Pittsburgh & Lake Erie.
- Aug. 1956 PRR buys seven surplus Great Northern Railway Class Y-1 3,300 HP 1-C+C-1 electrics for freight service; originally built by Alco/GE in 1927; become PRR Class FF2; one Class Y-1a purchased for parts. (Edson)
- Aug. 20, 1956 NYC offers 406 passenger stations throughout system, including Buffalo and Toledo, for sale or lease to reduce passenger deficit. (NYT)
- Aug. 21, 1956 First test of Pioneer III prototype coach No. 3880 on *Keystone*. (PRR file says on *Keystone* - elsewhere date is first test of car at Budd!)
- Aug. 22, 1956 Hudson & Manhattan Railroad holds first test of prototype of Pullman-Standard air-conditioned car for 60 guests between Hudson Terminal and Hoboken. (NYT)
- Aug. 23, 1956 Last leased Santa Fe 2-10-4's returned to service on Sandusky Branch coal trains after steel strike. (Keystone)
- Aug. 28, 1956 ICC authorizes Erie Railroad to run its trains into the Hoboken Terminal of the DL&W and abandon its ferry service from Pavonia Avenue to Chambers Street. (Moody's)

- Aug. 30, 1956 Coffee Shop Tavern cars restored on *The Senator*. (A-sheet)
- Aug. 31, 1956 Lykens Valley Railroad & Coal Company merged into Penndel Company under agreement of July 25. (MB, Moodys)
- Aug. 31, 1956 PRR closes Consolidated Ticket Office at 155 Pierrepont Street, Brooklyn.
- Sep. 1, 1956 PRR announces it is studying possibility of including tracks in proposed Chesapeake Bay Bridge-Tunnel, for which it would pay a user fee; rail line would double cost of project. (CE)
- Sep. 3, 1956 Last run of through sleeper to Bretton Woods and weekend car to Plymouth, N.H., on *The Bar Harbor Express*. (tt)
- Sep. 4, 1956 PRR freight derails at Greenfield, Ind.; four firemen hurt when tank car of cleaning fluid explodes. (NYT)
- Sep. 7, 1956 Eastbound *Trail Blazer* derails near Warsaw, Ind.; 37 hurt. (NYT)
- Sep. 8, 1956 PRR extends run-through TrucTrain service from Southwestern points to Philadelphia and New York.
- Sep. 8, 1956 Lawrence Grant White (1887-1956), senior partner of McKim, Mead & White, son of Stanford White and designer of Pennsylvania Station, Newark, dies of a heart attack at his home at St. James, Long Island; the McKim, Mead & White firm has until now enjoyed a partial veto power over changes to the main rooms of Penn Station, New York; now they will be even more mangled by modern additions. (NYT)
- Sep. 9, 1956 *The Admiral* westbound restored between Philadelphia and Pittsburgh. (tt)
- Sep. 9, 1956 Last run of summer-only through coaches and parlor cars between Washington and Atlantic City (trains No. 142/1029-1024/155). (tt)
- Sep. 9, 1956 Broad Street Subway extended from Olney Avenue, Philadelphia, to Fern Rock. (Cox)
- Sep. 10, 1956 Coffee Shop Tavern cars restored on *The Afternoon Congressional* and *The Morning Congressional*. (A-sheet)
- Sep. 10, 1956 NYC asks New York PSC for 26.4% increase in Hudson and Harlem commuter fares and abandonment of Putnam Branch service. (NYT)
- Sep. 10, 1956 Erie Railroad, DL&W and Delaware & Hudson Company announce merger studies. (Grant)
- Sep. 13, 1956 TWU threatens to strike PRR over issue of assignments of car inspectors; calls off after PRR agrees to arbitrate. (NYT)
- Sep. 15, 1956 Spur of New Jersey Turnpike opens between Newark Airport and Holland Tunnel. (NJTpKAuth)
- Sep. 1956 PRR establishes small group at headquarters to observe and study emerging

railroad merger movement.

- Sep. 1956 PRR halts R&D Dept. project with Pullman-Standard to develop "Adapto", 4-wheel, low-body TOFC flat car that will clear Baltimore and Virginia Avenue tunnels without expensive clearance improvements. (MB)
- Sep. ? 1956 PRR and N&W begin operating a solid piggyback (TOFC) train between New York and Bristol, Va., on a trial basis; runs through in 24:00. (Trains)
- Sep. 16, 1956 NYC assigns "Girls of the Century", airline type stewardesses, to replace male secretaries on *Twentieth Century Limited*. (NYT, Guide)
- Sep. 21, 1956 Court issues restraining order against TWU holding day-long "meetings" during work day on PRR. (NYT)
- Sep. 27, 1956 Most railroads file with ICC for a 15% rate increase. (Rdg AR)
- Sep. 27, 1956 ICC approves NYC's application to discontinue its West Shore ferries between Weehawken and New York City; the Cortlandt Street ferry is operating only during the weekday rush hours for a total of 12 round trips daily. (ICC)
- Sep. 28, 1956 C&O completes dieselization. (Trains)
- Sep. 30, 1956 Parlor-bar-lounge makes last run on *The Union* between Chicago and Cincinnati. (A-sheet)
- Sep. 30, 1956 PRR begins moving the reactor vessel for the Shippingport nuclear power plant from Hagerstown Yard to the plant site on the Kobuta Industrial Track (formerly the New Cumberland Branch); vessel is delivered on Oct. 6; is largest high & wide shipment over PRR, 12'-11" wide and 17'-7" above rails; weighs 153 tons; carried on an F-38 flat car with six empty flats for extra brakes. (PRRTHS)
- Oct. 1, 1956 PRR assumes direct operation of all parlor and parlor-buffet-lounge cars from the Pullman Company; parlor car service discontinued on *The Union*, *The Red Bird*, *The South Wind* and *The Blue Grass Special*; New Haven also assumes operation of parlor cars via Hell Gate Bridge Route from Pullman. (A-sheet, AR, Guide)
- Oct. 1, 1956 Hearings open in \$250 million antitrust suit of Pennsylvania Motor Truck Association against Eastern railroads and Carl Byoir & Associates and railroads' \$120 million counter-suit.
- Oct. 3, 1956 Washington-Los Angeles sleeper in *The Crescent/Sunset Limited* makes last run.
- Oct. 3, 1956 ICC authorizes NYC to discontinue Weehawken ferry effective Nov. 7; NYC loses \$3 million a year on West Shore passenger operations.
- Oct. 4, 1956 Marble Cliff Quarries No. 28, a 30-ton switcher, Baldwin c/n 76,150, is shipped from Eddystone; a second switcher built in Feb. 1956 is c/n 76,151, the highest numbered Baldwin locomotive, but it is used as a plant switcher until 1972. (Kirkland)

- Oct. 1956 PRR renames 22 lightweight sleepers assigned to *The Pittsburger* after famous Pittsburghers. (Wayner)
- Oct. 8, 1956 PB&W Board authorizes the abandonment of the former Delaware, Maryland & Virginia Railroad from Snow Hill, Md., to the Virginia state line; approve the sale of the stock of the Terre Haute & Peoria Railroad to the PRR. (MB)
- Oct. 9, 1956 Hearings on truckers' suit resume after failure to reach out-of-court settlement.
- Oct. 13, 1956 Erie Railroad begins running off-peak suburban trains and all long-distance passenger trains into the Hoboken Terminal of the DL&W instead of its own terminal at Pavonia Avenue; discontinues carrying automobiles on the Pavonia ferry. (Trains, StmbtBll)
- Oct. 1956 Class R1 electric locomotive No. 4899 scrapped. (Edson)
- Oct. 1956 Last Class B8a 0-6-0 No. 436 retired. (Edson)
- Oct. 15, 1956 Private connecting bus service between New Castle Jct. and New Castle, Pa., discontinued. (A-sheet)
- Oct. 1956 Last P54 coach at Pittsburgh, No. 115, retired. (Cinders)
- Oct. 1956 PRR is experimenting with various weights of welded rail on the Pittsburgh Division main line. (Trains)
- Oct. 1956 NYC completes CTC and respacing of signals for 60 MPH operation on Erie Division between Buffalo and Cleveland. (Trains)
- Oct. 16, 1956 PRR unveils model of completed Penn Center at Gimbel's department store and signs lease with Uris Brothers to construct 2 Penn Center office building. (MB - press release says exhibit opens 10/17!)
- Oct. 16, 1956 NYC announces it will implement atomic research at its Cleveland Technical Center, using radioactive isotopes to examine for structural defects and test fuel utilization. (NYT)
- Oct. 1956 PRR makes first "experimental" installations of welded rail; two miles at New Florence, Pa., and two miles at Van Wert, Ohio; to be compared with conventional rail on adjacent tracks; previously PRR had built short stretches of welded rail at certain passenger stations and Conway Yard.
- Oct. 1956 Boston & Maine, Burlington, and Wabash join Trailer Train Company.
- Oct. 1956 New Haven begins testing prototype EMD FL-9 dual diesel/electric locomotive to eliminate engine changes; to use third rail in Grand Central or Penn Station and operate as diesel east of Woodlawn Jct. or "HAROLD."
- Oct. 1956 Raritan River Railroad abandons Serviss Branch, Serviss Jct. to Pettits. (Guide)
- Oct. 21, 1956 New Haven takes delivery of first of McGinnis's lightweight trains, the

- Pullman-Standard "Train-X" *Dan'l Webster*, at Boston; styled by Modernist architect Marcel Breuer (1902-1981); plans to place in service by Dec. with 4:00 New York-Boston running time, to be reduced later. (Kirkland, NYT, AR)
- Oct. 24, 1956 New Haven stages first full test of its bi-directional version of "Train-X" *Dan'l Webster* with Baldwin-Maybach diesel-hydraulic engine at each end from Boston to New York. (Kirkland)
- Oct. 25, 1956 Budd "Pioneer III" car begins first (or additional?) road tests on PRR.
- Oct. 26, 1956 New Jersey Superior Court awards \$85,000 damages to C. Jorgenson, a PRR dining car steward fired in 1953 on suspicion of stealing a 1.5 pound ham. (NYT)
- Oct. 27, 1956 *The Fort Hayes* makes last run between Logansport and Columbus. (tt)
- Oct. 27, 1956 New York-Birmingham sleeper on *Birmingham Special* makes last run; last through car on this train north of Washington. (tt)
- Oct. 27, 1956 *Great Lakes Aerotrains* (No. 1001) makes last run on NYC between Chicago and Cleveland. (Guide)
- Oct. 27, 1956 Checked baggage service discontinued on PRSL to Ocean City, Wildwood and Cape May. (i.e. not restored in 4/1957)
- Oct. 28, 1956 Reserved seat coaches and special service charge dropped on "*Spirit of St. Louis*", which is cut to 19:10 eastbound; *Indianapolis Limited* restored for winter; *Philadelphia Night Express* discontinued; reserved coach seats discontinued on *Liberty Limited*; *The Red Arrow* restored between Philadelphia and Pittsburgh; St. Louis-Washington sleepers withdrawn from *St. Louisian* and "*The Spirit of St. Louis*", ending this service; Nos. 13-14 *Mail & Express* inaugurated (or begins carrying revenue passengers) Pittsburgh-St. Louis; revenue passenger service on *Mail & Express* Nos. 11-12 cut to Columbus-Richmond. (Guide, tt, A-sheet)
- Oct. 28, 1956 Budd coach observation lounge removed from *The South Wind*. (tt)
- Oct. 28, 1956 NYC introduces "Travel Tailored Schedule Plan" aimed at short and medium-haul markets; result of two-year study; features short, fast trains without head-end cars, more coaches and fewer sleepers; intermediate stops at smaller stations curtailed; however, most schedules are actually longer than post-1945 peaks. (tt, Doughty, Trains)
- Oct. 28, 1956 NYC's *Southwestern Limited* cut back to a Cleveland-St. Louis train called the *Southwestern* with only coaches and a thrift grill; connection with Missouri Pacific and MKT broken; limited sleeping car service later restored. (Sanders, Trains)
- Oct. 28, 1956 New York-Los Angeles sleeper via Overland Route changed from daily to alternating days on PRR and NYC. (VPO - check tt)
- Oct. 28, 1956 Stelton station renamed Edison in New York Region. (tt)

- Oct. 28, 1956 B&O inaugurates *Daylight Speedliner* between Philadelphia and Pittsburgh using three RDC's. (Guide, Stegmaier)
- Oct. 28, 1956 CB&Q reequips the *Denver Zephyr*; the last new U.S. streamliner built before Amtrak. (Wayner, Frailey)
- Oct. 28, 1956 CB&Q introduces the Budd "Slumbercoach," which seats 40 passengers in private rooms with fold-down bed and private toilet that are smaller than a roomette; the "Slumbercoach" has lower fares and appeals to coach passengers without cutting into regular Pullman patronage; they are subsequently adopted on the Northern Pacific Railway, NYC, B&O and other roads, and some last into the Amtrak era. (Overton)
- Oct. 30, 1956 Last Baldwin-Lima-Hamilton Corporation diesel locomotive, a 1,200 HP S12 switcher for Erie Mining Company, c/n 76,125, leaves Eddystone, ending 125 years of locomotive production. (Kirkland)
- Nov. 1, 1956 Eastern railroads file with ICC to reopen Southern Divisions Case of 1953.
- Nov. 1, 1956 Railroads agree with non-operating unions for a 10 cent per hour increase effective immediately, with additional increase of 7 cents on Nov. 1, 1957 and Nov. 1, 1958, in return for a 3-year moratorium on further wage and rules changes. (Rdg AR)
- Nov. 1, 1956 Chesapeake & Ohio Railway purchases the stock of the Washington & Old Dominion Railroad. (Williams)
- Nov. 4, 1956 Soviet tanks roll into Hungary to suppress a popular uprising; the West does not risk World War III by intervening; the liberal Communist leader Imre Nagy (-1958) is taken prisoner and later executed. (Service)
- Nov. 5, 1956 First of 12 GE 3,300-HP rectifier locomotives for the Virginian Railway, later used by New Haven and Penn Central, arrive in Roanoke, Va. (Trains)
- Nov. 6, 1956 Railroads file with ICC to make a 7% rate increase on one day's notice to meet increased wage and materials costs and pending increase in payroll taxes. (Rdg AR)
- Nov. 8, 1956 ICC halts abandonment of NYC's Weehawken ferry indefinitely after local protests. (NYT)
- Nov. 9, 1956 ICC examiner reports favorably on joint PRR-Santa Fe proposal to take over Toledo, Peoria & Western Railroad and rejects proposal for sole ownership by Minneapolis & St. Louis Railroad.
- Nov. 1956 PRR installs three miles of welded rail at North East, Md.
- Nov. 15, 1956 Indiana East-West Toll Road opens over its entire length from the Ohio Turnpike to the Illinois state line west of Gary, forming complete limited access toll road from New York City. (NYT)
- Nov. 15, 1956 U.S. District Court Judge Clary sets hearing on motion to drop Pennsylvania Motor Truck Association's antitrust suit against railroads.

- Nov. 19, 1956 Cleveland & Pittsburgh Railroad Board approves request of PRR to abandon 1.03 miles of Tuscarawas Branch at New Philadelphia. (MB)
- Nov. 19, 1956 Last run of NYC passenger service on "Old Road" between Toledo and Elkhart, Ind. (Sanders)
- Nov. 20, 1956 Railroads sign an agreement with the firemen granting a stepped increase similar to that granted non-operating employees. (Rdg AR)
- Nov. 21, 1956 ICC approves PRR request to remove cab signals between Parkton and Glencoe on Northern Central.
- Nov. 27, 1956 John I. Yellott and Bituminous Coal Research, Inc., finally receive U.S. Patent 2,771,962 for the improved recycling, separator, concentrator and ash storage system for the proposed coal-burning gas turbine locomotive, filed in 1953. (Ptnt)
- Nov. 28, 1956 Delaware Railroad retires Delmar passenger station. (BdFl)
- Nov. 28, 1956 PFW&C and Pennel Company agree with the City of Chicago for relocating their tracks for the construction of the Calumet Skyway. (MB)
- Nov. 30, 1956 SEC refuses to exempt Alleghany Corporation from rules barring the exchange of new 6% preferred stock for old 5½% preferred; rules Alleghany is subject to Investment Company Act, and new issue is more a "right to purchase" than a preferred stock. (Moody's, NYT)
- Dec. 2, 1956 PRR returns last four 2-10-4's to AT&SF. (Keystone)
- Dec. 4, 1956 PRR and TWU reach new contract for shop crafts; 24 cents per hour over three years with cost of living adjustment. (NYT)
- Dec. 4, 1956 Chicago Union Station Company Executive Committee considers an application for a consolidates airlines terminal with street level space in the Concourse and air rights between Adams Street & Jackson Boulevard. (MB)
- Dec. 6, 1956 Commutation tickets now honored on "*Spirit of St. Louis*".
- Dec. 9, 1956 Pennsylvania, Ohio & Detroit Railroad merged into Connecting Railway under agreement dated Oct. 26, 1955. (RRs of Mich)
- Dec. 10, 1956 PRSL authorizes retiring tracks at Wildwood and Wildwood Crest. (MB)
- Dec. 14, 1956 LIRR announces 5.4% fare increase effective Jan. 3; eighth increase since 1947.
- Dec. 17, 1956 ICC grants emergency 7% rate increase to Eastern railroads effective Dec. 28; also 5% in Western territory and in interterritorial rates. (AR)
- Dec. 18, 1956 Union Pacific begins running "Aerotrain" No. 1001 between Los Angeles and Las Vegas; converts one coach to a buffet car and one to a club-lounge offering free meals, airline style. (Guide, Trains)
- Dec. 19, 1956 PRR Board authorizes purchase of 6 experimental "Pioneer III" MU cars for

- \$1.6 million. (MB)
- Dec. 19, 1956 Pennsylvania Company Board authorizes the sale of 200 flat cars to be built by the PRR to Trailer Train Company. (MB)
- Dec. 20, 1956 NYC pays 1% dividend in stock of United States Freight Company. (AR)
- Dec. 21, 1956 New York-Chicago 10-2-1 sleeper makes last run on *The Pennsylvania Limited*.
- Dec. 21, 1956 Pennsylvania & Newark Railroad, unbuilt freight line from Morrisville to Colonia, dissolved. (MB)
- Dec.? 1956 Railroads petition the ICC for a 22% rate increase, including the 7% emergency increase already granted, in *Ex Parte 206*. (Rdg AR)
- Dec. 24, 1956 Presidential Emergency Board appointed to settle BRT's request for increase.
- Dec. 26, 1956 Brooklyn-Manhattan Transit Corporation liquidated. (DirObsSec)
- Dec. 28, 1956 PRR closes city ticket office at Baltimore & Light Streets, Baltimore.
- Dec. 28, 1956 ICC emergency rate increase of 7% goes into effect. (Rdg AR)
- Dec. 31, 1956 PRR has abandoned about 1,500 track miles since 1953. (VPO)
- Late 1956 Great Southwest Corporation incorporated in Delaware by Angus Wynne, Jr. (1914-1979), to develop the 2,243-acre Waggoner Ranch between Dallas and Fort Worth into an industrial park; financed by his uncle, Toddie Lee Wynne, Sr. (1896-1982), and the Rockefellers through Rockefeller Center, Inc.; the Wynne family controls about 45% and the Rockefellers 20%; initially, Webb & Knapp, Inc., of New York also has an interest. (SEC, Moodys)
- 1956 Great Southwest South Corporation incorporated in Delaware by Wynne real estate interests of Dallas. (Moodys)
- 1956 PRR leases 9 Reading Class T-1 4-8-4's to ease motive power shortage.
- 1956 PRR is now hauling 4,000 piggyback trailers per month; 28 truck lines are in operation and solid piggyback trains are now common; operate New York-Chicago in 27:00. (Trains)
- 1956 PRR excludes Baldwin-Lima-Hamilton from bidding on a diesel order for the first time; a few weeks later Baldwin closes part of Eddystone and exits the locomotive business. (, Brown)
- 1956 Baldwin-Lima-Hamilton Corporation receives no domestic diesel orders. (Trains)
- 1956 With the end of locomotive production, Baldwin-Lima-Hamilton Corporation sells 15.5 acres, west of the PRR at Eddystone, including the office building, to the Eagson Corporation. (Kirkland)
- Late 1956 No. 6 Penn Center completed; 18-story office building.

- 1956 NYC posts \$48 million passenger deficit. (Sanders)
- 1956 Last automatic block signals on former Delmarva Division taken out of service between Seaford, Del., and Pocomoke, Md., and reduced from double to single track main line. (PRRFAX)
- 1956 Coaling station at Potomac Yard dynamited. (Foley)
- 1956 NYC Pres. Perlman creates a centralized motive power control office at New York. (Trains)
- 1956 Norfolk & Western Railway VP & General Counsel Stuart T. Saunders promoted to Executive VP. (Striplin)
- 1956 Chicago Mayor Richard J. Daley proposed consolidating railroad passenger terminals to free land for new Chicago campus of University of Illinois; no practical results. (Young)
- 1956 First load of taconite pellets leaves Taconite Harbor, built by Pickands, Mather & Co. north of Two Harbors, Minn.; taconite pellets can be handled by self-unloaders mounted on the boats, dooming the big Hulett unloaders; by 1970, there are 20 pelletizing plants in the U.S. and 12 in Canada, permitting the Lake Superior mines to retain market share. (Bowlus, Seeley)