

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

**By Christopher T. Baer**

**1961**

**April 2015 Edition**

**All data subject to correction and change**

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| Jan. 1, 1961 | PRR rescinds salary deductions and restores thrift plan contributions for salaries employees earning over \$18,000. (MB)  |
| Jan. 1, 1961 | VP-New York James L. Cranwell (1905-1963) retires for health at age 55 after 34 years service and office abolished; office of VP-Ohio abolished; John W. Ewalt (1910-2002) appointed Manager, Real Estate. (MB)   |
| Jan. 1, 1961 | NYC cuts workforce at Selkirk Yard by over 40% because of low traffic. (NYT)  |
| Jan. 1, 1961 | Florida East Coast Railway leaves bankruptcy under the control of the St. Joe Paper Company, which is in turn controlled by the Estate of Alfred I. du Pont (1864-1935), which is managed by du Pont's brother-in-law and executor Edward Ball ( -1981). (Frailey)  |
| Jan. 3, 1961 | ICC issues ruling refusing to end the 1877 rate differentials between New York and Boston on the one hand and the Middle and South Atlantic ports on the other, saying there is no proof that rates are causing the northern ports to lose traffic; change was sought by NYC to make rates to New York, Boston and Portland equal to Philadelphia and Baltimore. (ICC, NYT) |
| Jan. 3, 1961 | Last run of B&O passenger trains between North Vernon, Ind. and Louisville, ending B&O service between Louisville and the East. (Stegmaier)   |
| Jan. 3, 1961 | New Haven obtains \$3.5 million loan under Transportation Act of 1958.  |

- Jan. 4, 1961 New Haven and Boston & Maine announce they will sue ICC in federal court to remove differential rates between northern and southern ports.
- Jan. 5, 1961 Ralph G. Richardson (1885?-1961) retired PRR special agent at New York and former LIRR official, dies at New York. (NYT)
- Jan. 6, 1961 Remnant of NYC's former *Indianapolis Special* makes last run between Indianapolis and Union City. (Sanders)
- Jan. 7, 1961 First solid TrucTrain train from the South via Washington, TT-24, inaugurated; Lakeland, Fla.-Kearny, N.J. via ACL with second morning delivery. (PR, Hoffman)
- Jan. 10, 1961 Masters, Mates & Pilots Union and Seafarers' International Union (664 members) begin 14-day strike against all railroads in New York harbor after their demand for a job freeze is rejected, shutting down all railroad marine operations and affecting over 100,000 railroad passengers; serves to shut down New Haven freight operations, but picket lines not much honored on PRR; stops PRR LCL, produce and interchange traffic; strike also stops the ferries of the CNJ and Erie Lackawanna, throwing most N.J. commuters onto the PRR, Hudson & Manhattan or buses. (NYT, MB)
- Jan. 10, 1961 With its ferries shut down by the strike, the CNJ runs its four rush-hour trains on the NY&LB, Nos. 3302, 3304, 3306, 3308, 3319, 3323, 3325 and 3327, via Rahway into the PRR's Jersey City Terminal at Exchange Place, where passengers can transfer to the Hudson Tubes; all other trains continue to run to the CNJ's Jersey City Terminal, where there is no connection to New York, and passengers are advised to change to the PRR at Elizabeth or take buses from Bayonne. (Gallo/Rosenbaum)
- Jan. 10, 1961 New York City Board of Standards & Appeals rejects plan for three levels of bowling alleys to be built in the air space of the Main Waiting Room of Grand Central Terminal. (NYT)
- Jan. 10, 1961 Railway Express Agency, Inc., announces the development of small containers of 4 x 8 x 8 for express matter; to be carried up to 20 on an 85-foot flat car; is to begin a pilot project on the PRR between New York and St. Louis later in the month. (NYT)
- Jan. 12, 1961 Boards of B&O and C&O approve affiliation as "in the best interests of ... both companies." (B&O AR)
- Jan. 12, 1961 NYC Board approves purchase of up to 90,000 shares of B&O in bidding war with C&O; passes first quarter dividend. (NYT)

- Jan. 13, 1961 ICC denies the request of the Lehigh Valley Railroad for trackage rights over the Erie-Lackawanna Railroad between Owego and Campbell Hall, N.Y., to create a more direct line to the Poughkeepsie Bridge gateway. (ICC)
- Jan. 13, 1961 Labor Dept. reports that unemployment rose to 6.8% in Dec. 1960, the highest since 1940. (NYT)
- Jan. 1961 Work begins on 30-storey Penn Towers apartment between 18th and 19th Street on north side of Boulevard in Penn Center. (CE)
- Jan. 1961 PRR donates Cumberland Valley locomotive *Pioneer* and 1836 Camden & Amboy coach to Smithsonian Institution. (White says 1960)
- Jan. 1961 PRR proposes that Allegheny County Port Authority purchase 39 RDC's, which PRR will operate at lower fares; would mean \$2.3 million annual deficit for Port Authority. (RyA)
- Jan. 1961 Reading Company joins Trailer Train Company. (AR)
- Jan. 1961 A year after the strike, the American steel industry remains depressed; demand for domestic steel falls to less than 40% of capacity. (AmrcnDcnds)
- Jan. 16, 1961 NYC crews honor pilots' picket lines at Grand Central Terminal, disrupting the evening rush hour. (NYT)
- Jan. 16, 1961 In his final budget message, outgoing Pres. Eisenhower urges amending the Employment Act of 1946 to give price stability equal consideration with full employment; inflation will slowly rise from manageable levels during the 1960s to threaten the entire economy in the 1970s. (NYT)
- Jan. 17, 1961 Harbor strike is extended to the NYC, stopping all trains in and out of Grand Central Terminal. (NYT)
- Jan. 17, 1961 Great Northern Railway, Northern Pacific Railway and CB&Q file merger application with the ICC, in effect, recreating the Northern Securities Company system of the early 1900s. (Trains)
- Jan. 18, 1961 NYC starts another round of buying B&O stock on open market; C&O follows, driving the price of B&O up 6-1/8 points. (NYT)
- Jan. 19, 1961 R.L. Milbourne, NYC Director of Flexi-Van Sales & Services, addresses a group of shippers and transportation men; with six other

- experts urges the standardization of all intermodal containers. (NYT)
- Jan. 19, 1961 ICC announces that it is investigating the C&O-NYC bidding war for the B&O; New York Stock Exchange suspends trading in B&O stock; it resumes the following afternoon. (NYT)
- Jan. 19, 1961 Second major storm of winter dumps a foot of snow east of Harrisburg; 86 electric locomotives fail; trains arrive in Washington up to 9:33 late, interfering with travel to Pres. Kennedy's inauguration. (MB)
- Jan. 20, 1961 PRR operates 18 special trains to John F. Kennedy's inauguration; between 12:01 AM and 1:00 PM a total of 84 trains arrive at Union Station, of which 22 (all railroads) are extra sections or specials. (MB, NYT)
- Jan. 21, 1961 Between 2:00 PM of Jan. 20 and 7:00 AM of Jan. 21, a total of 82 trains are dispatched from Washington Union Station, of which 18 are extra sections or specials; between Jan. 16 and Jan. 23, a total of 54 extra sections and specials are operated for inauguration traffic, and a total of 1,021 extra cars are used. (MB)
- Jan. 21, 1961 PRR members of the Brotherhood of Railroad Trainmen state they will not honor the pilots' picket lines, reassuring the public that the PRR will remain open. (NYT)
- Jan. 21, 1961 Interstate Staff Commission on New Haven reports will require \$13.7 million over next four years to cover passenger deficit. (NYT)
- Jan. 23, 1961 New York tugboat strike settled through the direct intervention of the new Secretary of Labor Arthur Goldberg on basis of referring the dispute to a presidential commission. (MB, NYT)
- Jan. 24, 1961 NYC commuter service restored to normal. (NYT)
- Jan. 25, 1961 Stuart T. Saunders of N&W named PRR director, replacing John A. Diemand (1886-1974), retired. (MB)
- Jan. 25, 1961 PRR Board authorizes sale or exchange of N&W common stock; Chairman Symes now sees a two-system East with an independent New England system; Board authorizes retirement of Meadows Yard coaling station, facilities in Pittsburgh Passenger Yards "D" & "E", and abandonment of 1.89 miles of New Holland Branch between Cornog and Glenmoore, Pa. (MB)
- Jan. 25, 1961 Hudson Rapid Tubes Corporation incorporated in Delaware as a reorganization of the railroad properties of the Hudson & Manhattan

Railroad. (DelCorps)

- Jan. 26, 1961 William W. Finley (1888-1961), retired Manager of Freight Traffic Research, dies at Bryn Mawr at 72. (RyA)
- Jan. 27, 1961 Port Authority submits offer to buy Hudson & Manhattan Railroad. (NYT)
- Jan. 30, 1961 PRR files with the ICC to end the voting trust agreement and acquire full control of the Lehigh Valley Railroad by an exchange of stock and to issue 367,391 new shares for the purpose. (AR, ICC)
- Jan. 31, 1961 ICC authorizes Lehigh Valley Railroad to drop its last two interstate passenger trains, Nos. 7-8 the *Maple Leaf* to Buffalo and Suspension Bridge, and Nos. 28-29 the *John Wilkes* to Lehigh; also to drop Nos. 228-229 and 207 between Lehigh and Hazleton and discontinue trackage rights on the PRR between "HUNTER" Tower and Penn Station. (ICC)
- Feb. 1, 1961 John M. Brewster (1899- ) appointed Medical Director, replacing Dr. Alexander M.W. Hursh (1886-1961), retired. (MB)
- Feb. 2, 1961 C&O exchange offer to B&O expires; C&O announces it has acquired 64% control of B&O; NYC and Allegheny Corporation have spent \$29 million to acquire 369,775 shares or 20% and can thus prevent the two roads being consolidated for tax purposes. (AR, NYT, Moodys)
- Feb. 2, 1961 Philadelphia-Bowie race track special derails leaving main line at Arundel, Md.; of 2 diesels, 9 coaches, diner and tavern car, all but last four cars derail; 6 killed and 243 injured; 5 cars scrapped; train was doing 55 MPH in 15 MPH zone. (MB)
- Feb. 2, 1961 Fourth big storm of winter dumps 10-17" of snow east of Pittsburgh; cost to PRR \$2 million; total cost of storms since Dec. is \$7.2 million. (MB)
- Feb. 3, 1961 PRR applies to ICC to obtain full control of Lehigh Valley Railroad. (NYT)
- Feb. 3, 1961 Lehigh Valley Railroad discontinues its last main line passenger trains, the New York-Lehigh *John Wilkes* Nos. 28-29 and the New York-Buffalo *Maple Leaf* Nos. 7-8, includes use of PRR tracks between New York and West Newark Jct. (Trains, AR, Greenberg)
- Feb. 4, 1961 *Maple Leaf* No. 8 from Buffalo, running late because of a blizzard, is annulled at Newark, ending main line passenger service on the Lehigh

Valley Railroad. (Trains, Greenberg)

- Feb. 6, 1961 Presidential Commission begins hearings on railroad work rules with presentation of management's case. (AR)
- Feb. 8, 1961 RDC No. 40 makes the last run of Lehigh Valley Railroad passenger service on the intrastate shuttle between Hazleton and Lehigh, Pa.; car is later purchased by the Reading. (Greenberg, BeeLine)
- Feb. 9, 1961 ICC approves the merger of the old NYC into the new NYC incorporated in Delaware; authorizes the merger of the Boston & Albany Railroad, Ware River Railroad, Pittsfield & North Adams Railroad Corp. and Beech Creek Extension Railroad into the NYC (Del.). (ICC)
- Feb. 12, 1961 PRR imposes massive cutbacks in dining car service; all diners and Coffee Shop Tavern cars removed from New York-Philadelphia "Clockers" with the exception of diner on No. 202; some Coffee Shop Tavern cars reconfigured for bar car service on NY&LB commuter trains; separate food and drink service removed from lounge cars on *The General* and *The South Wind*; all Baltimore-Buffalo food service discontinued. (A-sheet)
- Feb. 13, 1961 Railway Express Agency, Inc., delivers cars of its small containers to Los Angeles in two and a half days (71:00) from New York via NYC *Super Van* and Santa Fe *Fast Mail* No. 7. (RyAge, Trains)
- Feb. 14, 1961 James P. Mitchell resigns as Chairman of presidential commission to seek the Republican gubernatorial nomination in New Jersey. (NYT)
- Feb. 15, 1961 Court blocks Clint Murchison from receiving the Allegheny Corporation stockholder list in his proxy fight with Allan P. Kirby. (NYT)
- Feb.? 1961 PRR proposes that the Port Authority of Allegheny County take over its Pittsburgh commuter service; Port Authority to spend \$2.3 million a year in subsidies and purchase 39 Budd RDC's; PRR would operate the trains and bill the Authority for actual expenses; Pittsburgh commuter service now loses over \$500,000 a year. (Trains)
- Feb. 1961 U.S. Steel Corporation diverts most of its iron ore traffic from Canton to the Fairless Works and the PRR ore pier in South Philadelphia. (Schlerf)
- Feb. 1961 General Electric Company produces its first Model U-25B 2,500 HP diesel demonstrator; GE will drive Alco out of the locomotive business

within 7 years and eventually become the number one domestic builder. (Kirkland)

- Feb. 16, 1961 Wabash Railroad Board votes to accept Detroit, Toledo & Ironton's offer of \$3 million for Ann Arbor Railroad, which N&W does not want in merged system. (Grant)
- Feb. 17, 1961 Peat, Marwick, Mitchell & Co. presents a study on cutting the PRSL's deficit by eliminating most or all passenger service and coordinating freight facilities; projects a \$797,300 annual saving for the PRSL and \$98,800 for the PRR. (VPO)
- Feb. 17, 1961 Great Northern Railway, Northern Pacific Railway, CB&Q and Spokane, Portland & Seattle apply to ICC to merge. (NYT - see above)
- Feb. 18, 1961 Six-day strike begins, grounding Eastern, Trans World, American, National and Flying Tiger Airlines. (AmrcnDcds)
- Feb. 18, 1961 James Kellum Smith (1893-1961), the last partner in the venerable firm of McKim, Mead & White, dies at New York; the office is reconstituted as Steinmetz, Cain & White. (NYT, WwasW)
- Feb. 20, 1961 U.S. Supreme Court reverses decision against railroads in Pennsylvania Motor Truck Association case; holds that anti-trucking advertising is legitimate freedom of speech and quashes proposed injunction against it; overturns award levied against railroads and Carl Byoir & Associates by Judge John Sirica. (AR, Trains)
- Feb. 20, 1961 Pa. PUC denies PRR application to abandon Pittsburgh suburban service but indicates it may reconsider if no public assistance is forthcoming. (MB)
- Feb. 21, 1961 Pennsylvania Company Board approves placing its Norfolk & Western Railway stock in a voting trust and selling it in an orderly fashion in the event of completing the Penn Central merger. (MB)
- Feb. 1961 Economy bottoms out and recovery begins; expansion, fueled by Vietnam War, lasts into 1969 and is longest in U.S. history before that of the 1990s. (NBER)
- Feb. 1961 Smithsonian Institution places Cumberland Valley 2-2-2 *Pioneer* on display in Arts & Industries Building. (White)
- Feb. 25, 1961 William McL. Pomeroy (1888-1961), former General Traffic Manager, dies of a heart attack at Haverford, Pa. (RyAge)

- Feb. 27, 1961 ICC rejects NYC's proposed plan to grant discounts to shippers who route 80% or more of their traffic over NYC (the Amsterdam carpet case) and orders them to cancel the rate by Mar. 28. (RyAge, NYT)
- Feb. 28, 1961 New York Central Railroad Company (NYC) reincorporated in Delaware. (AR - this is the date of merger of the old New York company into the new Delaware one)
- Feb. 28, 1961 Last run of PRR commuter trains between "RS" Tower and Centre Avenue at Burgettstown, Pa.; effective Mar. 1 trains stop at the main line station and deadhead to Mingo Jct. for servicing.
- Feb. 28, 1961 LIRR introduces "breakfast car" on 5:39 AM from Port Jefferson; same car operates on 5:41 from Hunters Point Avenue to Port Jefferson as LIRR's first full bar car; a 30-foot block of seats removed for permanent bar area; total of 13 bar cars placed in service during 1961. (NYT)
- Feb. 28, 1961 Pres. Kennedy proposes a new tax formula that would have large trucks bear an increased share of the cost of Interstate highways; would raise the license fee for a 22.5-ton truck from \$67.50 to \$225 and raise the tax on diesel fuel from 4 cents to 7 cents a gallon. (Trains)
- Mar. 1, 1961 Brotherhood of Locomotive Engineers receives further 2% increase, followed by trainmen and firemen; non-operating employees receive increase in health and welfare benefits. (NYT)
- Mar. 1, 1961 PRR leases Erie coal docks to Erie Seaway Corporation for three years. (MB)
- Mar. 2, 1961 ICC authorizes the new Hudson Rapid Tubes Corporation to assume the trackage rights over the PRR between Journal Square and Newark exercised by the old Hudson & Manhattan Railroad. (ICC)
- Mar. 3, 1961 Textile manufacturer Joseph R. Grundy (1863-1961), once head of a Pennsylvania Republican Party faction and sometimes thorn in the side of W. W. Atterbury, dies at Nassau in the Bahamas. (CongBio)
- Mar. 5, 1961 John A. Droege (1861-1961), retired VP and General Manager of the New Haven and author of texts on passenger and freight terminals, dies at Orlando, Fla., at 100. (RyAge)
- Mar. 7, 1961 Erie-Lackawanna Railroad demands inclusion in Penn Central merger. (NYT)
- Mar. 9, 1961 PRR sells 24 heavyweight parlor cars to LIRR for East End resort



service at \$3,500 each. (VPO)

- Mar. 9, 1961 Attempts to settle dispute between Allan P. Kirby and the Murchisons over Alleghany Corporation fail. (NYT)
- Mar. 10, 1961 New Haven places CTC in service between Derby Jct. and Berkshire Jct., Conn., on the Maybrook Line. (nhrhta)
- Mar. 11, 1961 Port Authority issues initial proposal for a \$355 million World Trade Center on the East River; New Jersey demands something from the Port Authority in return. (NYT)
- Mar. 13, 1961 Bill authorizing Port of New York Authority to take over Hudson & Manhattan Railroad introduced in Legislature. (NYT)
- Mar. 1961 ICC rules it has no jurisdiction over Hudson & Manhattan Railroad reorganization; leaves it at mercy of state commissions.
- Mar. 1961 NYC files opposition to PRR control of Lehigh Valley Railroad; wants stock placed in trust. (RyAge)
- Mar. 1961 Unemployment peaks at 6.9% for a new post-1940 high, then remains steady for about a month and begins falling slowly. (NYT)
- Mar. 17, 1961 Norfolk & Western Railway files with ICC to merge with Nickel Plate and lease Wabash Railroad and purchase the PRR's Sandusky Branch. (RyAge)
- Mar. 20, 1961 Port of New York Authority agrees to aid commuter railroads beyond taking over Hudson & Manhattan Tubes; would spend up to 10% of its \$70 million reserve fund each year; plan opposed by both Gov. Meyner and Gov. Rockefeller; Rockefeller is demanding that takeover of Hudson Tubes be tied to building World Trade Center in New York. (NYT)
- Mar. 20, 1961 Bill authorizing Port Authority to take over Hudson & Manhattan Railroad introduced in New Jersey Legislature; state leaders, particularly Gov. Meyner, oppose Gov. Rockefeller's plan of combining H&M and World Trade Center in one bill. (NYT)
- Mar. 21, 1961 Erie-Lackawanna Railroad asks ICC to postpone hearings set for next day on PRR control of Lehigh Valley Railroad. (RyAge)
- Mar. 22, 1961 ICC begins hearings on PRR control of Lehigh Valley Railroad; NYC and Erie-Lackawanna to oppose it, fearing combination of PRR, LV, N&W, Nickel Plate, Wabash, DT&I and Ann Arbor. (MB)

Mar. 22, 1961 Last run of NYC passenger service between Buffalo and Niagara Falls. (NYT)

Mar. 23, 1961 Chairman James M. Symes says there is to be no merger of the Lehigh Valley Railroad into the PRR; PRR is seeking control only to prevent LV bankruptcy. (NYT)

Mar. 23, 1961 New Jersey officials object to Port Authority's plan for the Hudson & Manhattan Railroad because of linkage to World Trade Center project. (NYT)

Mar. 23, 1961 N.J. PUC rejects PRSL petition to discontinue all passenger service but permits it to drop 15 weekday, 17 Saturday and 11 Sunday trains, but must retain 38 trains. (Rdg AR, Lee)

Mar. 24, 1961 In a speech at Cincinnati, Chairman Symes refers to the Norfolk & Western Railway as "more than a friend," stoking fears that the PRR means to continue to exert control over the N&W. (Trains)

Mar. 31, 1961 Small shareholder advocate Randolph Phillips resigns as a director of Allegheny Corporation. (NYT)

Apr. 1, 1961 Norfolk & Western Railway Pres. Stuart T. Saunders tells employees and guests at a conference at Roanoke that the N&W has no further merger plans at present. (RyAge)

Apr. 1, 1961 Per diem and mileage rates on Trailer Train Company cars cut by 5%. (RyAge)

Apr. 1, 1961 R.E.A. Express, Inc., cancels its contract with the CNJ, ending express service on that line. (AR)

Apr. 3, 1961 Boston & Albany Railroad, Beech Creek Extension Railroad merged into NYC. (GrnBk)

Apr. 3, 1961 Erie-Lackawanna Railroad announces that it has petitioned the ICC for inclusion in the N&W merger. (NYT)

Apr. 6, 1961 R E A Express, Inc., begins carrying small containers on PRR No. 13 to St. Louis. (RyAge)

Apr. 6, 1961 NYC Executive Committee drops two directors friendly to the Murchisons from slate for next election on May 25. (NYT)

Apr. 8, 1961 Gov. Rockefeller signs a bill permitting the Port Authority to take over

the Hudson Tubes and build a World Trade Center in lower Manhattan; the World Trade Center is to be moved from the East River to the area occupied by Hudson Terminal and the amount of rentable office space is doubled from 5 million to 10 million square feet; however, New Jersey remains suspicious of the project. (NYT, Doig)

- Apr. 8, 1961 Ford Motor Company introduces the "Levacar", its plan for an air-cushion tracked vehicle capable of speeds "up to 500 MPH" and using a propellor for forward propulsion; PRR, NYC and Santa Fe express an interest; PRR considers a 200-passenger double-deck car capable of 150 MPH. (NYT, Trains)
- Apr. 9, 1961 International Brotherhood of Teamsters begins a nationwide campaign in support of a bill introduced by Sen. E.L. Bartlett of Alaska designed to reinstate pre-1958 rate restrictions on railroads; particularly aimed at ICC's approval of low rates for the bulk shipment of automobiles which threatens truck haulage of autos and Teamsters' jobs. (PubRel)
- Apr. 10, 1961 N.J. PUC rejects Hudson & Manhattan Railroad reorganization plan.
- Apr. 10, 1961 NYC issues *What about the Public?* arguing that the C&O/B&O will steal its traffic and bankrupt it and that there is only room for two railroad systems in the East. (NYT)
- Apr. 12, 1961 N.Y. PSC authorizes Hudson & Manhattan Railroad to transfer railroad properties to newly-formed subsidiary Hudson Rapid Tubes Corporation. (Moody's)
- Apr. 12, 1961 In action brought by the Kennedy Justice Dept., a federal grand jury brings criminal indictments against General Motors Corporation for monopolizing diesel locomotive production, having driven Baldwin-Lima-Hamilton Corporation and Fairbanks, Morse & Co. out of the business; Alco Products' share has dropped from 39.7% in 1946 to 13.1% in 1960; GM's share has increased from 47.1% to 84.1%. (NYT, GM AR)
- Apr. 14, 1961 PRR files with ICC to sell Sandusky Branch to N&W to serve as its link with the Nickel Plate.
- Apr. 1961 NYC completes modernization of 60<sup>th</sup> Street Yard in New York. (RyAge)
- Apr. 1961 NYC's annual report complains of the threat posed by the PRR's "ever-growing rail empire." (AR, Trains)
- Apr. 1961 NYC announces it will present its plan for a two-system East to the

ICC when C&O/B&O hearings begin on June 19; NYC is to take Western Maryland, Reading, CNJ and Pittsburgh & Lake Erie; PRR is to have Erie Lackawanna, Lehigh Valley, N&W and Wabash. (RyAge)

- Apr.? 1961 NYC operates a 22,000-ton ore train from Ashtabula to Youngstown. (Trains)
- Apr. 19, 1961 Delaware River Port Authority makes its first report to the governors of New Jersey and Pennsylvania on the proposed PATCO High-Speed Line. (MB)
- Apr. 19, 1961 NYC Pres. Perlman announces he will expand Sleepercoach service by converting ten 22-roomette cars into 36-passenger Sleepercoaches for New York-Chicago service; work is to be done at Budd's Red Lion Plant. (NYT, RyAge, Trains)
- Apr. 20, 1961 Chairman James M. Symes meets at his New York office with David Bevan, J. Benton Jones, and Irving Felt and others of Graham-Paige Corporation to discuss locating the new Madison Square Garden on the Penn Station site. (VPF)
- Apr. 20, 1961 Lehigh Valley Railroad Pres. Cedric A. Major (1891-1961) dies of a heart attack while playing tennis. (RyAge - see below)
- Apr. 24, 1961 PRR opens 28th TrucTrain terminal at Marion, Ind. (PR)
- Apr. 24, 1961 Norfolk & Western Railway and Nickel Plate oppose inclusion of Erie-Lackawanna Railroad in their merger. (NYT)
- Apr. 25, 1961 PRR makes a new agreement with the Richmond, Fredericksburg & Potomac Railroad covering the costs of maintaining and modifying catenary in Potomac Yard. (MB)
- Apr. 25, 1961 NYC announces a \$4.26 million deficit for Mar. 1961. (NYT)
- Apr. 26, 1961 Pennel Company authorizes abandonment of part of the Salamanca Branch between Kinzua and Salamanca (28.5 miles). (MB)
- Apr. 28, 1961 Last run of PRSL commuter passenger service between Clementon and Hammonton, N.J., via old ACRR line. (tt)
- Apr. 28, 1961 NYC says C&O/B&O merger will do "irreparable damage" to railroad service east of the Mississippi. (NYT)
- Apr. 28, 1961 NYC submits petition to ICC for inclusion in N&W-Nickel Plate merger; NYC notes it could serve to connect the two roads, relieving

them of paying \$27 million to acquire the PRR's Sandusky Branch.  
(NYT, Trains)

- Apr. 28, 1961 Lehigh Valley Railroad Pres. Cedric A. Major (1891-1961) dies; had intended to retire once PRR control had been completed; no successor named. (AR)
- Apr. 29, 1961 *Nellie Bly*, last PRR New York-Atlantic City passenger train, makes last run. (tt)
- Apr. 29, 1961 A Camden-Millville local makes last run of PRSL Saturday service to Broadway, Camden, Station. (tt/Coxey)
- Apr. 29, 1961 Last run of B&O passenger service between Mount Royal and Camden Stations, Baltimore. (Harwood)
- Apr. 30, 1961 PRR drops sleeping cars from No. 635 *Pittsburgh Night Express*, including cars carried between Harrisburg and Pittsburgh on *The Pennsylvania Limited*; retains a single Philadelphia-Harrisburg coach at the insistence of the Pennsylvania PUC; drops plan to substitute a single MU car; the 17-18 head end cars formerly carried on No. 635 are switched to a new New York-Pittsburgh mail and express train No. 17; *The Pittsburger* westbound begins operating via 30th Street for Philadelphia-Pittsburgh sleepers; No 24 *The New Englander* renamed *The Juniata*; also discontinues *The Legislator* southbound and *The Executive* northbound and replaces with 2 MU cars between New York and Trenton, as NJ PUC refuses to approve discontinuance. (A-sheet, ICC)
- Apr. 30, 1961 NYC combines eastbound *Pacemaker* with *New England States* west of Cleveland. (tt)
- Apr. 30, 1961 Eastern Air Lines, Inc., introduces its no-frills hourly "shuttle" flights between New York and Boston and between New York and Washington at only \$1-4 above rail coach fare; no seat reservations required. (NYT)
- Apr. 30, 1961 CNJ adds an additional round trip between Jersey City and Allentown, Pa., with RDC's to accommodate former Lehigh Valley Railroad passengers; the eastbound trip is in the morning rush hour, permitting commuting from points west of Hampton, N.J., on the CNJ for the first time since the early 1950s. (Trains, tt)
- Spring 1961 Paoli Shops installs silicon diode rectifiers on one MP85 "Silverliner I."

Spring 1961	PRSL opens 4.8-mile branch from Palermo on Ocean City Branch to Beesley's Point electric power station of Atlantic City Electric Company; coal traffic becomes mainstay of this part of railroad. (Lee)
May 1, 1961	Allegheny Corporation stockholders' meeting marked by proxy fight between the Murchisons and Allan P. Kirby for control of the company. (NYT)
May 2, 1961	ICC authorizes the PRR to abandon its passenger line from Brunswick Street, Jersey City, into the old Jersey City Terminal at Exchange Place. (ICC)
May 1961	NYC files with ICC to be included in the N&W-Nickel Plate merger and that the ICC bring all eastern mergers under one heading; Perlman wants a two-system East and merger with a Pocahontas road. (RyAge)
May 8, 1961	PB&W Board authorizes relocating the TrucTrain facilities in Jeffersonville, Ind., to widen U.S. Route 31. (MB)
May 9, 1961	Chairman Symes at annual meeting charges NYC with attempting to do everything possible to block mergers in the East, but says he is willing to reopen merger talks; says PRR has no other merger plans and that inclusion of the Erie Lackawanna with the Lehigh Valley is "out of the question"; PRR reports that 1960 employment is at record low of 68,235; Symes reports 1960 was the worst year in company history for earnings and the second since 1946 with a deficit; Symes says that as the Federal government caused the problem through its policies, it must be the one to provide relief, including less regulation, user charges on other modes, equality of taxation, expedited mergers, permitting railroads to diversify, and ending featherbedding; small-shareholder gadfly Lewis D. Gilbert repeats his demand for an independent auditor. (MB, AR, RyAge, NYT)
May 11, 1961	Railroads in Pittsburgh region, led by PRR VP Morton S. Smith, stage a simultaneous one-minute sounding of all locomotive horns as a protest to coincide with the beginning of Senate hearings on the Bartlett bill; Smith contrasts the 1.7 million Teamsters with the shrinking body of 800,000 railroad workers. (PR)
May 12, 1961	Walter Tuohy proposes that the C&O, B&O and NYC begin coordination studies. (NYT)
May 12, 1961	Alfred E. Perlman announces a delay in building new yards at Syracuse, Albany or Detroit because of low freight traffic. (NYT)
May 1961	LIRR, PRR and Union Pacific Railroad begin shipping spent nuclear

- fuel from Brookhaven National Laboratory on Long Island to a reclamation facility in Idaho Falls. (RyAge)
- May 1961 PRR begins operating its first dedicated unit train "Gravel Gertie" for gravel over a 40-mile run in Ohio. (RyAge)
- May 1961 NYC unveils improved version of Flexi-Van; new flat cars carry two vans, weigh 11,000 pounds less than old Flexi-Van car; also displays new "Jumbo" containers. (Guide)
- May 1961 Alfred E. Perlman announces to NYC stockholders' meeting that Tuohy has consented to limited studies for coordination with B&O and C&O; says there is no possibility of a PRR-NYC merger, which is in the interest of the PRR but not the public interest. (RyAge - date meeting from NYT)
- May 16, 1961 PRR inaugurates JET-1/JET-2, *Yankee Jet*; Chicago-Boston TOFC freight via Maybrook with second morning arrival in Chicago; cuts over 20 hours from previous schedules via Greenville; PRR has improved clearances on Belvidere-Delaware line. (Pennsy, RyAge)
- May 16, 1961 Mackinac Transportation Company Board authorizes selling train ferry *Sainte Marie* for scrap. (MB)
- May 17, 1961 N&W and Nickel Plate ask ICC to bar NYC as a party to their merger hearings. (NYT)
- May 19, 1961 PRSL applies to ICC to discontinue all passenger service, effective July 6. (ICC)
- May 19, 1961 Cleveland Technical Center, Inc., incorporated to operate NYC's new testing laboratory at Collinwood, Ohio; is also expected to generate income by doing testing for outside parties and from royalties from its patents on inventions. (MB)
- May 21, 1961 Stuart T. Saunders in a letter to Alfred E. Perlman rejects the NYC as a merger partner for the N&W. (NYT)
- May 22, 1961 Baltimore & Eastern Railroad Board authorizes abandoning all facilities in the 0.72 mile east of Berlin by Dec. 31, 1963. (MB)
- May 23, 1961 Govs. Robert B. Meyner and Nelson Rockefeller agree in principal on takeover of Hudson & Manhattan Railroad "Tubes" by Port Authority; details to be handled by committee of Austin J. Tobin of PA, Dwight R.G. Palmer of N.J. and William J. Ronan of N.Y. (NYT)

- May 23, 1961 Murchisons declared the victors in the proxy fight to control Alleghany Corporaton by 855,000 votes; John D. Murchison replaces Allan P. Kirby as Pres.; Kirby retains a large minority interest and refuses to give up. (NYT)
- May 24, 1961 Gov. Nelson Rockefeller announces award of \$8.1 million contract for 53 MU cars for NYC to Pullman-Standard. (NYT)
- May 25, 1961 Alfred E. Perlman charges Walter Tuohy with bad faith for using his promise of joint studies with the NYC to push for an exclusive C&O/B&O merger with the ICC. (NYT)
- May 26, 1961 American Contract & Trust Company places its stock in the Cleveland Cartage Company in the hands of Loring L. Gelbach, David C. Bevan and John W. DeVenne as voting trustees. (MB)
- May 29, 1961 New Jersey Gov. Robert B. Meyner signs a bill by which N.J. will collect income tax that N.J. residents currently pay to N.Y.; proceeds to be used to fund commuter service. (NYT)
- May 31, 1961 Cleveland & Pittsburgh Railroad Board authorizes rearrangement of "ROCKVILLE" Interlocking at Steubenville and building a direct connection between the Steubenville and Mingo Jct. plants of Wheeling Steel Corporation. (MB)
- June 1, 1961 Alfred E. Perlman tells National Press Club that railroads can achieve technological breakthroughs, including lightweight containers, automated trains, and multi-modal transportation, but are hampered by regulation; calls PRR-N&W an "octopus." (RyAge, NYT)
- June 1, 1961 With the Chesapeake & Ohio Railway now holding a controlling interest, Jervis Langdon (1905-2004) succeeds Howard E. Simpson (1896-1985) as Pres. of the B&O; Simpson is affable and easy-going and incapable of dealing with the company's falling revenues; Simpson remains CEO and replaces Roy B. White as Chairman & CEO. (RyAge, Vrooman, Stover)
- June 2, 1961 Last run of Philadelphia-Baltimore local/commuter train No. 402-419; cut back to Philadelphia-Newark, Del. (A-sheet)
- June 3, 1961 Former B&O and Reading Company Chairman Roy B. White (1883-1961) dies. (AR)
- June 5, 1961 Cleveland Cartage Company sells Cement Transport, Inc., and Fairport Trucking Company, which thus pass out of PRR system. (Compt)



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

June 8, 1961 LIRR Pres. Goodfellow reports that the Town of Brookhaven has refused to consent to substituting rail-bus service on the East End. (MB)

June 1961 NYC demonstrates "Mark III" Flexi-Vans at Los Angeles; turntables are at the ends of the cars and use a new type of tractor. (RyAge)

June 1961 PRR and NYC agree to share cost of CTC between "DAVIS" Tower and Lebanon, Ind. (RyAge)

June 10, 1961 ICC hearings begin on the Chesapeake & Ohio Railway's application to exercise control of the B&O. (AR)

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

June 12, 1961 PRR discontinues the westbound *Clevelander* east of Pittsburgh and combines with *The General*; establishes "ghost train" with a single coach on schedule of westbound *Clevelander* between Philadelphia and Pittsburgh as Pennsylvania PUC refuses to authorize discontinuance; head end traffic formerly on *Clevelander* placed on New York-Pittsburgh mail train No. 17; on the same date, the ICC denies an application to discontinue Nos. 37, 39 and 635. (tt, ICC)

June 12, 1961 First dedicated daily Plan III TOFC train of chilled Tropicana Products, Inc., orange juice placed in service; runs Bradenton, Fla.-Kearny with second-morning delivery via Seaboard Air Line with Fruit Growers Express trucks. (RyAge)

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

June 15, 1961 ICC refuses NYC and Erie-Lackawanna Railroad request to hold consolidated hearings on all eastern rail merger proposals. (RyAge)

June 1961 James M. Symes and E. Paul Gangwere of the Reading promise Pa. Gov. David L. Lawrence a two-year moratorium on discontinuing Philadelphia or Pittsburgh commuter service in return for reductions in state taxes. (RyAge)

June 1961 Last Class O1a (No. 7853) and O1c (No. 7857) electric locomotives

sold for scrap. (Edson)

- June 1961 Senate Transportation Study Group headed by John P. Doyle publishes *National Transportation Policy*; notes that present regulatory agencies serve to maintain the status quo; ICC regulation of all common carrier modes places them at a disadvantage against unregulated contract and private carriers; calls for creating a single Dept. of Transportation and rewriting regulations to favor efficiency rather than protecting other carriers. (Hoogenboom)
- June 16, 1961 New Haven begins operating summer-only trains between Boston and Woods Hole/Hyannis via Stoughton to avoid running on the Old Colony line; not resumed in 1962. (Humphrey, Guide)
- June 18, 1961 Concerned with the increasing demolition of early 20th century buildings, New York City Mayor Robert F. Wagner (1910-1991) appoints a Mayor's Committee for the Preservation of Historic & Esthetic Structures to recommend a permanent policy. (NYT)
- June 19, 1961 ICC begins hearings on C&O control of B&O; Walter Tuohy says including the NYC will only drag out the proceedings for years by injecting new issues; C&O does not want to be burdened with NYC's debt; NYC's attorneys file petition to dismiss the merger on grounds that Cyrus Eaton controls the C&O. (RyAge, NYT)
- June 19, 1961 ICC upholds legality of Plan III and Plan IV piggyback rates. (B&O AR)
- June 19, 1961 Milwaukee Road begins operating Budd bi-level push-pull trains in commuter service out of Chicago Union Station with first 12 of a 40-car order. (RyAge, Trains)
- June 20, 1961 B&O Chairman Howard E. Simpson tells the ICC that the B&O's situation is desperate and merger with the Chesapeake & Ohio Railway cannot be delayed. (NYT)
- June 26, 1961 Last run of through PRR-Mopac New York-Fort Worth and New York-Houston sleeper lines. (Welsh)
- June 26, 1961 NYC announces a \$25.3 million loss in the first five months of 1961, its worst ever. (NYT)
- June 28, 1961 VP J. Benton Jones presents two proposals for Penn Station to PRR Board; first calls for new company to build a new Madison Square Garden, a hotel, and 30-story office building; the other, from architect Lester C. Tichy, calls for a 44-story office tower on 7th Avenue, a 350-

- room motel on 8th Avenue, and an amphitheater and exhibition space for the garment industry in between, in which PRR would have a 30% equity; Jones and Board reject Tichy's plan as too risky and too difficult to get widespread cooperation of garment trade; approves Madison Square Garden deal and authorizes \$21.5 million for architectural and demolition work. (MB, VPF)
- June 29, 1961 C&O publicly rejects a three-way merger with the B&O and NYC, saying that NYC would drag down C&O's stock price; leaves NYC without a merger partner. (NYT)
- June 29, 1961 Last run of through PRR-Mopac New York-San Antonio sleeper; last through PRR car to Southwest; leaves B&O as only operator of through cars through St. Louis gateway. (tt, Welsh)
- June 30, 1961 PRR informs the LIRR that it will terminate the present Penn Station agreement effective Jan. 1, 1962. (MB)
- June 30, 1961 Rosslyn Connecting Railroad Pres. J.D. Morris reports that Virginia is going to condemn the upper part of the railroad for a cloverleaf; only 880 of 2,030 cars are moved to the Pentagon, so the remaining part of the railroad won't be profitable; considers sale to the Richmond, Fredericksburg & Potomac Railroad. (MB)
- Mid-1961 Peat, Marwick, Mitchell & Co. introduces first aspects of new system of budgetary controls, responsibility accounting and reporting as used in manufacturing companies on PRR; managers are made responsible for budgeting work under their own control instead of dividing costs by arbitrary formulas as in ICC accounting.
- July 1, 1961 PRR implements bargain weekend round trip fares on Northeast Corridor at one-third less than regular fare; first fare cut of this type since before 1941; good between 12:00 M Fridays and 3:00 PM Sundays; New York-Washington fare of \$14.20 saves \$7.10; runs through Oct. 1; later extended through Nov. 26. (Guide, Trains)
- July 1, 1961 PRR adds sleeper to "ghosts" of former *Clevelander* (Philadelphia-Pittsburgh) and *Pittsburgh Night Express* (Philadelphia-Harrisburg) under threat of lawsuit by PUC. (A-sheet)
- July 1, 1961 Continuing recession results in PRR first-half loss of \$18 million.
- July 1, 1961 New Haven defaults on interest payments. (AR)
- July 1, 1961 State of Connecticut begins \$500,000 annual subsidy to New Haven.

- July 1 ,1961 Last run of B&O passenger service over the old Central Ohio Railroad between Bellaire and Willard via Columbus. (Frizzi)
- July 5, 1961 Delaware Railroad Board authorizes abandonment of 0.22 mile of the Oxford Branch at Easton, Md. (MB)
- July 6, 1961 White House announces that New Haven will not receive a \$5.5 million loan under the Defense Production Act. (RyAge)
- July 7, 1961 New Haven files for Chapter 77 bankruptcy. (AR)
- July 10, 1961 In testimony before ICC on C&O-B&O merger, NYC Pres. Perlman calls for ICC to halt merger; calls for a "cooling-off" period in NYC-C&O fight for control of B&O and for both NYC and C&O to pool their B&O stock in trust for a three-way merger; in defense of his plan, Perlman cites the threat from the "gargantuan" N&W-NKP-Wabash merger, which he says is being orchestrated by the PRR: Perlman claims that the merger may offer temporary respite for the B&O and C&O but that as a result, NYC will decline faster than B&O would have. (NYT, RyAge, Trains)
- July 12, 1961 Pennsylvania Power & Light Company dedicates the first unit of its large Brunner Island steam power plant on the Susquehanna River just below York Haven; it burns bituminous coal brought in via the PRR. (Beck)
- July 13, 1961 PRR and PFW&C grant a one-year renewable option to real estate developer Erwin S. Wolfson (1902-1962), builder of the Pan Am Building, on air rights over three blocks of Chicago Union Station train sheds between Madison & Van Buren Streets; Wolfson dies before anything can be done. (MB)
- July 1961 ICC condemns Plan V piggyback rates in effect for last year and a half on Erie Lackawanna and Nickel Plate, whereby they serve Long Island by trucks in competition with LIRR on grounds it is non-compensatory. (RyAge)
- July 1961 East Altoona roundhouse razed. (Loeb)
- July 1961 ICC permits NYC to abandon its elevated passenger line through Syracuse and reroute passenger trains around the city on the freight bypass. (RyAge)
- July 17, 1961 PRR signs agreement with Graham-Paige Corporation for construction of Madison Square Garden on Penn Station site. (VPF)

- July 17, 1961 Penndel Company authorizes the following abandonments: Harbor Springs Branch in Mich. (5.8 miles); part of the Rochester Branch from Hinsdale to Wadsworth Jct., N.Y. (83.56 miles); trackage rights on the Lehigh Valley Railroad from Wadsworth Jct. to Lackawanna, N.Y.; the entire Nunda Branch, Nunda to Nunda Jct., N.Y. (2.44 miles); track on the Norfolk Southern Railway between Camden Heights and Coleman Place in Norfolk. (MB)
- July 17, 1961 New Jersey announces it will apply for Federal Housing & Home Finance Agency grant to study feasibility of linking Hudson & Manhattan Tubes with DL&W Montclair Branch and other New Jersey rail lines. (NYT)
- July 19, 1961 Chicago Union Station Company announces air rights plan to build over two blocks of the north train shed and one block over the south train shed; development to be handled by the Diesel Construction Company of New York, headed by Erwin S. Wolfson, which is also building the Pan Am Building over Grand Central Terminal. (CE)
- July 19, 1961 Trans World Airlines becomes the first airline to show in-flight movies; actually its predecessor tried them in 1930s, and foreign airlines even earlier.
- July 20, 1961 Two extra seats created on NYC Board for John D. Murchison and his ally Frank E. McKinney of Alleghany Corporation. (NYT)
- July 21, 1961 ICC examiner William J. Gibbons approves PRR control of the Lehigh Valley Railroad and rejects inclusion of Erie Lackawanna; PRR intends to abandon its Buffalo terminals in favor of the LV's Tiff Terminal. (AR, RyAge)
- July 21, 1961 WCBS radio in New York breaks the story of the Penn Station deal on its 8:00 PM news; PRR had planned to keep secret until a surprise press conference on July 26. (VPF)
- July 23, 1961 NYC moves a 243-car ore train grossing 24,160 tons from Carson, Ohio, to Youngtown, claiming a new record for the world's heaviest train. (Trains)
- July 23, 1961 Because of lack of patronage, New Haven reduces Boston-Hyanins/Woods Hole service to one round trip daily, ending Sep. 4. (A-sheet)
- July 24, 1961 PRR confirms that a new Madison Square Garden is to be built over Penn Station. (NYT)

- July 25, 1961 *New York Times* and *Herald-Tribune* print story of Penn Station deal, citing confirmation by Graham-Paige Corporation; new Garden to be built by a new subsidiary, Madison Square Garden Center, Inc.; complex had now grown to \$50 million and will include an office tower and a 750 room hotel; press erroneously reports that the General Waiting Room of Penn Station will be preserved, but that means merely in a truncated form. (NYT, VPF)
- July 26, 1961 Pres. James M. Symes and Read Admiral John J. Bergen and Irving M. Felt of Graham-Paige Corporation make a formal announcement of the replacement of the above-grade portion of Pennsylvania Station by the new Madison Square Garden and releases rendering by Charles Luckman; main arena to seat 25,000 without interior columns to mar sight lines; a smaller Forum, later named for Garden head Irving Felt, seats 5,000; original plan calls for two towers on Seventh Avenue, a 28-story hotel and a 34-story office building, all on a three-story base containing a parking garage; Madison Square Garden Center, Inc., formed to build and operate new Garden; owned 25% by PRR and 75% by Graham-Paige Corporation (renamed Madison Square Garden Corporation in 1962). (NYT, PubDept)
- July 26, 1961 U.S. District Court appoints Richard Joyce Smith (1903-1995), retired CNJ VP-Traffic Harry W. Dorigan (1895-1966) and William J. Kirk (1907-1990) as bankruptcy trustees for the New Haven; confirmed by ICC on Aug. 3. (Moody's)
- July 28, 1961 Detroit, Toledo & Ironton applies to ICC to acquire control of Ann Arbor Railroad.
- July 29, 1961? Last run of LIRR Roosevelt Raceway specials; last passenger trains operating over former Central Railroad of Long Island line east of Country Life Press. (probable date as is last day of the racing session; resumed Sep. 29; by Nov. 1 was served by bus from Mineola - NYT)
- Summer 1961 Top C&O and PRR executives meet at The Greenbrier at White Sulphur Springs and agree to a three-system plan for the East; C&O agrees not to oppose Penn Central merger providing PRR sells N&W and Wabash and C&O can absorb B&O; NYC representatives are not present. (Salsbury, Turner)
- Aug. 1, 1961 Eastern Airlines, Inc., doubles the number of shuttle flights between New York and Boston. (NYT)
- Aug. 3, 1961 ICC approves appointment of Richard Joyce Smith, William J. Kirk and Harry W. Dorigan Trustees for New Haven reorganization; authorizes \$5 million in trustees' certificates. (Moody's, AR)

- Aug. 5, 1961 Peoria & Pekin Union Railway station at Peoria burns. (Rehor)
- Aug. 5, 1961 Great Southwest Corporation holds a grand opening of Six Flags over Texas, a theme park inspired by Disneyland, on its property between Dallas and Fort Worth; the park is owned by Angus G. Wynne (1914-1979) and a small group of investors. (wiki)
- Aug. 7, 1961 ICC suspends Southern Railway's reduced "Big John" grain rates set to go into effect on Aug. 10; would be 60-65% lower than regular rate to meet competition from independent truckers and barge lines; Southern intends to use its aluminum 100-ton "Big John" covered hoppers (named after a popular country & western novelty song by Jimmy Dean) to haul grain from the Midwest to chicken farms in the Southeast. (RyAge, NYT, Trains)
- Aug. 8, 1961 NYC and Port of New York Authority file in U.S. District Court to force ICC to end differential rates in favor of southern ports.
- Aug. 8, 1961 Railway Express Agency, Inc., withdraws express business from Reading's line between Jersey City and Philadelphia. (Rdg)
- Aug. 15, 1961 New Haven bankruptcy hearings begin. (RyAge)
- Aug. 1961 About 80% of the mail between New York and Washington now moves on solid mail trains Nos. 190 to 195, run 18 to 29 cars each. (RyAge, Trains)
- Aug. 1961 Soviet leader Nikita Khrushchev orders the building of the Berlin Wall separating West Berlin from East Germany to stem the flood of East Germans, especially educated professionals, attempting to flee to the West; creates a new international crisis. (Service)
- Aug. 16, 1961 Charles S. Hill, Manager-Internal Auditing, appointed Manager, Regional Accounting, on staff of David C. Bevan. (MB)
- Aug. 19, 1961 Former NYC VP-Finance and Chairman of the Excelsior Savings Bank Willard F. Place (1896-1961) dies of cancer at Memorial Hospital in New York City. (NYT)
- Aug. 22, 1961 Julius Hall Parmelee (1883-1961), retired Director of the Bureau of Railway Economics, dies at Falls Church, Va. (RyAge)
- Aug. 25, 1961 Allegheny County Port Authority rejects PRR request for a subsidy for its Pittsburgh commuter service. (HistPitts)

- Aug. 25, 1961 NYC issues embargo to confine LCL freight service to 12 major points while serving all others with truck, effective Sep. 5. (RyAge)
- Aug. 26, 1961 ICC annuls NYC's LCL embargo; NYC announces it will appeal to the courts. (RyAge, NYT)
- Aug. 28, 1961 PRSL Board authorizes retiring 19 non-air conditioned passenger cars. (MB)
- Aug. 28, 1961 N.J. Gov. Robert B. Meyner proposes a bill to allow the State of New Jersey to buy the Hudson & Manhattan Railroad for \$30 million and operate it without regard to New York State. (NYT)
- Aug. 30, 1961 U.S. District Court in Philadelphia issues injunction against Transport Workers Union strike against PRR set for Sep. 1 and orders a 90-day cooling-off period. (NYT)
- Aug. 30, 1961 Governors of N.Y., N.J. and Connecticut establish Tri-State Transportation Committee (later Commission) to study regional problems; headed by key Rockefeller aide William J. Ronan; plan is to conduct demonstration projects using federal funds under the Housing Act of 1961. (TriSt)
- Sep. 1, 1961 Non-operating unions make new demands, including a 25-cent increase, job protection and six-month advance notice of any layoffs. (RyAge, AR)
- Sep. 1, 1961 B&O establishes a new 15-day round trip fare on the *Daylight Speedliner* between Baltimore and Pittsburgh; 25% below previous lowest fare. (Trains)
- Sep.? 1961 U.S. Senate votes to postpone S-1197, the so-called "Hoffa Bill," that would eliminate the rate freedom provisions of the Transportation Act of 1958. (RyAge)
- Sep. 4, 1961 *Northern Arrow*, summer-only weekend train between Cincinnati and Mackinaw City, makes its last run; last PRR train on this ex-GR&I route; last run of sleeping cars between Mackinaw City and Cincinnati, St. Louis and Chicago; agriculture in northern Michigan has collapsed since 1945, leaving little other traffic. (tt, Trains)
- Sep. 4, 1961 Last run of New Haven passenger service between Boston and Hyannis/Woods Hole. (A-sheet)
- Sep. 8, 1961 Southeastern Pennsylvania Transportation Compact (SEPACT) established by Philadelphia, Bucks, Chester, and Montgomery Counties



- for the purpose of qualifying for federal demonstration grants to improve public transit; Delaware County does not join. (SEPTA)
- Sep. 11, 1961 N.Y. Gov. Nelson Rockefeller testifies before ICC hearing on C&O/B&O merger and calls for a three-way merger with the NYC. (RyAge)
- Sep. 13, 1961 Macco Realty Company incorporated in Calif.; owns ranches for development in Los Angeles, Orange and Riverside Counties. (MB)
- Sep. 15, 1961 Senate Committee on Interstate Commerce votes 9-8 against reconsidering the "Hoffa Bill." (RyAge)
- Sep. 1961 PRR inaugurates TrucTrain TT-23 between Kearny and the Deep South. (RyAge)
- Sep. 1961 LIRR carries 33,695 passengers in East End parlor car service this year, up from 5,690 in 1955. (Trains)
- Sep. 16, 1961 Harry J. McNally (1914-2000) named Chief Engineer-New York Improvements to supervise reconstruction of Penn Station. (MB)
- Sep. 20, 1961 Pennsylvania-Ontario Transportation Company dissolved. (MB)
- Sep. 20, 1961 Chairman Symes, testifying as a C&O witness in C&O-B&O hearings, indicates that PRR is willing to resume merger talks with NYC in good faith; Symes denies that Perlman ever told him in 1957 that a PRR-NYC merger would result in an unbalanced East and says NYC backed out of merger because it thought it could get a more favorable exchange ratio later; Perlman stands pat and says he is not interested in reopening talks with the PRR. (RyAge)
- Sep. 1961 Alfred Perlman telephones Pres. Symes to investigate the possibility of reopening merger talks, as NYC is now left out of both C&O/B&O and N&W-Nickel Plate mergers.
- Sep. 26, 1961 ICC approves the abandonment of the Lehigh & New England Railroad with the viable portions between Bethlehem and Martins Creek in the Cement Belt and between Hauto and Tamaqua in the Anthracite Fields to be acquired by a new Lehigh & New England Railway, a subsidiary of the CNJ. (ICC)
- Sep. 28, 1961 R E A Express, Inc., opens new terminal adjacent to PRR station at Harrisburg. (RyAge)
- Oct. 2, 1961 Train dispatchers' union asks for an 8% increase. (Rdg AR)

- Oct. 2, 1961 Former Lehigh Valley Railroad Pres. Albert N. Williams (1888-1961) dies near Denver at age 73. (RyAge)
- Oct. 1961 Addressing the Transport Workers Union convention, Mike Quill calls for a 32-hour, 4-day week, a total ban on railroad mergers and abandonments unless there are continuing payments to all workers, the nationalization of all transportation, and the formation of a National Labor Party. (RyAge)
- Oct. 9, 1961 ICC concludes hearing in C&O/B&O merger case. (RyAge)
- Oct. 9, 1961 Writing in *Railway Age* as an individual, William D. Edson (1926-2002) of the NYC proposes an “Autotrain” in which people would ride in their cars while carried in bi-level auto rack cars with regular railroad cars for bathrooms and meals. (RyAge)
- Oct. 10, 1961 ICC opens hearings on N&W-Nickel Plate merger and lease of Wabash Railroad; NYC attorney says will file a petition asking if the PRR has the power to control the N&W and should be a party to the case. (RyAge)
- Oct. 12, 1961 Presidential Commission concludes its hearings on railroad work rules. (AR)
- Oct. 12, 1961 PB&W Board approves abandonment of Perryville Branch, 6.16 miles. (BdF)
- Oct. 12, 1961 Erie-Lackawanna agrees not to oppose N&W-Nickel Plate merger case before ICC in return for promise of some sort of affiliation with N&W system. (Grant)
- Oct. 12, 1961 Western Maryland Railway withdraws opposition to N&W-Nickel Plate merger on promise interline rates won't be changed. (NYT)
- Oct. 1961 PRR has invested \$2.4 million in 200 tri-level auto rack cars and unloading facilities at Kearny, N.J., Ernest, Pa., and Baltimore. (RyAge)
- Oct. 1961 PSIC contracts with the Budd Company for 24 MU cars and 12 RDC's. (RyAge)
- Oct. 1961 New Haven establishes second-day eastbound freight service from Chicago to Boston via PRR and Maybrook. (NH AR - was 5/16 westbound only as implied in RyAge??)

- Oct. 1961 Seaboard Air Line Railroad inaugurates its second second-morning piggyback train for perishable from Florida and Atlanta to New York. (RyAge)
- Oct. 14, 1961 Washington Chapter of NRHS operates excursion between Washington and Strasburg, Pa. (Guide)
- Oct. 16, 1961 Peat, Marwick, Mitchell & Co. reports to PRR Board on results of its recent conflict-of-interest questionnaire; finds no conflict of interest among officers. (MB)
- Oct. 16, 1961 PB&W Board authorizes applying to abandon 4.96 miles of the Troy Branch between Troy and Collinsville, Ind. (MB)
- Oct. 18, 1961 General Motors Corporation introduces its 2,250 HP GP30, second-generation diesel road switcher. (RyAge)
- Oct. 20, 1961 Court authorizes additional \$7.5 million in New Haven Trustees' certificates. (NYT)
- Oct. 23, 1961 Perlman calls on Symes and agrees to reopen merger negotiations as NYC has been frozen out of other mergers. (PR MB says meet 10/25! on suggestion of Perlman)
- Oct. 24, 1961 Norfolk & Western Railway Board agrees to consider affiliation with the Erie-Lackawanna "some day" and invest between \$500,000 and \$1 million in EL securities; Nickel Plate agrees to acquire a half interest in EL's new Bison Yard under development in Buffalo; Erie-Lackawanna Board agrees to withdraw opposition, leaving only the NYC opposed. (RyAge, NYT, Grant)
- Oct. 24, 1961 John W. Barriger III, speaking before the Railroad Transportation Institute of Pittsburgh, says there is only room for two systems in the East and calls on the ICC to develop a "master plan." (RyAge)
- Oct. 25, 1961 Chairman Symes briefs PRR Board on merger picture; sees either a two-system East made up of C&O-B&O-NYC and PRR-N&W-NKP-EL or a three-system East of C&O-B&O, PRR-NYC and N&W-NKP-EL; unfortunately, Symes goes with the three-system option. (MB)
- Oct. 25, 1961 Governors of 16 eastern states meet with representatives of railroad management and labor on developing rail crisis. (MB)
- Oct. 28, 1961 Last run of PRSL Philadelphia-Atlantic City *Sea Breeze*; last named train on this run. (tt)

- Oct. 29, 1961 Tri-State Transportation Committee makes first report; considers automatic fare collection among other cost-saving improvements. (NYT)
- Oct. 29, 1961 NYC combines the *Pacemaker* with the *New England States* west of Buffalo. (tt)
- Oct. 29, 1961 B&O permanently combines the *Columbian* and *Capitol Limited* between Washington and Chicago. (Stegmaier)
- Oct. 30, 1961 N&W-Nickel Plate hearings resume before ICC; NYC attorneys fail to cross-examine witnesses. (RyAge)
- Oct. 31, 1961 CNJ closes the purchase of 40 miles of the viable portions of the Lehigh & New England Railroad; Bethlehem/Allentown-Martins Creek serves the cement district, and Hauto-Tamaqua the anthracite mines once worked by L&NE's parent Lehigh Coal & Navigation Company. (AR)
- Nov. 2, 1961 NYC and Erie-Lackawanna withdraw their opposition to the PRR acquiring control of the Lehigh Valley Railroad. (AR)
- Nov. 3, 1961 Signals on the Construction Track (former Philadelphia & Erie main line) at "WILLS" on the east end of Williamsport taken out of service. (GO)
- Nov. 6, 1961 ICC announces that NYC and Erie Lackawanna have withdrawn their opposition to PRR control of the Lehigh Valley Railroad. (NYT)
- Nov. 7, 1961 New York voters approve state guarantee of \$100 million special Port Authority bonds to be used to buy new cars for LIRR, NYC, and New Haven under Commuter Railroad Equipment Program. (NYT)
- Nov. 7, 1961 Democrat Richard J. Hughes (1909-1992) elected Gov. of New Jersey over Republican James Mitchell; is more favorable than Gov. Meyner to dealing with New York over Port Authority's projects and holds meetings with Gov. Rockefeller before his inauguration. (Gillespie)
- Nov. 8, 1961 Chairman Symes briefs PRR Board on talks with Perlman; projects savings of \$100 million a year after five years from elimination of duplicate facilities; PRR appoints steering committee of Richard King Mellon, C. Jared Ingersoll, Chairman of the Muskogee Company, and Philip C. Clarke, former Pres. of City National Bank of Chicago, to negotiate with NYC. (MB, RyAge)
- Nov. 8, 1961 James M. Symes and Alfred E. Perlman announce that PRR and NYC

are reopening merger negotiations and will move forward as rapidly as possible; NYC has lost \$24.8 million in the first nine months of 1961, and the PRR has lost \$12.8 million. (PR, RyAge)

- Nov. 8, 1961 American Car & Foundry Company announces it will concentrate all work at Milton, Pa., Huntington, W.Va., and St. Louis and will close its Berwick, Pa., plant when orders are filled in late 1962; will then exit the passenger car building business. (NYT, RyAge)
- Nov. 10, 1961 Curtiss-Wright Corporation announces it has patented a high-speed, three-car train powered by aircraft propellers; capable of speeds over 100 MPH, seating 276 passengers; patent granted to Roy T. Hurley on Nov. \_\_. (NYT - check patent files)
- Nov. 1961 Class P5b electric locomotive No. 4702 sold for scrap. (Edson)
- Nov. 13, 1961 Presidential Commission concludes hearing on operating union work rules; generates 15,503 pages of testimony and 319 exhibits.
- Nov. 14, 1961 Perlman and Symes meet with ICC commissioners in Washington to discuss merger situation.
- Nov. 1961 Atlantic Coast Line begins running a second piggyback train from Tampa to Kearny one day a week. (RyAge)
- Nov. 16, 1961 NYC wins Railway Progress Institute's Traffic Promotion Award. (AR)
- Nov. 17, 1961 PRR merger negotiating committee meets with NYC committee of former Chemical Bank Pres. Isaac B. Grainger, Marine Trust Company of Western New York Chairman Seymour H. Knox and Baltimore comptroller R. Walter Graham; arrange that exchange rate to be set by Morgan, Stanley & Co. for NYC and First Boston Corporation for PRR, with Glore Forgan & Co. neutral. (MB, RyAge, SEC)
- Nov. 17, 1961 Jersey City Terminal at Exchange Place abandoned after 127 years, and PRR passenger trains make last runs between Jersey City and Newark; last service was seven eastbound and six westbound trains; last arrival is train No. 710 from Bay Head Jct. at 9:21 AM; *The Broker*, to Bay Head Jct. departs at 5:05 PM, and the last train, No. 3931 to Rahway, at 5:47; the five MU round trips and *The Broker* are rerouted to Penn Station; an eastbound-only NY&LB train is changed to terminate at Newark; PRR tracks continue to be used by Hudson & Manhattan between Journal Square and Harrison. (Headlights, NYT)
- Nov. 17, 1961 N.Y. Gov. Nelson A. Rockefeller and his wife Mary Todhunter Clark announce they have separated and will divorce after 31 years of

- marriage; Mrs. Rockefeller is the granddaughter of PRR Pres. George B. Roberts and of banker Edward W. Clark. (NYT)
- Nov. 18, 1961 New 960-foot tunnel opens in front of St. Louis Gateway Arch, replacing elevated tracks along the riverfront. (Trains - verify - may be earlier)
- Nov. 22, 1961 New Delaware & Hudson Company incorporated in Delaware. (ICC)
- Nov. 1961 PRR completes expansion of Kearny piggyback terminal from three tracks and three ramps to four ramps and eight tracks plus three new tracks with “TransTrainer” mobile gantry cranes. (RyAge)
- Nov. 27, 1961 Washington Terminal Company Board of Managers recommends the retirement of “G&H” Yard and other tracks and switches at “C” Interlocking. (MB)
- Nov. 28, 1961 PRR signs revised agreement with LIRR covering trackage rights and rent at Penn Station. (MB)
- Nov. 29, 1961 Retired PRR VP & Comptroller Frank J. Fell (1878-1961) dies at Pottstown, Pa., at age 83. (PR, NYT)
- Dec. 1, 1961 Mackinac Transportation Company reduces ferry service with the *Chief Wawatam* from daily to daily-except-Sunday. (ICC)
- Dec. 1, 1961 New Haven Trustees cancel reduced two day round trip, Saturday and Sunday excursion, and special Ladies Day fares to raise money. (AR, NYT)
- Dec. 2, 1961 PRR sells Jersey City Terminal, including the remains of the ferry house and Piers B & C, to City of Jersey City for \$2; station and embankment are eventually removed and replaced with parking lots; later redeveloped with office towers in early 1970s; last remnants of the ferry house are razed in the early 1970s. (NYT 1966)
- Dec. 2, 1961 Pres. Kennedy rides PRR special in business car No. 120 *Pennsylvania* returning from Army-Navy Game to Washington. (Withers)
- Dec. 4, 1961 ICC approves Hudson & Manhattan reorganization plan; new Hudson Rapid Tubes Corporation is to buy railroad; Hudson & Manhattan Railroad Company is to become Hudson & Manhattan Corporation as a holding and real estate company. (NYT)
- Dec. 1961 ICC brings PRR’s Kearny TrucTrain terminal within the New York commercial zone and thus exempting it from ICC regulation. (RyAge)

- Dec. 7, 1961 Akron, Canton & Youngstown Railroad Board approves sale to N&W through an exchange of stock. (NYT)
- Dec. 11, 1961 PRR grants Reading trackage rights from Port Richmond Yard over Kensington Branch and Delair Bridge to "CENTER" Tower in Camden; PRSL grants Reading trackage rights between "CENTER" and Bulson Street Yard to permit Reading to abandon its car float service between Port Richmond and Bulson Street. (PRSL)
- Dec. 12, 1961 Reading signs a contract with the PSIC covering the purchase of 12 Budd RDC's to convert most non-electrified passenger service. (BeeLine)
- Dec. 13, 1961 At merger hearings, N&W Pres. Stuart T. Saunders opposes merger with the Erie-Lackawanna if ordered by ICC but agrees to discuss the possibilities with the EL. (NYT)
- Dec. 14, 1961 Officials of PRR and NYC meet with Attorney General Robert F. Kennedy (1925-1968) in Washington to persuade Justice Dept. not to oppose merger. (ICC)
- Dec. 15, 1961 Connecting switch to Construction Track (old Philadelphia & Erie Railroad main line) at "EAST ALLENS" taken out of service; track and bridge over the West Branch probably removed. (GO)
- Dec. 1961 Jervis Langdon becomes B&O CEO as well as Pres., and Howard E. Simpson is reduced to the figurehead role of Chairman. (Vrooman)
- Dec. 1961 Bear market begins on Wall Street.
- Dec. 20, 1961 NJ Governor-elect Richard Hughes rejects Rockefeller plan for a World Trade Center; wants the Port Authority to take over the N.J. commuter rail subsidy program. (NYT)
- Dec. 21, 1961 Stuart T. Saunders resigns as PRR director; replaced by stockbroker Howard Butcher III (1902-1991), who will also figure prominently in the Penn Central debacle; Butcher is great-grandson of Washington Butcher (1814-1873), an early PRR director, and Pres. of General Waterworks Corporation; since 1959, he has acquired 1.4 million shares of PRR for himself, his family and his brokerage firm, Butcher & Sherrerd. (MB, NYT)
- Dec. 21, 1961 Jersey City Stock Yards, Inc., dissolved after stock yards at Harsimus Cove abandoned. (MB)

- Dec. 22, 1961 Peak travel day of the year at Washington Union Station; 32 extra trains operated, mostly second and third sections. (MB)
- Dec. 22, 1961 Port of New York Authority floats a proposal to move the World Trade Center from East River to the west side on the site of Hudson Terminal; also building a new transportation center at Journal Square in Jersey City to mollify New Jersey. (NYT)
- Dec. 22, 1961 U.S. District Court orders consummation of Hudson & Manhattan Railroad reorganization plan, effective midnight of Dec. 31.
- Dec. 1961 PRR sells West 32nd Street office building in West Philadelphia to Food Fair Stores, Inc., for headquarters, retaining 8 floors for railroad offices.
- Dec. 26, 1961 PRR first tests a new snow-blower track car used to clear switches at Jersey City with 6 inches of wet snow. (RyAge)
- Dec. 26, 1961 Washington Terminal Company Board approves an automated mail handling facility at Union Station. (MB)
- Dec. 26, 1961 City of Logansport approves the purchase of the PRR station on 4<sup>th</sup> Street for \$32,850. (Strauch)
- Dec. 27, 1961 Grainger, Symes and Perlman meet to settle impasse over who will be top officers of merged company; Symes wants to be CEO with Greenough as successor; NYC wants Perlman to be in charge of operations; PRR Board doesn't want Perlman; Symes and Perlman trade disparaging comments about each other's management; as a settlement, agree that Symes and Perlman will become inactive co-chairmen, with PRR naming CEO and NYC naming President. (SEC)
- Dec. 28, 1961 N.Y. and N.J. officials approve Port Authority plan to shift World Trade Center to Hudson Terminal site; Port Authority is willing to link Hudson Tubes to other N.J. railroads but not to assume N.J. subsidy program. (NYT, PtAuth)
- Dec. 28, 1961 ICC authorizes PRR to discontinue Nos. 805-812 between Trenton and Red Bank; move would permit abandoning "SG" Tower in Sea Girt; most passengers are students from Freehold and Englishtown attending Catholic school in Trenton. (ICC)
- Dec. 28, 1961 Rosslyn Connecting Railroad Board approves abandoning the upper 12,722 feet to Rosslyn because of proposed government condemnation. (MB)



- 1961 Last year PRR railroad operations earn a profit; upturn late in year reverses first-half losses and results in railroad net profit of \$3.5 million; total net income rises from \$1.1 million to \$12.3 million; operating revenue falls to \$820 million, lowest since 1941; passenger deficit falls to \$29.5 million, lowest since 1946. (AR)
- 1961 B&O posts \$31.3 million net loss, the largest in its history. (AR)
- 1961 After three years of deferred maintenance, 621 of 793 PRR coaches, 140 of 169 dining cars, and 34 of 88 parlor cars are overdue for repairs. (Frailey)
- 1961 Peat, Marwick, Mitchell & Co. installs PRR's first experimental electronic data processing systems.
- 1961 PRR ends LCL freight service; trucks used in pick up-and-delivery converted to TrucTrain service.
- 1961 PRR raises maximum speed for freight trains on certain main lines to 60 MPH.
- 1961 NYC's *Super Van 6* becomes first U.S. freight train to operate at over 60 MPH overall.
- 1961 TrucTrain terminals open at Washington, D.C., and Wilkes-Barre.
- 1961 PRR inaugurates Plan IV TrucTrain service.
- 1961 PRR installs CTC, Indianapolis-Frankfort and Lebanon-Davis, Ind.
- 1961 South Brooklyn Railway (freight only) converted from electric to diesel operation. (Cards)
- 1961 LIRR rebuilds 26 heavyweight parlor cars for its new "Weekend Chief" first class service to East End resorts.
- 1961 PRR abandons Octoraro Branch south of Colora, Md. (PRRTHS)
- 1961 PRR abandons the Erie (old Philadelphia & Erie) coal docks in favor of Ashtabula. (Cole)
- 1961 New Jersey Division of Railroad Transportation grants \$4.5 million in subsidies to commuter lines, most of it to the CNJ and Erie-Lackawanna. (NJDOT)
- 1961? Reading retires the original five-car Budd *Crusader* consist and

replaces it with five 1948-vintage “streamstyled” heavyweight cars, including diner-lounge No. 1189, that formerly ran on the *King Coal*. (Cinders 1979 - verify date - one BeeLine has Nov. 1962 but has other date errors)

- 1961 CNJ dissolves its subsidiary Elizabethport & New York Ferry Company, a last relic of the route established by Aaron Ogden and Thomas Gibbons at the beginning of the steamboat era. (AR)
- 1961 Railroads post smallest net income since 1946; earn only 1.97% on investment. (Wyckoff)
- 1961 Association of American Railroads mounts campaign for a “Magna Carta for Transportation” calling for freedom from discriminatory regulation, freedom from discriminatory taxation, freedom from subsidized competition, and freedom to provide diversified transportation services. (PubRel)
- 1961 Congress passes National Housing Act of 1961, consisting of amendments to three previous acts, which contains provisions for first-ever federal grants (\$25 million) for “demonstration” mass transit projects; also orders the Housing & Home Finance Administrator to make low-interest loans to public agencies and municipalities for facilities and equipment. (UrbnMssTrnsptn)
- 1961 French geographer Jean Gottman publishes *Megalopolis: The Urbanized Northeast Seaboard of the United States*, calling attention to the wealth and human resources of the Boston-Washington corridor. (Trager)