

PRR CHRONOLOGY
1964

June 2004 Edition

- Jan. 2, 1964** **Four Brotherhoods sue to challenge the authority of federal arbitration panel that issued award in firemen's and work rules case.**
- Jan. 6, 1964** **Public Administration Institute, after two-year study funded by Ford Foundation, proposes a N.Y.-Connecticut public agency to operate NYC and New Haven commuter service.**
- Jan. 8, 1964** **U.S. District Court upholds federal arbitration award in firemen's and work rules case.**
- Jan. 8, 1964** **Philadelphia-Harrisburg train #635, last vestige of *Pittsburgh Night Express*, makes last run, Philadelphia to Harrisburg, and through Philadelphia-Pittsburgh sleeper withdrawn. (A-sheet)**
- Jan. 8, 1964** **Pres. Johnson in State of the Union address declares "War on Poverty".**
- Jan. 9, 1964** **LIRR Board authorizes enlargement of Montauk Yard because of increase in parlor and bar car traffic; appoints committee to study what will happen when redevelopment authority expires on Sep. 1, 1966. (MB)**
- Jan. 12, 1964** **New York-Charlotte sleeping car on *Piedmont Limited* cut to New York-Greensboro. (A-sheet)**
- Jan. 15, 1964** **William A. Lashley, formerly of N&W, named Assistant VP-Public Relations; Lashley had previously worked in public relations for Reynolds Metals Corporation and the Ford Motor Company. (press rel. 12/18/63?)**
- Jan. 15, 1964** **New agreement between PRR and trainmen requires that hearings be held on charges before discipline imposed.**
- Jan. 17, 1964** **PATH announces it has ordered 162 new cars from St. Louis Car Division to meet Aldene Plan loads. (NYT)**
- Jan. 18, 1964** **Snack-bar coach placed on *The Duquesne*.**

Jan. 18, 1964 Port Authority unveils plan for World Trade Center on site of Hudson Terminal; to be two 110-story towers, which at 1,350 feet, will be world's tallest buildings. (NYT)

Jan. 1964 Republican Governor William Scranton reverses anti-Penn Central merger policy of his Democratic predecessor David L. Lawrence in return for protection for the Port of Philadelphia. (press rel. 2/8)

Jan. 20, 1964 NYC implements zoned commuter fares on Hudson and Harlem Lines.

Jan. 25, 1964 Tri-State Transportation Committee begins one-year test of automatic machines for fare collection on LIRR at Forest Hills and Kew Gardens.

Jan. 26, 1964 PRR implements reduced weekend fares on Northeast Corridor.

Jan. 27, 1964 B&O Detroit trains rerouted from Michigan Central Station to Fort Street Union Depot over C&O/PM. (Stegmaier)

Jan. 28, 1964 PRR announces major passenger car repair program.

Jan. 29, 1964 PRR orders 50 locomotives.

Jan. 30, 1964 Last run of parlor-lounge car on *The Duquesne*.

Feb. 1, 1964 B&O appoints Paul H. Reistrup Director of Passenger Services in last bid to cut passenger losses. (Sanders)

Feb. 1, 1964 Southern Railway discontinues *Ponce de Leon* between Council, Ga., and Jacksonville, ending through Cincinnati-Florida service on this train. (Key)

Feb. 5, 1964 N.Y., N.J. and Connecticut agree to grant legal status to Tri-State Transportation Committee (now Commission); N.J. drops insistence on separate N.J.-N.Y. agency; N.Y. agrees to grant N.J. greater representation.

Feb. 6, 1964 PRR acquires 100% of stock of Buckeye Pipe Line Company through Pennsylvania Company; first diversification move to find investments to replace N&W dividends. (press release 2/6)

Feb. 1964 Deputy Attorney General William Gural reverses New Jersey's opposition to Penn Central merger. (press rel. 2/18)

- Feb. 10, 1964** U.S. Appeals Court rejects Brotherhoods appeal to overturn arbitration award in firemen's and work rules case.
- Feb. 15, 1964** Temporary ticket office opens in Main Concourse of Penn Station, preparatory to demolition of Main Waiting Room and Tichy ticket office.
- Feb. 15, 1964** Last run of NYC St. Lawrence Division passenger service between Syracuse and Massena, N.Y.
- Feb. 18, 1964** Southeastern Pennsylvania Transportation Authority (SEPTA) holds first organization meeting; includes Delaware County as well as SEPACT partners; begins working to purchase transit system from Philadelphia Transportation Company. (SEPTA)
- Feb. 21, 1964** B&O and Western Maryland propose to cut rates on seven commodities that now move mostly through New York in bid to reestablish differential rates; NYC opposed.
- Feb. 25, 1964** Dow Jones rails index finally tops previous high of 189.11 set in Sep. 1929. (Wyckoff)
- Feb. 26, 1964** Pres. Johnson signs act cutting corporate income tax rate from 52% to 47%; pumps \$10 billion into the economy over next two years.
- Feb. 26, 1964** Last run of Philadelphia-Pittsburgh "ghost train" #39, formerly *The Clevelander* east of Pittsburgh.
- Feb. 29, 1964** Last run of New York-Cincinnati-Nashville sleeping car line via PRR and L&N; cut back to New York-Cincinnati.
- Mar. 1, 1964** General reorganization; nine regions replaced by three (Eastern, Central, Western), each divided into four divisions (New York, Philadelphia, Chesapeake & Harrisburg - Allegheny, Northern, Pittsburgh & Lake - Buckeye, Fort Wayne, Chicago & Southwestern); decentralization at regional level limited to Operations, Sales, Personnel, Accounting, Industrial Engineering, and Police; Medical, Industrial Development, Real Estate, Material Management, Public Relations, and Claims Depts. all recentralized; PRR claims reorganization saves \$2.5 million per year in office and personnel costs.
- Mar. 1, 1964** New Divisional organization: New York Division, headquartered at New York, is everything east of Liddonfield and Bordentown; Philadelphia Division, headquarters at Philadelphia, is

Liddonfield/Bordentown to Darby, Parkesburg and Mount Carmel, including old Atlantic Division in N.J.; Chesapeake Division, headquartered in Baltimore, is everything south of Darby, plus Port Road to Creswell and Northern Central to New Freedom; Harrisburg Division, headquartered in Harrisburg, is Parkesburg-Rockville/Enola, including Cumberland Valley, Frederick Branch and Northern Central to New Freedom; Northern Division, headquartered at Buffalo, is everything northwest of Rockville, Lock Haven, Red Bank and Oil City; Allegheny Division, headquartered in Altoona is Rockville/Enola-Compitt Jct. and branches; Pittsburgh Division, headquartered in Pittsburgh. Compitt Jct.-Red Bank-Rochester-Mingo Jct.; Lake Division, headquartered in Cleveland, Rochester-Alliance-Orrville to Toledo Jct., Erie, Ashtabula and Cleveland; Fort Wayne Division, headquartered in Fort Wayne, is Toledo Jct. to Wheeler, plus GR&I and Detroit Branch; Buckeye Division, headquartered in Columbus, Mingo Jct.-Orrville-Sandusky to Indianapolis, plus Richmond-Decatur and Richmond-Anoka; Chicago Division, headquartered in Chicago, Bradford and Wheeler to Chicago, plus Logansport-Effner and Logansport-South Bend; Southwestern Division, headquartered in Indianapolis, everything south of Logansport and west of Indianapolis.

- Mar. 1, 1964?** Gustavus E. Payne, in charge of all media publicity, retires after 47 years service. (possibly 2/1 or 2/16? - check paper - prob. 2/1 - press rel. is 2/3)
- Mar. 1964** NYC joins Trailer Train; tacit admission that regular TOFC has won out over Flexi-Van; alters Flexi-Van terminals in eight cities to handle standard trailers. (press release 3/9)
- Spring 1964** North trainshed and northernmost part of south trainshed of Chicago Union Station demolished to make way for air rights development by Tishman Realty Company.
- Mar. 1964** PRR announces \$1.1 million improvement project at Enola Yard.
- Mar. 11, 1964** Edward C. Gegenheimer dies.
- Mar. 12, 1964** LIRR Board authorizes additional funds for CTC between Huntington and Smithtown; buys nine used parlor cars from PRR. (MB)
- Mar. 16, 1964** Former Chief Engineer Samuel R. Hursh dies.
- Mar. 16, 1964** LV and NKP begin coordinated freight service between Midwest

and East Coast.

- Mar. 19, 1964** Last run of NYC passenger service between Detroit and Bay City, Mich.
- Mar. 20, 1964** Last trip of New York-Erie sleeper.
- Mar. 20, 1964** Last trip of New York-Florence, S.C. sleeper on *Havana Special*.
- Mar. 25, 1964** A. Paul Funkhouser appointed Assistant VP-Coal Traffic.
- Mar. 26, 1964** New York Assembly kills Rockefeller-sponsored bill to repeal state Full Crew Law.
- Mar. 28, 1964** Railroads contract to provide benefits to trainmen and conductors equal to \$23 per month; Pres. Johnson appoints Emergency Board to deal with work-rules crisis.
- Mar. 30, 1964** PRR opens sales office in Vancouver, B.C.
- Mar. 31, 1964** Last trip of New York-Huntington, W.Va. sleeper on *The F.F.V.* and Ashland, Ky.-New York sleeper on *The George Washington*.
- Mar. 31, 1964** Last trip of New York-Buffalo sleeper.
- Mar. 31, 1964** Last run of NYC commuter trains between Chicago and Elkhart, Ind.
- Apr. 1, 1964** First new construction of Penn Station project begins; building new PRR telephone equipment room below grade.
- Apr. 1, 1964** Baltimore Transfer Company of Baltimore City renamed Motor Freight Express; operates long-distance trucks radiating from Baltimore; 30% owned by American Contract Company.
- Apr. 1, 1964** A. Paul Funkhouser named Assistant VP-Coal & Ore Traffic; W.E. Lehr appointed Chief Mechanical Officer replacing Richard E. Franklin, who returns to Southern Railway.
- Apr. 1, 1964** Dayton Union Railway opens bids for demolishing north side of new station, to be done by July 1. (MB)
- Apr. 3, 1964** PRR and PRSL sign contract with Delaware River Port Authority for extension of High Speed Line from Broadway, Camden, to Kirkwood along PRSL right-of-way.

- Apr. 8, 1964** N.Y. grants legal status to Tri-State Transportation Commission.
- Apr. 8, 1964** Buckeye Pipe Line Company reincorporated in Ohio. (Moody's)
- Apr. 9, 1964** Pres. Johnson gets 15-day postponement of nationwide strike by operating Brotherhoods; appoints two special mediators; several hundred trainmen strike PRR claiming unaware of postponement, causing cancellation of some passenger trains.
- Apr. 1964** NYC installs DATA-CENTRAL, a \$1.4 million centralized data processing system developed with Collins Radio Company; integrates formerly separate administration, car reporting, locomotive distribution, and payroll computer networks; has 250 remote terminals with video screen displays.
- Apr. 14, 1964** Master room-lounge car service on *The Crescent* cut back from New Orleans to Atlanta. (A-sheet)
- Apr. 15, 1964** Chesapeake Bay Bridge-Tunnel opens; former Virginia Ferry Corporation car ferry between Kiptopeke and Little Creek discontinued.
- Apr. 16, 1964** Boring begins between tracks at Penn Station for new footings for Madison Square Garden.
- Apr. 16, 1964** PRR announces \$5 million modernization program for Altoona Shops.
- Apr. 17, 1964** Pres. Johnson agrees to postpone Emergency Board report in shop crafts dispute for two months.
- Apr. 20, 1964** Mackinac Transportation Company votes to seek extension Coast Guard certificate for train ferry *Chief Wawatam*, which expires on May 24, as state is pressing it not to abandon service. (MB)
- Apr. 22, 1964** New York World's Fair opens at Flushing Meadow, Queens on site of 1939-40 fair; LIRR runs special shuttle trains from Penn Station; LIRR also has own exhibit.
- Apr. 22, 1964** Pres. Johnson announces settlement of five-year work rules dispute with operating Brotherhoods, which he personally persuaded the railroads to accept; grants raises for 100,000 workers and other benefits in return for eliminating firemen's jobs.
- Apr. 25, 1964** *The Cleveland* makes last run between Pittsburgh and Cleveland and through New York-Cleveland service ends; passenger service

ends between Homewood Jct. and Youngstown; Ohio authorities require maintenance of local commuter service between Youngstown and Cleveland.

- Apr. 25, 1964** *Havana Special* discontinued and replaced by *Gulf Coast Special* between New York and St. Petersburg.
- Apr. 26, 1964** *The General* made an all-coach train for New York World's Fair traffic except for a single sleeper for local stops not served by the *Broadway*; extra sleepers added to *Broadway* for fair traffic; clergy and blind tickets honored on *Broadway* for first time, along with employee riders to and from Washington only; PRR removes observation lounge cars with master rooms from *Broadway Limited*; Washington and Erie sleepers transferred from *The General* to *The Broadway* to permit additional coaches for World's Fair passengers on *The General*; same changes in effect for 1965 summer season. (tt. A-sheet)
- Apr. 27, 1964** SEPACT inaugurates *Mid-City Express*, named commuter train (westbound) on Chestnut Hill Line.
- Apr. 27, 1964** U.S. Supreme Court refuses to hear suit from operating Brotherhoods challenging 1963 arbitration award in crew consist case.
- Apr. 1964** At Penn Station, new stairs cut from Arcade to Concourse level 100 feet further east of old Grand Staircase; Rea and Cassatt statues removed; demolition of center part of 33rd Street facade, Savarin restaurants, and Tichy ticket office completed; baggage room located to 31st Street side.
- May 1, 1964** Economy enters 39th month of expansion without a recession, then a peacetime record; Keynesian economists in the Johnson Administration falsely conclude that they have conquered the business cycle.
- May 1, 1964** First concrete foundations for Madison Square Garden poured between tracks #18 & 19.
- May 1, 1964** Stanley J. Cyran named Medical Director, replacing John M. Brewster, retired.
- May 2, 1964** PRR begins running special weekend excursion trains to New York for World's Fair from Washington-Wilmington with conventional trains and from Philadelphia-Bristol with Silverliners; package fare includes LIRR connection and fair admission.

- May 7, 1964** Railroads begin eliminating firemen after Supreme Court upholds original arbitration award; PRR removes 1,250 firemen through buyout, attrition or promotion by end of year; various firemen's locals start wildcat strikes.
- May 8, 1964** NYC closes Trinity Place-Huntington Ave. station in Boston.
- May 10, 1964** Firemen end wildcat strikes against PRR and NYC.
- May 11, 1964** Federal court issues permanent injunction against wildcat strikes by firemen to protest job cuts.
- May 14, 1964** LIRR Board notes World's Fair traffic has proved disappointing; now project only 5 million riders instead of 16 million. (MB)
- May 17, 1964** 6-DB-bar-lounge car removed from *The Pittsburger* "for the summer."
- May 17, 1964** Last run of Washington-San Antonio Slumbercoach via B&O-Missouri-Pacific route; last southwestern car on B&O and last interline car through St. Louis; Budd lease of cars cancelled and assigned to Northern Pacific. (Thomas)
- May 18, 1964** New Jersey increases commuter subsidy from \$6 million to \$8.6 million for fiscal 1965.
- May 20, 1964** Saunders and Perlman sign agreement for job protection in Penn Central merger with 18 unions for all employed as of this date to end labor opposition to merger; six other unions sign later; because the merger is not consummated for four years during which both companies shrink by attrition, Penn Central is burdened with maintaining unnecessary employees at 1964 levels.
- May 24, 1964** Philadelphia & Delmar RPO makes last run. (Kay)
- May 28, 1964** Chairman Saunders, speaking to the American Business Writers Society, says PRR will not divest itself of its N&W stock unless the Penn Central merger is approved.
- May 28, 1964** B&O and Western Maryland announce they are cutting rates on a single commodity, paper, exported through Baltimore as a test case.
- Spring 1964** Angus Wynne, President of Great Southwest, becomes bankrupt as a result of helping finance the Texas Pavilion at the New York World's Fair; his 90,000 shares of Great Southwest, used as

collateral, is sold; this caused friction with his uncle, Toddie Lee Wynne, to resolve which, the Wynne and Rockefeller families resolve to sell their entire investment in Great Southwest, asking Charles Hodge to find a buyer.

- June 1, 1964** Construction of first 20-story Gateway office building begins over north platforms of Chicago Union Station after modified Bush train shed removed.
- June 1, 1964** Justice Dept. files brief with ICC opposing Penn Central merger.
- June 2, 1964** *Palmetto* cut back from Savannah to Florence, S.C.
- June 6, 1964** NYC establishes "Tele Central", first internal, non-operator assisted, direct-dial phone system in the railroad industry.
- June 8, 1964** New Haven petitions ICC to reopen Penn Central merger hearings.
- June 10, 1964** PRR gets injunction to end strike by TWU on Allegheny Division.
- June 11, 1964** Ground broken for PATCO high-speed transit line between Camden and Lindenwold.
- June 1964** NYC begins modernization of Sharonsville Yard in Ohio.
- June 16, 1964** Negotiations begin for including New Haven in Penn Central merger; New Haven Trustees demand \$84 million for property; PRR and NYC offer \$41 million.
- June 16, 1964** PRR announces reduced fares for children traveling to World's Fair.
- June 17, 1964** Bala, Pa., station burnt by vandals. (VPO)
- June 18, 1964** PRR orders 20 freight locomotives from Alco and GE.
- June 18, 1964** PRR christens first 74-car unit coal trains at Harrisburg; owned by Pennsylvania Power & Light Company; operate from mines at Tunnelton and Osceola Mills in central Pennsylvania to power plants at Brunner's Island south of Harrisburg and Martins Creek on upper Delaware River; first true unit train with cars owned by shipper.
- June 23, 1964** New York-Wilmington, N.C., sleeper makes last run on *West Coast Champion*.

June 24, 1964 ICC decides in favor of N&W-NKP-Wabash merger but withholds announcement.

June 24, 1964 PRR Board on recommendation of Chairman Saunders authorizes purchase of 518,439 shares (49% interest) of Great Southwest Corporation from the Wynne and Rockefeller families for \$11.9 million.

June 24, 1964 Pennsylvania Company acquires 500,000 shares (50% control) of Great Southwest Corporation, a Texas real estate firm owning over 6,000 acres between Fort Worth and Dallas and developer of "Six Flags over Texas" amusement parks.

June 25, 1964 C&O and B&O file with ICC to secure control of the Western Maryland Railway.

June 1964 PRR completes operating report on all phases of possible high-speed passenger service between New York and Washington.

June 30, 1964 Director-Labor Relations Charles E. Alexander retires after 42 years service.

June 30, 1964 ICC suspends proposed B&O and Western Maryland cut in rate on paper exported through Baltimore for seven months; also bars NYC's matching cut on paper exported through New York.

June 30, 1964 Court approves New Haven's request to lease 80 MU cars for New York service for 30 years. (NH AR)

July 1, 1964 James W. Oram, VP-Public & Employee Relations, takes leave to become Chairman of the Labor Relations Committee of the Eastern Railroad Presidents' Conference; Personnel and Public Relations Depts. separated; Personnel combined with Labor Relations under Guy W. Knight, VP-Labor Relations & Personnel; William A. Lashley appointed VP-Public Relations.

July 1, 1964 Tri-State Transportation Committee begins test of automatic fare collection on LIRR at Forest Hills and Kew Gardens stations; also begins demonstration project on NYC Harlem Line between North White Plains and Brewster; off-peak service increased, skip-stop service introduced, and six trains each way made to run non-stop between North White Plains and New York.

July 1,1964 NYC opens first "Flexi-Flo" terminal at Indianapolis; Flexi-Flo system uses stainless steel pipes to transfer bulk cargoes like cement from special 125-ton covered hoppers to air-load trucks. (this is correct)

- July 2, 1964** **Civil Rights Act of 1964 establishes Equal Opportunity Commission.**
- July 7, 1964** **New Jersey signs agreement with CNJ and LV for rerouting CNJ passenger service into Penn Station, Newark, from Aldene.**
- July 9, 1964** **Pres. Johnson signs Urban Mass Transportation Act authorizing \$375 million in matching grants to states and localities over next three years; promises some aid to commuter rail systems. (NYT)**
- July 13, 1964** **ICC announces decision approving N&W-NKP-Wabash merger; leaves record open for five years during which Erie Lackawanna, Delaware & Hudson, and Boston & Maine can petition for inclusion; gives PRR 90 days to file a divestiture plan to dispose of its 31.3% interest in N&W and 98.9% interest in Wabash within 10 years; PRR must place N&W but not Wabash stock in voting trust and sever all management connections with N&W within 60 days.**
- July 15, 1964** **Pennsylvania Company buys \$11.65 million in stock of Great Southwest Corporation from Wynne and Rockefeller families.**
- July 1964** **NYC introduces new rates for bulk corn shipped in jumbo hoppers; first major change in eastern grain rates in 50 years.**
- July 22, 1964** **Pennsylvania Company begins further purchases of Great Southwest Corporation in open market; through Nov. 30, 1965 purchase an additional 280,795 shares; purchases continue into Oct. 1966.**
- July 24, 1964** **Pennsylvania Company completes purchase of 100% of Buckeye Pipe Line Company; acquires 1.8 million shares for \$70.2 million through exchange for Pennsylvania Company preferred stock; a total of \$279 million invested in diversification between 1963 and 1968.**
- July 1964** **PRR places first of 20 84-seat Class P85M coaches (1480-series) for Northeast Corridor trains converted from ex-N&W 10-6 sleepers. (press release 7/23)**
- July 30, 1964** **ICC sets further hearings on Penn Central merger to start Sep. 16; to be limited to evidence regarding the job protection agreements; denies requests from TWU, CNJ, B&M and New Haven for hearings on other issues.**
- Summer 1964** **PRR applies to Pennsylvania PUC for intrastate exemption to**

- discontinue *The Broadway Limited*; application denied.
- Aug. 1, 1964** **John C. White named Manager-Heavy Repair Shops. (check cards)**
- Aug. 2, 1964** **North Vietnamese torpedo boats allegedly attack two U.S. warships in Gulf of Tonkin.**
- Aug. 3, 1964** **Massachusetts establishes Massachusetts Bay Transportation Authority (MBTA) to unify city and suburban transit systems; has power to subsidize commuter rail lines; absorbs Metropolitan Transit Authority of 1947, which operated subway and surface transit lines. (Humphrey)**
- Aug. 7, 1964** **Presidential Emergency Board recommends increased benefits to shop crafts and wage increase to engineers.**
- Aug. 7, 1964** **Congress passes Gulf of Tonkin Resolution granting Pres. Johnson blanket authority to aid any ally in Southeast Asia, thus enlarging the scope of the war in Vietnam.**
- Aug. 1964** **New car washer installed at Sunnyside Yard.**
- Aug. 1964** **PSIC of Philadelphia and SEPACT agree to purchase 20 additional MU cars for commuter service.**
- Aug. 11, 1964** **Pres. Johnson directs Commerce Dept. to study need for high-speed rail service between Boston and Washington.**
- Aug. 13, 1964** **First PRR unit coal train operates to Potomac Electric Power Company's Chalk Point Generating Station off Popes Creek Branch.**
- Aug. 15, 1964** **Capital Beltway completed around Washington, D.C. (NYT)**
- Aug. 16, 1964** **Budd Company unveils its plan for a high-speed train for New York-Washington service.**
- Aug. 18, 1964** **New York PSC upholds state Full Crew Law; rules law's requirements take precedence over national work rules settlement.**
- Aug. 19, 1964** **Cleveland Cartage Company truck system sold at foreclosure; PRR's 45% interest wiped out by sale.**
- Aug. 20, 1964** **Pres. Johnson signs Economic Opportunity Act, first major anti-poverty, Great Society legislation.**

- Aug. 21, 1964** **Attorney-General Robert F. Kennedy meets with Stuart Saunders, Alfred E. Perlman, and George Leighty, Chairman of the Railway Labor Executives Association, who urge him to reverse opposition of Penn Central merger; Saunders implies that if Penn Central does not proceed, PRR will not divest itself of N&W and thus block N&W merger; Kennedy says if Penn Central absorbs the New Haven on terms satisfactory to its Trustees and the courts, the Justice Dept. will withdraw objections to the Penn Central merger.**
- Aug. 24, 1964** **First of 11 new snack-bar coaches for New York-Washington and Harrisburg-Washington service placed in service replacing diner on *The General* between Harrisburg and Washington. (A-sheet)**
- Aug. 24, 1964** **PT&T Board approves new car washer on loop tracks 1 & 2 at Sunnyside Yard. (MB)**
- Aug. 24, 1964** **Democratic National Convention opens in Atlantic City; national media report on shabby condition of hotels and amusements; bad press accelerates city's decline.**
- Aug. 1964** **(week before Board meeting) PRR officials meet with New Haven Trustees and receive their alternate plan by which Penn Central would acquire only the New Haven's freight business for \$80 million and passenger service will be abandoned.**
- Aug. 28, 1964** **Date set for last runs of Pittsburgh commuter service; given last-minute extension.**
- Aug. 1964** **Pickens Railroad of South Carolina buys New Haven Train-X *Dan'l Webster* for excursion service.**
- Aug. 31, 1964** **VP-Transportation & Maintenance Park M. Roeper retires; post abolished and duties returned to VP-Operations.**
- Aug. 31, 1964** **Chairman Saunders announces that PRR will divest itself of its N&W and Wabash holdings over 10 years and sell Sandusky Branch to N&W.**
- Sep. 1, 1964** **Flemington (N.J.) Branch leased to steam tourist operation under name of Black River & Western Railroad; regular tourist runs limited to Flemington-Ringoes; BR&W had previously operated on CNJ Chester Branch, where real Black River is located.**
- Sep. 4, 1964** **Massachusetts Turnpike opens between Route 128 and Beacon Park, Boston, partly on Boston & Albany right of way.**

(Humphrey)

- Sep. 7, 1964 *East Coast Champion* and *West Coast Champion* consolidated north of Jacksonville.
- Sep. 9, 1964 LIRR opens track elevation at Babylon.
- Sep. 10, 1964 Connecticut Transportation Authority agrees to subsidize New Haven service at \$450,000 per year for two years; CTA is to purchase 80 new MU cars and rehabilitate 50 old cars to be leased to New Haven. (NYT, NH AR)
- Sep. 10, 1964 LIRR Board authorizes new station at Main Street, Flushing. (MB)
- Sep. 12, 1964 LIRR opens track elevation at Hicksville.
- Sep. 12, 1964 New Haven *Day Cape Codder* makes last trip from Woods Hole/Hyannis to New York (Grand Central); operates five times a week. (Guide)
- Sep. 13, 1964 Last trip of *The Pittsburgher* between New York and Pittsburgh; Pittsburgh sleepers placed on *The Manhattan Limited* (east) and *The Pennsylvania Limited* (west). (PassDept)
- Sep. 13, 1964 New Haven summer-weekend-only *Neptune* makes last run between Woods Hole/Hyannis and New York (Grand Central); last pre-Amtrak Cape Cod service from New York; connects at Providence for Boston. (Guide)
- Sep. 14, 1964 PRR establishes new mail and express train No. 19 between New York and Pittsburgh via 30th Street to take head-end cars formerly handled on *The Pittsburgher* and *The Pennsylvania Limited*. (PassDept)
- Sep. 14, 1964 PRR agrees to ICC requirement to sell holdings of all N&W stock within 10 years as condition of N&W/NKP/Wabash merger; will also consent to lease of Wabash to N&W and sell N&W its Sandusky Branch, which forms connection between N&W and NKP.
- Sep. 15, 1964 Shop craft unions set strike; PRR signs with its 15,000 shop craft employees, exempting PRR and LIRR from strike.
- Sep. 16, 1964 ICC hearings in PRR-NYC merger conclude after 129 days of testimony in 18 cities; total of 461 witnesses, 290 prepared statements, 347 exhibits; 337 attorneys representing 276 interested

parties; record of testimony fills 40,000 pages. (AR 1967)
(apparently this was supplemental hearing on labor matters)

- Sep. 1964** Columns and other stonework from Penn Station demolition broken up and dumped in Jersey Meadows near Secaucus.
- Sep. 1964** New Haven Trustees now demand liquidation value of \$128 million instead of book value of \$84 million as price for property.
- Sep. 21, 1964** Westchester County rejects proposed \$400,000 annual subsidy for New Haven; Connecticut Transportation Authority contract then cancelled. (NH AR)
- Sep. 22, 1964** Three PRR directors resign from N&W Board; PRR sells \$800,000 of N&W (? if so was pfd., not common)
- Sep. 24, 1964** Pres. Johnson bars strike by Brotherhood of Locomotive Firemen & Enginemen for 25% wage increase; creates Emergency Board.
- Sep. 25, 1964** PRR announces it will combine the "*Spirit of St. Louis*" with the *Penn Texas* on Oct. 25; blocked by ICC in 1965. (PR)
- Sep. 25, 1964** New reduced rates on grain take effect aimed at diverting traffic from New Orleans and St. Lawrence Seaway.
- Sep. 25, 1964** Settlement reached with shop crafts granting job security guarantees; nationwide strike called off.
- Sep. 28, 1964** New York Gov. Nelson Rockefeller appoints a special committee on the LIRR headed by William J. Ronan to report on what should be done with LIRR when the 12-year development corporation expires in Aug. 1966; this means end of tax relief for PRR and moratorium on \$61 million debt of LIRR to PRR.
- Sep. 28, 1964** Bankruptcy Court orders termination of New Haven contract with CTA following Westchester County's refusal to grant subsidy for New York portion of service.
- Oct. 1, 1964** Japanese Shinkansen or "Bullet Train" begins operating between Tokyo and Osaka at speeds of 130 MPH; prompts Federal Government to take an interest in high-speed service in the Northeast Corridor.
- Oct. 6, 1964** First Lady Lady Bird Johnson leaves Washington on a four-day whistlestop tour to New Orleans; occupies PRR open-platform observation-parlor No. 7125 *Queen Mary*, which is repainted red,

white and blue. (Withers)

- Oct. 8, 1964** Last run of through Louisville-New York coach (eastbound only) on *George Washington*.
- Oct. 9, 1964** ICC approves transfer of PRR's N&W stock to three trustees.
- Oct. 1964** New York City adopts major restrictions on sulphur content of fuel burned within city limits; causes utilities to begin to switch from coal to fuel oil; coal from PRR territory is generally high-sulphur and is gradually driven out of major markets. (not in NYT)
- Oct. 1964** NYC establishes Director of Suburban Service to oversee all New York commuter services.
- Oct. 15, 1964** PRR orders 1,200 70-ton boxcars.
- Oct. 16, 1964** Norfolk & Western-Nickel Plate merger consummated at 12:01 AM; N&W also leases Wabash and Pittsburgh & West Virginia Railway and acquires control of Akron, Canton & Youngstown; N&W also takes over PRR's Columbus-Sandusky line.
- Oct. 16, 1964** Fred Carpi named VP-Traffic; Henry W. Large returns from leave of absence as President of Wabash as VP-Sales, replacing Carpi.
- Oct. 18, 1964** New York World's Fair closes for first season; attendance is lower than expected because of threats of protests, high prices, and poor word-of-mouth.
- Oct. 19, 1964** Former Chief Mechanical Officer Lester E. Gingerich dies.
- Oct. 20, 1964** Presidential Emergency Board recommends three-year contract and 27 cents an hour increase to non-operating unions other than shop crafts.
- Oct. 20, 1964** Special five-man committee appointed by Gov. Rockefeller tours LIRR. (MB)
- Oct. 22, 1964** Reading agrees to end attempt to discontinue Philadelphia-Jersey City passenger service in return for 33% fare increase and state subsidy.
- Oct. 23, 1964** PRR unveils new experimental 100-ton coal gondola.
- Oct. 23, 1964** Last run of four after-rush hour Bryn Mawr locals added in Oct. 1963 withdrawn because of lack of patronage.

- Oct. 24, 1964** **Robert F. Kennedy announces he no longer opposes Penn Central merger and urges his successor as Attorney General to drop opposition; urges merger to include New Haven and LIRR.**
- Oct. 25, 1964** **Observation lounge cars with master room restored to *Broadway Limited*.**
- Oct. 25, 1964** **500-mile inspection point on St. Louis line moved from Indianapolis to Columbus. (VPO)**
- Oct. 27, 1964** **B&O switches last Detroit trains from Michigan Central Station to Fort Street Union Depot; keeps a weekly RDC run into MC station for contract purposes.**
- Oct. 29, 1964** **Bethlehem Steel Corporation, structural contractor for Madison Square Garden, places first new column through a hold cut in the Penn Station Concourse near Track 19. (Diehl)**
- Oct. 29, 1964** **Presidential candidate Barry Goldwater travels over PRR in business car No. 180 on whistlestop tour from Harrisburg to Pittsburgh. (Withers)**
- Nov. 1, 1964** **Coal & Ore Dept. reorganized. (or 11/16? check cards)**
- Nov. 2, 1964** **PRR through American Contract Company loans \$275,000 to Executive Jet Aviation, Inc., an air taxi service; PRR later advances \$13 million for the purchase of Lear jets; EJA had been founded earlier in the year by ret. Gen. Olbert F. "Dick" Lassiter (19 -1973), who had run an air taxi service for Army officers; with Lear jets based in Columbus, can reach most U.S. points within two hours; EJA approaches Glore, Forgan, Wm. R. Staats for funding, who steers them to Bevan; unfortunately, although the service concept is a good one, Lassiter is a poor manager who diverts company funds to support a "swinger's" lifestyle, creating numerous embarrassments for the PRR and Penn Central.**
- Nov. 5, 1964** **Presidential Emergency Board recommends 18 cents per hour increase over two years for Brotherhood of Locomotive Firemen & Enginemen.**
- Nov. 7?, 1964** ***Piedmont Limited* (southbound) and *Peach Queen* (northbound) make last runs between Kings Mountain,, N.C., and Atlanta; continue to operate in N.C. and Va.. (may have been Nov. 14? - Shappell has ca. 11/5)**

Nov. 10, 1964 **New York PSC approves 4.9% fare increase on LIRR.**

Nov. 11, 1964 **Shop craft unions reject settlement and again threaten strike for Nov. 23.**

Nov. 12, 1964 **LIRR Board authorizes extending CTC from Hicksville to Northport. (MB)**

Nov. 1964 **Three new preferred service freight trains authorized to operate at 60 MPH: AC-1 (Conway-Chicago), TT-1A (New York-Chicago), and TT-9 (Pittsburgh-Detroit) (Pennsy - press release 11/12/64)**

Nov. 1964 **No. 4458 is first of 22 E44's to be rebuilt to 5,000 HP as Class E44a.**

Nov. 16, 1964 **LIRR raises passenger fares 4.9%. (MB)**

Nov. 17, 1964 **Brotherhood of Locomotive Firemen & Enginemen signs new contract on basis of Emergency Board report.**

Nov. 20, 1964 **Brotherhood of Railroad Trainmen signs contract retroactive to July 12, granting \$1.75 per day increase.**

Nov. 20, 1964 **Shop crafts stage wildcat strike on LIRR; disrupt morning rush hour.**

Nov. 21, 1964 **Nationwide shop craft strike called off under pressure from Secretary of Labor Wirtz; three shop craft and five other non-operating unions signs contracts based on Emergency Board report.**

Nov. 27, 1964 **PRR discontinues all remaining Pittsburgh commuter service after Pittsburgh Port Authority refuses funding; lines are: Derry and Trafford/North Trafford (Pittsburgh Div.), Beaver Falls (PFW&C), Kiski Jct. (Allegheny Valley), Schenley (Conemaugh Div), and Burgettstown (Panhandle Div.); ends all passenger trains between Trafford and North Trafford, East Liberty-Schenley, Brilliant-Kiski Jct. via Freeport, and on Brilliant Branch.**

Nov. 28, 1964 **PRR operates 15 special trains carrying 12,000 people to Army-Navy Game.**

Nov. 30, 1964 **PRR orders 150 freight road diesels: 100 from GM, 25 GE U25B's, and 25 Alco 2,750 HP units; 40 GM, 10 GE and 10 Alco have C-C trucks. (press rel. 11/30)**

Dec. 1, 1964 **John E. South appointed Chief Engineer-Structures.**

- Dec. 4, 1964 **LIRR VP-Passenger Henry Austin Weiss (1909-1964) dies at Philadelphia; started with PRR in 1929; replaced by Harold M. Throop as General Manager-Passenger. (MB, AR)**
- Dec. 6, 1964 ***Piedmont Limited* (southbound) discontinued between Danville, Va., and Kings Mountain, N.C., with New York-Greensboro sleeper forwarded on Washington-Atlanta local #35 from Danville; *Peach Queen* (northbound) discontinued between Danville and Kings Mountain. (Shappell has #30 and #33 cut to DC-Danville and #35 op Danville-Salisbury eff. 12/17!)**
- Dec. 15, 1964 **PRR sells Girard Point facilities to Philadelphia Industrial Development Corporation.**
- Dec. 1964 **Northern Pacific domed sleepers reassigned to *South Wind* and *City of Miami* for winter season; continued for next three seasons.**
- Dec. 16, 1964 **PRR and U.S. Steel Corporation test 95-car plastic-insulated unit ore train between Fairless and Pittsburgh and between South Philadelphia Ore Pier and Pittsburgh.**
- Dec. 17, 1964 **ACL introduces train television on Florida Special.**
- Dec. 1964 **U.S. Supreme Court permits application of same rate on all types of freight without meeting ICC standard of reasonableness in classification; permits greater flexibility in rate-making.**
- Dec. 22, 1964 **American Contract Company Board approves first advances to Executive Jet Aviation, Inc.**
- Dec. 27, 1964 ***Peach Queen* (northbound only) makes last run from Danville to Washington; *Piedmont Limited* #33 makes last run southbound from Washington to Danville.**
- Dec. 28, 1964 **Southern Railway #35 assumes former schedule of #33 between Washington and Danville.**
- Dec. 30, 1964 **Harold M. Throop becomes General Manager-Passenger of LIRR, replacing VP-Passenger Henry A. Weiss, deceased. (MB)**
- Dec. 31, 1964 **Virginia Ferry Corporation dissolved. (MB)**
- 1964 **PRR system debt at postwar low of \$563 million, down from \$831 million in 1952, reflecting Bevan's work in debt retirement; thereafter debt rises to finance large capital projects under**

Saunders.

- 1964** PRR increases dividend from \$0.50 to \$1.25 per share.
- 1964** PRR installs automatic car retarder system at Grandview Yard near Columbus; designed for small yards where full automation not feasible. (or early 1965?)
- 1964** PRR installs centralized car reporting computer system with 181 remote stations tied to central computer in Philadelphia; regional accounting data processing centers established at Altoona, Pittsburgh, and Chicago.
- 1964** PRR enlarges TrucTrain terminals at Detroit, Jeffersonville, and Fort Wayne.
- 1964?** Atlantic City Expressway completed to Pleasantville; first limited access highway between Philadelphia and shore resorts.
- 1964** Columbia-Wrightsville bridge demolished.
- 1964** Pittsburgh Joint Stock Yards Company sells Herr's Island Stock Yard to Armour & Co.
- 1964** NYC establishes human relations courses for all employees dealing with the public.
- 1964** NYC begins sending Flexi-Vans to Europe as ship containers.
- 1964** Full-crew laws repealed in 16 states; Brotherhood of Locomotive Engineers and Brotherhood of Railroad Trainmen agree with Eastern Railroad Presidents Conference to end opposition to repeal of full-crew laws in New York, Ohio and Indiana.