

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

**By Christopher T. Baer**

**1964**

**April 2015 Edition**

**All data subject to correction and change**

- |              |                                                                                                                                                                                                                                                                                              |
|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Jan. 1, 1964 | New railroad <i>per diem</i> system takes effect; flat rate of \$2.88 replaced by a sliding scale of \$2.16 to \$7.74 based on cost and condition of the car. (RyAge, Trains)                                                                                                                |
| Jan. 2, 1964 | Four Brotherhoods sue to challenge the authority of federal arbitration panel that issued award in firemen's and work rules case. (NYT)                                                                                                                                                      |
| 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. (NYT)                                                                                                              |
| Jan. 8, 1964 | First Soo Line-PRR unit grain train of 95 box cars leaves Duluth for Buffalo via Chicago for International Milling Company; trains operate under special rate three times a week during Jan. and Feb., and then every five days until Great Lakes open; first true unit grain train. (RyAge) |
| Jan. 8, 1964 | U.S. District Court upholds federal arbitration award in firemen's and work rules case. (NYT)                                                                                                                                                                                                |
| Jan. 8, 1964 | Philadelphia-Harrisburg train No. 635, last vestige of <i>Pittsburgh Night Express</i> , makes last run, Philadelphia to Harrisburg, and through Philadelphia-Pittsburgh sleeper withdrawn. (A-sheet)                                                                                        |
| Jan. 8, 1964 | N.Y. Gov. Rockefeller calls for repeal of state's Full Crew Law. (NYT)                                                                                                                                                                                                                       |
| Jan. 8, 1964 | Pres. Johnson in State of the Union address declares a "War on Poverty". (NYT)                                                                                                                                                                                                               |
| 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. 9, 1964 Stuart T. Saunders elected to LIRR Board, replacing James P. Newell, resigned. (MB)
- Jan. 10, 1964 NYC reports profit of \$6 million for 1963, vs. a loss of \$3.8 million for 1962; NYC has spent \$420 million in capital improvements over last 10 years. (NYT)
- Jan. 12, 1964 New York-Charlotte sleeping car on *Piedmont Limited* cut to New York-Greensboro. (A-sheet)
- Jan. 13, 1964 PRR and NYC announce that they will share each others' locomotives and facilities immediately; also start coordinating designs for road and equipment improvements; decided at Board meeting last week. (NYT)
- Jan. 13, 1964 Blizzard drops a foot of snow on New York City and Philadelphia areas; leads to many GG1 failures as in 1958. (NYT, Watson)
- Jan. 15, 1964 William A. Lashley (1920- ), formerly of the Norfolk & Western Railway, named Assistant VP-Public Relations; Lashley had previously worked in public relations for Reynolds Metals Corporation and the Ford Motor Company; Stuart T. Saunders wants to have his own man in charge of public relations. (RyAge, )
- Jan. 15, 1964 New agreement between PRR and Brotherhood of Railroad Trainmen requires that hearings be held on charges before discipline imposed. (NYT)
- Jan. 15, 1964 William J. Ronan reports to Gov. Rockefeller rejecting the idea of a state agency to run NYC and New Haven commuter service. (NYT)
- Jan. 1964 NYC distributes 3,000 copies of brochure *New Frontiers in Transportation* to 100 colleges to recruit college graduates. (Guide)
- Jan. 17, 1964 PATH announces it has ordered 162 new cars from St. Louis Car Division to meet Aldene Plan loads. (NYT)
- Jan. 17, 1964 Alco Products, Inc., delivers the first Century C-628 to Atlantic Coast Line. (RyAge)
- Jan. 18, 1964 Snack-bar coach placed on *The Duquesne*. (A-sheet)
- 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; enrages private developers who fear a long term glut of office space. (NYT, Gillespie)

- Jan. 1964 Republican Gov. William Scranton (1917- ) reverses anti-Penn Central merger policy of his Democratic predecessor David L. Lawrence (1889-1966) in return for protection for the Port of Philadelphia. (press rel. 2/8)
- Jan. 20, 1964 PRR reports a \$9.16 million profit for 1963 vs. a \$3.2 million loss in 1962; Chairman Saunders now stresses consolidated figures that include non-rail subsidiaries; has consolidated profit of \$24 million. (NYT)
- Jan. 20, 1964 In his economic report to Congress, Pres. Johnson says he is confident of an economic boom through 1964 if taxes are cut but warns business and labor against inflationary demands for higher wages and prices; calls 5½% unemployment is too high; accompanied by a report from the Council of Economic Advisers adopting the theory of administered prices; they fix on 3.2%, based on the average of the previous three years, as the amount business can raise wages without needing to raise prices. (NYT, Samuelson)
- Jan. 20, 1964 Stuart T. Saunders is one of the business leaders issuing a statement wholeheartedly approving Pres. Johnson's message; says business is "being asked to put our ingenuity and resourcefulness to the test." (NYT)
- Jan. 22, 1964 Stuart T. Saunders announces that the PRR will spend \$120 million on capital improvements this year, including 50 locomotives and 6,000 cars. (NYT)
- Jan. 22, 1964 NYC implements zoned commuter fares on Hudson and Harlem Lines. (NYT)
- Jan. 23, 1964 National Museum of History & Technology of the Smithsonian Institution opens at the northwest corner of the Mall in Washington; new home of the *John Bull* and Cumberland Valley Railroad *Pioneer*; the centerpiece of the railroad hall is Southern Railway 4-6-2 No. 1401; it is the last building designed by the office of McKim, Mead & White, its bland institutional architecture draws bad reviews. (NYT)
- 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. (TSTC)

- Jan. 26, 1964 PRR implements reduced weekend fares (66% of regular round trip) on Northeast Corridor. ( - Guide says Feb. 1)
- Jan. 27, 1964 Stuart T. Saunders reports to the PRR Finance Committee on the plan to issue \$65 million in Pennsylvania Company preferred stock; Buckeye Pipe Line Company is to create an operating subsidiary and become a holding company, then merge with the Pennsylvania Company through an exchange of stock. (Patman)
- Jan. 27, 1964 Demolition begins on the Hoffritz Cutlery store and Barricini candy shop on the north side of the General Waiting Room at Penn Station. (NYT)
- 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. 29, 1964 Pennsylvania Company Board approves in principal the acquisition of 100% of the Buckeye Pipe Line Company; gets an option from the Manor Real Estate Company to buy all the stock of the Long Island Pipe Line Company for \$2 million. (MB)
- Jan. 30, 1964 Last run of parlor-lounge car on *The Duquesne*. (A-sheet)
- Jan. 31, 1964 Pennel Company Board authorizes the abandonment of the Grand Rapids Branch between Rockford and Mackinaw City, Mich. (211.3 miles) and the Traverse City Branch between Walton Jct. and Traverse City, Mich. (24.87 miles). (MB)
- Jan. 31, 1964 Philadelphia Suburban Transportation Company (Red Arrow Lines) places former Chicago, North Shore & Milwaukee Railroad *Electroliners* in revenue service as *Liberty Liners* between 69<sup>th</sup> Street, Upper Darby, and Norristown, offering deluxe rush hour service with a tavern lounge. (Trains)
- Feb. 1, 1964 Washington Terminal Company Assistant Manager Robert A. Sharp recalled to the B&O; replaced by L.B. Rasmussen as Industrial Engineer. (MB)
- Feb. 1, 1964 B&O Pres. Jervis Langdon appoints Paul H. Reistrup (1932- ) Director of Passenger Services in last bid to cut passenger losses and reduce service to the break-even point. (RyAge, Frailey)

- Feb. 1, 1964 Ferdinand L. Kattau (1909-1997) named Assistant to the President-Administration of NYC to work on management planning and training. (RyAge)
- 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 as demanded by the new Republican majority in the N.J. Legislature. (NYT)
- Feb. 5, 1964 Chesapeake & Ohio Railway sells its Presque Isle (Toledo) coal docks to the Toledo-Lucas County Port Authority. (AR)
- Feb. 6, 1964 PRR announces it has acquired 100% of the stock of the Buckeye Pipe Line Company through the Pennsylvania Company; first diversification move to find investments to replace the Norfolk & Western Railway dividends. (PR)
- 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. 11, 1964 After their history-making appearance on "The Ed Sullivan Show" on Feb. 9, the Beatles perform the first full concert of their American tour at the Washington Coliseum; a morning snowstorm snarls New York airports, leading to a last-minute decision to travel from New York by train; the Beatles and the New York press corps travel in a chartered Richmond, Fredericksburg & Potomac Railroad 10-6 sleeping car *King George* (built in 1948 for New York-Richmond-Norfolk pool service) attached to the *Morning Congressional* leaving New York at 11:00 AM; John Lennon and Paul McCartney walk through the entire train signing autographs; a crowd of 3,000 waiting fans create bedlam on arrival at Washington Union Station. (rf&pgroup, Wayner - verify NYT)
- Feb. 12, 1964 The Beatles and their press entourage return to New York via the PRR for a concert at Carnegie Hall, this time in a PRR heavyweight lounge car; the Beatles are practically prisoners of the press during the trip and engage in the kind of hijinks that will characterize their two movies for the photographers; in a futile effort to evade the 10,000 fans milling

around Penn Station, the Beatles' car is switched to a different platform, but they are forced to make a mad dash for a waiting taxi. (rf&pgroup)

- Feb. 13, 1964 PRR, NYC, New Haven and Boston & Maine ask the ICC to extend the deadline for filing merger briefs to June 1. (NYT)
- Feb. 13, 1964 Dept. of Commerce reports to Sen. Birch Bayh ( - ) of Indiana that Stanford University will study the Penn Central merger. (NYT)
- Feb. 15, 1964 Temporary ticket office opens in Main Concourse of Penn Station, preparatory to demolition of the General Waiting Room and Tichy ticket office. (PubDept)
- Feb. 15, 1964 Last run of NYC St. Lawrence Division passenger service between Syracuse and Massena, N.Y., with RDC *Beeliner*. (Trains)
- Feb. 1964 PRR sells its 1.25% interest in Baltimore Union Stock Yards, Inc., back to B&O (Compt)
- Feb. 1964 U.S. Supreme Court, in a case brought by the Southern Railway against the North Carolina Utilities Commission, upholds the ICC's power to allow railroads to discontinue unprofitable passenger trains, even though the railroad is profitable overall. (RyAge)
- Feb. 16, 1964 Retired PRR Chief Chemist Milton E. McDonnell (1878-1964) dies. (ancestry.com)
- Feb. 17, 1964 Southeastern Pennsylvania Transportation Authority (SEPTA) incorporated under the Metropolitan Transportation Authorities Act of 1963; Board consists of two members appointed by each of the counties, plus one by the governor; Delaware County joins the original SEPACT partners; SEPTA's first annual budget is only \$120,000; the purchase of the Philadelphia Transportation Company transit system is delayed by a long dispute over the value of assets to be acquired. (SEPTA, TuckerColl)
- Feb. 17, 1964 Washington Terminal Company's Development Committee and PRR VP-Real Estate J. Benton Jones hear a presentation by the architectural firm of Eggers & Higgins for using the air rights north of the Waiting Room of Union Station for possible use by the Post Office Dept. and the Government Printing Office. (MB)
- Feb. 18, 1964 SEPTA holds its first organization meeting; includes Delaware County as well as the SEPACT partners, which allows involvement with the PRR Main Line, Media-West Chester and Wilmington lines; begins

- working to purchase transit system from Philadelphia Transportation Company. (SEPTA, AR)
- Feb. 18, 1964 Joseph-Armand Bombardier (1907-1964), inventor of the snowmobile and founder of Bombardier Limited, dies at Sherbrooke, Quebec. (wiki)
- Feb. 19, 1964 ICC denies the New Haven's application to discontinue passenger service between New London and Worcester via Norwich. (ICC)
- Feb. 21, 1964 Jervis Langdon of 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. (NYT)
- Feb. 25, 1964 Jervis Langdon of the B&O and Al Perlman meet over the B&O's plan to eliminate the port differentials in place since the 19<sup>th</sup> century; Langdon holds that the B&O rate to Baltimore would be compensatory, but the NYC's rate on export-import traffic at New York in non-compensatory because of the expense of lighterage, which Perlman denies; Perlman refuses to budge and threatens to cut rates on auto racks. (NYT)
- Feb. 25, 1964 New Pittsburgh & Lake Erie Railroad Company incorporated in Delaware. (ICC)
- Feb. 25, 1964 Dow Jones rails index finally tops previous high of 189.11 set in Sep. 1929. (Wyckoff)
- Feb. 26, 1964 Pennsylvania Company Board approves the plan of merger of the Buckeye Pipe Line Company dated Feb. 6, 1964; Buckeye is to transfer its assets to a new Buckeye Pipe Line Company, the old Buckeye is to be merged into the Pennsylvania Company by exchanging its stock for Pennsylvania Company preferred, which is later to be converted to Norfolk & Western Railway common. (MB)
- Feb. 26, 1964 Pres. Johnson signs the Tax Reduction Act cutting corporate income tax rate from 52% to 47%; pumps \$10 billion into the economy over next two years; unemployment drops to 4% by Jan. 1966, while inflation remains at about 2%. (NYT, Matusow, Samuelson)
- Feb. 26, 1964 Last run of Philadelphia-Pittsburgh "ghost train" No. 39, formerly *The Clevelander* east of Pittsburgh. (PassDept)
- Feb. 27, 1964 VP David C. Bevan announces that the PRR has purchased 50% of the Long Island Pipe Line Company running from the refineries at Linden, N.J. to Deer Park, Long Island. (NYT)

- Feb. 27, 1964 Associated Railroads of New Jersey call for a 10-year program of state tax relief and aid totaling \$405 million. (NYT)
- Feb. 29, 1964 Last run of New York-Cincinnati-Nashville sleeping car line via PRR and L&N; cut back to New York-Cincinnati. (tt)
- Feb. 29, 1964 Gustavus E. Payne (1900- ), in charge of all media publicity, retires after 47 years service. (RyAge - press rel. is 2/3)
- 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. (MB, Org)
- 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. (MB, Org)



Mar. 1, 1964 Allegheny County Port Authority acquires the transit system of the Pittsburgh Railways Company at condemnation. (Moodys)

Mar. 1964 PRR announces \$1.1 million improvement project at Enola Yard.

Mar. 2, 1964 ICC authorizes the New Haven to discontinue three round trips between Danbury and Pittsfield, leaving three round-trips operating New York-Pittsfield weekends-only, one of which is summer-only. (ICC)

Mar. 2, 1964? Container Transport Intermodal, Inc., displays a new flat car carrying 11 8-foot containers at the NYC yards at High Bridge in New York City for 200 representatives of the Port Authority and shipping companies. (NYT)

Mar. 4, 1964 ICC cuts grain rates between Pittsburgh and the East by 12.9% to make them competitive with the rate via Buffalo. (NYT)

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. (AR, press release 3/9)

Mar. 9, 1964 Last run of freight service on New Haven's State Line Branch, Rising to West Stockbridge, Mass. (nhrhta)

Mar. 11, 1964 Former PRR personnel officer Edward Charles Gegenheimer (1893-1964) dies at Ardmore at 70. (RyAge)

Mar. 12, 1964 LIRR Board authorizes additional funds for CTC between Huntington and Smithtown; buys nine used parlor cars from PRR. (MB)

Mar. 1964 NYC and Alleghany Corporation sell the B&O shares they acquired in the bidding war to the Chesapeake & Ohio Railway. (Turner)

Mar.? 1964 Lehigh Valley Railroad and Nickel Plate begin pooling run-through power between Oak Island, N.J., and Bellevue, Ohio. (Trains)

Mar. 1964 PRR has acquired a 50% interest in the Long Island Pipe Line Group from Cities Service Company. (RyAge)

Mar. 16, 1964 Former PRR Chief Engineer Samuel R. Hursh (1894-1964) dies four days before his 70<sup>th</sup> birthday. (RyAge - or May 16??)

Mar. 16, 1964 Lehigh Valley Railroad and Nickel Plate begin coordinated freight service between Midwest and East Coast via Buffalo; trains are BJ-1/BJ-2 on LV and LV-1/LV-2 on NKP. (RyAge)

Mar. 18, 1964	NYC and Alleghany Corporation confirm that they have sold their last holdings of B&O to the Chesapeake & Ohio Railway, giving the C&O 90% control. (NYT)
Mar. 19, 1964	Last run of NYC passenger service between Detroit and Bay City, Mich., with RDC <i>Beeliner</i> . (Guide)
Mar. 19, 1964	ICC authorizes NYC to discontinue its last Chicago-Elkhart commuter trains. (ICC)
Mar. 20, 1964	Last trip of New York-Erie sleeping car.
Mar. 20, 1964	Last trip of New York-Florence, S.C. sleeper on <i>Havana Special</i> .
Mar. 20, 1964	N.Y. Legislature approves the Tri-State Transportation Commission. (NYT)
Mar. 26, 1964	New York Assembly kills Rockefeller-sponsored bill to repeal the state Full Crew Law. (NYT)
Mar. 27, 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. (NYT)
Mar. 30, 1964	PRR opens sales office in Vancouver, B.C. (PR)
Mar. 30, 1964	Washington Terminal Company Board recommends removing the deteriorated marquee installed in 1942. (MB)
Mar. 30, 1964	Penndel Company authorizes the abandonment of part of the Salamanca Branch between Red House and Allegany, N.Y. (19.73 miles). (MB)
Mar. 30, 1964	American Contract & Trust Company dissolved. (MB)
Mar. 31, 1964	Last trip of New York-Huntington, W.Va. sleeping car on <i>The F.F.V.</i> and Ashland, Ky.-New York sleeper on <i>The George Washington</i> . (tt)
Mar. 31, 1964	Last trip of New York-Buffalo sleeping car.
Mar. 31, 1964	Last run of NYC commuter trains between Chicago and Elkhart, Ind., three round trips with about 500 commuters; down from 18 trains in 1954; most commuters switch to the nearby Chicago, South Shore & South Bend Railway. (RyAge)
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. (CE)
- Apr. 1, 1964 First new construction of Penn Station project begins; building new PRR telephone equipment room below grade. (PubDept)
- Apr. 1, 1964 PRSL Board approves all changes recommended by Pres. E. Paul Gangewere to accommodate the entrance of the Atlantic City Expressway into Atlantic City, occupying part of the old Newfield Branch: relocation of the Newfield Branch; building of new Atlantic City passenger and freight stations and connections to Mediterranean Avenue and Baltic Avenue extensions; abandoning the old passenger terminal, the Mississippi Avenue Branch, and the Chelsea Branch; the Georgia Avenue Branch is to be maintained by the City as a private siding to supply Convention Hall; Pres. Gangewere also reports that the North-South Freeway at Camden will require abandonment of all Camden yard and engine terminal facilities between "CENTER" Tower and the Delaware River; the construction of the PATCO High Speed Line will require abandonment of the line between Division Street and "VERNON"; approves enlargement of Pavonia Avenue Yard, yard office and engine terminal to replace Camden; new wye connections built at "BROWN" Tower between the Millville Yard and the South Columbia Avenue. (MB)
- 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. (MB)
- Apr. 1, 1964 A. Paul Funkhouser (1923-2000), whom Stuart T. Saunders had brought from the Norfolk & Western Railway, is named Assistant VP-Coal & Ore Traffic; W.E. Lehr appointed Chief Mechanical Officer replacing Richard E. Franklin, who returns to Southern Railway. (MB)
- 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 and to abandon PRSL from Division Street, Camden, to "VERNON" Tower in West Haddonfield. (AR)
- Apr. 5, 1964 New Haven tests borrowed GG1 No. 4884 between New York and New Haven for clearance and power compatibility. (Trains)
- Apr. 5, 1964 Both *Aerotrains* combined for test run over the Rock Island from Chicago to Joliet with locomotives running back-to-back. (Trains)

- Apr. 7, 1964 Northeastern Expressway, the toll road portion of I-95 between the Baltimore Beltway and the Delaware state line renamed the John F. Kennedy Memorial Highway. (Moody's)
- Apr. 8, 1964 Model of the new Madison Square Garden displayed in the "Our Town" exhibit at the Union Carbide Building. (NYT)
- Apr. 8, 1964 N.Y. grants legal status to Tri-State Transportation Commission. (TriSt - not according to NYT which shows as Committee)
- Apr. 8, 1964 Buckeye Pipe Line Company reincorporated in Ohio. (Moody's)
- Apr. 8, 1964 PRR operates funeral train for Gen. Douglas MacArthur (1880-1964) from New York to Washington for lying in state at the Capitol; Robert and Ethel Kennedy ride the train as official mourners, little realizing that this will be the last state funeral train on the Northeast Corridor only four years later. (Manchester)
- 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. (NYT)
- Apr. 9, 1964 Some long-distance trains are cancelled in anticipation of the nationwide strike; PRR cancels 9, NYC 4 and New Haven 8. (NYT)
- Apr. 10, 1964 Brotherhood of Railroad Trainmen stages a wildcat strike against the PRR at Columbus. (NYT)
- Apr. 1964 Statues of A. J. Cassatt and Samuel Rea are removed from their niches on the Grand Stairway of Penn Station to prepare for demolition. (NYT)
- 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. (AR)
- Apr. 1964 NYC has spent \$250,000 refurbishing 32 *Twentieth Century Limited* cars for New York World's Fair traffic. (RyAge)
- Apr. 13, 1964 B&O begins offering cut-rate passenger fares in first class on off-peak travel days (Mon-Wed.) at 31% reduction; called "Red Circle Days"; based on Canadian National Railways' "Red, White and Blue" fares.

(RyAge)

- Apr. 14, 1964 Master room-lounge car service on *The Crescent* cut back from New Orleans to Atlanta. (A-sheet)
- Apr. 14, 1964 *Pocahontas* makes last crossing on former Virginia Ferry Corporation route leaving Kiptopeke at 8:05 PM. (Simmons)
- Apr. 15, 1964 Chesapeake Bay Bridge-Tunnel opens; former Virginia Ferry Corporation car ferry between Kiptopeke and Little Creek discontinued. (Elliott)
- Apr. 15, 1964 Pres. Johnson issues a statement that he wants an early decision in the featherbedding work rules dispute by Apr. 20; deadline is Apr. 25. (RyAge)
- Apr. 1964 NYC overhauls the *Twentieth Century Limited* for World's Fair traffic. (NYT)
- Apr. 16, 1964 Boring begins between tracks at Penn Station for new footings for Madison Square Garden. (PubDpt)
- 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. (NYT)
- 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. 20, 1964 Board of C&O-B&O authorizes move to secure control of Western Maryland Railway. (Bias)
- Apr. 21, 1964 PRR announces a first quarter profit of \$3.2 million, the first since 1957. (NYT)
- Apr. 22, 1964 New York World's Fair opens at Flushing Meadow, Queens on site of 1939-40 fair; organized by Robert Moses; LIRR runs special shuttle trains from Penn Station; LIRR also has own exhibit, the only railroad company to do so, although its main feature is a kiddie park train ride; civil rights demonstrators from the Congress for Racial Equality (CORE) stage a "stall-in" blocking roads and subways leading to the fair and on the grounds; 299 arrested. (Guide, Trager, NYT)
- Apr. 22, 1964 LIRR sets fares in multiples of 5 cents. (NYT)

- Apr. 22, 1964 PB&W Board authorizes retirement of one track between Clymers, Ind., and Van, Logansport. (BdF)
- Apr. 22, 1964 In testimony before the ICC, John P. Fishwick of the Norfolk & Western Railway calls for the PRR to divest itself of N&W stock before the merger. (RyAge)
- Apr. 22, 1964 Justice Dept. tells the ICC that it will approve the Norfolk & Western-Nickel Plate merger only if the PRR completely divests itself of the N&W. (NYT)
- 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; railroad drop insistence that definition of workday increases from 100 to 160 miles. (RyAge, NYT, Trains)
- Apr. 25, 1964 *The Clevelander* 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. (A-sheet, tt)
- Apr. 25, 1964 *Havana Special* discontinued and replaced by *Gulf Coast Special* between New York and St. Petersburg. (tt)
- 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 *Mountain View* and *Tower View* from *Broadway Limited* and replaces with standard 6 double bedroom-lounges; 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; make *The Crescent* to only train to offer master rooms. (tt. A-sheet, Trains)
- Apr. 1964 House Rules Committee, by two 8-7 votes, refuses to report the Transportation Bill, killing it for the session; would have extended the ICC's agricultural exemption from motor carriers to rails, waterways and freight forwarders, partially repeal the Commodities Clause and deregulate agricultural and fish products. (RyAge)

- Apr. 27, 1964 SEPACT inaugurates *Mid-City Express*, named commuter train (westbound) on PRR's Chestnut Hill Line. (tt)
- Apr. 27, 1964 Washington Terminal Company Development Committee reports to the Board that no more than 3 to 5 tracks on the upper level can be retired. (MB)
- Apr. 27, 1964 U.S. Supreme Court refuses to hear suit from four operating Brotherhoods challenging 1963 arbitration award in crew consist case, clearing the way for railroads imposing the terms of the settlement and begin eliminating some firemen's jobs. (Trains, RyAge)
- 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 relocated to the 31st Street side. (PubDpt)
- Apr. 30, 1964 Lehigh Valley Railroad and CNJ agree to consolidate their parallel lines in the Lehigh Valley between Bethlehem and Wilkes-Barre; the Reading Company as owner and Lehigh Coal & Navigation Company as lessee of the Lehigh & Susquehanna Railroad are both parties. (Rdg)
- Apr. 30, 1964 Boston & Maine Railroad merged into Boston & Maine Corporation, incorporated in Delaware. (AR)
- 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 and can achieve both low unemployment and reasonably low inflation. (Matusow, NYT)
- May 1, 1964 First concrete foundations for Madison Square Garden poured between tracks No. 18 & 19. (PubDpt)
- May 1, 1964 Stanley J. Cyran named Medical Director, replacing John M. Brewster, retired.
- May 1, 1964 B&O and Western Maryland Railway announce they are cutting rates on a single commodity, paper, exported through Baltimore as a test case. (NYT)
- 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 buyouts, attrition or promotion by the end of the year; various firemen's locals start wildcat strikes, including at Conway and Peoria; over the course of the following year, over 16,000 firemen lose their jobs, many of whom leave railroading. (Trains, RyAge)
- May 8, 1964 NYC closes Trinity Place-Huntington Ave. station in Boston.
- May 10, 1964 Firemen end wildcat strikes against PRR and NYC. (RyAge)
- May 10, 1964 LIRR begins 10<sup>th</sup> season of weekend tours of Long Island attractions. (NYT)
- May 11, 1964 Federal court issues permanent injunction against wildcat strikes by firemen to protest job cuts. (NYT)
- May 11, 1964 *Railway Age* carries a long interview with Alfred E. Perlman in which he stresses the importance of research, marketing and "cybernetics." (RyAge)
- May 12, 1964 PRR annual meeting approves modification of stock option plan so that a single officer may hold as much as 10% of the total shares in the plan; grant Chairman Saunders option of 33,700 shares and increase Greenough's and Bevan's options by 4,200 shares each; asked why the Erie Lackawanna merger has not produced the anticipated savings, Saunders replies that it was an "end-to-end" merger, whereas Penn Central will be a "parallel" merger. (MB)
- May 12, 1964 ICC authorizes the Cadillac & Lake City Railway Company to acquire and operate the ex-PRR lines between Missaukee Jct. and Falmouth and between Sands Town Jct. and Lake City, Mich. (ICC)
- May 12, 1964 NYC annual meeting increases the number of directors from 17 to 20; Allen P. Kirby gets seats for his allies Charles T. Ireland, Robert S. Odell, Richard S. Hunt and Murray D. Lincoln; Howard Butcher III, who owns a large block of NYC as well as of PRR, nominates his friend and associate John M Seabrook (1917-2009); representatives of the Murchisons are voted off the Board. (NYT)
- May 12, 1964 Union Pacific Railroad takes its three-unit coal burning steam turbine-electric locomotive No. 80 out of service after operating 21,848 miles in revenue freight service; problems with fly ash, with the flow of the pulverized coal and general maintenance problems; is not formally retired until 1968; last attempt at a coal-burning turbine. (Lee)



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 14, 1964	Stuart T. Saunders resigns as a director of the LIRR. (MB)
May 15, 1964	Fairbanks Whitney Corporation is renamed Colt Industries Inc.; assets of subsidiary Fairbanks, Morse & Co. transferred to a new Fairbanks Morse Inc. (Moody's)
May 1964	PRR has improved locomotive utilization by 25% since 1961; average gross ton-miles per unit is now 223,400, up from 179,000 in 1961; passenger diesels average almost 166 passenger train-miles per unit. (Trains)
May 1964	U.S. District Court in Cincinnati upholds the Southern Railway's "Big John" grain hopper rate and blocks implementation of the ICC order. (RyAge)
May 17, 1964	6-DB-bar-lounge car removed from <i>The Pittsburgher</i> "for the summer." (A-sheet)
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, which assures completion of the Aldene Plan; however, New Jersey refuses to approve the creation of the Tri-State Transportation Commission; N.J. Republicans oppose the Commission as forcing N.J. taxpayers to bail out the New Haven. (NYT)
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. (NYT)
May 24, 1964	Philadelphia & Delmar RPO makes last run. (Kay)
May 27, 1964	PFW&C Railway Board authorizes changes to Toledo freight station in order to vacate the passenger station and "OLIVE" Block Station; authorizes rearranging "RIVER BRANCH JCT." Interlocking at South Chicago to route passenger trains over the freight tracks lift bridge and

- abandon the passenger tracks lift bridge. (MB)
- May 28, 1964 Chairman Stuart T. Saunders, speaking to the American Business Writers Society, says PRR will not divest itself of its Norfolk & Western Railway stock unless the Penn Central merger is approved because of financial hardship. (NYT)
- May 28, 1964 Signs for the new Madison Square Garden placed on the columns of the Vestibule on the 7<sup>th</sup> Avenue facade of Penn Station. (NYT)
- May 28, 1964 Fire breaks out in the abandoned PRR Jersey City stock yard; destroys 5 piers, including the old Berwind-White coal pier. (NYT)
- May 30, 1964 P&LE abandons use of NYC's Youngstown station in favor of a new facility near the P&LE YMCA. (Trains)
- May 31, 1964 Louisville & Nashville Railroad's Civil War locomotive *General* of "Great Locomotive Chase" fame; steams across the Hell Gate Bridge under its own power en route to display at the New York World's Fair. (Trains)
- Spring 1964 Angus G. Wynne (1914-1979), President of Great Southwest Corporation, becomes bankrupt as a result of helping finance the Texas Pavilion at the New York World's Fair; he undertook financing of the pavilion because Gov. John Connally refused to include a music hall and "Frontier Palace" night club; his 90,000 shares of Great Southwest, used as collateral, are sold; this causes friction with his uncle, Toddie Lee Wynne (1896-1982), who had opposed family involvement with the pavilion; to resolve this, the Wynne and Rockefeller families resolve to sell their entire investment in Great Southwest, asking Charles J. Hodge to find a buyer. (Patman, SEC, NYT)
- June 1, 1964 Justice Dept. files a 269-page brief with the ICC opposing the Penn Central merger as eliminating competition and hurting the New Haven. (NYT)
- June 1, 1964 PRR and NYC file a brief with the ICC stressing that Penn Central will not be controlled by any single person or corporation; Alleghany Corporation will own only 5.8%; say that the Penn Central merger is in the public interest, even if it harms the New Haven; offer to operate the New Haven freight service through the Boston & Albany Railroad for 10 years; prefers a merger of all New England lines, including the B&A. (NYT)
- June 1, 1964 Louis T. Klauder & Associates issues a preliminary engineering report on improving Northeast Corridor passenger service between New York

and Washington to the Dept. of Commerce; this report deals primarily with the structure of the projected service and necessary infrastructure improvements. (Rept/Watson)

- 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. (CE)
- June 1, 1964 PB&W Board authorizes abandonment of Octoraro Branch between Rising Sun and Rock, Md. (8.32 miles); 0.43 miles of the Butler Branch at Cherubusco, Ind.; installing car retarders at Grandview Yard at Columbus, Ohio; abandoning "FULTON" Tower and remoting from "B&P JCT."; remoting "EFFINGHAM" Interlocking. (MB)
- June 1, 1964 The Connecticut Company, formerly the New Haven's trolley holding company, renamed East Hartford Freight Company. (PCCompt)
- 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 and second-largest industrial telephone network with 10,352 phones in 406 cities, and "Centrex" direct dialing to headquarters in New York City. (AR, RyAge, NYT, Guide)
- June 8, 1964 New Haven petitions ICC to reopen Penn Central merger hearings, calling PRR and NYC plans for the New Haven "unrealistic and unacceptable." (RyAge, NYT)
- June 10, 1964 Stuart T. Saunders says he is hopeful for a favorable report on the Penn Central merger from the ICC examiner in the fall. (NYT)
- June 10, 1964 PRR gets injunction to end strike by TWU on Allegheny Division over the transfer of men from Ohio to Altoona. (NYT)
- June 11, 1964 Ground broken for PATCO high-speed transit line between Camden and Lindenwold.
- June 12, 1964 Louis T. Klauder & Associates issues a supplementary engineering report on improving Northeast Corridor passenger service between New York and Washington to the Dept. of Commerce; a 2:30 service can be established at an expense of \$200 million for track improvements, including 140-lb. continuous welded rail on two tracks, \$23 million for grade crossing elimination, and \$32 million for station improvements and electric MU cars; top speed of 125 MPH; for a 2:15 service, track improvements would cost \$269 million, and \$570 million

for a 2:00 service and 150 MPH top speed; includes the possibility of building a connection to the Reading at North Philadelphia so that trains can run through the Center City Commuter Connection instead of via "ZOO" Junction and a straight, deep tunnel between Orangeville and Gywnn's Falls with an underground station in downtown Baltimore. (Rept/Watson)

- June 14, 1964 United Steelworkers of America signs an agreement with 11 steel companies ending racial discrimination in the steel industry. (AmrcnDcads)
- June 14, 1964 Canadian National Railways inaugurates the *Champlain* on a 3:30 non-stop schedule between Montreal and Quebec; the train is the rebuilt 5-car Reading *Crusader* of 1937. (Cinders)
- June 1964 PRR shipment of new automobiles is up 64% over first half of 1963. (Trains)
- June 1964 NYC begins modernization of Sharonville Yard in Ohio. (AR)
- June 1964 Pres. Johnson revives the high-speed transportation study begun last year under Pres. Kennedy and orders the Commerce Dept. to prepare a more complete report. (NYT)
- June 16, 1964 PRR committee to study New York-Washington passenger service, appointed in Nov. 1962, makes its report; finds that with no improvement, the coach and parlor car service will yield an annual deficit of \$7.4 million by 1970; an improved, high-speed service would yield an annual profit of \$7.8 million by 1970; the best plan would be a new service with high-speed MU cars designed for 150 MPH but operated at a maximum of 125 MPH; the committee recommends an evolutionary program starting with rehabilitation and aggressive marketing of the existing service and testing of a single prototype high-speed train. (WatsonPapers)
- 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 burned by vandals. (VPO)
- June 18, 1964 PRR orders 20 freight locomotives from Alco and GE.
- June 18, 1964 PRR and Pennsylvania Power & Light Company inaugurate first 74-car

unit coal train from mines at Tunnelton to Brunner Island power plant at York Haven; ceremony at Harrisburg cancelled when four cars derail en route; train is owned by PP&L and operates from mines at Tunnelton and Osceola Mills in central Pennsylvania to power plants at Brunner's Island and Martins Creek on upper Delaware River; first true unit coal train with cars owned by shipper. (RyAge, PubDpt, Beck)

- June 18, 1964 Pennsylvania Company agrees to purchase 316,588 shares of Great Southwest Corporation from the Wynne family interests. (MB)
- June 20, 1964 Cadillac & Lake City Railway begins operation on the former PRR Missaukee Branch between Missaukee Jct. and Lake City/Falmouth with an 0-4-0T steam locomotive. (michiganrailroads)
- June 22, 1964 Pennsylvania Company agrees to purchase 170,851 shares of Great Southwest Corporation from Rockefeller Center, Inc. (MB)
- June 23, 1964 New York-Wilmington, N.C., sleeper makes last run on *West Coast Champion*.
- June 24, 1964 Pennsylvania Company agrees to purchase 31,000 shares of Great Southwest Corporation from individual stockholders. (MB)
- June 24, 1964 Pennsylvania Company Board authorizes the purchase of all or part of 518,439 shares of Great Southwest Corporation for \$11.9 million; authorizes placing 518,308 shares of Norfolk & Western Railway common in escrow for future exchange; authorizes borrowing \$10 million; R. Stuart Rauch is elected a director, replacing C. Jared Ingersoll. (MB)
- June 24, 1964 ICC decides in favor of N&W-NKP-Wabash merger but withholds announcement. (Rehor)
- June 24, 1964 PRR and Pennsylvania Company Boards, on recommendation of Chairman Saunders, authorize purchase of 518,439 shares (49% interest) 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, from the Wynne and Rockefeller families for \$11.9 million, as per June 18 agreement with Toddie Lee Wynne and June 22 agreement with Rockefeller Center, Inc.; Angus Wynne is to remain with the company as Pres. & CEO; Wynne hopes to build a nationwide chain of theme parks and develop industrial parks in other parts of the country. (MB, Patman, SEC)
- June 24, 1964 Chairman Saunders and Great Southwest Corporation Chairman Toddie Lee Wynne announce PRR purchase of GSW. (RyAge)

June 24, 1964 PRR stock rises 2¼ to 33¼ on news of the company's diversification; 95,400 share change hands, the second most heavily traded issue of the day. (NYT)

June 24, 1964 PRR announces that it will enlarge the Kearny piggyback yard to accommodate 1,000 trailers with parking for 300. (NYT)

June 24, 1964 Pennel Company and Ann Arbor Railroad agree to convert the interlocking at Cadillac, Mich. to automatic operation. (MB)

June 24, 1964 PRR-Wabash "ELM" Interlocking at Logansport, Ind., converted to remote operation. (MB)

June 24, 1964 Baltimore Port Authority, B&O and Western Maryland Railway charge that the New York railroads are planning illegal, non-remunerative rates; ask the ICC to suspend the New York rate set for July 20 that reduces the charge on paper exports from ½ to 11 cents per pound; B&O's rate is to go into effect on July 6. (NYT)

June 24, 1964 C&O and B&O file with ICC to secure control of the Western Maryland Railway and restore B&O's voting rights on the 43% of WM stock kept in a voting trust since 1932; move is opposed by Erie Lackawanna, Pittsburgh & Lake Erie Railroad, CNJ and Port of New York Authority. (Moody's, NYT)

June 25, 1964 U.S. House passes the Urban Mass Transportation bill calling for \$375 million in grants over 3 years. (NYT)

June 26, 1964 ICC approves the merger of the Nickel Plate into the Norfolk & Western Railway, which is also to lease the Wabash Railroad and purchase the PRR's Sandusky Branch; leaves the 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; decision announced on July 13. (ICC, Striplin, NYT)

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

June 29, 1964 Washington Terminal Company Board of Managers recommends retiring 5 tracks on the upper level of Union Station. (MB)

- June 29, 1964 NYC, Erie Lackawanna, New Haven and Boston & Maine ask the ICC whether the ICC act applies to import-export freight. (NYT)
- June 30, 1964 Director-Labor Relations Charles E. Alexander (1901-1992) retires after 42 years service.
- June 30, 1964 ICC suspends both the proposed B&O and Western Maryland Railway cut in rate on paper exported through Baltimore for seven months; also suspends the NYC's matching cut on paper exported through New York. (NYT)
- 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 (1909-1986), 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 Division 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; bypassed local stations complain. (TSTC, NYT)
- July 1, 1964 NYC opens first "Flexi-Flo" terminal at Indianapolis; Flexi-Flo system uses stainless steel pipes and compressed air to transfer bulk cargoes like cement from 25 special 125-ton covered hoppers to air-load trucks. (NYT, AR, RyAge)
- July 1, 1964 Angus G. Wynne meets with Robert Moses and agrees to continue operating the music hall and "To Broadway with Love" revue at the Texas Pavilion at the New York World's Fair; Wynne is losing \$100,000 a week. (NYT)
- July 2, 1964 Pennsylvania Company begins purchases of Great Southwest Corporation. (Patman)
- July 2, 1964 Pres. Johnson signs the Civil Rights Act of 1964 establishing the Equal Employment Opportunity Commission, with a one-year lead time to allow employers and unions to bring their practices into line with the Act. (RyAge, NYT)

- July 6, 1964 ICC new piggyback rules take effect; include equal treatment for all shippers; reject prohibition against railroads leasing trailers or flat cars to shippers. (RyAge)
- July 6, 1964 Brotherhood of Locomotive Engineers Grand Chief Engineer Roy Davidson (1901-1964) dies; succeeded by Perry S. Heath (1899- ). (ble-t)
- July 7, 1964 New Jersey signs agreement with CNJ and Lehigh Valley Railroad for rerouting CNJ main line passenger service into Penn Station, Newark, from Aldene, using LV between Aldene and "HUNTER."
- July 9, 1964 Pres. Johnson signs Urban Mass Transportation Act authorizing \$375 million in matching grants to states and localities for demonstration grants and loans over the next three years; promises some aid to commuter rail systems. (NYT, UrbnMssTrnsptn)
- July 15, 1964 Pennsylvania Company closes purchase of 49% of the stock of Great Southwest Corporation from Rockefeller Center, Inc., and the First National Bank of Dallas; additional stock is purchased on the open market through Dec. 1969, until Pennsylvania Company has 90% at a cost of \$52 million. (Patman)
- July 1964 NYC introduces new rates for bulk corn shipped in jumbo hoppers; first major change in eastern grain rates in 50 years. (AR)
- July 1964 Lehigh Valley Railroad relocates office of Pres. A.J. Greenough from Philadelphia to Bethlehem and General Manager H.C. Kohout from New York to Bethlehem. (Guide - check LV MB)
- July 16, 1964 PRR places Stuart T. Saunders, David Bevan and William R. Gerstnecker on the Great Southwest Corporation Board, replacing representatives of the Wynne interests. (NYT)
- July 16, 1964 Cleveland Cartage Company trucking system, in which American Contract Company owns 45%, placed in hands of bankruptcy trustees. (ICC)
- July 18, 1964 Wynne-Compass Fair, Inc., operator of the Texas Pavilion at the 1964 New York World's Fair, files for bankruptcy, citing a loss of \$4 million. (NYT)
- July 18, 1964 Riots break out in the African American neighborhoods of Harlem and Brownsville in New York and spread to other cities. (AmrcnDcnds)



- 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 23, 1964 PRR announces second quarter profits of \$8.46 million, vs. \$4.09 million in 1963, although gross revenue has fallen 1.5%; NYC announces a profit of \$9.75 million, vs. \$3.47 million in 1963. (NYT)
- July 24, 1964 Pennsylvania Company announces it has completed the purchase of 100% of Buckeye Pipe Line Company; acquires 1.8 million shares for \$70.2 million through exchange for 699,123 shares of Pennsylvania Company preferred stock, convertible into Norfolk & Western Railway common; PRR invests a total of \$279 million in diversification efforts between 1963 and 1968. (NYT)
- July 24, 1964 "To Broadway with Love," the unsuccessful revue at the Texas Pavilion, closes without notice. (NYT)
- July 1964 PRR places first of 20 84-seat Class P85mR coaches (1480-series) for Northeast Corridor New York-Washington trains converted from ex-N&W 10-6 sleepers; Nos. 1480-1488 have 72 seats, plus 12 in a smoking lounge at one end; Nos. 1489-1499 have 6 lounge seats and a snack bar. maximizing the number of seats means they do not match the window spacing. (press release 7/23, PRR-FAX)
- July 27, 1964 Washington Terminal Company Board authorizes contracting with the Union News Company to build and operate a snack bar at the eastern end of the Waiting Room of Union Station; reports are negotiating with the Smithsonian Institution for converting part of Union Station into a transportation museum. (MB)
- 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. (NYT)
- July 30, 1964 Angus Wynne III, director of the bankrupt Texas Pavilion, is arrested after trying to reenter the pavilion after 2:00 AM. (NYT)
- July 31, 1964 Atlantic City Expressway completed from Turnersville, 10 miles east of Philadelphia, to Pleasantville; first limited access highway between Philadelphia and shore resorts. (NYT)
- July 31, 1964 United States Steel Corporation announces it has purchased Webb & Knapp's rights to build over the NYC yards at 30<sup>th</sup> Street on the West Side for \$7 million. (NYT)

- Summer 1964 PRR applies to Pennsylvania PUC for intrastate exemption to discontinue *The Broadway Limited*; application denied.
- Summer 1964 C&O and N&W executives meet at White Sulphur Springs to settle route protections under the pending C&O/B&O control of the Western Maryland; N&W wants to protect its WM interchange at Hagerstown and continuance of the old WM-NKP “Alphabet Route”; out of this meeting comes a proposal from John P. Fishwick of the N&W to merge the C&O into the N&W. (Turner)
- Aug. 1, 1964 John C. White (1906?-2008) named Manager-Heavy Repair Shops, replacing John L. Parker, promoted to Assistant to the Chief Mechanical Officer. (MB)
- Aug. 2, 1964 North Vietnamese torpedo boats allegedly attack a U.S. destroyer in the Gulf of Tonkin, providing a pretext for Pres. Johnson to expand the Vietnam War. (NYT)
- 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 Philadelphia Chamber of Commerce joins growing opposition to a new stadium on air rights north of 30<sup>th</sup> Street Station; Greater Philadelphia Movement has already stated opposition because stadium would be incompatible with its proposed “Science Center” on West Market Street. (VPF, NYT)
- Aug. 7, 1964 Congress passes the 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. (NYT)
- 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. 9, 1964 Presidential Emergency Board recommends that the railroads negotiate a job protection agreement with the shop crafts; a 5-year guaranteed wage to those whose jobs will be affected by mergers, and 66% of regular pay for 5 years to those laid off. (NYT)

Aug. 10, 1964 PRR informs Mayor Tate that it is pulling out of the project to build a new baseball and football stadium on air rights north of 30<sup>th</sup> Street Station because of continuing opposition of residents of West Philadelphia and others. (VPF)

Aug. 11, 1964 Commerce Dept. submits its report to Pres. Johnson, noting that the future need for high-speed rail transportation in what it now calls the "Northeast Corridor" between Boston and Washington warrants a major research effort; Johnson orders work to proceed collecting engineering and costs data and calls for a progress report by Oct. 15; the work is given to Dr. Robert A. Nelson, the department's Director of Transportation Research, who commissions studies by MIT. (NYT)

Aug. 11, 1964 Edward G. Budd, Jr., of the Budd Company says its research shows that 125-MPH trains are feasible. (NYT)

Aug. 11, 1964 Stuart T. Saunders elected a member of the Business Advisory Council to assist in Pres. Johnson's anti-poverty programs. (NYT)

Aug. 12, 1964 State of New Jersey demands that the Erie Lackawanna be included in the Norfolk & Western Railway. (NYT)

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.? 1964 Tri-State Transportation Committee report notes that the 12 railroads serving New York Harbor can save \$9 million a year by integrating and reducing their fleets of tugboats and lighters. (Trains)

Aug. 1964 This month, PRR operates a record 351 unit coal trains totaling 2.46 million tons. (Trains)

Aug. 16, 1964 Budd Company unveils its plan for a high-speed train for New York-Washington service, capable of 125 MPH or more. (NYT)

Aug. 17, 1964 ICC postpones the Norfolk & Western Railway merger indefinitely on the petition of the State of New Jersey. (NYT)

Aug. 18, 1964 N.Y. PSC upholds state Full Crew Law; rules law's requirements take precedence over national work rules settlement. (NYT)

Aug. 19, 1964 Cleveland Cartage Company truck system sold at foreclosure; PRR's 45% interest wiped out by sale. (ICC)

- Aug. 20, 1964 ICC approves the Norfolk & Western Railway merger, rejecting the plea of the State of New Jersey. (NYT)
- Aug. 20, 1964 Pres. Johnson signs Economic Opportunity Act, first major anti-poverty, Great Society legislation; establishes the Job Corps, small-business loans, and antipoverty grants. (NYT, AmrenDcds)
- Aug. 21, 1964 Attorney-General Robert F. Kennedy (1925-1968) meets with Stuart T. Saunders, Alfred E. Perlman, and George Leighty, Chairman of the Railway Labor Executives Association, who urge him to reverse opposition to the 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* Nos. 548-154/549 between Harrisburg and Washington; on Northeast Corridor trains, they will replace snack carts or coach lunch service, along with the dining car on Nos. 200-115-154. (A-sheet)
- Aug. 24, 1964 PT&T Board approves new car washer on loop tracks 1 & 2 at Sunnyside Yard. (MB)
- Aug. 24, 1964 Former coal and railroad entrepreneur Charles Farrand Taplin (1879-1964), who played a role in the consolidation movement of the 1920s, dies at Dublin, N.H. (NYT)
- 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. (NYT)
- 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. 25, 1964 Reading announces that it will end New York-Philadelphia passenger service on Oct. 2. (NYT)
- Aug. 1964 Pickens Railroad of South Carolina buys New Haven Train-X *Dan'l Webster* for excursion service. (NYT)

- Aug. 28, 1964 Date set for last runs of Pittsburgh commuter service; given last-minute extension.
- Aug. 28, 1964 Last run of Chicago & Western Indiana Railroad commuter service between Dearborn Station and Dolton, Ill. (Trains)
- Aug. 29, 1964 New York City awards Westinghouse Electric Corporation a contract to create a computer simulation of LIRR operations. (NYT)
- Aug. 31, 1964 VP, Transportation & Maintenance, Park M. Roeper (1904-1993) retires; post abolished and duties returned to VP, Operations. (MB)
- Aug. 31, 1964 Chairman Stuart T. Saunders announces that PRR will divest itself of its N&W and Wabash holdings over 10 years and sell Sandusky Branch to N&W. (see 9/14)
- Sep. 1, 1964 Flemington (N.J.) Branch leased to steam tourist operation conducted by William R. Whitehead, engineer of Oldwick, under name of Black River & Western Railroad; regular tourist runs limited to Flemington-Ringoes; BR&W had previously operated on CNJ Chester Branch, where the real Black River is located; begins a limited service in the fall.
- Sep. 1, 1964 Charles E. Bertrand (1915-1978) elected Pres. of the Reading Company, replacing E. Paul Gangewere, promoted to Chairman of the Board. (AR)
- Sep. 4, 1964 Massachusetts Turnpike opens between Route 128 and Beacon Park, Boston, partly on Boston & Albany Railroad right of way. (Humphrey)
- Sep. 7, 1964 Eastbound *Representative* from Washington stalls in the Hudson River Tunnel for 1:40; trapped passengers include AFL-CIO head George Meany; the rescue locomotive also breaks down, and a second one is needed. (NYT)
- Sep. 7, 1964 *East Coast Champion* and *West Coast Champion* consolidated north of Jacksonville.
- Sep. 9, 1964 LIRR opens track elevation at Babylon. (NYT)
- Sep. 9, 1964 PRR declares a 25-cent third quarter dividend, the first since 1957, under a Stuart T. Saunders's new policy; paid only 25 cents in 1958-62 and 50 cents in 1963. (NYT)
- Sep. 9, 1964 Pennsylvania Company Board authorizes negotiations with the Norfolk & Western Railway to exchange 80,000 shares per year for 10 years for

\$10.4 million in 4-5/8% N&W 15-year debentures; accepts the ICC requirement for complete divestiture of its N&W and Wabash Railroad stock, including eliminating common officers and directors. (MB)

- Sep. 10, 1964 LIRR announces a new contract with the Brotherhood of Railroad Trainmen, including an increase and a 5-day week. (NYT)
- Sep. 10, 1964 NYC Board approves a 32½% quarterly dividend and an extra dividend of 13 cents to equal the PRR dividend, although it is running in the red; it is the first quarterly dividend since Dec. 1963. (NYT)
- 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. 10, 1964 Joint PRR-NYC interlocking at Winchester, Ind., converted to remote operation. (MB)
- Sep. 11, 1964 First NYC unit coal train arrives at the Tomkins Cove Power Plant in Rockland County from Heilwood, Pa. (NYT)
- Sep. 12, 1964 LIRR opens track elevation at Hicksville. (NYT, Trains)
- 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* No. 23 (east) and *The Pennsylvania Limited* No. 55 (west). (PassDept, A-sheet)
- 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 Four days before the ICC deadline, Chairman Saunders announces that the PRR agrees to sell holdings of all Norfolk & Western Railway and Wabash Railroad 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 the connection between the N&W and the Nickel Plate, instead of the less direct Detroit, Toledo & Ironton Railroad. (Trains, NYT, Rehor)
- Sep. 14, 1964 ICC authorizes the Calumet Western Railway to abandon its bridge over the Calumet River and substitute trackage rights over the adjacent Chicago & Western Indiana Railroad bridge. (ICC)
- Sep. 15, 1964 Shop craft unions set strike; PRR reaches agreement with its 15,000 shop craft employees, exempting PRR and LIRR from strike; other companies settle before the Sep. 23 deadline. (NYT)
- Sep. 1964 PRR complains that Philadelphia city subsidy covers only \$1.6 million of \$6.3 million Philadelphia area commuter service loss; says aid covers 82% of Reading's commuters but only 31% of PRR's. (Trains)
- Sep.? 1964 Richmond, Fredericksburg & Potomac Railroad and Atlantic Coast Line Railroad begin pooling passenger diesel locomotives between Washington and Florida, eliminating the engine change at Richmond. (Trains)
- 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; Stuart T. Saunders is the only witness as testimony resumes for one day on the labor consequences of the merger; Saunders says that the labor cost will be \$78 million for job protection, but it can be made up out of other merger savings. (AR 1967, NYT)
- Sep. 16, 1964 PRSL wins the Harriman Safety Medal for "Group C" railroads. (MB)
- Sep. 1964 30 columns and other stonework from Penn Station demolition broken up and dumped on a 90-acre tract owned by Bigley Brothers, Inc., at 2800 Secaucus Road in the Jersey Meadows, where they are visible from the PRR tracks. (NYT)
- Sep. 1964 New Haven Trustees now demand liquidation value of \$128 million instead of book value of \$84 million as price for property.
- Sep. 18, 1964 Pennsylvania Company (Pa.) dissolved. (MB)
- Sep. 18, 1964 NYC announces it will order 500 100-ton grain hopper cars to take advantage of the new rate begun in July 1964. (NYT)

- Sep. 20, 1964 Steeplechase Park, the last of the great Coney Island amusement parks, closes; the enclosed Pavilion of Fun is demolished in 1966 by developer Fred Trump, who intends to build high-rise apartments on the site; construction is blocked by the city, and a baseball stadium opens on the site in 2001. (Immerso)
- Sep. 21, 1964 Inland towns in Westchester County reject a proposed \$400,000 annual subsidy for the New Haven; Connecticut Transportation Authority contract then cancelled. (NYT, 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. 23, 1964 Preparatory to the merger, NYC grants PRR trackage rights between Indianapolis and Shelbyville, Ind. (MB)
- Sep. 23, 1964 Pennel Company and Illinois Central Railroad agree to convert the interlocking at Kenney, Ill., to automatic operation. (MB)
- Sep. 24, 1964 Pres. Johnson bars strike by Brotherhood of Locomotive Firemen & Enginemen for 25% wage increase; creates Emergency Board. (NYT)
- Sep. 24, 1964 Paul E. McBride, research director of the Massachusetts Port Authority, says that improving the Northeast Corridor between Boston and Washington will cost \$1 billion because of the curves and lack of electrification east of New Haven. (NYT)
- Sep. 25, 1964 N.Y. PSC denies LIRR's 4.9% fare increase set for Oct. 6, as it requires more analysis. (NYT)
- Sep. 25, 1964 PRR files with the ICC to combine the "*Spirit of St. Louis*" with the *Penn Texas* on Oct. 25; blocked by ICC in 1965. (PR, ICC)
- 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. (NYT)
- Sep. 25, 1964 United Auto Workers strikes General Motors Corporation. (AmrcnDcnds)
- Sep. 28, 1964 New York Gov. Nelson Rockefeller appoints a special five-man committee on the LIRR headed by William J. Ronan to report on what should be done with the LIRR when the 12-year development corporation expires in Aug. 1966; this means the end of tax relief for



- the PRR and of the moratorium on \$61 million debt of LIRR to PRR. (NYT)
- Sep. 28, 1964 Bankruptcy Court orders termination of New Haven contract with Connecticut Transportation Authority following Westchester County's refusal to grant subsidy for New York portion of service; New Haven Trustees say they will continue to operate it. (NYT)
- Sep. 28, 1964 PRR grants NYC trackage rights between Indianapolis and Jeffersonville, Ind. (MB)
- Sep. 30, 1964 Representatives of the Washington Terminal Company and the Smithsonian Institution meet to discuss turning all or part of Union Station into a transportation museum. (MB)
- Sep. 30, 1964 NYC announces that it is selling its 11% interest in the Reading Company on the open market after failing to sell it to the C&O/B&O; the NYC had distributed all its Reading common and second preferred to its stockholders as a dividend in 1957. (NYT)
- Oct. 1, 1964 Japanese National Railways Tokiado Shinkansen (New Tokiado Line or "Bullet Train") begins operating between Tokyo and Osaka at speeds of 130 MPH; prompts the Federal Government to take an interest in high-speed service in the Northeast Corridor; it consists of an entirely new dedicated roadbed with minimal curves and grades and required 6 years of research and development and the expenditure of over \$1 billion; in contrast, the U.S. effort will use existing rights of way with an expenditure of a few millions and political rather than technical motives. (Trains, WatsonPapers)
- Oct. 1, 1964 New York City adopts major restrictions on sulphur content of fuel burned within city limits; cuts to 3% sulphur with further reduction to 2% by Oct. 1, 1969; 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. (NYT)
- Oct. 6, 1964 At a meeting of the Eastern Railroad Presidents Conference in Trenton, Sen. Claiborne Pell suggest that the PRR and NYC include the New Haven in their merger; the PRR and NYC say no. (NYT)
- Oct. 6, 1964 First Lady Lady Bird Johnson (1912-2007) 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

C&O's *George Washington*. (tt)

- Oct. 9, 1964 ICC approves transfer of PRR's N&W stock to three trustees and clears the way for the merger on Oct. 16. (NYT)
- Oct. 13, 1964 Suit of the railroads against the New York Full Crew Law begins at White Plains; the railroads say they have 2,209 unnecessary employees. (NYT)
- Oct. 14, 1964 Soviet Premier Nikita Khrushchev is deposed by his fellow members of the ruling Presidium and replaced by Leonid Brezhnev (1906-1982); Khrushchev has antagonized most elements of the Soviet hierarchy. (Service)
- Oct. 1964 NYC establishes Director of Suburban Service to oversee all New York commuter services. (NYT)
- Oct. 1964 NYC sets a new monthly record for Flexi-vans; 11,175 vans handled; up 14.5% from Oct. 1963. (Trains)
- Oct. 15, 1964 PRR orders 1,200 70-ton boxcars; 537 are equipped with load-securing devices for grocery trade; 400 are insulated. (PR, Trains)
- Oct. 1964 B&O extends its discount "Red Circle Day" fares to coach; it produces minimal increases in ridership. (Frailey)
- Oct. 16, 1964 The Johnson White House calls for a high-speed rail demonstration project in the Northeast Corridor; Pres. Johnson directs Secretary of Commerce Luther Hodges to cooperate with the railroads in developing such a program. (WatsonPapers)
- Oct. 16, 1964 Norfolk & Western-Nickel Plate merger consummated at 12:01 AM; N&W also leases Wabash Railroad and Pittsburgh & West Virginia Railway and acquires control of Akron, Canton & Youngstown Railroad; N&W also takes over PRR's Columbus-Sandusky line; N&W system increases from 2,722 miles to 7,496 miles; N&W begins routing coal direct to Sandusky, although the ex-PRR branch must be heavily rebuilt. (Moody's, Trains, Striplin, NYT)
- Oct. 16, 1964 Fred Carpi (1900-1967) named VP-Traffic; Henry W. Large returns from leave of absence as President of Wabash as VP-Sales, replacing Carpi; leaves the Wabash over its pending lease to the Norfolk & Western Railway. (NYT)
- Oct. 17, 1964 Speaking at Hot Springs, Stuart T. Saunders says that the president's tax cut is a success. (NYT)

- Oct. 18, 1964 New York World's Fair closes for first season; attendance of 27 million is lower than expected because of threats of protests, high prices, and poor word-of-mouth; PRR carries 500,000 passengers. (Guide, NYT, Trager)
- Oct. 19, 1964 Retired Chief Mechanical Officer Lester E. Gingerich (1899-1964) dies at Wynnewood. (RyAge)
- Oct. 20, 1964 Presidential Emergency Board recommends three-year contract and 27 cents an hour increase to non-operating unions other than shop crafts. (NYT)
- Oct. 20, 1964 Special five-man committee appointed by Gov. Rockefeller tours LIRR. (MB)
- Oct. 22, 1964 NYC reports third quarter net income of \$6.7 million, vs. \$450,000 in 1963. (NYT)
- 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. (tt)
- Oct. 24, 1964 Robert F. Kennedy, running for the Senate in New York, announces he no longer opposes Penn Central merger and urges Nicholas deB Katzenbach, his successor as Attorney General, to drop opposition; urges merger to include New Haven and LIRR. (NYT)
- Oct. 24, 1964 New Haven ceases operating its New London-Worcester RDC trains into Worcester Union Station because it can no longer afford the rent; moves to a new station in the old freight house at Madison & Southbridge Streets. (Farnham)
- Oct. 25, 1964 Observation lounge cars *Mountain View* and *Tower View* with master room restored to *Broadway Limited*. (Trains)
- Oct. 25, 1964 500-mile inspection point on St. Louis line moved from Indianapolis to Columbus. (VPO)
- Oct. 26, 1964 Speaking in Milwaukee, Stuart T. Saunders says that the PRR plans to increase capital spending to \$150 million in 1965, up from \$120 million in 1964. (NYT)
- 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. (Stegmaier)

- Oct. 28, 1964 PRR reports that its third quarter net earnings have soared to \$16.32 million, vs. \$5.75 million in the third quarter of 1963, or \$1.18 per share; earnings for the first nine months are up nearly 400% to \$38.8 million or \$2.83 per share, vs. \$0.73 per share in 1963. (NYT)
- Oct. 28, 1964 Reading agrees to end attempt to discontinue Philadelphia-Jersey City passenger service in return for 33% fare increase and state subsidy; accepts the resignation from the Board of Al Perlman and Jervis Langdon. (NYT)
- Oct. 29, 1964 Bethlehem Steel Corporation, structural contractor for Madison Square Garden, places first new column through a hole cut in the Penn Station Concourse near Track 19. (NYT)
- Oct. 29, 1964 Presidential candidate Barry M. Goldwater (1909-1998) travels over PRR in business car No. 180 on whistlestop tour from Harrisburg to Pittsburgh. (Withers)
- Oct. 30, 1964 New York State Air Pollution Control Board adopts restrictions on the sulphur content of fuel, which is to be reduced on a county-by-county basis over the next 15 years. (NYT)
- Nov. 1, 1964 Coal & Ore Dept. reorganized. (or 11/16? check cards)
- Nov. 1, 1964 Brotherhood of Locomotive Engineers withdraws from the Railway Labor Executives Association. (Trains)
- 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 retired Gen. Olbert F. "Dick" Lassiter (1918 -1973), who had run an air taxi service for Army officers; with Lear jets based in Columbus, EJA can reach most U.S. points within two hours; Lassiter contacts Washington attorney Bruce G. Sundlun (1920- ) who goes to Glore Forgan, Wm. R. Staats, Inc., for funding, where Charles J. Hodge (1907-1986) 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. (SEC, Patman)
- Nov. 3, 1964 Pres. Lyndon Johnson wins a landslide victory over Republican challenger Barry M. Goldwater. (AmrcnDcnds)
- Nov. 5, 1964 Presidential Emergency Board recommends 18 cents per hour increase

- over two years for Brotherhood of Locomotive Firemen & Enginemen. (NYT)
- 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. 7, 1964 General Motors Corporation resumes production. (AmrcnDcnds)
- Nov. 10, 1964 New York PSC approves 4.9% fare increase on LIRR, effective Nov. 16. (NYT)
- Nov. 11, 1964 Six shop craft unions reject settlement and again threaten strike for Nov. 23. (NYT)
- 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. (NYT)
- Nov. 20, 1964 Brotherhood of Railroad Trainmen signs contract retroactive to July 12, granting \$1.75 per day increase; shop crafts reject mediation terms. (NYT)
- Nov. 20, 1964 Shop crafts stage wildcat strike on LIRR; disrupt morning rush hour. (NYT)
- Nov. 21, 1964 Nationwide shop craft strike temporarily called off under pressure from Secretary of Labor W. Willard Wirtz; three shop craft and five other non-operating unions signs contracts based on Emergency Board report. (NYT)
- Nov. 27, 1964 Last runs of all PRR's 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; 19 trains carried 2,600 passengers daily and lost \$320,000 in 1963. (A-sheet, tt, Trains)
- Nov. 28, 1964 PRR operates 15 special trains carrying 12,000 people to Army-Navy Game; Army wins despite the presence of Navy quaterback and 1963 Heisman trophy winner Roger Staubach, appearing in his last college game. (Trains, NYT)
- 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)
- Nov. 30, 1964 Washington Terminal Company Board reports that they have engaged Gibbs & Hill, Inc., to study redevelopment of Union Station, including the possible relocation of the station to Ivy City. (MB)
- Nov. 30, 1964 Hudson River Connecting Railroad (Castleton Cutoff) merged into NYC. (Cards)
- Nov. 30, 1964 ICC begins hearings on control of the Western Maryland Railway by the C&O/B&O. (AR)
- Late 1964 First 8 of 38 Reading MU cars purchased and rehabilitated by the City of Philadelphia through the Passenger Service Improvement Corporation are delivered; they are painted dark blue with a white window band and become known as "Blueliners"; they are used into the 1980s, including on PRR lines. (AR, Railpace)
- Dec. 1, 1964 John E. South (1900-1987) appointed Chief Engineer-Structures.
- Dec. 4, 1964 LIRR VP-Passenger Henry Austin Weiss (1909-1964) dies of a heart attack just after addressing a sales meeting at the Marriott Motor Inn in Philadelphia; started with PRR in 1929. (MB, AR, NYT)
- Dec. 5, 1964 PRR announces it will extend piggyback service to Puerto Rico and Latin America in connection with the Grace Line, Seatrain Lines, Inc., and Transamerica Steamship Corporation. (NYT)
- 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 No. 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. 6, 1964 Non-operating unions threaten to end talks. (NYT)

Dec. 8, 1964 ICC denies the petition of the three banks that are trustees of the PRR's Norfolk & Western Railway stock for representation on the N&W Board. (NYT)

Dec. 14, 1964 PB&W Board approves eastbound TrucTrain facility in the Woodland Avenue Shop area of Yard "A" at Columbus, Ohio. (MB)

Dec. 14, 1964 MBTA signs a subsidy contract with the Boston & Maine Corporation, preserving its commuter service within the state of Massachusetts. (AR, MBTA)

Dec. 14, 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. (NYT)

Dec. 14, 1964 U.S. Supreme Court upholds the July 16, 1959 rate cuts on the New Haven, and 18 other New England railroads. (NYT)

Dec. 15, 1964 PRR sells Girard Point facilities to Philadelphia Industrial Development Corporation. (MB)

Dec. 15, 1964 ICC approves the merger of the old Pittsburgh & Lake Erie Railroad and the Pittsburgh, McKeesport & Youghioghenny Railroad into the new Pittsburgh & Lake Erie Railroad incorporated in Delaware. (ICC)

Dec. 1964 Dept. of Commerce orders 4 Class MP85 MU commuter cars, modified for high-speed running from the Budd Company; the cars are to act as test beds for determining conditions for high-speed running in the Northeast Corridor; they are packed with instruments and sensors but have no seats or other amenities; they therefore cannot serve as prototypes for revenue service cars. (WatsonPapers)

Dec. 1964 Northern Pacific domed sleepers reassigned to *South Wind* and *City of Miami* for winter season; continued for next three seasons.

Dec. 1964 Lehigh Valley Railroad relocates office of VP-Traffic George R. Wallace from New York to Bethlehem. (Guide - check LV MB)

Dec. 16, 1964 PRR and United States 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*; 23-inch black &

white sets are installed at ceiling heights in all coaches, lounges, and recreation cars. (NYT, Trains)

- Dec. 22, 1964 American Contract Company Board approves first advances to Executive Jet Aviation, Inc. (Patman)
- Dec. 23, 1964 PRR announces that Franklin J. Lundin (?), Chairman of the Jewel Tea Company, has been elected to the Board, replacing Philip R. Clarke, retired. (NYT)
- Dec. 23, 1964 Pennsylvania Company Board consents to the merger of the Northern Pipe Line Company into the Buckeye Pipe Line Company and the transfer of the assets of the New York Transit Company, Inc.; guarantees the \$1 million mortgage of Penn Towers, Inc. (MB)
- Dec. 24, 1964 Federal court at Chicago issues an injunction against a strike by the non-operating unions. (NYT)
- Dec. 27, 1964 *Peach Queen* No. 30? (northbound only) makes last run from Danville to Washington; *Piedmont Limited* No. 33 makes last run southbound from Washington to Danville.
- Dec. 28, 1964 Southern Railway Atlanta mail train and local No. 35 assumes former schedule of No. 33 *Piedmont Limited* between Washington and Danville.
- Dec. 28, 1964 Virginia Ferry Corporation makes final distribution and winds up affairs. (MB)
- Dec. 28, 1964 ICC approves the joint operating of parallel CNJ and Lehigh Valley Railroad lines between Bethlehem and Wilkes-Barre/Pittston; authorizes the CNJ to abandon its lines through Packerton and between Glen Onoko and Fraser, near White Haven in favor of the LV lines, and the LV to abandon the old passenger line down Penobscot Mountain from Bradlers to Franklin Jct. and the Mountain Cutoff from Gracedale to Olivers Mills, in favor of the CNJ line between Fraser and Franklin Jct. (ICC)
- Dec. 28, 1964 U.S. Justice Dept. drops the criminal phase of its antitrust suit against General Motors Corporation and its Electro-Motive Division for monopolizing production of diesel locomotives for lack of evidence; prosecution of a civil suit is stayed but not withdrawn until 1967. (GM AR)
- Dec. 30, 1964 Harold M. Throop becomes General Manager-Passenger of LIRR, replacing VP-Passenger Henry A. Weiss, deceased. (MB)



Dec. 31, 1964 Reading Transportation Company sells all its buses and routes to the Capitol Bus Company, Safeway Trails, Inc., Penn Stages, Inc., and the Edwards Motor Transit Company, all parts of the Trailways system, for \$523,500. (AR)

Dec. 31, 1964 ICC authorizes Boston & Maine Corporation to discontinue all interstate passenger service immediately, except for three round trips, which may be discontinued after 60 days, leaving only Boston commuter service subsidized by MBTA. (AR)

Dec. 31, 1964 Worthington Corporation completes the purchase of the assets of Alco Products, Inc., for \$22,766,000 cash; includes Alco's 17% interest in Montreal Locomotive Works; Alco Products, Inc., is renamed Citadel Industries, Inc.; Worthington Corporation creates a new Alco Products, Inc., as a subsidiary in Delaware on Sep. 4, 1964. (Moody's, DelCorps, Kirkland)

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. (Trains has from \$1.1 billion to \$761.3 million)

1964 PRR operating ratio is 79.8%, the first time it has been under 80% since 1944; net income is \$29.1 million. (Trains)

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 carries 224,151 trailers in TrucTrain service. (RyAge)

1964 PRR enlarges TrucTrain terminals at Detroit, Jeffersonville, and Fort Wayne. (RyAge, )

1964 PRR transfers *John Stevens* locomotive replica from Strasburg Railroad to William Penn Memorial Museum in Harrisburg. (KBell)

1964 PRR closes its West Philadelphia Power Plant. (PhlInq)

- 1964 PRR Columbia-Wrightsville bridge demolished. (Gunnarsson)
- 1964 New repair shop on assembly line principle opens at Juniata Shops at Altoona. (Loeb)
- 1964 PRR abandons eastbound yard at Pitcairn. (Mutual 2008)
- 1964 Pittsburgh Joint Stock Yards Company sells Herr's Island Stock Yard to Armour & Co. (Cards)
- 1964 PRR abandons Erie (old Philadelphia & Erie) ore dock in favor of Ashtabula. (Cole)
- 1964 Raritan River Railroad abandons the Milltown Spur. (Deibert)
- 1964 NYC establishes human relations courses for all employees dealing with the public. (AR)
- 1964 NYC completes installation of CTC on Michigan Central main line between Kalamazoo and Porter, Ind., reducing two tracks to one. (Trains)
- 1964 NYC begins sending Flexi-Vans to Europe as ship containers. (AR)
- 1964 NYC carries 13% of total U.S. new automobile movements; 915,000 units in 69,000 carloads, grossing \$24.8 million. (Trains)
- 1964? The Connecticut Company, a subsidiary of the New Haven, sells its bus lines to the Connecticut Bus Company, which is then renamed the Connecticut Company; the old Connecticut Company retains its rail properties and is renamed the East Hartford Freight Company; the stock of the new Connecticut Company is sold to the Colony Company for \$3.225 million. (Moody's - check cards?)
- 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.
- 1964 New Pittsburgh & Lake Erie Railroad incorporated in Del. (Cards)
- 1964 Toledo, Peoria & Western Railroad begins running locomotives through over PRR between Effner and Logansport. (Stringham)
- 1964 Atlanta & West Point Railroad and L&N drop master room-bar lounge

from *The Crescent* south of Atlanta. (Frailey - verify)

Late 1964

Chesapeake & Ohio Vice Chairman & CEO Walter J. Tuohy (1901-1966) replaces Jervis Langdon as Pres. of the B&O. (AR)

1964

Reflecting the fact that its base is now with airline and aerospace workers, the International Association of Machinists changes its name to International Association of Machinists & Aerospace Workers. (wiki)