

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

**By Christopher T. Baer**

**1965**

**April 2015 Edition**

**All data subject to correction and change**

- Jan. 1, 1965 Basil S. Cole (1920-2002) of Legal Dept. named Director-Labor Relations & Personnel Planning; William G. Dorwart (1909-1993) named Assistant VP-Freight Services, replacing Assistant VP-Special Services Eugene L. Hoffmann retired after 51 years service; Eugene R. Adams to Superintendent of Philadelphia Division, replacing Dorwart; James L. Forrester to Superintendent of Lake Division, replacing Adams; E. Perry Adams to Superintendent of Pittsburgh Division, replacing Adams. ( , RyAge)
- Jan. 1, 1965 Non-operating unions receive 9 cent increase. (AR)
- Jan. 4, 1965 In his state of the union address, Pres. Johnson calls for a "Great Society"; decision to increase social spending in tandem with enlarging the Vietnam War causes government expenditures to grow by 60% over three years; spending outstrips production and inflation begins, increasing the burden on weak railroads which are forced to live by borrowing; Johnson also calls for funds to study high-speed service in Northeast Corridor. (NYT, Matusow)
- Jan. 5, 1965 Simplified car retarders placed in service at Grandview Yard (? - see 12/64 - press rel. 1/5)
- Jan. 6, 1965 N.Y. Senator Jacob K. Javits (1904-1986) and Rep. Ogden Reid (1925-) recommend a four-state agency to buy or lease New Haven. (NYT)
- Jan. 8, 1965 Stuart Saunders and Alfred Perlman meet with Attorney General Nicholas Katzenbach to brief him the on state of New Haven negotiations.
- Jan. 8, 1965 New Haven Trustees announce plan to discontinue commuter service to

New Rochelle, Pelham, and Mount Vernon as a first step in abandoning all passenger service. (NYT)

- Jan. 8, 1965 International Association of Machinists & Aerospace Workers withdraws from the Railway Labor Executives Association. (NYT)
- Jan. 9, 1965 Mail service discontinued between Emporium and Erie; Renovo & Erie RPO. (Kay)
- Jan. 11, 1965 Longshoremen's Union begins East Coast dock strike; lasts until Feb. 13; loss to PRR \$1.7 million. (AR)
- Jan. 12, 1965 Brotherhood of Locomotive Engineers signs contracts with PRR, NYC and Erie-Lackawanna securing job protection for all firemen who are members of BLE; in return, drops support of full crew laws. (NYT)
- Jan. 14, 1965 C&O/B&O holds press previews for its system of showing first-run movies on the *Capitol Limited* and *National Limited*. (Trains)
- Jan. 15, 1965 ICC orders to continue operating the "*Spirit of St. Louis*" for another year. (ICC)
- Jan. 15, 1965 New Haven Trustees petition court to discontinue all passenger service. (NH AR)
- Jan. 1965 Demolition of steel and glass Concourse roof begins at Penn Station. (PubRel)
- Jan. 1965 Ik Shuman (1893-1965), former editor of the *Pennsy* employee magazine, dies. (SSDI)
- Jan. 16, 1965 Railway Labor Executives Association urges nationalization of railroads; raises protests; BLE, which is no longer a member of the RLEA, opposes nationalization. (NYT, RyAge, Trains)
- Jan. 16, 1965 A Flexi-van in a 65-car westbound NYC freight train running near Bergenfield, N.J., begins swiveling in its mount, smashing lineside structures and vehicles. (Trains)
- Jan. 17, 1965 PRR announces it will buy 150 diesels for \$34 million and buy 6,100 new freight cars and rehabilitate 8,200 freight cars at cost of \$132 million.
- Jan. 18, 1965 New Haven Trustees ask District Court to apply to ICC to discontinue commuter service west of Larchmont and reduce service between Larchmont and Stamford from 78 trains to 44; cuts would permit

retiring 90 old heavyweight MU cars; drop service for 7,500 of 25,000 daily commuters. (Headlights, NYT)

- Jan. 18, 1965 U.S. Supreme Court remands the Southern Railway "Big John" rate case back to the ICC for reconsideration, overturning the ICC's 1963 ruling and permitting Southern to charge special rates for bulk movement of grain from Midwest to southern livestock and poultry producers in order to compete with barge lines. (RyAge)
- Jan. 19, 1965 Boom of derrick barge strikes draw span of Susquehanna River Bridge at Havre-de-Grace; four trains with passengers for Pres. Johnson's inauguration are delayed 40-90 minutes; slow order does not delay 10 special trains with West Point cadets at night. (NYT)
- Jan. 20, 1965 PRR operates 13 special trains to Lyndon Johnson's inauguration; one 19-car train from Philadelphia carries 950 newsboys. (RyAge).
- Jan. 21, 1965 Brotherhood of Locomotive Firemen & Enginemen announces it will begin drive to take over BLE membership; sees BLE dropping support of full crew laws as betrayal. (NYT)
- Jan. 21, 1965 New York and Connecticut announce \$20 million plan to save New Haven passenger service; each state to put up \$5 million, with \$10 million in federal funds, to buy 80 new cars through Port Authority. (NYT)
- Jan. 25, 1965 Pres. Johnson asks Congress to authorize \$20 million for research on high-speed trains for Northeast Corridor. (NYT)
- Jan. 25, 1965 Erie-Lackawanna Railroad announces it will apply to discontinue all commuter service unless it receives financial aid. (NYT)
- Jan. 26, 1965 NYC reports profit of \$27 million or \$4.06 per share in 1964, vs. \$1.08 per share in 1963; best performance since 1956. (NYT)
- Jan. 26, 1965 A new Pittsburgh & Lake Erie Railroad incorporated in Pa. (PaCorps)
- Jan. 27, 1965 PRR reports consolidated net earnings of \$52.3 million or \$2.12 per share in 1964, vs. \$24 million or \$0.68 per share in 1963. (NYT)
- Jan. 27, 1965 PRR Board authorizes daylighting of Radebaugh Tunnel as part of program to increase clearances on main line. (MB)
- Jan. 27, 1965 U.S. District Court at Los Angeles overturns ICC award of greater percentage to eastern roads in Transcontinental Divisions decision of Mar. 1963 and returns issue to ICC. (ICC, NYT)

- Jan. 28, 1965 Speaking to the Pittsburgh Traffic Club and reacting to union leaders' call for nationalization, Stuart T. Saunders calls for a meeting of railroad management and labor leaders to explore ways to improve bargaining procedures; call Railway Labor Act of 1926 outdated. (RyAge)
- Jan. 28, 1965 Council of Economic Advisors warns that a long steel strike could raise unemployment. (NYT)
- Jan. 29, 1965 Last run of PRR passenger trains between Youngstown and Cleveland. (tt)
- Jan. 29, 1965 Dow Jones industrials close over 900 for the first time. (Wyckoff)
- Jan. 30, 1965 PRR again begins offering special weekend round-trip fares between New York and Washington with savings of up to 33%.
- Jan. 30, 1965 Post Office Dept. discontinues all local rail mail service between New York and Philadelphia except one RPO round trip on No. 3815-505 and No. 522-3858; solid New York-Philadelphia head-end train No. 251-260 discontinued.
- Jan. 31, 1965 Brotherhood of Railroad Trainmen agrees with 22 eastern railroads to stop fighting repeal of full crew laws in return for job protection; agrees to fix three-man crews through Jan. 1, 1970, with third brakemen eliminated gradually through attrition. (NYT, Trains - has 33 roads)
- Jan. 31, 1965 6-DB bar-lounge car on "*The Spirit of St. Louis*" cut back from St. Louis to Indianapolis. (A-sheet)
- Feb. 1, 1965 Charles E. Ingersoll, former Pres. of Muskogee Company and North Pennsylvania Railroad, named Assistant VP-Staff, reporting to Stuart Saunders. (RyAge)
- Feb. 1, 1965 PRR extends special Ladies' Day fares from Baltimore and Philadelphia to New York. (check paper - date of press release)
- Feb. 1, 1965 New Jersey Gov. Hughes announces that the state will match federal funds to buy 16 MU cars for the PRR in return for a reduction of \$1.8 million in the annual subsidy; state will continue subsidy program on other lines. (NYT)
- Feb. 1, 1965 NYC begins running single RDCs into Grand Central Terminal from Brewster; towed in electric MU trains south of North White Plains; experiment suggested by Tri-State Transportation Committee. (Trains,

RLHS)

- Feb. 1, 1965 Westchester County Board of Supervisors reverses its stand and grants \$400,000 to aid New Haven. (NYT)
- Feb. 1, 1965 NYC appoints Philip D. Ohl to be Manager of Foreign Freight Services. (NYT)
- Feb. 1, 1965 Old Pittsburgh & Lake Erie Railroad (Pa.) merged into new Pittsburgh & Lake Erie Railroad (Del.). (Cards)
- Feb. 2, 1965 Al Perlman notes Penn Central would be willing to take over New Haven freight service only. (NYT)
- Feb. 2, 1965 6-DB bar-lounge car on *The Penn Texas* cut back from St. Louis to Indianapolis. (A-sheet)
- Feb. 3, 1965 ICC orders increase to eastern railroads in Southern Divisions Case, being heard since 1959; served on Mar. 2. (ICC, RyAge)
- Feb. 3, 1965 Indiana Superior Court issues order barring PSC from enforcing state Full Crew Law, as has been superseded by federal legislation. (RyAge)
- Feb. 4, 1965 New Haven Trustees ask court for permission to petition ICC to abandon New York commuter service west of Larchmont. (NYT)
- Feb. 4, 1965 Machinists, electricians and sheet-metal workers sign contract with railroads gaining greater differentials for skilled workers. (NYT)
- Feb. 4, 1965 Labor Dept. announces that unemployment dropped to 4.8% in Jan. 1965, the lowest since Oct. 1957; continues falling to 4.5% in July. (NYT)
- Feb. 5, 1965 New Haven Trustees sign a memo of understanding with Saunders and Perlman dated Dec. 22, 1964; price of New Haven set at 950,000 shares of Penn Central stock, \$23 million in bonds, \$8 million in cash, and assumption by Penn Central of \$29 million of New Haven's debts.
- Feb. 7, 1965 Pres. Johnson begins bombing North Vietnam in response to an attack on the American base at Pleiku in which eight Americans were killed; begins "escalation" of the Vietnam War and sparks a growing antiwar movement. (NYT)
- Feb. 7, 1965 Railroads sign contracts with telegraphers, signalmen, clerks, maintenance of way workers and hotel workers calling for eliminating jobs only through attrition; no employee with more than two years

- seniority on Oct. 1, 1964 will lose job; completes settlement with all rail unions. (AR, NYT)
- Feb. 8, 1965      Massachusetts Bay Transportation Authority offers to subsidize New Haven's Boston commuter service. (NYT)
- Feb. 9, 1965      Former PRR Chief Engineer John L. Gressitt (1887-1965) dies. (Mutual)
- Feb. 15, 1965      ICC denies PRR application to discontinue "*The Spirit of St. Louis*". (Sanders)
- Feb. 15, 1965      LIRR begins one-year experimental shuttle bus between Hunters Point Avenue station to 51<sup>st</sup> Street & 3<sup>rd</sup> Avenue. (NYT)
- Feb. 15, 1965      Housing & Home Finance Agency announces first mass transit grants under 1964 Urban Mass Transportation Act, including \$4.6 million to MBTA. (RyAge)
- Feb. 16, 1965      LIRR reports \$2.15 million deficit for 1964; worst since 1954. (NYT)
- Feb. 16, 1965      Senator Robert F. Kennedy calls for all four states to keep New Haven running. (NYT)
- Feb. 18, 1965      New Haven Trustees petition ICC to discontinue all passenger service to its four stations west of Larchmont and reduce service to stations between Larchmont and Stamford and on New Caanan Branch; argument is that it will enable company to retire 90 of its oldest MU cars; in reality, threat serves to force public's hand over subsidy. (NYT)
- Feb. 18, 1965      Pennsylvania Historical & Museum Commission votes to locate the Railroad Museum of Pennsylvania at Strasburg to take advantage of the established Lancaster County Dutch Country tourist base and the operating Strasburg Railroad; votes are Strasburg - 4, Mt. Union - 3, Altoona - 1. (KBell)
- Feb. 18, 1965      Massachusetts Turnpike opens between Beacon Park and South Station area in Boston; built in part on Boston & Albany right of way. (Humphrey)
- Feb. 21, 1965      Atlantic City Station closes; replaced by small depot in former yard area; approach to old station is abandoned for use by the Atlantic City Expressway; PRSL abandons line between Atlantic City and Pleasantville for the Expressway, along with most track east of the Thorofare, including the remnants of the Chelsea Branch and Georgia Avenue Branch; new connections are built to the Baltic Avenue Branch

and the Mississippi Avenue Branch to Convention Hall. (MB has only 2/65 - elsewhere Feb. 27! - Wentzel has 2/27 as date converted to bus station)

- Feb. 23, 1965 New York Senators Jacob Javits and Ogden Reid introduce bill in Congress to create a New York/Connecticut rail authority to operate New Haven's West End commuter service. (NYT)
- Feb. 23, 1965 PRR granted 10% increase in commuter fares. (date of press release)
- Feb. 24, 1965 PRR purchases part of the Brazil Branch of the Cincinnati, Indianapolis & Western Railroad (B&O) at Brazil, Ind. (MB)
- Feb. 24, 1965 New Haven reaches agreement in principle with MBTA for subsidizing Boston commuter service, starting May 1.
- Feb. 1965 New York State Committee on LIRR reports to Gov. Rockefeller; recommends that state purchase LIRR from PRR and create a special authority to operate it; also make \$200 million improvements including new 500 new MU cars and the extension of electrification to Speonk, Ronkonkoma and Port Jefferson, high level platforms and automatic fare collection. (NYT)
- Feb. 25, 1965 Gov. Rockefeller endorses his committee's report and proposes that state buy LIRR from PRR at a "reasonable price"; urges creation of an authority to operate and modernize LIRR. (NYT)
- Feb. 26, 1965 Stuart T. Saunders approves David Bevan's suggestion that PRR prepare consolidated financial statements including all subsidiaries.
- Feb. 26, 1965 Gibbs & Hill, Inc., reports to the Washington Terminal Company that the cost of relocating Union Station to Ivy City will be \$15 million. (MB)
- Feb. 26, 1965 NYC asks for 4.4% increase in commuter fares on Hudson and Harlem Lines. (NYT)
- Feb. 27, 1965 Dept. of Commerce contracts with Louis T. Klauder & Associates for planning for high speed rail service between New York and Boston. (Rept)
- Feb. 27, 1965 New York and Connecticut announce new plan to save New Haven West End commuter service by having NYC perform the service for the states. (Headlights, NYT)
- Feb. 27, 1965 New Atlantic City passenger station west of Ohio Avenue placed in

- service at 10:00 AM; old station and Georgia Avenue, Mississippi Avenue Branch and remainder of Chelsea Branch abandoned; abandonment permits new approaches to Atlantic City Expressway to be built across right-of-way; old station sold to Atlantic County Improvement Authority for use as a bus station. (AR, PRSL)
- Mar. 1, 1965 LIRR terminates Voluntary Relief Dept. and LIRR Employees Mutual Relief Association injury benefits but retains death benefits at amount earned as of Feb. 28, 1965; converts to ordinary life insurance policies. (MB)
- Mar. 2, 1965 NYC receives first three of 34 new MU cars; leased from Port Authority under state program. (PA AR, RyAge)
- Mar. 3, 1965 ICC blocks New Haven plan to drop commuter service west of Larchmont until at least Aug. 1. (NYT)
- Mar. 3, 1965 Southern railroads sue in U.S. District Court to block revised divisions with eastern railroads.
- Mar. 4, 1965 Pres. Johnson asks Congress for a bill for a demonstration project for 150 MPH trains between Boston and Washington. (NYT)
- Mar. 4, 1965 Governors of Connecticut, Rhode Island and Massachusetts agree to match federal money for New Haven. (NYT)
- Mar. 6, 1965 Former PRR civil engineer and historian Miles Coverdale Kennedy (1893-1965) dies. (WwasW)
- Mar. 8, 1965 N.Y. Legislature approves \$5 million as its share of cost of improving New Haven commuter service. (Headlights)
- Mar. 8?, 1965 B&O establishes *Trailer Jet* TOFC train with second morning delivery, cutting 3 hours from New York-St. Louis schedule. (Guide, NYT - verify)
- Mar. 8, 1965 First U.S. ground forces arrive in South Vietnam to guard Danang Air Base, joining 23,500 advisers. (NYT)
- Mar. 9, 1965 N.J. Gov. Richard J. Hughes tells Gov. Rockefeller that he will agree to set up Tri-State Transportation Commission to replace the Tri-State Transportation Committee of 1961, providing it is limited to planning. (NYT)
- Mar. 9, 1965 After steel contract talks resume, United Steelworkers of America is angered by a United States Steel Corporation display showing the

- inroads of foreign competition. (NYT)
- Mar. 10, 1965 NYC installs “Car-Display” freight car tracking system built by Data Display, Inc., a subsidiary of Control Data Corporation; system uses five video terminal displays in the Transportation Computer Center in New York; data is available on a real-time basis. (RyAge)
- Mar. 11, 1965 LIRR Board authorizes retirement of portion of Hempstead Branch between Mineola and Hempstead Crossing. (MB)
- Mar. 1965 In a conversation with Saunders, Isaac Grainger of NYC proposes that merger agreement be changed so that Perlman becomes President of Penn Central instead of Vice Chairman with no powers; Saunders, who has no interest in operations, agrees. (SEC)
- Mar. 15, 1965 First concrete poured for grade-level slab that will support Madison Square Garden over Main Waiting Room floor; upper portion of Main Waiting Room then demolished. (NYT, FinDept)
- Mar. 15, 1965 First three PATH cars, Nos. 600, 100 & 601, hit 74 MPH in high-speed tests on LIRR four-track main line between “WIN” Tower in Winfield and Jamaica; train is towed by GG1's between “HUDSON” and “HAROLD” Towers through Penn Station on Mar. 14 and 16. (Headlights)
- Mar. 15, 1965 NYC sells 47,000 shares of Reading Company second preferred stock, the last (29%) of its Reading holdings dating to the “Community of Interest”; a substantial number of Reading shares thus come into the possession of speculative investors who hope to make a killing by a price rise if the Reading can be merged into a larger, solvent system. (NYT)
- Mar. 1965 Reading sells 38 MU cars to the City of Philadelphia for \$1 each; the city is to spend \$1.33 million to have them rebuilt at Reading Shops and leased back to Reading; cars are repainted blue with a white window band and become known as “Bluebirds”; 9 cars receive air conditioning. (RyAge, Trains)
- Mar. 16, 1965 PRR establishes time freight AC-2, running from 55th Street, Chicago to Conway for preference freight off C&NW and CB&Q, with second morning delivery in the East. (PR, RyAge)
- Mar. 16, 1965 Connecticut Legislature approves \$5 million as its share of cost of improving New Haven commuter service. (Headlights)
- Mar. 17, 1965 \_\_\_ Plavnik reports to the Washington Terminal Company Board that

the Smithsonian Institution is no longer interested in putting a transportation museum in Union Station but is interested in the idea of a National Visitor Center. (MB)

- Mar. 18, 1965      Transportation seminar at the Commerce Dept. reveals that the High Speed Ground Transportation Demonstration Project is contingent upon PRR spending \$8 million on new equipment; will establish 100 MPH service within 15 months and later increase to 150 MPH. (NYT)
- Mar. 21, 1865      George J. Adams (1881-1965), former assistant to VP A. J. County, dies in Delaware County, Pa. (findagrave)
- Mar. 22, 1965      NYC announces purchase of 70 Flexi-Flo hopper cars from ACF Industries. (NYT)
- Mar. 27, 1965      Last run of passenger train between Emporium and Erie, Pa., including New York-Erie sleeping car line. (A-sheet)
- Mar. 26, 1965      PATH closes bids for the sale of 110 old "black cars" to be released in lots of about 15 starting Apr. 15, as the new cars arrive. (NYT)
- Mar. 28, 1965      Port Authority announces it has secured the first 16 acres of World Trade Center site on south side of Cortlandt Street between West and Washington Streets for test boring. (NYT, PtAuth AR)
- Mar. 28, 1965      Stuart T. Saunders, Jr., 24, a law student at the University of Virginia, loses control of his car while driving south of Elkin, N.C.; 3 killed; Saunders is held on a manslaughter charge. (NYT)
- Mar. 29, 1965      PRR transports 150 documents of 12 presidents, including Washington's Farewell Address and the Emancipation Proclamation, from the Library of Congress to the U.S. Pavilion at the New York World's Fair. (Pennsy)
- Mar. 29, 1965      ICC examiners J.K. Lyle and H.C. Darmstadter issue 446-page report in favor of PRR-NYC merger; recommend inclusion of New Haven freight service only in merged system; should also absorb NYS&W; Lehigh Valley Railroad to be included in either the C&O or N&W; D&H to be given trackage rights between Wilkes-Barre and Hagerstown for access to N&W; combined company would have 19,631 route-miles, \$5.2 billion in assets and \$1.5 billion in annual revenues, the largest corporate merger to date; Attorney General Nicholas deB. Katzenbach is opposed. (ICC, AR, RyAge, NYT)
- Mar. 29, 1965      Washington Terminal Company Board hears a report that the Washington Health Dept. is considering closing the restaurant and

coffee shop at Union Station for unsanitary conditions. (MB)

Mar. 30, 1965 Connecticut Gov. John N. Dempsey criticizes ICC report as neglecting New Haven passenger service. (NYT)

Mar. 30, 1965 United Steel Workers of America call for a \$1 per hour rise in wages and benefits over three years; rejected by management as “preposterous.” (NYT)

Mar. 31, 1965 PRR and NYC agree with New Haven Trustees to assume all property in return for \$140 million in cash and securities, with understanding are under no obligation to operate passenger service and may abandon light-density lines. (RyAge)

Mar. 31, 1965 Railroads announce that have removed 15,700 of 37,235 firemen since 1963 arbitration award. (NYT)

Mar. 31, 1965 Law firm of Covington & Burling advises PRR that Executive Jet Aviation, Inc., meets the CAB’s definition of an “air carrier” and acquisition of any air carrier by a railroad violates the Federal Aviation Act of 1958. (Patman)

Apr. 1, 1965 PRR and Sea-Land Service begin piggyback service to Puerto Rico.

Apr. 1, 1965 Howard J. Bellis named Director of Personnel of LIRR. (MB)

Apr. 1, 1965 Mackinac Transportation Company begins operating *Car Ferry No. 3* (former *Ann Arbor No. 3*) leased from Bultema Dock & Dredge Company through Sep. 30, while train ferry *Chief Wawatam* repaired. (MB)

Apr. 1965 Port Ore Processing Company begins operating Pier 122, unloading Brazilian ore for United States Steel Corporation; screens ore and turns it into briquets on 10 acres leased from PRR. (NYT)

Apr. 3, 1965 Delaware River Port Authority reverses its former opposition to Penn Central merger.

Apr. 1965 PRR retains Philadelphia architect Vincent G. Kling (1916- ) to study use of air rights over Penn Coach Yard north of 30th Street Station. (press release 4/1)

Apr. 4, 1965 N.J. Gov. Hughes announces his commuter rail plan, including \$50 million capital fund, half provided by the state and half by the federal government; priority is to preserve Erie-Lackawanna commuter service. (NYT)

- Apr. 5, 1965 N.J. Legislature passes bill for joining with New York and Connecticut in a Tri-State Transportation Commission, thus meeting July 1 deadline for federal grant funds. (NYT)
- Apr. 5, 1965 Pennsylvania House passes resolution sponsored by Emmert Brumbaugh of Blair County demanding that the proposed railroad museum be located in Altoona; Pennsylvania Historical & Museum Commission had previously voted to locate at Strasburg. ( , KBell)
- Apr. 8, 1965 New York Supreme Court dismisses suit brought by 10 railroads to invalidate state Full Crew Law; says still essential for safety and requirements should be determined by the Legislature. (NYT)
- Apr. 8, 1965 PATH places first 6 of 162 new air conditioned cars in service; Class PA-1 built by St. Louis Car Division of General Steel Industries, Inc.; all old "black cars" retired or converted to work train service by end of year. (PA AR, Cudahy)
- Apr. 11, 1965 On Palm Sunday, nearly 50 tornadoes strike the southwestern Great Lakes Region; 271 killed; 11 tornadoes hit northern Indiana, killing 137 and causing \$30 million in damages; first twisters cross PRR main line between Wanatah and Hanna and near Hamlet; *The Fort Pitt* No. 53 held at Warsaw for 3 hours; *Broadway Limited* No. 28 held further west for 12 hours, and *The Admiral* No. 50 annulled at Chicago; normal conditions restored on afternoon of Apr. 12. (PRRFAX)
- Apr. 12, 1965 ICC begins hearings on New Haven's bid to cut New York commuter service.
- Apr. 1965 General Steel Industries, Inc., unveils its proposal for the Northeast Corridor Demonstration Project styled by industrial designer Carl W. Sundberg; cab car has a sloping flat front. (RyAge)
- Apr. 1965 PRR builds two 150-ton tank cars with 6-wheel trucks holding 37,000 gallons for fast movement of bulk liquids. (RyAge)
- Apr. 1965 PRR and Sea-Land Service, Inc., combine to offer piggyback service between the U.S. and Puerto Rico. (RyAge)
- Apr. 1965 Last Class P5 electric locomotive No. 4700 (ex-7898) retired. (Edson)
- Apr. 1965 PRR retires last box-cab P5a electric locomotive.
- ca. Apr. 1965 Last runs of Class BP20 Baldwin Sharknoses in passenger service on the NY&LB between South Amboy and Bay Head Jct.; last in service

are A-units Nos. 5771, 5773, 5777, 5779 and 5782; they have been used because they have faster acceleration with the long trains and frequent stops, but they are plagued by diesel fumes seeping into the cab. (prrfax)

- Apr. 1965 Old Master Mechanic's Office Building at Juniata Shops destroyed by fire. (AltoMirror)
- Apr. 1965 Speaking before the Annual Railroad Conference of the Institute of Electrical & Electronic Engineers and American Society of Mechanical Engineers at Pittsburgh, PRR Director of Research J. J. Clutz calls the unit train the "third great evolutionary development" in postwar railroading, next to dieselization and piggyback. (RyAge)
- Apr. 16, 1965 First PRR-NYC meeting since ICC examiners' approval held at Biltmore Hotel in New York; believe that ICC will approve merger by Feb. 1966; agree that Saunders and Perlman will each appoint a full-time officer to work on merger; A.J. Greenough reports that regional and divisional operating plans have been completed; consider plans to merge Purchasing, Stores, Mechanical and Test Departments; note differences in departmental reporting structure between PRR and NYC; Saunders and Perlman agree that there will be no discussion as to whether headquarters of merged company will be in New York or Philadelphia to sidestep rivalry and potential public opposition. (PCTC)
- Apr. 16, 1965 Federal mediators enter the steel contract negotiations; Pres. Johnson hopes to keep the settlement within his wage-price guidelines; Japan reports that the strike threat has raised its imports to the U.S. by 20% since Nov. 1964. (NYT, Samuelson)
- Apr. 19, 1965 Stuart Saunders meets with Attorney General Nicholas deB. Katzenbach and informs him that PRR and NYC have settled with the New Haven on inclusion in the merger.
- Apr. 19, 1965 New York City creates a new Landmarks Preservation Commission with powers of enforcement as a direct outgrowth of the Penn Station demolition; Commissioners sworn in on June 29. (NYT)
- Apr. 20, 1965 Gov. Rockefeller of New York and Gov. Dempsey of Connecticut announce agreement with New Haven on a \$4.5 million plan to keep New York commuter service operating for 18 months pending a permanent solution; to be funded as a federal mass transit demonstration grant. (NYT)
- Apr. 20, 1965 Eastern railroads begin collecting increased percentage under ICC award in Southern Divisions Case; southern railroads appeal to courts.

- Apr. 21, 1965 New York World's Fair opens for second season; PRR plans to operate 112 special trains on weekends from Washington and Philadelphia direct to the Fair; "Silverliners" to run between Philadelphia and New York on Saturdays and Sundays through Oct. 17 at a package fare including Fair admission; special trains to run serving points from Washington to Wilmington on Saturdays and holiday weekend Sundays. (Guide, NYT)
- Apr. 21, 1965 PRR establishes Ladies' Day fares from Washington to New York on Wednesdays and Thursdays for a special rate of \$10.85 round trip. (RyAge)
- Apr. 21, 1965 Retired CNJ ferry boat *Cranford*, purchased for use as a floating restaurant at Brielle, N.J., is towed through the NY&LB's Manasquan River drawbridge; although several feet of superstructure have been shaved off each side, it knocks the span out of alignment, closing it for several days and cutting off service to Point Pleasant and Bay Head Jct.; "The Ferry" restaurant remains in service for many years, but is eventually scrapped. (StmbtBll)
- Apr. 22, 1965 Stuart T. Saunders tells a Congressional committee that mergers must continue and calls for a presidential or Congressional Committee to investigate; calls past judicial and regulatory practices "unduly restrictive." (NYT)
- Apr. 23, 1965 PRSL Board authorizes retirement of Bridgeton freight station. (MB)
- Apr. 24, 1965 PRR establishes special weekend service from Washington and Philadelphia to New York for World's Fair traffic. (RyAge)
- Apr. 24, 1965 Last run of Springfield-Washington sleeper on *The Federal*. (A-sheet)
- Apr. 24, 1965 Last run of NYC passenger train between Utica and Lake Placid; last NYC branch line passenger service outside the New York commuter zone. (NYT)
- Apr. 24, 1965 Last run of a General Motors *Aerotrain* in Chicago-Joliet commuter service on the Rock Island. (Trains)
- Apr. 25, 1965 PATH standardizes non-rush hour service and increases number of late evening trains. (PtAuth AR)
- Apr. 26, 1965 City of Atlantic City acquires Mississippi Avenue Branch, which it maintains as a private siding to serve Convention Hall. (AR)

- Apr. 26, 1965 United Steelworkers of America extend their strike deadline for four months past May 1 in return for an 11.5 cents per hour increase to be placed in escrow while talks continue; union is also demanding a 3.9% cost of living adjustment, which the Johnson Administration opposes. (NYT)
- Apr. 28, 1965 PRR and NYC announce that Stuart Saunders will be Chairman and CEO and Alfred E. Perlman President and Chief Administrative Officer of merged company. (NYT)
- Apr. 28, 1965 Model of new Madison Square Garden put on display for Mayor Robert F. Wagner and other dignitaries. (NYT)
- Apr. 28, 1965 PFW&C Railway Board authorizes a \$2.4 million expansion of the 55<sup>th</sup> Street TrucTrain terminal in Chicago. (MB)
- Apr. 28, 1965 Ex-Pres. Frederic C. Dumaine, Jr. (1902-1997), offers to raise \$150 million to buy the New Haven and keep it out of the Penn Central merger. (NYT)
- Apr. 29, 1965 SEPTA begins "Operation Reading," an 18-month program to minimize the Reading's passenger deficit. (AR)
- Apr. 29, 1965 Pennsylvania Historical & Museum Commission votes again, 7-1, in favor of locating the Railroad Museum of Pennsylvania at Strasburg, despite protests from Altoona. (KBell)
- Apr. 30, 1965 New York State officials announce they will meet with PRR regarding the purchase of the LIRR. (NYT)
- Apr. 30, 1965 ICC ends hearings on New Haven's bid to cut New York commuter service.
- May 3, 1965 Stuart T. Saunders elected a director of United States Steel Corporation. (NYT)
- May 3, 1965 Council of Economic Advisors reports that the steel industry can grant a 3% wage increase without raising prices. (NYT)
- May 3, 1965 U.S. announces first paratroopers have arrived in South Vietnam, bringing forces to 37,000. (NYT)
- May 5, 1965 ICC authorizes the New Haven to abandon its line between North Canaan and Salisbury, Conn. (ICC)
- May 6, 1965 PRR secures a six-year unsecured line of credit from the First National

City Bank of New York. (Patman)

- May 6, 1965 William Zeckendorf's real estate company Webb & Knapp, Inc., files for bankruptcy. (Trager)
- May 10, 1965 Saunders confirms PRR and NYC officials have been meeting with New England officials on question of preserving New Haven's passenger service; announces PRR is negotiating sale of LIRR. (NYT)
- May 10, 1965 PRR agrees for the joint B&O-NYC interlocking at Auburn Jct., Ind., be converted to remote operation from the B&O dispatcher's desk at Akron. (MB)
- May 15, 1965 One of Penn Station eagles unveiled at Hicksville station of LIRR; acquired through the efforts of a local high school Latin teacher. (NYT, VPF)
- May 1965 PRR receives last of order of 150 diesels ordered in Nov. 1964: 100 GM, 25 GE U25B's, and 25 Alco 2,750 HP units; 40 GM, 10 GE and 10 Alcos have C-C trucks. (press rel. 5 locos placed in service 5/17)
- May 1965 Black River & Western Railroad begins operating weekend steam tourist excursions between Flemington and Ringoes, N.J. on the PRR Flemington Branch. (Lee)
- May 1965 Engineering firm of Stone & Webster, Inc., appraises salvage value of LIRR at \$94.8 million; replacement cost is \$400 million at present prices; ICC value is \$256.6 million. (RyAge)
- May 1965 NYC cuts running time of SV-5 to St. Louis to 22 hours, a saving of 24 hours. (RyAge)
- May 1965 NYC establishes an 80-car unit train to carry hot steel slabs from Bethlehem Steel Corporation's Lackawanna, N.Y., plant to its Burns Harbor, Ind., plant, which has no steel furnaces. (RyAge)
- May 19, 1965 Orville S. Caesar (1892-1965), co-founder and former Pres. of the Greyhound Corporation, dies at Elgin, Ill. (ChiTrib)
- May 20, 1965 AFL-CIO Executive Council urges Senate Commerce Committee to review award that eliminated firemen's jobs. (NYT)
- May 21, 1965 PRR agrees for the joint PRR-B&O interlocking at LaPaz Jct., Ind., to be converted to remote operation from the B&O dispatcher's desk at Akron. (MB)

- May 21, 1965 Speaking to the New York Financial Writers' Association, VP. Hubert Humphrey boasts that the administration has the tools to manage the economy if the expansion gets into trouble. (NYT)
- May 24, 1965 Marine Engineers' sickout halts Erie-Lackawanna and CNJ ferry service at New York; ends just before noon on May 25. (NYT)
- May 24, 1965 A committee of new, independent Reading stockholders brings suit to force the election of a new management by blocking the B&O from voting its controlling shares at the next annual election set for May 26; the vote count is to be monitored by the courts. (Rdg MB)
- May 25, 1965 Secretary of Commerce John T. Connor asks Congress for \$90 million for a three-year research project to develop 150 MPH trains for the Northeast Corridor. (NYT)
- May 25, 1965 The Reading Company annual meeting is recessed to June 7 to permit a monitored count of the votes. (Rdg MB)
- May 26, 1965 ICC approves the PRR abandoning its own line between Allentown and South Morton, Ill., in favor of trackage rights over the Illinois Terminal Railroad; Illinois Terminal Railroad to have trackage rights over the PRR between North Morton and Farmdale Jct. (ICC)
- May 28, 1965 Dayton Union Railway authorizes construction of new entrance and demolition of old station building. (BdFl)
- May 29, 1965 "Last run" of last regular passenger train Nos. 454-455 between Wilmington and Delmar. (A-sheet)
- May 31, 1965 Washington Terminal Company Board reviews a new report from Gibbs & Hill, Inc., on relocating Union Station to Ivy City; a second report puts the cost of overhauling the restaurant, cafeteria, cocktail lounge and banquet room at \$180,000; the Union News Company refuses to pay more than \$100,000 and has dropped the idea of a snack bar in the Waiting Room. (MB)
- Spring 1965 First 20-story Tishman Gateway Tower opens over Chicago Union Station platforms. (Pennsy)
- Spring 1965 Pres. Herman H. Pevler and VP John P. Fishwick of the Norfolk & Western Railway, a protégé of Stuart T. Saunders, meet with the Chesapeake & Ohio's Walter J. Tuohy at the Greenbrier Hotel, originally to protest the C&O's plan to take over the Western Maryland Railway, with which the N&W has important interchanges at Hagerstown and Connellsville; Fishwick proposes a C&O-N&W

merger, and secret planning sessions are then held through the spring and summer. (Striplin)

- June 1, 1965 VP-Traffic Fred Carpi (1900-1976) retires; Henry W. Large (1905-1999) named VP-Traffic and office of VP-Sales abolished; A. Paul Funkhouser named VP-Coal & Ore Traffic; W.A. Lashley's title changed to VP-Public Relations & Advertising; Vincent J. Floyd named General Manager of Industrial Development, replacing R. Warren Gregg, retired. (MB, RyAge)
- June 1, 1965 PRR lifts ban on employees riding at reduced fare on *Broadway Limited*.
- June 2, 1965 N.Y. State announces that the PRR has agreed to sell the LIRR for \$65 million based on the road's salvage value, vs. \$76.1 million debt owed to PRR by LIRR; PRR will continue to receive \$500,000 a year for use of tunnels and Penn Station; PRR will retain Bay Ridge branch and air rights over Long Island City freight yards; agreement negotiated by Gov.Rockefeller's secretary William J. Ronan (1912- ); new state agency will take over when 12-year rehabilitation program ends in Aug. 1966. (NYT, RyAge)
- June 3, 1965 U.S. District Court denied southern railroads' request for an injunction against ICC ruling in Southern Divisions Case; new rates to be effective from Apr. 20, 1965.
- June 4, 1965 PRR completes "daylighting" the Radebaugh Tunnel near Greensburg, Pa.; increases clearance on main lines from 16'-2" to 17'-5". (Pennsy, Messer)
- June 4, 1965 Mayor \_\_\_ signs a bill transferring the City of Philadelphia's option to purchase the Philadelphia Transportation Company transit system to SEPTA. (SEPTA)
- June 5, 1965 Baltimore & Eastern Railroad director George W. Elkins, Jr. (1914-1965) dies. (MB)
- June 6, 1965 ACL inaugurates "Budget Room Coach" between New York and Miami on *East Coast Champion*. (Guide, A-sheet)
- June 7, 1965 "SLOPE" Interlocking remoted from "ALTO" Tower. (Loeb)
- June 7, 1965 Votes from the Reading annual election show 564,510 votes for the stockholders' committee and 1,756,657 votes for management, including the 1,371,000 votes of the B&O; as a compromise, three representatives of the stockholders' committee are invited to join the

Board: Louis A. Beryl of New York, Chairman of the Sunshine Mining Company, who is also added to the Executive Committee; George J. Rafkind of New York, and Walter E. Schoenfeld of Seattle; B&O representative Howard E. Simpson, Reading VP-Finance John F. Kerslake and VP & General Counsel H. Merle Mulloy retire, although the latter two continue to attend Board meetings by invitation. (Rdg MB)

- June 8, 1965 PRSL opens new connection of Newfield Branch with main line over Atlantic City Expressway 0.8 miles "north" of former connection at "PENRED". (AR)
- June 8, 1965 SEPTA serves notice on the Philadelphia Transportation Company of its intent to exercise the option to purchase on July 1, 1966; purchase is delayed by litigation brought by PTC stockholders over the price. (SEPTA)
- June 10, 1965 PRR institutes reduced fares for children on Northeast Corridor.
- June 10, 1965 NYC announces the appointment of James R. Sullivan (1915-2002) as VP-Marketing, replacing Arthur E. Baylis (1910-2004), named VP-Staff for Marketing to work on merger studies. (NYT)
- June 10, 1965 David E. Smucker elected to Board of Lehigh Valley Railroad, replacing Fred Carpi, resigned. (AR)
- June 11, 1965 Full-speed movements resume through daylighted Radebaugh Tunnel; completes \$2 million program to increase main line clearances by 15 inches to 17'-5"; platform shelters at Pittsburgh are shaved down to permit passage of hy-cube cars on Fort Wayne line. (RyAge)
- June 11, 1965 All Class E2b, E2c and E3b experimental electric locomotives sold for scrap. (Keyser)
- June 13, 1965 Undersecretary of Commerce Alan S. Boyd announces the selection of 20 miles of the PRR main line between New Brunswick and Trenton (No. 3 track between "COUNTY" and "MILLHAM" Interlockings) to act as a test track for 160 MPH running; it is to be rebuilt with 140-lb. continuous welded rail and strengthened catenary wire. (NYT, WatsonPapers)
- June 13, 1965 PRR drops Trenton-Philadelphia mail-only trains Nos. 258-261 with end of RPO contract. (A-sheet)
- June 14, 1965 ICC authorizes the New Haven to abandon its line between Attleboro Jct. and Mansfield, Mass. (ICC)

June 15, 1965 Mechanical Engineering and Test Depts. consolidated under George R. Weaver (1908-1997), Manager of Mechanical Engineering & Tests-System. (Keystone)

June 15, 1965 PRSL Board authorizes retirement of the northbound Cape May connecting track at Winslow Jct. (MB)

June 1965 PATH receives a \$5.1 million federal urban mass transportation grant to buy 44 new cars needed for increased travel under the Aldene Plan from the St. Louis Car Company. (Headlights)

June 1965 State of New Jersey receives a \$4.8 million federal urban mass transportation grant to build the connecting track between the CNJ and Lehigh Valley Railroad at Aldene and elevating the LV tracks between Aldene and Hillside. (Headlights)

June 1965 City of Philadelphia awards contract for 20 “Silverliner III” MU cars for PRR suburban service to General Steel Industries’ St. Louis Car Division. (RyAge)

June 1965 SEPTA begins a lawsuit to force the Philadelphia Transportation Company to sell the transit system to it; SEPTA has acquired the city’s contract rights to purchase PTC. (AR)

June 1965 PRR, through American Contract Company, buys 655,960 shares of non-voting stock of Executive Jet Aviation, Inc., for \$327,980. (SEC)

June? 1965 PRR and Southern Railway each order a set of train multiple uniters (TMU) from General Railway Signal Company for operation of mid-train “slave” units. (Trains)

June 16, 1965 Testifying before Congress, Stuart T. Saunders announces that the PRR will spend about \$10 million to upgrade the Northeast Corridor; says equipment will be “the finest passenger trains in the world”; will be hourly service between New York and Washington and half-hourly between New York and Philadelphia. (NYT, RyAge)

June 16, 1965 National Conference of Christians & Jews gives its annual national brotherhood award to Stuart T. Saunders. (RyAge)

June 18, 1965 All RPO service discontinued on LIRR: Montauk & New York, Port Jefferson & New York, and Greenport & New York. (Kay)

June 18, 1965 Pennel Company Board authorizes remoting “OW” and “SN” Interlocking from “CR” at Eldred; eliminating “WH” Interlocking near

- Portville, N.Y.; remoting "BRIDGE" from "EYE" at Corry, Pa., and eliminating "RH" Interlocking at Oil City; remoting the interlocking at Atlanta, Ill., from the CTC machine at Bloomington, Ill.; changing "ZANE" Interlocking at Wheeling from manual to automatic operation; abandoning 1.43 miles of the Wolf Lake Branch from its junction with the East Chicago Branch at Hammond, Ind. (MB)
- June 18, 1965 SEPTA applies to the courts for a judgement to force the sale of the Philadelphia Transportation Company; PTC challenges the court's jurisdiction. (SEPTA)
- June 19, 1965 Al Perlman warns plan to route most through traffic via NYC route is threatened by failure to repeal New York's full crew law; notes crew costs in Pennsylvania 33% lower. (NYT)
- June 21, 1965 Gov. Rockefeller signs bill creating Metropolitan Commuter Transportation Authority; appoints his confidante and secretary William J. Ronan (1912- ) to head the new agency. (NYT)
- June 21, 1965 New Haven Commuter Study Group releases report on the New Haven West End commuters service after a four-month study by DeLeuw, Cather & Co.; say can be made self sustaining by limiting to New York-Westport and New Caanan Branch and 18 of 40 existing stations. (NYT, RyAge)
- June 23, 1965 David Bevan reports to PRR Board for the first time that PRR has advanced \$4.7 million to American Contract Company for lending to Executive Jet Aviation, Inc.; American Contract Company has agreed to take all 655,960 shares of EJA Class B non-voting shares for \$327,980; stock is non-voting to avoid issue of direct control; by Aug. 1966, PRR advances a total of \$13 million to EJA to buy Lear Jets. (Patman)
- June 23, 1965 Pennsylvania Company Executive Committee approves the purchase from the Wabash Railroad of 45,329 shares of the Detroit, Toledo & Ironton Railroad for \$10.4 million. (MB)
- June 23, 1965 Housing & Home Finance Administration approves \$3 million to keep New Haven West End commuter service operating for 18 months; states are to make up balance of \$1.5 million. (NYT)
- June 23, 1965 Gibbs & Hill, Inc., becomes subsidiary of Dravo Corporation of Pittsburgh. (G&H)
- June 25, 1965 PB&W Board authorizes abandonment of Centerpoint Branch, Brazil to Centerpoint (8.16 miles); 5.05 miles of the Newtown Square Branch

- from Grassland to Newtown Square; additional TrucTrain facilities at Rose Lake Yard. (MB)
- June 25, 1965 PRR agrees to change joint PRR-NYC interlocking at Lynn, Ind., to remote operation. (MB)
- June 26, 1965 Wabash Railroad sells its 18.5% interest in Detroit, Toledo & Ironton Railroad to Pennsylvania Company, giving it complete control. (Moody's)
- June 27, 1965 Tri-State Transportation Committee begins experimental off-peak fares on NYC suburban lines. (TriSt)
- June 28, 1965 Washington Terminal Company Board hears a report on a meeting with Secretary of the Interior Stewart Udall on converting Union Station to a National Visitor Center; a joint committee is to be formed, and the Interior Dept. will develop plans; Union News Company now agrees to pay the full cost of overhauling the Union Station restaurant and cafeteria to be paid in installments by withholding rent. (MB)
- June 28, 1965 Tri-State Transportation Committee begins experiment of assigning two leased New Haven FL-9's to two NYC Harlem Line commuter trains to permit direct Grand Central-Brewster service. (TSTC)
- June 28, 1965 U.S. Housing & Home Finance Agency approves \$3 million demonstration project grant for New Haven West End commuter service; New York and Connecticut have pledged \$750,000 each to keep service running for 18 months pending the Penn Central merger. (NYT)
- June 29, 1965 Budd Company announces it can produce a demonstration model of a 160 MPH train within 18 months; displays a model of a shovel-nosed train for either gas turbine or electric propulsion at the Sheraton East Hotel. (NYT)
- June 30, 1965 Pennsylvania appropriates \$10.9 million to Dept. of Community Affairs for transit projects. (SEPTA)
- June 30, 1965 Cleveland & Pittsburgh Railroad Board authorizes building additional yard at Wheelock. (MB)
- June 30, 1965 VP-Pittsburgh Morton S. Smith (1906-1983) retires after 36 years of service. (RyAge)
- June 30, 1965 Last trip of Southern Railway Nos. 1-2 *Ponce de Leon* between Atlanta and Council, Ga. (A-sheet)

- Summer 1965 C&EI discontinues Chicago-Evansville portion of *Dixie Flyer*, ending last through service between Chicago and Florida on the Dixie Route. (Key - A-sheet has LT of Chi-Nashville sleeper only on No. 95-54 on 6/29)
- Mid-1965 United States Steel Corporation orders the closing of the rail mill at the Edgar Thomson Works after 90 years of operation. (Warren)
- July 1, 1965 PRR makes first commuter subsidy contract with State of New Jersey; in lieu of continuing cash subsidy, state is to provide 80 new MU cars (later called "Jersey Arrows"); if all 80 delivered by June 30, 1970, PRR is obligated to operate service through June 30, 1977; legislators were furious that PRR was raising its dividend at the same time as pleading poverty, and PRR signs to avoid prospect of losing all subsidies; only 35 of the cars are delivered in 1969.
- July 1, 1965 Housing & Home Finance Agency announces \$8.7 million grant to New Jersey for commuter service; \$3.6 million for "Aldene Plan" to bring CNJ trains into Pennsylvania Station, Newark; \$5.1 million for PATH modernization and 44 new cars to handle CNJ passengers. (NYT, RyAge)
- July 1, 1965 *Blue Diamond* Nos.454-455, a coach train between Wilmington and Delmar, is established as a six-month experiment to attract riders and placate downstate voters opposed to a proposed subsidy for Wilmington/Newark commuter service; 11-year old Thomas W. Murray III of Cheswold, Del., wins a \$25 savings bond in naming contest. (A-sheet, RyAge)
- July 1, 1965 Tri-State Transportation Committee begins 18-month demonstration project subsidizing New Haven West End commuter under an Interim Operating Agreement; full service to be maintained through Dec. 31, 1968; initial payment is \$2.5 million for first year. (TSTC)
- July 1, 1965 Chicago Union Station Company leases air rights over the North Train Shed between Monroe and Adams Streets to Tishman-Monroe, Inc. (CE)
- July 1, 1965 Post Office Dept. completes the implementation of its regional center and zip-code system for distributing mail from regional mail centers to local post offices by truck, rendering most RPO's obsolete and leading to their discontinuance between 1965 and 1970; many long-distance trains are supported by mail revenue and are discontinued soon after the loss of mail contracts. (Hoffman)

- July 2, 1965 Title VII of the Civil Rights Act of 1964 establishing the Equal Employment Opportunity Commission and barring discrimination in hiring and promotion goes into effect. (RyAge)
- July 2, 1965 Armour & Company, the former meat-packer turned conglomerate, acquires the Baldwin-Lima-Hamilton Corporation, which is then reincorporated in Delaware; Baldwin is now primarily a maker of heavy machinery and microwave systems. (Moody's, DirObsSec, Schisgall)
- July 7, 1965 New Haven withdraws ICC application to close four stations between Mount Vernon and New Rochelle after receipt of \$3 million grant. (NYT)
- July 7, 1965 Port Authority begins pile driving to test soil on site of World Trade Center. (NYT)
- July 9, 1965 PRSL conveys old station property and Columbus Park to City of Atlantic City; retains Mediterranean and Baltic Avenue Branches. (AR)
- July 12, 1965 *Railway Age* publishes an extensive article on NYC's use of computers to generate operating, cost and revenue statistics and on the use of Managers of Industry Services in the Marketing Dept. who specialize in all aspects of a particular type of traffic. (RyAge)
- July 14, 1965 Charles L. Towle (1913-1990) named Director-Industrial Engineering, replacing L. Stanley Crane, who returns to Southern Railway as VP-Research. (MB)
- July 14, 1965 Justice Dept. urges that Penn Central also take over New Haven passenger service and divest self of Pittsburgh & Lake Erie; urge that merger be delayed for 18 months after ICC approval to give B&M, D&H and Erie-Lackawanna time to seek affiliation with the N&W. (NYT)
- July 14, 1966 Twenty-five exceptions filed to ICC examiners' report in Penn Central merger, including from Erie-Lackawanna, B&M, D&H, Reading, CNJ, and the states of Pennsylvania, New Jersey, Rhode Island and Massachusetts. (NYT, RyAge)
- July 15, 1965 LIRR Board authorizes sales of property to Metropolitan Commuter Transportation Authority and of Bay Ridge Branch to PRR; thanks Pres. Thomas M. Goodfellow for performance during transition period. (MB)
- July? 1965 PRR begins using two Plasser AL 203 automatic track lining machines

- between New York and Philadelphia. (RyAge)
- c. July 1965 D.F.S. Corporation dissolved. (MB)
- July 1965 Transports International Route Convention in Geneva, Switz., approves NYC Flexi-Vans for customs-bonded transportation throughout Europe. (RyAge)
- July 1965 First Alco Century C-630 3,000-HP diesel goes into service on Atlantic Coast Line. (RyAge)
- July 16, 1965 Last run of PRSL commuter service over old Atlantic City Railroad line between Camden and Clementon, N.J. (tt, A-sheet)
- July 1965 Last Class P5a electric locomotives retired; last 5 Class FF2 electric locomotives sold for scrap. (Edson)
- July 1965 City of Philadelphia drops opposition to Penn Central merger after Stuart Saunders promises it will result in no job loss.
- July 1965 Pullman-Standard delivers last of 10 coaches for Kansas City Southern; last main line passenger cars to be built in U.S. until Amfleet.
- July 18, 1965 C&O/B&O begins carrying passengers' autos between Washington and Chicago on *Chicago/Washington Express* at a \$60 charge; uses ordinary rack cars, while passengers ride on the following *Capitol Limited*; runs through Sep.; service grosses only \$12,000; carries as little as one car per trip, and many cars sustain minor damage in handling. (Stegmaier, Trains, Frailey - RyAge has 7/11 - was it delayed one wk?)
- July 20, 1965 Stuart T. Saunders meets with Gov. John N. Dempsey of Connecticut to allay fears of loss of service when Penn Central acquires the New Haven. (NYT)
- July 20, 1965 David Bevan reports to PRR Executive Committee on studies of the prospects of Arvida Corporation; owns 100,000 acres on both coasts of Florida, including Sarasota, Miami-Palm Beach and especially Boca Raton; authorizes purchase of up to 3.4 million shares. (Patman).
- July 21, 1965 ICC authorizes the New Haven to abandon its line between Dennis and Eastham, Mass. (ICC)
- July 26, 1965 Pennsylvania Railroad acquires 3,274,428 shares (51% interest) in Arvida Corporation, a Florida real estate and development company, from the estate of its founder, Alcoa founder Arthur Vining Davis

(1867-1962) for \$19.6 million. (Patman, NYT)

- July 27, 1965 ICC examiner recommends that the Western Maryland Railway be affiliated with the C&O/B&O. (AR)
- July 28, 1965 PRR announces it will end the car-floating of perishables across the Hudson and will surrender its lease of Piers 27, 28 & 29 when they expire at the end of Mar. 1966; the City of New York is about to abandon the old Washington Market in favor of a new facility at Hunts Point in the Bronx. (NYT)
- July 28, 1965 Budd Company drafts its proposal to build high-speed MU cars for the Northeast Corridor. (WatsonPapers)
- July 28, 1965 Pres. Johnson announces doubling of troop levels in Vietnam and doubling of the draft, thus igniting a growing wave of opposition to the war among young people, particularly college students who become draft-eligible upon graduation. (NYT)
- July 28, 1965 New Haven agrees with MBTA to operate all Boston commuter lines through Dec. 31, 1967, and convey right of way between South Boston and Braintree for extension of Red Line; reserves to MBTA the entire existing New Haven system of suburban lines. (MBTA)
- July 29, 1965 Pittsburgh, Youngstown & Ashtabula Railway Board authorizes building tracks to serve new General Motors Corporation plant at Lordstown, Ohio. (MB)
- July 30, 1965 Budd Company submits its first proposal to build high-speed MU cars for the Northeast Corridor to the Dept. of Commerce. (WatsonPapers)
- July 30, 1965 Last section of Atlantic City Expressway opens between Pleasantville and Atlantic City. (NYT)
- Aug. 1, 1965 B&O unit coal train derailed at Childs, Md.; freights detour over PRR's Northeast Corridor line for a day and a half. (Trains)
- Aug. 2, 1965 Senate Commerce Committee begins hearings on elimination of firemen's jobs; BLF&E Pres. H.E. Gilbert ask Senate to force talks with the railroads to save firemen's jobs. (NYT)
- Aug. 2, 1965 Florida East Coast Railway begins operating a local Jacksonville-North Miami passenger service, Nos. 1-2, under state order; because of strike violence, passengers are warned to ride "at own risk." (RyAge, Trains)
- Aug. 6, 1965 Pres. Johnson signs the Voting Rights Act designed to remove the

impediments to African American voting imposed by the Southern states since the end of Reconstruction. (avalonproject)

- Aug. 5, 1965 PRSL Board authorizes retirement of "NEWFIELD" Block Station. (MB)
- Aug. 5, 1965 Labor Dept. announces that unemployment in July was 4.5%, the lowest since Oct. 1957; the boom fueled by the 1964 tax cut gathers momentum. (NYT)
- Aug. 9, 1965 Representatives of the PRR, the Office of High-Speed Ground Transportation and Louis T. Klauder & Associates begin drafting the specifications for the high-speed cars that will become the first "Metroliners"; prior agreements have committed the PRR to assist at its own expense in the construction of from 28 to 50 cars, of which 80% shall be coaches; Dr. Robert A. Nelson insists on a speed of 150 MPH, although the PRR has considered 125 MPH adequate for the present and immediate future; the PRR Operating Dept. wants every car to have cabs at both ends for maximum flexibility, while others want bi-directional units of 4 cars each; as a compromise, the cars are designed to operate in permanent pairs; the PRR wants as many of the components as possible based on the designs perfected on the MP85 "Silverliner" cars; however, the first 38 of these cars have only been in operation for less than two years; in the absence of rigorous prototype testing, insufficient thought is given to how the components will function as a whole; the government's demand for operating speeds of 150-160 MPH (to surpass the New Tokaido Line) creates many more design and cost problems than would have occurred had the PRR had complete control over the design and specifications. (WatsonPapers)
- Aug. 9, 1965 Great Southwest Corporation officials report to PRR Executive Committee on study of Macco Realty Company, a tract housing developer of southern California; holdings include the 3,000-acre Porter Ranch in the San Fernando Valley, a 66% interest in the 5,000-acre Bryant Ranch near San Juan Capistrano, and 33% interest in 87,500-acre Rancho California near Riverside; Angus Wynne of Great Southwest has a high regard for Macco's management, and has recommended the deal, which is brokered by William R. Staats & Co., then being merged into Glore, Forgan & Co.; PRR Board authorizes creation of new Macco Development Corporation to acquire Macco Realty Company; is to be owned 80% by PRR, 10% by Great Southwest, and 10% by Glore Forgan, William R. Staats, Inc. (Patman, SEC)
- Aug. 9, 1965 PRR begins shipping refrigerated trailers of perishables from West Coast via TrucTrain.

Aug. 11, 1965 PRR establishes Centrex direct-dialing internal telephone system.

Aug. 12, 1965 Foundation work begins for 29-story office building at eastern side of Penn Station. (PubDept)

Aug. 12, 1965 Boston Terminal Corporation agrees to sell South Station to the Boston Redevelopment Authority for \$6.95 million; railroads are to lease back portions they use; clears way for reorganization of Boston Terminal Corporation without foreclosure. (NYT, Moodys)

Aug. 13, 1965 Pennsylvania Terminal Real Estate Corporation incorporated for purpose of developing 29-story office building over eastern portion of Penn Station; owned by PRR. (MB)

Aug. 13, 1965 Pennsylvania Company makes first purchase of 8,000 shares of Macco Realty Company, a real estate development company in southern California.

Aug. 14, 1965 Strasburg Railroad returns PRR Class D16sb No. 1223 to revenue excursion service under five-year lease from PRR. (Trains, KBell)

Aug. 1965 Pullman-Standard unveils its design for a high-speed MU car for the Northeast Corridor Demonstration Project. (RyAge)

Aug. 1965 PRR begins testing first of 325 new Class G41 gondolas for carrying steel coils built at Samuel Rea Shops. (RyAge)

Aug. 1965 NYC places first fully computerized track maintenance machine in service; can surface and line 20 miles a day with a five-man crew. (RyAge)

Aug. 16, 1965 PRR, NYC and New Haven file replies to exceptions to Penn Central merger; urge merger be completed as soon as possible, but stress will only assume New Haven freight service. (NYT)

Aug. 18, 1965 Milton Shapp files objections to ICC examiners' report; later denied.

Aug. 18, 1965 Macco Development Corporation incorporated in Del. for purpose of absorbing Macco Realty Company of California. (MB)

Aug. 18, 1965 U.S. troops engage in first significant ground fighting in Vietnam at Chulai. (NYT)

Aug. 19, 1965 Pennsylvania Company begins purchasing stock of Arvida Corporation. (Patman)

- Aug. 19, 1965 New York State, New York City and Port Authority file with ICC to reopen N&W-Nickel Plate merger to verify that the N&W is taking steps to include Erie-Lackawanna. (NYT)
- Aug. 19, 1965 Budd Company submits a supplemental proposal to build high-speed MU cars for the Northeast Corridor to the Dept. of Commerce. (WatsonPapers)
- Aug. 1965 PRR returns refurbished 7-drawing room parlor cars to *Afternoon Congressionals* No. 152-153; includes telephone service. (A-sheet)
- Aug. 1965? PRR completes modernization of 59th Street Yard in Chicago, including first installation of speed-sensing car retarders in a major yard; two rider hump yards converted to a single, 42-track retarder classification yard with semi-automatic controls; speeds deliveries by 12-24 hours. (Pennsy, RyAge)
- Aug. 23, 1965 PRR through Pennel Company agrees with B&O for conversion of the interlocking at Ailla, Ind., to automatic operation. (MB)
- Aug. 24, 1965 United Steelworkers of America reject an industry offer of a 40-cent per hour increase spread over 39 months. (NYT)
- Aug. 25, 1965 MBTA adopts new logo of a "T" in a circle. (MBTA)
- Aug. 28, 1965 Pres. Johnson names Sen. Wayne Morse and Undersecretary \_\_ Collins as special mediators to try to secure a non-inflationary steel contract. (NYT)
- Aug. 29, 1965 Since Apr. 21, PRR has operated 138 excursion trains to and from the New York World's Fair carrying 105,000 passengers, vs. 80,000 in 1964. (RyAge)
- Aug. 29, 1965 Pres. Greenough announces PRR will build an experimental 150-ton covered hopper car for dry bulk freight in high-speed unit trains at Samuel Rea Shops. (NYT)
- Aug. 30, 1965 Pres. Johnson announces an 8-day extension of the Sep. 1 steel strike deadline; steel companies stop banking their furnaces. (NYT)
- Aug. 31, 1965 After ten months of secret negotiations, Norfolk & Western Railway and Chesapeake & Ohio Railway announce their intent to merge to meet the threat from Penn Central, creating a two-system East; the plan is the idea of N&W VP John P. Fishwick; will create a holding company called Dereco, Inc., which will also take over the stocks of the

Erie Lackawanna Railroad, Boston & Maine Corp., and Delaware & Hudson Company, thus isolating their losses from the profits of the Pocahontas roads; Dereco, Inc. is the brain-child of R.W. Pressprich & Co., investment bankers who are advising the N&W; N&W and C&O also offer to take the Reading and CNJ; this would create a system of 26,460 miles with assets of \$5.9 billion and gross revenue of \$1.88 billion, about equal to Penn Central in mileage and revenues, but more profitable; merger is contingent upon modifying present tax laws to permit the merged company to obtain the tax loss carry-forwards of the EL, Reading, B&M and CNJ and relief from commuter losses. (RyAge, Compt, Bias, Grant, Trains)

- Sep. 2, 1965 Louis W. Beryl, George J. Rafkind and Walter E. Schoenfeld, the three dissident directors of the Reading, invite Chairman William White of Erie-Lackawanna to discuss a combination of E-L, Reading, D&H, B&M and CNJ as a fourth eastern system. (Holton)
- Sep. 2, 1965 Metropolitan Commuter Transportation Authority officials make seven-hour inspection tour of LIRR. (NYT)
- Sep. 2, 1965 PRR orders 100 freight locomotives; 65 3,000-HP, 5 2,750-HP and 30 2,500-HP; 20 from GE, 15 from Alco and 65 from EMD. (PR, RyAge)
- Sep. 1965 Pres. Greenough announces that PRR will build a 150-ton covered hopper, the largest ever built. (RyAge)
- Sep. 3, 1965 Pennsylvania PUC begins hearings on PRR application to move West Chester terminus from Market Street to Nields Street. (CCHS)
- Sep. 3, 1965 Pres. Johnson announces a contract settlement averting a nationwide steel strike; increase amounts to about 47.3 cents per hour over three years; Administration claims that it is exactly within its 3.2% inflation guidelines; critics contend it exceeds them by about 0.3%; it is the first wage increase since 1961. (NYT)
- Sep. 7, 1965 C&O/B&O converts the Cincinnati-St. Louis segment of the *National Limited* to an extension of the C&O's *George Washington*; *National Limited* becomes a Washington-Cincinnati local, Nos. 31-32; although longer, the C&O route serves a larger population. (Stegmaier)
- Sep. 8, 1965 Pres. Johnson signs the National Capital Transportation Act of 1965 to create the Washington Metro (subway); improvement of service on PRR line to Bowie, part of the original 1963 bill, is dropped, although the Orange Line is later built as far as New Carrollton. (RyAge, UrbnMssTrnsptn)

- Sep. 8, 1965 Last trip of Norfolk & Western Railway (former Nickel Plate) Nos. 5-6 between Buffalo and Chicago; last passenger service on the old Nickel Plate. (A-sheet)
- Sep. 9, 1965 Penn Plaza Venture formed by Pennsylvania Terminal Real Estate Corporation (55%), Two Penn Plaza, Inc. (25%), and Tishman Plaza, Inc. (20%) to build 29-story office building on eastern portion of Penn Station site. (MB)
- Sep. 10, 1965 ICC, on court-ordered rehearing, approves Southern Railway's "Big John" bulk grain rates, but confines them to "Big John" hoppers and denies Southern the right to substitute conventional box cars for such shipments when more convenient. (RyAge)
- Sep. 11, 1965 David Bevan announces the Macco Development Corporation's offer to existing holders to purchase Macco Realty common at 14 and convertible debentures at 14 through Glore Forgan, Wm. R. Staats, Inc. (NYT)
- Sep. 13, 1965 PRR orders 1,500 new freight cars from Samuel Rea Shops, including 1,000 100-ton hoppers for unit coal trains and 500 cushion-underframe 70-ton box cars. (PR, RyAge)
- Sep. 13, 1965 U.S. Steel Company incorporated in Delaware as a subsidiary of the United States Steel Corporation for the purpose of changing the incorporation of the parent company from New Jersey to Delaware. (Moody's)
- Sep. 14, 1965 Budd Company engineer Albert G. Dean makes a presentation on its proposed 160 MPH trains to the 57<sup>th</sup> Convention of the Air Brake Association; is to feature the air spring suspension developed for the Pioneer III truck; the PRR has had serious trouble with the air springs on the "Silverliners" of 1963, and prefers steel coil springs; the Dept. of Commerce favors air springs. (BuddCo, WatsonPapers)
- Sep. 14, 1965 Two workers are killed by flying debris when hoists removing the north span of the PRR vertical lift bridge over the Calumet River south of Chicago fail, and the lift span falls into the river; the channel is blocked for several days. (HAER)
- Sep. 15, 1965 Chesapeake & Ohio Railway resumes operation of *Resort Special* between Washington and White Sulphur Springs, with New York sleeping car. (A-sheet)
- Sep. 1965 PRR orders 250 100-ton center flow covered hoppers from ACF for unit grain train service. (RyAge)

- Sep. 1965 NYC cuts 24 hours on Super-Van service from Atlanta, Birmingham and Jacksonville to northeastern points via Cincinnati Gateway. (Guide)
- Sep. 1965 Bethlehem Steel Corporation opens its Burns Harbor, Ind., Plant. (Warren)
- Sep. 19, 1965 Vista-dome 4-4-4 sleeper restored between Chicago and Miami on *The South Wind*. (A-sheet)
- Sep. 22, 1965 PRR Board authorizes borrowing \$41 million to effect purchase of Macco Realty Company. (Patman)
- Sep. 22, 1965 Pennsylvania Company Board authorizes the purchase of 3,052,077 shares of Arvida Corporation for \$18.3 million from the estates of founder Arthur Vining Davis (1867-1962), the Alcoa heir, under an agreement of July 26, 1965; authorizes the purchase of 80% of the securities of the Macco Realty Company (Calif.) for \$41 million from the Macco Development Corporation; the remaining 20% is to be purchased by Great Southwest Corporation and Glore Forgan, William R. Staats, Inc.; Pennsylvania Company is to purchase Macco Development preferred, and GSW is to purchase Macco Development common; authorizes borrowing \$6 million from Chemical Bank New York Trust Company. (MB)
- Sep. 23, 1965 Boston & Maine Corporation applies to ICC for inclusion in N&W as protection against the effects of Penn Central. (RyAge)
- Sep. 1965 Weakened amplifier in the Penn Station public address system, with the vast array of temporary wiring acting as an antenna, functions as a radio receiver and broadcasts ghostly snippets of music over the public address speakers, adding to the funereal atmosphere of the demolition. (NYT)
- Sep. 24, 1965 Delaware & Hudson applies to ICC for inclusion in N&W. (NYT)
- Sep. 27, 1965 PRR orders 250 center-flow covered hopper cars.
- Sep. 28, 1965 Norfolk & Western Railway Board formally approves plan of merger with the Chesapeake & Ohio Railway. (Bias)
- Sep. 28, 1965 Erie Lackawanna Railroad directors vote to apply to ICC for immediate inclusion in N&W instead of waiting for the N&W-C&O merger. (NYT, Grant)

- Sep. 29, 1965 Eastern and transcontinental railroads sign out-of-court settlement of Transcontinental Divisions Case.
- Sep. 30, 1965 PRR transfers its Arvida Corporation stock to the Pennsylvania Company. (Patman)
- Sep. 30, 1965 Pres. Lyndon Johnson signs High Speed Ground Transportation Research and Development Act sponsored by Sen. Claiborne Pell (1918-2009) of Rhode Island; provides \$90 million over three years for developing and testing high-speed equipment for use between Boston and Washington; Boston-Providence to be United Aircraft "TurboTrain", a gas-turbine, second-generation version of Robert R. Young's "Train-X"; New York-Washington to be high-speed electric MU cars as per earlier PRR proposals; PRR and later Penn Central contribute a total of \$60 million for track and signal improvements; act anticipates starting 100 MPH operation in 18 months and increasing to 160 MPH thereafter; Stuart Saunders is among the guests for the signing in the East Room; negotiations between the PRR and the Dept. of Commerce follow, conducted for the PRR by John D. Morris and James W. Diffenderfer of the Dept. of Special Services with the advice of Stuart T. Saunders, Allen J. Greenough and staff officers; the PRR spends much time coping with exotic plans such as magnetic levitation vehicles and pneumatic tubes put forward by the Dept. of Commerce and with convincing Congressmen that it will be impossible to have a demonstration project up and running before the 1966 elections. (NYT, RyAge, Trains, WatsonPapers - Middleton in Trains says UA entered competition after act signed)
- Sep. 30, 1965 Appearing on the *Today* show, Stuart T. Saunders predicts 100-MPH trains will be running between New York and Washington in 18 months and will be "more luxurious than anything now operating anywhere in the world." (RyAge)
- Oct. 1, 1965 B&O removes dome sleepers from *Capitol Limited*; later assigned to *Florida Special* during winter season. (Stegmaier)
- Oct. 4, 1965 C&O-B&O Board approves plan for merger with Norfolk & Western Railway. (Bias)
- Oct. 11, 1965 New Haven Trustees apply to ICC to abandon all 273 interstate passenger trains effective Mar. 1, 1966, to make company more attractive in Penn Central merger. (NH AR)
- Oct. 11, 1965 Norfolk & Western Railway and Chesapeake & Ohio Railway file a formal merger application with the ICC in order to meet the threat of a larger Penn Central; would create a 26,400-mile system; agree in a

rider to also take in the Boston & Maine Corporation, D&H, Erie Lackawanna Railroad, CNJ and Reading under its Dereco holding company plan; moves to block New York State plan which would force it to take over Erie Lackawanna directly. (Compt., Bias, NYT)

- Oct. 1965 PRR, Milwaukee Road, UP and SP begin operating through mail car between New York and Oakland, Calif., cutting two days off delivery time. (press release 9/30)
- Oct. 13, 1965 Norfolk & Western Railway suggest to ICC that it consolidate the petitions of the D&H, B&M and Erie Lackawanna Railroad with its own. (NYT)
- Oct. 14, 1965 PRR inaugurates TrucTrain TT-24 from Potomac Yard to Kearny. (PR)
- Oct. 15, 1965 Pennsylvania Company closes purchase of an additional 1.9 million shares of the Macco Realty Company from the Macco Corporation (John MacLeod, et al.) for \$27.5 million; Macco is a real estate development company with large holdings in southern California; brings Pennsylvania Company interest to 97.27%. (Patman, \_)
- Oct. 15, 1965 New Haven Trustees submit report on plan for paying prereorganization claims. (Moody's)
- Oct. 15, 1965 First public demonstrations against the Vietnam War are held in 40 cities. (AmrcnDcnds)
- Oct. 1965 General American Transportation Co\_\_ unveils the world's largest tank car with a capacity of 60,000 gallons. (RyAge)
- Oct. 1965 International Organization for Standardization, meeting in The Hague, approves a series of proposed standards for freight containers. (RyAge)
- Oct. 17, 1965 New York World's Fair closes for second and final season; most heavily attended world's fair to date, but visitation is down heavily to only 17 million in the second season and only two-thirds that expected.; Robert Moses takes much of the blame for the financial failure. (Guide, NYT, Trager)
- Oct. 19, 1965 Chairman Stuart T. Saunders orders architect Vincent G. Kling to renovate his business car No. 1000, *Adolphus*, replacing the green vinyl wall covering and fluorescent lights with cherry paneling and incandescent lights, plus more stylish drapery. (Memo)
- Oct. 19, 1965 ICC sets hearings for New Haven petition to abandon all service for Dec. 1; requires railroad to continue all services until July 1, 1966,

- pending hearings. (NYT)
- Oct. 20, 1965 Two days of oral arguments for PRR-NYC merger begin before full ICC; PRR and NYC agree to all preliminary conditions set by examiners, including inclusion of New Haven freight service, possible disposition of Lehigh Valley Railroad, job protection. (NYT)
- Oct. 21, 1965 Justice Dept. urges ICC to reject Penn Central merger and instead create a four-system East; says merger should be approved only if Penn Central takes over New Haven passenger service, divests itself of Pittsburgh & Lake Erie, and waits 18 months to allow B&M, D&H and EL to be merged into N&W. (NYT)
- Fall 1965 Following ICC approval of low rates for Southern Railway's "Big John" bulk hoppers, PRR establishes low rates for Lake grain to Philadelphia and Baltimore to try to recoup losses to St. Lawrence Seaway; based on using 100-ton hoppers and shipping a minimum of 2,250 tons at once on expedited schedules. (Pennsy)
- Oct. 25, 1965 PRR and NYC both report greatly improved results for month of Sep. and first nine months of 1965; PRR net income for first nine months is up from \$18.6 million in 1964 to \$23.8 million in 1965 or from \$2.83 per share to \$3.34 per share, a 1.93% return; NYC net is \$22.3 million or \$3.27 per share or a 2.37% rate of return, best performance since 1956. (NYT)
- Oct. 26, 1965 Metropolitan Commuter Transportation Authority announces it will build a gas turbine MU car and test it between Bethpage and Ronkonkoma; to be designed and built by Budd Company. (NYT)
- Oct. 27, 1965 General Coal Traffic Manager A. Lynne Graburn, Jr., dies at Bryn Mawr Hospital. (NYT)
- Oct. 28, 1965 On second anniversary, Penn Station demolition is half-completed. (PubDept)
- Oct. 28, 1965 Jefferson Gateway Arch topped out at St. Louis; 630 feet tall; centrepiece of 40-block Jefferson National Expansion Memorial Park along river front; designed by Finnish-born architect Eero Saarinen (1910-1961). (NYT)
- Oct. 30, 1965 Last special troop train arrives at Fort Dix, N.J. (Brinckmann)
- Nov. 1, 1965 SEPTA officially absorbs the administration of the SEPACT and PSIC programs; this permits the extension of commuter rail service improvements into Delaware County, which had not been a member of

SEPACT. (SEPTA)

- Nov. 1, 1965 PRR Marketing Dept. created as a new market research group in Traffic Dept. under Assistant VP-Marketing Russell W. Talbot (1906-1988); is to be divided into commercial, rail-transportation, competitive-transportation and traffic-trend research sections. (MB, RyAge)
- Nov. 1, 1965 U.S. Dept. of Commerce calls for proposals to build 50 high-speed MU cars for the Northeast Corridor Demonstration Project and 4 to 6 turbine cars for testing between Boston and Providence; specifications for PRR cars prepared by Louis T. Klauder & Associates; Dr. Robert A. Nelson of the Dept. of Commerce is not interested in building and testing a single prototype train, even though the test cars are in no way capable of being evaluated as prototype service cars; Nelson wants 28 coaches in six 4-car trains with 4 in reserve and proposes a government contribution of \$9.6 million; the PRR sees this as the only opportunity to reequip the Northeast Corridor service, and Chairman Saunders decides that parlor cars are essential to attract business travelers, so the PRR will acquire them at its own expense; hence the order is made for 40 coaches and 10 parlor cars. (RyAge, WatsonPapers)
- Nov. 1, 1965 PRSL obtains trackage rights over PRR between "VERNON" Interlocking in West Haddonfield and Pavonia Yard via Delair to access Pavonia Engine Terminal. (PRSL)
- Nov. 1, 1965? Albert M. Schofield (1914-2000) named Assistant to VP-Operations to work on coordinating merger. (press rel. 11/2)
- Nov. 1, 1965 Howard C. Kohout (1914-2002), formerly VP & General Manager of the Lehigh Valley Railroad, named VP-Western Region, replacing Herbert Phillips, VP & General Manager, named VP-Chicago; Christy G. Magruder (1904-2001) promoted from Assistant VP-Freight Sales to Assistant VP-Traffic. (NYT, RyAge - verify)
- Nov. 1, 1965 New Haven conveys South Boston-Braintree line of Old Colony Railroad to MBTA for \$2.47 million, retaining right to operate freight service; New Haven also grants options on other Old Colony lines through Jan. 31, 1968. (NH AR, Moodys)
- Nov. 1, 1965 John F. Nash, formerly Senior VP of NYC and VP of the Pittsburgh & Lake Erie Railroad, named Pres. & General Manager of the Lehigh Valley Railroad, replacing Allan J. Greenough as Pres. and H.C. Kohout as General Manager. (NYT)
- Nov. 1, 1965 CNJ and Lehigh Valley Railroad consolidate their parallel lines in the

Lehigh Valley; a new connection allows LV trains to cross on the Reading from South Bethlehem to Bethlehem Jct., use the CNJ's modern Allentown Yard, and then the CNJ west to Lehighton; the CNJ is abandoned in favor of the LV between Lehighton and Packerton Jct., and from "HETCHEL" west of Glen Onoko to "FRASER" west of White Haven; LV is abandoned in favor of the CNJ between Fraser and Laurel Run, as well as the original passenger line from Mountain Top to Franklin Jct. west of Ashley; LV tracks are left in place between South Bethlehem and Lehighton and Fraser to Laurel Run for detours and local industries. (AR, Railpace - or 10/28??)

- Nov. 3, 1965 ICC grants New Haven permission to discontinue 32 trains to Needham Heights, West Medway, Blackstone and Dedham on three of five Boston commuter lines; New Haven will continue service under subsidy from MBTA. (ICC, NH AR, RyAge)
- Nov. 9, 1965 Failure of a power plant in Ontario near Niagara Falls precipitates 13-hour blackout in New York and New England at 5:24 PM; PRR catenary power, which comes from New Jersey, is unaffected, but power to work Penn Station switches comes from New York and fails; LIRR third rail also fails, but trapped passengers rescued by GG1's or PRR MU's; PRR spikes switches and begins limited service at 8:05 PM, when *Broadway* departs; full service restored at 7:20 AM on Nov. 10; 800,000 subway riders are trapped underground. (NYT, Pennsy, RyAge, Trager)
- Nov. 9, 1965 ICC reopens N&W-Wabash-Nickel Plate merger to consider applications from Erie Lackawanna, Delaware & Hudson and Boston & Maine for inclusion in N&W.
- Nov. 9, 1965 Norfolk & Western Railway dropped from membership on Board of Managers of Union Depot Company (Columbus), as have ceased to operate passenger trains into Columbus. (MB)
- Nov. 10, 1965 PRR restores full service to and from New York at 7:20 AM; NYC resumes at 10:00 AM; New Haven does not resume until later in the day, and LIRR offers only token service. (RyAge, NYT)
- Nov. 10, 1965 Aluminum Company of America (ALCOA) announces it is rescinding a 2% price increase after the government announces it will sell aluminum from the national stockpile; Pres. Johnson continues his policy of "jawboning" to talk companies and unions out of inflationary increases, but ultimately he cannot bully the entire economy the way he has bullied the Senate as Majority Leader. (AmrcnDcds, Samuelson)
- Nov. 11, 1965 Pennsylvania Dept. of Commerce awards contract to Louis T. Klauder

& Associates to study high-speed operation in "Keystone Corridor" between Philadelphia and Harrisburg. (RyAge)

- Nov. 15, 1965 Louis T. Klauder & Associates issues a preliminary engineering report on improving Northeast Corridor passenger service between New York and Boston to the Dept. of Commerce; recommends full electrification at 25,000 volts, 60 cycles and straightening many curves; studies several options running from 2:30-3:00 running times and speeds from 125 to 150 MPH; costs range from \$469 million to \$700 million. (Rept/Watson)
- Nov. 15, 1965 Brotherhood of Locomotive Firemen & Enginemen demands railroads rehire 17,500 firemen who lost jobs under 1963 award. (NYT)
- Nov. 15, 1965 Metropolitan Commuter Transportation Authority announces plan to let LIRR trains run over BMT subway tracks between Brooklyn and lower Manhattan. (NYT)
- Nov. 1966 PRR is installing new large air intakes under the pantographs of GG1's. (Trains)
- Nov. 1965 PRR receives first locomotives of orders for 10 2,500-HP Alco Century C-425's and 5 2,750-HP Century C-628's. (RyAge)
- Nov. 1965 Speaking to the Railway Systems & Management Association at Chicago, Al Perlman calls for a national computer center to keep track of all U.S. freight cars. (RyAge)
- Nov. 1965 NYC sends 4,000 copies of brochure, *A Future for You with a Modern Railroad*, to 95 colleges. (Guide)
- Nov. 1965 Seaboard Air Line Railroad buys 23 lightweight coaches, 6 dining cars, 2 tavern-lounge-observation cars, and 2 baggage-dormitory cars from the Florida East Coast Railway, giving it parity in lightweight equipment with the Atlantic Coast Line. (Frailey)
- Nov. 17, 1965 Negotiators for the City, SEPTA and the Philadelphia Transportation Company announce an agreement for SEPTA to purchase PTC for \$59.75 million. (SEPTA)
- Nov. 18, 1965 West Side Association of Commerce in New York presents its gold medal and citation to PRR and Madison Square Garden Corporation for the "outstanding contribution to the welfare of the nation and the people of New York City:" 900 tons of debris being removed from Penn Station daily. (NYT)

- Nov. 18, 1965 NYC Flexi-Flo bulk commodity system wins Railway Progress Institute's Golden Freight Car award. (RyAge, AR)
- Nov. 1965 PRR begins reduced Saturday excursion fares, Washington to New York, at half regular round trip fare; limited to certain trains. (PR)
- Nov. 1965 PRR announces plans for 30-story Kennedy House co-op apartment house in Penn Center on the north side of the Boulevard between 20th and 21st Streets; to open in fall of 1967. (press rel. 11/14)
- Nov. 1965 PRR begins new publicity campaign orchestrated by Al Paul Lefton Company, Inc., in last-ditch effort to save *The Broadway Limited*, not advertised since 1963, including complimentary newspapers delivered to rooms, canapes in lounge car and sherry with dinner; at this time, the average daily passengers number 70; one year later, the number has fallen to 54, where it stays until discontinuance. (press release 11/10, PassDept, NYT)
- Nov. 1965 PATH agrees with PRR to lease two passenger tracks for exclusive use between Journal Square and Newark and perform all transit service upon implementation of Aldene Plan. (PtAuth AR)
- Nov. 1965 New Haven makes tentative agreement with Rhode Island and Connecticut to continue long distance trains through July 1, 1966, in return for \$1.7 million subsidy. (NH AR, NYT)
- Nov. 1965 PRR donates *Reuben Wells* to Children's Museum at Indianapolis. (delivered in 1968!)
- Nov. 1965 PRR begins taking delivery of 100 new freight diesels: 20 2,500 HP units, 15 2,750 HP units, 65 3,000 HP units; last of order delivered in May 1966.
- Nov. 1965 ICC reopens N&W-NKP-Wabash merger case on petition of Erie Lackawanna, D&H and B&M for inclusion.
- Nov. 20, 1965 PRR 4-4-0 No. 1223 leased to the Strasburg Railroad, runs up PRR track in Water Street, Lancaster, to deliver Santa Claus to Watt & Shand's department store. (Trains)
- Nov. 24, 1965 New York Supreme Court rules against groups challenging Port Authority's right to build World Trade Center. (NYT)
- Nov. 26, 1965 Pennsylvania Supreme Court rejects Philadelphia Transportation Company's challenge to right of SEPTA to acquire the city transit system; PTC then begins negotiating with SEPTA. (AR)

- Nov. 27, 1965 PRR operates 15 specials with 12,000 passengers to Army-Navy game.
- Nov. 28, 1965 PRR runs two 20-car special trains from New York to Washington and return for one of the first big protest demonstrations against the Vietnam War. (NYT)
- Nov. 29, 1865 PRR Board increases the regular quarterly dividend from 25 cents to 40 cents a share and declares an extra dividend of 85 cents a share. (NYT)
- Nov. 29, 1965 SEPTA stages press preview run with two "Silverliners" between Philadelphia and Harrisburg to publicize service improvements; hits speeds over 80 MPH. (Trains)
- Nov. 30, 1965 United Aircraft Corporation unveils its version of an ultra-lightweight 160 MPH train using aircraft turbine engines for Connecticut Gov. John N. Dempsey and representatives of the U.S. Commerce Dept. at Hartford; "TurboTrain" is a direct descendant of Train-X; offers three 5-car sets to Connecticut Transportation Authority for New York-Hartford service; design is by Alan R. Cripe (1924-1994), who had worked on Robert R. Young's "Train-X." (RyAge, NYT)
- Dec. 1, 1965 ICC Commissioner William H. Tucker begins hearings on New Haven's petition to drop all interstate passenger trains. (RyAge)
- Dec. 1, 1965 ICC examiner approves B&O's reduced carload rates on paper exported through Baltimore and finds cuts made by railroads serving New York unjustified. (RyAge)
- Dec. 1, 1965 New York Supreme Court vests title to entire 16-acre World Trade Center site in Port Authority. (NYT)
- Dec. 3, 1965 Council of Economic Advisers receives advance statistics that show a boom developing with increased inflation; warn Pres. Johnson of need to cool economy by raising taxes; unemployment begins to fall to 3.5%, lowest since Korean War. (Matusow, NYT)
- Dec. 3, 1965 Philadelphia-Pakesburg and Lancaster-Harrisburg commuter trains make last runs. (tt)
- Dec. 5, 1965 Federal Reserve raises discount rate from 4% to 4½%, the highest in 35 years, in an attempt to stem inflation, which now begins a steady increase. (NYT)
- Dec. 5, 1965 "Silverliners" assigned to all local trains between Philadelphia and Harrisburg under new SEPTA program; schedule increased from 3 to 8 round trips with SEPTA funding; time cut from 2:00 to 1:45; 600-series

- Harrisburg trains take over Philadelphia-Parkesburg and Lancaster-Harrisburg commuter traffic; separate Lancaster-Harrisburg and Philadelphia-Parkesburg commuter trains discontinued. (tt, Shappell)
- Dec. 6, 1965 SEPTA names No. 603-610 Philadelphia-Harrisburg commuter train *The Harrisburger* and *The Philadelphian*; No. 602, morning train serving Chester County commuters named *The Chester Countian*. (tt)
- Dec. 7, 1965 Penphil Company sells its 10,000 shares of Great Southwest at a profit of \$212,400 or 130% to Glore Forgan, Wm. R. Staats, Inc.; they resell them to PRR at further profit of \$4,300. (Patman)
- Dec. 8, 1965 ICC examiner in Per Diem Case finds New Haven and other lines have been charged excessive per diem rates for freight car hire by the railroads with large car fleets.
- Dec. 10, 1965 Commerce Dept. contracts with Budd Company to build four test cars for high-speed service in Northeast Corridor for \$952,000; PRR asks for bids to build 50 high-speed cars for revenue service. (RyAge, NYT)
- Dec. 10, 1965 New York Supreme Court awards Hudson & Manhattan Corporation and Hudson Rapid Tubes Corporation \$72.8 million in compensation for sale of Hudson & Manhattan Tubes and Hudson Terminal to PATH; PATH plans an appeal. (PtAuth AR, NYT)
- Dec. 13, 1965 ICC sets Apr. 20, 1966 for hearings on Boston & Maine, Delaware & Hudson and Erie-Lackawanna's petitions for inclusion in N&W-Nickel Plate merger. (NYT)
- Dec. 1965 Demolition of General Waiting Room of Penn Station completed. (FinDept - should this be 12/64? photo of 7/65 shows entirely gone - Trains has photo dated 12/65 showing only skeleton of GWR)
- Dec. 1965 PRR requests bids from Budd, St. Louis Car Co., Pullman-Standard, and United Aircraft on 50 high-speed MU cars (40 coaches and 10 parlors) for April 1967 delivery; U.S. puts up \$9.6 million and PRR the rest. (WatsonPapers, Rept - Watson also says 1/66)
- Dec. 1965 PRR announces that it will modernize South Amboy coal dumpers to accommodate 100-ton hoppers.
- Dec. 1965 PRR orders 1,764 freight cars for 1966 delivery; Samuel Rea Shops will build 736 70-ton and 100-ton auto parts box cars and 500 100-ton hoppers; Pullman-Standard will build 467 box cars; Thrall Car Company will build 61 box cars, both of hi-cube type. (RyAge)

- Dec. 1965 Southern Railway installs the first IBM 705 Model 2 computer on any U.S. railroad for the purpose of car tracing and billing. (BDavis)
- Dec. 16, 1965 Atlantic Coast Line Railroad introduces candlelight dinners and B&O dome sleeping cars on *Florida Special* between Richmond and Miami; cars won't fit through the Capitol Hill Tunnel. (NYT, Trains)
- Dec. 17, 1965 Dow Jones rails index hits new high of 249.55. (Wyckoff)
- Dec. 20, 1965 United Aircraft Corporation submits a proposal for a low center of gravity train with gas turbine propulsion for use between New York and Boston; it is a reworking of the earlier Train-X and becomes known as the "TurboTrain." (Watson/Rept)
- Dec. 21, 1965 New York Airways begins helicopter service to New York airports from roof of Pan Am Building, converting Grand Central Terminal to an intermodal transportation hub. (NYAir)
- Dec. 22, 1965 PRR agrees to sell LIRR to state of New York for \$65 million in cash, concessions and tax relief and makes first \$10 million down payment pending approval by ICC; PRR acquires the Bay Ridge freight line and air rights over Sunnyside Yard; PRR surrenders \$75.7 million in LIRR debt and interest to Metropolitan Commuter Transportation Authority; LIRR receives 99-year lease of operating rights into Penn Station at \$800,000 per year. (NYT, Moodys, Trains)
- Dec. 23, 1965 Detroit, Toledo & Ironton Railroad abandons its line between Petersburg Jct. and Lambertville, Mich., in favor of trackage rights over the Ann Arbor Railroad. (michiganrailroads)
- Dec. 27, 1965 Pennsylvania Tunnel & Terminal Railroad Company approves agreement to acquire Bay Ridge Branch and part of Evergreen Branch from LIRR and grant MCTA an option on East River Tunnels. (MB)
- Dec. 27, 1965 St. Louis Car Company submits its proposal for 50 high-speed MU cars for New York-Washington service. (WatsonPapers/Rept)
- Dec. 29, 1965 *Wall Street Journal* reports that ICC has approved the Penn Central Merger and will issue a formal report in Jan. 1966. (Trains)
- Dec. 29, 1965 Budd Company submits its proposal for 50 high-speed MU cars for April 1967 delivery; United Aircraft Corporation submits its proposal for equipment for use between New York and Washington that is an electric version of its "TurboTrain" with pantographs. (WatsonPapers/Rept)

- Dec. 31, 1965 Boston Terminal Corporation sells South Station to Boston Redevelopment Authority to be demolished for new transportation center.
- Dec. 31, 1965 *Blue Diamond* makes last run between Wilmington and Delmar; passenger service permanently discontinued on Delmarva Peninsula south of Wilmington; six-month experiment earned \$5,500 vs. \$40,000 in expenses. (tt, A-sheet, PassDept)
- Dec. 31, 1965 George R. Wallace resigns as VP-Traffic of the Lehigh Valley Railroad to be General Manager, Market Research of the PRR. (AR)
- Dec. 31, 1965 PRSL Board authorizes retirement of the portion of the Somers Point Branch between Linwood and Somers Point; "SWIFT" Tower at Millville. (MB)
- 1965 PRR increases dividend from \$1.25 to \$2.00 per share.
- 1965 Compromise settlement of the Western Divisions Case results in \$4 million increase in PRR freight earnings.
- 1965 PRR installs "Instant Car Location" procedure as part of car-tracking system; begins to distribute analytical sales and market data for new Marketing Dept.
- 1965 PRR completes computerization and centralization for accounting for all 900 freight agency stations at Philadelphia, Pittsburgh and Chicago.
- 1965 PRR subsidiary Delbay Corporation acquires air rights over part of Sunnyside Yard using proceeds from the sale of Harborside Terminal. (MB)
- 1965 Bordentown, N.J., station intentionally burned down. (BordHS)
- 1965 Two new office towers completed in Penn Center. (AR- which?)
- 1965 Allegheny Portage Railroad declared National Historical Site; \$2 million appropriated to acquire property. (AltoMirror - verify)
- 1965 Two 25-storey apartment buildings are constructed on air rights over NYC's Mott Haven Yard in the Bronx. (Trains - verify)
- 1965 John M. Seabrook is elected to NYC Board at request of his friend Howard Butcher III, who now has substantial NYC stock holdings; supposedly to push the Penn Central merger from the inside. (Patman)

- 1965 NYC completes CTC on River Division between Little Ferry and Selkirk. (AR)
- 1965 Herr's Island Stock Yard abandoned by Armour & Co. (Cards)
- 1965 New engine and car shop opens at Pavonia, N.J., near Camden.
- 1965 PRR enlarges TrucTrain terminal at Kearny with storage for another 100 trailers and an additional overhead gantry crane. (RyAge)
- 1965 PRR opens new TrucTrain terminal at Kalamazoo.
- 1965 PRR enlarges TrucTrain terminal at Cleveland.
- 1965 PRR begins interchanging TrucTrain traffic with Missouri Pacific.
- 1965 Norfolk & Western Railway improves ex-PRR Sandusky line for 70-MPH running. (RyAge)
- 1965 NYC handles 122,081 Flexi-vans, up 18.7% over 1964; provide 17% of NYC's net income. (Trains)
- 1965 New Haven sells Old Colony right of way between South Boston and Braintree to MBTA for extension of Red Line subway. (Humphrey)
- 1965? B&O cuts back Pittsburgh commuter service from Connellsville to Versailles and uses only RDC's. (Trains - verify)
- 1965 Boston & Maine Pres. Patrick B. McGinnis (1904-1973) is sentenced to 18 months in prison for accepting kickbacks on the sale of Boston & Maine streamlined passenger cars. (Trains)
- 1965 Studebaker Corporation folds and closes its 63-year old automobile factory at South Bend, Ind. (FactsStates - or 1966??)
- 1965 M.A. Hanna Company, now reduced to an investment company, is liquidated. (EncycCvlndHist)
- 1965 U.S. gross national product increases 7%, from \$628 billion to \$672 billion. (AmrcnDcds)
- 1965 International Business Machines Corporation introduces its third-generation computer, the IBM 360. (AmrcnDcds)