

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

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1966

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All data subject to correction and change

- Jan. 1, 1966 Chester J. Henry retires as Chief Engineer after 46 years of service and post abolished; VP, Purchases & Real Estate J. Benton Jones made VP, Engineering & Real Estate with supervision of Engineering Dept.; Purchasing Dept. placed under VP, Operations; Richard E. Franklin returns to PRR and is named to restored post of Vice President, Transportation & Maintenance; F.C. Matey named Manager-TrucTrain; George R. Wallace named Manager, Market Research. (MB)
- Jan. 1, 1966 Mike Quill's Transport Workers Union begins a crippling New York subway and bus strike at 5:00 AM; strike coincides with liberal Republican Mayor John V. Lindsay's (1921-2000) first day on the job; Quill is provoked by Lindsay's upper-class WASP manners and his reformer's refusal to play politics-as-usual; 20,000 riders switch to LIRR, requiring partitions to separate LIRR and PRR portions of Penn Station and control crowds; lines stretch for blocks outside Penn Station and Grand Central with two-hour waits to board trains. (NYT, Pennsy, Hood)
- Jan. 1, 1966 Charles S. Hill is named Assistant Comptroller of the Pennsylvania Company. (MB)
- Jan. 1, 1966 Bethlehem Steel Corporation raises the price of structural steel by \$5 per ton, followed by Inland Steel Corporation and Colorado Fuel & Iron Corporation; move is denounced by Pres. Johnson and his Council of Economic Advisers as inflationary and exceeding federal guideposts. (NYT)
- Jan. 1, 1966 United States Steel Corporation (N.J.) is merged into U.S. Steel Company, which is renamed United States Steel Corporation (Del.). (Moody's)

- Jan. 3, 1966 Brotherhood of Locomotive Firemen & Enginemen asks for a 25% increase. (AR)
- Jan. 3, 1966 Johnson Administration orders the government to stop buying structural steel except at the lowest price, in effect declaring a boycott of Bethlehem Steel, Inland Steel and Colorado Fuel & Iron. (NYT)
- Jan. 3, 1966 Milton Jerrold Shapp (1912-1994), in the role of a dissident PRR stockholder, asks ICC to reopen merger hearings; request denied; Shapp is the Chairman of Jerrold Corporation, a Philadelphia electronics firm. (NYT)
- Jan. 4, 1966 Brotherhood of Railroad Trainmen threatens to halt LIRR service saying trains are overcrowded and unsafe; PRR gets injunction to block TWU picketing at Penn Station and Sunnyside Yard. (NYT)
- Jan. 4, 1966 Bowing to federal pressure, Colorado Fuel & Iron Corporation postpones its \$3 per ton price increase. (NYT)
- Jan. 5, 1966 All parties agree to inclusion of New Haven in Penn Central merger at liquidation value of \$128 million.
- Jan. 5, 1966 Joint Review Board reports that elimination of firemen on road freight and yard engines has had no adverse effects; report is denounced by representative of Brotherhood of Locomotive Firemen & Enginemen on Board.
- Jan. 5, 1966 Erie Lackawanna Railroad files to eliminate all New York and New Jersey commuter service now serving 35,000 riders. (Trains)
- Jan. 5, 1966 After a “jawboning” session between government representatives and officers of the United States Steel Corporation, they agree to a compromise solution to the steel price crisis; the price of some structural steel will be increased by only \$2.75 per ton to be offset by lowering the price of cold rolled sheets on the West Coast; the other steel companies agree, and the government withdraws its proposed boycott. (NYT)
- Jan. 7, 1966 LIRR carries 350,000 passengers, most of whom use special shuttle trains between Penn Station and Jamaica. (NYT)
- Jan. 7, 1966 Rev. Martin Luther King, Jr., begins a campaign for open housing in Chicago. (AmrcnDclds)
- Jan. 1966 PRR and Reading approve plan of City of Philadelphia to connect

Suburban Station with Reading lines by a tunnel under Center City to be financed by federal grants under the Mass Transportation Act of 1964. (Pennsy - check Rdg for date)

- Jan. 8, 1966 Philadelphia Mayor Tate says city hopes to begin work on Center City Commuter Connection in 1966. (NYT)
- Jan. 10, 1966 PATH orders 44 new PA-2 cars for Aldene Plan connection from St. Louis Car Division of General Steel Industries, Inc. (PtAuth AR)
- Jan. 12, 1966 In his State of the Union address, Pres. Johnson states that the country can afford both an expansion of his Great Society programs and the Vietnam War. (NYT)
- Jan. 13, 1966 New York transit strike ends; the TWU gains a 15% pay raise over three years and early retirement benefits, twice as much as they ever received under former Mayor Wagner. (Trager, NYT, Hood - when city injunction - when was Quill & 6 others jailed for contempt?? - when say "The judge can drop dead in his black robes!")
- Jan. 14, 1966 *Modern Railroads* readers poll picks Stuart T. Saunders as "Man of the Year" for second year in a row, beating out D.W. Brosnan of the Southern Railway.
- Jan. 14, 1966 First of 48 perimeter columns for new Madison Square Garden placed at Penn Station. (NYT)
- Jan. 14, 1966 PRSL trains Nos. 102-135 make last runs to and from the Front Street platform at Camden for employees of waterfront industries. (tt, Coxey)
- Jan. 15, 1966 Last runs of passenger trains between Camden (Broadway) and West Haddonfield; tracks removed to permit construction of PATCO transit line on former PRSL right-of-way; also last operation of limited rush-hour service from the Front Street platform for employees of waterfront industries. (tt, Coxey)
- Jan. 1966 PRR 70-car unit coal train used in AAR-sponsored tests of General Electric Company's automatic car identification system; readout equipment installed at "SPRUCE" Tower at Spruce Creek, Pa., communicating by punched tape with Enola Yard. (RyAge)
- Jan.? 1966 PRR has GP9 in mid-train slave unit service between Altoona and Elmira, N.Y. (Trains)
- Jan. 1966 General Solicitor Windsor F. Cousins retires. (RyAge)

- Jan. 16, 1966 All Atlantic City and Cape May trains routed into 30th Street via Delair Bridge; Pemberton and Millville locals continue to terminate at Broadway; PRSL abandoned between Division Street, Camden, and "VERNON"; PRSL single-tracked between West Haddonfield ("VERNON") and Kirkwood ("KIRK"); PRSL freights begin operating into Pavonia Yard via Delair instead of to Camden. (AR, A-sheet)
- Jan. 17, 1966 U.S. Supreme Court upholds ICC decision that PRR rates for perishables from the South discriminate against New York City in favor of New Jersey. (NYT)
- Jan. 17, 1966 Public Service Coordinated Transport begins operating connecting bus service for PRSL between Camden and Haddonfield; old Haddonfield station at Kings Highway closes and new temporary station opens at Euclid Avenue. (AR, A-sheet)
- Jan. 17, 1966 PRR cuts off-peak Philadelphia-Harrisburg fares. (PR)
- Jan. 18, 1966 Dow Jones industrial average tops 1,000 for first time. (Wyckoff)
- Jan. 18, 1966 First above-ground steel column for Madison Square Garden placed. (PubRel)
- Jan. 19, 1966 CNJ files with the N.J. State Highway Dept. to discontinue passenger service on its Seashore Branch between Matawan and Atlantic Highlands. (AR)
- Jan. 20, 1966 PRR reports system consolidated net earnings for 1965 of \$70.1 million, up 16% from 1964; earnings per share of \$5.06 vs. \$4.57 in 1964. (NYT)
- Jan. 20, 1966 Special meeting of LIRR stockholders approves sale to State of New York; Metropolitan Commuter Transportation Authority hands PRR a \$55 million check for the balance due, and PRR delivers all 1,099,827 shares; all old officers and directors resign; operation by Metropolitan Commuter Transportation Authority begins; five MCTA members elected LIRR directors; William J. Ronan elected to new post of LIRR Chairman; Pres. Thomas Goodfellow and all other officers remain. (MB, NYT)
- Jan. 20, 1966 LIRR begins a new 99-year lease for the use of Penn Station and tunnels: \$581,000 in first year and \$800,000 per year after that, plus and additional \$12,500 for each 850,000 passenger carried above a benchmark of 53,322,542 per year. (Moody's)
- Jan. 21, 1966 Sen. Claiborne Pell announces that the Dept. of Commerce has

- awarded \$2.1 million to United Aircraft Corporation for two gas-turbine "TurboTrains" for high-speed Boston-Providence service. (NYT, Trains)
- Jan. 23, 1966 First of what will be a string of devastating winter storms drops two inches of snow on the New York City area. (NYT)
- Jan. 24, 1966 Sen. Robert F. Kennedy, before ICC, urges Penn Central include "essential" New Haven passenger service. (NYT)
- Jan. 24, 1966 Gov. Nelson Rockefeller announces that New York and Connecticut are preparing to take over the New Haven's West End commuter service. (NYT)
- Jan. 24, 1966 "VERNON" Interlocking at West Haddonfield taken out of service as part of the construction of the PATCO High-Speed Line. (Coxey)
- Jan. 24, 1966 Pres. Johnson submits a \$112.8 billion "guns and butter" budget, without a significant tax increase, to Congress against advice of his own economic advisors; the budget assumes the Vietnam War will be over by June 30, 1967; in actuality, war costs will be double the projected figure by July 1, 1966. (NYT, Matusow)
- Jan. 24, 1966 Indianapolis Union Railway Board of Managers accepts NYC proposal to control "BX" and "KD" Interlockings from "IJ" Interlocking. (MB)
- Jan. 25, 1966 Mayor John V. Lindsay calls for stopping the Penn Central merger unless it includes the New Haven; N.Y. Sen. Jacob Javits insists the Penn Central be obliged to operate the New Haven's passenger service. (NYT)
- Jan. 25, 1966 Sen. Robert F. Kennedy announces that Dept. of Housing & Urban Development has approved a \$925,000 grant with \$253,000 in matching funds from New York State for an experimental gas-turbine car for LIRR; car to have twin 535 HP jet engines by Garrett Corporation housed in a Budd Pioneer III-type car body; program to be administered by Tri-State Transportation Commission. (NYT)
- Jan. 26, 1966 Seventeen hour snowfall hits Philadelphia; worst since 1935; New York City gets an additional three inches. (BilltnAlmnc, NYT)
- Jan. 28, 1966 Michael J. Quill (1906-1966), head of the Transport Workers Union, dies of heart failure, ending an era in New York City transit politics. (NYT)
- Jan. 29, 1966 Blizzard, worst in 70 years with gusts up to 51 MPH, moves up the

East Coast between North Carolina and New England and west as far as eastern Ohio; causes 166 deaths, 99 in the South; reaches New York City by 9:30 PM; most major highways and airports closed or disrupted; city of Baltimore is paralyzed; PRR halts all service south of Baltimore for 11 hours because of frozen switches; Northeast Corridor service halted or disrupted for over 24 hours; loss to PRR \$2 million, making it worst storm damage since 1958 blizzard or 1936 floods; dry, granular snow causes 84 GG1's to fail again; PRR hides this fact because had promised NJ PUC it had corrected problem in 1958; leads PRR to consider replacing GG1's in freight service and use of MU cars for passenger service. (NYT, VPR, MB)

- Jan. 30, 1966 PRR resumes service to Washington on a limited basis in the late afternoon; storm coincides with the end of semester break, with large numbers of students, including the author, returning to college for Monday classes; westbound NYC *Wolverine* is stuck in drifts in an isolated area west of Rochester for five hours; most NYC long distance trains arrive in New York several hours late; diesels are used to tow GG1's disabled by fine snow in intakes. (NYT, Trains)
- Jan. 31, 1966 U.S. Supreme Court in 7-1 decision holds that 1963 arbitration ruling eliminating firemen does not invalidate state full crew laws.
- Feb. 1, 1966 PRR announces that Samuel Rea Car Shop has turned out the first of two experimental Class TP1 38,000-gal. (150-ton) "Rail Whale" jumbo tank cars. (PR)
- Feb. 1, 1966 V.J. Floyd named General Manager, Industrial Development. (MB)
- Feb. 1, 1966 D.E. Pergrin named Superintendent of Transportation of the Baltimore & Eastern Railroad, replacing J.M. McGuigan. (MB)
- Feb. 1, 1966 New York Appellate Court upholds Port Authority's right to acquire World Trade Center site by condemnation. (NYT)
- Feb. 1, 1966 Third storm drops additional 2.4 inches of snowfall at Philadelphia; 2 inches in New York City; 13 inches in Midwest (NYT, BlttnAlmnc)
- Feb. 8, 1966 ICC denies N&W and C&O request to combine its petition for merger with Erie-Lackawanna; Delaware & Hudson and Boston & Maine petition for inclusion in N&W. (NYT)
- Feb. 1966 During the week of Feb. 7, Chairman Saunders and VP Henry W. Large make 7,000-mile tour of West and Southwest to drum up traffic. (MB)

- Feb. 9, 1966 Three-and-a-half year bull market crests with Dow Jones industrial average at a then-record high of 995, economic downturn begins. (NYT)
- Feb. 14, 1966 N&W tells ICC that any plan that calls for it to assume the debts of the Erie Lackawanna Railroad is “unthinkable.” (NYT)
- Feb. 15, 1966 Passenger Service Bureau in Passenger Dept. formed by consolidation of Passenger & Tariff Redemption, Ticket Stock, Baggage and Pass Bureaus under B.A.J. Howard, Manager of Passenger Service Bureau. (MB)
- Feb. 15, 1966 PRSL Board authorizes the retirement of the portion of the old Newfield Branch between Mays Landing and McKee City. (MB)
- Feb. 19, 1966 Pennsylvania Research & Information Association formed by railroad buffs Elmer M. Steuernagel, John M. Prophet III (1915-2002) and about 20 others to publish information on the PRR; precursor of Pennsylvania Railroad Technical & Historical Society. (PRRTHS)
- Feb. 20, 1966 SEPTA schedule improvements and equipment extended to Paoli, Media/West Chester and Wilmington commuter lines, from which they had been barred previously by Delaware County’s refusal to join SEPACT. (A-sheet, TuckerColl)
- Feb. 23, 1966 33rd Street taxi drive at Penn Station close at 12:00 Noon to permit demolition; Penn Plaza Drive, a new cross street between 31st and 33rd Streets cut through old restaurants, opens; 31st street ramp closed in 1965. (A-sheet, NYT)
- Feb. 27, 1966 William J. Ronan elected Chairman of the Tri-State Transportation Commission; Dwight W.G. Palmer of N.J. and Leo V. Donohue of Connecticut elected Vice Chairmen. (NYT)
- Mar. 1, 1966 PRR executes new \$50 million, two-year revolving credit agreement with the First National City Bank; also a \$50 million term loan for one year beginning Mar. 1, 1968. (MB)
- Mar. 2, 1966 Pres. Johnson sends message to Congress calling for cabinet-level Dept. of Transportation to assume all non-regulatory activities. (MB)
- Mar. 3, 1966 Federal court bars unions from striking to force railroads to rehire 22,500 firemen and trainmen; must use procedures of Railway Labor Act. (NYT)
- Mar. 3, 1966 First three GG1s retired; No. 4804, No. 4831, No. 4847. (Trains)

- Mar. 3, 1966 Grace Line freighter *Santa Isabel* dislodges the Raritan River draw span on NY&LB, jamming it in an open position; PRR and CNJ institute bus shuttle service between Perth Amboy and South Amboy; CNJ freight is detoured via Oak Island Jct., Monmouth Jct., Farmingdale, and Red Bank, putting all traffic in one train of up to 100 cars with two road switchers on each end for ease of reverse movements needed at each junction; passenger traffic falls off 40%. (MB, NYT)
- Mar. 3, 1966 NYC inaugurates first of 15 Flexi-Flo terminals at North Bergen; Flexi-Flo system transfers liquid and dry bulk cargoes from covered hoppers to tank trucks through high-pressure stainless steel equipment to avoid contamination; Flexi-Flo was introduced in 1964, but this is the first special terminal. (NYT)
- Mar. 4, 1966 Pres. Johnson calls on Congress to appropriate \$20 million for initial high speed rail test projects. (NYT)
- Mar. 8, 1966 Indiana Supreme Court upholds constitutionality of the state's Full Crew Law. (MB)
- Mar. 8, 1966 Labor Dept. announces that unemployment has bottomed at 3.7% in Feb., the lowest since Nov. 1953; however, during the recovery, non-white unemployment has been rising and is now climbing towards 8%, as the economy sheds lower-skill jobs. (NYT)
- Mar. 9, 1966 NYC begins offering complimentary Burgundy or Sauterne and fruit platters to diners on *Twentieth Century Limited*. (Trains)
- Mar. 10, 1966 PRR, NYC and Detroit Edison announce inauguration of new unit coal train between mines in eastern Ohio and Detroit. (PR)
- Mar. 11, 1966 ICC approves reorganization plan for Boston & Providence Railroad. (NH AR)
- Mar. 13, 1966 N&W stages three-day inspection of Erie Lackawanna Railroad between Chicago and New York. (Trains)
- Mar. 15, 1966 Pres. Johnson signs act restoring excise taxes on automobiles to 7% and on telephones to 10%; also provides for graduated withholding of income taxes and accelerated corporate tax collections; tax increases begin cooling boom. (NYT, Matusow)
- Mar. 15, 1966 B&O Director of Passenger Services Paul H. Reistrup recommends eliminating passenger service, as ridership continues to fall. (Sanders)

- Mar. 1966 PRR, Dept. of Commerce and Louis T. Klauder & Associates evaluate the bids for the 50 high-speed MU cars; Budd Company has the highest evaluation and lowest bid; PRR staff notes that neither of the electric propulsion subcontractors, General Electric Company and Westinghouse Electric Corporation, have experience in this high-speed range; VP, Operations David E. Smucker decides on their recommendation to split the contract between the two, so that there may be a 50% success instead of a 100% failure; as it turns out, the Westinghouse cars are seriously defective. (WatsonPapers)
- Mar. 1966 Macco Realty Company acquires 700 acres on the east side of the City of Brea from the Union Oil Company of California as the site of a 2,200-home development called "Glenwood"; construction of the first 150 homes is to begin in the summer. (NYT)
- Mar. 18, 1966 PRR "Rail Whale" jumbo tank car leaves Pittsburgh on first revenue trip to Leominster, Mass. (PR)
- Mar. 21, 1966 PRR and CNJ institute revised emergency timetable for NY&LB covering bus shuttle between Perth Amboy and South Amboy; delay adds 30 minutes to regular running time. (NYT, tt)
- Mar. 21, 1966 NYC places first of 40 rebuilt main line coaches in New York commuter service; rebuilt with 108 seats. (NYT)
- Mar. 22, 1966 PRR announces it has applied to ICC to discontinue "*Spirit of St. Louis*" and combine with *The Penn Texas* on Apr. 24. (NYT)
- Mar 23, 1966 PRR grants trackage rights to B&O-C&O over the joint PRR/Baltimore & Ohio Chicago Terminal Railroad tracks between Pine Jct. and Calumet Park near Chicago. (MB)
- Mar. 23, 1966 Cleveland & Pittsburgh Railroad Board approves request of PRR to abandon 0.26 mile of Bayard Branch at East Liverpool, Ohio. (MB)
- Mar. 24, 1966 PRR receives last of order of 100 diesel locomotives.
- Mar. 25, 1966 Port Authority begins clearing World Trade Center site, working west of Hudson Terminal buildings, which are kept open for the PATH station. (NYT)
- Mar. 28, 1966 Federal court bars Brotherhood of Locomotive Firemen & Enginemen from striking before Apr. 5, when 1963 award expires. (NYT)
- Mar. 28, 1966 Alleghany Corporation offers 833,181 shares of NYC in its portfolio to

- its stockholders in exchange for their Alleghany shares; move increases Kirby family's control of Alleghany. (NYT)
- Mar. 1966 Federal government opens bids for the sale of 352.7 acres at the Camp Kilmer Reservation. (NYT)
- Mar. 31, 1966 PRR stops floating perishables at New York City and surrenders the lease of Piers No. 27, 28 & 29. (NYT)
- Mar. 31, 1966 Brotherhood of Locomotive Firemen & Enginemen strike eight railroads, including PRR west of Harrisburg after deadline for arbitration award authorizing railroads to phase out 90% of road freight and yard firemen. (NYT)
- Mar. 31, 1966 ICC denies Burlington Northern merger but public announcement is postponed.
- Apr. 1, 1966 Ernest L. Wogen (1913-) appointed to new post of Traffic Manager, Grain & Grain Products; Carl G. Sempier (1931-2007), formerly of Marketing Manager for Transportation in IBM's Philadelphia office, appointed Manager, Business Systems & Information Processing, replacing Richard D. Schoen, resigned; Bevan had recruited Sempier, who at IBM had worked with PRR to install its computer system. (MB, Salsbury)
- Apr. 1, 1966 Tri-State Transportation Commission formally organized, replacing Tri-State Transportation Committee. (TSTC)
- Apr. 2, 1966 Diesel locomotive falls into turntable pit at Conemaugh, Pa., in what PRR calls strike-related sabotage; \$40,000 damages. (NYT)
- Apr. 3, 1966 Firemen's strike ends after federal courts impose contempt fines; Pres. Johnson intervenes, and railroads promise there will be no reprisals; cost is \$200 million in lost revenues. (NYT, Trains)
- Apr. 4, 1966 U.S. Supreme Court dismisses eastern railroads' appeal of Transcontinental Divisions case as moot but agrees to hear appeal of Chicago & North Western Railway and other Midwestern lines. (NYT)
- Apr. 5, 1966 ICC reaches decision in New Haven passenger case; announcement delayed until Apr. 27; allows the New Haven to discontinue 21 of 37 Shore Line trains between New York and Boston and 19 of 37 New Haven-Springfield trains; denies permission to reduce West End commuter service and orders New Haven to maintain the remaining long-distance service until the end of the year. (ICC, NH AR)

- Apr. 6, 1966 ICC approves the Penn Central Merger; public announcement delayed until Apr. 27. (ICC, MB)
- Apr. 8, 1966 Pennel Company Board authorizes abandonment of 0.33 mile of the Clermont Branch at Smethport, Pa.; part of the Salamanca Branch between Glade and Big Bend (6.33 miles). (MB)
- Apr. 1966 PRR agrees with Norfolk & Western Railway that it will exchange 800,000 shares of N&W common in regular installments to June 1974 in return for \$104 million in N&W 4-5/8% debentures, which will be convertible into N&W common by any owner other than Penn Central; exchange will phase out PRR/PC's ability to control N&W Board.
- Apr. 11, 1966 FHA increases home mortgage rates from 5½% to 5¾%. (NYT)
- Apr. 13, 1966 Reading places first ex-Boston & Maine RDC-2 refreshment car No. 6165 in service on Fox Chase-Newtown commuter line. (Cinders, BeeLine)
- Apr. 13, 1966 Pan American Airways, Inc., announces an order for 25 new Boeing 747 jumbo jets to be delivered in 1969. (AmrcnDclds)
- Apr. 14, 1966 New York City Board of Estimate approves the construction of a distribution center, later called the Midtown Mart, over the approach tracks to Penn Station facing 10th Avenue; the building, designed by Brody & Associates, slopes inward for 10 floors, with an additional 4 floors rising straight up; it is to be completed by the spring of 1969; its construction will leave only a part of the cut from 9th Avenue to 10th Avenue open to the sky. (NYT)
- Apr. 15, 1966 After a year of negotiations, U.S. Dept. of Commerce and PRR sign a demonstration contract for U.S. High Speed Ground Transportation Project between New York and Washington; PRR spends \$1.5 million to upgrade No. 3 track between "COUNTY" (New Brunswick) and "MILLHAM" (Trenton) for high-speed tests; DOT orders four modified Pioneer III MU cars for high-speed tests; PRR begins installing 140-pound welded rail; project also includes signal improvements, high-level platforms at Wilmington, Baltimore, and Washington; PRR eventually invests \$62 million for track and equipment and federal government \$12 million for research and testing; some later observers state that Stuart T. Saunders agreed to a contract unfavorable to the PRR in the hope of better political treatment for the Penn Central merger. (MB, WatsonPapers)
- Apr. 15, 1966 Reading inaugurates Plan III TOFC service to Port Reading. (Guide)

- Apr. 1966 PRR announces weekend bargain fares from Harrisburg and Lancaster to New York. (Guide)
- Apr. 17, 1966 NYC reports net earnings of \$7.58 million for the first quarter of 1966, up 398% over 1965, or \$1.11 per share from \$0.65 per share, the highest in 10 years; Pres. Al Perlman credits "our quiet revolution." (NYT)
- Apr. 20, 1966 ICC denies the application of the Mackinac Transportation Company to abandon service with the train ferry *Chief Wawatam*, of the Pennel Company (PRR) to abandon its line between Sand Lake and Mackinaw City and Traverse City Branch, and of the Michigan Central Railroad to abandon its line between Gaylord and Mackinaw City. (ICC)
- Apr. 20, 1966 ICC hearings begin on Erie Lackawanna, Delaware & Hudson and Boston & Maine petitions to be included in N&W.
- Apr. 20, 1966 U.S. money supply peaks at \$171.3 billion in the week ending this date; the Federal Reserve abruptly stops growth in the money supply to throttle the runaway economic boom; the money supply remains almost stationary through end of the year; instead of simply braking the economy, the Fed's actions produce a credit crunch, the first of many that will occur through the 1970s; in the inflationary regime that follows, the percentage of national income going to labor increases from 72% to 77.5% in 1970, while the percentage going to corporate profits falls from 10.6% to 7.2%. (Matusow)
- Apr. 21, 1966 PRR and NYC sign first "final" agreement with New Haven Trustees for purchase of New Haven assets, excluding passenger service.
- Apr. 24, 1966 PRR reports first quarter net earnings of \$15.5 million, up from \$13 million in 1965, or an increase in earnings per share from \$0.95 to \$1.12. (NYT)
- Apr. 24, 1966 NYC cuts *Pacemaker* No. 2 to Buffalo-New York. (Guide)
- Apr. 24, 1966 NYC introduces coach-buffet car with microwave galley and hot meals served at seats; alternates with "Meal-o-Mat" car on No. 39-40 *The Cayuga* between New York and Buffalo. (Guide)
- Apr. 24, 1966 Southern Railway discontinues *Royal Palm* Nos. 3-4 south of Valdosta, Ga., ending through Florida service by this route. (Guide - according to Trains, Brosnan halted the train at the first opportunity at Council, Ga., without warning and sent the passengers and mail to Jacksonville by road)

- Apr. 24, 1966 Massachusetts Bay Transportation Authority (MBTA) begins subsidizing New Haven's Boston commuter service to Needham Heights, Millis, Franklin and Dedham; service discontinued between Franklin and Blackstone and between Millis and West Medway. (Humphrey, eff. date)
- Apr. 25, 1966 Bank interest on certificates of deposit hits 5½%, topping that traditionally offered only by savings & loans for the first time since World War II; serves to drain money to banks from thrifts, crippling home loans and cutting housing starts. (NYT, Matusow)
- Apr. 26, 1966 Philadelphia Transportation Company stockholders reject the sale to SEPTA by 778,654 to 782,137. (SEPTA)
- Apr. 27, 1966 Full ICC announces approval of Penn Central merger at 12:00 noon; adds two new conditions: to include the New Haven and its passenger service; at same time, rejects New Haven's bid to drop all passenger service but permits it to drop 21 of 37 trains on Shore Line and 19 of 37 trains on Springfield Line, or about half of its long-distance passenger service, on July 1; must operate rest through Jan. 1, 1967; PC must indemnify Erie Lackawanna, Boston & Maine, and Delaware & Hudson for any losses from rerouting traffic; at same time ICC also announces its denial of Burlington Northern merger, implying that New Haven bailout is prime rationale for Penn Central; new Pennsylvania New York Central Transportation Company to have assets over \$4 billion, 19,000 route miles and handle about 1/8 U.S. freight; in press conference, Saunders and Perlman say they do not anticipate any problems with merger. (MB, AR, NYT)
- Apr. 27, 1966 In anticipation of the merger announcement, NYC locomotive No. 5331 and PRR No. 8441 are posed head-to-head at Williamsport, Pa., for an Associated Press photo as their crews shake hands. (Pennsy)
- Apr. 27, 1966 MCTA announces that proposed 63rd Street subway tunnel will contain third track for LIRR access to a new terminal on the East Side. (NYT)
- Apr. 28, 1966 PRR completes a location for a branch from Lothair, Md., on the Popes Creek Branch, to the new generating station of the Potomac Electric Power Company at Morgantown. (MB)
- Apr. 30, 1966 Last run of Southern Railway *Piedmont Limited* Nos. 33-34 south of Salisbury, N.C. (A-sheet)
- Spring 1966 PRR begins upgrading two tracks between New York and Washington for high-speed running. (WatsonPapers)

- May 1, 1966 Boston Terminal Corporation leaves reorganization without foreclosure. (Moodys)
- May 2, 1966 NYC committee of Isaac Grainger, Robert Odell, and R. Walter Graham reports to Board approving PRR's request to raise the \$100 million debt ceiling set under the merger agreement because of its acquisitions of Buckeye Pipe Line Company, Great Southwest Corporation, Macco Realty Company and Arvida, although Odell has reservations about the short-term prospects of Arvida and is negative about Macco. (SEC)
- May 2, 1966 Philadelphia Transportation Company stockholders reject sale of company to SEPTA for \$59.75 million. (BltnAlmnc)
- May 4, 1966 PRR makes a public announcement of the Northeast Corridor High-Speed Demonstration Project contract; the plan is to start 110 MPH service in Oct. 1967 and further reduce time to 2:20 by 1970. (NYT)
- May 1966 Speaking at Detroit before the annual meeting, NYC Pres. Al Perlman states that the NYC can make a 30% increase in monthly earnings "indefinitely"; the NYC grosses \$8.17 more per carload than in 1965 because of his technology, marketing and cost-control program; Perlman states, "we are depression-proof"; the income from the NYC's Park Avenue real estate nearly covers all fixed charges. (NYT)
- May 4, 1966 NYC Board approves PRR request that it be allowed to increase its debt by \$100 million above the \$100 million debt ceiling allowed under the merger agreement.
- May 5, 1966 Chairman Stuart T. Saunders announces PRR sponsorship of the "Penn Park" urban renewal scheme at the Duquesne Club in Pittsburgh; calls for redeveloping 148 acres bounded by PRR and river between 10th and 21st Streets; to be developed with towers in landscaped open space with suburban-type boulevards; plan is supported by director Richard King Mellon; PRR is to remove the old Union Station, produce yard, half of the coach yard, and Fort Wayne bridge; Chicago trains are to be rerouted via the Panhandle tunnel and Ohio Connecting bridge with a small modern station; produce terminal is to be relocated to near Scully Yard; Saunders announcement is premature and made without informing other officers; sabotages PRR's attempts to acquire certain small parcels within the site, increasing cost of land by \$5 million; delays cause the project to run afoul of growing community opposition to big urban renewal projects that displace poor residents, and it is never built. (PR, NYT)
- May 6, 1966 High Speed Ground Transportation project orders 50 high-speed MU

cars from Budd for \$20 million, \$9.6 million from government and \$10.4 million from PRR; are to be 20 coaches, 20 snack-bar coaches and 10 parlor cars with 1-1 seating; Budd is allowed 15 months for delivery of the first two cars instead of the 360 days called for in the specs and previously determined by Budd as feasible; the coaches are to have propulsion systems by Westinghouse Electric Corporation, and the snack-bar and parlor cars by General Electric Company; designed by U.S. Dept. of Commerce (later Dept. of Transportation), the department's chief consultant Louis T. Klauder & Associates, and the PRR without waiting to build and test a single prototype; the cars are to be delivered in operable condition by Sep. 30, 1967; the purchase is financed by the Lease Financing Corporation, which secures the money from the Merchants Bank of New England; the resulting "Metroliner" cars require extensive de-bugging and are never completely successful; target date for service in Oct. 1967; to be hourly service to Washington and half-hourly to Philadelphia; number of trains to be increased from 66 to 96; initial speeds of 110 MPH with 150 MPH by 1970; PRR Mechanical Dept. staff is overwhelmed by having to deal with the design and production of the "Jersey Arrow" and "Silverliner III" commuter cars at the same time, and many Budd plans are submitted as "as built" drawings instead of for approval prior to construction; the "Metroliner" contract is let 6 months prior to the start of testing with the Dept. of Commerce test cars. (WatsonPapers, Headlights)

May 6, 1966

Federal government extends aid to permit New Haven's New York commuter service to continue through Dec. 31.

May 8, 1966

Last revenue trip of 2 drawing room-master room lounge cars *Crescent City*, *Crescent Harbor*, *Crescent Moon* and *Crescent Shores* on Southern Railway's *The Crescent*; hereafter operated as tavern-lounge only; PRR had declined to operate the cars north of Washington. (A-sheet, Frailey)

May 8, 1966

New Haven Trustee Harry W. Dorigan (1895-1966) dies at New Haven at age 70. (NH AR, NYT)

May 9, 1966

Chairman Stuart T. Saunders tells annual meeting that recent advertising campaign for *The Broadway Limited* has failed to get the number of passengers to equal the number of employees except for short periods; *Broadway* requires 78 employees but usually carries 50-70 passengers; Saunders writes off all long-distance passenger service; Pres. Greenough states that the Penn Central merger will be "the biggest, most complex and most challenging undertaking of its kind in the history of American industry"; 70 executives have been working on it for the past year. (MB, Trains; NYT)

- May 9, 1966 PRR Board approves the Apr. 15 contract for the High Speed Ground Transportation Project. (MB)
- May 9, 1966 Raritan River drawbridge placed back in service at 5:30 AM ending bus shuttle between Perth Amboy and South Amboy on NY&LB. (NYT)
- May 9, 1966 U.S. District Court issues permanent injunction against resumption of firemen's strike; rejects union contention that expiration of arbitration board's award of 1963 on Apr. 1 brings return of conditions that preceded board's appointment. (NYT)
- May 9, 1966 George Baylor appointed Chief Engineer-Pittsburgh Improvements to direct Penn Park project, rerouting of PRR lines and abandonment of Fort Wayne bridge; Robert W. Dowling of City Investing Company of New York named planning consultant. (MB)
- May 12, 1966 PRR announces order of 40 new high-speed MU cars capable of 100 MPH for New Jersey commuter service; later known as "Jersey Arrow" cars; also 100 diesel locomotives. (PR)
- May 12, 1966 Chesapeake & Ohio Railway Vice Chairman & CEO Walter J. Tuohy (1901-1966), suffers a fatal heart attack in Cleveland two hours before he was to address the C&O annual meeting, which votes in favor of the Norfolk & Western Railway merger. (AR, Turner, Trains)
- May 12, 1966 Stockholders of Norfolk & Western Railway and Chesapeake & Ohio Railway approve merger and the inclusion of the Erie-Lackawanna, Delaware & Hudson, Boston & Maine, Reading and CNJ through a subsidiary. (Bias, AR)
- May 16, 1966 N.J. Gov. Hughes proposes ten-year, \$375 million program to upgrade commuter rail service by a Commuter Operating Agency in a new state Transportation Dept.; the program is to buy new cars, extend electrification and expand no-transfer service direct to New York City. (NYT, NJDOT)
- May 1966 PRR ends the *Broadway Limited* advertising campaign after a total expenditure of \$81,995; over the course of the campaign, daily ridership has declined from 70 to 58 and continues to fall. (PassDept)
- May 17, 1966 ICC postpones effective date of PRR-NYC merger order from June 1, to July 29 to discuss protection for B&M, D&H and EL. (NYT)
- May 17, 1966 Mayor John V. Lindsay announced that Consolidated Edison will close three coal-burning power plants in New York City. (NYT)

- May 18, 1966 N.J. Gov. Richard J. Hughes states that he wasted 45 minutes trying to get schedule information at the PRR's Trenton station; the one clerk on duty could not answer his questions. (NYT)
- May 18, 1966 Tri-State Transportation Commission makes interim report with 20-year plan for New York area transportation; envisions spending \$10 billion, including \$820 million for commuter railroads; projects will include extending electrification, new MU cars and high-level platforms. (NYT, TSTC)
- May 19, 1966 French Line freighter *Washington* outbound from Port Newark strikes the CNJ's Newark Bay Bridge at 10:00 PM, knocking the northeast lift span out of alignment, jamming it in the open position and damaging the southeast lift span; all service is halted between Elizabethport and Bayonne; most passengers transfer to PRR trains at Elizabeth or take PRR trains on the NY&LB; shuttle buses operated between Elizabeth and Bayonne. (AR, NYT, Trains, cnj-fax)
- May 20, 1966 New York City enacts tougher pollution control law barring the use of soft coal for heating buildings; cuts further into PRR coal tonnage to New York.
- May 1966 ICC denies PRR's application to abandon all Michigan trackage north of Sand Lake.
- May 1966 PRR receives last of 100 new freight locomotives delivered since Nov. 1965; 20 2,500 HP units, 15 2,750 HP units, and 65 3,000 HP units.
- May 1966 PRR orders 65 EMD 3,600 HP units; 15 Alco C-630 3,000 HP units; 20 GE 2,800 HP units, all to be delivered by Jan. 1967. (PR)
- May 1966? Milwaukee Road, CB&Q and C&NW begin pre-blocking of freight cars destined for PRR's Chicago-Conway trains AC-2 and AC-4; deliver direct to PRR yards in Chicago instead of by Belt Railway transfers; westbound pre-blocking is done at Conway. (Pennsy)
- May 26, 1966 PRR and NYC Boards accept terms of merger. (MB)
- May 27, 1966 U.S. Supreme Court Justice Tom C. Clark rejects railroads appeal from Indiana court ruling upholding state full crew law. (NYT)
- May 27, 1966 A Catholic nun who is an 8th grade teacher dies of a fractured skull and four others are injured when a steel spring falls from a freight train and crashes through the window of a southbound passenger train 4 miles south of Princeton Jct. (NYT)

May 30, 1966 PRR formally dedicates the enlarged TrucTrain yard and two new cranes at Kearny, N.J.; can now handle 11,000 trailers a month. (NYT)

June 1, 1966 CNJ's Newark Bay Bridge reopens; northern pair of tracks is taken out of service to avoid the expense of replacing the crumpled northeast lift span, which is soon removed; southern pair of tracks reopens with bi-directional signaling on track 1; reduction from three tracks to two creates a rush hour bottleneck; passenger transfers to PRR at Elizabeth end; about 900 commuters fail to return to the trains. (AR, Trains, cnj-fax)

June 10, 1966 TWU Local 2013 at Philadelphia charges the PRR seeks to furlough as many employees as possible before merger to avoid paying severance pay. (NYT)

June 13, 1966 Norfolk & Western Railway petitions ICC to reopen Penn Central merger case, charging PRR still exerts control over N&W management. (MB)

June 13, 1966 New York AFL-CIO and five unions agree to repeal of state full crew law. (NYT)

June 15, 1966 Last trip of last New York-Norfolk sleeping car via PRR, RF&P, ACL and N&W. (A-sheet)

June? 1966 U.S. Supreme Court rules that Florida East Coast Railway had the right to hire nonunion labor in wake of strike. (Trains - verify)

June 16, 1966 Deodat Clejan (1925-1966), Pres. of Cushion Coupler Corporation and inventor of piggyback apparatus, dies in a plane crash at age 40. (RyAge)

June 17, 1966 *East and West Coast Champions* resume separate operation for summer; special coach for women with children under 12 operates Miami to New York through Sep. 4. (A-sheet)

June 17, 1966 Homes Bannard (1905-1966), former PRR officer and former Assistant VP of Freight Sales & Service of NYC, dies at Scarsdale, N.Y. (RyAge)

June 18, 1966 PRR discontinues mail train No. 9 between New York and Philadelphia; remains between Philadelphia and Pittsburgh; much express traffic now removed from passenger trains to TrucTrain service.

June 20, 1966 Pennsylvania Company sells stock of Little Miami Railroad and

Pittsburgh, Youngstown & Ashtabula Railway to Connecting Railway for \$28.4 million. (Moody's)

June 21, 1966 ICC postpones Penn Central merger date from July 29 to Aug. 12. (MB)

June 21, 1966 Chesapeake & Ohio Railway petitions ICC to reopen Penn Central merger case. (NYT)

June 22, 1966 Pennsylvania Company Executive Committee authorizes borrowing \$9.45 million from The Chemical Bank. (MB)

June 25, 1966 Last trip of Southern Railway's *Tennessean* Nos. 45-46 between Washington and Bristol; continues to operate in two segments: Bristol-Chattanooga (an unnamed local) and Chattanooga-Memphis. (A-sheet, Frailey)

June 27, 1966 N.Y. Gov. Rockefeller signs a bill repealing two of the three provisions of the Full Crew Law. (NYT)

July 1, 1966 Washington-New York mail train No. 192 makes last run following loss of RPO car and much express traffic. (VPO)

July 1, 1966 Robert E. Blosser (1911-2003) named General Manager & Traffic Manager of PRSL, replacing H.D. Kruggel, retired. (MB)

July 1, 1966 Last run of New York, Susquehanna & Western Railroad passenger service between Susquehanna Transfer (? ran to Hoboken??) and Butler, N.J. (Cinders)

July 4, 1966 New York-Washington mail train No. 193 makes last run following loss of RPO car and much express traffic. (VPO)

July 4, 1966 Reading announces it is asking the ICC to delay the Penn Central merger on grounds that indemnity payments to D&H, EL and B&M will divert traffic from Reading. (NYT)

July 1966 PRR rehabilitates line between Newark and Porter, Del., closed for 15 years, converting it to main gateway to Delmarva lines; establishes through freight train HD-1/HD-2 from Delmar to Enola via the Port Road. (Pennsy - press release 7/7)

July 1966 PRR's Instant Car Locator (ICL) system becomes operational; largest freight car tracing system in the industry; teletyped data available at 78 locations in U.S. and Canada.

- July 6, 1966 PRR Passenger Dept. offices move from the 7th Avenue front of Penn Station to the new ticketing area on the site of the old waiting rooms. (NYT)
- July 6, 1966 96-ton steel girder, largest ever used to date in a New York City building, is placed to support arena floor at Madison Square Garden. (PubRel)
- July 7, 1966 Demolition of Seventh Avenue side of Penn Station begins; last portion still standing above grade level. (PubRel)
- July 8, 1966 43-day nationwide airline strike by International Association of Machinists & Aerospace Workers begins; Indian Summer for long-distance passenger trains; loadings up as much as 50%, particularly on Boston-Washington and New York-Chicago runs; *Broadway Limited* runs at 18-19 cars instead of usual 10-12; *Twentieth Century Limited* runs 18 cars instead of 14. (NYT, Trains, Cinders)
- July 8, 1966 Erie-Lackawanna and D&H ask ICC to delay Penn Central merger pending their inclusion in another system. (NYT)
- July 10, 1966 Budd's four U.S. high-speed test cars (modified Pioneer IIIs numbered T-1 through T-4) run on Reading at Jenkintown prior to delivery to PRR; cars are "Silverliner" body shells packed with instruments, most contracted to Melpar, Inc., of Falls Church, Va.; also have heavy-duty trucks and braking systems and Faiveley pantographs. (Trains - Watson says tested in 9/66 - Pennypacker in Trains says run up to 125MPH on Reading's West Trenton line in the fall)
- July 11, 1966 Last day for filing petitions with the ICC opposing the Penn Central merger; petitioners filing today include the Boston & Maine, Chicago & Eastern Illinois, Norwich & Worcester and Milton J. Shapp, who calls the merger "the greatest disaster facing the Commonwealth of Pennsylvania since the opening of the Erie Canal in 1825." (NYT)
- July 11, 1966 PRR and other railroads report all trains full out of Chicago because of the airline strike. (NYT)
- July 11, 1966 Pennsylvania Company completes acquisition of Macco Realty Company, which builds housing developments on ranches it owns in Los Angeles, Orange and Riverside Counties. (Patman)
- July 12, 1966 Last granite eagles and sculpture removed from Seventh Avenue entrance of Penn Station and workmen begin attacking the columns with jackhammers; the "Night & Day" clock is split in half horizontally; the entire facade is to be removed by the end of the

- month. (PubRel, NYT)
- July 12, 1966 Budd Company delivers four Dept. of Commerce test cars to PRR.
- July 12, 1966 Riots rock African American neighborhoods in Chicago. (AmrcnDcnds)
- July 14, 1966 Local court affirms SEPTA's right to acquire the transit system from the Philadelphia Transportation Company at a fixed price. (AR)
- July 16, 1966 Coach-lounge on *The South Wind* cut between Miami and Jacksonville.
- July 19, 1966 Cleveland *Press* breaks story that the NYC's Cleveland Technical Center has mounted two jet engines on an RDC for 100 MPH service tests. (Trains)
- July 20, 1966 ICC postpones Penn Central merger date to Sep. 30, 1966. (NYT)
- July 20, 1966 Gen. John Jacob Clutz (1904-1966), Director of Research and former commander of 706th Transportation Railway Grand Division, dies at Jefferson Hospital in Philadelphia after heart surgery. (RyAge, NYT)
- July 20, 1966 Executive Jet Aviation, Inc., agrees to purchase 80% of Johnson Flying Service, Inc., an operator of firefighting planes in Montana; Johnson possesses one of 13 available federal supplemental air carrier certificates to operate large passenger and freight aircraft anywhere in the U.S.; EJA's move to become a full-service airline draws opposition of established carriers. (, SEC)
- July 21, 1966 PRR and NYC stockholders approve the merger at special meetings in Philadelphia and New York; plan to begin merged operations on Oct. 1, 1966; PRR stockholders approve by vote of 12,210,566 to 32,816; also assent to ICC-mandated inclusion of New Haven and New York, Susquehanna & Western and possible future inclusion of Erie Lackawanna, D&H, Boston & Maine, Lehigh Valley and Brooklyn Eastern District Terminal. (MB)
- July 22, 1966 Eight senators from New York, Connecticut, Rhode Island and Massachusetts, including Robert F. Kennedy of N.Y. and Edward M. Kennedy of Mass., petition the ICC to expedite the Penn Central merger in order to save the New Haven. (NYT)
- July 22, 1966 *Wall Street Journal* reports that NYC is about to petition the ICC to drop all long-distance passenger service in favor of short coach trains operating between cities 200 miles apart. (Trains)
- July 23, 1966 A NYC RDC No. M-497 fitted with two jet engines on the roof and an

- aerodynamic nose begins two days of tests on tangent track between Butler, Ind., and Stryker, Ohio; makes 4 runs at speeds up to 183.85 MPH, a U.S. speed record; project designed by Director of Technical Services J. J. Wright on a \$35,000 budget; car can operate in one direction only and can't take curves; project has little purpose other than to grab headlines and upstage the Northeast Corridor tests. (Trains, NYT)
- July 25, 1966 PRR signs contract for operation of four Dept. of Commerce high-speed test cars Nos. T-1 to T-4 between New Brunswick and Trenton. (MB, Rept/Watson)
- July 25, 1966 Macco Realty Company (Calif.) merges into parent Macco Development Corporation, which in turn is renamed Macco Realty Company (Del.). (Compt)
- July 26, 1966 Pres. Perlman announces NYC will petition ICC on Sep. 1 to drop all long-distance passenger service effective Jan. 1, 1967; will operate short, high-speed shuttle trains between selected cities under 200 miles apart; Marketing Dept. study had shown that 74% of U.S. travel is under 200 miles. (NYT, AR)
- July 26, 1966 Southern Railway discontinues Nos. 45-46 between Washington and Bristol; continues to operate between Bristol-Chattanooga and Chattanooga-Memphis with a long break at Chattanooga. (A-sheet - LT 7/25 - see 6/25??)
- July 27, 1966 PRR Board increases regular quarterly dividend from 40 cents to 60 cents a share, claiming a rise in earnings. (Patman)
- July 27, 1966 Pennsylvania Supreme Court affirms lower court ruling that SEPTA has the right to acquire the transit system from the Philadelphia Transportation Company. (AR)
- July 29, 1966 After intervening to force a settlement to the airline strike, Pres. Johnson abandons his advisers' guidepost of 3.2% wage increases and accepts a contract that grants a 4.3% increase per year for three years; this scuttles his attempt to keep inflation in line through "jawboning"; the average wage increase for the year rises to 4.5%. (NYT, Samuelson)
- July 31, 1966 PRR inaugurates AST-4 "Astronaut," new transcontinental TrucTrain and perishables train intended to operate Chicago-Jersey City at 60 MPH. (NYT)
- Summer 1966 PRR opens modernized 59th Street Yard in Chicago with computer-

controlled hump.

- Aug. 1, 1966 PRR and NYC petition ICC to be able to merge Oct. 1. (NYT)
- Aug. 1, 1966 Assistant Chief Engineer-Maintenance John F. Piper named to new post of Chief Maintenance of Way Officer. (MB)
- Aug. 1, 1966 PRSL abandons Somers Point branch between Linwood and Somers Point (3.35 miles). (AR)
- Aug. 1, 1966 Federal Reserve begins three days of offering certificates at 5¼%, a record high. (NYT)
- Aug. 3, 1966 City of New York reaches compromise with the Port Authority permitting construction of the World Trade Center on the site of Hudson Terminal; earth from excavation is to be dumped in the Hudson River out to the pierhead line and developed as an apartment and office complex called Battery Park City; Board of Estimate approves necessary street closings in return for agreement on taxes. (NYT)
- Aug. 3, 1966 AT&T issues debentures at 5.63%, the highest since 1923; as market interest rates continue to rise past 5¾%, exceeding the 5½% limit on large CD's, big depositors to threaten to withdraw their money from banks; puts pressure on banks to curtail business loans, which in turn impacts PRR financing. (NYT, Matusow)
- Aug. 4, 1966 Law firm of Covington & Burling gives an opinion that the CAB will review closely the PRR's indirect control of Johnson Flying Service, Inc. (Patman)
- Aug. 5, 1966 Ground is broken for the excavations for the World Trade Center in New York. (Trager)
- Aug. 6, 1966 CNJ runs its last Jersey City-Monmouth Park race train, leaving PRR as the sole line serving the race track; CNJ later runs Monmouth Park service from Raritan and Bayonne during the gas-crisis summer of 1974. (Flyer)
- Aug. 1966 PRR begins installation of heavier catenary for high-speed running between "COUNTY" and "MILLHAM", which will serve as a test track for the Dept. of Commerce test cars. (NYT)
- Aug. 1966 PRR adopts "PR" as symbol for certain preference freights formerly identified as AC, SW, and LCL and cuts 24-48 hours off schedules; new trains are: PR-1 Enola-Chicago; PR-3 Philadelphia-55th St., Chicago; PR-5 Conway-59th St., Chicago; PR-7 Jersey City-55th St.,

Chicago; PR-9 Kearny-East St. Louis; PR-11 Conway-East St. Louis.
(Pennsy - press release 8/26)

- Aug. 1966 PRR contracts with Sylvania Electric Products, Inc., to begin installation of its "Kartrak" Automatic Car Identification System of bar codes on cars and wayside scanners; to be used first for unit coal trains; tied to weigh-in-motion scales and central computer.
- Aug. 8, 1966 Justice Dept. asks ICC for new hearings on Penn Central merger to examine effect on protesting railroads. (NYT)
- Aug. 8, 1966 Chairman Saunders, speaking to the American Bar Association, denies that the PRR wants to end passenger service but says government subsidies, similar to the Highway Trust Fund are essential. (NYT)
- Aug. 8, 1966 Offices of non-railroad, subsidiary and leased companies returned to 6 Penn Center from Haverford railroad station. (MB)
- Aug. 10, 1966 Four granite eagles from Penn Station in New York are installed on the four corners of the Market Street Bridge opposite 30th Street Station in Philadelphia. (BltnAlmnc)
- Aug. 10, 1966 ICC concludes hearings on the inclusion of the Erie-Lackawanna, Boston & Maine and Delaware & Hudson in the Norfolk & Western Railway. (NYT)
- Aug. 11, 1966 First interior concrete work poured at Madison Square Garden. (PubRel)
- Aug. 11, 1966 MCTA announces new 63rd Street tunnel will have two tracks for the LIRR and two for the subway instead of only three tracks. (NYT)
- Aug. 12, 1966 PRR files tariff with ICC for "land bridge" unit container trains to be operated for Sea-Land Service, Inc., between its new terminal to be built at Port Newark and Chicago or East St. Louis for import-export business; Sea-Land is to own equipment, container ships and terminals; to be 75-car trains of 87-foot flat cars carried at rate of \$16,900 per train to Chicago and \$19,700 to St. Louis; to be effective Sep. 17, 1966; undercuts existing Plan IV rates by 28% (opponents say 58%). (PubRel)
- Aug. 12, 1966 Firemen's and trainmen's wages increased 5%. (AR)
- Aug. 12, 1966 Erie Lackawanna files another petition with the ICC seeking to delay the Penn Central merger. (NYT)

- Aug. 15, 1966 ICC orders PRR to continue operating *"The Spirit of St. Louis"* for another year. (Sanders)
- Aug. 16, 1966 Dow Jones average falls 11.02 to 823.83, a new low for the year, on account of the tightening of the money market and Citibank announcing it is raising the interest on 90-day business loans from 5¾% to 6%. (NYT)
- Aug. 18, 1966 MBTA holds groundbreaking for extension of Red Line rapid transit from the Neponset River to Quincy along the Old Colony Railroad right of way. (MBTA)
- Aug. 18, 1966 ICC approves PRSL application to abandon line between Mays Landing and McKee City and Somers Point Branch. (PRSL)
- Aug. 19, 1966 MCTA Chairman William J. Ronan announces specifications for 500 new LIRR MU cars capable of 100 MPH. (MTA, NYT)
- Aug. 20, 1966 Nationwide airline service resumes after the strike of machinists is settled. (NYT)
- Aug. 26, 1966 ICC denies the Erie Lackawanna's request to postpone Penn Central merger 45 days. (NYT)
- Aug. 30, 1966 Ex-President Martin W. Clement (1881-1966) dies at his home, "Crefeld", in Rosemont, Pa., at age 84. (NYT)
- Aug. 30, 1966 ICC publishes its decision that the PRR must continue to operate *"Spirit of St. Louis"* for one year. (NYT)
- Aug. 30, 1966 Gov. William W. Scranton (1917-) of Pennsylvania announces plan to contribute to a new high-speed (80 MPH) service between Philadelphia and Harrisburg to be operated through SEPTA with "Metroliner"-type cars; 11 cars ordered for 1967; SEPTA will also order 55 "Silverliner" MU cars for PRR with state, federal and PRR funds; SEPTA is a party to the Harrisburg project because State cannot contract directly with PRR. (SEPTA, NYT)
- Aug. 30, 1966 MCTA Chairman William Ronan announces \$300 million, three-year program of improvements on LIRR, including high-level platforms being built at 9 stations and extension of electrification to Huntington; Gov. Nelson Rockefeller says it will make the LIRR "the finest commuting facility ... in the world." (MTA, NYT)
- Aug. 31, 1966 David C. Bevan writes to Stuart Saunders protesting the size of the \$232 million capital budget proposed for 1967; Bevan notes extreme

- credit contraction will make it very difficult for PRR to borrow money.
- Aug. 31, 1966 Subsidiary Interlake Steamship Company merged into Pickands, Mather & Company. (Moody's)
- Sep. 1, 1966 All PRR trains and operations halt for one minute at 3:00 PM Eastern Time to mark ex-President Martin W. Clement's funeral, which is held at the Church of the Redeemer at Bryn Mawr, where he was a vestryman. (NYT, Trains)
- Sep. 1, 1966 Waynesburg Southern Railroad incorporated to build coal mine branch from Waynesburg, Pa., to Blacksville, W.Va., 34.7 miles to new mines being opened by Consolidation Coal Company and Eastern Associated Coal Company; grades and curves on existing Scotts Run Branch of Monongahela Railway and old Waynesburg & Washington Railroad are too severe for unit coal trains; new line also avoids running deep into W.Va., which taxes railroad real estate, while the mines themselves are in W.Va., which has more favorable laws and labor costs; PRR had located the line by aerial mapping in Mar. 1966 with maximum 0.5% grade against traffic. (PaCorp, Compt, Koehler, Trains)
- Sep. 1, 1966 Federal Reserve informs leading banks that it will increase the money supply providing the banks ration credit in order to curb inflation; the banks are to curtail business lending, which has increased 80% this year. (NYT)
- Sep. 1, 1966 PRR agrees with Wawa & Concordville, Inc. to operate weekend steam excursions for two years between those points on the Octoraro Branch. (MB)
- Sep. 1, 1966 PRR abandons Vine Street team track in Philadelphia. (MB)
- Sep. 3, 1966 Last run of *Montrealer/Washingtonian*, Washington to Montreal (Sep. 2 northbound) due to B&M discontinuing service between Springfield and White River Jct.; also discontinue Washington-Montreal sleeping car and *The Ambassador*, No. 75-76, a Montreal day train operating out of Grand Central Terminal.
- Sep. 5, 1966 *East and West Coast Champions* again consolidated north of Jacksonville. (A-sheet)
- Sep. 6, 1966 Last run New York-St. Louis 10-6 sleeping car running westbound on "*The Spirit of St. Louis*" No. 31 and eastbound on *The St. Louisian* No. 32/54; last run of dining-lounge car on Nos. 77-78 between Chicago and Columbus. (A-sheet)

- Sep. 6-7, 1966 Last run of Washington-Providence sleeping car on *The Federal*. (NH AR)
- Sep. 7, 1966 Dining car on "*The Spirit of St. Louis*" Nos. 30-31 cut back to New York-Indianapolis. (A-sheet)
- Sep. 8, 1966 Pres. Johnson signs Urban Mass Transportation Act of 1966; provides for continuing Federal funding of mass transit projects at the rate of \$150 million per year through fiscal 1968-69; names Leo J. Cuskie, formerly of the New York Transit Authority to administer the program. (UrbnMssTrnsptn, NYT)
- Sep. 8, 1966 Erie Lackawanna and Delaware & Hudson sue in U.S. District Court in New York to block the Penn Central merger. (NYT)
- Sep. 8, 1966 New Penn Station ticket office opens on site of the General Waiting Room at 7:00 AM; the oval-shaped room has a 23-foot ceiling height vs. 150 feet in the old station. (PubRel, NYT)
- Sep. 8, 1966 ICC holds pre-hearing on N&W-C&O merger. (MB)
- Sep. 9, 1966 Pres. Johnson signs the Traffic Safety Act establishing new safety standards for automobiles. (AmrcnDclds)
- Sep. 12, 1966 VP, Traffic Henry W. Large announces that PRR export grain through Philadelphia and Baltimore between Nov. 1965 and Aug. 1966 has increased 125% over same period in 1964-65; credits rate cuts and 100-ton "jumbo" covered hoppers introduced in 1963; grain traffic is back to tonnage levels of 1958. (Jrnl of Commerce)
- Sep. 12, 1966 C&O-B&O, Norfolk & Western and Chicago & Eastern Illinois file in U.S. District Court at New York for an injunction to stop Penn Central merger. (PCTC, NYT)
- Sep. 12, 1966 Budd GT-1 gas-turbine car begins eight months of tests on LIRR between Bethpage and Ronkonkoma; car is the original "Pioneer III" prototype equipped with two Garrett Corporation 535 HP gas turbines. (Cinders, NYT, Trains)
- Sep. 12, 1966 Federal judge rules that the competing railroads' suit for an injunction against the Penn Central merger will be combined as a single case and tried before a three-judge panel. (NYT)
- Sep. 13, 1966 PRR postpones implementation of "land bridge" container unit train rate for Sea-Land Service, Inc., until Nov. 5 to allow it time to collect material for argument; plan has drawn 21 protests from truckers, other

ports who fear diversion of traffic to Port Newark, and other railroads who can't match service. (PubRel)

- Sep. 13, 1966 PRR announces volume rates on export grain moving through Philadelphia and Baltimore, resulting in 47% increase in this traffic; also reenters the LCL market with joint rail-truck service. (PR)
- Sep. 13, 1966 Richmond, Fredericksburg & Potomac Railroad places modernized electronic, semi-automatic northbound hump in service at Potomac Yard. (AR)
- Sep. 14, 1966 Last run of Southern Railway trains Nos. 11-12 between Atlanta and Birmingham. (A-sheet)
- Sep. 15, 1966 Last offices in Seventh Avenue side of Penn Station close. (PubRel)
- Sep. 16, 1966 ICC turns down requests for reconsideration of Penn Central merger and orders implementation; admits the Norwich & Worcester Railroad and Norfolk & Western Railway to the case; 10 railroads and other parties appeal to U.S. District Court. (AR)
- Sep. 16, 1966 SEPTA announces comprehensive \$457.7 million, 10-year capital program, including \$168.9 million for commuter rail; Phase I is to include 50 cars for PRR and 31 for Reading, a new PRR MU car shop, the Center City Commuter Connection, and extension of Reading electrification beyond Hatboro; Phase II will include replacing all PRR MP54's and most Reading MU cars and expanding station parking lots; Phase III is to include high-level platforms and extending the Norristown Line to Washington Square. (SEPTA)
- Sep. 16, 1966 Last trip of New York-Pittsburgh 12-4 sleeping car on No. 55. (A-sheet)
- Sep. 18, 1966 PRSL extends its South Camden Branch north through the former Camden Terminal property and Front Street to form the Camden Belt Line. (AR)
- Sep. 19, 1966 Boston & Maine argues before the ICC that its inclusion in the Penn Central merger is in the public interest. (NYT)
- Sep. 19, 1966 ICC rejects 23 petitions to block the Penn Central merger and approves a Sep. 30 date. (MB)
- Sep. 20, 1966 In testimony given to a House subcommittee earlier in the year and made public today, Robert A. Nelson, Director of the Office of Transportation Research in the Commerce Dept. states that the PRR

- will pay the full cost of \$20-36 million to upgrade track and signals for high-speed service between New York and Washington. (NYT)
- Sep. 20, 1966 PRR announces that the new Madison Square Garden will include a 48-lane bowling center. (NYT)
- Sep. 21, 1966 Three-judge federal court panel issues temporary restraining order blocking Penn Central merger at request of ten other railroads, the C&O-B&O, Erie Lackawanna, Boston & Maine, Delaware & Hudson, Norfolk & Western, Reading, CNJ, Western Maryland and Chicago & Eastern Illinois. (MB, NYT)
- Sep. 21, 1966 PRR appoints Master Mechanic at Philadelphia Robert B. Watson (1931-) as its Coordinator of the Northeast Corridor Demonstration Project; he will be the PRR's and later Penn Central's front-line manager for the development of the "Metroliners" and associated infrastructure and its contact with the teams from the U.S. DOT and the contractors. (WatsonPapers)
- Sep. 21, 1966 ICC approves single-tracking PRSL between Winslow Jct. and "TIDE" Interlocking at Absecon; also removal of automatic cab signals between Winslow Jct. and Atlantic City and replacement with manual block between Winslow Jct. and Absecon. (AR, PRSL)
- Sep. 23, 1966 NYC holds groundbreaking ceremony for new Alfred E. Perlman Yard at Selkirk, N.Y., fifth and last of Perlman's big automated hump yards; to have 70 tracks and capacity of 8,340 cars. (Trains, AR)
- Sep. 23, 1966 Port Authority begins pouring first concrete for World Trade Center foundation. (NYT)
- Sep. 1966 Budd delivers 4 high-speed test cars to U.S. Dept. of Commerce at a cost of \$900,000. (Watson - Mutual has 7/12)
- Sep. 1966 Executive Jet Aviation, Inc., purchases two Boeing 707's and two 727's for \$30 million in anticipation of acquisition of Johnson Flying Service, Inc. (Salsbury)
- Sep. 26, 1966 Kurt Orban Company of Jersey City buys 14 acres of riparian land, including the two surviving PRR ferry slips at Exchange Place; plans to build a 230-foot office tower offshore; the project is not begun. (NYT)
- Sep. 27, 1966 Justice Dept. informs the U.S. District Court in New York that it has no position on delaying the Penn Central merger. (NYT)
- Sep. 27, 1966 MCTA and Connecticut Transportation Authority announce plan to

save New Haven commuter service; to invest \$80 million, of which \$53 million is to come from federal government; lease tracks and equipment and contract operation back to railroad; buy 144 new cars and rehabilitate 100 old ones to replace 85 heavyweight MU cars dating from 1926-1933. (NYT, Trains)

- Sep. 29, 1966 Cleveland & Pittsburgh Railroad Board approves PRR request to abandon 0.11 mile of Allegheny Branch Extension in Pittsburgh. (MB)
- Sep. 29, 1966 Reading extends electrified service from Wayne Jct. to Fox Chase, the portion of the Newtown Branch within the city limits; RDC's remain on those few trains that continue to Newtown; releases a number of RDC's to further replace locomotive hauled passenger trains on the Pottsville, Bethlehem and New York runs. (SEPTA, BeeLine)
- Sep. 30, 1966 Last run of a PRSL or PRR passenger train (Camden-Millville and Camden-Pemberton) from Broadway Station, Camden; last passenger service between Broadway and "CENTER" Tower; former Amboy Division main line abandoned between "CENTER" Tower and Delaware River; PRSL South Camden Branch connected with former PRR trackage to form a continuous belt line along the Delaware River from "BROWN" Tower to Coopers Point. (AR)
- Sep. 30, 1966 ICC sets Oct. 31 for resuming hearings on the Penn Central merger. (NYT)
- Sep. 30, 1966 Congress passes legislation creating a cabinet-level Dept. of Transportation, which is also to take over the High-Speed Ground Transportation Project from the Dept. of Commerce, as well as the Interstate Highway program, effective Apr. 1, 1967; also creates the Federal Railroad Administration within the new department to pull together all matters pertaining to federal assistance to railroads, research & development and railroad safety. (UrbnMssTrnsptn, NARA)
- Oct. 1, 1966 James L. Forrester appointed Manager, Research, replacing John J. Clutz, deceased.
- Oct. 1, 1966 Retired Foreign Freight Traffic Manager Alfred J. Ball (1882-1966) dies at Chesnut Hill Hospital. (NYT)
- Oct. 1, 1966 Norfolk & Western Railway establishes a Marketing Dept. (AR)
- Oct. 3, 1966 PRR establishes new terminal for Camden-Millville and Pemberton-Camden trains on old Camden & Amboy main line at 12th & Federal Streets in Camden, with bus connection to the Bridge Line at Broadway; as many of the commuters work at RCA or Campbell Soup

on the riverfront, and could walk to work from the old Terminal site, but are now faced with a bus transfer and much longer walk, ridership drops; as there is no longer an engine servicing facility at Camden, the trains deadhead to Penn Coach Yards during their mid-day layover. (AR, Railpace)

- Oct. 3, 1966 *New York Times* reports that the American Machine & Foundry Company has leased 5,000 square feet of office space in 2 Penn Plaza at the plaza level over Penn Station. (NYT)
- Oct. 4, 1966 PRR and NYC sign amended agreement with New Haven trustees providing for purchase of substantially all New Haven properties for 950,000 shares Penn Central stock, \$8 million in cash, \$23 million in Penn Central bonds, and assumption of pensions, \$28 million of equipment obligations, and \$3.2 million in bonds of Boston & Providence.
- Oct. 4, 1966 Three-judge panel of the U.S. Circuit Court at New York denies applications to delay Penn Central merger but extends restraining order to permit appeal. (MB, NYT)
- Oct. 4, 1966 First precast concrete exterior sheathing panels placed at Madison Square Garden. (PubRel)
- Oct. 5, 1966 ICC denies immediate hearing on N&W-C&O merger. (MB)
- Oct. 6, 1966 N&W, C&O-B&O, WM, CNJ and Reading file notice of appeal to U.S. Supreme Court to block Penn Central merger; Boston & Maine does not appeal. (PCTC)
- Oct. 7, 1966 Six railroads, eight Pennsylvania communities, and Gov. Milton Shapp file with Supreme Court Justice John M. Harlan asking to delay Penn Central merger so they can prepare a formal appeal to the Supreme Court. (PCTC)
- Oct. 7, 1966 Dow Jones industrial average falls to 744 in worst stock market decline since 1962. (AmrenDcads)
- Oct. 1966 PRR is installing 2,700 portable radio transmitters and receivers in locomotives, cabin cars, and towers; inductive trainphone does not work in electrified territory as induces a current in the pole lines along the right-of-way.
- Oct. 1966 NYC installs Solari boards in Grand Central Terminal to replace chalk boards for long distance trains. (NH AR)

- Oct. 10, 1966 Metropolitan Life Insurance Company, a major bondholder of the New Haven, tells the U.S. Court at New Haven that \$140 million is “wholly inadequate” compensation; on the same day, the ICC begins hearings on the fate on the New Haven’s passenger service after the federal grant subsidies from four states expire on Dec. 31. (NYT)
- Oct. 12, 1966 Dept. of Commerce test cars T-1 to T-4 begin three days of tests on bolted rail on tracks 2 & 3 between “MORRIS” at Morrisville and “GRUNDY” at Bristol at speeds up to 110 MPH to test the traction motor mounts at high speed; the project is based at the Morrisville Engine House; the operations with the test cars prove only that regular commuter cars can be pushed to high speeds under test conditions, not that the much more complex “Metroliners” can be operated under normal service conditions; the Johnson Administration is constantly pushing to have the whole operation up and running before the 1968 election. (WatsonPapers)
- Oct. 14, 1966 N.J. Gov. Hughes announces that the federal government will provide \$5 million toward purchase of 35 MU cars for PRR; the PRR will then rent the cars from the state at \$1 a year per car; the cars, later called “Jersey Arrows,” seat 120 with fixed 32-seating. (NYT)
- Oct. 1966 N.J. State Highway Dept. orders 35 “Jersey Arrow” MU cars from the St. Louis Car Company under a \$6.7 million federal urban mass transportation grant. (MrkrLmp, Headlights)
- Oct. 15, 1966 President Johnson signs bill creating U.S. Dept. of Transportation (DOT), effective Apr. 1, 1967. (NYT, Marshall)
- Oct. 15, 1966 Richard B. Herman & Co. announces that it will build a 27-storey commercial condominium designed by Vincent Kling on the northwest corner of 16th & Market Streets in Penn Center. (NYT)
- Oct. 1966 Norfolk & Western Railway makes \$10.4 million first installment of 15-year debentures to Pennsylvania Company in return for 80,000 shares of N&W common stock; the 10 installments which will eliminate the Pennsylvania Company’s interest in the N&W are scheduled to run through July 1974 but are extended because of the Penn Central bankruptcy. (Moody’s)
- Oct. 1966 SEPACT III concludes “Operation Reading” demonstration project. (AR)
- Oct. 1966 St. Davids, Pa., station demolished.
- Oct. 1966 Pennsylvania Research & Information Association opens its

- membership beyond the original founders. (PRRTHS)
- Oct. 1966 NYC's Flexi-Van traffic has increased 22.8% in the first 10 months of 1966, vs. 12.7% increase in overall U.S. piggyback traffic. (Trains)
- Oct.? 1966 PRR Class I1 2-10-0 No. 4433 and coach placed in static display along Airbrake Avenue on the Turtle Creek-Wilmerding boundary. (Trains)
- Oct.? 1966 NYC begins pooling power with the Cotton Belt between Indianapolis and Pine Bluff, Ark., and with the Missouri Pacific between Indianapolis and Little Rock. (Trains)
- Oct. 1966 Patent 3,285,194 for "RRollway" auto ferry trains granted to the late Deodat Clejan. (Patnt)
- Oct. 1966 Reading places replaces conventional 1948 streamstyled cars on the Jersey City-Philadelphia *Crusader* and *Wall Street* with RDC's, the former with two cars and the latter with three; uses ex-Boston & Maine RDC-2 No. 6165 and RDC-3 No. 6166 with snack bars in the former baggage sections; because of loading, conventional equipment is restored on the *Wall Street* briefly in early 1967 until the implementation of the Aldene Plan on Apr. 30. (BeeLine - another issue has RDC's on Wall St. 5/28/67???)
- Oct. 17, 1966 PRR Coordinator of the Northeast Corridor Demonstration Project Robert B. Watson makes his first report to headquarters noting problems in the traction motor mountings. (WatsonPapers)
- Oct. 17, 1966 Last run of Atlanta & West Point and L&N portion of *Piedmont Limited* Nos. 33-34 between Atlanta and Montgomery and on No. 34 between Montgomery and New Orleans. (A-sheet)
- Oct. 17, 1966 N.J. Gov. Hughes announces three-year, \$30 million plan to overhaul NY&LB including extending electrification from South Amboy to Red Bank. (NYT)
- Oct. 18, 1966 U.S. Supreme Court delays Penn Central merger for review on appeal; sets Jan. 9, 1967 for arguments. (PCTC, NYT)
- Oct. 18, 1966 NYC purchases 100% of Strick Holding Company, which controls Strick Trailer Company, a leading manufacturer of truck trailers. (Cards)
- Oct. 19, 1966 Stuart T. Saunders expresses confidence that the Penn Central merger "is relatively near at hand." (NYT)

- Oct. 19, 1966 Dept. of Commerce test cars are run from Morrisville to Washington at normal speed for an inspection and demonstration for members of Congress. (Watson)
- Oct. 20, 1966 Members of Congress are unable to view the Dept. of Commerce test cars at Union Station, and the proposed demonstration trip to Odenton and back is cancelled, with the cars to remain on display for the press and public; however, by the time the cancellation is announced, members of the press have already arrived, and when they protest, the Dept. of Commerce reinstate the demonstration run, which leaves Union Station at 9:30 AM but reaches a maximum speed of only 80 MPH; the indecisive delay, low speed and absence of seating in the cars create widespread media dissatisfaction; the episode prefigures all the problems that will plague the "Metroliner" project for over two years. (Watson, NYT)
- Oct. 21, 1966 The Dept. of Commerce test cars are inspected at Union Station by the British Minister of Transport and return to Morrisville in the afternoon. (Watson)
- Oct. 21, 1966 ICC authorizes PRSL to abandon one track between Winslow Jct. and Absecon and change from automatic block signals to manual block. (AR)
- Oct. 22, 1966 Last run of Southern Railway's *Augusta Special* Nos. 31-32 between Charlotte and Fort Mill, S.C., and between Warrentonville, S.C., and Augusta; portion in South Carolina retained as coach-only local. (A-sheet - Frailey, Trains - says train terminated at Warrentonville southbound on 10/16 without any warning and passengers put in taxis, using a clause in the Transportation Act of 1958 that allows trains to be discontinued in one state without state regulatory approval if it has only one stop in the state which is also its origin or destination)
- Oct. 22, 1966 Philadelphia Mayor James Tate (-) unveils the \$500 million redevelopment plan for Market Street East produced by the City Planning Commission and its chief planner Edmund N. Bacon (1910-2005); including the demolition of Reading Terminal and its replacement with an underground station on the Center City Commuter Connection. (BltnAlmnc, NYT)
- Oct. 24, 1966 PRR reports consolidated earnings for the first nine months of 1966 of \$68.8 million or up from \$3.94 per share to \$4.94 per share; net earnings for the third quarter are up 27.6% to \$27.6 million or \$1.97 per share, vs. \$1.55 per share in 1965. (NYT)
- Oct. 24, 1966 Federal court authorizes the New Haven Trustees to file a two-part

- reorganization plan with the ICC. (NYT)
- Oct. 25, 1966 First segments of 42-foot diameter tension ring at center of cable suspension roof are placed 73 feet above arena floor at Madison Square Garden. (PubRel, NYT)
- Oct. 25, 1966 David Bevan in a memo to Stuart Saunders notes extreme cash drain caused by large capital expenditures for road and equipment, which are not achieving any return on the capital so invested.
- Oct. 26, 1966 Dept. of Commerce test cars begin two days of tests on the test track between "MILLHAM" and "MIDWAY" (Monmouth Jct.) at speeds up to 130 MPH. (Watson)
- Oct. 27, 1966 New Haven Trustees file reorganization plan with ICC; calls for a sale to the Penn Central for \$140 million; the bondholders hold that this price is too low. (NYT)
- Oct. 28, 1966 Third anniversary of beginning of Penn Station demolition finds few above-ground portions of the old building still standing except the 7th Avenue Vestibule and colonnades. (PubRel)
- Oct. 29, 1966 Last remaining segment of NYC's *Pacemaker* makes last run between Buffalo and New York (eastbound only); last run of westbound *Motor City Special* between Detroit and Chicago. (tt)
- Oct. 29, 1966 Chesapeake & Ohio Railway discontinues passenger service between Grand Rapids and Traverse City. (michiganrailroads)
- Oct. 30, 1966 *Golden Triangle* name discontinued for Chicago-Pittsburgh sleepers on No. 23-54. (A-sheet)
- Oct. 30, 1966 Snack bar coaches replace diner-lounge cars on *Manhattan Limited* No. 22-23, *Juniata* No. 211-33, *Admiral* No. 50, and *Pennsylvania Limited* No. 54-55; Pittsburgh-New York 10-6 sleeping car on No. 22/48 replaces Pittsburgh-Philadelphia car on No. 22. (A-sheet)
- Oct. 30, 1966 PRSL discontinues all checked baggage service.
- Oct. 30, 1966 PRR discontinues issuing condensed east-west timetable Form No. 2. (A-sheet)
- Oct. 31, 1966 NYC expands weekend service on Harlem Line from 138 to 174 trains, including half-hourly service between New York and Mount Vernon. (Guide)

- Oct. 31, 1966 ICC reopens the Penn Central merger record and begins hearings on question of indemnifying eight smaller railroads affected by Penn Central merger. (NYT)
- Fall 1966 PRR operates two experimental 300-car, 30,000-ton ore trains, heaviest operated by any railroad; operated by 8 locomotives; propose high-volume bulk shipments in trains up to 3 miles in length.
- Fall 1966 Executive Jet Aviation, Inc., decides to buy two Boeing 707's and two 727's for \$26.2 million. (Patman)
- Nov. 1, 1966 PRR defends proposed Sea-Land "land bridge" container unit train rates before ICC. (PubRel)
- Nov. 1, 1966 Norfolk & Western Railway asks the ICC to refuse a capital indemnity plan for the Erie Lackawanna, Delaware & Hudson and Boston & Maine. (NYT)
- Nov. 1, 1966 NYC purchases Strick Corporation, a manufacturer of aluminum containers and truck trailers. (AR)
- Nov. 1, 1966 Norfolk & Western Railway opens the first phase of its new electronic classification yard at Bellevue, Ohio. (AR)
- Nov. 2, 1966 ICC suspends proposed Sea-Land "land bridge" container unit train rates for 7 months; intense opposition from all other Atlantic and Gulf ports and rival railroads; fear will concentrate embryonic and growing container traffic in New York and give it unshakeable lead; other ports and railroads as yet do not have enough export/import container traffic to fill unit trains. (PubRel)
- Nov. 2, 1966 Last runs of passenger service on the CNJ's Seashore Branch between Matawan and Atlantic Highlands, mostly RDC shuttles and two conventional rush-hour trains, including through trains to and from Jersey City and Broad Street, Newark, via NY&LB. (AR, Railpace)
- Nov. 3, 1966 PRR agrees with Commonwealth of Pennsylvania and SEPTA for 11 high-speed MU cars equal to "Metroliners" for Philadelphia-Harrisburg service; State and SEPTA are to each put up \$2 million, with most of money to come from HUD mass transit grant; cars are to be leased without charge to PRR for 15 years; are also to buy as many "Silverliners" for suburban service as possible with leftover funds; PRR withdraws almost immediately under attacks from Red Arrow Lines and Capitol Trailways, and HUD later holds that Harrisburg service does not qualify for urban transit aid. (MB, SEPTA)

- Nov. 6, 1966 Pres. Johnson appoints Undersecretary of Commerce Alan S. Boyd (1922-) to be the first Secretary of Transportation. (NYT, DOT)
- Nov. 8, 1966 Republican Raymond Shafer (-) defeats Milton J. Shapp (-) for Pennsylvania governorship after a series of blistering attacks on Shapp in the *Philadelphia Inquirer*, a paper controlled by Walter Annenberg, then the largest individual PRR stockholder; Shapp has spent \$4 million of his own money on the biggest ad blitz yet seen in Pennsylvania politics. (NYT)
- Nov. 9, 1966 The two center high speed test tracks are completed between “MIDWAY” at Monmouth Jct. and “MILLHAM” east of Trenton. (Watson)
- Nov. 10, 1966 Stuart T. Saunders agrees to appear at the ICC hearings on Nov. 14 only after being told that the Norfolk & Western Railway would demand he be subpoenaed. (NYT)
- Nov. 11, 1966 PRSL abandons Newfield Branch between McKee City and Mays Landing (7.02 miles). (AR)
- Nov. 11, 1966 Dept. of Commerce test cars run between “MIDWAY” and “MILLHAM” at speeds up to 125 MPH. (Watson)
- Nov. 12, 1966 Port Authority announces that it will cut the PATH fare between New York and Newark from 40 cents to 30 cents when it end joint operation with the PRR when the Aldene Plan takes effect next year. (NYT)
- Nov. 13, 1966 Electric Railroaders Association runs excursion behind Class S No. 110 to celebrate the 60th anniversary of NYC electrification. (Trains)
- Nov. 14, 1966 ICC sets Jan. 16, 1967, for hearings on inclusion of New Haven in Penn Central. (NYT)
- Nov. 14, 1966 Chicago, South Shore & South Bend Railroad, the last of the Insull Chicago interurban lines, becomes affiliated with the Chesapeake & Ohio Railway. (AR)
- Nov. 15, 1966 U.S. Dept. of Commerce begins “Operation High Step” with the test cars T-1 to T-4 running at night between over the whole test track between “COUNTY” and “MILLHAM”; speeds on the first day reach 120 MPH; as speeds top 100 MPH, problems occur with pantograph contact and suspension systems, which cause the cars to bounce noticeably independent of each other; the flat car fronts and underbody equipment create severe turbulence. (Watson, Pennypacker/Trains)

- Nov. 15, 1966 Three-judge federal court reserves judgement on the plea of the New Haven's institutional bondholders to delay the Penn Central merger. (NYT)
- Nov. 1966 Point Pleasant Beach station on the NY&LB razed to make way for street improvements; temporary station set up on the east side of the tracks consisting of CNJ observation car No. 1169 and RPO No. 74.
- Nov. 16, 1966 At ICC hearing, Saunders says merger will collapse if delayed; charges N&W with deliberate obstruction; rebuts N&W claim that PRR and NYC have recovered enough that merger may be delayed two years and that Penn Central will dominate East; charges N&W is the true financial giant and is aiming to destroy Penn Central merger. (MB)
- Nov. 18, 1966 Dept. of Commerce test cars run with two pantographs removed and are coaxed up to 152 MPH for 3 miles but with the development of undesirable forces; this is the first time the project reaches 150 MPH; once speeds exceed 100 MPH, pantograph contact with the catenary becomes unstable resulting in poor performance; pans jerk and arc when approaching overhead bridges, because wire graduations are too steep for high-speed operation; suspensions behave erratically with severe uncoordinated bouncing of cars; flat car ends cause severe turbulence that sucks ballast from the roadbed, damaging electrical gear and activating dragging equipment detectors. (Watson, Trains)
- Nov. 18, 1966 A. J. Cassatt's granddaughter, Lois Cassatt Thayer (1894-1977), the widow of John B. Thayer III (1894-1945), donates the Cassatt statue from Penn Station to his alma mater, Rensselaer Polytechnic Institute; it is later donated to the Railroad Museum of Pennsylvania. (RRMPa)
- Nov. 21, 1966 David C. Bevan writes a memo to Saunders stating the relative financial positions of the PRR and NYC, noting that they cannot be compared since Saunders has switched to a policy of maximizing earnings; notes that while the PRR pays only a slightly higher percentage of its net income as dividends than the NYC on a consolidated basis (i.e., including earnings from N&W stock, etc.), on the basis of the railroads alone, the PRR pays 70-75%, but the NYC pays a more realistic 40-50%; PRR's capital expenditures are nearly double those of the NYC; most of NYC's outside income is net, while the PRR must plow back money to its subsidiaries; however, the PRR is better sheltered from taxes. (Patman)
- Nov. 21, 1966 U.S. District Court approves Boston & Providence reorganization plan. (NH AR)
- Nov. 22, 1966 PRR signs agreement with YMCA of Greater New York for space in

- new Penn Station. (MB)
- Nov. 23, 1966 PRR Board declares a regular quarterly dividend of 60 cents a share and an extra dividend of 30 cents for an annual total of \$2.30, but declines to pay more because of the company's tight cash position. (NYT, Patman)
- Nov. 23, 1966 Labor Dept. reports that inflation, which has remained low between 1-2% through most of the early 1960s, is now running at 3.7% annually, the biggest jump since 1956-57; inflation will be over 6% by the end of the decade. (NYT, Samuelson)
- Nov. 1966 Saunders meets with Attorney-General Ramsey Clark to seek to end Justice Dept.'s opposition to merger. (MB)
- Nov. 1966 PRR begins hauling mail by TrucTrain from Kearny to southern points via Potomac Yard.
- Nov. 27, 1966 Erie-Lackawanna's *Phoebe Snow* makes last run between Hoboken and Chicago, leaving the overnight *Lake Cities*. (Trains)
- Nov. 27, 1966 NYC's last New York-St. Louis sleeping car cut back to Indianapolis. (Guide)
- Nov. 28, 1966 ICC concludes arguments on indemnifying Erie Lackawanna, Boston & Maine, and Delaware & Hudson; NYC tells the ICC that it has no power to impose a capital indemnity plan. (MB, NYT)
- Nov. 30, 1966 Justice Dept. drops opposition to the Penn Central merger but asks the Supreme Court to delay until the ICC is able to protect interest of smaller railroads. (NYT)
- Nov. 30, 1966 A Budd Company representative tells the press that the test cars have reached speeds of 152 MPH. (NYT)
- Dec. 1, 1966 PRR closes East Liberty and East Pittsburgh suburban stations; suburban stop for Pittsburgh moved to Wilmdersing. (A-sheet)
- Dec. 2, 1966 PRR announces it will build 1,200 freight cars costing \$16.5 million. (NYT)
- Dec. 4, 1966 Ex-Vice President Brig.-General John A. Appleton (1891-1966) dies at Temple University Hospital at age 74. (RyAge)
- Dec. 5, 1966 Penn Central merger hearings begin before ICC examiner; the Erie Lackawanna asks that the ICC bar the PRR and NYC from making

changes in operating patterns that might harm the EL before the merger, and not just after. (MB, NYT)

- Dec. 6, 1966 New York Mayor John V. Lindsay announces that two large merchandisers will lease space in the Midtown Mart being built on air rights over the Penn Station approach at 10th Avenue & 31st Street, and that Philip Johnson will design a 1,650-unit middle-income apartment complex on the remaining air rights. (NYT)
- Dec. 7, 1966 Dept. of Commerce test cars returned to the Budd Company for modifications, including cowling to protect the pantographs, which is later removed. (Watson)
- Dec. 8, 1966 Three-judge court for Southern District of New York denies request of New Haven bondholders to delay Penn Central merger. (MB)
- Dec. 12, 1966 PRR Chief Maintenance of Way Officer John F. Piper tells the New England Railroad Club that the PRR will begin 110 MPH passenger service in Oct. 1967. (NYT)
- Dec. 12, 1966 Last runs of master room-observation lounge cars *Mountain View* and *Tower View* on *Broadway Limited*. (tt)
- Dec. 12, 1966 PATH closes Henderson Street exit from Grove Street Station, which permits demolition of retaining wall that once supported the end of PRR's Railroad Avenue elevated railroad and the extension of the avenue into the former PRR track area. (PtAuth)
- Dec. 12, 1966 New Jersey Dept. of Transportation created under the New Jersey Transportation Act of 1966, subsuming the State Highway Dept. and providing integrated planning and funding for all modes; also creates a Commuter Operating Agency to administer subsidy contracts with railroads and make capital improvements; David J. Goldberg named Commissioner. (NYT, NJDOT)
- Dec. 13, 1966 ICC Chairman John W. Bush tells the *New York Times* in a telephone interview that the PRR and NYC will abandon their merger plans if it is delayed too long. (NYT)
- Dec. 13, 1966 PRR Coordinator Robert B. Watson notes that the delays in delivering the "Metroliner" cars are the result of VP David C. Bevan's desire not to have to pay for them until 1968 to conserve cash; the PRR has asked the Budd Company to deliver the 11 SEPTA cars first; at this pace, it will be impossible to meet the Dept. of Commerce deadline for beginning "Metroliner" service in Oct. 1967. (WatsonPapers)

- Dec. 14, 1966 Tri-State Transportation Commission announces an agreement with the New Haven Trustees to maintain New York-New Haven passenger service until June 30, 1967. (NYT)
- Dec. 15, 1966 Ex-Southern Railway observation lounge cars *Royal Canal* and *Royal Street*, formerly assigned to the *Royal Palm*, placed on the rear of Atlantic Coast Line *Florida Special* for 1966-1967 season. (Welsh, tt)
- Dec. 15, 1966 Three dissident Reading directors ask the ICC to order hearings on including the Reading and CNJ in the Chesapeake & Ohio Railway. (NYT)
- Dec. 1966 Erie Lackawanna and D&H appeal Penn Central merger decision to Supreme Court after District Court refuses to block merger. (when?)
- Dec. 20, 1966 Dept. of Commerce test cars are run from Morrisville to Newark, N.J., and then back south to Landover, Md., and return to Morrisville to allow Melpar, Inc., the instrumentation contractor, to log landmarks such as station platforms and dragging equipment detectors. (WatsonPapers)
- Dec. 20, 1966 MCTA and Connecticut Transportation Authority files for a two-thirds HUD grant of \$53.4 million for capital improvements to the New Haven commuter service. (MTA AR)
- Dec. 20, 1966 Philadelphia Transportation Company declares a \$1 per share dividend and authorizes negotiations with Philadelphia Suburban Transportation Company and other transit firms for coordinated services; City and SEPTA sue to block the dividend. (SEPTA)
- Dec. 21, 1966 PRR Board authorizes purchase of 35 EMD, 15 GE and 10 Alco diesels; authorizes taking out insurance to protect officers, directors and company against liability claims for wrongful acts as suggested by David Bevan; such insurance is not obtained until 1968. (MB, Patman)
- Dec. 21, 1966 PRR agrees for the joint PRR-NYC interlocking at Colfax, Ind., to be converted to remote operation. (MB)
- Dec. 21, 1966 Federal Reserve begins buying long-term government bonds for the first time since July; the stock market rebounds; the Fed continues to increase the money supply by 8.2% through Sep. 1967, easing business credit. (NYT, Matusow)
- Dec. 22, 1966 ICC examiner recommends that the Norfolk & Western Railway be required to take in the Erie Lackawanna Railroad and Delaware & Hudson Company; the ICC directs the N&W to also include the B&M

if agreement can be negotiated, but it will not be compulsory. (Grant, AR)

- Dec. 23, 1966 Port Authority awards contracts for dumping the fill from the World Trade Center excavation in the Hudson River and demolishing Piers 7, 8, 9, 10 & 11 and the CNJ Liberty Street ferry terminal; the former CNJ office building at 143 Liberty Street, once also the location of the New York offices of some of the other anthracite railroads and railroad associations, is being demolished to clear the site for the World Trade Center. (NYT)
- Dec. 29, 1966 New Jersey Commuter Operating Agency approves purchase of first 35 "Jersey Arrow I" MU cars from St. Louis Car Company; capable of 100 MPH; seat 120 in fixed 3-2 seating; applies to Housing & Urban Development Dept. for \$15 million for NY&LB electrification to Little Silver and 38 additional cars. (, Trains)
- 1966 State of New Jersey agrees to purchase 34 stainless steel MU cars (Jersey Arrows) capable of 100-MPH operation at cost of \$10 million. (PRR file says 35 cars Mutual says 40)
- Dec. 30, 1966 Pittsburgh Joint Stock Yards Company renamed Penn Central Park, Inc., to handle Penn Central Park development in Pittsburgh. (MB)
- Dec. 30, 1966 U.S. Supreme Court reduces the amount that the Port Authority must pay for the Hudson & Manhattan Railroad (now PATH) from \$73 million to \$51.5 million. (NYT)
- Dec. 1966 Demolition of above-ground portions of Penn Station completed. (PubRel)
- Late 1966 PRR removes electrification between Frankford Jct. and Pavonia Yard over Delair Bridge; changing catenary to match rearrangement of tracks in Pavonia Yard would have been too expensive. (Trains)
- Dec. 31, 1966 Boston Terminal Corporation reduces the amount of land it leases for railroad purposes at South Station. (Moody's)
- Dec. 31, 1966 Pres. Johnson announces the award of the contract to build a commercial supersonic transport plane (SST) to the Boeing Company; is to travel at 1,800 MPH; the program is eventually cancelled on environmental grounds. (AmrcnDclds)
- 1966 PRR increases dividend rate from \$2.00 to \$2.40 per share; operating ratio at 78.06%, lowest since 1944.

- 1966 All Philadelphia-area commuter service placed under contract with SEPTA; City of Philadelphia is to order 20 "Silverliners" in addition to the 30 currently leased to PRR.
- 1966 PRR experiments with Automatic Car Identification (ACI) system, similar to bar-coding, on 35,000 hopper cars.
- 1966 Washington Street freight station in Dayton, Ohio, closed and razed. (Hauck)
- 1966 Derailment near Twin Lakes cuts the PRR's South Bend Branch, as the break is not worth repairing; the segment between Culver and Plymouth is taken out of service. (pennsywest)
- 1966 Pennsylvania Company increases holdings of Arvida Corporation from 51% to 58% and of Great Southwest from 73% to 80%
- 1966 Lagging land sales require Macco Realty to receive about \$7 million per year in advances from Pennsylvania Company
- 1966 PRR runs two 300-car ore trains with mid-train slave unite from Morrisville to Altoona to set new tonnage records. (Trains - pre Sep)
- 1966 CNJ moves the interchange point for traffic bound to PRR points west of Pittsburgh from Buttonwood, near Wilkes-Barre, to Oak Island Jct., Newark. (AR)
- 1966 NYC completes CTC between Albany and Buffalo. (AR)
- 1966 NYC earns net income of \$65.3 million, an all-time high, exceeding the previous peak of 1943, or 2.7%, vs. only \$45.1 million for PRR on larger capital, leading Perlman to believe that NYC is "depression-proof" and clearly superior to PRR. (Trains,)
- 1966 NYC reports Flexi-Van loads up from 20,225 in 1965 to 24,710 in 1966. a 22.9% increase. (Guide, Trains)
- 1966 PRR reports TrucTrain handled over 240,000 loaded trailers in 1966, or over one-eighth of U.S. TOFC shipments. (Guide)
- 1966 Norfolk & Western Railway installs automatic train control on the ex-PRR line between Columbus and Sandusky. (AR)
- 1966 Norfolk & Western Railway and Union Pacific Railroad begin run-through freight trains between Decatur, Ill., and North Platte, Neb. (AR)

- 1966 U.S. railroads haul a new record of 744 billion ton-miles of freight, surpassing the old record set in 1944. (Trains)
- 1966 Through the agency of broker Charles J. Hodge, David Bevan and other PRR officials are introduced to the brothers Francis Newman Rosenbaum (1915-2004) and Joseph H. Rosenbaum (1909-1985), two Washington lawyers with reputations as lobbyists and "fixers" dating back to the late 1930s; Joseph, the older brother was a former colonel in the OSS, the wartime intelligence agency. (Salsbury,)
- 1966 Gregory S. DeVine, formerly VP in Charge of Coal Traffic of the Chesapeake & Ohio Railway, is elected Pres. & CEO of both the C&O and B&O. (Stover)
- 1966 Brotherhood of Locomotive Firemen & Enginemen drops its constitutional ban on African American members. (Trains)
- 1966 United States Steel Corporation closes its Donora Works. (Hoerr)