1966 INDEX
Lloyd E. Klos, Index Editor

NEW YORK CITY METROPOLITAN AREA

- Erie-Lackawanna Railroad (EL)
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- Traffic Increases During New York Strike (1) Feb. 4
- Commuter Service Retrenched (1) Dec. 2
- Central Railroad Company of New Jersey (CNJ)
  - Gets Federal Grant (1) Jan. 4
  - Traffic Increases During New York Strike (1) Feb. 4
  - Long Island Rail Road (LIRR)
    - Gets Federal Grant (1) Jan. 4
    - Traffic Increases During New York Strike (1) Feb. 4
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  - Turbine Test Approved for Road (1) Mar. 3
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  - Modernization Begins (1) Nov. 2
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  - Long Island RR Turbine Test Approved (1) Mar. 3
  - Long Island RR Plan to Wall St. Approved (1) Mar. 4
  - 63rd Street-East River Tunnel to Get Four Tracks (1) Oct. 10
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- New York Central Railroad (NYC)
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  - Merger With Pennsylvania RR Approved by ICC (1) Sept. 5
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- New York City Transit Authority (NYCTA)
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  - Strike Stalls Subway System (1) Feb. 2
  - U. S. Awards Grant for Half of Cost of 400 Cars (1) Feb. 5
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  - Strike Study Grant Awarded (1) June 4
  - Stainless Steel Cars For “D” Trains (1) Aug. 12
  - 63rd Street-East River Tunnel to Get Four Tracks (1) Oct. 10
- New York, New Haven & Hartford Railroad (NYNH&H)
  - Asks to Abandon all Interstate Passenger Service (1) Sept. 5
  - Modernization Program Announced (1) Nov. 3
- Pennsylvania Railroad (PRR)
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  - Stainless Steel MU’s for New York-New Jersey Lines (1) July 2
  - Merger With New York Central Approved by ICC (1) Sept. 5
- Port Authority Trans-Hudson Corporation (PATH)
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  - Orders 44 PA-2s From St. Louis (1) Feb. 5
  - New Service Guide Issued (1) May 3
  - Court Award for Hudson & Manhattan RR (1) June 4
  - Gambaccini Named Vice President & General Manager (1) Sept. 8

This broad-gauge, deck roof car of the Cincinnati Street Railway, equipped with maximum traction trucks and the Queen City’s peculiar double trolley poles (required by its extensive use of positive and negative overhead), appears long after construction of the never-completed subway had ceased.

Thomas Duckman

EL PASO, TEXAS

- El Paso City Lines (EPCL)
  - Streetcar Service Suspended (1) June 3

FORT WORTH, TEXAS

- Leonard’s Rapid Transit (M&O)
  - Buys Eight FGCs (1) June 4
  - Purchases Two Rectifiers (1) Oct. 10

NEW ORLEANS, LOUISIANA

- New Orleans Public Service, Incorporated (NOSPI)
  - Promotional Trolley; Di Rosa Defeated (1) July 4

GEOGRAPHICAL INDEX

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  - Planning Grant for Rapid Transit Awarded (1) Aug. 4

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- Metropolitan Transit Authority of Maryland
  - Rapid Transit System Recommended (1) Feb. 9

BOSTON, MASSACHUSETTS
- Massachusetts Bay Transportation Authority (MBTA)
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  - Southeast Rapid Transit Proposed (1) May 6
  - Purchased Old Colony Tracks (1) June 2
  - Cabot Appointed Chairman (1) Jun. 3
  - Modernization of Arlington Station Approved (1) Oct. 10
  - Gets Federal Grant For New Tunnel (1) Nov. 7
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  - Skokie Swift Made Permanent (1) May 4
  - Englewood Extension Proposed (1) July 12
  - Voters Approve Two Rapid Transit Lines (1) Sept. 4
  - A Panothrap for Skokie Swift (1) Sept. 4
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  - New Car Contract Placed (1) Sept. 5
  - Rapid Transit Extension Proposals (1) Nov. 4
  - Hyde Retires; Krueger Appointed (1) Dec. 8

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- El Paso City Lines (EPCL)
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- Leonard’s Rapid Transit (M&O)
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(I) = Illustration  (M) = Map
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Trolley Route 6/13 Cut Back Fineview Route Described; North Side Abandonments (1) July 6
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The private right-of-way section of St. Louis Public Service's Hodiamont car line was once part of a suburban railroad line, as reflected in its long, gentle curves. The "big curve" was where outbound car No. 1613 was seen on July 27, 1963 beginning to head north after a generally westbound trip from the downtown area. The Bi-State Transit System, the successor to SLPS, abandoned the Hodiamont car line, its last rail route, on May 21, 1966. Roy G. Benedict

ST. LOUIS METROPOLITAN AREA
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Considers German Rolling Stock May 6
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CANADA

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CANADIAN NATIONAL RAILWAYS
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Greenwood Car Shop Description (1) Apr. 15
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Branford Trolley Museum: Power Plant Available; Trestle Rebuilt Feb 2
ERA 1965 Financial Statement June 16
ERA 1966 Election Results June 2
ERA Independence Day Weekend in Chicago (1) Sept 1
ERA Dues to be Increased in 1966 Dec 2
ERA Makes Industry Subscriptions to Headlights Available Aug 1
Light Railroad Transport League Issues Novel Christmas Card Oct 2
McCall's Article on ERA Nov 2
Six Railway Museums Get Brazil Cars (1) Dec 4

MAPS
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Baltimore: Rapid Transit Plan Jan 9
Cleveland: Rapid Transit Plan for Metropolitan Area Nov 5
Germany: Prospective High-Speed Rail System Sept 6
Japan: Cities with Electric Railways Jan 5
New York: Proposed Linking of Long Island RR to BMT Mar 4
New York: Long Island-Brooklyn Elevated Joint Service Mar 6
New York: Long Island RR Improvement Program Nov 3
New Zealand: Electric Lines June 7
Philadelphia: Pennsylvania RR Trenton Cutoff Jan 8
Pittsburgh: Trolley Routes Oct 9
San Francisco: Proposed Rapid Transit Lines Aug 3
Toronto: Rapid Transit System Apr 3
Toronto: Bloor-Danforth Subway Extensions Apr 3
Toronto: Rapid Transit Stations Apr 5
Toronto: Government of Ontario Transit Nov 10

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Passing of Mrs. Katherine Rinke July 2
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Schaefer Appointed to TAC of HUD Nov 11
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PUBLICATION REVIEWS
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Northern Ohio's Interurban and Rapid Transit Railways Feb 12
Mount Lowe Pictorial Feb 12
American Heritage Mar 2
Rails to the Rising Sun (1) June 16
Steel Rails to the Sunrise June 16
Cars of the Pacific Electric No. 28 (1) Nov 12
Cars of the Pacific Electric Vol. II Nov 12
Cars of the Pacific Electric Vol. III Nov 12
Official Car Records Nov 12
Electric Locomotive Rosters (1) Nov 12

Four of the Budd-built Pioneer III MU cars approaching the Pennsylvania Railroad's Suburban Station in Philadelphia in 1958, with 30th Street Station appearing in the background. These cars were the forerunners of the City of Philadelphia's Silverliner fleet, used on the Pennsylvania and Reading railroads.
The Editor of HEADLIGHTS, Philip G. Craig, wishes to ask readers to understand the cause for the extreme lateness in distribution of the 1966 Index. The basic material for the 1966 Index was submitted to the Editorial Office by Mr. Lloyd E. Klos, the Index Editor, in early 1967. Despite Mr. Klos' usual prompt preparation of his submission, the actual production of the Index was delayed for approximately one year because of the serious shortage of staff that has been affecting the magazine. Until added help became available to prepare the art work for the 1966 Index, your Editor was forced to delay its production in order to concentrate on keeping the current issues of HEADLIGHTS from falling further and further behind.