

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

By Christopher T. Baer

1967

April 2015 Edition

All data subject to correction and change

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| Jan. 1, 1967 | John D. Morris (1905-) named VP-Special Services; James Wilson Diffenderfer (1921-1983) to Assistant VP-Special Services, reporting directly to Pres. on commuter and “Metroliner” projects; Basil S. Cole named Assistant VP-Administration replacing Assistant VP-Staff; Charles E. Ingersoll named Assistant VP-Passenger Service Contracts; Harold S. Jensen of the Lumberman's Company, a Texas real estate developer, named Director of Real Estate-Special Projects to work on Penn Central Park and developing air rights north of 30th Street Station in Philadelphia. (MB, PR) |
| Jan. 1, 1967 | Clerks, signalmen, telegraphers and maintenance of way forces receive 5% increase. (AR) |
| Jan. 1, 1967 | New Jersey stops taxing rail property used in passenger transportation. (check?) |
| Jan. 4, 1967 | ICC reopens Burlington Northern merger case. (MB) |
| Jan. 5, 1967 | Budd Company begins adding streamlined fronts to two of the Dept. of Commerce test cars to cut aerodynamic drag. (WatsonPapers) |
| Jan. 5, 1967 | American Contract Company sells its 30% interest in Motor Freight Express. (Compt) |
| Jan. 5, 1967 | 365 employees furloughed at Altoona Works. |
| Jan. 6, 1967 | Court issues injunction blocking the payment of a Philadelphia Transportation Company dividend; PTC appeals. (SEPTA) |
| Jan. 9, 1967 | Two days of hearings begin before U.S. Supreme Court on appeal by |

- various parties to delay Penn Central merger. (NYT)
- Jan. 9, 1967 A Japanese delegation begins two weeks of observations of the Northeast Corridor Demonstration Project. (WatsonPapers)
- Jan. 10, 1967 Pa. PUC says it may intervene to block PRR from discontinuing the *Buffalo Day Express/Baltimore Day Express* Nos. 570-571. (NYT)
- Jan. 10, 1967 Chesapeake & Ohio Railway files with ICC to discontinue the *Sportsman* No. 4 and *F.F.V.* No. 3 effective Feb. 10. (NYT)
- Jan. 12, 1967 MCTA and ConnDOT begin active negotiations with the New Haven trustees to buy or lease the West End Commuter lines, including the New Canaan, Danbury and Waterbury Branches. (MTA AR)
- Jan. 14, 1967 Last run of New York-Bristol sleeper on *The Pelican* Nos. 41-42. (A-sheet)
- Jan. 1967 LIRR adopts a modern program of budgetary and management controls, including a more efficient use of electronic data processing. (MTA AR)
- Jan. 1967 Capt. J. E. Bridges of the Cape Charles-Little Creek tugboat fleet and formerly captain of the *Elisha Lee*, receives a 50-year service pin. (StmbtBll)
- Jan. 1967 Work begins on Midtown Mart built on air rights over entrance to North River Tunnels at 10th Avenue. (NYT)
- Jan. 1967 Conglomerate Walter Kidde & Company, Inc., announces it intends to buy United States Lines __ and the Matson Navigation Company as the basis for a two-ocean containership business. (StmbtBll - verify NYT)
- Jan. 16, 1967 ICC hearings on inclusion of New Haven in Penn Central begin; New Haven Trustee Richard Joyce Smith states no other alternative to liquidation. (NYT)
- Jan. 16, 1967 Tests resume with the modified Dept. of Commerce test cars between Morrisville and "COUNTY." (WatsonPapers)
- Jan. 16, 1967 PRR ends train telephone service on *Broadway Limited* between New York and Harrisburg.
- Jan. 17, 1967 Justice Dept. holds merger protection for EL, B&M and D&H is inadequate and urges ICC to propose alternatives.

- Jan. 17, 1967 In ICC testimony, New Haven Trustees say top liquidating figure for New Haven would be \$150-160 million. (NYT)
- Jan. 17, 1967 Dept. of Commerce test cars reach 150 MPH for the second time. (WatsonPapers)
- Jan. 18, 1967 Pittsburgh Joint Stock Yards Company renamed Penn Central Park, Inc., and becomes a real estate development company for Penn Central Park (formerly Penn Park) at Pittsburgh. (VPF)
- Jan. 1967 Port Authority begins construction of concrete "bathtub" foundation for the World Trade Center; serves to keep out water from the Hudson River as excavation of filled land proceeds. (NYT)
- Jan. 23, 1967 PRR takes the electrification between Frankford Jct. and Pavonia Yard near Camden over the Delair Bridge out of service; it is restored in 1973. (WJNRHS)
- Jan. 23, 1967 Camden-Pemberton local begins laying overnight at Pavonia Yard instead of Pemberton, deadheading back to Pemberton in the morning. (Railpace)
- Jan. 23, 1967 Dept. of Commerce test cars T-1 and T-3 begin 5 days of running in the Philadelphia, Baltimore and Washington terminal areas to permit AT&T to test its on-board telephone reception; the "Metroliners" are to offer continuous telephone service, a new and more complicated precursor to later cell phone systems. (WatsonPapers)
- Jan. 23, 1967 Dept. of Commerce test car T-4 is sent to Detroit for loading two autos through a door cut in the side; is to test the riding quality of carrying automobiles and their passengers on long-distance trains, a concept that evolves into the Auto-Train; at first, the idea is to have passengers ride in their vehicles, but eventually the autos are carried in auto-rack cars and the passengers in coaches and sleeping cars. (WatsonPapers)
- Jan. 23, 1967 Port Authority lets first steel contracts for World Trade Center totaling \$74.1 million. (NYT)
- Jan. 24, 1967 PRR announces consolidated net earnings for 1966 of \$70.13 million or \$5.06 per share. (NYT)
- Jan. 24, 1967 Norfolk & Western Railway announces 1966 net earnings of \$97.8 million or \$10.61 per share, a new record for a U.S. transportation company; PRR announces consolidated net earnings of \$70.13 million or \$5.06 per share. (NYT)

- Jan. 25, 1967 PRR Board authorizes conditional sale agreements covering 30 3,600 HP EMD diesels, 5 3,000 HP GE diesels, and 5 3,000 HP Alco diesels; approves abandonment of 0.91 miles of Rochester Branch in Rochester, N.Y. (MB)
- Jan. 26, 1967 Blizzard paralyzes western end of PRR; 31 inches of snow in Chicago area. (MB)
- Jan. 26, 1967 Pennel Company authorizes extension of the Captina Branch 10 miles to reach the Youghiogheny & Ohio Coal Company; authorizes abandonment of 0.91 mile of the Rochester Branch at Rochester, N.Y. (MB)
- Jan. 28, 1967 In special message to Legislature, Gov. Rockefeller proposes a \$2.5 billion transportation bond issue to aid commuter railroads. (NYT)
- Jan. 28, 1967 PRSL withdraws Philadelphia-Atlantic City trains Nos. 1011, 1033, 1008, 1016 and 1026 effective this date (A-sheet)
- Jan. 29, 1967 Through St. Louis-New York coach on No. 32/54 cut back to St. Louis-Pittsburgh, and name *St. Louisian* dropped from No. 32, which becomes an unnamed St. Louis-Pittsburgh local; New York-Chicago 10-6 sleeping car on the westbound *Manhattan Limited* and eastbound *Admiral* Nos. 23/43-50 makes last run. (A-sheet)
- Jan. 29, 1967 Last run of Southern Railway No. 35-36 between Chattanooga and Memphis. (A-sheet)
- Jan. 29, 1967 *New York Times* reports that Arvida Corporation has purchased 1,800 acres at Boca Raton, Fla., for a development of condominium towers. (NYT)
- Jan. 30, 1967 Weigh-in-motion scale placed in service at Denholm, Pa. (GO)
- Jan. 31, 1967 At ICC hearing, PRR defends proposed special reduced trainload rates on “land bridge” container unit trains from Midwest to new Sea-Land Service, Inc., terminal at Port Elizabeth; NYC and other ports are opposed as will be unable to compete. (NYT)
- Feb. 1, 1967 PATH places first of 44 Class PA-2 cars, similar to Class PA-1, in service. (PtAuth)
- Feb. 1, 1967 NYC joins opposition to PRR's proposed ‘land bridge’ container unit train rate with an unexpected public statement during ICC hearings, saying the companies are “still competitors.” (NYT, PubRel)

- Feb. 2, 1967 NYC Pres. Perlman reports a 1966 railroad net profit of \$50.1 million or \$7.27 per share, vs. \$6.02 per share in 1965; system net earnings of \$65.5 million or \$9.51 per share, vs. \$7.59 in 1965; a record net income despite a drop in traffic in the 4th quarter. (NYT)
- Feb. 5, 1967 NYC increases suburban service on Hudson and Harlem Lines. (NYT)
- Feb. 7, 1967 Wildcat strike of 1,250 TWU members at Altoona and Hollidaysburg.
- Feb. 8, 1967 PRR postpones proposed “land bridge” container unit train rate indefinitely.
- Feb. 10, 1967 Blizzard drops 12.6 inches of snow at New York, followed by 4° temperatures, the lowest in 4 years, than hamper snow removal and contribute to railroad delays, especially on the New Haven Line. (NYT)
- Feb. 11, 1967 Former Baldwin Locomotive Works employee, locomotive historian and pioneer photographer of the PRR Paul T. Warner (1877-1967) dies at Easton, Pa.; his collection is inherited by Walter A. Lucas and George Hart and eventually comes to the Railroad Museum of Pennsylvania. (Solomon)
- Feb. 1967 PRR signs engine run-through agreements with Missouri Pacific and Cotton Belt for pooling locomotives between Harrisburg and Kansas City or Pine Bluff, Ark. (press release 2/3)
- Feb. 1967 PRR begins construction of six-mile branch off Popes Creek Branch at Lothair Jct. to reach Potomac Electric Power Company's new generating station at Morgantown, Md.; to open in early summer, after which the line from Lothair Jct. to Popes Creek is abandoned. (press release 2/6)
- Feb. 13, 1967 Last run of Chicago-Miami 10-6 sleeping car on *The South Wind*. (A-sheet)
- Feb. 14, 1967 NYC VP-Finance Walter R. Grant testifies at ICC hearing that he was “horrified” when told that Penn Central will be responsible for the New Haven’s passenger service. (NYT)
- Feb. 15, 1967 Director of Industrial Engineering Charles L. Towle named President of Detroit, Toledo & Ironton Railroad; John E. Chubb, former President of DT&I named PRR VP-Baltimore to handle public relations in the Baltimore area. (MB)
- Feb. 15, 1967 Last run of Jacksonville-Chicago sleeping car on *The South Wind*. (A-sheet)

Feb. 1967 Number of PRR employees now at 57,717, an all-time low. (MB)

Feb. 1967 Waynesburg Southern Railroad begins work on 1,415-foot White Cottage Tunnel, the first tunnel built by the PRR in over 30 years. (Trains)

Feb. 18, 1967 Pittsburgh & West Virginia Railroad organized in Pa. as a common law business trust for the purpose of acquiring the property of the Pittsburgh & West Virginia Railway. (Moody's)

Feb. 19, 1967 Pittsburgh-St. Louis passenger trains begin operating over PFW&C and Ohio Connecting Bridge to permit rebuilding of Pan Handle side of Pittsburgh Station; Penn Central Park plan calls for all trains to use 4th Street Tunnel and Ohio Connecting Bridge. (VPF)

Feb. 20, 1967 Dept. of Commerce test car T-4 is sent to the Trenton freight house for two days of test loading it with two automobiles for Auto-Train tests. (Watson)

Feb. 20, 1967 PRR announces it has ordered 139 automobile box cars. (NYT)

Feb. 21, 1967 ICC approves C&O/B&O control of Western Maryland Railway. (ICC)

Feb. 22, 1967 Macco Realty Company Board notes the management is trying to minimize borrowings from the company by the Pennsylvania Company; residential sales in southern California have slumped, leaving the company with the carrying charges on its undeveloped real estate; it now requires cash advances from the Pennsylvania Company of over \$7 million a year, while Pennco is pressed to divert money to cover the railroad operations. (SEC)

Feb. 23, 1967 Gov. Rockefeller unveils a full-size mockup of the interior and a quarter-scale model of the exterior of new design for LIRR MU cars. (NYT, MTA AR)

Feb. 23, 1967 *New York Times* reports that Stuart T. Saunders has been named Chairman of the Dept. of Commerce Balance of Payments Committee. (NYT)

Feb. 23, 1967 Second snow storm adds another 6 inches of snow at New York. (NYT)

Feb. 24, 1967 Dept. of Commerce test car T-4 begins preliminary Auto-Train ride quality tests. (WatsonPapers)

- Feb. 25, 1967 New York Mayor John V. Lindsay announces a plan for a “linear city” development and Cross Brooklyn Expressway to be built over the PRR Bay Ridge Branch from the Verrazano Bridge to the Long Island Expressway; shuttle trains would run on the branch to serve housing; plan is quickly shelved when the Federal government rejects application for aid. (NYT)
- Feb. 26, 1967 N.J. announces a plan to link the Erie Lackawanna Railroad’s diesel commuter lines to the PT&T in Secaucus so that trains can connect for or run through to Penn Station; plan takes 40 years to bring to fruition. (NYT)
- Mar. 1, 1967 PRR signs agreement with PRSL for reciprocal use of diesels. (MB)
- Mar. 5, 1967 Last run of No. 17 between New York and Pittsburgh. (A-sheet)
- Mar. 6, 1967 New York City Terminal Market opens at Hunt's Point in the Bronx near New Haven line; city's main food market replaces old Washington Market in downtown Manhattan where PRR produce piers were located; move is marred by bankrupt New Haven refusing to pay for railroad police protection of the yards as the NYC has done at 30th Street. (NYT, NH AR)
- Mar. 9, 1967 PRR agrees with Park View Corporation for rebuilding part of Pan Handle tunnel under new U.S. Steel Building at Pittsburgh. (MB) (between 6th & 7th Streets)
- Mar. 9, 1967 Mayret Corporation incorporated in N.J. with headquarters at Newark. (Compt)
- Mar. 10, 1967 Presidential Emergency Board makes recommendation in shop craft dispute; urges 5% increase retroactive to Jan. 1.
- Mar. 14, 1967 Undersecretary of Commerce Alan S. Boyd presents the NYC and Al Perlman with an Export “E” award for its containerization program. (NYT)
- Mar. 15, 1967 NYC grants PRR trackage rights over 2.2 miles at Ashtabula Harbor, including Coal Dock No. 9, A & B Dock, and Union Dock, and leases land to PRR for new coal dumper complex. (MB)
- Mar. 1967 PRR buys lunch-counter lounge cars Nos. 1291 & 1292 from the Denver & Rio Grande Western Rail_ ; renumbered Nos. 1148 & 1149 for service on the *Broadway Limited*. (Wayner)
- Mar. 1967 PRR places a new 32-track retarder hump classification yard in service

at Pavonia Yard; uses a General Railway Signal Company "Speed Frate" system capable of classifying 1,000 cars a day. (WJNHRS)

- Mar. 1967 PRR begins testing three different Automatic Car Identification systems at "SPRUCE" Tower near Tyrone; systems weigh coal trains from central Pennsylvania while in motion and calculate net weights and billing information. (PR)
- Mar.? 1967 PRR begins pooling power between Harrisburg and southwestern points via the Cotton Belt and between Pittsburgh and Kansas City via the Missouri Pacific. (Trains)
- Mar. 1967 New York commodities broker Ross E. Rowland, a resident of North Plainfield, N.J., forms the High Iron Company to run mainline steam excursions, mostly with former Canadian locomotives; he has run two trips on the CNJ in 1966 and will run 5 in 1967; Rowland and the High Iron Company become major steam fantrip operators through the late 1970s, gradually increasing the scale of their operations. (NYT)
- Mar. 20, 1967 Weigh-in-motion scale placed in service at McElhatten. (GO)
- Mar. 21, 1967 PRR VP J. Benton Jones elected Pres. of Penn Central Park, Inc., and given authority to make real estate purchases up to \$500,000 and to make design and development contracts. (MB)
- Mar. 21, 1967 By this date, 15 GG1's have been retired; 49 are in freight service and 75 in passenger service; of the latter, 31 have had high intake louvers installed to keep out fine snow and 31 have been equipped with four or more traction motors coated with DuPont's Nomex epoxy resin to prevent being shorted out by moisture. (Trains)
- Mar. 21, 1967 Hunts Point Market opens in the Bronx near the New Haven's Harlem River line; relocates the wholesale produce market from Washington Market, which was located in lower Manhattan near the PRR produce terminal. (Trager)
- Mar. 22, 1967 Comptroller William S. Cook writes a memo to David C. Bevan objecting to Saunders's schemes for manipulating first quarter earnings. (SEC)
- Mar. 22, 1967 CNJ enters its fourth and final bankruptcy; Pres. Perry M. Shoemaker and J.E. Farrell appointed trustees; Earl T. Moore remains Board Chairman. (MB, Rdg)
- Mar. 22, 1967 A third major snow storm drops another 10 inches of snow on New York City; no major delays. (NYT)

- Mar. 23, 1966 Executive Jet Aviation, Inc., leases its last Boeing 707 to International Air Bahamas, providing crews as well. (Patman)
- Mar. 24, 1967 Walter H. Annenberg (1908-2002), publishing magnate and the richest individual in the Philadelphia area, is nominated for election to PRR Board. (NYT)
- Mar. 24, 1967 New York State asks the ICC to stop the Chesapeake & Ohio-Norfolk & Western merger. (NYT)
- Mar. 27, 1967 U.S. Supreme Court overrules District Court 5-4; orders ICC to reconsider Penn Central merger, postponing further action until it considers the disposition of the Boston & Maine, Erie Lackawanna, and Delaware & Hudson. (MB)
- Mar. 28, 1967 NYC announces it will continue to operate speeded up commuter schedules after Tri-State Transportation Commission demonstration ends on Apr. 30. (NYT)
- Mar. 28, 1967 Fire in New Haven EP-5 "Jet" No. 370 on Track 27 fills Grand Central Terminal concourse with smoke, forcing evacuation; unit is destroyed. (nhrrta)
- Mar. 29, 1967 Pennsylvania Company Executive Committee authorizes borrowing \$9.3 million from The Chemical Bank. (MB)
- Mar. 29, 1967 CNJ and Western Maryland Railway conclude their testimony to the ICC opposing inclusion of the New Haven in Penn Central; Providence & Worcester Rail__ says it will seek to block the New Haven Trustees from disaffirming their lease prior to the merger. (NYT)
- Mar. 30?, 1967 N.Y. law proposed by Gov. Nelson A. Rockefeller expands the Metropolitan Commuter Transportation Authority into the Metropolitan Transportation Authority (MTA), a quasi-public authority that will become the parent organization of the New York City Transit Authority, the Manhattan & Bronx Surface Transit Operating Authority, the Long Island Railroad, and the Triborough Bridge & Tunnel Authority; the object is to use the surpluses of Robert Moses's Triborough to subsidize public transit; however, the MTA will remain financially dependent on whatever federal, state and city subsidies it can obtain; the merger and change of name is to be effective Mar. 1, 1968. (Hood - verify - MTA AR - needs date - bill may be signed in May)
- Mar. 31, 1967 At David Bevan's suggestion, W.W. Abendroth of Wharton School

submits a management report on Executive Jet Aviation, Inc., recommending a complete overhaul and removing Gen. Lassiter from any position of responsibility. (Salsbury - see below)

- Apr. 1, 1967 U.S. Dept. of Transportation organized under Secretary Alan S. Boyd (1922-), formerly of Illinois Central Railroad; assumes responsibility for Northeast Corridor Project from Dept. of Commerce. (MB)
- Apr. 1, 1967 Federal Railroad Administration (FRA) created within the new Dept. of Transportation, absorbing the Office of High-Speed Ground Transportation from the Dept. of Commerce, the Alaska Railroad from the Dept. of the Interior, and the Bureau of Railroad Safety & Service from the ICC. (NARA)
- Apr. 1, 1967 VP-Special Services J.D. Morris retires after 41 years service and office abolished. (MB)
- Apr. 1, 1967 E. Benjamin Borden named to new post of Chief Mining Engineer in Coal & Ore Dept. (PR)
- Apr. 2, 1967 Modified U.S. DOT test cars reach 156.2 MPH on an after-midnight run between "COUNTY" and "MILLHAM" with all other traffic stopped and the catenary voltage raised to 13,000 volts; this meets the 155 MPH contract specification and allows the Budd Company to be paid and for testing to begin on the "Metroliners." (WatsonPapers)
- Apr. 3, 1967 PRR grants NYC trackage rights between Warren and Irvineton. (MB)
- Apr. 6, 1967 Additional 350 employees furloughed at Altoona.
- Apr. 6, 1967 Last run of ACL No. 37-38 between Jacksonville and St. Petersburg. (A-sheet)
- Apr. 6, 1967 Former NYC Pres. and Erie Lackawanna Railroad Chairman William White (1897-1967) dies of a heart attack in the company's medical office in Cleveland. (NYT)
- Apr. 6, 1967 Trans World Airlines, Inc., becomes the first all-jet U.S. airline. (Aviation)
- Apr. 1967 NYC announces inauguration of first non-stop SuperVan from Boston to Chicago three times a week and an eastbound non-stop run from Syracuse to Boston. (Guide)
- Apr. 1967 PRR announces it has acquired 255 large-volume 40-foot highway trailers. (Guide)

- Apr. 1967 First issue of *The Keystone* published by Pennsylvania Research & Information Association. (PRRTHS)
- Apr. 9, 1967 Chesapeake & Ohio Railway *Resort Special* resumes operating Washington to White Sulphur Springs with New York sleeping car. (A-Sheet)
- Apr. 10, 1967 U.S. Supreme Court approves merger of Atlantic Coast Line Railroad and Seaboard Air Line. (NYT)
- Apr. 10?, 1967 German industrialist Fidel Goetz loans Charles J. Hodge \$200,000 at 8% for the acquisition of Sudflug GmbH, a German air carrier, which is to become a property of Executive Jet Aviation, Inc., as part of its program of “worldwide operating rights”; Goetz also advances money to help buy other airlines, including Transavia, N.V. and International Air Bahamas. (Patman)
- Apr. 11, 1967 At request of Pres. Johnson, Congress passes joint resolution delaying threatened shop crafts strike for 20 days after unions reject Emergency Board terms. (NYT)
- Apr. 11, 1967 Civil Aeronautics Board examiner finds against PRR involvement in Executive Jet Aviation and it must divest its interest before the CAB will approve the acquisition of Johnson Flying Service, Inc., but leaves the impression that CAB might permit EJA to acquire Johnson Flying Service if PRR surrenders the power to control EJA within six months. (Salsbury, Patman, MB)
- Apr. 12, 1967 PRSL Board authorizes retiring 11 P70FBR coaches; completes accounting for the abandonment of the old Atlantic City station and sale of land for the Atlantic City Expressway in Feb. 1965. (MB)
- Apr. 12, 1967 Port Authority announces plans for a \$34.3 million Transportation Center at the PATH Journal Square station. (NYT)
- Apr. 13, 1967 At the Executive Jet Aviation, Inc., Board meeting, Gen. Charles J. Hodge and Samuel Hartwell of Glore Forgan, William R. Staats, Inc., agree to resign as directors. (Patman)
- Apr. 14, 1967 City of New York sues the New Haven to provide police at the Hunts Point Market in the Bronx. (NYT)
- Apr. 1967 Metropolitan Commuter Transportation Authority authorizes the construction of a double-deck tunnel under the East River at 63rd Street; to have two tracks for the subway and two for the LIRR; designed for

80 MPH running. (MTA AR)

- Apr. 17, 1967 ICC begins hearings on C&O-N&W merger; N&W Pres. Herman H. Pevler testifies that they may abandon merger plans if permission is not granted to absorb the smaller lines and the states do not agree to absorb commuter losses. (MB, AR, NYT)
- Apr. 21, 1967 NYC reports a first quarter loss of \$1.96 million, vs. a profit of \$7.58 million in 1966; volume of Flexi-Van traffic is up 21.2%. (NYT)
- Apr. 21, 1967 MBTA discontinues New Haven passenger service on Millis and Dedham Branches. (Humphrey)
- Apr. 24, 1967 PRR reports that earnings in the first quarter fell to \$14.28 million or \$1.02 per share, vs. \$1.12 per share in 1966; freight volume is down 5%. (NYT)
- Apr. 24, 1967 Port Authority reports on tests of a GM bus equipped to run on both roads and railroads; to be used for service to Kennedy Airport over LIRR; will run as a bus through the Queens Midtown Tunnel to Long Island City, then on the LIRR's Montauk Branch, and then by road to the airport. (NYT)
- Apr. 25, 1967 PRR announces that it is building a high-level platform between Tracks 17 & 18 of Washington Union Station for future "Metroliner" service. (PR)
- Apr. 25, 1967 PFW&C Railway and the Indiana Harbor Belt Railroad agree to sell their 1/8 interests in Irondale Yard in South Chicago to the Chicago, Rock Island & Pacific Railway. (MB)
- Apr. 26, 1967 ICC approves Aldene Plan rerouting CNJ and Reading passenger trains into Penn Station, Newark. (NYT)
- Apr. 26, 1967 Allen P. Kirby, Sr. (1892-1973), Chairman of Allegheny Corporation, suffers a debilitating stroke and is confined to the Morristown (N.J.) Memorial Hospital; he is declared legally incompetent on June 30. (NYT)
- Apr. 27, 1967 NYC announces it will petition ICC to drop all long-distance passenger service. (NYT)
- Apr. 28, 1967 PRR Board holds its regular meeting in Boca Raton, Fla., to inspect properties of Arvida Corporation; authorizes abandonment of 0.77 miles of Indiana Branch and Troy Branch (0.82 mi.) at Collinsville, Ind. (MB)

- Apr. 28, 1967 PRR grants D&H trackage rights between Buttonwood and Hagerstown, allowing it to reach N&W. (MB)
- Apr. 28, 1967 Last day of full rush-hour service in and out of CNJ's Jersey City Terminal and last runs of main line commuter club cars; last runs of CNJ passenger service between Hampton and Phillipsburg westbound, and to the Western Electric Company plant at Kearny, N.J., under the Aldene Plan; Pa. approval for discontinuance between Easton and Allentown is still pending. (tt)
- Apr. 29, 1967 Last run of main line passenger train No. 10, Pittsburgh to New York. (A-sheet)
- Apr. 29, 1967 Last runs of CNJ passenger service between between Phillipsburg and Hampton eastbound, between Newark and Elizabethport and between Elizabethport and Perth Amboy under the Aldene Plan. (tt)
- Apr. 30, 1967 CNJ commuter trains rerouted into to Penn Station, Newark under "Aldene Plan"; mainline trains run over Lehigh Valley Railroad from Aldene, using the connecting track from "NK" on the LV to "HUNTER" on the PRR main line; CNJ's NY&LB trains run over PRR from Woodbridge Jct., making no stops on PRR between Perth Amboy and Newark; all checked baggage service over NY&LB is discontinued; CNJ trains layover at a new yard east of Harrison Station; *The Tides* makes the last crossing on CNJ's Liberty Street ferry just after midnight; CNJ's Jersey City Terminal is abandoned, along with passenger service between Jersey City and East 33rd Street, Bayonne; shuttle service continues between East 33rd Street and Cranford; the CNJ operates a full schedule on Sunday to familiarize crews, but the first actual rush hour on May 1 is chaotic; the Aldene Plan has cost \$7 million and saves about \$1.5 million a year. (A-sheet, tt, NYT, NJDOT)
- Apr. 30, 1967 As part of the Aldene Plan, PATH cancels the joint operating agreement with the PRR and leases the old PRR passenger tracks from the west end of Journal Square station to Newark; PRR ticketing on the PATH tubes between Jersey City and Newark is discontinued, including through ticketing to and from points beyond Newark; PATH now accepts only cash payments at turnstiles; turnstiles placed in service at Pennsylvania Station, Newark. (A-Sheet, PtAuth)
- Apr. 30, 1967 *Asheville Special* discontinued (had been combined with *The Southerner* southbound and *The Crescent* northbound). (guess from tt. - NB Asheville Spc was train south of Greensboro!!)

Apr. 30, 1967 NYC combines the eastbound *Ohio State Limited* with the *Wolverine* east of Buffalo. (NYT)

Spring 1967 PRR ends freight service between Yellow Springs and Xenia and paves over the Springfield Branch track in Detroit Street, Xenia. (Shell)

May 1?, 1967 John B. Dorrance, Jr. (1912-2000), named Director of Northeast Corridor Demonstration Project; technical aspects of the project are to be under James W. Diffenderfer (1921-1983), Assistant VP-Special Services; W.G.S. Savage (1912-) named General Manager-Passenger Sales, replacing Dorrance. (verify MB?)

May 1, 1967 Robert W. Minor promoted from NYC VP-Law to VP-Executive Dept. (NYT)

May 1, 1967 CNJ Trustees file in U.S. District Court to abandon all passenger service. (Trains)

May 2, 1967 Gov. Rockefeller signs Transit Unification Bill, merges MCTA, New York Transit Authority (subways), and Triborough Bridge & Tunnel Authority, Manhattan & Bronx Surface Transit Operating Authority (buses), and Staten Island Rapid Transit, plus NYC and New Haven commuter service, effective Mar. 1, 1968. (NYT)

May 2, 1967 Congress passes second joint resolution delaying threatened shop crafts strike until June 19. (NYT)

May 7, 1967 Baltimore Chapter, NRHS, operates fan trip to East Strasburg, Pa., going via Port Road and returning via Philadelphia and High Line. (Guide)

May 8, 1967 PRR annual meeting; publisher Walter H. Annenberg elected PRR director replacing James E. Gowen (1895-1971) (son of Francis I.), retired; Chairman Saunders shows movies on the "Metroliner" program and new data processing system for car tracing; calls for rate increase to meet rising costs. (MB, NYT)

May 8, 1967 PRR Board authorizes purchase of 25 stainless steel coaches from NYC. (MB)

May 8, 1967 U.S. DOT test cars again hit 152 MPH, the fourth time they have reached 150 MPH or better. (Watson)

May 8, 1967 PRR begins building a center high-level platform at the Wilmington, Del., station for future "Metroliner" service. (PR)

May 8, 1967 U.S. Supreme Court refuses a hearing to New Haven bondholders who want the New Haven, PRR and NYC to be merged at the same time. (NYT)

May 9, 1967 Penn Plaza office building at Penn Station topped out. (NYT)

May 9, 1967 Budd Company announces that high-speed trains will be in service by fall. (NYT)

May 10, 1967 PRSL authorizes application to abandon the portion of the Ocean City Branch north of 14th Street (0.52 miles). (MB)

May 11, 1967 Norfolk & Western Railway Pres. Herman H. Pevler says there is no industry accord on the need to petition the ICC for a rate increase. (NYT)

May 12, 1967 ICC ends 17-week hearing on including New Haven in Penn Central.

May 12, 1967 National Park Service designates Horseshoe Curve a National Historic Landmark. (PubRel)

May 13, 1967 ICC approves discontinuance of *Baltimore Day Express/Buffalo Day Express* Nos. 570-571 between Harrisburg and Buffalo, but must continue operation between Baltimore and Harrisburg for at least one more year. (NYT, A-sheet)

May 15, 1957 *Baltimore Day Express/Buffalo Day Express* Mos. 570-571 continues to run between Baltimore and Buffalo under orders from U.S. District Court. (A-sheet)

May 1967 LIRR receives a \$40.8 million federal urban mass transportation grant to modernize its electrification system and extend electrification to Huntington. (Headlights)

May 1967 First of 20 "Silverliner III" MU cars delivered from St. Louis Car Company for SEPTA service, giving PRR 64 modern MU's in SEPTA service by the end of the year; the cars are designed by the City and its consultant, Louis T. Klauder & Associates, incorporating improvements from experience with the first 38 cars of 1963; the City insists on a left-hand cab to permit two-door loading with single-car trains; the PRR has conceded fixed 3-2 seating in 6 cars in return for 2-2 seating in 10 cars. (, WatsonPapers - according to press release, spec. run held 11/10 or 11/11/67)

May 1967 City of Philadelphia begins survey work for Center City Commuter Connection. (NYT)

- May 1967 Pullman-Standard Division completes the first United Aircraft three-car "TurboTrain" at Chicago; begins road tests on Rock Island. (Trains)
- May 18, 1967 Eastern and western railroads file with the ICC for a 3% rate increase. (NYT)
- May 20, 1967 *Twentieth Century Limited* carries only 92 passengers westbound and 93 passengers eastbound. (Frailey)
- May 22, 1967 Two NYC freight trains collide head-on on the West Side Freight Line in New York, 6 crew members killed, and the wreck burns. (NYT)
- May 24, 1967 Public demonstration of U.S. DOT test cars held on test track between New Brunswick and Trenton for 200 newsmen, government and railroad officials; cars make two passes for press corps at Princeton Jct., one at 156 MPH and the second at 145.8 MPH; the second run was slowed when a piece of ballast hit a wheel-slip sensor wire and killed all four traction motors on the last car; PRR says high-speed "Metroliner" service will start Oct. 29, 1967; the test cars remain property of DOT and are used on other test projects, including a preliminary experiment for what will become the Autotrain. (PR, NYT, Trains, Watson)
- May 24, 1967 PB&W Board authorizes the abandonment of the Troy Branch (0.82 mile) at Collinsville, Ind. (MB)
- May 25, 1967 ICC approves PRR purchase of Waynesburg Southern Railroad, which is to be leased to the Monongahela Railway.
- May 25, 1967 PRR grants Transportation Displays, Inc., right to build an "advertising spectacular" measuring 100 x 10 feet over new ticket counter at Penn Station. (MB)
- May 26, 1967 Sea-Land Service, Inc., dedicates new pier at Canton, Baltimore, container port. (Schlerf)
- May 28, 1967 A section of the Girard Avenue Bridge in Philadelphia falls on an 88-car PRR freight train that had sideswiped and dislodged its supports. (NYT)
- May 28, 1967 N.Y. Sen. Robert F. Kennedy, writing in *Nation's Business*, the journal of the Chamber of Commerce of the USA, calls for regulatory reform; cites the long delay of the Penn Central merger process as "an example of administrative process gone awry." (NYT)

May 29, 1967 U.S. Supreme Court upholds ICC's 1963 decision granting Midwestern railroads greater cut in Transcontinental Divisions Case; total length of proceedings, 12 years. (ICC)

May 29, 1967 U.S. Circuit Court of Appeals at New York denies the New Haven Trustees' plan to transfer assets to Penn Central before proposing how they will settle with the New Haven's creditors. (NYT)

May 29, 1967 Firemen sign new agreement with 6% pay increase.

May 31, 1967 U.S. DOT test cars again hit 150 MPH, the fifth time they have reached that speed. (WatsonPapers)

May 31, 1967 New Haven Trustees contract with Connecticut and Rhode Island for additional subsidies to maintain passenger service through Dec. 1967, providing New York-Boston service can be cut 50%. (NYT)

May 31, 1967 W.W. Abendroth of the Wharton School submits a business study to Executive Jet Aviation, Inc.; study, recommended by David Bevan, calls for putting Gen. Lassiter in a largely ceremonial position and installing an administrative officer with professional business training; except for hiring a marketing vice president and improving the quality of the sales force, Lassiter ignores the report. (Patman)

June 1, 1967 Frank Aikman, Jr. (1910-1987), who began on the PRR in 1934, named Pres. & General Manager of LIRR, replacing Thomas Goodfellow, who is elected President of the American Association of Railroads. (NYT)

June 1, 1967 Post Office Dept. begins a study of PRR's RPO service; may switch mail to airplanes, cutting 1,000 rail jobs. (NYT)

June 1, 1967 Robert B. Watson and two other PRR officers inspect the United Aircraft Corporation's "TurboTrain" at the Pullman-Standard plant in Chicago. (Watson)

June 2, 1967 Pennsylvania Company Executive Committee authorizes the sale of Norfolk & Western Railway 4-5/8% 15-year debentures. (MB)

June 2, 1967 Justice Dept. withdraws civil antitrust case against General Motors Corporation for allegedly monopolizing the manufacture of diesel locomotives in U.S. District Court at Chicago. (GM AR)

June 3, 1967 PRR says it will charge \$0.50-\$1.00 more for "Metroliner" tickets. (NYT)

June 3, 1967 *New York Times* reports that the new Madison Square Garden is about

2 months behind schedule. (NYT)

- June 5, 1967 Ten-hour power failure hits New Jersey, eastern Pennsylvania, northern Delaware and eastern Maryland; 25 PRR Northeast Corridor trains affected; 11:00 AM from Penn Station departs at 1:02 PM; PATH is limited to New York-Hoboken service, but restores service to Newark at 3:07 PM; 1,500 riders are trapped in the Philadelphia subways. (NYT)
- June 6, 1967 PRR grants trackage rights to NYC between Indiana Harbor and 95th Street (7.5 miles) at Chicago. (MB)
- June 7, 1967 Realty Hotels, Inc., announces that it has assumed the management of the Commodore Hotel in New York from the Franchard Corporation. (NYT)
- June 8, 1967 Eighteen-car NYC freight train leaves 130th Street Yard in New York at 10:20 PM on non-stop through run to Los Angeles using Santa Fe west of Chicago; makes record time of 54:17, but event is a publicity stunt. (NYT)
- June 9, 1967 ICC issues supplemental report in PRR-NYC case revising traffic protection for EL, D&H and B&M, which it orders included in N&W; orders Penn Central merger to proceed.
- June 11, 1967 Speaking on NBC's *Searchlight* program, William J. Ronan announces a plan to build a new terminal for the LIRR on the East Side between 42nd & 59th Streets east of Madison Avenue. (NYT)
- June 12, 1967 ICC orders the Norfolk & Western Railway to take control of the Erie Lackawanna, Boston & Maine and Delaware & Hudson on July 18; orders Penn Central to pay indemnity to the three lines if merger is delayed by Penn Central merger proceedings; also orders Penn Central merger consummated on July 17, 1967; N&W sues to have ruling set aside. (MB, NYT)
- June 12, 1967 MCTA announces it will build new LIRR terminal on the East Side near Grand Central to be reached by the new 63rd Street Tunnel and another at Broad & Wall Street to be reached by the BMT subway from Brooklyn. (NYT)
- June 13, 1967 Housing & Urban Development Dept. grants \$22.6 million to LIRR; first substantial Federal money for the Metropolitan Commuter Transportation Authority's \$47 million plan for extending electrification from Mineola to Hicksville and Huntington and purchasing 620 new M.U. cars. (NYT, Moodys)

June 13, 1967 N.J. DOT announces it will build a stop for the “Metroliners” at the crossing of the Garden State Parkway in Iselin; the stop is eventually called “Metropark.” (NYT)

June 13, 1967 Norfolk & Western Railway petitions the ICC to annul its order to take the Erie Lackawanna, Delaware & Hudson and Boston & Maine under its holding company, Dereco, Inc.; it wants to establish Dereco only after its proposed merger with the Chesapeake & Ohio Railway. (NYT)

June 14, 1967 United Aircraft Corporation’s “TurboTrain” tests on the New Haven in Rhode Island at speeds up to 110 MPH. (WatsonPapers)

June 15, 1967 U.S. DOT test cars again hit 152 MPH, the sixth time they have reached 150 MPH or better. (Watson)

June 15, 1967 ICC hears final arguments on the inclusion of the New Haven in the Penn Central merger. (NYT)

June 15, 1967 House rejects Pres. Johnson's bill imposing a settlement to the shop crafts dispute and calls for 90 more days of mediation. (NYT)

June 15, 1967 PRR begins shipping mail in containers on flat cars with 100 mail containers and 50 flat cars. (PR, Guide)

June 1967 Marketing consultant Al Paul Lefton Company recommends "Metroliner" over "Speedliner" or "Railblazer" as the name of the high speed corridor trains and selects split teardrop-shaped logo based on tests of consumer word and image associations. (PubRel)

June 1967 Angus G. Wynne and Great Southwest Corporation open "Six Flags Over Georgia," its second theme park, on 276 acres west of Atlanta; David Bevan attends. (MB, NYT - is week pre. 6/25 check Moodys - Six Flags, Inc. is publicly traded)

June 16, 1967 Norfolk & Western Railway informs the U.S. Circuit Court of Appeals that it intends to broaden its suit to delay the Penn Central merger. (NYT)

June 19, 1967 Norfolk & Western Railway files in the U.S. District Court at Roanoke to annul the ICC order requiring it to take over the Erie Lackawanna, Delaware & Hudson and Boston & Maine before its merger with the Chesapeake & Ohio Railway. (NYT)

June 22, 1967 New York City Board of Estimate approves agreement between city and Port Authority permitting construction of World Trade Center to

proceed and settling issue of city taxes. (NYT)

June 22, 1967 Brotherhood of Locomotive Engineers gain 6% increase retroactive to Aug. 12, 1966, and an additional 6% effective Jan. 1, 1967 for engineers working without firemen. (AR)

June 23, 1967 Stuart T. Saunders predicts that the Penn Central merger will be consummated by late summer or early fall. (NYT)

June 23, 1967 Justice Dept. again asks ICC to delay Penn Central merger pending disposition of the Erie Lackawanna, Boston & Maine and Delaware & Hudson. (NYT)

June 26, 1967 Cleveland & Pittsburgh Railroad grants NYC trackage rights between Cleveland and Bradys Lake (34.5 miles). (MB)

June 27, 1967 ICC urges the U.S. District Court at New York to allow the Penn Central merger to proceed immediately and reject the petition of the Norfolk & Western Railway and the Justice Dept. for a full review of the impact on the Erie Lackawanna, Delaware & Hudson and Boston & Maine. (NYT)

June 27, 1967 Tests of gas-turbine "Pioneer III" car No. GT-1 on LIRR end after logging 18,095 miles; car is returned to the Budd Company. (NYT)

June 28, 1967 PRR Board approves an expenditure of \$21.1 million for 50 "Metroliner" high speed MU cars. (MB)

June 29, 1967 Chairman Stuart T. Saunders meets with Reading Pres. Charles E. Bertrand and VP & General Counsel H. Merle Mulloy; Saunders says he has already reached a similar agreement with CNJ Trustee ___; agrees to accept the Reading's inclusion in C&O/B&O, and if they won't take it, for Penn Central to take the Reading and not oppose a Reading petition to the ICC for inclusion in Penn Central; the one conditions is that the Reading not bring suit opposing the Penn Central merger. (Rdg MB)

June 26, 1967 New Haven Trustees announce that they want to drop 17 long-distance trains on July 16; report an arrangement brokered by R.I. Sen. John O. Pastore (-) to extend the New Haven's mail contract. (NYT)

June 30, 1967 CAB adopts examiner's report and orders PRR to file a divestiture plan for Executive Jet Aviation, Inc., within six months. (Patman)

July 1, 1967 Realty Hotels, Inc., announces a \$6 million facelift for the Commodore Hotel adjoining Grand Central Terminal. (NYT)

- July 1, 1967 RPO's removed from NYC mail and express locals Nos. 57-96 between Buffalo and Chicago. (Sanders)
- July 1, 1967 Order of Railway Conductors & Brakemen win 6% increase retroactive to Aug. 12, 1966, with 45-cent increase for trains of 81 or more cars and 15- cent increase for trains of less than 81 cars. (AR)
- July 1, 1967 Seaboard Air Line Railroad Company absorbs Atlantic Coast Line Railroad Company and is renamed Seaboard Coast Line Railroad Company; ACL carries with it one-third ownership of the Louisville & Nashville Railroad. (Moodys, Trains)
- July 1, 1967 Seaboard Coast Line Railroad drops the West Coast cars from the *Silver Star*. (Frailey)
- July 3, 1967 Three-judge federal court gives the opponents of the Penn Central merger until July 17 to update their briefs and sets a final hearing for Sep. 18. (NYT)
- July 3, 1967 Justice Dept. and ICC move to consolidate all the merger cases; ask the U.S. District Court at Roanoke to delay action on the Norfolk & Western Railway's bill. (NYT)
- July 4, 1967 PRR discontinues passenger service to Elkton, Md. (A-sheet)
- July 5, 1967 Reading Pres. Charles E. Bertrand replies to Stuart T. Saunders accepting his offer but with conditions to protect the Reading's traffic base that Saunders finds unacceptable. (Rdg MB)
- July 5, 1967 AAR announces plans for TeleRail Automated Information Network (TRAIN), a nationwide computer system to keep track of freight cars. (AAR)
- July 7, 1967 Reading Pres. Charles E. Bertrand announces that he has been holding talks with the PRR and NYC about terms for ending Reading's opposition to the Penn Central merger and possible inclusion of the Reading in Penn Central. (Trains)
- July 1967 Gen. Olbert F. Lassiter and Charles J. Hodge travel to Europe where they meet with German entrepreneur Fidel Goetz through the services of Francis N. Rosenbaum, his Washington attorney; Goetz agrees to purchase Sudwestflug GmbH, a German air carrier, on behalf of Executive Jet Aviation; EJA is to take 48% of Sudwestflug once it has also acquired Johnson Flying Service. (NB deal had been arranged prior to 6/27/67 - some of money that passed through Goetz's hands)

came from the Rosenbaums through their company Agencia Industrial C por A) (Patman)

- July 9, 1967 Vandals derail Harrisburg-New York mail train No. 18 at Edison, N.J., at 3:27 AM by placing a tie on the track, blocking Northeast Corridor main line; trains detour on Reading and Lehigh Valley Railroads between Trenton and Newark; about 20 minutes earlier, part of a 95-car freight train derails at North Philadelphia; this raises suspicion of a connection to urban rioting, and the FBI is called in; because of the main line blockage and detour, the CNJ supplies a wreck train. (Trains, NYT, CNJgroup)
- July 11, 1967 C&O-B&O Pres. Gregory S. DeVine announces opposition to any inclusion of the Reading in Penn Central; Reading Pres. Bertrand then announces that the talks have been called off. (Trains)
- July 12, 1967 Rioting begins in the Central Ward of Newark, N.J., beginning the “long hot summer.” (AmrcnDcads)
- July 13, 1967 House and Senate fail to compromise on legislation to settle the shop crafts dispute; the unions withdraw their no-strike pledge. (NYT)
- July 13, 1967 Reading Board defeats a motion by independent directors Louis A. Beryl, George J. Rafkind and Walter E. Schoenfeld to begin merger discussions with both the C&O/B&O and the PRR; votes instead to file suit opposing the Penn Central merger; also approves the purchase of the Cornwall Railroad. (Rdg MB)
- July 14, 1967 PRR and Barnes & Tucker begin unit coal trains from Barnesboro, Pa., mine to PP&L power plants in Susquehanna valley. (PR)
- July 14, 1967 Pennsylvania Company agrees to postpone payment on the last installment of \$3.55 million on Arvida Corporation from July 26, 1967 to Feb. 1, 1968; authorizes a short-term loan of \$3 million from the First National Bank of Missouri. (MB)
- July 14, 1967 Norfolk & Western Railway asks the ICC to deny the petition of the Erie Lackawanna, Delaware & Hudson and Boston & Maine for inclusion in the N&W by an exchange of stock. (NYT)
- July 15, 1967 Northeast Corridor Demonstration Project runs a test with a GG1 geared for 100 MPH operation, 9 *Congressional* cars and one *Keystone* tubular car to simulate the weight of the passengers from Philadelphia to New York and return; northbound, the train makes several round trips on test track No. 3 between “MILLHAM” and “COUNTY”; returns direct from New York to Philadelphia in 1:15. (LTK)

- July 15, 1967 Machinists begin strike against C&O and Santa Fe; strike spreads nationwide as other unions honor picket lines. (NYT)
- July 15, 1967 Fire on a New Haven electric locomotive at Woodlawn blocks all traffic for 2 hours. (NYT)
- July 15, 1967 Post Office Dept. discontinues the Washington & Hamlet RPO, ending all main line RPO service on the Seaboard Air Line Railroad. (Kay)
- July 1967 MCTA applies to the Dept. of Housing & Urban Development for a \$1 million demonstration grant for a second round of tests on its dual-power gas turbine car. (MTA AR)
- July 16, 1967 Shop-craft strike halts all rail service nationwide; reaches the New York area in the afternoon, stranding many commuters; LIRR remains open. (NYT)
- July 16, 1967 Deadline for New Haven's discontinuing 50% of New York-Boston and New York-Springfield trains passes; on same date, Post Office Dept. was set to withdraw mail traffic worth \$2 million a year to New Haven; both services are continued. (NYT)
- July 17, 1967 Congress passes emergency legislation forcing a 90-day period of mediation on the shop crafts and imposing a settlement if the parties cannot agree within that time; strikers begin returning to work. (NYT)
- July 17, 1967 State of New York files with the ICC that it will challenge the Penn Central merger if the New Haven is allowed to go into liquidation before it can be merged into Penn Central. (NYT)
- July 18, 1967 Most passenger service at New York is restored before the rush hour. (NYT)
- July 18, 1967 Railroads decide to sell the Railway Express Agency, Inc. (NYT)
- July 19, 1967 Rail service returns to normal nationwide after the shop strike. (NYT)
- July 19, 1967 Budd Company displays first of 40 "Metroliner" cars at its plant at Red Lion. (NYT)
- July 19, 1967 New York City Transit Authority places its first fully-air conditioned cars (Class R-38) in service on the IND F line; the Hudson & Manhattan Railroad and PATH have operated air conditioned cars for a decade, but they are smaller and operate much of the time in deep tunnels. (NYC Transit Facts&Figs)

- July 20, 1967 ICC and Justice Dept. ask the three-judge court to forbid opponents from further delaying the Penn Central merger. (NYT)
- July 20, 1967 Executive Jet Aviation Board approves purchase of European airlines in order to utilize its idle Boeing's; proposes to operate a cut-rate service between the Bahamas and Luxembourg, which are outside the International Air Transport Association; authorizes establishment of subsidiary Executive Jet Aviation, S.A., in Switzerland and purchase of Sudwestflug GmbH, a German supplemental carrier.
- July 20, 1967 Studebaker-Worthington, Inc., incorporated in Delaware as a holding company to combine the Studebaker Corporation and the Worthington Corporation. (DelCorps, Moodys)
- July 20, 1967 Rioting in Harlem leaves 2 dead, the worst since 1964; also spreads to Mott Haven in the South Bronx. (NYT)
- July 23, 1967 Rioting begins in Detroit; federal troops are required to restore order. (AmrcnDclds)
- July 24, 1967 PRR reports second quarter net earnings are down sharply, \$3.58 million, vs. \$18.13 million in 1966; consolidated net income falls from \$25.7 million to \$15.45 million, or from \$1.85 to \$1.11 per share; Stuart T. Saunders blames the poor showing on wage increases. (NYT)
- July 24, 1967 St. Louis Gateway Arch opens for visitors. (NYT)
- July 27, 1967 Pres. Perlman announces NYC will undertake major reappraisal of passenger service in light of the upcoming move of the Post Office Dept. to remove 44 of 53 RPO runs, causing a loss of \$7.8 million annually. (Sanders, Trains)
- July 27, 1967 Pennsylvania Supreme Court rejects the appeal of the Philadelphia Transportation Company and upholds lower court rulings forcing a sale to SEPTA and blocking the payment of a dividend. (SEPTA)
- July 1967 Economy begins overheating again.
- July 1967 PRR acquires first of 25 ex-NYC main line coaches, which are renumbered Nos. 1400-1424; last cars arrive in Oct. 1967. (Wayner)
- July 30, 1967 Northeast Corridor Demonstration Project makes a second test run with a GG1 geared for 100 MPH with 3 coaches and business car No. 7503 from Philadelphia to New York, then to Washington and back to Philadelphia; the New York-Washington leg is run in 3:03. (LTK)

July 31, 1967 PRSL abandons portion of Williamstown Branch.

July 31, 1967 David Bevan writes to Charles J. Hodge raising the possibility of taking Penphil public and turning it into a substantial conglomerate. (Patman)

Aug. 1, 1967 PRR assumes operation of all on-line sleeping car services from Pullman, but not interline sleepers. (PassDept, Trains)

Aug. 1, 1967 ICC orders PRR and NYC to prepare a plan to lease the New Haven as soon as the Penn Central merger is consummated. (Trains)

Aug. 1, 1967 Pullman-Standard/United Aircraft "TurboTrain" leaves Hammond, Ind., Pullman plant en route to testing in Northeast Corridor. (Trains)

Aug. 1, 1967 Richmond, Fredericksburg & Potomac Railroad ends re-icing of refrigerator cars at Potomac Yard and retires the icing plant. (AR)

Aug. 1, 1967 ICC grants general 3% freight rate increase effective Aug. 19. (NYT)

Aug. 3, 1967 Pres. Johnson proposes a 10% income tax surcharge to fight inflation and cut private spending; House Ways & Means Committee Chairman Wilbur Mills demands cuts in social programs to offset tax increases; Stuart Saunders says the tax is "in the best interest of the nation." (NYT, Matusow)

Aug. 3, 1967 ICC orders PRR and NYC to arrange for lease of New Haven to Penn Central to ensure its continued operation pending final disposition of case; must submit form of lease within 30 days. (NYT)

Aug. 3, 1967 *Baltimore/Buffalo Day Express* makes last run between Harrisburg and Buffalo; Baltimore-Harrisburg portion becomes unnamed local; the westbound train is annulled at Harrisburg, and passengers are sent upstairs to the ticket office for a refund. (A-sheet, Cinders)

Aug. 3, 1967 NY PSC rejects NYC bid to cut New York-Buffalo passenger service by combining the westbound *Cleveland Limited* and eastbound *Ohio State Limited* with the *Wolverine*. (NYT)

Aug. 4, 1967 Buffalo & Chicago RPO discontinued on Canada Southern Railway; remains in operation on Michigan Central. (Kay)

Aug. 5, 1967 Last trip of RPO on NYC Nos. 312-341 between St. Louis and Cleveland. (Sanders - verify)

Aug. 5, 1967 Robert C. Baker writes to Angus Wynne suggesting that Macco Realty

Company engage in bulk land sales and prepaid interest arrangements, which are tax deductible to the buyer; they create large paper profits that give the impression that the PRR's diversification has been exceptionally successful. (SEC)

- Aug. 6, 1967 *New York Times* reports that the Northeast Corridor Demonstration Project is being delayed by government economy moves; last month the House cut the DOT budget from \$18.6 million to \$10.3 million; will result in cutting the experiments with Auto-Train and exotic plans for magnetic levitation vehicles and linear induction motors. (NYT)
- Aug. 6, 1967 New York City Landmarks Preservation Commission declares exterior of Grand Central Terminal an historic landmark; Penn Central opposes, but does not appeal. (NYT, Belle, Nevins)
- Aug. 7, 1967 Norfolk & Western Railway admitted to Erie Lackawanna Railroad's Bison Yard in Buffalo. (Trains)
- Aug. 8, 1967 U.S. District Court finds in favor of southern railroads in Southern Divisions Case; overturns ICC order granting greater share to eastern railroads.
- Aug. 14, 1967 Federal mass transit examiner rejects Center City Commuter Connection. (SEPTA)
- Aug. 16, 1967 New Haven Trustees hold a meeting with the White House arranged by N.Y. Sen. Jacob Javits and Rep. Ogden Reid to plead for \$5-10 million in emergency funds. (NYT)
- Aug. 18, 1967 Last run of CNJ Nos. 1-2, the Pennsylvania portions of the old *Queen of the Valley*, between Easton and Allentown; service ran with a single combine and a road switcher from Allentown Yard hump service until state approval for the discontinuance. (CallChron)
- Aug. 19, 1967 TrucTrain terminal at Canton, Ohio, opens.
- Aug. 19, 1967 New 3% increase in freight rates takes effect. (NYT)
- Aug. 21, 1967 Last trip of sleeping cars on B&O's *National Limited* (Cincinnati-Washington).
- Aug. 21, 1967 B&O closes Winton Place suburban station at Cincinnati for two years for grade crossing elimination. (A-sheet)
- Aug. 21, 1967 David C. Bevan begins keeping a diary recording his interactions with Stuart Saunders. (SEC)

- Aug. 23, 1967 New demonstration run of the U.S. DOT test cars for the Advisory Board of the Office of High Speed Ground Transportation sets a new speed record of 157 MPH. (WatsonPapers)
- Aug. 23, 1967 Solari automatic train information boards placed in service in entry and exit concourse levels at Penn Station. (PR)
- Aug. 27, 1967 MCTA awards Budd Company the contract for 270 MU cars (later called Class M-1 "Metropolitans") for LIRR capable of speeds of 100 MPH; cars are designed by a consortium of Parsons, Brinkerhoff, Quade & Douglas, Gibbs & Hill, Louis T. Klauder & Associates and the design firm of Sundberg-Ferar. (NYT, Trains)
- Aug. 28, 1967 U.S. Court rules there is no basis for preferential treatment of the \$7.34 million in claims for materials and services rendered to the New Haven in the six months before its bankruptcy; decision is appealed. (Moody's)
- Aug. 30, 1967 Three dissident Reading directors file in Philadelphia Court of Common Pleas against the rest of the Board, charging that C&O/B&O influence caused them to reject the PRR-NYC merger offer. (NYT)
- Aug. 31, 1967 PRR and NYC offer to loan New Haven \$25 million to maintain passenger service for three years after merger in lieu of leasing New Haven.
- Summer 1967 *East Coast Champion* and *West Coast Champion* combined north of Jacksonville but both names used. (A-notice says 9/5/67! - op. separately ca. 6/67-9/5/67)
- Summer 1967 PRR begins container shipments of U.S. mail.
- Sep. 1, 1967 New Haven Trustees file a reorganization plan with the ICC; will reorganize into an investment company to manage the proceeds received from the sale of the railroad to Penn Central; New Haven creditors and bondholders will get securities of the reorganized company; common and preferred stocks and certificates of beneficial interest issued in the last reorganization will be wiped out. (NYT)
- Sep. 1, 1967 ICC modifies terms for D&H inclusion in N&W.
- Sep. 1, 1967 New York State establishes Dept. of Transportation (DOT), subsuming earlier Office of Transportation. (NYT)
- Sep. 1, 1967 Mackinac Transportation Company authorizes leasing a tug and barge from Bultema Dock & Dredge Company to replace car ferry *Chief*

Wawatam. (MB)

- Sep. 1, 1967 NYC Executive VP and heir apparent Wayne Hoffman resigns to become Chairman of Flying Tiger Line; realizes there is no place for him in the post-merger organization of Penn Central. (NYT)
- Sep. 1, 1967 N.Y. Gov. Nelson Rockefeller signs the Taylor Law; prompted by the 1966 New York City Transit Strike, it outlaws strikes by public employees. (Trager)
- Sep. 1, 1967 Former Hudson & Manhattan Railroad Trustee and public official Herbert T. Stichman (1902-1967) dies at New York. (NYT)
- Sep. 2, 1967 Post Office Dept. removes RPO from *Broadway Limited* and most other PRR long distance trains west of Pittsburgh; only remaining New York-Pittsburgh-St. Louis RPO is on No. 31-32, *The "Spirit of St. Louis"*; loss of \$495,000 annual revenue eliminates only steady source of earnings left; Buffalo & Washington and Chicago, Logansport & Louisville RPOs discontinued. (DayUn, Kay,)
- Sep. 2, 1967 Last runs of No. 13 between New York and Pittsburgh (leaving Pittsburgh-St. Louis); No. 45 and No. 52 between Pittsburgh and Chicago because of reduction in RPO cars; No. 18 rerouted to operate via 30th Street Station between Pittsburgh and New York. (A-sheet)
- Sep. 4, 1967 PRR and Red Arrow Lines buses begin through ticketing from Newtown Square and other points in Delaware County to the Paoli locals.
- Sep. 5, 1967 Objecting railroads ask the three-judge Federal Court to continue the injunction against the Penn Central merger indefinitely. (NYT)
- Sep. 5, 1967 PRR consolidates No. 23-43 *Manhattan Limited* as No. 23 but on schedule of No. 43. (A-sheet)
- Sep. 5, 1967 Last runs of NYC No. 306-327 between Cleveland and Cincinnati and No. 312-341 between Cleveland and Union City; Union City-St. Louis segment of No. 312-341 retained; No. 312 is remnant of former *Southwestern Limited*; No. 341 is *Knickerbocker*; also last runs of former Buffalo-Chicago mail trains No. 57 between Kendallville and Cleveland and No. 96 between Buffalo and Elkhart; trains are kept running in Indiana as single coach by court order. (A-sheet, Sanders)
- Sep. 5, 1967 Richmond, Fredericksburg & Potomac Railroad fails to restore No. 77, *The Palmetto*, between Washington and Richmond for fall season, breaking through service; No. 77 continues to operate between

Richhmond and Florence, S.C., and No. 78 northbound between Florence and Washington. (A-sheet, tt)

- Sep. 6, 1967 Effective this date, NYC withdraws passenger service totaling 1,537 train-miles daily under "Ohio Rule", eliminating last through service from New York to St. Louis and through sleeper and coach service from New York to Indianapolis; trains discontinued include No. 312-341 *The Southwestern/Knickerbocker* between Cleveland and Sydney and No. 306-327 *The Night Special* between Cleveland and Cincinnati.
- Sep. 8, 1967 PRR Treasurer (?) John H. Shaffer reports to William R. Gerstnecker that the company's working cash in Aug. was at least \$57 million below that of Aug. 1966 and \$88 million less if certain unusual transactions are included; in a memo the same day, David Bevan warns Stuart Saunders that the year-end cash balance will be only \$6 million, vs. \$45 million needed to be in banks as compensating balances for loans; company must thus raise \$35-50 million, and the only way left is an issue of debenture bonds by the Pennsylvania Company; otherwise, the PRR must ask the NYC to renegotiate an increase of the debt limit allowed under the merger terms. (SEC)
- Sep. 9, 1967 B&O *Night Express* makes last run, ending B&O service between Toledo and Cincinnati.
- Sep. 11, 1967 Engineers stage wildcat strike against LIRR over revised work schedules that cut overtime pay, crippling morning rush hour. (NYT)
- Sep. 12, 1967 LIRR engineers return to work under court order. (NYT)
- Sep. 12, 1967 Walter W. Perrine (1898-1967) dies.
- Sep. 13, 1967 U.S. National Committee of the International Cargo Handling Association holds a technical conference on the "Future of Containerization" at the Sheraton Motor Inn at New York; speakers include P.A. Ohl, International Freight Manager of the NYC, who says that the 20-foot container adopted by many shipping lines is poorly designed for use on land; prefers the 35-foot container used by Sea-Land Services, Inc. (NYT)
- Sep. 14, 1967 PRR executives meet in Washington seeking to delay starting "Metroliner" service, as cars are plagued by electrical and braking problems and Budd Company cannot make deliveries. (NYT)
- Sep. 14, 1967 Fred M. Kirby replaces his father Allan P. Kirby, Sr., as Chairman of Alleghany Corporation after the elder Kirby is incapacitated by a stroke. (NYT)

- Sep. 15, 1967 U.S. DOT test cars begin the first round of pantograph tests. (WatsonPapers)
- Sep. 15, 1967 Presidential Mediation Board recommends 5-5.5% annual increase for two years.
- Sep. 15, 1967 West Chester, Pa., freight station destroyed by fire. (CCHS)
- Sep. 15, 1967 National Visitor Center Study Commission reports plan for turning Washington Union Station into National Visitor Center with four-level garage over tracks and a new station to be built north of the existing Concourse; Center would contain orientation exhibits and facilities for tourists, including a youth hostel; facility is to be operated by the National Park Service. (Rept, NYT)
- Sep. 1967 Budd Company delivers the first Westinghouse "Metroliners" to its test site at Jenkintown on the Reading; 2-car operation at a maximum speed of 70 MPH on the West Trenton Line results in repeated failures of the propulsion and control systems. (WatsonPapers)
- Sep. 1967 New Haven Trustees make report of plan to pay off creditors with the money to be received from the sale of the railroad to Penn Central; back taxes are to be paid in notes without interest; stock and unsecured debts are to be wiped out. (Moody's)
- Sep. 1967 LIRR begins rehabilitating its old double-decker cars. (MTA AR)
- Sep. 1967 ICC orders Dereco, Inc., to take in the Erie Lackawanna Railroad and Delaware & Hudson Railroad Corporation. (Striplin)
- Sep. 18, 1967 Three-judge Federal Court begins final hearings on litigation brought by other railroads to block the Penn Central merger. (NYT)
- Sep. 18, 1967 PRSL authorizes application to abandon the portion of the Maurice River Branch between Leesburg and Dorchester and the Wildwood & Delaware Bay Branch (3.39 miles). (MB)
- Sep. 19, 1967 U.S. DOT test cars begin the second round of pantograph tests; so far, both the Faiveley and Stemmman pantographs have proved unsatisfactory at speeds over 100 MPH. (WatsonPapers)
- Sep. 20, 1967 U.S. DOT postpones the start of "Metroliner" service until Jan. 1, 1968. (NYT)
- Sep. 20, 1967 NYC announces proposal to build a 45-story office building over the

Main Waiting Room of Grand Central Terminal south of the Pan Am Building. (NYT)

- Sep. 21, 1967 PRR operates world's longest and heaviest freight train ever run to that time; 341-car, 35,805-ton ore train from Whiskey Island, Cleveland, to Mingo Jct., Ohio; total of 25,000 locomotive horsepower with three units at the head end and five mid-train slave units; train is 1.8 miles long; it pulls 10 drawbars en route. (Pennsy, Ball, Trains)
- Sep. 22, 1967 Cunard Line's *Queen Mary* departs New York on its last crossing, starting the end of the era of the great, fast transatlantic liners; it arrives in Long Beach, Calif., in Dec., where it is successfully converted into a hotel, restaurant and convention center, a kinder fate than awaits its maritime companions. (NYT, StmbtBII)
- Sep. 25, 1967 New Haven bondholders urge ICC to reject Penn Central loan proposal. (NYT)
- Sep. 25, 1967 The *Queen Mary* eastbound and the *Queen Elizabeth* westbound pass in mid-ocean for the last time. (NYT)
- Sep. 26, 1967 Southern Railway's *Piedmont Limited* No. 34-35 makes last run; Washington-Salisbury, N.C., with New York-Greensboro sleeper. (A-sheet)
- Sep. 26, 1967 Pennsylvania Supreme Court denies Philadelphia Transportation Company's request for a rehearing on sale to SEPTA. (AR)
- Sep. 26, 1967 Delaware & Hudson Company Board approve inclusion in N&W. (NYT)
- Sep. 28, 1967 PRR and NYC ask three-judge Federal Court to dissolve the injunction blocking the Penn Central merger. (NYT)
- Sep. 28, 1967 Pennsylvania Supreme Court denies Philadelphia Transportation Company's request for a rehearing, clearing the way for SEPTA to acquire the city transit system. (SEPTA)
- Sep. 28, 1967 New York City Mayor John V. Lindsay announces a plan for a complex of four middle-income apartment towers totaling 1,600 units and designed by Philip Johnson to be built on air rights over the Penn Station approach on the west side of 9th Avenue, running back to the Midtown Mart parcel; the project, which would have covered the last open part of the approach tracks, is never built. (NYT)
- Sep. 28, 1967 NYC appears before N.Y. PSC to push eliminating trains No. 35, 95,

96 and 98 between New York and Buffalo and No. 45 between New York and Albany. (NYT)

- Sep. 29, 1967 AAR Board adopts "KarTrak," a standard car identification system developed by Sylvania Electric Products, Inc., as the industry standard; bar code scanning is already in use on the PRR and other railroads. (NYT)
- Sep. 30, 1967 Last run of Monon Railroad passenger service between Chicago and Louisville. (A-sheet)
- Oct. 1, 1967 George C. Vaughan named VP-Transportation & Maintenance, replacing R.E. Franklin; A.M. Schofield named General Manager-Eastern Region; David E. Pergrin named Director-Industrial Engineering; C.W. Owens named Superintendent of Transportation of the Baltimore & Eastern Railroad, replacing Pergrin. (MB).
- Oct. 1, 1967 Union Stock Yards at Claremont, south of Baltimore, including the Claremont Hotel, are closed; the site is later sold to the city for an industrial park and the yards and hotel razed ca. 1974. (McGrain)
- Oct. 1, 1967 Lawyer W. Graham Claytor (1912-1994) elected Pres. of Southern Railway, replacing D. W. "Bill" Brosnan (1903-1985), who is named Chairman and CEO. (Trains)
- Oct. 2, 1967 Eastern railroads appeal adverse decision in Southern Divisions Case to U.S. Supreme Court.
- Oct. 3, 1967 House Ways & Means Committee votes 20-5 to table action on Pres. Johnson's tax bill until he agrees to spending cuts. (NYT)
- Oct. 5, 1967 Skating rink opens at Penn Center. (PR)
- Oct. 6, 1967 PRR postpones implementation of container unit trains indefinitely in face of widespread opposition.
- Oct. 7, 1967 "Pony Express" race track extras between Philadelphia and Atlantic City Race Track make last runs and race track spur abandoned. (WstJrsyRls)
- Oct. 10, 1967 ICC announces U.S. railroads lost \$400 million on passenger service in 1966; PRR had largest loss of \$45.4 million.
- Oct. 12, 1967 High Iron Company runs two-day steam excursion between Harmon and Buffalo with ex-Nickel Plate 2-8-4 No. 759. (Trains - verify)

- Oct. 14, 1967 Last remnant of former Southern Railway *Augusta Special* Nos. 31-32 makes last run between Fort Mill and Warrentonville, S.C. (A-sheet)
- Oct. 1967 Executive Jet Aviation, Inc., acquires a Lockheed Jetstar with its interior decorated in Tuscan red on orders of Gen. Lassiter, even though the company has no need of it, and it is sold at a loss of \$480,000 16 months later. (Patman)
- Oct. 1967 N.Y. PSC holds that NYC is not doing enough to promote passenger service in New York State; NYC announces plans to revamp service for short-haul passengers; planning by Assistant VP for Operating Administration R.D. Timpany. (Trains - check NYT)
- Oct. 16, 1967 New two-year contract with shop crafts becomes effective after railroads accept terms of Mediation Board; 6% increase retroactive to Jan. 1 and a second 5% increase on July 1, 1968. (AR)
- Oct. 16, 1967 Rock Island donates former *Pennsy AeroTrain* to National Transportation Museum and (?) Green Bay, Wisc. (Doughty - check)
- Oct. 17, 1967 William R. Daley, a representative of Cyrus S. Eaton and the largest Reading stockholder, is elected to the ceremonial position of Chairman of the Board. (Rdg MB)
- Oct. 18, 1967 Cleveland & Pittsburgh Railroad consents to Pittsburgh & Lake Erie Railroad discontinuing service on Beaver Valley Railroad and abandoning the eastern portion from the P&LE to Beaver (1.81 miles); the remainder of the Beaver Valley Railroad is to be split with the P&LE taking the east end to Tuscarawas Road and the C&P the west end from Tuscarawas Road to Vanport. (MB)
- Oct. 19, 1967 U.S. District Court for Southern New York refuses to block Penn Central merger and affirms ICC rulings; dismisses complaint by Milton Shapp that merger is not in public interest and by New Haven bondholders to delay merger until New Haven is included; gives 15 days to appeal to Supreme Court. (NYT)
- Oct. 1967 Post Office Dept. implements massive cuts in RPO service, 162 trains on 20 railroads, including all service in the West and Southwest and heavy cuts in the Midwest and South; deprived of mail income, discontinuance of long-distance passenger trains accelerates. (*Broadway Limited* RPO was disc. in 1967; Oct. or Dec.? - Sept?)
- Oct. 1967 C&O/B&O discontinues movies on *Capitol Limited*, as they have failed to attract additional riders. (Stegmaier)

- Oct. 1967 LIRR acquires 14 ex-NYC main line coaches, which are rebuilt with 106 seats, and a parlor car, which is rebuilt into a bar-coach.
- Oct. 25, 1967 PRR reports that its profit in the first three quarters of 1967 has fallen 41% vs. 1966; blames automobile and railroad strikes; consolidated earnings are \$2.93 per share, vs. \$4.94 per share in 1966. (NYT)
- Oct. 25, 1967 Philadelphia architect Vincent G. Kling presents two schemes for Penn Central Park to include a new Mellon Bank headquarters; one calls for a "megastructure" over the PRR main line, the other a raised concrete platform over tracks that will serve as a base for individual buildings much like the Penn Station development in New York. (VPF)
- Oct. 25, 1967 Walter H. Annenberg elected a director of the Pennsylvania Company, replacing James E. Gowen. (MB)
- Oct. 25, 1967 Norfolk & Western Railway operates a 450-car coal train (44,475 tons) between Iaeger and Williamson, W.Va., hauled by three SD-45's on point and five more as mid-train slave units, thus taking the record for the longest and heaviest train from the PRR. (Trains)
- Oct. 25, 1967 B&O announces plans to cut passenger service because of growing deficit; ridership is down 29% this year, and loss of mail contracts threatens many trains. (NYT)
- Oct. 26, 1967 NYC reports a third quarter loss of \$3.9 million, vs. an \$11.5 million profit in 1966; blames the passenger deficit and loss of mail contracts; Board extends Al Perlman's contract for an additional three years beyond the traditional retirement age of 65. (NYT)
- Oct. 27, 1967 A federal official reports that the PRR catenary cannot stand the vibrations generated by the DOT high-speed test cars; produces a loss of contact and power drops at very high speeds; further tests with modified pantographs are to begin next week; raises the possibility that the entire catenary will have to be replaced to meet high-speed goals. (NYT)
- Oct. 27, 1967 Executive Jet Aviation, Inc., files a financial divestiture plan with the Civil Aeronautics Board and asks its approval of the purchase of Johnson Flying Service. (Patman)
- Oct. 27, 1967 Bristol & Chattanooga RPO discontinued on Southern Railway. (Kay)
- Oct. 27, 1967 First Canadian National "TurboTrain" is tested near Montreal. (Trains)
- Oct. 28, 1967 Last run of PRR Chicago-Cincinnati sleeping car in No. 74-75 and

- Chicago-Columbus sleeping car in No. 74/86-87/75. (A-sheet, tt)
(Buckeye or former Buckeye?)
- Oct. 28, 1967 Former VP in Charge of Traffic Fred Carpi (1900-1967) dies at home in Penn Valley outside Philadelphia. (NYT)
- Oct. 29, 1967 Initial date set for inauguration of "Metroliner" service passes; cars still sidelined by mechanical and electrical problems. (NYT)
- Oct. 29, 1967 Speed limit of GG1s in Northeast Corridor increased to 100 MPH; running time of *The Afternoon Congressional* reduced from 3:35 to 3:20; fastest time with conventional equipment; GG1's No. 4483-4938 are equipped with 100 MPH gears and Nos. 4864-4882 with 90 MPH gears. (, Trains)
- Oct. 29, 1967 Dayton-Richmond mail car dropped from No. 86-87. (DayUn)
- Oct. 29, 1967 Post Office Dept. discontinues Washington & Bristol RPO on the Southern Railway and N&W; also the Washington & Chicago RPO and the Washington & Grafton RPO, ending all main line RPO service on the B&O. (Kay)
- Oct. 30, 1967 Bowling center with 48 lanes opens at Madison Square Garden; first portion open to the public. (NYT)
- Oct. 30, 1967 Mackinac Transportation Company begins operating car ferry *Manistee* and tug *Muskegon* under lease dated Oct. 5, and lays up the ferry *Chief Wawatam*. (MB)
- Late 1967 Robert C. Baker, a lawyer who is General Counsel & Secretary of Great Southwest Corporation, is named VP-Finance of Macco Realty Company by David Bevan and Angus Wynne; although not experienced in real estate development, Baker is imaginative in setting up tax deals and prepaid interest sales which inflate current earning at the expense of long term gains; boosts paper earnings of Macco and Great Southwest by several hundred percent over next two years and causes price of stock to soar from 4-5/8 in 1967 to 41½ in 1969. (SEC)
- Nov. 1, 1967 N&W, C&O, B&O, Western Maryland, and Milton Shapp appeal to U.S. Supreme Court to delay Penn Central merger. (NYT)
- Nov. 1, 1967 LIRR inaugurates "*Silver Streak*"; commuter train from Northport to Hunters Point Avenue without stop at Jamaica; uses five of 15 ex-NYC long distance coaches rebuilt with 3-2 seating; first diesel train on the LIRR to skip Jamaica. (NYT - MTA AR has Oct.)

- Nov. 1, 1967 PRR places order for 100 diesel locomotives; 80 3,600 HP and 20 3,300 HP. (PR)
- Nov. 3, 1967 LIRR inaugurates second "*Silver Streak*" between Jamaica and Farmingdale. (NYT)
- Nov. 5, 1967 Effective this date NYC withdraws passenger service totaling 1,605 train-miles daily under the "Ohio Rule"; eliminates through service from New York to Cincinnati; discontinues No. 15-16 *Ohio State Limited* and No. 57 Cleveland Limited between Buffalo and Cleveland; No. 15-16 becomes Cleveland-Cincinnati RDC run; also the surviving eastbound leg of the *Southwestern* between St. Louis and Cleveland; combines *New England States* with *Twentieth Century Limited* west of Buffalo; schedule of *Twentieth Century* lengthened to 16:40 westbound and 16:35 eastbound. (VPO, DayUn, tt)
- Nov. 5, 1967 Norfolk & Western Railway runs a 500-car, 47,000-ton coal train from Iager, W.Va., to Portsmouth, Ohio with three SD45's on the point and three more as mid-train slave units, setting a new record for the heaviest train. (Trains)
- Nov. 6, 1967 At budget meeting, Bevan splits with Saunders and his assistant Basil Cole over issue of posting \$3 million inventory deficit in the third quarter of 1967. (SEC, Salsbury)
- Nov. 6, 1967 NYC assigns RDCs to last Cleveland-Cincinnati train. (replaces *Ohio State Limited*??)
- Nov. 6, 1967 In final hearing before Supreme Court, Justice Dept. reverses previous neutrality and argues for immediate consummation of Penn Central merger. (NYT)
- Nov. 7, 1967 New York State voters approve Gov. Rockefeller's \$2.5 billion transportation bond issue; includes \$1 billion for public transportation; specific projects must be approved by the Legislature and local financing to 25% of cost. (NYT, Trains)
- Nov. 7, 1967 Glore Forgan, William R. Staats, Inc., floats an offering of \$11 million common stock and \$11 million debentures for Executive Jet Aviation, Inc. (Patman)
- Nov. 1967 C&O-B&O drops showing of free, first-run movies on passenger trains because of declining traffic. (see above - NYT of 12/3 says has decided - probably when Nat. & Cap. consol e/o Cumberland)
- Nov. 8, 1967 David Bevan notifies Saunders of a cash crisis; the PRR will be out of

working capital in two months and needs to sell \$72 million in debt certificates, which will require the assent of the NYC to raise the debt ceiling set in the merger agreement.

- Nov. 8, 1967 NYC announces that it will present plans for restructuring passenger service to the N.Y. PSC on Nov. 15; changes are to be effective Dec. 3. (NYT)
- Nov. 9, 1967 Pennsylvania PUC holds hearings on discontinuing the *Broadway Limited* at Harrisburg; the PRR discontinues the train separately in each state through each state's agency, rather than through the ICC, as there are still other trains on the route. (PassDept, Howes)
- Nov. 13, 1967 Indianapolis Union Railway Board notes that Eli Lilly & Co. is to acquire Indianapolis Stockyards Company property and remove rail facilities. (MB)
- Nov. 14, 1967 Budd Company sends a number of staff, eventually including a VP of Sales, to Morrisville to supervise the "Metroliner" car deliveries, leading to increasing clashes with PRR personnel. (WatsonPapers)
- Nov. 15, 1967 The first two "Metroliner" cars, Nos. 800 and 802, with Westinghouse electrical systems are delivered to the PRR at Morrisville; PRR agrees to test them despite the failures on the Reading at Jenkintown. (WatsonPapers)
- Nov. 15, 1967 Executive Jet Aviation, Inc. VP-Operations John Kunkel, VP-Finance Frank Conace and Treasurer A.W. Estes meet with W. W. Abendroth of the Wharton School to consider how to render EJA profitable; call for removing Gen. Lassiter as Pres. and curtailing his misuse of expense accounts. (Patman)
- Nov. 15, 1967 PRR agrees for the conversion of "HEWITT" Interlocking at New Madison, Ohio, to automatic operation. (MB)
- Nov. 15, 1967 PRSL Board authorizes leasing 5 GP38 locomotives. (MB)
- Nov. 15, 1967 Norfolk & Western Railway operated a 500-car coal train 5 miles long from Jaeger to Portsmouth, Ohio; has three units on the point and three mid-train slave units; takes the record for world's longest train. (Striplin)
- Nov. 1967 NYC begins refurbishing 40 coaches and 21 buffet-coaches for Empire Service.
- Nov. 18, 1967 Tests of the first two "Metroliner" cars begin, with speeds up to 125

MPH. (WatsonPapers)

- Nov. 18, 1967 Great Britain devalues the pound, causing a run on the dollar in international currency markets. (NYT)
- Nov. 21, 1967 ICC publishes its approval of inclusion of the New Haven in the Penn Central merger on terms arranged between Penn Central and New Haven trustees; requires PC to share New Haven operating losses and approves loan of \$25 million to NH by PC over three years. (NYT)
- Nov. 22, 1967 At a 65th birthday party for Al Perlman at the Biltmore Hotel, John W. Barriger calls Perlman “indispensible.” (NYT)
- Nov. 22, 1967 Last run of DL&W ferry from Barclay Street to Hoboken, the last of the railroad ferries at New York; official “last crossing” is made by the *Elmira* at the close of the pre-Thanksgiving evening rush hour; however, the diesel-powered *Lackawanna* makes an unscheduled crossing about 10 minutes later to pick up the New York station crew and stragglers; this gives the Port Authority a monopoly of all Hudson River crossings into Manhattan. (Scull,)
- Nov. 24, 1967 The first two “Metroliner” cars to be delivered hit 164 MPH on the test track between "COUNTY" and "MILLHAM" but with significant problems that render such speeds unfeasible in revenue service for the time being; the PRR makes a public announcement on Nov. 29 without mentioning the problems. (WatsonPapers, NYT)
- Nov. 26, 1967 5,000-seat Felt Forum, named for owner Irving M. Felt, opens on lower level of Madison Square Garden. (NYT)
- Nov. 26, 1967 Sag Harbor & Scuttle Hole Railroad, a proposed Long Island tourist line being promoted by railroad enthusiast and LIRR historian Ron Ziel, runs a steam excursion with Black River & Western 2-8-0 No. 60 between Jamaica and __. (Trains)
- Nov. 27, 1967 Justice Dept. files brief with U.S. Supreme Court urging Penn Central merger proceed immediately in order to save New Haven. (NYT)
- Nov. 27, 1967 Studebaker-Worthington, Inc., completes the acquisition of the Studebaker Corporation and Worthington Corporation; they already plan to dispose of Alco Products, Inc., preferably as a single concern. (Moodys, Kirkland)
- Nov. 28, 1967 NY PSC approves cuts in NYC's New York-Albany service effective Dec. 3. (NYT)

- Nov. 28, 1967 PRR and NYC officers meet in New York to expedite pre-merger planning. (PCTC)
- Nov. 28, 1967 Perlman orders all copies of the Patchell merger operating plan to be marked "preliminary" and kept in his office. (Salsbury)
- Nov. 30, 1967 Responding to the international financial crisis, Pres. Johnson agrees to sacrifice \$4 billion in domestic spending if Congress will pass his tax increase; Wilbur Mills, Chairman of House Ways & Means Committee, refuses. (Matusow)
- Nov. 30, 1967 Pa. law enacted at instance of PRR to allow companies to pay the full premiums on insurance protecting its directors and officers against liability for wrongful acts: Penn Central obtains such insurance through Lloyds of London in July 1968. (Patman)
- Nov. 30, 1967 ICC hearing on the New Haven inclusion ends abruptly when protesting bondholders block a statement from Trustee Richard J. Smith. (NYT)
- Nov. 30, 1967 ICC approves Burlington Northern merger. (NYT)
- Dec. 2, 1967 Last run of PRR Chicago-Louisville sleepers on *The Kentuckian* No. 74/94-95/75. (A-sheet)
- Dec. 3, 1967 PRR begins testing "Metroliners" Nos. 801 & 803; on a braking test from 35 MPH on wet rail, all wheels are slid flat. (WatsonPapers)
- Dec. 3, 1967 Last runs of *Twentieth Century Limited* tie up; last eastbound run arrives nine hours late; last westbound is seven hours late because of detour over Nickel Plate in Ohio to avoid freight derailment; all NYC long-distance passenger is restructured to a few simple trains running on short corridors (New York-Buffalo, Buffalo-Chicago, Cleveland-Cincinnati, etc.) with through cars; all trains lose names except *James Whitcomb Riley*; names dropped include the *Empire State Express*, the *New England States*, the *Wolverine*. (Doughty, tt, Sanders, Frailey)
- Dec. 3, 1967 NYC restructures New York-Buffalo trains as "Empire Service" with faster times and eight round trips approximately every two hours service between New York and Albany, five round trips continuing to Buffalo, and one trip Albany-Buffalo; drops four New York-Buffalo round trips and adds three one-way trips between New York and Albany; Nos. 61-62 are sole long-distance connections, carrying traffic formerly handled by *Twentieth Century Limited*, *New England States* and *Wolverine*; Nos. 63-64 carry mail and cars for Delaware & Hudson *Montreal Limited*; New York-Buffalo consists are usually four cars and

- New York-Albany two or three cars to be under three-man crew requirements of New York's Full Crew Law; company restores car cleaning; patronage does not increase noticeably; James M. Leconto, new Director of Passenger Service. (Guide, Doughty, Trains, tt)
- Dec. 3, 1967 PRR discontinues little used stations at Deans and Adams, N.J., south of New Brunswick on the New York Division. (A-sheet)
- Dec. 4, 1967 Southern Railway combines *The Crescent* No. 37 with *The Southerner* No. 47, southbound only, north of Atlanta, on schedule of No. 37. (A-sheet - or 47?? - verify ICC)
- Dec. 5, 1967 After many delays, the United Aircraft Corporation "TurboTrain" is delivered to the PRR at Phillipsburg, N.J., for runs on the Northeast Corridor test track. (Watson)
- Dec. 5, 1967 Gov. Nelson A. Rockefeller appoints his transit expert and general factotum William J. Ronan to the Board of the Port of New York Authority. (NYT)
- Dec. 8, 1967 "Metroliners" Nos. 800 & 802 tested with modified Stemmann pantographs. (WatsonPapers)
- Dec. 9, 1967 United Aircraft Corporation "TurboTrain" hits 161.8 MPH on its first test from Morrisville. (WatsonPapers)
- Dec. 11, 1967 Last ship loaded from Sodus Point coal pier; tonnage has been as high as 2,267,893 tons in 1963 and 1,137,673 in 1965; coal exports to Canada have dropped abruptly because of fuel substitution. (, Gunnarsson)
- Dec. 13, 1967 *Broadway Limited* No. 28-29 consolidated with *The General*; loses all-Pullman status and special observation lounge cars *Mountain View* and *Tower View* with master room and shower; train Nos. 48-49 is the old *General* operating under the *Broadway* name on a 16:10 schedule eastbound and 16:40 westbound; last run of old *Broadway* is Dec. 12; it survives its old rival the *Twentieth Century* by 10 days; consist of the new *Broadway* is 5 coaches, 6 sleeping cars and a twin-unit diner. (A-sheet, tt, Frailey)
- Dec. 15, 1967 Pres. Johnson announces three-step plan to preserve passenger service on the New Haven: a \$28.4 million Housing & Urban Development loan to buy 144 cars for West End commuter service over three years; \$500,000 DOT grant to improve track in Northeast Corridor; \$1 million in debt deferral. (NYT)

- Dec. 15, 1967 *East Coast Champion* discontinued, leaving the *West Coast Champion* rename *The Champion*, running only to west coast points; West Coast cars returned to the *Silver Star* running as Nos. 23-24 between Wildwood and St. Petersburg. (Frailey, NYT)
- Dec. 1967 Philadelphia Transportation Company appeals condemnation by SEPTA to U.S. Supreme Court. (AR)
- Dec. 1967 Bessemer & Lake Erie Railroad purchases the transportation property of the Western Allegheny Railroad for \$210,000. (Moody's)
- Dec. 17, 1967 "Metroliners" Nos. 800 & 802 and a 5-car train of old MP54 MU cars are tested at relative passing speeds ranging from 80 to 175 MPH; a total of 21 windows are sucked out of the MP54's by the slip stream, and 5 of the outer windows of the "Metroliners" are broken by flying glass. (Watson)
- Dec. 18, 1967 U.S. Supreme Court adjourns until Jan. 15 without ruling on the Penn Central merger. (NYT)
- Dec. 27, 1967 MBTA approves contract with the New Haven guaranteeing commuter service for another six months. (MBTA)
- Dec. 19, 1967 PRR Chairman Stuart T. Saunders briefs VP David C. Bevan on some details of new Penn Central organization; Bevan learns that he is to lose his seat on the Board and authority over accounting, insurance, taxes and banking, which are to be given to a NYC man, Walter R. Grant (1910-2003), who will report to Perlman; Carl G. Sempier is to be Assistant VP-Data Systems reporting to Perlman's protégée R.G. Flannery. (Salsbury)
- Dec. 19, 1967 James H. Orr of Colonial Management Associates of Boston writes to Charles J. Hodge saying that they can no longer recommend Executive Jet Aviation, Inc. debentures to their clients unless a competent administrator replaces Gen. Lassiter as Pres. and the company terminates its European ventures. (Patman)
- Dec. 20, 1967 PRR again files to discontinue "*The Spirit of St. Louis*".
- Dec. 20, 1967 PRR, NYC, Detroit Edison and Consolidation Coal Company establish unit coal trains to power plant at Monroe, Mich. (PR)
- Dec. 20, 1967 United Aircraft's "TurboTrain" sets current U.S. rail speed record, 170.8 MPH, on test run between New Brunswick and Trenton, N.J. (WatsonPapers, NYT, Trains)

- Dec. 21, 1967 PRSL single-track line between West Haddonfield and Kirkwood opens on permanent relocation next to new High Speed Line. (AR)
- Dec. 22, 1967 PRR Chairman Stuart T. Saunders announces that the PRR's non-railroad subsidiaries and real estate have contributed \$20 million to the company's consolidated profit. (NYT)
- Dec. 22, 1967 Civil Aeronautics Board rejects Executive Jet Aviation, Inc.'s divestiture plan and orders PRR to place stock in a liquidating trust. (SEC, Patman)
- Dec. 24, 1967 VP David C. Bevan learns that Penn Central's Treasurer is to be NYC Treasurer Raymond McCron, who will report to Walter R. Grant; this means Bevan will lose control of bank deposits; PRR Budget Manager Bruce Relyea is to report to ex-NYC man, J. J. McTiernan. (Salsbury)
- Dec. 29, 1967 Bradenville Branch abandoned from Derry Yard to terminus (3.51 miles). (GO)
- Dec. 29, 1967 United Aircraft Corporation's "TurboTrain" is sent back to Chicago via the B&O from South Philadelphia. (WatsonPapers)
- Dec. 29, 1967 Pittsburgh & West Virginia Railroad acquires property of the Pittsburgh & West Virginia Railway. (Moody's)
- Dec. 30, 1967 Seaboard Coast Line discontinues *The Palmetto*, No. 77-78, operating Richmond-Florence, S.C. southbound and Florence-Washington northbound. (A-sheet)
- Dec. 31, 1967 Dunreith Tower (Ind.) closed at the end of the day. (Alltimeinterlockingtowerlist)
- 1967 Leveling off of economy and inflationary surge in wages, benefits and supply costs cause PRR net earnings to fall from \$90.3 million profit in 1966 to \$89.2 million loss in 1967; NYC net earnings fall from \$60.3 million profit to \$118 million loss; passenger revenues fall to lowest level since 1940; mail revenue cut by 10% as Post Office cuts most RPO service and diverts mail to planes and trucks; return on investment in PRR + NYC railroad properties falls from 2.7% in 1966 to 0.8%. (other sources have NYC from "over \$50 million" to \$1.2 million profit in 1967)
- 1967 PRR pays dividends totaling 232% of the railroad's net income; dividends, which continue until the 4th quarter of 1969, are henceforth paid with borrowed money. (Patman)

- 1967 Last parcels sold for development at Penn Center; construction of 10th building starts.
- 1967 Two Penn Plaza office tower completed at Penn Station.
- 1967 Housing starts in southern California fall to lowest level since World War II, presaging trouble for Macco Realty Company despite current profits.
- 1967 New Jersey State Highway Dept. issues the first five-year, integrated master plan for transportation; calls for \$1.2 billion to be spent, \$1 billion for roads and \$200 million for mass transit; with anticipated federal grants, this will provide \$325 million for transit projects; the plan includes bringing the Erie Lackawanna electric lines into Penn Station and electrifying the NY&LB and the CNJ main line to Raritan. (NJDOT)
- 1967 New Jersey authorizes capital improvement program for NY&LB, including extending electrification, new stations, and 35 new MU cars.
- 1967 PRR discontinues passenger stop at Genasco, N.J., on Perth Amboy Branch; NY&LB discontinues passenger stop at Cliffwood, N.J. (JCNews - verify)
- 1967 NY&LB station at Avon-by-the-Sea razed.
- 1967 PRR abandons and removes the "Back Road" line between Birmingham and Toms River, N.J. (Kozempel)
- 1967 Westbound Narberth station demolished and replaced with a commercial building. (LMHS)
- 1967 Assistant VP, Operations, _____ presents report for large, modern "DV" freight yard for Northeast Corridor freight east of Perryville, Md., to eliminate manual hump yards at Greenville, Waverly, Edge Moor and Bay View; cost projected at \$43 million. (Rept)
- 1967 PRR abandons the center of the Lewisburg & Tyrone Branch between Mifflinburg and Coburn. (Railpace)
- 1967 PRR abandons Crestline Engine Terminal. (PennsyWest)
- 1967 U.S. Circuit Court overturns ICC award to eastern railroads in Southern Division Case on suit of southern railroads; new rates remain in effect pending appeal to Supreme Court.

- 1967 NYC completes CTC on Hudson Division. (AR)
- 1967 NYC sells assets of Strick Holding Company back to Strick, Inc. And Transport Pool Corporation, which are jointly controlled by Prudential Insurance Company, Lehman Brothers and the Strick management; NYC retains 26.8% interest, which passes to Penn Central. (Cards)
- 1967 Charles J. Hodge of Glore, Forgan & Co. introduces David Bevan and William R. Gerstnecker to Washington lawyer Joseph H. Rosenbaum (1909-1985) at his New York office. (Salsbury – see 1966?)
- 1967 Washington Metropolitan Area Transit Authority formed to assume the operation of the buses of D.C. Transit System, Inc., and the new “Metro” heavy-rail subway and elevated system. (Metrobus the first 15 years)
- 1967 Gross income of United Air Lines exceeds \$1 billion, placing it ahead of PRR and Southern Pacific Company and making it the leading transportation company. (Trains - verify Moodys - may not have happened)