

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

By Christopher T. Baer

1968

April 2015 Edition

All data subject to correction and change

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| Jan. 1, 1968 | LIRR discontinues all checked baggage service. |
| Jan. 1, 1968 | Robert C. Baker named President of Macco Realty Company; most older Macco officers soon leave; Baker recruits William Ray, a bank official involved in real estate mortgage matters, as Chief Financial Officer; a new employment contract grants Baker a percentage of any profits from ventures he develops. (SEC) |
| Jan. 2, 1968 | PRSL places five EMD Class EF-20 (GP38) diesels in service, retiring seven Baldwin road switchers. (AR) |
| Jan. 4, 1968 | Japan's New Tokaido Line carries a record 269,246 riders, vs. PRR's 1943 New York-Washington daily peak of 178,892. (Trains) |
| Jan. 10, 1968 | "Metroliner" tests are suspended for a day so that representatives of the Railway Labor Executives can ride the U.S. DOT test cars. (WatsonPapers) |
| Jan. 10, 1968 | Executive Jet Aviation Board leases one of its Boeing jets to International Air Bahamas; draws opposition from Icelandic Airlines and other transatlantic carriers Board votes to withdraw its \$22 million proposed financing from SEC registration so it does not have to disclose its overseas expansion plans. (Salsbury, SEC) |
| Jan.? 1968 | Pennsylvania Legislature finally passes new SEPTA funding bill; PRR will receive \$3.5 million this fiscal year instead of \$4.4 million. (MB) |
| Jan. 15, 1968 | Supreme Court denies last suits attempting to block Penn Central merger by unanimous vote (William O. Douglas dissenting on two points) and sets value on New Haven at \$90 million; also upholds ICC |

order that Erie Lackawanna, D&H, and B&M be included in the Norfolk & Western Railway; Reading to be allowed to appeal to ICC if harmed by traffic diversion. (MB, NYT, SEC)

- Jan. 15, 1968 Commuter train derails on Chestnut Hill Branch caused by wheel breaking on first car, a new "Silverliner" from St. Louis Car Company; design does not permit heat from braking to be entirely dissipated; all 20 cars removed from service. (MB)
- Jan. 15, 1968 Southern Railway combines *The Peach Queen* No. 29 and *The Pelican* No. 41 (southbound) between Washington and Monroe, Va. (A-sheet)
- Jan. 1968 Richard King Mellon (1899-1970), senior PRR director, persuades David Bevan to stay on after he threatens to resign over the reduction in his authority and loss of a seat on the Board. (Salsbury)
- Jan. 1968 George Flatow (1895-1968), longtime PRR Publicity Representative at New York, dies. (SSDI)
- Jan. 16, 1968 Southern Railway combines *The Crescent* No. 38 and *The Pelican* No. 42 (northbound) between Monroe and Washington. (A-sheet)
- Jan. 18, 1968 Santa Fe's first *Super C* piggyback train arrives in Los Angeles at 10:35 PM after running from Chicago in a record-setting 34:35. (Trains)
- Jan. 19, 1968 PRR announces it will continue to operate two passenger round trips to St. Louis ("*The Spirit of St. Louis*" and *The St. Louisian*) pending the ICC's decision. (NYT)
- Jan. 20, 1968 PRR announces the lease of 50 EMD 3,600-HP locomotives from C.I.T. Leasing Corporation with delivery to begin in late Dec. (NYT)
- Jan. 22, 1968 NYC leases air rights over Grand Central Terminal head house to UGI Properties, Inc., American subsidiary of Union General Properties, Ltd., headed by British developer Morris Saady for 50 years at \$3 million a year; plans construction of high-rise office tower. (Trager, NYT)
- Jan. 23, 1968 ICC continues increased freight rates authorized on an interim basis for 1968.
- Jan. 24, 1968 PRR Board holds last meeting; authorizes purchase of 100 freight locomotives; authorizes extension of \$50 million revolving credit with First National City Bank; authorizes abandonment of Salamanca Branch between Tidioute and Irvineton (14.81 mi.). (MB)

- Jan. 24, 1968 PRR announces a sharp decrease in earnings in 1967; consolidated earnings fall from \$90.29 million to \$60.34 million, or from \$6.49 per share to \$4.31 per share; railroad earnings have fallen from \$3.24 per share to \$1.01 per share; company blames increased fringe benefits and supply costs. (NYT)
- Jan. 24, 1968 PRR signs agreement remoting interlocking at N&W crossing at Dunreith, Ind. from "THORNE" Tower in Indianapolis. (MB)
- Jan. 26, 1968 Last run of B&O's *National Limited*, shrunken to a single through coach, on B&O between Parkersburg and Cincinnati; continues to operate as far west as Parkersburg. (Stegmaier)
- Jan. 26, 1968 PRR contracts with Bell Telephone Company for pay phones on "Metroliners." (MB)
- Jan. 26, 1968 Stuart Saunders appears on the cover of *Time* for role in effecting Penn Central merger. (Trains)
- Jan. 27, 1968 Last run of Washington-Buffalo sleeping car on *Northern Express* No. 575 and *Southern Express* No. 574. (A-sheet)
- Jan. 27, 1968 Last run of No. 548-549 between (Washington and Balt??, Balt & Hbg?)
- Jan. 29, 1968 U.S. Supreme Court rejects bid by operating Brotherhoods to restore jobs lost under 1963 arbitration, but also rejects bid by railroads to keep the job-reduction program established by the award; rules the railroads cannot insist on national bargaining to settle crew size issues. (, Trains)
- Jan. 30, 1968 Special U.S. District Court panel grants final permission for Penn Central merger. (NYT)
- Jan. 30, 1968 ICC decides per diem case dating back to 1953; ICC establishes a complex system of 170 separate charges based on age, original cost, distance and other factors; to become effective Oct. 1, 1968, replacing nine basic charges long administered by the AAR; new charges range from \$0.63 to \$10.22 a day. (NYT)
- Jan. 31, 1968 New York-Winston-Salem sleeping car makes last run; New York-Asheville sleeper switched from No. 37/15 *The Crescent* to No. 29/15/21 *The Peach Queen* southbound only. (A-sheet)
- Jan. 31, 1968 Austin N. Heller announces that pressure from the New York City government has pressured Consolidated Edison to switch to coal and

oil with a limit of 1% sulphur content by Apr. 1, ahead of the official deadline of Oct. 1; new regulations supersede those of Oct. 1964; most coal from Penn Central territory does not meet this standard; coal traffic to New York dries up as utilities and other consumers switch to low-sulphur oil. (NYT)

- Jan. 1968 Renovo Shops close after completion of M-of-W equipment modernization program.
- Feb. 1, 1968 Pennsylvania Railroad Company absorbs New York Central effective 12:01 AM; renamed Pennsylvania New York Central Transportation Company; exchange rate of 1 share of NYC stock for each 1.33 shares of PRR; PRR names 14 directors, NYC 11 directors; at 12:04, name "Penn Central" is unveiled on Perlman's business car parked in Suburban Station. (PR, Salsbury)
- Feb. 1, 1968 Merged Penn Central has 19,286 route-miles, total assets over \$4 billion, annual revenues of over \$1 billion, 4,202 diesel and electric locomotive units, 194,656 freight cars, and 4,937 passenger cars. (Trains)
- Feb. 1, 1968 Penn Central begins operation with only \$13.3 million in working capital; PRR cash reserves on merger night were only \$5.5 million, an all-time low; Penn Central has also approved a record \$300 million capital budget for 1968.
- Feb. 1, 1968 Pennsylvania New York Central Transportation Company adopts trade name "Penn Central" and new "worms in love" herald of intertwined P and C. (MB)
- Feb. 1, 1968 Penn Central adopts new bylaws and organization; Board elects Stuart T. Saunders Chairman and Alfred E. Perlman President; creates an Executive Committee of seven directors chaired by James M. Symes and including Perlman, a Finance Committee chaired by Bevan with Saunders and Perlman as ex-officio members, a Pension Committee and a Committee on Organization & Officers' Salaries. (MB)
- Feb. 1, 1968 Management reorganization: Saunders as Chairman is Chief Executive Officer supervising the Legal Dept., Public Relations & Advertising and the Secretary's Office; Perlman as President is Chief Administrative Officer supervising Operations, Traffic, Employee Relations, Real Estate, Purchases, Special Services and Accounting; Bevan is Chief Financial Officer supervising only the Treasury Dept., having lost Accounting to Perlman's subordinate Walter E. Grant ; additional organizational level created above regular Vice Presidents at headquarters: three Executive Vice Presidents for operations (David E.

Smucker of PRR), sales & marketing (Henry W. Large of PRR), and internal financial controls (Walter E. Grant of NYC); two Senior Vice Presidents for governmental relations (Robert W. Minor of NYC) and labor relations & personnel (Guy W. Knight of PRR). (MB)

- Feb. 1, 1968 Ex-PRR Pres. A.J. Greenough takes early retirement; named President of Pennsylvania Terminal Real Estate Company; Greenough also resigns as a director of the Pennsylvania Company. (PR, MB)
- Feb. 1, 1968 Ex-PRR VP-Engineering & Real Estate J. Benton Jones is named VP pending early retirement on May 1. (MB)
- Feb. 1, 1968 New organization creates 22 department heads with vice presidential rank: Basil Cole (Executive Dept. - PRR), William S. Cook (Comptroller - PRR), Leo B. Fee (Employee Relations - NYC), Robert G. Flannery (Systems Development - NYC), Paul D. Fox (Administration - PRR), A. Paul Funkhouser (Coal & Ore Traffic - PRR), William R. Gerstnecker (Corporate - PRR), Robert Haslett (Investments - NYC), Samuel H. Hellenbrand (Industrial Development & Real Estate - NYC), Fred L. Kattau (Management Planning & Development - NYC), John C. Kenefick (Transportation - NYC), William F. Kirk (Mail, Express & Highway Service - NYC). William A. Lashley (Public Relations & Advertising - PRR), John G. Patten (Freight Sales - NYC), John B. Prizer (General Counsel - PRR), Malcolm P. Richards (Purchases & Materials - NYC), James R. Sullivan (Marketing - NYC), George C. Vaughan (Engineering & Equipment - PRR), Theodore K. Warner, Jr. (Taxes - PRR), James J. Wright (Research - NYC), John E. Chubb (Baltimore - PRR); Bayard H. Roberts of PRR continues as Secretary, Raymond C. McCron of NYC as Treasurer. (MB)
- Feb. 1, 1968 Regional reorganization: five former "Districts" of NYC renamed regions: New York Region at New York (Hudson & River Divisions), Northeastern Region, formerly Eastern District, at Syracuse (Boston & Albany, Mohawk-St. Lawrence, Syracuse & Buffalo Divisions), Lake Region, formerly Western District, at Cleveland (Lake & Toledo Divisions), Northern Region at Detroit (Detroit, Canada & Michigan Divisions), and Southern Region at Indianapolis (Ohio Central & Illinois Divisions). (PCPost, Spodobalski/RNE)
- Feb. 1, 1968 Regional reorganization: PRR Regions retained with minor changes: Eastern Region at Philadelphia (New York, Philadelphia, Chesapeake & Harrisburg Divisions), Central Region at Pittsburgh (Allegheny, Pittsburgh & Northern Divisions), Western Region at Chicago (Chicago & Fort Wayne Divisions); ex-PRR Lake Division placed in ex-NYC Lake Region; ex-NYC Western Division placed in ex-PRR

- Western Region; ex-PRR Buckeye Division moved from Western Region to Southern Region; ex-PRR Southwest Division moved from Western Region to Southern Region. (Spodobalski/RNE)
- Feb. 1, 1968 PC Board authorizes sale of stocks of Richmond, Fredericksburg & Potomac Railroad and Railway Express Agency, Inc. (MB)
- Feb. 1, 1968 Penn Central discontinues passenger service over former NYC line between Indianapolis and St. Louis in favor of ex-PRR line. (tt TRRA says LT St. Louis-Union City 1/26)
- Feb. 1, 1968 At Samuel Rea Car Shops, the paint line switches from Tuscan Red to NYC "Deepwater" Green. (PCPost)
- Feb. 1, 1968 Penn Central closes the former PRR General Office Library and historical collection in Suburban Station; the contents are crated and sent to the Merion Avenue warehouse; most are sold at auction in 1972. (PhlInq)
- Feb. 1, 1968 Despite the merger, the *Philadelphia Inquirer* continues to refer to the company as "The Pennsy." (PhlInq)
- Feb. 1, 1968 Penn Central opens connection between ex-PRR and NYC lines at Andrus Road at Toledo and Hughart Yard. (PCTC)
- Feb. 1, 1968 Southern Railway combines No. 15 and No. 21 and No. 16 and No. 22 between Greensboro and Asheville. (A-sheet)
- Feb. 7, 1968 Two granite eagles from Penn Station facade placed on pedestals at Seventh Avenue entrance to new station; other eagles are disposed of as follows: one to Cooper Union where sculptor Adolph A. Weinman studied, one to National Zoo, four to Fairmount Park Commission for installation at four corners of Market Street Bridge, two to O'Hara Gymnasium of U.S. Merchant Marine Academy at Kings Point, LI, one to LIRR station at Hicksville, one to Valley Forge Military Academy in Wayne, one to Vinalhaven, Maine, site of quarries, and one to Hampden-Sydney College in Va. (PD/PCPost)
- Feb. 7, 1968 Westinghouse "Metroliner" coaches Nos. 810 and 852 are taken from Jenkintown, Pa., to Washington for static display. (WatsonPapers)
- Feb. 7, 1968 PRSL Board authorizes abandoning one track and replacing automatic block signals with manual block between Winslow Jct. and Absecon; retired Mauricetown passenger and freight station. (MB)
- Feb. 8, 1968 "Metroliner" coaches Nos. 810 and 852 are displayed for members of

- Congress at Washington Union Station. (WatsonPapers)
- Feb. 9, 1968 Penn Central announces program to rehabilitate MP54 "red cars" at Philadelphia; to keep 171 available at all times with 57 "Silverliners". (PR, RyAge)
- Feb. 10, 1968 "Metroliner Ball" held in Washington Union Station to benefit the Travelers Aid, with cars Nos. 810 and 852 open for inspection; the cars are returned to Morrisville next day. (Watson, Papers)
- Feb. 11, 1968 New Madison Square Garden, 29-story Penn Plaza Building, and subterranean Penn Station completed; Bob Hope and Bing Crosby headline "The New Madison Square Garden Salute to the USO", the first show in the new Garden; Hope opens with a quip about the "crazy set of trains in the basement"; new Concourse serves tracks 7-16 for Northeast Corridor trains, with access to tracks 1-6 for New Jersey locals off to side; LIRR concourse serves tracks 17-21; total cost of Madison Square Garden and rebuilding Penn Station is \$116 million; the old Madison Square Garden at 49th Street & 8th Avenue is demolished, and the site remains a huge parking lot until the 1980s. (PD, PCPost, Guide, Condit, Trager)
- 1968 Upon completion of Penn Station project, Chief Engineer-New York Improvements Harry J. McNally named Assistant Chief Engineer-Special Projects at Philadelphia.
- Feb. 12, 1968 N&W states it will move to include Erie Lackawanna.
- Feb. 13, 1968 N.J. Gov. Hughes cuts N.J. DOT budget from \$29.4 million to \$10.75 million, eliminating funds for new commuter cars. (NYT)
- Feb. 13, 1968 Boards of Delaware & Hudson Company and Bangor Punta Corporation approve the acquisition of the Delaware & Hudson Company by Bangor Punta; also recommend the inclusion of the D&H Railroad in the N&W; Bangor Punta owns the Bangor & Aroostook Railroad in Maine. (NYT)
- Feb. 14, 1968 Last run of sleeping and dining car on Atlanta & West Point segment of *The Crescent* Nos. 37-38 between Atlanta and Montgomery; New Orleans sleeping car cut back to Atlanta. (A-sheet, ICC)
- Feb. 15, 1968 New Haven borrows \$5 million from Penn Central to keep operating. (NYT)
- Feb. 15, 1968 ICC makes temporary rate increase of July 31, 1967, permanent. (NYT)

- Feb. 15, 1968 Former PRR Lake Division renamed Valley Division to end confusion with Lake Region. (verify)
- Feb. 15, 1968 Penn Central completes bridge connection at north end of Lake Erie & Pittsburgh Railway. (PCTC)
- Feb. 15, 1968 New York Airways halts helicopter service from roof of Pan Am Building in dispute with Pan American Airways. (NYT)
- Feb. 1868 Master room-observation lounge cars *Mountain View* and *Tower View*, formerly used on the *Broadway Limited*, are assigned to the Seaboard Coast Line *Florida Special* for the remainder of the 1968 season. (Welsh, tt)
- Feb. 1968 ICC sets May 31, 1968 as deadline for arranging inclusion of B&M and D&H in N&W.
- Feb. 1968 Swiss banker Carl Hirschmann, Vice Chairman of Executive Jet Aviation, S.A., purchases 90% of Transavia Holland, N.V., a Dutch air carrier, as part of the EJA's European expansion. (Patman)
- Feb. 1968 First aid room in Washington Union Station dismantled.
- Feb.? 1968 Brotherhood of Railroad Trainmen strikes Missouri Pacific and Seaboard Coast Line over restoration of some of the jobs lost under the 1963 anti-featherbedding law. (Trains)
- Feb. 19, 1968 First coal train unloaded at new \$11.5 million Ashtabula terminal. (CE)
- Feb. 19, 1968 Pennel Company Board authorizes abandonment of part of the Salamanca Branch from Tidioute to Irvineton, Pa. (14.81 miles). (MB)
- Feb. 22, 1968 VP David C. Bevan informs Gen. Olbert F. Lassiter that PRR will sell Executive Jet Aviation if necessary; turns Lassiter and Hodge to look for new sources of funds for EJA, particularly to Fidel Goetz, a Bavarian textile millionaire who wants to invest in aviation.
- Feb. 23, 1968 British developer Morris Saady announces he has commissioned pioneer Modernist architect Marcel Breuer (1902-1981) to design the office tower over Grand Central Terminal; fails to blunt criticism of defacing a landmark. (NYT)
- Feb. 25, 1968 REA Express, Inc., diverts all express traffic between New York, Atlanta and New Orleans from Nos. 37-38 *The Crescent*. (ICC)
- Feb. 26, 1968 Penn Central announces the consolidation of yards at Toledo from ex-

- PRR Outer Yard to ex-NYC Stanley Yard. (MB, PCPost)
- Feb. 27, 1968 House-Senate Conference Committee agrees on terms for acquiring Washington Union Station as National Visitor Center. (MB)
- Feb. 28, 1968 Penn Central Board orders change of name from Pennsylvania New York Central Transportation Company to Penn Central Company. (MB)
- Feb. 28, 1968 Penn Central Board rules that in the future it will give out earnings on a consolidated basis only, not for the railroad; authorizes application to ICC to establish \$100 million line of revolving credit in commercial paper; declares its first 60 cent per share dividend; consolidates ex-PRR and ex-NYC Locomotive Control Bureaus at Philadelphia; authorizes application to abandon La Salle Street Station in Chicago; Perlman reports that the merger is going smoothly; Saunders concurs in reporting enthusiasm of all personnel. (MB)
- Feb. 28, 1968 David Bevan reports to PC Board stating that the company will apply for liability insurance covering its directors and officers from claims for wrongful acts, as legalized in Pa. in Dec. 1967. (Patman)
- Feb. 28, 1968 Last run of Philadelphia-Boston sleeper and full breakfast service on *The Federal*; lounge car now offers only a limited Continental breakfast. (A-sheet)
- Feb. 28, 1968 Penn Central amends South Philadelphia Improvement Agreement to accommodate the Delaware Expressway; reduces right-of-way west of Broad Street from six tracks to four; Philadelphia Belt Line Railroad is to dispose of its right of way west of 20th Street and north to Hartranft Street; a new joint railroad is to be built from the south side of Oregon Avenue between 24th & 26th Streets to Queen Street, to be open to all lines to serve the docks along Delaware Avenue. (MB)
- Feb. 28, 1968 Gov. Nelson A. Rockefeller and MCTA Chairman William J. Ronan announce a \$2.9 billion "Program for Action" to expand subways and commuter railroads; includes new LIRR station at 48th Street and 3rd Avenue in Manhattan, reached by 63rd Street tunnel, which will also carry a new subway connection from Queensboro Plaza to the Sixth Avenue and Broadway lines; a super-express bypass for the Queens Boulevard Subway running along the LIRR from 41st Avenue to Forest Hills; LIRR spur to Kennedy Airport, and a Second Avenue Subway running from 34th Street into the Bronx on the old New York, Westchester & Boston Railway right-of-way. (NYT, Feinman)
- Mar. 1, 1968 James M. Symes resigns as Penn Central director and Chairman of the

- Executive Committee, and also as a director of the Pennsylvania Company; Richard King Mellon replaces Symes as Chairman of the Executive Committee; Campbell's Soup heir John T. Dorrance, Jr. (1919-1989), elected a director. (MB)
- Mar. 1, 1968 *Penn Central Post* replaces *The Pennsy* and *The Headlight* of the NYC as employee newsletter. (PCPost)
- Mar. 1, 1968 ___ appointed to new post of Assistant VP-Passenger Service to cope with deficit. (verify, not in MB or NYT)
- Mar. 1, 1968 Penn Central opens connection between ex-PRR and NYC lines at Union near Terre Haute. (PCTC)
- Mar. 1, 1968 Penn Central operating divisions revised in St. Louis Gateway area. (MB)
- Mar. 1, 1968 J.H. Burdakin appointed General Manager-Lake Region; H.S. Jensen appointed Assistant VP-Real Estate. (MB)
- Mar. 1, 1968 Norfolk & Western Railway secures incorporation of Dereco, Inc., in Delaware as holding company for acquiring Erie Lackawanna Railroad, Delaware & Hudson Railroad and other lines in a way which isolates N&W from the direct impact of their possible bankruptcy; Erie Lackawanna Railway incorporated in Delaware as a Dereco subsidiary; Dereco originally DERJCO for D&h/El/Rdg/cnJ/COmpany. (Moody's, Grant)
- Mar. 1, 1968 Bangor Punta Corporation withdraws its offer for the Delaware & Hudson Company. (NYT)
- Mar. 1, 1968 New York's Metropolitan Transportation Authority (MTA) goes into operation as a super-authority exercising control of the Triborough Bridge & Tunnel Authority, and city transit agencies with the old Metropolitan Commuter Transportation Authority (which only controlled the LIRR); William J. Ronan (1912-) Chairman; the merger also strips Triborough Bridge & Tunnel Authority Chairman Robert Moses (1888-1981) of his position after 44 years as a power in building New York's roads and parks; the authority covers New York City and Nassau, Suffolk, Westchester, Putnam, Dutchess, Rockland and Orange Counties, with a population of 12 million. (NYT, Trager, MTA AR)
- Mar. 2, 1968 The first two General Electric "Metroliner" cars arrive at Morrisville without having had preliminary tests at Jenkintown on the Reading. (WatsonPapers)

- Mar. 2, 1968 Last run of through Washington-Buffalo coach on No. 575-574 *Northern/Southern Express*; becomes Harrisburg-Buffalo local. (A-sheet, ICC)
- Mar. 3, 1968 Penn Central announces it has added two new New York-Chicago mail trains; Penn Central begins diverting bulk mail to solid mail trains. (NYT, Frailey)
- Mar. 5, 1968 Rebuilding of Penn Station 96% completed. (NYT)
- Mar. 5, 1968 Budd Company and Westinghouse Electric Corporation announce that Westinghouse needs more time for the redesign of its “Metroliner” cars; the Stemmann pantographs have major problems, and the main transformers draw a high surge current whenever they bounce on the catenary wire, which cause lineside substation circuit breakers to trip; the fault lies in the Westinghouse transformers. (WatsonPapers, Headlights)
- Mar. 5, 1968 U.S. DOT test cars taken from Morrisville to Wilmington Shops to make room for the “Metroliners”; they are soon moved to the Ivy City Engine Terminal in Washington, which becomes their home base. (WatsonPapers)
- Mar. 6, 1968 All 6 Westinghouse “Metroliners” are sent to Wayne Jct. for storage after a serious accident at Jenkintown, and efforts focused on the General Electric cars; the GE cars have Faiveley pantographs that maintain better contact with the PRR’s old catenary system, and GE benefits from its experience with the “Silverliners” and the DOT test cars, but its cars still have a wide range of problems. (WatsonPapers)
- Mar. 6, 1968 Associated Railroad of New Jersey, their lobbying organization, protests Gov. Hughes’s cut of \$18.6 million from the commuter rail subsidy budget; propose a \$343.1 million, five-year state bond issue for railroad capital improvements. (NYT)
- Mar. 8, 1968 ICC rejects petition of Reading, CNJ and Western Maryland for protection from loss of traffic through Penn Central merger. (NYT)
- Mar. 8, 1968 ICC authorizes the railroads to file for a new rate increase. (NYT)
- Mar. 11, 1968 N.J. Gov. Hughes proposes \$1.2 billion transportation bond issue funded by gas tax; includes \$200 million for commuter rail improvements. (NYT)
- Mar. 11, 1968 Railroads file with ICC for general freight rate increase averaging 3-10%. (NYT)

- Mar. 11, 1968 Swiss banker Carl Hirschmann buys 70% of International Air Bahamas; Executive Jet Aviation provides \$50,000 towards working capital; International Air Bahamas has landing rights in Nassau and Luxembourg, allowing it to operate outside of the International Air Transport Association. (Patman)
- Mar. 12, 1968 President Johnson signs bill authorizing Secretary of the Interior to negotiate with railroads for acquiring Washington Union Station and turning it into a National Visitor Center. (NYT)
- Mar. 12, 1968 Secretary of Transportation Boyd announces that "Metroliner" service has been delayed indefinitely; delays are blamed on Westinghouse electrical gear. (NYT, Trains)
- Mar. 12, 1968 *New York Times* reports that Penn Central is about to acquire Kayser-Roth Corporation, an apparel manufacturer. (NYT)
- Mar. 14, 1968 Philadelphia Mayor James Tate announces the proposed construction of a \$200 million hotel, apartment and office complex to be called "Century 21" on air rights purchased last Dec. running from 20th Street to the Schuylkill north of JFK Boulevard and from 20th to 22nd Street south of the Boulevard. (NYT)
- Mar. 1968 PATH receives a federal mass transportation grant of \$39.2 million towards the new Transportation Center at Journal Square. (Headlights)
- Mar. 1968 First of 66 MP54's refurbished at Wilmington Shops in Penn Central green. (PCPost)
- Mar. 1968 VP David C. Bevan meets with old friend Gustave Levy of Goldman, Sachs & Co. regarding the possibility of Penn Central raising money through the sale of commercial paper; commercial paper is short-term debt normally issued by industrial companies to obtain working capital; unlike industrial companies, Penn Central plans to use commercial paper to finance capital improvements and has no inventory it can liquidate if unable to rollover debt. (Salsbury)
- Mar.? 1968 Massive concrete coaling station at East Altoona is dynamited; first charge simply drops it upright; second charge four days later succeeds in toppling it on its side. (PCPost)
- Mar. 17, 1968 U.S. and European powers negotiate a two-tiered international gold price system to halt rush on gold; transactions between governments pegged at price of \$35 per ounce, but private market is allowed to fluctuate. (Matusow)

- Mar. 18, 1968 Last runs of ex-NYC No. 57 between Kendallville and Chicago, No. 96 between Chicago and Elkhart, and No. 312-341 (ex-*Southwestern/Knickerbocker*) between Union City and St. Louis; leaves Cleveland-Indianapolis mail and express trains Nos. 315-316 as sole passenger service on ex-NYC St. Louis line. (Guide, A-sheet)
- Mar. 19, 1968 Louisville & Jeffersonville Bridge (NYC) abandoned in favor of PRR bridge; freight facilities at Jeffersonville, except for Flexi-flo, consolidated at ex-PRR yard.
- Mar. 20, 1968 Tri-State Transportation Commission authorizes extension of New Haven operating agreement through June 30. (NYT)
- Mar. 23, 1968 Penn Central Northeast Corridor Project Coordinator Robert B. Watson reports “organized chaos” at Morrisville, as the Budd Company is struggling to get off the political hook and get all the “Metroliner” cars delivered and paid for; Watson believes that Budd is deliberately delivering cars at a fast pace to overwhelm Penn Central staff and get the cars accepted despite the fact that they do not meet the performance specifications because of poor design and workmanship. (WatsonPapers)
- Mar. 24, 1968 William G. Chase, 55, Penn Central Assistant VP, Labor Relations, dies of a heart attack at his home in Tarrytown, N.Y. (NYT)
- Mar. 26, 1968 Last run of Southern Railway Nos. 1-2 between Oakdale, Tenn., and Atlanta.
- Mar. 27, 1968 Penn Central Board approves Perlman's request for a \$300 million capital budget or twice the amount approved in any prior year. (not in MB, maybe exec. comm.?)
- Mar. 27, 1968 David Bevan reports to Penn Central Board that press reports of acquisition of Kayser-Roth Corporation, an apparel manufacturer, are wrong, and no negotiations have been held so far; Board then approves Bevan’s conducting such negotiations; Board authorizes application to abandon ex-PRR Crawfordsville Branch between Rosedale and Brown Valley, Ind. (27 mi.). (MB)
- Mar. 27, 1968 VP Robert W. Minor tells the Senate Banking & Currency Committee that Penn Central faces a passenger deficit of \$100 million a year without commuter subsidies; “substantial public assistance” will be needed to rebuild the New Haven. (NYT)
- Mar. 27, 1968 PRR agrees that the joint Wabash-N&W interlocking at Lakeville, Ind.

- be converted to automatic operation. (MB)
- Mar. 27, 1968 Fred M. Kirby, Al Perlman, Robert S. Odell and Daniel E. Taylor are elected directors of the Pennsylvania Company; Walter H. Annenberg, William L. Day, Gaylord P. Harnwell, Franklin J. Lunding, Richard King Mellon, R. Stuart Rauch, Jr., R. George Rincliffe and Joseph H. Thompson resign. (MB)
- Mar. 28, 1968 William J. Ronan tells the Senate Banking & Currency Committee that the New Haven service and physical plant continues to deteriorate. (NYT)
- Mar. 29, 1968 Penn Central pays first dividend of 60 cents a share. (PCPost)
- Mar. 29, 1968 C&O-B&O assumes direct control of the Western Maryland Railway, and WM stock released from 1932 voting trust. (Moody's)
- Mar. 30, 1968 In mailing annual report to stockholders, Penn Central announces that the merger is proceeding smoothly and more rapidly than anticipated. (PR, SEC)
- Mar. 30, 1968 Penn Central yard crews fail to report at Sunnyside to protest changes in assignments, including the elimination of 25 jobs on the graveyard shift. (NYT)
- Mar. 30, 1968 Penn Central abandons the former New Haven line between Laurel and Old Saybrook, Conn. (nhrhta)
- Mar. 30, 1968 Last run of remaining portion of *The Tennessean* No. 45-46 between Chattanooga and Memphis; ends all Southern Railway passenger service between Stevenson, Ala., and Memphis. (Trains says 3/31)
- Mar. 30, 1968 New York bank loans to business make their greatest jump in 10 years; business concludes that government will always opt for inflation over unemployment and it is better to borrow money for expansion now and repay in future inflated dollars. (NYT, Matusow)
- Mar. 31, 1968 William S. Cook (1922-1992) resigns as VP-Accounting to become VP & Comptroller for Ebasco Industries, Inc.; Cook joins Union Pacific in 1969 and is CEO (1983-1987); post of PC VP & Comptroller abolished. (MB, WhosWho)
- Mar. 31, 1968 After antiwar candidate Sen. Eugene McCarthy (-) makes a very strong showing in the New Hampshire primary, a beleaguered Pres. Johnson announces a partial halt to the bombing of North Vietnam and his decision not to seek reelection. (NYT)

- Apr. 1, 1968 Bond prices surge and the prime rate falls from a record level in response to Pres. Johnson's announcement. (NYT)
- Apr. 1, 1968 Charles S. Hill named Assistant VP-Accounting, replacing William S. Cook, resigned; J.M. McGuigan named General Manager-Eastern Region; four Regional General Managers raised to rank of VP & General Manager: G.M. Smith of Central Region, H.C. Kohout of Western Region, W.B. Salter of Northern Region, and J.H. Burdakin of Lake Region. (MB)
- Apr. 1, 1968 Erie-Lackawanna Railroad conveys assets to Erie Lackawanna Railway, a subsidiary of Dereco, Inc., the N&W holding company; N&W officers elected; N&W Senior VP John P. Fishwick is given leave to be Pres. of Dereco, Inc., and Chairman of Erie Lackawanna Railway. (Moody's, Striplin, AR)
- Apr. 1, 1968 Penn Central completes connection between ex-PRR and NYC lines at Dolton, near Chicago. (PCTC)
- Apr. 4, 1968 Civil rights leader Martin Luther King, Jr. (1929-1968), is assassinated in Memphis; riots break out in Memphis and spread to other cities over the following week; U.S. troops are sent into Washington and National Guard units to Chicago, Detroit, Boston, Cincinnati and other cities to restore order; New York remains quiet as Mayor John V. Lindsay takes to the streets to calm residents. (NYT)
- Apr. 4, 1968 Norfolk & Western-C&O merger hearings before the ICC end. (Striplin, AR)
- Apr. 1968 Executive Jet Aviation, Inc., leases one of its Boeing 707's to Transavia Holland, N.V.
- Apr. 1968 Class L6a (No. 4791) and last Class L6 (No. 7826) electric locomotives scrapped. (Edson)
- Apr. 10, 1968 Civil Rights bill passed in the turmoil following Martin Luther King's assassination; it contains stricter provisions against discrimination in employment and housing. (NYT - Trager says signed 4/11)
- Apr. 13, 1968 Test Dept. placed under VP-Research J.J. Wright, an ex-NYC man; he orders ex-PRR test facilities at Altoona closed and PRR test files destroyed; all testing and research concentrated in ex-NYC facility (Cleveland Technical Center) at Collinwood, Ohio.
- Apr. 15, 1968 Penn Central opens connections between ex-PRR and NYC lines at

Tolleston, near Chicago, at Vigo near Terre Haute, at Blasdell near Buffalo, and at Keating and Clearfield, Pa. (PCTC)

- Apr. 15, 1968 Penn Central delegation consisting of VP-Research J. J. Wright, Assistant to the Pres. H. P. Morgan, and Director, Equipment Engineering George R. Weaver, begin an 11-day inspection tour of the New Tokaido Line. (Rept/Watson)
- Apr. 1968 Ex-PRR Altoona Locomotive Test Plant demolished. (AltoMirror)
- Apr. 1968 Mackinac Transportation Company lays up train ferry *Chief Wawatam* at Cheboygan; uses leased barge *Manistee* (former *Ann Arbor No. 3*) and tug *Muskegon*. (Carferries.com)
- Apr. 16, 1968 In speech to Investment Analysts Society and Transportation Securities Club in Chicago, David Bevan paints a less optimistic picture of merger, including low rates of return, low working capital and cash position. (NYT)
- Apr. 17, 1968 In a lecture to representatives of the Budd Company, General Electric, Westinghouse and the Penn Central, Secretary of Transportation Alan S. Boyd expresses concern that the Northeast Corridor Program is running about a year behind schedule; appoints a government-railroad task force to review the program. (NYT, WatsonPapers)
- Apr. 17, 1968 New York-Chattanooga sleeping car on Nos. 26-38, *The Peach Queen/Crescent* cut back to New York-Bristol. (tt)
- Apr. 17, 1968 Santa Fe announces plan for transcontinental "land bridge" container trains between New York and Los Angeles in cooperation with Penn Central; trains of 80 cars running through in 5 days would carry goods between Europe and East Asia at saving in transit time over Panama Canal route; shipments must originate and terminate outside the continental U.S.; no shippers apply for service, and concept waits until successfully implemented by Seatrain Lines, Inc. in 1972. (PR)
- Apr. 18, 1968 VP Henry W. Large announces that Penn Central will offer "land bridge" service to all Atlantic ports once the principal is established. (PR)
- Apr. 18, 1968 PB&W Board authorizes reconstructing the Popes Creek Branch from Brandywine to Lothair to handle unit coal trains; authorizes construction of high-level center platform at Wilmington, Del., for "Metroliners"; abandoning part of the Crawfordsville Branch between Rosedale and Browns Valley, Ind.; converting "NEW PARIS," "GREENVILLE," and "WEST MANCHESTER" Interlockings to

- remote operation from "GLEN." (MB)
- Apr. 18, 1968 Federal Reserve raises discount rate from 5% to 5½%, the highest since 1929, in an attempt to cool the economy and fight inflation; raises the interest rate on large CD's to 6¼%. (NYT)
- Apr. 19, 1968 In memo to Bevan, Saunders orders that all officers obtain his approval when making public statements on merger effects and earnings.
- Apr. 20, 1968 Last run of *The Kentuckian* between Logansport (Van) and Louisville. (A-sheet)
- Apr. 25, 1968 Over protests of W.S. Franklin and James M. Symes, Penn Central Board votes to drop the Keystone logo and use of Tuscan red; adopts red and white version of "PC", continues green for cars and black for locomotives. (MB)
- Apr. 25, 1968 Penn Central Board authorizes purchase of remaining shares of Pittsburgh & Lake Erie Railroad in private hands; Penn Central offers to increase its 81% interest in Pittsburgh & Lake Erie by offering P&LE stockholders an exchange of stock plus \$5 per share cash. (MB,)
- Apr. 27, 1968 Last runs of New York-Richmond, Va., sleeper; of No. 554-555 between Washington and Harrisburg; of ex-NYC No. 317-318 between Indianapolis and St. Louis; of ex-NYC No. 370 between Chicago and Detroit; last run of Pittsburgh-Chicago sleeping car on No. 23 *Manhattan Limited* westbound and No. 54 *Pennsylvania Limited* eastbound. (A-sheet)
- Apr. 27, 1968 Last run of Nos. 554-555 between Washington and Harrisburg. (ICC - verify tt)
- Apr. 1968? Last run of winter-only Northern Pacific domed sleepers on *South Wind* and *City of Miami*.
- Apr. 27, 1968 Last run of PRR master room-observation lounge cars *Mountain View* and *Tower View* on SCL *Florida Special*; *Mountain View* is sold to Ross Rowland's High Iron Company for excursion service later in the year. (Goolsby, tt, Trains)
- Apr. 27, 1968 Last run of Chicago-Sarasota sleeping car and coach on *The South Wind*. (Guide)
- Apr. 28, 1968 New York-Chicago sleeping car on No. 55 *Pennsylvania Limited* and No. 22 *Manhattan Limited* cut to New York-Pittsburgh. (A-sheet)

- Apr. 28, 1968 Name *Fort Pitt* dropped from No. 53, Pittsburgh-Chicago. (tt)
- Apr. 28, 1968 *Northern Express/Southern Express* name dropped from No. 574-575, Harrisburg-Buffalo. (Guide)
- Apr. 28, 1968 Penn Central begins serving low-price hot airline-type meals to parlor car passengers on New York-Washington run; 10 cars modernized for this service. (PR)
- Apr. 28, 1968 *Keystone* tubular cars retired to Altoona Shops because of need for expensive repairs.
- Apr. 28, 1968 SEPTA drops train names of *Chester Countian*, *Philadelphian* and *Harrisburger* from Harrisburg timetable; *Philadelphian* and *Harrisburger* remain in Paoli timetable. (tt)
- Apr. 28, 1968 Seaboard Coast Line drops 4 West Coast cars from the *Silver Meteor*; switches *Silver Star's* St. Petersburg connection No. 22-23 from Wildwood-St. Petersburg via the ex-SAL route to the ex-ACL route between Jacksonville and St. Petersburg, ending through service to the West Coast via Wildwood; discontinues through cars to St. Petersburg on the *Champion*, leaving only through cars from the *City of Miami/South Wind*; *Champion* connection is rerouted beyond Tampa by running around Tampa Bay on the ex-SAL line; Nos. 81-82 established Tampa-Sarasota-Venice on the ex-SAL line replacing Nos. 59-60, Tampa-St. Petersburg cars of the *Silver Meteor*, Nos. 61-62, Sarasota-Venice cars of the *Silver Meteor*, and Nos.91-92, Tampa-Sarasota via ex-ACL route; *The Sunland* discontinued south of Jacksonville. (Frailey)
- Apr. 29, 1968 Single high level platform opens at Pennsylvania Station, Baltimore, for future "Metroliner" service; served by a ramped moving sidewalk instead of escalators. (, RyAge)
- Apr. 29, 1968 Last run of Seaboard Coast Line's Nos. 3-4 Mail & Express between Washington and Hamlet, N.C. ; No. 4 ties up in Washington on Apr. 30. (Griffin)
- Apr. 30, 1968 First ship loaded from new \$11.5 million Ashtabula unit coal train terminal; regular service begins May 7. (PR)
- Apr. 30, 1968 Penn Central announces agreement with Tishman-Gateway, Inc., to build 33-story, \$50 million office building over concourse of Chicago Union Station. (PR)

May 1, 1968 Uniform Responsibility Reporting & Accounting System goes into effect for all System General Office executive and administrative functions. (PR)

May 1, 1968 Edward L. Claypole (ex-NYC) named VP-Transportation, reporting to Executive VP David E. Smucker (ex-PRR); replaces John C. Kenefick (ex-NYC), Perlman's heir apparent, who resigns to be VP-Operations of Union Pacific; Kenefick is later President of UP (1971-1973).

May 1, 1968 W.K. Chapman and Bart J. Viviano appointed Assistant VPs-National Accounts at New York City. (MB)

May 1, 1968 Penn Central completes connection between ex-PRR and NYC lines at Colehour, near Chicago. (PCTC)

May 1, 1968 New Jersey's new standard of maximum 1% sulphur content in coal and oil takes effect. (NYT)

May 5, 1968 High Iron Company runs *Boardwalk Flyer* excursion between Camden and Cape May via Haddon Heights with Canadian Pacific 4-6-2 No. 1286. (Flyer)

May 1968 Penn Central dedicates refurbished Pennsylvania Station in Baltimore, with high level platform served by moving sidewalk. (RyAge)

May 7, 1968 At annual meeting, Bevan announces plan to seek \$100 million bank credit and sell \$100 million in commercial paper; Saunders notes Penn Central is now largest U.S. transportation company, largest commercial real estate company, and sixth largest U.S. industrial corporation; most capital will go to diversification; Saunders and Perlman present glowing presentations of efficiencies to be realized by merger, including unified computer systems; stockholders are shown new promotional movie, *Call Us Penn Central*; approve change of name to Penn Central Company. (MB, NYT, PCPost, SEC)

May 7, 1968 Stuart Saunders blames Westinghouse for problems with "Metroliners." (NYT)

May 8, 1968 Pennsylvania New York Central Transportation Company renamed Penn Central Company. (AR, Moodys)

May 8, 1968 Civil Aeronautics Board orders Executive Jet Aviation, Inc., to cancel all foreign deals.

May 10, 1968 PRSL Board authorizes retiring Baldwin road switchers Nos. 6002, 6007, 6009, 6011, 6012, 6014 and 6026, removed from service on Jan.

2. (MB)
- May 10, 1968 Paris peace talks begin between U.S. and North Vietnam, although the war continues. (NYT)
- May 11, 1968 *F.F.V.* No. 3 (westbound only) makes last run between Washington and Cincinnati, including last trip of New York-Cincinnati coach (?); eastbound Louisville-New York sleeper on *George Washington* No. 2 and Chicago-Newport News sleeping car via NYC also make last runs; through PRR-C&O passenger service ends, except for seasonal sleepers on *Resort Special* to Hot Springs and White Sulphur Springs. (A-sheet, tt - Shapell has Fri. 5/10! - Trains has last No. 4 *Sportsman* on 5/12 - Cinc-DC - check if FFV ran Sat - end of FFV broke connection with James Whitcomb Riley and thru sleeper to Chicago)
- May 13, 1968 Speaking to a group of financial leaders, Saunders announces a \$500 million diversification program, including reinvestment of proceeds from 1.7 million shares of Norfolk & Western Railway. (NYT)
- May 13, 1968 Mechanical and Electrical Depts. consolidated under George Weaver, Director of Equipment Engineering. (Keystone)
- May 15, 1968 Penn Central completes connection between ex-PRR and NYC lines at Ecorse Jct., near Detroit. (PCTC)
- May 15, 1968 Perry M. Shoemaker retires as CNJ trustee, leaving J. E. Farrell; Shoemaker becomes a transportation consultant at Tampa, Fla. (Rdg, RyAge)
- May 1968 LIRR resumes direct service to the rebuilt Belmont Park Race Track, with a modernized Belmont Park station using tokens and turnstiles. (MTA AR)
- May 1968 Penn Central opens a new piggyback terminal at East 152nd & Darwin Streets in Cleveland. (PCPost)
- May 1968 Penn Central opens new \$14 million coal pier at Ashtabula. (AR)
- May 1968 Federal Reserve again begins to increase the money supply; up 8.5% by Dec. 1968; Pres. Johnson fears too rapid a contraction will produce a recession in an election year. (NYT, Matusow)
- May 1968 Rosenbaum brothers are given \$1.125 million in Penn Central bonds as front money to enable them to raise fresh funds in Europe; instead they deposit it with Finanz AG, controlled by Goetz. (SEC)
- May 1968 Communications Workers __ win an inflationary wage increase of

- 19.58% over three years after a first-ever strike against the Bell Telephone System. (AmrcnDcnds)
- May 17, 1968 Penn Central applies to ICC to discontinue former westbound *Twilight Limited* between Ann Arbor and Chicago. (Sanders)
- May 18, 1968 Last run of Illinois Central Railroad's Chicago-St. Louis *Green Diamond*; replaced by Chicago-Springfield service. (Trains)
- May 19, 1968 B&O implements "blue and yellow" fares patterned after Canadian National Railways "red, white and blue" fares; up to 10% discount on off peak travel days. (Sanders)
- May 19, 1968 Last run of Detroit-Washington sleeper on B&O's *Capitol-Detroit*. (Stegmaier)
- May 21, 1968 Sleeping car on B&O/C&O's *George Washington* cut from St. Louis to Cincinnati. (Sanders - verify)
- May 20, 1968 Director-Auditing Tom Meehan quits because Walter Grant makes him report to the Budget Manager __ instead of Bevan and Cook. (SEC)
- May 23?, 1968 Assistant Budget Manager Bruce Relyea quits. (SEC)
- May 23, 1968 Penn Central Employees Mutual Savings Association incorporated in Pa. (PaCorps)
- May 1968 Government announces that \$50 million postal center will be first building built in Penn Central Park; 86% of land now assembled. (NB: no further announcement made concerning Penn Central Park.) (AR, VPF)
- May 1968 PRSL completes single-tracking between Winslow Jct. and Absecon and replaces automatic block and cab signals with manual block. (AR)
- May 25, 1968 Penn Central begins closing Pittsburgh station ticket office on weekends. (A-sheet)
- May 28, 1968 *Silver Meteor* begins running to east coast only; *Silver Star* to west coast only. (tt)
- May 28, 1968 At the annual meeting, three dissident Reading directors demand an immediate merger with the Chesapeake & Ohio Railway. (NYT)
- May 30, 1968 Last run of *The Palmland* over Seaboard Coast Line between Columbia, S.C., and Miami, including through New York-Miami coach

and sleeping car. (A-sheet, Frailey)

May 31, 1968 General Mechanical Superintendent-Planning & Development Frank A. Danahy resigns. (MB)

May 31, 1968 Boston & Maine Industries, Inc., incorporated in Delaware as a holding company for the purpose of acquiring control of the Boston & Maine Corporation and other properties. (Moody's)

June 1, 1968 Penn Central cancels Railroad Transfer Service contract at Chicago. (Shappell)

June 1, 1968 New Haven takes over operation of its sleeping cars from the Pullman Company.

June 1, 1968 Penn Central Legal Dept. reorganized: E.A. Kaier promoted from General Solicitor to Senior General Solicitor; A.S. Schroeder from General Claims Attorney to General Attorney; Carl Helmetag from General Attorney to General Attorney-Commerce; Edwin K. Taylor from General Attorney to General Attorney-Corporate & Finance. (MB)

June 1, 1968 Wendell C. Allen's title changed from Assistant VP-Mail, Express & Highway Traffic to Assistant VP-Mail, Express & Highway Service. (MB)

June 1, 1968 Penn Central announces a contest to find a new name for TOFC/COFC services to replace TrailerTrain and Flexi-Van. (PC Post)

June 2, 1968 Last run of No. 148 between Washington and New York; through cars from Seaboard Coast Line and Southern Railway placed on No. 172. (A-sheet)

June 2, 1968 Penn Central opens extension from Lothair Jct. on Popes Creek Branch to Potomac Electric Power Company generating station at Morgantown. (GO)

June 3, 1968 Macco Realty Company signs employment contracts with Baker, Angus Wynne and two other top officers granting them extra compensation of 1-2% of net income in excess of \$10 million each year as an incentive to maximize profits for Penn Central; historically earnings had been below \$10 million a year, but in 1968 they swelled to over \$25 million, so that Wynne receives \$299,027 in additional compensation and Baker \$199,158. (SEC)

June 3, 1968 Penn Central makes preliminary agreement with U.S. Steel Corporation

and Burlington Industries, Inc., a textile firm, to purchase its holdings of Executive Jet Aviation, Inc., subject to a buy-back provision in the event laws are changed to permit common ownership of rails and airlines. (Patman)

- June 3, 1968 Penn Central grants Detroit, Toledo & Ironton Railroad trackage rights from Ecorse, Mich., to Windsor, Ont. through tunnel. (MB)
- June 5, 1968 Edwin K. Taylor (1916-2001) of Legal Dept. in memo to David Bevan notes necessity of forming a holding company for Penn Central to escape ICC restrictions on diversification by railroads.
- June 5, 1968 Presidential candidate Sen. Robert F. Kennedy (1925-1968) is assassinated in Los Angeles after winning the California primary. (NYT)
- June 6, 1968 "Pennsylvania Station-30th Street" officially renamed "Penn Central Station-30th Street"; stations at Baltimore, Buffalo, Detroit and Pittsburgh also renamed "Penn Central Station." (PR, PCPost)
- June 6, 1968 Stuart Saunders proposes establishing a National Railroad Passenger Council to study entire national rail passenger network, decide what is worth saving, and arrange federal subsidy. (NYT)
- June 8, 1968 Penn Central operates Robert F. Kennedy's funeral train, New York to Washington; GG1 No. 4932 heads 3-car pilot train; Nos. 4901 and 4903 head 21-car funeral special with 1,146 guests and reporters; ex-PRR business car No. 120 *Pennsylvania* is used to carry the catafalque with the car name painted over; was not renamed for Kennedy as suggested; departs New York at 1:03 PM 33 minutes late; two spectators killed and five injured by eastbound *Admiral* No. 50 at Elizabeth, N.J., when crowds surge onto eastbound tracks for a closer view of the passing funeral train; noise of a helicopter overhead drowned out the *Admiral's* warning signals; to prevent similar accidents, opposing traffic is halted, and the funeral train moves at extreme slow speed with huge trackside crowds and continuous television coverage; train arrives at Washington after dark at 9:08; tedium and on-board reporters' constant scrutiny create a public image disaster for Penn Central, despite many moving expressions of popular grief at trackside. (NYT, PassDept, Trains)
- June 1968 Transportation Assistance Authority established by Pennsylvania announces it will pay \$2 million towards the cost of 11 "Metroliners" for Philadelphia-Harrisburg service, and Penn Central will provide \$2.5 million; cars are to be operated jointly by PC and SEPTA. (PCPost)

- June 10, 1968 DOT hosts press trip of United Aircraft/Pullman-Standard "TurboTrain" between Hartford and Springfield; it has taken delivery of two of the high-speed, low-center-of-gravity trains for conventional track that are a second generation version of Robert Young's "Train-X"; trains had been regeared from 160 MPH to 125 MPH; BLF&E had successfully demanded firemen be assigned as weight of trains exceeds 90,000 pounds; cabs had to be modified; demonstration had been expanded from Boston-Providence to Boston-New York, requiring the installation of a snack bar. (Trains)
- June 10, 1968 First two Westinghouse "Metroliners" Nos. 800 & 802 return to Morrisville after modification. (WatsonPapers)
- June 10, 1968 New York State files a brief with the ICC opposing the C&O-N&W merger; Justice Dept. files a brief stating that the merger will not be against the public interest. (NYT)
- June 11, 1968 Penn Central delivers the locomotive *Reuben Wells*, once used on the Madison Incline, to the Children's Museum of Indianapolis after being refurbished at Altoona Shops; was stored at Northumberland after the Chicago Railroad Fair of 1948-1949. (RTipton, PCPost)
- June 13, 1968 Alfred E. Perlman elected a director of the Lehigh Valley Railroad. (AR)
- June 15, 1968 United Aircraft "TurboTrain" hits 145 MPH on test run on New Jersey test track. (NYT)
- June 1968 U.S. Supreme Court, in 8-1 decision, overturns lower court ruling and restores a 1965 ICC ruling barring PRR and L&N from cutting their rate on ingot molds between Pittsburgh and Steelton, Ky., from \$11.86 to \$5.11 per ton on the grounds it is up to the ICC and Congress to determine how to evaluate rates; fears rate will drive numerous truck and barge lines out of business. (Trains)
- June 1968 Opening number of the movie version of *Hello Dolly* is filmed on the ex-NYC main at Garrison, N.Y., using Strasburg Railroad's ex-PRR D16sb No. 1223 relettered NYC&HR No. 15 and ex-B&M cars rebuilt in a garish Hollywood style. (NYT, PCPost, KB)
- June 16, 1968 N.Y. Legislature passes the "Grand Design Bill" appropriating \$60 million of bond revenue for the first phase of the MTA's "Program for Action"; includes the 63rd Street subway-LIRR tunnel, the 2nd Avenue Subway between 34th and 126th Street connecting to the old New York, Westchester & Boston; the Queens express bypass, subway lines along the Long Island Expressway and to southeastern Queens and extensions

- in Flatbush Avenue and Linwood Streets, Brooklyn, improvements to the LIRR including at Penn Station, Flatbush Avenue and Jamaica, a rail line to JFK Airport, electrification of the Harlem Line between North White Plains and Brewster, and high-level platforms on LIRR and ex-NYC lines. (PL, MTA AR)
- June 16, 1968 N.Y. Legislature establishes an interstate compact with Connecticut for the purpose of jointly rehabilitating the New Haven's West End commuter service and acquiring its assets. (PL, MTA AR)
- June 16, 1968 Norfolk & Western Railway and Union Pacific Railroad announce new "land bridge" container rates; ocean shipping lines are to furnish the containers and the railroads the cars; unlike the Penn Central's proposed service, it would apply to less than full trains. (NYT)
- June 17, 1968 Penn Central assigns "Silverliner" cars to one Philadelphia-New York round trip on weekdays through Aug. 10. (A-sheet)
- June 17, 1968 West Chester, Pa., station demolished. (CCHS)
- June 18, 1968 J. Earle Dermond replaces David C. Bevan as Pres. of the Erie & Pittsburgh Railroad. (MB)
- June 18, 1968 Last run of ex-NYC No. 354 between Detroit and Buffalo. (A-sheet)
- June 19, 1968 ICC approves general 3% freight rate increase, effective June 24. (NYT)
- June 19, 1968 Marcel Breuer unveils his design for a 55-story office building to be cantilevered over the Grand Central Terminal Concourse from a core inserted into the Waiting Room; building would be 150 feet taller than the Pan Am Building; as a further concession, Breuer is to restore main concourse and remove advertising and concessions; City Planning Commission denounces scheme. (NYT)
- June 19, 1968 Last run of Southern Railway Nos. 27-28 between Cincinnati and Oakdale, Tenn.; continues to operate between Oakdale and Columbia, S.C. (A-sheet)
- June 20, 1968 Penn Central Northeast Corridor Project Coordinator Robert B. Watson reports that the Budd Company is trying to make the "Metroliner" cars appear successful to the press and public to turn public opinion into forcing the Penn Central to accept the cars and begin service before reaching final fixes on the cars and leaving Penn Central to inherit the mess; Watson lists 139 distinct flaws in the cars, many of them present from the beginning. (WatsonPapers)

- June 21, 1968 Penn Central completes drawdown of \$100 million in revolving credit. (SEC)
- June 21, 1968 ICC approves Penn Central's acquisition of up to 93% of Pittsburgh & Lake Erie. (MB)
- June 23, 1968 Eight rear cars of 13-car westbound *Broadway Limited* derails at Landisville, Pa., after a generator drops from a sleeping car. (Trains)
- June 23, 1968 Vietnam becomes longest war in U.S. history to date at six years, six months and one day. (NYT)
- June 24, 1968 Senate Commerce Committee begins hearings on Johnson Administration's \$750 million loan guarantees to Penn Central; hearings continue through Nov.
- June 24, 1968 Budd Company announces that it is suspending all "Metroliner" tests on the grounds that both Westinghouse and General Electric propulsion systems are unacceptable. (WatsonPapers)
- June 24, 1968 ICC interim rate increase of 3% takes effect. (AR)
- June 26, 1968 Pennsylvania Company agrees to acquire Kayser-Roth Corporation, manufacturers of fine apparel, by exchange of stock; assets are to be transferred from the old Kayser-Roth Corporation incorporated in New York to a new subsidiary to be incorporated in Pennsylvania; authorizes the sale to the Pennsylvania-New York Central Transportation Company of the stocks and bonds of most of the old PRR railroad subsidiaries for a total of \$131 million (MB)
- June 26, 1968 At Penn Central Board meeting, Stuart Saunders reports on proposed merger of Kayser-Roth Corporation into Pennsylvania Company; Board approves CTC between Lock Haven and Buffalo and between Bradford, Ohio, and Anoka Jct., Ind.; approves expansion of Big Four Yard at Avon, west of Indianapolis, and construction of "Hunt" connection between Indianapolis & Frankfort and St. Louis line; authorizes revising Sharonville Yard on ex-Big Four and constructing a modern 40-track yard at Columbus; authorizes filing to abandon ex-NYC bridge at Louisville and retiring Butler Branch between Logansport and Mexico, Ind.; authorizes overhead cranes at 55th Street TrucTrain terminal in Chicago. (MB)
- June 26, 1968 At Board meeting, Pres. Perlman reports that Penn Central has publicly announced plan for office tower over Grand Central Terminal; notes will open Selkirk Yard on July 1 with formal ceremonies to follow

- later. (MB)
- June 26, 1968 James M. Symes returns to Penn Central Board; re-elected to fill term of late Joseph H. Thompson, whose term expires May 1969. (MB)
- June 26, 1968 Carl G. Sempier appointed Assistant VP-Business Systems & Information Services. (MB)
- June 26, 1968 ICC urges a comprehensive study of the need for a national rail passenger network; calls for changes in the laws to slow the discontinuance of passenger trains. (NYT)
- June 28, 1968 After holding out for two months to save his Great Society programs, Pres. Johnson signs the Revenue & Expenditure Control Act of 1968, combining one-year 10% income tax surcharge with \$6 billion in federal spending cuts; causes the federal budget to swing from \$11.3 billion deficit to \$2.7 billion surplus in one year; however, as Federal Reserve had been expanding the money supply since Apr., the tax increase fails to slow the economy, and inflation actually accelerates. (Matusow)
- June 29, 1968 Gateway Center development announced for area opposite Penn Station, Newark; office tower, motel and enclosed mall to be connected to station by pedestrian bridge. (NYT)
- June 29, 1968 N.Y. PSC orders Penn Central to make track repairs and rehabilitate certain cars within 30 days. (NYT)
- June 1968 LIRR begins buying lightweight Pullman and lounge cars from PRR, NH, B&O, etc., to replace heavyweight cars in East End parlor car service.
- July 1, 1968 New \$29 million computer-controlled Alfred E. Perlman Yard at Selkirk near Albany, N.Y., opens in unfinished condition; becomes major traffic bottleneck. (MB,)
- July 1, 1968 Penn Central assumes operation of 90 Pullmans used in intraline service; Pullman Company continues to maintain 41 cars used in interline service. (RyAge)
- July 1, 1968 Penn Central completes connection between ex-PRR and NYC lines at Oakdale, near Toledo and at 37th Street in New York City. (PCTC)
- July 1, 1968 Trackmen's strike cripples LIRR morning rush hour; seeking wage parity with N.Y. subway workers; regular service resumes next day under court order, (NYT)

- July 1, 1968 Brotherhood of Railway Carmen announces it is postponing its strike against the LIRR set for July 4. (NYT)
- July 1, 1968 Delaware & Hudson Railway Company incorporated in Delaware as a Dereco, Inc., subsidiary; acquires railroad properties of old Delaware & Hudson Company and Delaware & Hudson Railroad Corporation; John P. Fishwick is named Pres. of the Delaware & Hudson Railway; acquisition of Boston & Maine Railroad by Dereco is postponed and never consummated; shorn of its railroad holdings, the Delaware & Hudson Company is renamed Champlain National Corporation. (AR, Moodys, DirObsSec)
- July 1, 1968 Shop crafts get 5% wage increase. (AR)
- July 2, 1968 "Metroliner" cars Nos. 851 & 852 make a round trip on the test track for officials of the Japanese National Railway, hitting 161 MPH or 2 MPH over Japan's current best time; all four Westinghouse cars, Nos. 800, 802, 804 & 808, are moved to Fairless for dead storage until the legal dispute between Westinghouse and the Budd Company is settled. (WatsonPapers)
- July 2, 1968 Penn Central announces plans for \$26-million computerized Buckeye Yard near Columbus. (NYT)
- July 2, 1968 Reacting to Grand Central Terminal proposal, New York City Planning Commission proposes creation of three special transportation districts around Grand Central, Penn Station, and Jamaica station; in first two, building bulk would be reduced to 80% of that allowed by zoning law to reduce congestion; in Jamaica, would allow greater concentration than present zoning law. (NYT)
- July 3, 1968 Director Robert G. Odell (ex-NYC), who has experience in California real estate, writes to Stuart Saunders expressing concern about Macco Realty Company and the potential for bad judgement and manipulations in real estate development; suggests oversight by a special vice president reporting to Saunders or a special Board committee. (SEC, Patman)
- July 3, 1968 Penn Central obtains \$10 million insurance policies from Lloyds of London covering the liability of directors and officers for wrongful acts; such insurance covers neglect or breach of duty, not dishonesty or personal gain. (Patman)
- July 3, 1968 REA Express, Inc., completes the removal of all express traffic from Seaboard Coast Line Railroad Nos. 95-96 between Atlanta and

- Jacksonville. (ICC)
- July 5, 1968 LIRR cancels six evening rush hour trains because of an engineers' sick-out. (NYT)
- July 6, 1968 Last run of Washington-Chicago sleeping car and through coach on *Broadway Limited* and *Broadway* connection No. 548, which is discontinued between Baltimore and Washington; snack bar car discontinued on No. 548-549. (A-sheet, Guide, Shappell notes - Sanders has 7/6 LT St. Louis-NY coach on St. Louisan not found)
- July 7, 1968 Last run of No. 548, *Broadway Limited* connection, between Baltimore and Washington. (A-sheet)
- July 8, 1968 Providence & Worcester Company incorporated in Delaware for purpose of reorganizing the Providence & Worcester Railroad and eliminate its antiquated New England charter restrictions imposing proportional voting. (ICC, Moodys, Trains)
- July 9, 1968 Penn Central fails in its attempt to resume testing of Westinghouse "Metroliner" cars Nos. 804 & 808. (WatsonPapers)
- July 10, 1968 Special federal court orders ICC to hold additional hearings on New Haven inclusion; says ICC value of \$125 million is too low and Penn Central's cost estimate of \$250 million is too high. (NYT)
- July 10, 1968 N.J. Commuter Operating Agency announces will probe inadequacies of Penn Central commuter service. (NYT)
- July 11, 1968 Penn Central stock price peaks at 86½. (NYT)
- July 11, 1968 Penn Central denies it has any interest in acquiring the Lorillard tobacco company (?). (NYT)
- July 12, 1968 PRR assigns "Silverliner" equipment to No. 211 between New York and Philadelphia and through New York cars for *The Juniata* discontinued. (A-sheet)
- July 12, 1968 Philadelphia brokerage firm of Butcher & Sherrerd releases report reducing its estimate of Penn Central's 1968 earnings from \$4.50 to \$4 a share; as Howard Butcher III (1902-1991) is a Penn Central director, this causes a 5½ point drop in the price of Penn Central stock; Butcher allegedly sells 81,700 shares of Penn Central on basis of inside information. (NYT, Salsbury, SEC)
- July 14, 1968 Four Westinghouse "Metroliner" cars are operated between

Philadelphia and Harrisburg at regular speeds. (WatsonPapers)

- July 15, 1968 By the next day of trading, the Butcher & Sherred memo has become common knowledge on Wall Street; Penn Central becomes the most active issue, and at 3:00 PM 269,000 shares are dumped on the market, including a solid block of 200,000 shares, driving the price down to 78³/₄; Penn Central has lost 9% of its value over two trading days; some blame selling by mutual funds; late in the day, Stuart Saunders issues a statement that there is nothing wrong with Penn Central to cause the sell-off. (NYT)
- July 15, 1968 Chairman Saunders replies to director Robert G. Odell, assuring him that the Macco Realty Company has been overhauled by personnel from Great Southwest Corporation and that David Bevan already supervises all things related to diversification. (Patman)
- July 15, 1968 Penn Central abandons all but southern five miles of Lake Erie & Pittsburgh Railway. (PCTC)
- July 15, 1968 Railway Employees Dept. of AFL-CIO announces lifetime job security pact covering 13,000 Penn Central shop crafts workers. (NYT)
- July 1968 Penn Central establishes a translation program to improve integration between computers; to feed NYC data to PRR computers so input can pass between either mainframe; on NYC, data was collected at yards on IBM cards and transmitted to a Collis Communication Computer in New York with data displayed on video screens at 12 locations; PRR used Friden Flexowriters with edge-punched cards and punched tape processed by an IBM 7740 at Philadelphia with teletypes, but no screens, at 7 locations; PRR system issues updates every three hours; NYC system is updated continuously with readouts and commands given via video terminals; in the interim, Penn Central decides to expand the PRR system as the simpler option, and the system is debugged by Jan. 1969.
- July 1968 Penn Central finally installs a central motive power control board to keep track of all locomotives at the Philadelphia headquarters; NYC had a central control room at New York, but PRR had been decentralized; in the interim since the merger, PC temporarily loses track of 34 locomotives. (Trains)
- July 16, 1968 Waynesburg Southern Railroad opens for revenue service from Waynesburg to Brave, Pa., with 7,000-ton unit train from Eastern Associated Coal Company's Federal No. 2 Mine on the Miracle Run Branch south of Brave to Detroit Edison's Monroe Plant; 35-mile extension in coal fields of Greene County opening 500 million tons of

new reserves controlled by Consolidation Coal Company and Eastern Gas & Fuel Associates; to be served by unit trains operated to Detroit Edison Co.; operated as part of Monongahela Railway; Monongahela Railway abandons old Scotts Run Branch to Brave, and Waynesburg Southern occupies 7 miles of its bed; Consol's Blacksville No. 1 opens a bit later. (PubRel, McLean, Trains)

- July 17, 1968 Penn Central fails in its attempt to run a six-car train of Westinghouse "Metroliner" cars for the first time since Feb. 1968. (WatsonPapers)
- July 18, 1968 Penn Central succeeds in operating a six-car train of Westinghouse "Metroliners" but with very severe pantograph arcing. (WatsonPapers)
- July 18, 1968 Port Authority unveils plan for Transportation Center at Journal Square, Jersey City; includes new PATH station with longer platforms for 10-car trains, bus terminal, and 10-story office building. (NYT)
- July 18, 1968 PRSL Board authorizes applying to abandon the Williamstown Branch from Glassboro to terminus (6.73 miles). (MB)
- July 19, 1968 Manistique & Lake Superior Railroad, a part of the Ann Arbor system once owned by the GR&I, abandons all service on its line between Manistique and Doty, Mich. (Cards)
- July 20, 1968 International Air Bahamas begins operating a cut-rate air service between Nassau and Luxembourg with a Boeing 707 leased from Executive Jet Aviation and EJA personnel; immediately draws fire from established airlines, particularly Pan American World Airways, Inc. (Patman,)
- July 22, 1968 ICC authorizes Penn Central to sell \$100 million of commercial paper; first such authorization; all commercial paper sold through Goldman, Sachs & Co., which sells it to its big clients who accept it because Goldman tells them it is safe; purchasers include the American Express Company, Walt Disney Company, and Welch's Foods, which invests \$1 million. (ICC, washingtonpost.com)
- July 25, 1968 David Bevan in memo to Saunders notes that by the end of the year, Penn Central will have exhausted \$100 million in revolving credit and \$100 million in commercial paper and still face a \$125-150 million cash shortfall. (SEC)
- July 25, 1968 Brotherhood of Railway Carmen launches work slowdown in Dunton Shops of LIRR causing severe car shortages and train cancellations. (MTA AR, NYT)

- July 25, 1968 Studebaker-Worthington, Inc., incorporates new subsidiaries in Delaware for the purpose of selling off the former businesses of Alco Products, Inc., as separate units; Alco Locomotive, Inc., takes the locomotive shops at Schenectady; Alco Engine, Inc., manufactures diesel engines at Auburn, N.Y.; Alco Forge & Spring, Inc., takes the spring manufacturing at Chicago Heights. (Moody's, Kirkland)
- July 26, 1968 ICC tells the U.S. District Court that it will not appeal its order and will hold additional hearings on the New Haven's inclusion in Penn Central. (NYT)
- July 28, 1968 *Weekend Champion* makes last run between New York and Jacksonville with through cars to Miami. (A-sheet)
- July 29, 1968 Executive Jet Aviation's interest in Transavia Holland, N.V., sold to a Goetz trust, Ovid Anstalt; it is eventually resold to Stichtun Transavia Luchtvaart; EJA repays \$650,000 loan to Goetz. (Patman - see below!!)
- July 29, 1968 ICC authorizes Penn Central to issue \$100 million in commercial paper. (SEC)
- July 29, 1968 Brotherhood of Railroad Trainmen strikes Belt Railway of Chicago over its refusal to restore a third man to non-engine train, a post abolished under the 1963 anti-featherbedding law. (Trains)
- July 30, 1968 United Steel Workers of America signs a new 3-year contract with the big steel companies with a 6% per year increase. (AmrcnDcads)
- July 31, 1968 At public hearing, New York City Planning Commission backs off from plan to create special districts of lower density around Grand Central Terminal and Penn Station. (NYT)
- July 31, 1968 Penn Central opens connection between ex-PRR line at Penn Yard and ex-NYC at Seneca Yard near Buffalo. (PCTC)
- July 31, 1968 Last run of Florida East Coast Railway passenger trains between Jacksonville and North Miami. (Bramson)
- July 31, 1968 Bethlehem Steel Corporation raises steel prices 5% to cover the wage increase. (AmrcnDcads)
- Summer 1968 Buckeye Division renamed Columbus Division (verify?)
- Summer 1968 Penn Central begins experiencing severe service dislocations because of confusion between computer systems and unfamiliarity of

- employees with the other half of the railroad. (SEC)
- Summer 1968 Swiss financier Carl Hirschmann sells his holdings in International Air Bahamas (in 9/68) and Transavia Holland, N.V., to Ovid Anstalt, a Liechtenstein trust controlled by Goetz; Goetz also loans \$650,000 to Executive Jet Aviation, Inc., in return for an option to buy 40,000 shares at \$10. (see 7/29!)
- Summer 1968 International Air Bahamas, owned by Ovid Anstalt of Liechtenstein, begins offering the lowest per-mile fare, \$262, between Luxembourg and Nassau, running three times a week with a Boeing 707 leased from Executive Jet Aviation, Inc. (NYT)
- Aug. 1, 1968 PRR obtains trackage rights over Lehigh Valley Railroad between Newark Bay Bridge and National Jct.; permits direct run-through of through freights from Waverly and Meadows Yards to ex-NYC River Division at Weehawken, avoiding a reverse movement at Marion Jct. (MB)
- Aug. 1, 1968 Penn Central completes connection between ex-PRR and NYC lines at "DB" at Cleveland. (PCTC)
- Aug. 1, 1968 New Haven draws second \$5 million loan from Penn Central to keep operating. (SEC)
- Aug. 1, 1968 MTA orders an additional 350 M-1 "Metropolitan" MU cars for LIRR from the Budd Company, bringing total to 620; largest passenger car order in U.S. history; is to replace all pre-World War II cars. (NYT)
- Aug. 1, 1968 Seaboard Coast Line Industries, Inc., incorporated in Va. as holding company for Seaboard Coast Line Railroad. (Moody's)
- Aug. 3, 1968 Thomas Jefferson Boring, long-time Superintendent of MCB Clearing House at Altoona, dies at Atlanta. (Mutual)
- Aug. 5, 1968 Ann Arbor Railroad abandons its Lake Michigan car ferry between Frankfort and Manistique. (Barnett)
- Aug. 6, 1968 Penn Central announces it has sold \$35 million worth of commercial paper and expects to sell another \$65 million; also planning to fund debts into new \$1 billion blanket mortgage. (PR)
- Aug. 6, 1968 Sen. Vance Hartke (1919-2003), Chairman of Senate Subcommittee hearing Johnson Administration's bill to provide \$750 million in loans to railroads and a critic of poor Penn Central service and maintenance in his home state of Indiana, grills David Bevan.

- Aug. 6, 1968 LIRR charges carmen who inspect equipment at Dunton Shops with deliberate slowdown; over next 10 days causes cancellation of up to 61 trains per day. (NYT)
- Aug. 6, 1968 Ex-PRR Test Department facility at Altoona officially closed; the site is later redeveloped as a shopping mall. (AltoMirror - see 9/1?)
- Aug. 6, 1968 Rosenbaum brothers return Penn Central's \$1.125 million bonds from Finanz AG. (SEC)
- Aug. 6, 1968 Erection of steel work for the World Trade Center begins with the placement of the first 34-ton column footing; much of the steel is stockpiled at PC's Greenville Yard and moved to the site by water. (NYT, PCPost)
- Aug. 7, 1968 David Bevan issues a press release that the \$100 million in commercial paper has been well received; recommends another \$100 million and revolving credit to replace existing bank loans, plus a new long term general mortgage. (SEC)
- Aug. 7, 1968 Brotherhood of Railway Carmen announces it is resisting efforts of company foremen to put defective cars into service and that they are not engaged in a deliberate slowdown at Dunton Shops, as the number of LIRR rush hour train cancellations worsens. (NYT)
- Aug. 7, 1968 Seaboard Coast Line Railroad files to discontinue Nos. 95-96, now mostly head end traffic, between Atlanta and Jacksonville. (ICC)
- Aug. 7, 1968 United States Steel Corporation raises prices only 2.5%; Bethlehem Steel Corporation reduces its price increase to match. (AmrcnDcnds)
- Aug. 8, 1968 Led by State Sen. Norman F. Lent, 60 LIRR commuters who have been frustrated by the cancellation of two locals serving their station at Island Park stand on the tracks to force an express to stop and let them board. (NYT)
- Aug. 8, 1968 LIRR receives No. 229, the last of eight new Alco C-420 2,000 HP diesels, in an MTA scheme of blue bodies and yellow noses, bringing total to 30; new units are first with cab radios; are the last C-420's built. (Kirkland, Trains)
- Aug. 8, 1968 Penn Central successfully make the first test run of mated General Electric (No. 852) and Westinghouse (No. 819) "Metroliner" cars between "MILLHAM" and "NASSAU" at 100 MPH, demonstrating that they are compatible. (WatsonPapers)

- Aug. 11, 1968 Penn Central announces order of 100 freight locomotives; 5 3,600 HP, 30 3,300 HP, and 65 3,000 HP, for delivery by Nov. (PR)
- Aug. 12, 1968 LIRR cancels a total of 53 rush hour trains because of equipment shortages caused by the work slowdown at Dunton Shops, or over 25% of service. (NYT)
- Aug. 12, 1968 Reorganization Court in New Haven asks ICC to order Penn Central to take over New Haven by Jan. 1, 1969, or must dismiss New Haven's reorganization plan. (NYT)
- Aug. 15, 1968 LIRR cancels a total of 57 rush hour trains, 33 in the morning and 22 in the evening. (NYT)
- Aug. 15, 1968 At meeting in Washington, Philadelphia and SEPTA officials fail in attempt to secure release of \$21.7 million in federal funds for Center City Commuter Connection; Mayor James Tate is pushing for the tunnel plan, while Red Arrow Lines lobbies against it. (SEPTA)
- Aug. 1968 Monon Railroad stockholders approve merger into Louisville & Nashville Railroad. (Moody's)
- Aug. 1968 Steel construction begins on the World Trade Center. (Trager)
- Aug. 16, 1968 New York City Landmarks Preservation Commission rejects Marcel Breuer's design for 55-story office tower over Grand Central Terminal. (NYT)
- Aug. 16, 1968 Federal court orders LIRR carmen to end slowdown; cancellations continue. (NYT)
- Aug. 18, 1968 Stuart Saunders wins National Defense Transportation Association's annual award. (NYT)
- Aug. 18, 1968 Passenger on a westbound LIRR train in Queens killed by a 16 year old boy shooting from trackside. (NYT)
- Aug. 19, 1968 ICC denies Penn Central application to drop eastbound *Admiral* No. 50 and westbound *Fort Pitt* No. 53. (NYT)
- Aug. 19, 1968 LIRR and carmen agree to mediation; men want end to layoffs; company wants to move to a seven-day, three-shift operation from a five-day, two-shift one. (NYT)
- Aug. 20-21, 1968 Soviet tanks occupy Czechoslovakia to topple the regime of liberal

Communist Alexander Dubcek, who hoped for “socialism with a human face.” (Service)

- Aug. 21, 1968 Penn Central operates Westinghouse “Metroliner” cars Nos. 800 & 802 between Suburban Station and Harrisburg at regular speeds for SEPTA and Penn Central officials. (WatsonPapers)
- Aug. 26, 1968 Penn Central runs a test of Westinghouse “Metroliner” cars Nos. 800, 802, 801, 803, 808 & 804 for what is billed as a formal acceptance run; they fail miserably. (WatsonPapers)
- Aug. 26, 1968 Test run of “Capital Liners” (Metroliner cars for Philadelphia-Harrisburg service) made for SEPTA officials; on the recommendation of Louis T. Klauder & Associates, SEPTA refuses to accept the 11 cars, as they do not run properly; they are eventually leased to Penn Central as part of the “Metroliner” pool. (WatsonPapers - lease is after 1970)
- Aug. 27, 1968 Penn Central stock has fallen to 65¾, down from a peak of 86½ in July. (NYT)
- Aug. 27, 1968 Budd Company discontinues tests on the 11 Westinghouse SEPTA “Metroliner” cars, which are to be stored dead at Fairless; however the tests are sufficient to prove that the main problem is excessive power draws tripping the circuit breakers at the substations; however, Westinghouse never acknowledges the need to redesign its transformers, and the substations are modified instead at a cost of \$350,000, for which Westinghouse bills Penn Central. (WatsonPapers)
- Aug. 27, 1968 SEPTA Board votes to seek \$21 million in federal aid to buy 144 “Silverliners” under pressure from Stuart Saunders that new equipment is more important than the Center City Commuter Connection. (SEPTA)
- Aug. 28, 1968 Penn Central places its Executive Jet Aviation stock in a voting and liquidating trust with the Detroit Bank & Trust Company.
- Aug. 28, 1968 PB&W Board authorizes abandoning 13.71 miles of the Butler Branch between MP 0.4272 in Cass County and MP 14.2728 in Miami County. (MB)
- Aug. 29, 1968 LIRR announces it has purchased 15 60-seat coaches from the Kansas City Southern Railway, which had just ended passenger service; 10 cars are placed in service on a Montauk train that evening without repainting to ease the car shortage over the Labor Day weekend; all cars are to be placed in service on Sep. 3. (NYT, Trains)

- Aug. 30, 1969 David Bevan warns Saunders of \$125-150 million cash shortfall through end of 1969. (1969 or 1968???)
- Sep. 1, 1968 William Humphrey Tucker (1923-), Chairman of the ICC, joins Penn Central as VP-Corporate Administration, reporting to Saunders; Tucker has represented New England interests and been involved in the New Haven inclusion case; John H. Shaffer named Treasurer, replacing R.C. McCron (ex-NYC) promoted to Assistant VP. (MB,)
- Sep. 1, 1968 Ex-PRR testing facilities near 17th Street, Altoona, closed in favor of the ex-NYC facility near Cleveland. (altoonaworks.info)
- Sep. 1, 1968 Penn Central retires Bedford Yard at Cleveland. (PCTC)
- Sep. 2, 1968 Paul W. Kiefer (1888-1968), former NYC Chief Engineer-Equipment and designer of Hudsons and Niagaras, dies at New York at age 80. (NYT)
- Sep. 3, 1968 Executive Jet Aviation, S.A.'s stock in International Air Bahamas transferred through Joseph Rosenbaum to Ovid Anstalt, controlled by Goetz. (Patman)
- Sep. 4, 1968 Budd Company announces it has returned 31 "Metroliners" to Westinghouse in dispute as to whether traction and control equipment meets specifications; Westinghouse charges Budd shells were 40,000 pounds heavier than planned; six GE cars have passed performance tests. (NYT)
- Sep. 5, 1968 Chairman Stuart Saunders addresses the New York Society of Security Analysts; says merger benefits will be larger and realized sooner than expected; also that Penn Central will be unable to take over the New Haven by the end of the year as demanded by the courts; business press reaction is skeptical; Saunders also denies Penn Central is more interested in diversification than in the railroad. (PR, SEC, NYT, Trains)
- Sep. 5, 1968 Penn Central dining car workers choose TWU as bargaining agent over the Hotel & Restaurant Employees International. (NYT)
- Sep. 1968 Great Southwest Corporation announces its plan to build a \$20 million theme park in Oakland, Calif. (RyAge)
- Sep. 6, 1968 Penn Central stockholder S. Kaminsky sues Howard Butcher III and Butcher & Sherrerd, charging they used inside information on company earnings to sell and drive down price of stock starting July 12. (NYT)

- Sep. 8, 1968 Last run of *The Sunland* No. 7 over Seaboard Coast Line between Hamlet, N.C., and Jacksonville southbound and No. 8 between Jacksonville and Washington northbound. (A-sheet)
- Sep. 8, 1968 Last run of SCL *Weekend Champion* between New York and Jacksonville. (Guide, Goolsby)
- Sep. 9, 1968 Penn Central inaugurates new TrucTrain from Kearny to Potomac Yard, then non-stop to Hamlet, N.C., with connections to Jacksonville and Birmingham. (PR)
- Sep. 11, 1968 LIRR receives a second U.S. DOT grant of \$727,344 for further testing of its dual-service gas turbine car. (NYT, MTA AR)
- Sep. 11, 1968 N.J. DOT takes delivery of first two “Jersey Arrow” MU cars from St. Louis Car Company. (MrkrLmp)
- Sep. 11, 1968 B&O's *Metropolitan* makes last trip Cincinnati-St. Louis; last through service between St. Louis and the East via B&O. (Stegmaier)
- Sep. 12, 1968 Developer Morris Saady meets with New York City Landmarks Preservation Commission to appeal ruling on office tower over Grand Central Terminal. (NYT)
- Sep. 1968 LIRR receives first 11 of 16 sleepers from PRR and Kansas City Southern to be used in east end parlor service.
- Sep.? 1968 LIRR ends operation of the last of its heavyweight parlor cars on East End resort service. (would be date of tt change 9-10/68 PRRFAX)
- Sep. 1968 LIRR places 15 60-seat lightweight coaches from the Kansas City Southern in Montauk service. (MTA AR)
- Sep. 1968 Pan American Airways, Inc., complains to CAB about Executive Jet Aviation's effort to become a competitive commercial airline.
- Sep. 1968 Port Authority completes demolition of 50 Church Street, north building of Hudson Terminal. (Gillespie)
- Sep. 13, 1968 Washington Terminal Company resolves to create two subsidiaries, the Terminal Realty Penn Company and one for the B&O. (SEC)
- Sep. 14, 1968 Brotherhood of Locomotive Firemen & Enginemen accepts new two-year contract with 11% increase retroactive to Jan. 1. (NYT)
- Sep. 14, 1968 Last run of ex-NYC mail and express trains No. 91-92 between Albany

and Buffalo. (A-sheet)

- Sep. 1968 LIRR retires heavyweight observation car No. 2000 *Jamaica*; parlor-observation car No. 2038 *Setauket* renumbered No. 99 and renamed *Jamaica* for use as a business car. (MrkrLmp, Blardone)
- Sep. 17, 1968 General Electric Company announces it has received orders from the Budd Company for electrical propulsion gear for 350 LIRR M-1 MU cars. (NYT)
- Sep. 18, 1968 Penn Central grants Delaware & Hudson Railway the right to operate passenger trains between Rensselaer and Schenectady. (MB)
- Sep. 18, 1968 PRSL Board authorizes a new station at Ocean City and abandonment of the Ocean City Branch from 51st Street & 14th Street (4.12 miles). (MB)
- Sep. 24, 1968 At Penn Central Board meeting, Chairman Saunders reports on the suit against Butcher & Sherrerd for insider trading; at urging of other directors, Howard Butcher III resigns; Saunders also notes that the SEC is conducting a confidential investigation of trading in Penn Central and Kayser-Roth at the time of their impending merger; Board forms Committee on Information Disclosures & Conflict of Interest headed by Edward J. Hanley of Allegheny Ludlum Steel Corporation in response to Butcher scandal. (MB, Patman, Salsbury)
- Sep. 24, 1968 Penn Central Board authorizes purchase of 130 high-horsepower freight diesels; 90 3,000 HP and 40 3,300 HP. (MB, PCPost)
- Sep. 24, 1968 ICC orders Penn Central to continue *The Penn Texas* No. 3 and "*The Spirit of St. Louis*" No. 30, but suggests discontinuing Nos. 13 and 32 between Pittsburgh and St. Louis. (Sanders)
- Sep. 25, 1968 Penn Central officially dedicates \$29 million A.E. Perlman Yard at Selkirk, N.Y.; first yard with computer control of classification; total 133 miles of track with capacity for 8,300 cars; 70 classification tracks with capacity for 3,680 cars; 9-track receiving yard; 8-track yard for auto-rack cars; maintenance facilities. (PR, PCPost)
- Sep. 30, 1968 After prolonged negotiations, SEPTA acquires the city bus, trolley and subway system from Philadelphia Transportation Company, which completes liquidation in Nov. 1973; price of \$48 million includes the Trenton-Philadelphia Coach Company (N.J.). (SEPTA)
- Sep. 30, 1968 Washington Terminal Company pays dividend in kind by transfer of all stock of Terminal Penn Realty Company to Penn Central; in another

company given to B&O are to have joint occupancy of the terminal until the government takes over; allows Penn Central to claim a paper profit on the sale for the National Visitor Center, although no cash has changed hands. (SEC)

- Sep. 30, 1968 Pennsylvania Company signs merger agreement with Kayser-Roth Corporation. (MB)
- Fall 1968 Penn Central considers refunding all debts into a \$1 billion blanket mortgage, but realizes there would be no market for such an issue.
- Fall 1968 Midtown Mart, a 14-story loft building, opens on air rights over 10th Avenue tunnel portal west of Penn Station; leaves only about a half block west of 9th Avenue open to sky. (NYT)
- Oct. 1, 1968 Penn Central begins shipping bulk mail in TrailVan unit trains between Kearny and Midwest; new special bulk mail facility opens at South Kearny, N.J. (PR, AR)
- Oct. 1, 1968 Penn Central discontinues all intrastate checked baggage service except in New York and Pennsylvania, where stopped by state regulatory agencies; checked baggage retained in Northeast Corridor and for through trains to and from the South; ICC also forces retention of checked baggage in interstate service.
- Oct. 1, 1968 Penn Central opens New Castle-Cross Cut Connection between ex-PRR and P&LE. (PCTC)
- Oct. 1, 1968 New ICC per diem rules take effect. (NYT)
- Oct. 1, 1968 Longshoremen begin 116-day strike at Atlantic and Gulf ports. (NYT)
- Oct. 1968? Headquarters of Valley Division moved from Cleveland to Youngstown. (verify?)
- Oct. 7, 1968 New Haven Trustees tell the ICC that they have asked the court for another \$4 million loan from Penn Central to keep operating. (NYT)
- Oct. 7, 1968 Six General Electric "Metroliner" cars Nos. 855, 858, 854, 853, 863 & 856 are run from Morrisville to New York, then to Washington and back to Morrisville on a regular "Metroliner" schedule; shows that a 2:59 schedule is feasible, although there is a 13-minute delay southbound because of bad signals, and a 5-minute delay northbound because of slow speed between "RAGAN" and Wilmington. (WatsonPapers)

- Oct. 7, 1968 Richard M. Dilworth (1885?-1968), EMD designer of the FT and GP-7, dies. (Trains)
- Oct. 8, 1968 William J. Ronan of MTA announces plan to build a rail link between Penn Station and Kennedy Airport using old LIRR Rockaway Branch right of way. (NYT)
- Oct. 9, 1968 David Bevan issues a memo to Saunders and Perlman noting and impending \$150 million cash shortage and urging a \$22 million reduction in capital expenditures and a \$50 million Eurodollar loan. (SEC)
- Oct. 10, 1968 In a report on the LIRR, a panel of Democratic State Legislators recommends the firing of William J. Ronan as head of the MTA. (NYT)
- Oct. 10, 1968 Budd Company reports on successful tests with six GE "Metroliners"; have run New York-Washington in 2:52 with five intermediate stops, vs. best conventional schedule of 3:35. (NYT, Trains)
- Oct. 11, 1968 N.Y. State Court of Appeals upholds constitutionality of the state's Full Crew Law. (NYT)
- Oct. 12, 1968 High Iron Company's 19-car excursion leaves New York on a two-day round trip to Niagara Falls; hauled by ex-Nickel Plate 2-8-4 No. 759 west of Harmon. (Trains)
- Oct. 14, 1968 Westinghouse VP Charles E. Hammond suggests installing a simple resistance shunt in the substations along the Northeast Corridor to enable the "Metroliners" to pass their tests; Westinghouse has used solid-state rectifiers to convert from AC to DC for traction motors, something not done in transportation before; General Electric has used conventional mercury-arc rectifiers; the substations are modified at a cost of \$350,000, for which Westinghouse bills Penn Central. (NYT, WatsonPapers)
- Oct. 1968 LIRR acquires B&O's ex-*Capitol Limited* observation *Napanee*; renamed *Amagansett* for east end parlor service. (Wayner)
- Oct. 1968 LIRR opens new stations at Wantagh and Seaford as part of a grade crossing elimination. (MTA AR)
- Oct. 1968 Excavation for World Trade Center west of Greenwich Street exposes the westbound PATH tube, which is supported on a cradle in the open air 18 feet above the Trade Center floor slab; excavation and support of the eastbound tube begins in Dec. 1968. (NYT)

- Oct. 16, 1968 Work begins on installing a simple resistance shunt in each of the 130 substations between New York and Washington to facilitate "Metroliner" operation. (NYT)
- Oct. 16, 1968 W.H. Tucker makes confidential report to Stuart T. Saunders, A.E. Perlman and David Bevan on New Haven inclusion planning; recommends creation of a New England Region composed of former New Haven and Boston & Albany line, instead of just New Haven, to emphasize ex-NYC line and new Perlman Yard while phase out New Haven's Maybrook and Cedar Hill Yards; Region is to last only a few years until PC can gut New Haven's freight and passenger service; 60-65% of New Haven route-miles to be abandoned. (PCTC)
- Oct. 16, 1968 U.S. District Court in New Haven approves New Haven Trustees' petition to borrow \$4 million from Penn Central on Nov. 1. (NYT)
- Oct. 17, 1968 Budd Company has an NBC-TV news team film at Morrisville and take a demonstration run from Trenton station to "COUNTY" and return; maximum speed of 125 MPH eastbound and 160 MPH westbound passing "NASSAU." (WatsonPapers)
- Oct. 17, 1968 First two of new Budd M-1 "Metropolitan" MU cars for LIRR displayed at Sunnyside Yard for crews; like the "Metroliners," the M-1 cars have been rushed into production without adequate prototype testing and are plagued by bugs; most are quickly taken out of service for corrective work. (NYT, Trains)
- Oct. 17, 1968 BRT files an objection to placement of door controls in the motorman's cab of the M-1 "Metropolitan" cars. (NYT)
- Oct. 19, 1968 LIRR obtains a show-cause order to bar the BRT from interfering with the acceptance and testing of the M-1 "Metropolitan" cars. (NYT)
- Oct. 19, 1968 Last run of remnant of *Buffalo/Baltimore Day Express* No. 570-571 between Baltimore and Harrisburg. (A-sheet)
- Oct. 19, 1968 Last run of ex-NYC No. 357, former *Twilight Limited*, between Ann Arbor and Chicago. (A-sheet)
- Oct. 20, 1968 Westinghouse "Metroliner" cars are returned to Morrisville and Barracks Yards dead to resume testing. (WatsonPapers)
- Oct. 20, 1968 Alco Products, Inc., announces it will exit locomotive-building business and close its Schenectady plant as soon as possible. (Trains - must be 1968, not 1969 - verify NYT)

- Oct. 21, 1968 Federal Court bars the unions from interfering with the testing and revenue service of the LIRR's new M-1 "Metropolitan" MU cars. (NYT)
- Oct. 21, 1968 Secretary of Transportation Boyd accepts delivery of two United Aircraft "TurboTrains." (NYT , Trains)
- Oct. 22, 1968 LIRR opens Wantagh-Seaford grade crossing elimination.
- Oct. 22, 1968 Presidential candidate Richard Nixon leaves Cincinnati via Penn Central *Nixon Victory Special* to Columbus and onto the Chesapeake & Ohio Railway; Nixon's staff found PC business cars too run down and chose business cars from C&O. (Withers, PCPost)
- Oct. 23, 1968 Penn Central Board authorizes Eurodollar revolving credit agreement; approves Kayser-Roth merger. (MB)
- Oct. 23, 1968 Penn Central announces third quarter earnings; consolidated earnings up, but company does not release separate Transportation Company figures. (PR, SEC)
- Oct. 23, 1968 Penn Central and Madison Square Garden Corporation agree for Penn Central to trade its holdings in Madison Square Garden Center, Inc., and 2 Penn Plaza for Madison Square Garden Corporation stock. (MB)
- Oct. 23, 1968 Howard Butcher III resigns as a Pennsylvania Company director. (MB)
- Oct. 25, 1968 Second Penn Central report issued on New Haven acquisition; to cut New Haven's long-distance passenger service by 40% effective Jan. 6, 1969. (PCTC)
- Oct. 25, 1968 Penn Central make a demonstration run of General Electric "Metroliner" cars Nos. 856 & 887 from 30th Street Station to "COUNTY" and return for Budd Company directors; maximum speed of 125 MPH. (WatsonPapers)
- Oct. 26, 1968 Railroad Enthusiasts run an excursion from Jamaica to Oyster Bay and Montauk to mark the retirement of the LIRR's last heavyweight parlor cars. (NYT)
- Oct. 26, 1968 Last Penn Central passenger train (No. 366, ex-*Motor City Special*) leaves La Salle Street Station, Chicago; all trains on ex-NYC lines rerouted to Union Station effective Oct. 27; ex-NYC trains on Big Four route continue to use Illinois Central's Central Station; mail & express train No. 6 continues to use LaSalle Street. (A-sheet, CE, Trains,)

- Oct. 26, 1968 Last run of local No. 403 between Philadelphia and Washington. (Guide)
- Oct. 28, 1968 Penn Central announces order for 130 freight locomotives. (PR)
- Oct. 28, 1968 MTA holds first public display of first four M-1 "Metropolitan" MU commuter cars for LIRR, followed by a press trip through Queens; Gov. Rockefeller criticizes fixed seats; a total of 620 to be built to replace entire old MU fleet. (NYT)
- Oct. 28, 1968 Rock Island signs interim agreement promising to move all its trains from La Salle Street Station to Union Station so site can be sold for redevelopment to benefit of Penn Central; however, as Rock Island's financial position deteriorates, it prefers to keep its offices at La Salle. (ED)
- Oct. 29, 1968 Pennel Company Board approves merger of Elmira & Williamsport Railroad. (MB - check when consummated)
- Oct. 30, 1968 NJDOT christens first of 35 "Jersey Arrow" MU cars (Nos. 100-134), named in a DOT contest, at Trenton prior to commuter run on train No. 3814 to New York; operates at up to 110 MPH; 17 minutes cut from Trenton-Newark running time; cars built by St. Louis Car Company; similar to Philadelphia "Silverliners" but with high-level center doors; fixed 3-2 seating; 21 delivered by end of year; cars were named in NJDOT contest. (A-sheet, NYT, PR, PCPost)
- Oct. 30, 1968 Cunard Line's *Queen Elizabeth*, the world's largest liner, leaves New York on her last crossing at 12:00 N; she is taken to Port Everglades, Fla., in Dec. to be turned into a floating hotel, but when the deal collapses, she is taken to Hong Kong to become a floating university; during the conversion, on Jan. 9, 1972, she is gutted by an arson fire and collapses on her side, a total loss. (NYT, StmbtBll, wiki)
- Oct. 31, 1968 Penn Central Executive VP-Accounting, Taxation & Insurance Walter R. Grant resigns to join Consolidated Edison and office abolished; Grant and Bevan hated each other and were at constant loggerheads. (MB, Salsbury)
- Nov. 1, 1968 New Haven takes third \$4 million loan from Penn Central. (NYT)
- Nov. 1, 1968 VP-Taxes Theodore Kugler Warner, Jr. (1909-2005), named to new post of VP-Accounting & Taxes; Assistant VP-Accounting Charles S. Hill named Controller; Cornelius A. Dorsey appointed Assistant VP-Investments; Insurance Dept. placed under David Bevan. (MB)

- Nov. 1, 1968 Director-Passenger Sales W.G.S. Savage retires after 34 years service. (Guide)
- Nov. 3, 1968 Penn Central leases receiving tracks no. 3 & no. 4 in Pavonia Yard near Camden to the PRSL, and the Reading interchange is moved there from Bulson Street, Camden. (WJNRHS)
- Nov. 4, 1968 Penn Central files with the ICC to discontinue Nos. 574-575, the former *Southern/Northern Express*, effective Dec. 8; the consist is reduced to 2 diesels, a B60 baggage car, 1 coach and head end cars. (ICC)
- Nov. 5, 1968 Former VP Richard M. Nixon (1913-1994) elected Pres., defeating VP Hubert H. Humphrey (1911-1978) by a narrow margin, but the Democrats keep control of Congress. (NYT)
- Nov. 5, 1968 New Jersey voters approve \$1.5 billion transportation bond issue; projects include improvements to NY&LB, new stations at Trenton and Metuchen; 13 new locomotives, 50 second-hand lightweight cars and refurbishing 65 old cars for the CNJ; 35 "Jersey Arrow" MU cars for Penn Central with provisions for 45 more; 6 diesel locomotives and 105 new push-pull cars for the Erie Lackawanna's non-electrified lines; 26 refurbished Santa Fe lightweight coaches for the EL and 27 for the PC's NY&LB service, releasing 7 PC air conditioned cars for main line service. (NYT - NJDOT says \$640 million with \$200 million for transit in first stage)
- Nov. 5, 1968 Brotherhood of Railroad Trainmen strikes Louisville & Nashville Railroad over the failure to restore any of the jobs abolished under the 1963 anti-featherbedding law. (Trains)
- Nov. 6, 1968 Trainmen's strike against Belt Railway of Chicago ends after 101 days after the National Mediation Board declares an emergency and appoints an emergency board. (Trains)
- Nov. 6, 1968 Pennsylvania Company and Kayser-Roth Corporation formally end acquisition negotiations.
- Nov. 12, 1968 U.S. Supreme Court overturns 1965 ICC decision awarding Eastern railroads greater share in Southern Divisions Case; upholds eastern railroads on 5 points at issue and southern railroads on 3; remands case to District Court for modification of decree. (ICC, NYT)
- Nov. 12, 1968 F.J. Gasparini named General Manager-Real Estate. (MB)

- Nov. 14, 1968 Penn Central gets \$50 million unsecured revolving credit Eurodollar loan from a consortium of 12 banks, due Oct. 31, 1973. (Patman)
- Nov. 15, 1968 Penn Central declines to sell Cleveland dock property to Cleveland-Cuyahoga County Port Authority.
- Nov. 1968 In view of the continuing technical problems with the "Metroliners," Penn Central, Lease Financing Corporation and the Budd Company execute a revised agreement whereby Budd is to receive 80% of the cost of the cars on their conditional acceptance and 20% on the correction of specific defects; the original defects are repaired by the summer of 1969, but the 20% is further withheld because of continuing problems after the start of revenue service. (WatsonPapers)
- Nov. 1968 TrailVan becomes designation of TOFC/COFC service, replacing PRR's TrucTrain and NYC's Flexi-Van. (what source? - PC Post implies was in 9/68; C.O. Waibel, a signal maintainer from Radebaugh, Pa., wins \$1,000 in naming contest)
- Nov. 1968 Penn Central draws down \$50 million Eurodollar loan. (SEC)
- Nov. 1968 Penn Central petitions ICC to enter opposition to Louisville & Nashville-Monon merger. (Moody's)
- Nov. 1968 CAB reopens hearings on PRR divestiture of Executive Jet Aviation, Inc. (Patman)
- Nov. 16, 1968 Penn Central discontinues Saturday and Sunday local trains No. 357-374 between Detroit and Ann Arbor; weekday commuter train Nos. 357-374 remains. (A-sheet)
- Nov. 18, 1968 U.S. Supreme Court overturns lower court ruling and upholds Arkansas' Full Crew Laws; FDR appointee Hugo Black reads the majority opinion that crew size is a matter for collective bargaining and the legislatures, not the courts. (NYT)
- Nov. 20, 1968 PATH begins construction of Journal Square Transportation Center in Jersey City. (PtAuth)
- Nov. 20, 1968 Seaboard Coast Line discontinues New York-Augusta sleeping car on trans Nos. 91/51-52/92 after fire destroys the trestle at Remini, S.C. (A-sheet)
- Nov. 21, 1968 LIRR announces new schedules; first major change in 20 years; Brotherhood of Railroad Trainmen opposes as schedules reduce overtime. (NYT)

- Nov. 22, 1968 Federal Court issues an injunction against the BRT interfering with the new LIRR schedules; the union fears the new schedules will cut total overtime pay by \$200,000. (NYT)
- Nov. 24, 1968 Brotherhood of Railroad Trainmen strikes in protest of new schedules, shutting down LIRR. (NYT)
- Nov. 25, 1968 ICC orders Penn Central to take over all New Haven by Jan. 1, 1969; sets price of New Haven at \$145.6 million; trustees appeal to courts for higher price; ICC rules that holders of New Haven preferred and common stock and certificates of beneficial interest will lose their investment; Penn Central is to take the Providence & Worcester Railroad and the Norwich & Worcester Railroad, leased lines of the New Haven; the P&W charter prohibited any one stockholder from having more than 25% of the vote, which the ICC overturns; the PC has 28% of the P&W stock. (ICC, AR, Moodys)
- Nov. 25, 1968 Civil Aeronautics Board recesses its hearings on Penn Central's divestiture of Executive Jet Aviation, Inc. (Patman)
- Nov. 26, 1968 BRT ends strike against LIRR; MTA agrees to eliminate crew reductions, assign work by seniority, and have only trainmen operate cars doors; BLE work stoppage prevents restoration of service. (NYT)
- Nov. 26, 1968 New Haven announces that it will cut the number of its New York-Boston trains from 27 to 16 and eliminate three round trips between New York and Springfield; ostensibly done to make room for high-speed tests. (NYT)
- Nov. 26, 1968 ICC grants railroads 3-10% rate increase on interim basis. (NYT)
- Nov. 27, 1968 Penn Central Board authorizes construction of freight forwarders facility at Harsimus Cove for Chicago shippers; authorizes lease of air rights over Chicago Union Station train shed and Concourse to Tishman-Adams, Inc.; R.G. Flannery and Carl G. Sempier report progress in integrating ex-PRR and ex-NYC computer systems. (MB)
- Nov. 27, 1968 Court orders BLE back to work on LIRR. (NYT)
- Nov. 27, 1968 PRR agrees with the Wabash and Norfolk & Western Railway to convert "CLYMERS" Interlocking to automatic operation from Logansport and Peru. (MB)
- Nov. 28, 1968 Further interim rate increase authorized by ICC takes effect; brings total increase for year to 5.1%. (AR)

Nov. 29, 1968 Bull market crests with Dow at 985.08; with rising inflation, a bear market begins. (NYT)

Nov. 30, 1968 Penn Central operates 11 special trains to Army-Navy Game. (PCPost)

Nov. 30, 1968 Budd Company VP Fred Pro announces that no Westinghouse "Metroliner" cars are to be tested until all the General Electric cars are tested and accepted. (WatsonPapers)

Dec. 1, 1968 Assistant VP-Accounting R.E. Kappauf appointed Assistant VP; Assistant VP R.C. McCron appointed Assistant VP-Corporate. (MB)

Dec. 1, 1968 Marketing Dept. reorganized to include research, planning and pricing; centralized at Philadelphia under J.W. Sullivan, VP-Marketing. (RyAge)

Dec. 1, 1968 New appointments in Marketing Dept.: Russell W. Talbot appointed Assistant VP-Traffic-Staff; George R. Wallace appointed Assistant VP-Pricing. (MB)

Dec. 1, 1968 Buckeye Division renamed Columbus Division; Southwest Division renamed Indiana Division; Ohio Central Division renamed Cincinnati Division; Illinois Division renamed St. Louis Division; ex-NYC Western Division merged into ex-PRR Chicago Division; Lake Division renamed Cleveland Division; Northern Division renamed Williamsport Division; Valley Division moved from Lake Region to Central Region, making Central all ex-PRR and Lake all ex-NYC; New York Division and River Division merged to form New Jersey Division in Northeastern Region; Boston & Albany Division renamed Springfield Division; Mohawk-St. Lawrence Division merged into Syracuse Division. (Spodobalski, tt - this may have been earlier)

Dec. 2, 1968 ICC releases new inclusion order forcing Penn Central to absorb the rail assets of the New Haven by Jan. 1, 1969, regardless of any pending litigation; also to include Providence & Worcester and Norwich & Worcester; price increased to about \$145.6 million. (NYT)

Dec. 2, 1968 LIRR morning rush delayed up to 50 minutes by unfamiliarity with new schedule and supervisor's illness; delays and cancellations continue through Dec. 10, partly because of employees' unfamiliarity with new schedules and partly equipment failures from cold weather. (NYT)

Dec. 3, 1968 Railway Labor Executives Association approves Center City Commuter Connection with proviso that trains not be operated with

transit instead of railroad workers. (SEPTA)

- Dec. 4, 1968 Penn del Company Board authorizes installation of CTC between Buffalo and Lock Haven; expanding the Big Four Yard at Indianapolis and building the "Hunt" Connection between the Indianapolis & Frankfort and the St. Louis line. (MB)
- Dec. 5, 1968 Pittsburgh Steel Company merged into the Wheeling Steel Corporation, forming the Wheeling-Pittsburgh Steel Corporation, the nation's ninth-largest steelmaker. (DirObsSec, Seely)
- Dec. 1968 Sigma Alpha Mu fraternity names Alfred E. Perlman "Man of the Year". (RyAge)
- Dec. 11, 1968 ICC approves \$100 million in revolving credit for Penn Central. (SEC)
- Dec. 12, 1968 LIRR BRT leader Pryor urges commuters to join in "rebellion" against MTA over the new timetable. (NYT)
- Dec. 12, 1968 Last run of No. 118 (*The Crescent* connection) between Washington and New York; cars forwarded on local No. 108 starting Dec. 13. (A-sheet)
- Dec. 12, 1968 Canadian National Railway begins United Aircraft "TurboTrain" service between Toronto and Montreal on 3:59 schedule; CN had ordered five 7-car trains. (Trains)
- Dec. 13, 1968 Last run of through New York-Atlanta dining car on *The Southerner/Crescent*. (A-sheet)
- Dec. 13, 1968 *Florida Special* restored for winter season; now carries B&O dome sleeping car on rear instead of observation-lounge. (tt, Goolsby)
- Dec. 1968 Penn Central begins borrowing P&LE's surplus cash, P&LE being one rail subsidiary that is earning a profit. (McLean)
- Dec. 1968 LIRR's inoperative passenger cars average 145 at any time, and sometimes as many as 288 of 1,100 cars are out of service. (Trains)
- Dec. 1968 LIRR acquires four ex-Florida East Coast lightweight coaches and observation-lounge *Lake Okeechobe*, which is renamed *Apaquoque* for east end parlor service. (Wayner)
- Dec. 1968 Macco Realty Company sells the Bryant Ranch for \$31 million to a group of investors seeking tax shelters; produces a paper profit of \$9.9 million, but most principal payment is deferred to 1984, and Macco is

required to make \$9.5 million worth of improvements; under executive compensation contracts. (SEC)

- Dec. 1968 Great Southwest Corporation sells Six Flags Over Georgia amusement park for \$23 million to a limited partnership of private investors; a subsidiary of Great Southwest is one of the partners and retains management of the park. (SEC, Moodys)
- Dec. 1968 Seaboard Coast Line begins adding piggyback cars to the northbound *Silver Comet* at Atlanta, creating a two-hour delay and breaking the connection with the PRR. (Griffin - verify tt)
- Dec. 1968 Seasonally-adjusted unemployment level is 3.3%, the lowest since the end of the Korean War. (AmrcnDcnds)
- Dec. 17, 1968 Penn Central, B&O, and Philadelphia Belt Line Railroad make new agreement with City of Philadelphia reducing number of tracks on Delaware Avenue between Market & South Streets from three to one because of Penn's Landing development. (MB)
- Dec. 18, 1968 Penn Central Board formally abandons Kayser-Roth Corporation merger; proposes sale of 135,000 shares Norfolk & Western Railway common stock for \$10 million profit; authorizes sale of Strick Corporation and Transport Pool, Inc. to Lehman Brothers and Prudential Insurance Company for \$15 million. (MB)
- Dec. 18, 1968 Dept. of Interior signs agreement with Penn Central and B&O (Washington Terminal Company) calling for the conversion of Washington Union Station into a National Visitor Center over the course of 3 years and construction of a new station head house north of the Concourse of the present building; a 4,000-car garage is to be built over the tracks and platforms with a new waiting room behind the existing Concourse, after which the National Park Service would lease and operate the building for 25 years. (SEC, Compt)
- Dec. 18, 1968 Pennsylvania Company Executive Committee terminates the Kayser-Roth Corporation merger; authorizes the sale of up to \$135,000 shares of Norfolk & Western Railway common and all the Wabash Railroad preferred. (MB)
- Dec. 18, 1968 Gov. Rockefeller charges unions are sabotaging the "new" LIRR; assures them all job cuts will be by attrition. (NYT)
- Dec. 19, 1969 PRR sells 135,000 shares of Norfolk & Western Railway common for \$13.8 million; regular sales continue through the end of Dec. 1969, with an additional 215,799 shares sold for \$19.3 million. (check date??)

- Dec. 19, 1968 LIRR BRT Chairman Pryor calls for a 60-day cooling off period; calls Ronan Gov. Rockefeller's "fair haired boy" and LIRR Pres. Aikman Ronan's "puppet." (NYT)
- Dec. 19, 1968 Publicity photos are taken of the six-car General Electric "Metroliner" set running in stop-distance train tests on the test track. (WatsonPapers)
- Dec. 19, 1968 SEPTA Board votes to dissociate from the Philadelphia-Harrisburg high speed rail project as there is no money to upgrade the roadbed and no ability to get federal funds for 55 "Silverliners" for suburban service. (EvngBltn)
- Dec. 20, 1968 U.S. DOT and Penn Central announce that "Metroliner" service will begin Jan. 16, 1969, with one six-car train on 2:59 schedule, 36 minutes faster than best current schedule. (NYT)
- Dec. 20, 1968 Publicity photos of the interiors of a "Metroliner" parlor car and snack bar coach are taken at 30th Street Station. (WatsonPapers)
- Dec. 1968 Zone fares and simplified ticketing introduced on Philadelphia commuter lines. (press rel. Media line 11/26)
- Dec. 22, 1968 LIRR BRT Chairman Pryor challenges Ronan's statement that the first 8 M-1 MU cars will be ready on Dec. 30 and charges they still have electrical and mechanical problems. (NYT)
- Dec. 23, 1968 Penn Central files challenge in U.S. District Court to being forced to take the New Haven; denies the court's right to set a forced price and asks for a restraining order. (NYT)
- Dec. 23, 1968 Transport Pool Corporation incorporated in Delaware for the purpose of acquiring Transport Pool, Inc., a trailer leasing business, from Penn Central. (Moody's)
- Dec. 23, 1968 Crew members of the American Export-Isbrandtsen Lines *Independence* refuse to cross Longshoremen's picket lines at New York, and the company immediately withdraws her from service, ending passenger service to the Mediterranean begun with the "Four Aces" in 1930; American Export long used the PRR's Harborside Terminal in Jersey City. (StmbtBl)
- Dec. 24, 1968 U.S. District Court upholds ICC ruling of Nov. 25 that New Haven's common and preferred stocks and certificates of beneficial interest have no value and no claim on the New Haven Estate. (Moody's)

Dec. 24, 1968 Boston Railroad Holding Company declared insolvent. (DirObsSec)

Dec. 27, 1968 Penn Central announces that it has sold the former NYC holdings in Strick Corporation; Burlington Industries, Inc., announces it is withdrawing its offer to acquire Executive Jet Aviation, Inc.; United States Steel Corporation follows. (NYT, SEC)

Dec. 27, 1968 Special federal court denies Penn Central's suit to delay the New Haven inclusion until they have settled on a price. (NYT)

Dec. 27, 1968 Presidential emergency board appointed in the dispute between the LIRR and the Brotherhood of Railroad Trainmen and UTU over wages; the unions are demanding a 10% increase, increased overtime pay and shorter hours. (NYT)

Dec. 29, 1968 Service on Delaware River Port Authority line between Camden and 8th & Market Street discontinued at 1:30 AM preparatory to changeover to PATCO line. (SEPTA)

Dec. 29, 1968 Penn Central abandons Albany Union Station and the passenger bridge and line through Albany; replaced by new station across the Hudson in Rensselaer ("Rensselaer-Albany") eff. 11:00 PM; all trains now operate over former freight tracks across the Hudson River and through Albany. (A-sheet)

Dec. 29, 1968 Port of New York Authority announces it will build a new PATH station in the World Trade Center with capacity for 10-car trains, vs. 6 cars at old Hudson Terminal; old 1908 tubes are to be supported by scaffolding as the watertight "bathtub" basement of the World Trade Center is excavated around them. (NYT)

Dec. 30, 1968 LIRR places first eight M-1 "Metropolitan" MU cars in revenue service, Babylon to New York; operate in married pairs and reach 80 MPH; cars are to be delivered at rate of 28 per month starting in Feb. 1969; Pryor calls the move a "public relations gimmick" and again charges the MTA with mismanaging the LIRR. (NYT)

Dec. 30, 1968 Last run of local No. 400 between Baltimore and Philadelphia. (A-sheet)

Dec. 30, 1968 Charles S. Hill named Comptroller of PB&W Railroad, replacing W.S. Cook, resigned. (MB)

Dec. 31, 1968 Penn Central acquires rail assets of New York, New Haven & Hartford Railroad Co. at 11:59 PM; pays \$145.6 million, \$2.96 million in cash and \$112.3 million in securities, including 950,116 shares of Penn

- Central stock, making New Haven Trustees the largest individual Penn Central stockholder; includes 1,502 route-miles of track, 325 locomotives, 3,959 freight cars and 660 passenger cars; Penn Central acquires an additional 23,000 daily commuters at New York and 5,000 at Boston. (Moody's, NYT, Trains)
- Dec. 31, 1968 Under an agreement of Dec. 18, Penn Central exchanges its 25% interest in Madison Square Garden Center, Inc., and its 100% stock of the Pennsylvania Terminal Real Estate Company (owning a 55% interest in 2 Penn Plaza) for a 25% interest in parent Madison Square Garden Corporation; gives PC a share in the operating income of the Garden instead of just a fixed rent; unlike the others, Madison Square Garden Corporation is a marketable security. (SEC)
- Dec. 31, 1968 Last run of New York-Birmingham sleeping car on *Silver Comet*; cut to Washington-Birmingham. (A-sheet - see above)
- Dec. 31, 1968 Assistant VP-Purchases John S. Fair retires; Purchasing Agent E.J. Gentsch resigns. (MB)
- 1968 Penn Central experiences 27% increase in net income, attributable entirely to 101% increase in earnings of non-railroad subsidiaries; passenger deficit increases from \$85 million in 1967 to over \$100 million in 1968; railroad net operating loss is \$2.8 million. (released 1/30/69 - profit was paper one only created by the sales of the Bryant Ranch, Six Flags Over Georgia, and the Madison Square Garden transaction.
- 1968 Great Southwest Corporation stock rises from 4-5/8 in 1967 to 13-5/8, increasing paper value of Pennsylvania Company's holdings by \$225 million.
- 1968 PATH annual deficit is about \$11 million, about equal to the amount of Port Authority surplus available to meet it. (Doig)
- 1968 Penn Central abandons the former NYC main line bridge over the Calumet River at Chicago in favor of the remaining ex-PRR two-track vertical lift bridge immediately to its south. (HAER)
- 1968 Second office building opens in Gateway Center over Chicago Union Station platforms; third building begun over Union Station concourse. (Mutual says third building begun early 1969)
- 1968 Penn Central opens "Mill Connection" between former PRR and NYC lines at west end of Sharon Yard near Cincinnati.

- 1968 Federal Court at New Orleans overturns ICC award to eastern railroads in North-South Divisions Case; on appeal, Supreme Court upholds eastern railroads on 5 points at issue and southern railroads on 3.
- 1968 Penn Central sells Transport Pool, Inc., Pennsylvania Terminal Real Estate Company, Great Southwest Warehouses, Inc. (AR)
- 1968 Freight Sales Dept. divided into 9 regions, each under an Assistant Vice President;
- 1968 Penn Central completes the Captina Branch in eastern Ohio. (AR)
- 1968 Remaining half of the East Altoona roundhouse demolished. (altoonaworks.info)
- 1968 As a result of the Penn Central merger, 1,400 employees are recalled at Altoona as work is transferred from Beech Grove, Collinwood and East Rochester. (altoonaworks.info)
- 1968 Seaboard Coast Line signs an agreement with the Brotherhood of Railroad Trainmen restoring 204 of 256 jobs vacated under the 1963 anti-featherbedding settlement; most other railroads follow suit. (Trains - was in first half of year)
- 1968 Ling-Temco-Vought, Inc., a prime example of the craze for conglomerate mergers, acquires the Jones & Laughlin Steel Corporation; its management deteriorates, and plants are closed one by one. (Warren, Seely - verify Moodys)
- 1968 Crucible Steel Company of American becomes a division of the conglomerate Colt Industries, Inc. (Seely - verify Moodys)