

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

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1972

April 2015 Edition

All data subject to correction and change

- Jan. 1, 1972 Amtrak withdraws from Cleveland Union Terminal; *Lake Shore* makes Cleveland stop at a street crossing in the Flats District. (Trains)
- Jan. 1, 1972 Merchants Trucking Company, New York Central Transport Company, New York Central Transportation Company, Inc. (Ind.), Penntruck, Inc., merged into Pennsylvania Truck Lines, Inc. under presidency of Denver Eyler, formerly of Southern Railway. (MB, PR)
- Jan. 1, 1972 Penn Central establishes Intermodal Division as separate profit center in the Sales & Marketing Dept. under Roy L. Hayes (formerly VP & General Manager of Excelsior Truck Leasing Co.) as Asst. VP-Intermodal; supervises 13 regional managers.
- Jan. 1, 1972 Edward R. Stickel (1928-) named Coordinator of the Northeast Corridor Demonstration Project for Penn Central, replacing Robert B. Watson, resigned to take a position with the Philadelphia consulting engineering firm of Louis T. Klauder & Associates; Watson continues to work on the “Metroliners” at Klauder, which is the consultant to the DOT and Federal Railroad Administration on high-speed projects. (WatsonPapers)
- Jan. 1, 1972 MTA and CTA implement a revised fare structure on the New Haven Line, with flash-type monthly passes. (MTA AR)
- Jan. 3, 1972 House Banking and Currency Committee staff releases its final report on the Penn Central bankruptcy, prepared by counsel Benet D. Gellman; does not consider operating problems; places most of blame on David C. Bevan and the diversification program; the report represents the Texas Populist biases of Wright Patman, and no other committee members sign or endorse report; report calls for more

stringent federal regulation of interlocking directorships, reduction of the number of bankers on corporate boards, confinement of railroad companies to rail transportation, and other standard Populist notions. (Patman, Salsbury)

- Jan. 3, 1972 CNJ and Erie Lackawanna Railway establish new pool freights ES-99/SE-81 between Elizabethport and Scranton via Lake Jct., N.J., to replace the traditional interchange between the two roads at Taylor, near Scranton; undercuts the CNJ's traditional links with the Reading and Alphabet Route via Allentown Yard and removes much through freight from CNJ's Pennsylvania Division. (X2200Sou)
- Jan. 4, 1972 Philadelphia County District Attorney Arlen Specter (1930-2012) charges David C. Bevan, Charles J. Hodge and Olbert F. Lassiter with diverting \$21 million from railroad in Executive Jet Aviation and Penphil affairs; Bevan declares his innocence and demands an immediate trial. (NYT, RyAge)
- Jan. 4, 1972 Judge Fullam rules that New Haven Trustees have lien on all former New Haven property except rolling stock in possession of Penn Central. (, Moodys)
- Jan. 4, 1972 Amtrak discontinues the *Lake Shore* between New York and Chicago via Buffalo after only Ohio pays its share of the subsidy. (A-sheet)
- Jan. 5, 1972 LIRR announces a new fare structure including a 20% increase, zone method of fares, and elimination of 10-trip ticket. (NYT)
- Jan. 5, 1972 Gen. Olbert F. Lassiter is arrested in Los Angeles on Specter's warrant; says will be defended by F. Lee Bailey (1933-). (NYT)
- Jan. 5, 1972 New York City transit fares rise from 30 cents to 35 cents. (Trager)
- Jan. 5, 1982 SEPTA imposes a 12½% fare increase on Penn Central and Reading lines; ridership on Penn Central lines falls 3.13% in 1972. (AR)
- Jan. 6, 1972 Bevan, Hodge and Lassiter freed on \$50,000 bail each; Lassiter asserts there are no "missing funds".
- Jan. 6, 1972 East Coast dock strike ends with 33% wage increase over three years.
- Jan. 7, 1972 Pennsylvania Company sells warrants for 500,000 shares back to Transport Pool Corporation. (MB)
- Jan. 9, 1972 Wright Patman presses Justice Dept. to prosecute former Penn Central officials.

- Jan. 9, 1972 Symbolizing the end of fast ocean travel, the former Cunard liner *R.M.S. Queen Elizabeth*, then the largest passenger liner in the world, is gutted by fire and capsizes while being converted to a floating university in Hong Kong; the loss of the *Queen Elizabeth* makes the *France* the largest passenger liner in the world. (Trains, StmbtBlI)
- Jan. 10, 1972 Amtrak begins accepting credit cards. (Zimmermann)
- Jan. 11, 1972 Reading and Lehigh Valley Railroad hold first of series of meetings over how to respond to new through route developed by Erie Lackawanna Railway and CNJ; talks eventually broaden into plans for consolidation or merger. (Holton)
- Jan. 12, 1972 MTA contracts with the Garrett Corporation for four prototype gas turbine-electric cars. (MTA AR)
- Jan. 12, 1972 Virginia Port Authority, Maryland Port Authority, Delaware River Port Authority and Philadelphia Port Corporation ask ICC to delay implementation of Seatrain Lines, Inc. tariffs on "land bridge" trains on grounds they will disrupt shipping patterns and cause them to lose business. (JrnlofCmmrce)
- Jan. 13, 1972 Philadelphia Court of Common Pleas denies defense motions to dismiss charges of conspiracy and fraud against Bevan and Hodge; Gen. Lassiter is fighting extradition from California. (NYT)
- Jan. 13, 1972 In the trials of David Bevan and Charles J. Hodge, Florida rancher and real estate man Joseph A. Ricciardi testifies that he procured girls for Bevan and Hodge during 1967 while working for Executive Jet Aviation, Inc. (PhlInq)
- Jan. 13, 1972 Number of "Metroliner" round trips increased from 12 to 13; New Haven-New London local service restored.
- Jan. 14, 1972 Penn Central Trustees make report to Judge Fullam on contracts: recommend affirming leases of New York & Harlem, Delaware Railroad, Erie & Pittsburgh; cancel leases of: Beech Creek; Caton & Loudon; Erie & Kalamazoo; Ft. Wayne & Jackson; Holyoke & Westfield; Kalamazoo, Allegan & Grand Rapids; New York Connecting Railroad; Mahoning Coal Railroad; North Brookfield Railroad; Shamokin Valley & Pottsville; Troy & Greenbush; Mahoning & Shenango Valley; also propose to cancel bond guarantees for most old PRR subsidiaries and Indiana Harbor Belt.
- Jan. 14, 1972 Date set for adjourned 1971 Penn Central Company annual meeting

passes.

- Jan. 14, 1972 PRSL Board approves the sale of most of the old Camden Terminal property and approach through Broadway Station to the City Housing Authority by condemnation. (MB)
- Jan. 14, 1972 Seatrain Lines, Inc., begins "land bridge" container service with individual cars on regular trains between the West Coast and Europe via Houston or Weehawken; runs over Santa Fe, Southern Pacific and Penn Central. (PR)
- Jan. 15, 1972 Amtrak introduces "mod" uniforms on Northeast Corridor; will extend system-wide by May 1; 12 red-white-and-blue designs include hot pants for hostesses and red berets for redcaps. (PhlInq)
- Jan. 15, 1972 Pennsylvania Company resumes paying dividends on preferred stock. (AR)
- Jan. 1972 After toying with the idea of replacing them with locomotive-hauled trains, Amtrak finally decides to work with improving the "Metroliner" service, as the cars are the only new equipment available to them; Amtrak doubles the number of "Metroliner" trips over the course of 1972. (WatsonPapers)
- Jan. 1972 Two World Trade Center (south tower) opens, although still incomplete. (Trager)
- Jan. 16, 1972 *Turbo York Clipper* (westbound) renamed *Turbo Yankee Clipper* giving train same name in both directions. (tt)
- July 17, 1972 PRSL Board authorizes rearranging tracks in the Camden Yard for the "Center City Project" to be paid for by the Housing Authority; includes relocation of part of the Belt Line through the old Camden Terminal property. (MB)
- Jan. 18, 1972 PC inaugurates TV-51/TV-52, overnight piggyback run between 47th Street, Chicago and Detroit, running in 6:30 eastbound and 6:20 westbound. (PR, Trains)
- Jan. 18, 1972 UTU announces that it is not willing to discuss crew consist case unless other unrelated questions pending before National Mediation Board are settled first by mediation in six separate locations; Penn Central agrees to concurrent, separate mediation of all issues in one location; Mediation Board supports railroad proposal.
- Jan. 19, 1972 Pittsburgh, Youngstown & Ashtabula Railway Board authorizes

applying to ICC to abandon Walford Secondary between Coverts and Walford (4.9 miles) and the Canfield Branch at Youngstown (0.9 mile). (MB)

- Jan. 20, 1972 Pres. Nixon, looking to Nov. elections, increases government spending to stoke the boom, which then runs out of control by the end of the year. (Matusow)
- Jan. 21, 1972 UTU again demands of National Mediation Board that mediation proceed at six locations; Board orders meeting in one location.
- Jan. 21, 1972 MTA approves new LIRR fare structure, effective Jan. 29. (NYT)
- Jan. 21, 1972 Chicago Union Station Company leases air rights over property between Lake and Randolph Streets north of station. (EngDpt)
- Jan. 21, 1972 Charles E. Fisher (1889-1972), co-founder and longtime Pres. of the Railway & Locomotive Historical Society, dies. (RRH 126)
- Jan. 23, 1972 Under pressure from Wright Patman, FBI enters the investigation of Penn Central.
- Jan. 23, 1972 The *Floridian* is rerouted from the ex-NYC route between Chicago and Indianapolis to the ex-PRR route via Colehour Jct. and Logansport because of poor track; moved from Central Station to Union Station at Chicago. (Shappell, A-sheet) (also Florida split moved from Auburndale back to Jacksonville - same time??)
- Jan. 24, 1972 Penn Central appears before Mediation Board at Washington; UTU representatives are at the six other locations they are demanding; Board recesses mediation indefinitely.
- Jan. 24, 1972 Two more Seatrains Lines, Inc. tariffs and two Sea-Land Service, Inc. tariffs for "land bridge" trains go into effect. (JrnlofCmmrce)
- Jan. 24, 1972 Andrew L. "Drew" Lewis (1931-) and Richardson Dilworth (1898-1974) are qualified as trustees of the Reading Company by Judge J. William Ditter of the U.S. District Court; are to formulate a reorganization plan by July 23, 1976. (AR)
- Jan. 25, 1972 Pres. Nixon announces that Henry Kissinger has been conducting secret negotiations with the North Vietnamese in Paris. (AmrcnDcnds)
- Jan. 26, 1972 Penn Central completes doubling of Kearny Trailvan terminal to capacity of 170 cars and 1,400 trailers. (PR)

- Jan. 26, 1972 Penn Central Trustees announce sale of New York General Building (230 Park Ave., formerly NYC headquarters) and land under the American Bank Building for \$45.6 million; Vanderbilt Concourse Building for \$4.1 million; land under the Bankers Trust Building for \$6.5 million. (PR)
- Jan. 27, 1972 Railroads and UTU sign contract reached in Aug. 1971 granting 42% increase over 3.5 years; Pay Board later approves the increase, despite its inflationary potential.
- Jan. 28, 1972 New Haven-New London local passenger train Nos. 450-451 makes last run; later revived by Connecticut DOT. (A-sheet)
- Jan. 28, 1972 West Jersey & Seashore resumes dividend payments.
- Jan. 28, 1972 Pullman, Inc. drops suit vs. SEPTA and NJ DOT for awarding MU car orders to General Electric Company.
- Jan. 1972 Rebuilt concourse opens at Chicago Union Station.
- Jan. 29, 1972 LIRR obtains restraining order against UTU strike set for midnight. (NYT)
- Feb. 1, 1972 National Mediation Board announces that mediation of crew consist case has failed and offers arbitration under Railway Labor Act.
- Feb. 1, 1972 One Penn Plaza, 57-story office building occupying the block between 33rd & 34th Streets and 7th & 8th Avenues opposite Penn Station, receives certificate of occupancy, although less than half rented. (NYT, Trager)
- Feb. 1, 1972 General Motors' Electro-Motive Division introduces its "Dash-2" line of diesel locomotives; all deliveries since Jan. 1 have been "Dash-2"; feature modular electronic control panels. (Trains)
- Feb. 2, 1972 PC inaugurates TV-29 piggyback train running nonstop between new terminal at Port Newark and Harrisburg; is 43rd TrailVan train. (PR)
- Feb. 3, 1972 Penn Central accepts arbitration of crew consist case.
- Feb. 1972? Penn Central establishes run-through freights FB-3 and FB-4 between Frontier Yard, Buffalo, and DT&I yard at Flat Rock, Mich., which is a central distribution site for auto parts; cuts one day off transit time. (Guide)
- Feb. 7, 1972 One "TurboTrain" is removed from New York-Boston to Washington-

- Parkersburg, W.Va. run as the *Potomac Turbotrain* for a 6-month test; replaces the conventional *West Virginian* to placate Congressman Harley O. Staggers of West Virginia; designed for speed running on flat track, it is unsuited for the mountainous B&O line. (PTJ, Zimmermann)
- Feb. 7, 1972 Charles S. Hill promoted from Controller to Assistant VP-Finance & Accounting; Norman J. Hull, Jr., promoted to Controller. (date of press release - prob. 2/1 - of sub cos MB has Hull promoted 6/1)
- Feb. 9, 1972 Study commissioned by the Delaware River Port Authority calls for a high-speed line between Philadelphia and Atlantic City. (PhInq)
- Feb. 10, 1972 N.J. Senator Clifford Case reports that Amtrak will honor New Jersey commuter tickets for points between Philadelphia and New York, except on "Metroliners." (PhiInq)
- Feb. 10, 1972 William R. Gerstnecker becomes Executive VP of the Bryn Mawr Group, Inc., the former Philadelphia Suburban Transportation Company. (BMG AR)
- Feb. 1972 PC establishes first unit train for soybeans from Decatur, Ill. to Canton grain elevator in Baltimore. (PR)
- Feb. 15, 1972 Penn Central Trustees make interim report on reorganization planning to Judge Fullam; assert that Penn Central can be reorganized; predicated on cutting crew size and eliminating 9,800 unnecessary jobs and paring system from 20,000 miles to an 11,000-mile core, plus receiving full reimbursement from Amtrak; say that nationalization of Penn Central in its present condition would "perpetuate inefficiencies and inadequacies" that the Trustees' plan would eliminate. (PhInq, Trains)
- Feb. 1972 Penn Central is still losing money at the rate of \$786,444 per day. (Trains)
- Feb. 1972 General Electric "Metroliner" No. 862 is the first car to be shipped back to Erie, Pa., for rebuilding under the DOT-funded "R&D" program; it is hoped to solve problems and have the entire fleet upgraded by 1976, which does not happen; the program slows because of lessening DOT commitment, frequent management changes at Amtrak, which is burdened by system-wide operating problems, and legal arguments over the ownership of the cars. (WatsonPapers)
- Feb. 1972 MTA contracts for station modernization and high level platforms at the 8 New Haven Line stations in New York State. (MTA AR)

Feb. 1972 Connecticut receives a \$26.5 million federal urban mass transportation grant for station, track and signal improvements on ex-New Haven lines, including re-electrification of the Danbury Branch. (Headlights)

Feb. 1972 U.S. Supreme Court rules that Amtrak is constitutional in the suit brought by Quincy College & Seminary Corporation. (Wilner)

Feb. 1972 Pennsylvania and Allegheny County sue the United States Steel Corporation to compel it to reduce air pollution, particularly from the Clairton Coke Works and blast furnaces. (Warren)

Feb. 16, 1972 Service and Equipment Sections of Marketing & Sales Dept. combined under H. Porter Morgan, Director-System Equipment & Service. (PR)

Feb. 16, 1972 Amtrak "TurboTrain" derails while being towed by a B&O locomotive west of Cumberland after repeated power failures on mountain grades. (RyAge)

Feb. 20, 1972 MTA unveils prototype "Cosmopolitan" MU car for New Haven commuter service at GE's Erie, Pa., facility. (NYT)

Feb. 21, 1972 Seaboard Coast Line Industries, Inc. Pres. Prime F. Osborn elected Pres. of the Louisville & Nashville Railroad, completing the integration of the two companies. (NYT)

Feb. 22, 1972 U.S. Supreme Court affirms the constitutionality of Amtrak, upholding the lower court in the case of *Quincy College & Seminary Corp. v. Burlington Northern, Inc.* (findacase)

Feb. 24, 1972 Penn Central International, N.V., borrows \$27.9 million from UFITEC. (SEC)

Feb. 25, 1972 Penn Central petitions ICC to abandon Pittsburgh Station and reroute passenger service via Brilliant Branch with a small station at Federal St.

Feb. 25, 1972 Penn Central Trustees agree with 49 of the 53 banks to transfer 95% of the Pennsylvania Company common stock in settlement of debts; however, the offer expires when Judge Fullam refuses to approve it in Apr. 1973. (AR)

Feb. 29, 1972 Last revenue run of LIRR double-decker MU cars.

Feb. 29, 1972 Pennsylvania Company and Great Southwest Corporation agree to fund unpaid balance of a \$10 million demand note held by Pennsylvania

Company. (AR)

- FEb. 29, 1972 Great Southwest Corporation enters into a restated loan agreement; restructures \$124 million in debts by extending maturity dates and arranging for \$8 million in new loans. (AR)
- Mar. 1, 1972 Ex-NYC line through downtown Schenectady abandoned and Amtrak trains rerouted over old West Shore line between Carman Jct. and Hoffmans.
- Mar. 1, 1972 Penn Central completes \$1.8 million modernization of Bay View Yard; increase to 27 classification tracks and add advance yard; increases capacity from 3,300 to 3,600 cars per day. (PR)
- Mar. 1, 1972 Washington Terminal Company, Terminal Realty Penn Company, and Terminal Realty Baltimore Company execute new lease and agreement with Interior Dept. covering conversion of Washington Union Station into National Visitor Center, replacing agreement of 1968; defines Visitor Center conversion as Project 1, parking garage over tracks as Project 2, and new station behind old Concourse as Project 3. (Compt)
- Mar. 1, 1972 National Mediation Board announces that all procedures for hearing crew consist case are exhausted by refusal of UTU to accept arbitration; begins 30-day "status quo" period in which parties are supposed to arrange for arbitration.
- Mar. 1, 1972 Great Southwest Corporation restructures debt; extends maturity dates on over \$124 million of debt; grants scaled down stock warrants to European creditors; borrows \$8 million and repays \$2 million borrowed from the Pennsylvania Company in 1971. (AR)
- Mar. 1, 1972 Charles E. Cobb, Jr., named President and CEO of Arvida Corporation, replacing Brown Whatley, who is promoted to Chairman. (AR)
- Mar. 1, 1972 Drivers, mechanics and clerks strike Transport of New Jersey (formerly Public Service Coordinated Transport), the state's largest bus line; local transit in southern New Jersey, where there are no competing lines, comes to a halt. (PhlInq)
- Mar. 2, 1972 MTA begins building high-level platforms on New Haven Line. (NYT)
- Mar. 2, 1972 A photo-op, in which MTA Chairman William J. Ronan tries to demolish the Mount Vernon freight station fizzles when the equipment malfunctions; the site is to be occupied by a new passenger station that is to replace stations at Prospect Avenue and Columbus Avenue. (PhlInq)

- Mar. 6, 1972 Amtrak discontinues use of Illinois Central Railroad's Central Station at Chicago and runs all trains into Union Station; *George Washington/James Whitcomb Riley*, *Panama Limited* and *Shawnee* rerouted. (3/5 is last day); brings all main line trains into single station for first time but adds 30-45 minutes to schedules of trains coming from Illinois Central. (Trains, AR, Guide, A-sheet)
- Mar. 7, 1972 Penn Central sells its entire investment in Executive Jet Aviation, Inc., to a management group headed by Bruce G. Sundlun for \$1.25 million; total loss to Penn Central about \$21 million.
- Mar. 8, 1972 ICC Bureau of Enforcement issues brief highly critical of Stuart T. Saunders for his income maximization policies.
- Mar. 8, 1972 Government auditors raise the possibility of criminal charges against David Bevan and other Penn Central officials. (PhlInq)
- Mar. 11, 1972 ICC approves the New York Dock Railroad's takeover of the Bush Terminal Railroad. (Railpace)
- Mar. 12, 1972 Two Penn Central freight trains, a 104-car coal train bound from Buffalo to a power plant near Harrisburg and a northbound 102-car freight, collide head-on at Herndon, Pa., killing four; engine crew of one train may have dozed off. (PhlInq, Trains)
- Mar. 12, 1972 Penn Central International, N.V., borrows another \$8.1 million from UFITEC. (SEC)
- Mar. 13, 1972 Penn Central places much of its historical museum and library collections on display at 30th Street Station prior to an auction sale. (Trains)
- Mar. 14, 1972 Post Office Dept. announces that it has found a lost car of parcel post material, originally sent to Birmingham on Feb. 4, 1970, sitting on a seldom-used siding in Perryville, Md.; they had been unable to locate the car using Penn Central's computers; the car was cut out as a bad order car at Washington Union Station on Feb. 13, 1970; Penn Central had been told the car had been unloaded before parking it. (PhlInq)
- Mar. 15, 1972 Penn Central creditors, including New Haven Trustee Smith, question assertion Penn Central can be reorganized; urge that it be liquidated over one year beginning June 30.
- Mar. 15, 1972 John Hancock Mutual Insurance Company files with Judge Fullam urging that Penn Central be discharged from Chapter 77 bankruptcy

unless the Trustees file a plan by Apr. 1 that abandons traditional ideas of railroad reorganizations; Ralph Nader's Center for the Study of Responsive Law and the National Association of Railroad Passengers file a joint 32-page rebuttal to the Penn Central Trustees' Feb. report and in favor of nationalization as an alternative to reorganization. (NYT, Trains)

- Mar. 15, 1972 Pres. Moore meets with UTU leaders in an attempt to start serious bargaining of crew consist case.
- Mar. 1972 The first Westinghouse "Metroliner" No. 815 is sent back to West Mifflin, Pa., for rebuilding under the DOT R&D program. (WatsonPapers)
- Mar. 1972 PRSL leases RDC's M-409 and M-410 to CNJ for use on Bayonne shuttles, as most CNJ RDC's are out of service because of deferred maintenance. (X2200South)
- Mar. 1972 General Motors Corporation signs a licensing agreement with ASEA of Sweden for the use of its oil-cooled thyristor controls; intends to enter the electric locomotive market. (DieselEra)
- Mar. 1972 Bruce C. Juell elected Pres. of Great Southwest Corporation. (AR)
- Mar. 1972 Pennsylvania Power & Light Company places the first unit of its Montour steam power plant at Derry Township, Montour County, in service; it is the company's last steam power plant and uses bituminous coal from the Barnes & Tucker Company at Barnesboro brought by Penn Central. (Beck)
- Mar. 16, 1972 Penn Central informs UTU that it will unilaterally cut crew sizes starting Apr. 1 after procedures under Railway Labor Act fail; will eliminate 6,000 unnecessary assignments of 18,000 conductors and brakemen, mostly through attrition, with savings of \$97.5 million per year at current levels; UTU threatens retaliation if Penn Central attempts to impose cuts. (NYT)
- Mar. 16, 1972 ICC Chairman George Stafford says the Penn Central reorganization plan is too vague in a statement filed with Judge Fullam; the Dept. of Transportation and Justice Dept. generally support the plan. (PhlInq)
- Mar. 16, 1972 Fred R. Shafer of Pennsylvania Truck Lines appointed Assistant VP-Mail & Trailvan Operations, replacing William F. Kirk, retired. (PR)
- Mar. 17, 1972 Penn Central Trustees petition court to sell 64 acres on Detroit River for Detroit Renaissance Center for \$10.6 million.

- Mar. 17, 1972 Pennsylvania Company Board declares a 1.1% dividend, payable Apr. 15. (MB)
- Mar. 20, 1972 Penn Central discontinues passenger service between Dover Plains and Chatham, N.Y., on New York & Harlem line; trains are discontinued at midday immediately upon receipt of the notice that the U.S. Circuit Court has failed to overturn the earlier District Court order to discontinue the service; passengers who traveled south in the morning are stranded in New York City; Penn Central officials are alleged to have remarked, "we don't care how they get home." (NYT, Grogan)
- Mar. 20, 1972 Penn Central announces that Beech Grove will repair 25 passenger cars per month for Amtrak; all freight car repairs will be transferred to Altoona/Hollidaysburg on May 5; 315 employees are to be transferred from Beech Grove to Altoona. (PR, altoonaworks.info)
- Mar. 20, 1972 Philadelphia auctioneers Samuel T. Freeman & Co. begin three-day auction of former PRR General Office Library and memorabilia collection in the South Concourse of 30th Street Station; items sold include some models from 1893 World's Columbian Exposition; Pennsylvania Historical & Museum Commission is among biggest purchasers, spending \$26,000; ex-Pres. Walter S. Franklin attends; auction raises \$114,360, well under Trustees' projection of \$250-500,000; the auction is handled by Robert I. Alotta, Manager-Special Projects. (PCPost, NYT, PhlInq, Trains)
- Mar. 21, 1972 Planners for the 1976 Bicentennial in Philadelphia file with the U.S. Commerce Dept. on the need to complete the Delaware Expressway (I-95), the Mid-County Expressway (I-476 or the "Blue Route"), and the high-speed rail line to the Airport; they want a \$52 million federal grant for the Airport Line; the Bicentennial, intended as a modern version of the great 1876 Centennial Exhibition, is currently planned to occupy the space north of the Airport on the south bank of the Schuylkill River; in fact, there will be no Bicentennial Expo, and the improvement projects will not be finished until the 1980s and 1990s. (PhlInq)
- Mar. 23, 1972 Penn Central announces it has reached agreement with 49 of 53 banks to transfer stock of Pennsylvania Company in return for debt forgiveness; banks will cancel \$287 million of \$300 million loan made in 1970 and loan Penn Central an additional \$150 million for equipment. (NYT)
- Mar. 23, 1972 Penn Central and UTU begin joint conferences on crew consist case.
- Mar. 24, 1972 Penn Central Trustees announce \$284.5 million operating loss for

- 1971, down from \$325.7 million in 1970.
- Mar. 24, 1972 ICC orders Lehigh Valley Railroad to take over the CNJ's lines in Pennsylvania pending a final decision. (X2200South)
- Mar. 29, 1972 National Mediation Board terminates joint conferences after UTU rejects all Penn Central offers in crew consist case. (PhlInq)
- Mar. 31, 1972 Penn Central Trustees file report on company's contracts; have reviewed 176,000 agreements; will disaffirm a number of important leases.
- Mar. 31, 1972 Presidential Emergency Board appointed barring strikes set by UTU (crew consist case) and sheet metal workers. (PhlInq)
- Mar. 31, 1972 William R. Gore resigns as Assistant Treasurer. (MB - does not leave PC proper? - returns 7/29/74 on W&W MB)
- Mar. 31, 1972 CNJ abandons lease of Lehigh & Susquehanna Railroad, its Pennsylvania Division, and withdraws most equipment worth salvaging; Lehigh Valley Railroad assumes operation on a temporary basis next day; however, LV tries to interchange with CNJ at its old connection at Oak Island Jct. instead of at Phillipsburg; disrupts the traditional interchange with the Reading between Easton and Allentown. (Guide, Trains, Rdg AR)
- Apr. 1, 1972 Assistant VP-Marketing James R. Sullivan appointed Senior Assistant VP-Planning Coordination to take charge of reducing route miles, reporting to James A. McDonald, who is promoted to VP-Staff (in charge of reorganization planning); VP-Sales & Marketing George R. Wallace named VP-Marketing (see below); J.M. Gilmore promoted to General Manager-Passenger Operation; John K. Shoemaker promoted to General Manager-Philadelphia Commuter Area, replacing Gilmore; R.K. Patterson named General Manager-Metropolitan Region, replacing Shoemaker. (PR, Guide)
- Apr. 1, 1972 Penn Central Trustees file preliminary reorganization plan with District Court; reorganization will be impossible without outside assistance; based on cutting number of employees and route miles; commuter service to be assumed by public authorities or discontinued by Jan. 1, 1973; increase of freight traffic; to consolidate into a single company under a \$2.2 billion mortgage; common stock to be issued to creditors and owners of subsidiary companies. (Moody's)
- Apr. 1, 1972 Last CNJ train runs across the Delaware River Bridge from Pennsylvania removing locomotives and work cars. (X2200South)

- Apr. 3, 1972 Penn Central Trustees predict they will be able to make a partial resumption of tax payments by Oct. 1. (PhlInq)
- Apr. 3, 1972 Penn Central Trustees demand payment of \$246,520 in unpaid bills due from the Lehigh & Hudson River Railway. (468 F2d 430)
- Apr. 4, 1972 Penn Central announces approval of sale of Columbus Union Depot site to Convention Center Building Commission for \$5.7 million; deal is not closed until 1973. (MB, PR)
- Apr. 5, 1972 Judge Fullam considers Penn Central request for \$44.6 million capital budget for 1972; includes improvements to north-south lines in Midwest and enlargement of Elkhart, Buckeye, Enola, Waverly, Warner (Monroe), Hawthorne, Stanley (Toledo) and Detroit Yards.
- Apr. 5, 1972 Preliminary hearings begin on District Attorney Arlen Specter's suit against David Bevan, Charles J. Hodge and Olbert F. Lassiter; Gen. Lassiter is in California fighting extradition. (PhlInq)
- Apr. 6, 1972 Penn Central ticket office moved from Hudson Terminal to mezzanine of 1 World Trade Center. (A-sheet)
- Apr. 7, 1972 Penn Central and Sea-Land Service, Inc., announce "mini bridge" land bridge trains; cut six days from all-water route between Europe and West Coast; containers run Port Newark to Oakland and Los Angeles via Santa Fe (Streator connection) in regular trains. (PR)
- Apr. 9, 1972 *New York Times* publishes the results of its own investigation of the Liechtenstein First Financial Trust affair with conclusions somewhat different from those of the Patman Report and assigning equal guilt to the Rosenbaum brothers. (NYT)
- Apr. 10, 1972 Testimony begins in crew consist case.
- Apr. 10, 1972 Penn Central suspends off-peak service on New Canaan Branch to install high-level platforms. (NYT)
- Apr. 10, 1972 PATCO supervisors strike, stopping service; as Transport of New Jersey is still struck, all public transportation between Philadelphia and southern New Jersey is halted, leaving only private automobiles. (PhlInq)
- Apr. 10, 1972 Secretary of Transportation John A. Volpe says he will withhold the federal government's \$37 million share of the cost of the Center City Commuter Connection until the City of Philadelphia can prove it can

- raise the balance of the \$205.9 million price tag; the cost estimate has ballooned from \$48 million in 1966. (PhInq)
- Apr. 11, 1972 PATCO high-speed line resumes service between Philadelphia and Lindenwold. (PhInq)
- Apr. 12, 1972 SEC begins its own investigation into the diversion of \$4 million in Penn Central funds in the Liechtenstein First Financial Trust affair. (NYT)
- Apr. 12, 1972 Enclosed pedestrian bridge opens linking Penn Station, Newark, with the new Gateway Center office and shopping complex. (NYT)
- Apr. 14, 1972 No. 887 is the first "Metroliner" with Lexan windows. (WatsonPapers)
- Apr. 15, 1972 *Florida Special* makes last run between Miami and New York. (A-sheet, Guide)
- Apr. 1972 Penn Central Trustees reach an agreement with certain of its creditor banks to assign to them 95% of Pennsylvania Company common stock in return for cancellation of \$287 million of the \$300 million debt and banks providing \$150 million in new financing for improvements and equipment; six stockholders then petition Judge Fullam to declare the pledge of Pennsylvania Company stock invalid. (Moody's)
- Apr. 1972 ICC suspends 4.5% rate increase; W. Graham Claytor of Southern Railway warns of "devastating" effect on marginal railroads caught in wage-price squeeze. (RyAge)
- Apr. 1972 Amtrak misses its second \$7 million payment to the railroads; is waiting on a Congressional appropriation of \$170 million. (Trains)
- Apr. 1972 Former General Solicitor Edwin A. Lucas (1892-1972) dies. (SSDI)
- Apr. 18, 1972 Penn Central declines to pay drafts of Lehigh & Hudson River Railway for freight overcharges due; agrees only to offset the amounts against those owed by L&HR to Penn Central. (468 2Fd 430)
- Apr. 19, 1972 VP-Sales & Marketing-Staff George R. Wallace (1919-1974) named VP-Marketing, replacing James A. McDonald. (date of press release)
- Apr. 19, 1972 Lehigh & Hudson River Railway files for Chapter 77 bankruptcy due to Penn Central's diversion of traffic from the Poughkeepsie Bridge route and refusal to pay bills in cash; John G. Troiano appointed Trustee. (RyAge, 468 2Fd 430)

- Apr. 1972 Seatrain Lines expands land bridge service between Far East and East Coast and Gulf Coast ports.
- Apr. 22, 1972 Penn Central International, N.V., borrows an additional \$23.2 million from UFITEC. (SEC)
- Apr. 24, 1972 Bowing to Price Commission, ICC suspends average 4.5% rate increase set for May 1, but extends the 2.5% temporary surcharge. (NYT)
- Apr. 26, 1972 William H. Moore named "Railroad Man of the Year".
- Apr. 27, 1972 Southbound Penn Central freight train derailed on a split rail while entering Potomac Yard, fouling the adjacent Richmond, Fredericksburg & Potomac Railroad main and causing the derailment of a Southern Railway passenger train five minutes later. (Trains)
- Apr. 27, 1972 The huge reinforced concrete Traymore Hotel is imploded, an event taken to mark the decline of the old Atlantic City built by the railroads and of the city's accelerating decay. (Mauger)
- Apr. 28, 1972 Baldwin-Lima-Hamilton Corporation's Industrial Equipment Division vacates the last portions of the old Eddystone Plant, ending the 141-year legacy of the Baldwin Locomotive Works. (NYT, DelCoTimes, Trains)
- Apr. 29, 1972 Amtrak accepts for revenue service "Metroliners" Nos. 809, 822, 826 & 830, leased from the Budd Company. (WatsonPapers)
- Apr. 29, 1972 Last run of the New York-Pittsburgh *Keystone*, formerly *The Duquesne*. (tt)
- Apr. 30, 1972 Amtrak accepts for revenue service "Metroliners" Nos. 829 & 861, leased from the Budd Company; this permits increasing the number of round trips from 13 to 14. (WatsonPapers)
- Apr. 30, 1972 Amtrak discontinues *The Keystone* between New York and Pittsburgh and *National Limited* placed on daylight schedule across Pennsylvania, no longer combined with *Broadway Limited* east of Harrisburg; *National Limited* given a separate tri-weekly Washington-Harrisburg section Nos. 530-531 (coach and baggage car and Washington-Kansas City sleeping car) via the Port Road; *George Washington/James Whitcomb Riley* discontinued between Boston and Washington; number of "Metroliners" increased from 13 to 14 round trips with hourly service between 6:00 AM and 6:00 PM, but the non-stop "Metroliner" is discontinued; number of conventional New York-Washington round trips cut from 10 to 7; No. 193 (formerly No. 401) discontinued

between Newark, Del., and Washington and 2 MP54's assigned, Philadelphia-Newark; *Night Owl* inaugurated, restoring overnight sleeper service between Boston and Washington; one of four New York-Albany round trips discontinued on Empire Service and one of three New York-Buffalo round trip cut back to Syracuse; additional "Metroliner" service made possible by using 12 cars originally built for Philadelphia-Harrisburg service. (PR, Guide)

- Apr. 30, 1972? Amtrak combines the *Silver Meteor* and *Champion*; inaugurates the *Carolina Coast* between New York and Savannah. (Trains - verify)
- Apr. 30, 1972 Amtrak begins a "Free Wheels" program providing a free rental car in Florida for one week to persons buying three round-trip fares between New York or Chicago and Miami. (AR)
- Apr. 30, 1972 Penn Central discontinues the station at Edgar, N.J., on the Perth Amboy & Woodbridge Branch. (check)
- Apr. 30, 1972 SEPTA drops train names of *Harrisburger* and *Philadelphian* on the Harrisburg line. (tt)
- Apr. 30, 1972 Penn Central removes 12.1 miles of "Post Road Connection" - old Boston & Albany main line east of Greenbush; passenger trains forced to make reverse movement over Hudson River Connecting Railroad between Hudson Division and Castleton Cutoff. (Shappell - N.B. passenger service not restored until fall 1975?)
- Spring 1972 Amtrak completes purchase of 286 diesel and 30 GG1 electric locomotives (Nos. 4892, 4897, 4899-4903, 4906-4908, 4910-4914, 4916, 4918-4920, 4924-4926, 4928, 4929, 4931-4934, 4937, 4938) from the railroads; leases an additional 10 GG1 electrics (Nos. 4895, 4896, 4904, 4905, 4915, 4917, 4923, 4927, 4935) with options to buy for "Clocker" service, pending a court decision as to whether they are intercity or commuter trains; diesels include 70 E-8A's from Penn Central. (AmtkNews, Trains)
- May 1, 1972 Director-Industrial Development Vincent J. Floyd named Assistant VP-Sales & Marketing-Staff on staff of A. Paul Funkhouser; Otto W. Pongrace, formerly Director-Industrial Development at New York, given system-wide jurisdiction over industrial development; title of R.D. Walker changed from Director-TOFC & Mail Services to Director-Intermodal & Mail Services. (PR, Guide)
- May 1, 1972 General Manager-Passenger Operations Frank S. King resigns to become VP-Operations of Amtrak; Jay M. Gilmore appointed General Manager-Passenger Operations, replacing King, (press rel. 7/22 - guide)

reports King's appt. in 4/72 issue)

- May 1, 1972 Actress Gloria Swanson (1899-1983) christens an 11-car refurbished *Broadway Limited* in Penn Station; becomes Amtrak's first completely refurbished train; matched red-white-and-blue equipment is assigned to the first trip, with ex-B&O flat-end observation lounge cars *Dana*, *Metcalf* and *Wawasee* assigned to the Washington section so that they are carried on the rear west of Harrisburg. (Guide, Amtk, Zimmermann)
- May 1, 1972 First refurbished Amtrak train is displayed at Washington Union Station for Secretary John A. Volpe; includes GG1 No. 902, the first of 6 to be repainted in Amtrak colors, silver mist, a blue stripe, and red noses; train runs deadhead to New York and goes west next day on *Broadway Limited*. (Trains)
- May 5, 1972 First of three unit trains of modular homes leaves General Electric at King of Prussia, Pa., en route to Indianapolis as part of the Housing & Urban Development Department's "Operation Breakthrough"; runs over Reading to Harrisburg; two other trains sent to Seattle. (PR)
- May 6, 1972 Japanese and European steel makers agree to limit exports to the U.S. for two years. (AmrenDcde)
- May 9, 1972 Philadelphia Court of Common Pleas Judge Ethan Allen Doty orders David Bevan and Charles J. Hodge held for grand jury action on charges of fraud. (PhlInq, NYT)
- May 9, 1972 Dr. Joseph W. Simpson appointed Director-Medical Services, replacing Robert J. Freedy, resigned. (PR)
- May 12, 1972 Judge Fullam approves a 60-year lease of the Hudson and Harlem Lines to MTA effective June 1; revised contract provides for equipment and improvements to revert to Penn Central if the project fails. (PhlInq)
- May 14, 1972 *Potomac Turbotrain* taken off Washington-Parkersburg run and displayed at Transpo 72 at Dulles Airport; then returned to New York-Boston run; the Washington-Parkersburg run becomes the *Potomac Special* with heritage equipment, a coach and a dome-snack bar coach. (, Zimmermann)
- May 14, 1972 Railroads and sheet metal workers reach agreement granting wage increase of 42% over 3.5 years from Jan. 1, 1971.
- May 15, 1972 Stuart T. Saunders files a deposition with ICC Bureau of Enforcement presenting his view of the events leading up to the bankruptcy; charges

that Bevan invented the term "maximization of earnings"; defends the diversification program and blames collapse on the 1969-70 recession, stagflation, passenger deficits and delays in obtaining rate relief from the ICC; says that Penn Central was not mismanaged but unmanageable.

- May 15, 1972 Penn Central VP Edward L. Claypole (1924-2011) replaces Robert W. Loder as Pres. of the Erie & Pittsburgh Railroad. (MB)
- May 1972 Minority stockholders file a class action suit against Penn Central in the U.S. District Court in New York seeking damages against the 53 banks that entered into the \$300 million loan agreement in 1970. (Moodys)
- May 1972 Last freight movements on the viaduct leading to Detroit's Fort Street Union Depot. (Trains)
- May 16?, 1972 Penn Central Trustees serve notice they will disaffirm the New Jersey commuter contract as they do not receive adequate reimbursement for costs.
- May 16, 1972 U.S. Attorney C. Melone in Philadelphia announces a federal grand jury probe of fraud and conspiracy charges against David Bevan, Charles J. Hodge and Gen. Olbert F. Lassiter. (PhlInq)
- May 16, 1972 George Shultz replaces John Connally as Secretary of the Treasury. (AmrcnDcnds)
- May 17, 1972 Last train operates over Mont Alto Branch; track remains in place to store old cars until early 1979. (Watts)
- May 17, 1972 Former Penn Central lawyer David Wilson is the first to testify before the federal grand jury. (PhlInq)
- May 19, 1972 Penn Central Trustees withdraw notice to disaffirm contract with New Jersey Commuter Operating Authority on understanding it will expire on Dec. 31, 1972 and be renegotiated.
- May 21, 1972 Princeton "dinky" cut from two MP54 MU cars to one.
- May 22, 1972 N.Y. State Supreme Court holds hearing on Penn Central's suit to have Grand Central Terminal removed from landmark status; New York planners and politicians appear in opposition.
- May 22, 1972 U.S. Supreme Court refuses to hear appeals from N.Y. and N.J. over state and local taxes owed by Penn Central and from minority bondholders to intervene in reorganization.

May 22, 1972 Penn Central Company Pres. Archibald deB. Johnson says the company will oppose the Penn Central reorganization plan. (PhlInq)

May 25, 1972 Stuart T. Saunders testifies before federal grand jury in Philadelphia.

May 25, 1972 Penn Central announces it will lease another 1,500 new freight cars, bringing the total for the year to 2,350. (PR)

May 26, 1972 ICC approves Lehigh Valley Railroad assuming operation of the CNJ's Pennsylvania Division west of Phillipsburg, N.J., with the condition that the Reading and CNJ may run a through freight via Allentown. (Guide, X2200South)

May 27, 1972 Congress appropriates \$170 million for Amtrak. (AR)

May 1972 Formal dedication of new Chicago Union Station concourse.

May 1972 Penn Central loss for the month is \$13 million, down from \$18.5 million in May 1971. (Trains)

May 31, 1972 Judge Fullam rules that Penn Central must pay \$5.6 million in retroactive wage increases that were frozen by wage and price controls in 1971.

June 1, 1972 MTA takes 90-year lease of Grand Central Terminal and Hudson and Harlem commuter lines to Poughkeepsie and Dover Plains, N.Y., from Penn Central through May 31, 2062; MTA and Connecticut DOT lines out of Grand Central designated Metropolitan Region of Penn Central. (PCPost, Shappell - Metro Region formed in 1970!??)

June 1, 1972 Penn Central reorganizes Safety Dept.

June 1, 1972 Raymond C. Lepley appointed Treasurer, replacing John H. Shafer (1912-2007), retired. (MB)

June 1, 1972 MTA Chairman William Ronan elected Vice Chairman of Port Authority; seen as victory for advocates of PA becoming more involved with rail transit. (NYT)

June 1, 1972 Northwest Industries, Inc., sells the transportation assets of the Chicago & North Western Railway to the new Chicago & North Western Transportation Company, which is owned by the employees. (Moody's)

June 2, 1972 PATH places first of 45 Class PA-3 cars from Hawker Siddley Canada Ltd. in service; first U.S. order for foreign transit cars. (PtAuth,

Cudahy)

- June 2, 1972 Secretary of Transportation John A. Volpe promises Philadelphia Mayor Frank Rizzo (-) a grant of \$4 million for studies for the Center City Commuter Connection. (PhInq)
- June 5, 1972 US DOT announces \$4.15 million grant to City of Philadelphia for planning for Center City Commuter Connection. (SEPTA)
- June 5, 1972 Pennsylvania Company Board authorizes settling with Philadelphia National Bank by guaranteeing \$3.9 million of the \$5 million debt of Penn Towers, Inc. to PNB and assigning Pennsylvania Company Third Mortgage bonds to PNB. (MB)
- June 6, 1972 Penn Central and Reading begin experimental helicopter surveillance to cut vandalism in Philadelphia-Wilmington area under grant from Federal Railroad Administration. (SEPTA)
- June 7, 1972 Penn Central inaugurates JE-1/EJ-2 between Elkhart and Jackson via Battle Creek and Kalamazoo. (PR)
- June 7, 1972 Reading Trustees discuss merger plans with representatives of Lehigh Valley Railroad, CNJ, and Lehigh & Hudson River Railway.
- June 8, 1972 New Haven commuter train derails under Waldorf-Astoria Hotel, striking an abutment and tunnel wall; 19 injured. (NYT)
- June 8, 1972 Amtrak officials tour the Central Vermont Railway for the purpose of choosing a New York-Montreal route; tour Delaware & Hudson Railway on June 9. (Trains)
- June 10, 1972 LIRR and BLE reach agreement granting large pay increase in return for eliminating many traditional work rules; all employees will now work a straight 8-hour day. (NYT)
- June 10, 1972 Last trips of *Keystone* (New York-Pittsburgh), *Night Cap* (New York-Washington), and *Patriot* (Boston-New York and Washington-Boston). (Guide has Keystone 4/30)
- June 11, 1972 Amtrak establishes national standardized fare structure, making substantial reductions in coach fares in the Northeast, bringing them down to a highway competitive level; starts an increase of ridership on conventional Northeast Corridor trains that continues for several decades. (AR, Watson)
- June 11, 1972 Transcontinental coach and sleeper service established via Kansas City

- on *National Limited-Santa Fe Super Chief* route to Los Angeles; *Champion* discontinued for summer season and St. Petersburg section added to *Silver Meteor* at Savannah; *Silver Meteor* renamed *The Meteor-Champion* Nos. 83-84 and extended to Boston; *Carolina Coast* Nos. 89-90 inaugurated between New York and Savannah as summer-only train on ex-ACL route. (A-sheet, Guide, Amtk, PTJ)
- June 11, 1972 “Clocker” No. 208 extended to Washington and renumbered No. 167; No. 140 *The Bay State* extended from Philadelphia-Boston to Washington-Boston; *Senator* renumbered from No. 176 to No. 178. (A-sheet)
- June 11, 1972 Commuter trains begin stopping at Metropark, N.J, station and old station at Iselin closed. (A-sheet)
- June 11, 1972 New York Dock Railway reopens in South Brooklyn, using rail connection with LIRR in place of car floats, which only three railroads still offer. (NYT)
- June 12, 1972 Amtrak restores overnight Boston-Washington coach and sleeper service with *Night Owl*. (Guide)
- June 13, 1972 Congress passes \$227 million funding for Amtrak through June 30, 1973. (RyAge)
- June 14, 1972 John Hancock Life Insurance Company withdraws from Institutional Investors Penn Central Group.
- June 15, 1972 Penn Central Trustees ask Judge Fullam to abandon 138 segments totaling 1,933 miles or 10% of system; longest is 201 miles between Cedar City and Mackinaw City; includes Madison Hill. (RyAge, Trains)
- June? 1972 Penn Central Trustees release a map showing that 11,000 route-miles of main lines produced 80% of the company’s revenue in 1970; of the remaining 9,000 miles, 3,000 qualify for abandonment under ICC criteria and 7,000 under DOT recommendations. (Trains)
- June 1972 Pres. Donald R. Merriman elected CEO of Buckeye Pipe Line Company, replacing George S. Patterson, retired. (AR)
- June 17, 1972 Five men, later discovered to be in the employ of Pres. Nixon's reelection campaign, are caught breaking into Democratic Party headquarters in the Watergate complex in Washington. (HistoryPlace)
- June 17, 1972 CNJ restores weekend and holiday race train service from Raritan to

- the Monmouth Park grandstand, running to West 8th Street, Bayonne, before reversing to Elizabethport; train of ex-Missouri Pacific cars runs push-pull fashion with a locomotive at each end. (flyer, JRosenbaum)
- June 19, 1972 Tropical Storm Agnes makes landfall near Appalachicola, Fla., and heads north through Georgia and the Carolinas. (Schwartz, PC Post)
- June 19, 1972 Penn Central Trustees apply to court to approve sale of 95.66% of Pennsylvania Company common stock to 49 of 53 banks in return for cancellation of \$287 million in debts and \$150 million in new equipment financing.
- June 19, 1972 Penn Central applies to court for permission to proceed with sale of 146 miles of right of way to MBTA; includes Riverside-Framingham, Boston-Rhode Island line, and many Old Colony lines. (NYT)
- June 19, 1972 MTA orders additional 50 "Metropolitan" MU cars from GE for Hudson and Harlem Lines; to be built at Budd plant in Philadelphia. (NYT)
- c. June 19, 1972 Old Radebaugh Tunnel of 1851 collapses in front of a westbound freight; a bootleg miner robbing mine pillars had caused the collapse of a mine tunnel above the railroad tunnel, which in turn collapses the railroad tunnel; the train had a dead unit and was running slowly enough to stop and back out of the tunnel before being entombed; a general order of this date takes Track No. 3 through the tunnel out of service and revises signals, effective July 1. (PRRTHS, GO)
- June 20, 1972 Tropical Depression Agnes moves out to sea off the Outer Banks, then picks up energy and is upgraded back to a Tropical Storm as it turns north. (Schwartz, PC Post)
- June 21, 1972 Tropical Storm Agnes is deflected to the west, coming ashore again near New York City, and merging with a stationary cold front over northern Pennsylvania, crossing New York, looping south of Pittsburgh, and heading east to the Susquehanna Valley; Harrisburg-Buffalo main line cut at 8:28 AM. (Schwartz, PC Post)
- June 21, 1972 N.J. legislation passed at the insistence of Gov. William T. Cahill changes name of Port of New York Authority to Port Authority of New York & New Jersey. (PtAuth, Doig)
- June 22, 1972 Remnants of Tropical Storm Agnes hit a cold front and stall over central Pennsylvania and southern New York for two days; dumps 10-12" of water on the Washington-Baltimore area, temporarily putting the Northeast Corridor out of service; rains continue through June 23 as the

storm moves directly up the Susquehanna River watershed; Agnes causes a total of 117 deaths and over \$3.1 billion in damages; the most destructive East Coast storm until Hurricane Andrew in 1992. (NYT, PC Post, Cupper, Schwartz)

- June 22, 1972 Pennsylvania Company announces a net loss for 1971 of \$86.5 million after writing off \$98.8 million by revaluation of assets, mostly Great Southwest.
- June 22, 1972 Tropical Storm Agnes causes the highest floods to date in the Susquehanna River watershed; flood crest at Harrisburg a record 32.57 feet, vs. 30.33 feet in 1936; 40.7 feet at Wilkes-Barre, vs. 33 feet in 1936; Quarryville Branch, Elmira Branch between Williamsport and Southport, N.Y., Wilkes-Barre Branch between Sunbury and Wilkes-Barre, and Northern Central between York and Cockeyville, Md., all badly damaged and taken out of service; Monocacy Creek bridge is washed out, cutting PC service to Frederick, Md.; only the Wilkes-Barre Branch reopens; total damage \$15.4 million to plant and \$3.3 million to equipment; 25 PC bridges destroyed; Northeast Corridor service halted south of Philadelphia for 9 hours; main line between Lancaster and Harrisburg severed; PC evacuates Baltimore station temporarily when it is feared that an earth dam at Lake Roland might fail; east of Ellicott City, the Patapsco flood uncovers a section of stone blocks from the original B&O. (PR, PubAff, Cupper, Trains, Schwartz, Gunnarsson)
- June 22, 1972 Congress amends the Rail Passenger Service Act of 1970; authorizes a further appropriation of \$227 million for Amtrak; doubles the loan guarantees and expands the basic route structure, including international service to Montreal, Vancouver and Nuevo Laredo. (AR, Zimmermann, Wilner)
- June 23, 1972 Floods breaches the levees at Wilkes-Barre, covering downtown and PRR's Buttonwood Yard; 100,000 people evacuated; freight train CSB-7 is dispatched from Buttonwood before the flood rises, but is derailed by a bridge washout at South Danville. (Schwartz, PC Post)
- June 23, 1972 The Susquehanna River behind the Conowingo Dam reaches its maximum safe level of 111.5 feet; all 53 floodgates are opened for the first time in the dam's history, passing 9 million gallons per second. (Schwartz)
- June 23, 1972 Pennsylvania Company declares a 1.1% dividend payable July 15. (MB)
- June 23, 1972 In a move that will prove fatal to his presidency, Pres. Nixon secretly

- orders his chief of staff H. R. Haldeman (-) to obstruct the FBI's investigation of the Watergate burglary. (HistoryPlace)
- June 24, 1972 Susquehanna River crests at Wilkes-Barre at 18 feet above flood stage. (Stranahan)
- June 24, 1972 Susquehanna River crests at Conowingo Dam at 3:30 AM at 111.5 feet on the 115-foot dam; all 53 flood gates are opened. (portdeposit.org)
- June 25, 1972 LIRR discontinues Sunday-only passenger train on spur to Kings Park (Mental) Hospital on Port Jefferson Branch. (NYT)
- June 26, 1972 Erie Lackawanna Railway files for Chapter 77 bankruptcy after flood damage from Tropical Storm Agnes; second largest rail bankruptcy since Penn Central; the Norfolk & Western Railway writes off \$55.8 million in EL equity. (RyAge, Moodys, Grant)
- June 26, 1972 LIRR implements new timetable eliminating change at Jamaica for many riders but imposing it on others; shortens some running times and simplifies departure times from branch terminals; disruption of familiar commuting patterns brings many complaints. (NYT)
- June 27, 1972 East-west service resumes through Harrisburg with diesels, as electrification still out of service; *Broadway Limited* and *National Limited* restored from detours over NYC; sinking detected in center of Shocks Mills Bridge, which is closed; crews return to Buttonwood Yard, which has been under 20 feet of water for 5 days; York, Pa., yard reopens. (PR, Cupper, PC Post, Trains)
- June 29, 1972 First container arrives at Seattle from Greenock, Scotland, via Seatrains Lines, Inc., Penn Central and Burlington Northern; first land bridge shipment between Europe and Pacific Northwest. (PR)
- June 30, 1972 Service resumes over the Port Road. (PR)
- June 30, 1972 Norfolk & Western Railway writes off \$58.5 million investment in Dereco, Inc., and Erie Lackawanna Railway. (RyAge)
- June 30, 1972 Amtrak posts \$153.4 million loss in its first fiscal year ending this date, spending \$2 for every \$1 received. (Trains, AR)
- Summer 1972 In the wake of damage from Tropical Storm Agnes, Penn Central abandons the section of the Lewisburg & Tyrone Branch between Coburn and Lemont. (Railpace)
- July 1, 1972 Penn Central restores service between Harrisburg and Buffalo. (PR)

- July 1, 1972 Penn Central and UTU reach interim agreement on crew case, eliminating only 285 jobs over four months; UTU demands increased pay for remaining members, nullifying any savings to Penn Central.
- July 1, 1972 Penn Central removes No. 3 Track from service between 1,210 feet east of MP 323 and "RG" Interlocking, including the old Radebaugh Tunnel, which has collapsed. (GO)
- July 1, 1972 Penn Central increases fares 23% on Hudson and Harlem Lines. (NYT)
- July 2, 1972 Center 6 of 28 spans of Shocks Mills Bridge over Susquehanna on Low Grade Line finally collapse in early AM after being weakened by floods. (PubAff, Cupper)
- July 3, 1972 Lehigh Valley Railroad restores its bridge over the Chemung River at Athens; Erie Lackawanna traffic begins detouring over LV. (Trains)
- July 7, 1972 Penn Central announces it will lease 100 2,000 HP locomotives from GM and 50 2,250 HP locomotives from GE along with 402 special box cars from North American Car Corporation. (PR, Guide)
- July 7, 1972 Penn Central sets its loss caused by Tropical Storm Agnes at \$21.7 million. (Trains)
- July 7, 1972 SEPTA signs a \$541,667-a-month commuter service subsidy contract with the Reading. (PhlInq)
- July 7, 1972 Labor Dept. announces that unemployment in June has fallen to 5.5%, the lowest since Sep. 1970. (NYT)
- July 8, 1972 Pres. Nixon announces a three-year, \$750-million grain sale agreement with Soviet Union. (NYT)
- July 12, 1972 Judge Fullam grants Penn Central permission to reduce freight crews from four to three; cuts of 6,000 jobs to be phased in over a one-year period; Penn Central posts notices imposing first cuts as of Apr. 26. (PhlInq)
- July 12, 1972 PC begins furloughs of 1,000 employees because of flood losses from Tropical Storm Agnes. (PhlInq)
- July 12, 1972 Cleveland & Pittsburgh Railroad Board approves Penn Central's request to abandon 1.4 miles of the Beaver Valley Railroad east of Vanport, not operated since 1962. (MB)

- July 12, 1972 PFW&C Board authorizes the abandonment of “VANDALIA” Interlocking at Columbia City, Ind.; remoting “FOREST” Interlocking at Forest, Ind., “WHITING” Interlocking, and “B&O JCT” Interlocking, “LUCAS” Interlocking and “MOHICAN” Interlocking at Mansfield, Ohio; abandoning 8.06 miles of the Akron Branch at Orrville; retiring the freight station at Sewickley; installing CTC at Pittsburgh; building a yard office at the west end of Lima Yard. (MB)
- July 1972 Penn Central loses \$29.7 million for the month, up from \$27.9 million in July 1971. (Trains)
- July 1972 The second Westinghouse “Metroliner” No. 816 is sent back to West Mifflin, Pa., for rebuilding under the DOT R&D program. (WatsonPapers)
- July 1972 A.M. Schofield appointed VP-Reorganization Planning; David Kelso McConnell appointed Administrative Officer to the Trustees. (Guide - check)
- July 16, 1972 Erie Lackawanna Railway main line reopens across the Southern Tier of New York State after massive damage from Tropical Storm Agnes. (Grant)
- July 17, 1972 Amtrak inaugurates its first international service, the *Seattle-Vancouver Pacific International*. (Zimmerman)
- July 20, 1972 Railroads and UTU announce they have signed a new agreement for elimination of firemen by attrition; union finally ends 35-year fight to retain firemen's jobs. (NYT)
- July 20, 1972 Penn Central Trustees announce cancellation of death benefits under Voluntary Relief Dept. for the remaining 458 members.
- July 21, 1972 Penn Central and UTU sign temporary arrangement permitting reduction of 285 crews from two to one brakeman as an experiment while bargaining continues.
- July 21, 1972 Lightning knocks out all power on New Haven Line between Mount Vernon and New Haven during evening rush; 60,000 commuters delayed up to 1 hour; many are trapped in sweltering cars whose air conditioning and doors are rendered inoperative. (NYT)
- July 24, 1972 Amtrak signs its first contract with the Brotherhood of Railway & Airline Clerks. (Zimmermann)
- July 24, 1972 Lehigh Valley Railroad files reorganization plan calling for

consolidation with Reading and CNJ and elimination of duplicate trackage and services; envisions creation of a "Middle Atlantic Railway Company" or MARC. (Guide,)

- July 24, 1972 Gregory W. Maxwell (1917-1993) resigns as Pres. of Erie Lackawanna Railway and Delaware & Hudson Railway; Carl Bruce Sterzing, Jr. (1933-), elected Pres. & CEO of D&H, and managements of the two companies are separated. (AR)
- July 26, 1972 New traffic agreement relocates PC-D&H interchange from Wilkes-Barre to Schenectady with same division of rates.
- July 26, 1972 Penn Central announces creation of Real Estate Reorganization Board headed by Lee Champion, a New York real estate consultant, to advise on disposition of real estate.
- July 27, 1972 N.J. DOT announces 20-year state transportation master plan, dependent upon passage of bond issue in Nov.; projects include new Hudson River tunnel to terminal at 48th Street and 8th Avenue, connections between Penn Central and EL in Meadowlands. (NYT)
- July 28, 1972 Last run of Amtrak No. 193 between Wilmington and Newark, Del.; cut back to Philadelphia-Wilmington. (A-sheet)
- July 31, 1972 Erie & Pittsburgh Railroad Board accepts recommendation of Coverdale & Colpitts, Inc., for Penn Central Trustees to abandon line between Girard Jct. and Jamestown (38.7 miles). (MB)
- Summer 1972 Increasing ridership forces Amtrak to continue leasing cars from the railroads; negotiates lease-to-buy agreements for over 200 additional cars. (AmtrakNews)
- Aug. 2, 1972 Pres. William H. Moore reports to Senate Commerce Committee on impact of floods; notes loss of Shocks Mills Bridge has cost company 75% of operating capacity; cites loss of \$10 million in revenue, damage to road and equipment at \$16.8 million, and operating expenses increased by \$19.7 million. (PCPost)
- Aug. 3, 1972 SEC issues a 392-page report on the Penn Central to Harley O. Staggers, Chairman of the special subcommittee of the House Committee on Interstate & Foreign Commerce; the report criticizes Saunders on income maximization, Bevan on his use of commercial paper, and both for withholding information; raises question of whether 15 Penn Central officials used insider information when they disposed of their stock before the bankruptcy; however, unlike the Patman Report, it blames the bankruptcy on the huge railroad operating losses,

not financial manipulation; new SEC Chairman William J. Casey (1913-1987) uses Penn Central case to seek to expand the jurisdiction of SEC; wants railroads brought under SEC regulation in place of ICC regulation of railroad securities. (SEC, NYT, Salsbury)

- Aug. 6, 1972 SEC releases the 2-vol., 800-page full report on Penn Central; the report was scheduled for release on Aug. 7, but the *Philadelphia Inquirer* broke the story early. (NYT, Salsbury)
- Aug. 8, 1972 Penn Central's draws the last \$15 million of \$100 million government loan of Jan. 1971; exhausted to meet payroll and expenses from Hurricane Agnes. (PhlInq)
- Aug. 8, 1972 Baldwin-Lima-Hamilton Corporation begins an 11-day auction of the machinery and other contents of the former Baldwin Eddystone Plant; the huge erecting shop and other buildings remain standing, some leased to tenants for other purposes and some as gaunt shells, until the portion of the site northwest of the PRR tracks is cleared for redevelopment in the 1990s. (NYT)
- Aug. 9, 1972 Penn Central announces sale of Barclay Hotel to Western International Hotels Company, a subsidiary of UAL, Inc., for \$21.8 million. (NYT, Moodys)
- Aug. 9, 1972 Soviet Union completes purchase of 19 million tons of U.S. grain, including a quarter of the wheat crop, for \$1.25 billion; world grain production falls by over 40 million tons in 1972 because of droughts in Soviet Union, China, India and Africa, effects of El Niño, and U.S. reductions to raise the price of corn in an election year; leads to world food shortages and inflation in 1973. (Matusow)
- Aug. 11, 1972 Penn Central reports first half net loss of \$125 million, including \$19 million from damage in Tropical Storm Agnes. (PR)
- Aug. 11, 1972 "Launching" ceremony held at North Bergen for first "inter-continental" land bridge unit train, New York-Los Angeles-Japan, via Seatrains Lines, Inc., Penn Central and Santa Fe; 120 containers on TV9S; inaugurates two "land bridge" trains; one between Europe and West Coast and one between Japan and East Coast. (PR)
- Aug. 12, 1972 Last U.S. combat ground troops withdrawn from Vietnam. (NYT)
- Aug. 14, 1972 David Bevan breaks his long silence and issues a public statement denying charges that he misled the public for personal gain while the railroad was failing; claims his sale of Penn Central stock before the bankruptcy was made in order to pay off a large loan; and that after the

- bankruptcy, he still had 18,000 shares which he sold at a large loss. (PhlInq, Salsbury)
- Aug. 15, 1972 New Haven Trustee Richard Joyce Smith recommends that Penn Central Company apply for Chapter 10 bankruptcy, which calls for liquidation to pay its creditors, and asks for appointment of a disinterested trustee; says he will vote against Swiss franc loan refinancing plan and not vote for directors; the New Haven Estate owns 4% of the Penn Central Company's stock. (, Moodys)
- Aug. 15, 1972 Total Penn Central employment at 82,328, down from 95,772 in June 1970.
- Aug. 15, 1972 New York City Transit Authority begins construction of the Archer Avenue Line in Jamaica to replace the Jamaica Avenue Elevated from 127th to 169th Streets with a new subway and a combined terminal for the Jamaica Avenue (J) and Queens Boulevard (E) trains adjacent to the LIRR's Jamaica Station; the proposed but never-built Queens super-express line is to use the upper level of the Archer Avenue Subway, although the IND E train is rerouted to the upper level. (NYC Transit Facts&Figs, Feinman)
- Aug. 1972 GG1's are Amtrak's most reliable locomotives, posting an on-time rate of 97.4%; the New York-St. Louis-Kansas City *National Limited* has an on-time rating of 0%. (Trains)
- Aug. 1972 Penn Central loses \$10.3 million for the month, down from \$23.2 million in Aug. 1971. (Trains)
- Aug. 1972 "Paint Our Station" group gives Wilmington, Del., station a facelift in a garish green and orange 70's paint scheme. (DelTdy)
- Aug. 1972 State of Pennsylvania sues Penn Central in U.S. District Court in an attempt to force it to restore the tracks between Sunbury and Wilkes-Barre and between Cockeyville and York partly destroyed by Hurricane Agnes; also sues the Lehigh Valley Railroad to restore its line between Towanda and Dushore. (PhlInq)
- Aug. 1972 Great Southwest Corporation borrows \$34 million from a real estate investment trusts with which to pay off the construction loans from Six Flags Over Mid-America. (AR)
- Aug. 17, 1972 Former PRR President Walter S. Franklin (1884-1972) dies at Northeast Harbor, Maine at 88. (WwasW)
- Aug. 18, 1972 Amtrak files against Penn Central for failing to maintain its track

- between Indianapolis and Kankakee; time has increased from 2:41 in 1971 to 3:50 because of poor track. (AR)
- Aug. 18, 1972 Pennsylvania Company Board authorizes purchasing the \$1.75 million Second Mortgage on Penn Towers, Inc., from Penn Central Transportation Company to prevent Penn Central from foreclosing. (MB)
- Aug. 19, 1972 Last run of revived CNJ Monmouth Park race train; poor showing means it is not restored in 1973. (flyer, JRosenbaum)
- Aug. 20, 1972 ICC examiner approves Penn Central petition to abandon Mackinac Transportation Company car ferry; opposed by state and local groups.
- Aug. 24, 1972 Penn Central Company holds its delayed annual meeting for 1971; the first two hours are a free-for-all screaming match; in a stormy five-hour session, the refunding plan is approved by 6-to-1 margin; slate of 10 directors elected, including Andrew Allen, who is the leader of opposition to the refunding plan and who has delayed the annual meeting through the courts; Allen, a 61-year old investor from Palm Springs who had recently acquired 165,000 shares, wants to settle the Swiss franc loan for as little as a half cent on the dollar; results of the election are not tabulated until Aug. 25; stockholders approve refinancing of 247 million Swiss franc loan. (MB, NYT, PhlInq)
- Aug. 24, 1972 Amtrak files a motion against Penn Central for failing to operate a full, on-time service between Philadelphia and Harrisburg, as the damage from Tropical Storm Agnes has been repaired. (AR)
- Aug. 25, 1972 ICC approves request of Providence & Worcester Railroad to resume independent operation over the objections of Penn Central. (Guide)
- Aug. 28, 1972 Over 50,000 commuters stranded in Grand Central when third rail fire breaks out in tunnel during evening rush; last commuters finally board trains at 4:40 AM. (NYT)
- Aug. 28, 1972 Great Southwest Corporation enters a new loan agreement by which it receives \$34,241,000 and promise of an additional \$15,759,000 prior to Aug. 28, 1979. (AR)
- Aug. 29, 1972 Judge Fullam approves rebuilding the Shocks Mills Bridge as a steel girder bridge on piers instead of a stone arch bridge. (RyAge)
- Aug. 29, 1972 Gen. Olbert F. Lassiter surrenders to detectives in Philadelphia; is arraigned and released on \$50,000 bail; hearing set for Nov. 13. (NYT)

- Aug. 29, 1972 Pres. Nixon announces that no administration officials were involved in the Watergate break-in. (AmrcnDcnds)
- Aug. 31, 1972 Dissident Penn Central Company (holding company) stockholders file in federal court to block refinancing plan on grounds information in proxy was inadequate, call a new annual meeting, and place company assets in hands of a receiver.
- Aug. 31, 1972 Penn Central restores Chemung River bridge at Corning. (PR)
- Aug. 31, 1972 SEPTA signs a memo of understanding with the Reading trustees to take over the actual operation of the suburban service by leasing all the equipment and facilities for 50 years at no cost; contingent on SEPTA obtaining dedicated funding to cover 100% of the cost of operation, which does not happen. (SEPTA)
- Sep. 1, 1972 Courts deny the State of New York's motion for an injunction against Amtrak's reducing the amount of service between New York and Albany. (AR)
- Sep. 7, 1972 Director-Automotive Marketing Welborn E. Alexander named Senior Traffic Officer-Automotive, replacing Thomas B. Graves, resigned. (date of press rel.)
- Sep. 8, 1972 Combined cases involving the rights of Amtrak argued before the Circuit Court of Appeals for the District of Columbia; the National Association of Railroad Passengers had sued Amtrak to block discontinuance of the Central of Georgia's *Nancy Hanks* between Savannah and Atlanta and a local between Albany and Birmingham; the Potomac Passengers Association had sued C&O-B&O over the discontinuance of service between Cumberland and Washington; the District court has held that neither party has any standing and that the law specifies that all legal actions against Amtrak must be on petition of the Attorney General except for employee actions under labor agreements. (justitia.com)
- Sep. 9, 1972 SEPTA signs memo of understanding to make 99-year lease of Penn Central's Philadelphia area commuter facilities, providing SEPTA has adequate funds for operations and capital improvements; agreements with both railroads are tied up in courts for several years and not consummated. (PhlInq, SEPTA)
- Sep. 9, 1972 General Motors' Electro-Motive Division celebrates its 50th anniversary with an open house at its La Grange, Ill., plant. (Trains)
- Sep. 10, 1972 Amtrak discontinues New York-Kansas City-Los Angeles coach,

- retaining sleeper; *Meteor* renamed *Silver Meteor*; *Floridian* changed to two days-one night out operation. (PTJ)
- Sep. 11, 1972 600-series locals resume service to Harrisburg after electrification is restored after Tropical Storm Agnes, replacing buses from Lancaster. (PR, Amtk AR)
- Sep. 11, 1972 Pittsburgh, Youngstown & Ashtabula Railway Board authorizes Traffic Control System between North Warren, Ohio, and New Castle, Pa., and applying for trackage rights over Pittsburgh & Lake Erie Railroad between New Castle and Struthers, Ohio. (MB)
- Sep. 11, 1972 Amtrak's *Carolina Coast* completes last run between Savannah and New York. (A-sheet)
- Sep. 15, 1972 PC inaugurates "Ship-a-Train" service between Kearny and Chicago in under 24 hours; unit container trains can be booked by a single shipper promising a minimum of 60 trailers or 30 or more cars; there is further saving if they can book a return movement within 3 days. (PR)
- Sep. 15, 1972 A federal grand jury indicts former White House aides and Nixon campaign officials G. Gordon Liddy (1930-) and E. Howard Hunt (1918-2007), along with the five actual burglars, in the Watergate break-in case, thus beginning the two-year prosecution of the Watergate scandal. (AmrcnDcnds)
- Sep. 1972 The second General Electric "Metroliner" No. 867 is sent back to Erie for rebuilding under the DOT R&D program. (WatsonPapers)
- Sep. 1972 C&O/B&O signs a new agreement with the federal government covering the conversion of Washington Union Station into the National Visitor Center; C&O/B&O agrees to assume Penn Central's half of the financing and manage the project. (Harwood)
- Sep. 1972 Penn Central begins using 11 "Vert-a-Pac" bodies attached to 89-foot flat cars; each carries 10 autos in a vertical position; used to ship Chevrolet Vegas from Lordstown, Ohio. (Guide)
- Sep. 1972 Providence & Worcester Railroad informs Judge Fullam that it intends to repossess its railroad from Penn Central and operate it itself. (Cinders)
- Sep. 18, 1972 Penn Central restores a Wilkes-Barre connection with D&H as per ICC order, using DL&W between Northumberland and Wilkes-Barre.
- Sep. 20, 1972 PATH lays cornerstone of new Journal Square Transportation Center;

- Port Authority announces it will spend \$12.3 million to rehabilitate Penn Station, Newark. (NYT)
- Sep. 20, 1972 Amtrak renumbers United Aircraft "TurboTrain" to Nos. 162-165 and expands consist from three to five cars, increasing the number of seats from 144 to 240. (A-sheet, Trains)
- Sep. 21, 1972 Penn Central rescinds its decision to cancel Voluntary Relief Dept. payments to 458 retirees.
- Sep. 25, 1972 Consultants Wyer, Dick & Co. submit viability study based on cutting route miles to either 15,000 or 11,000; find that 11,000-mile system can become profitable in 1975, but 15,000-mile system can become profitable in 1974.
- Sep. 25, 1972 Penn Central begins customer relations training for passenger train crews on New Jersey lines.
- Sep. 25, 1972 U.S. District Court at Lewisburg, Pa., upholds Penn Central's appeal of a Pa. PUC ruling and permits it to abandon the ex-Northern Central Railway main line between Cockeysville, Md., and York, over the objections of the Stewartstown Railroad and the few remaining shippers. (Gunnarsson)
- Sep. 26, 1972 New York's World Trade Center officially dedicated. (PtAuth)
- Sep. 27, 1972 FRA orders all Mark III and IV Class Flexi-vans out of service, effective this date, because of high incidence of center-sill cracking. (RyAge)
- Sep. 28, 1972 Last run of No. 144, Washington to Springfield; replaced by *Montrealer*. (A-sheet)
- Sep. 29, 1972 Last run of last leg of Amtrak No. 193 (ex-No. 401) between Philadelphia and Wilmington. (A-sheet)
- Sep. 29, 1972 Amtrak restores *Montrealer/Washingtonian* Nos. 60-61 on Washington-Montreal route via New Haven and Springfield. (A-sheet, Guide)
- Sep. 30, 1972 Last runs of No. 141, Springfield to New York and No. 167, New York-Washington. (A-sheet)
- Oct. 1, 1972 Penn Central Trustees make second interim report to Judge Fullam; system to be reduced from 20,000 miles to 15,000 miles, not 11,000 miles projected earlier, as with higher wage rates, the 11,000 miles

cannot generate enough revenue to meet fixed charges; urge expedited abandonment procedures, as ICC has approved only 685.5 miles of 2,410.8 requested; for first time, broach possibility of some sort of government assistance short of nationalization, including government ownership of rights-of-way, government ownership of part of the freight car fleet, and loan guarantees; also suggest breaking Northeast Corridor into separate railroad. (PR)

- Oct. 4, 1972 ICC approves average rate increase of 2.5% instead of 4-10% asked; railroads must also give up 2.5% surcharge.
- Oct. 4, 1972 REA Express, Inc., files a complaint with the Civil Aeronautics Board to ban other companies from using the term "Air Express" in their names and advertising on the grounds that it is a registered service mark of REA Express, Inc., and thus constitutes unfair competition. (507 F2d 42, OpenJurist)
- Oct. 5, 1972 Amtrak adds second round trip of "TurboTrain" between New York and Boston as *Manhattan Turbo*; *Yankee Clipper Turbo* replaces original *Turbo Yankee Clipper*; deadhead run to Providence maintenance facility opened to revenue service as Boston-Providence *Turbo* with one northbound and two southbound trips. (PTJ, A-sheet)
- Oct. 5, 1972 Industrial designer Henry Dreyfuss (1904-1972), whose credits include the 1938 *Twentieth Century Limited*, dies of carbon monoxide asphyxiation in a closed automobile at South Pasadena, Calif., in an apparent suicide pact with his terminally ill wife. (Trains, NYT)
- Oct. 9, 1972 Reading Pres. Charles E. Bertrand, speaking at the Pittsburgh Traffic Club, calls for merger of Reading, CNJ, Lehigh Valley Railroad and L&HR as "Northeast National Railway System." (PhlInq, Guide)
- Oct. 10, 1972 Two sections of the joint subway-LIRR 63rd Street Tunnel joined under the East River, completing the portion under the river; the cost has been \$70 million, but it lacks connections at either end. (MTA AR)
- Oct. 13, 1972 Judge Fullam orders Penn Central to negotiate with the Providence & Worcester Railroad for its independence and report on Nov. 10. (Guide)
- Oct. 13, 1972 MTA announces introduction of M-2 "Cosmopolitan" cars on ex-New Haven lines will be indefinitely delayed because of technical problems. (NYT)
- Oct. 1972 Penn Central files with the ICC to abandon the 13.8-mile Quarryville Branch, which has been damaged by Tropical Storm Agnes. (PhlInq)

- Oct. 1972 Southern Railway purchases the platform and Concourse area of Cincinnati Union Terminal for yard expansion. (CUT)
- Oct. 19, 1972 Angry New Haven commuters stranded in Mount Vernon by a breakdown that blocks the local tracks form a human barricade to force an express to stop and pick them up. (NYT)
- Oct. 20, 1972 Pennsylvania Company Board authorizes settling the Orange County litigation, in which former Great Southwest Corporation officers Wynne, Baker, Caldwell and Ray and GSW are suing each other. (MB)
- Oct. 23, 1972 1.5% rate increase takes effect. (PCPost)
- Oct. 25, 1972 Former LIRR business car and later parlor-observation car *Jamaica* delivered to the Wantagh Preservation Society as a static exhibit. (MrkrLmp)
- Oct. 25, 1972 St. Louis Car Division of General Steel Industries, Inc. announces it will cease business upon completion of its current order for New York subway cars.
- Oct. 26, 1972 Penn Central raises New Jersey interstate commuter fares (except NY&LB) by 5.5%; had applied for a 10% increase Aug. 1971.
- Oct 26, 1972 Penn Central discontinues passenger stop at Monmouth Jct., N.J. (A-sheet)
- Oct. 27, 1972 Judge Fullam stays sale of Park Avenue properties at request of creditors on grounds they are essential to protect long-term financial security.
- Oct. 27, 1972 Last day of passenger service at Monmouth Jct., N.J. (tt)
- Oct. 27, 1972 Gov. Nelson Rockefeller and Mayor John V. Lindsay break ground for the Second Avenue Subway at 103rd Street in New York, first proposed in 1920; no portion has been brought into service by 2014. (NYT, MTA)
- Oct. 27, 1972 Labor Dept. announces that prices have increases 40% more than wages under Pres. Nixon's New Economic Policy. (AmrcnDcnds)
- Oct. 28, 1972 Amtrak vacates Cincinnati Union Station in favor of small facility at River Road & Evans Street; this first entirely new Amtrak station or "Amshack" opens Oct. 29. (AR, CUT, A-sheet)
- Oct. 29, 1972 *Floridian* made a separate train south of Jacksonville instead of being

combined with *Silver Star* and 6 hours cut from schedule; Nos. 142-143 extended from Boston to Philadelphia via Springfield and renamed the *Bay State*; Nos. 140-145 cut back to New Haven-Washington and renamed the *Connecticut Yankee*; *Bunker Hill* renumbered from No. 170 to No. 180 and discontinued south of Philadelphia; No. 186 discontinued south of Philadelphia and renumbered No. 286; No. 176 established as *Merchants Limited* replacing No. 82/182 and removing local corridor business from No. 82 *Silver Star*; No. 162 renumbered No. 182 and extended Philadelphia-Boston as the *Narragansett*. (A-sheet)

- Oct. 29, 1972 Amtrak begins running what becomes its “Keystone” service between Philadelphia and Harrisburg under Section 403 (b) that requires state or local government to pay two-thirds of the costs. (AR)
- Oct. 30, 1972 Experimental round trip, “The 7:11,” added to the Philadelphia-Harrisburg line, leaving Philadelphia at 7:11 AM and Harrisburg 9:10 PM; paid for 67% by SEPTA and 33% by Amtrak; designed to give people from Philadelphia and its suburbs a full business day in the capital; runs through Jan. 2, 1973. (SEPTA)
- Oct. 30, 1972 Altoona Railroaders’ Memorial Museum organized. (altoonaworks.info)
- Fall 1972 Amtrak exercises purchase options on 137 more second-hand cars. (AmtrakNews)
- Nov. 1, 1972 Metropolitan Region begins reporting directly to VP-Operations like other regions instead of to System General Manager-Passenger Operations.
- Nov. 1, 1972 James T. Sullivan (1922-), ex-NYC, named Chief Engineer, replacing Charles E. Defendorf (1912-2002), retired after 36 years of service. (PR, MB)
- Nov. 1, 1972 Alfred E. Perlman promoted to Chairman & CEO of Western Pacific Railway; R.G. Flannery promoted from VP to Pres., replacing Perlman. (RyAge)
- Nov. 1, 1972 Standard Oil Company (N.J.) changes its name to Exxon Corporation; the name and logo have been developed in secret by Raymond Loewy / William Snaith Associates, Inc.; because of the breakup of the old Standard Oil Companies, Standard Oil Company (N.J.), must market under different brand names (“Esso” and “Humble” being the most common) in different markets; the new name takes “Esso” and turns it into a unique identifier. (AmrcnDcDs, Porter/Loewy)

- Nov. 2, 1972 Penn Central signs agreement for independent operation of Providence & Worcester effective Dec. 30, ending a four-year dispute.
- Nov. 2, 1972 Amtrak orders first new diesel locomotives, 40 3,000 HP, C-C EMD SDP40F's. (AmtkNews)
- Nov. 3, 1972 Federal court denies Allen's bid to overturn the Penn Central Company refinancing deal; says the proxy contained an accurate description of the plan.
- Nov. 7, 1972 Pres. Nixon defeats antiwar Democratic challenger Sen. George S. McGovern (1922-) by a landslide; McGovern carries only Massachusetts and the District of Columbia; however, the Democrats retain majorities in Congress, allowing them to frustrate Nixon's policies and prosecute the Watergate investigation. (NYT)
- Nov. 7, 1972 New Jersey voters defeat \$650 million transportation bond issue. (NYT)
- Nov. 7, 1972 Great Southwest Corporation settles management contract made with Angus Wynne and R.C. Baker, et al., in 1969 by payment of \$208,000.
- Nov. 8, 1972 Seaboard Coast Line Industries, Inc., announces a favorable court tax ruling clearing the way for the buyout of the remaining minority stockholders of the Louisville & Nashville Railroad and the merger of the L&N and SCL Railroads. (NYT)
- Nov. 9, 1972 PRR abandons remainder of Kinkora Branch.
- Nov. 14, 1972 Indiana PSC becomes first state regulatory agency to approve Penn Central's FACTerminal (Freight Agency Coordination Terminal) system; consists of an integrated computerized billing system with hubs at Boston, New York, Philadelphia, Baltimore, Pittsburgh, Buffalo, Cleveland, Columbus, Detroit, Indianapolis, Chicago and East St. Louis; Indianapolis hub becomes operational; approvals in other states take two years. (PR)
- Nov. 14, 1972 PFW&C Board authorizes the retirement of the coaling station at Canton, Ohio, the Cummings Branch at Chicago, and tracks at Fort Wayne station. (MB)
- Nov. 14, 1972 Dow Jones industrial average closes above 1000 for the first time. (Trager)
- Nov. 15, 1972 MTA Chairman Ronan and Gov. Cahill jointly announce five-year,

\$650 million series of interstate rail projects, including a rail line to Kennedy Airport, extension of PATH from Newark to Plainfield along the PRR and CNJ rights of way, a 48th Street rail tunnel, and connections between the Penn Central and Erie Lackawanna in the Meadowlands; projects are contingent upon overturning the 1962 covenant with the Port Authority bondholders that prevents the use of further Port Authority funds for rail transit. (NYT)

- Nov. 1972 Floods wash out the causeway being used to rebuild the Shocks Mills Bridge. (RyAge)
- Nov. 19, 1972 Altoona station razed for replacement by a transportation center; replaced by an “Amshack” in the interim. (Loeb)
- Nov. 20, 1972 Penn Central Trustees announce they will produce a reorganization plan on Apr. 1, 1973.
- Nov. 20, 1972 U.S. DOT announces first test of maglev (magnetic levitation) car capable of reaching 300 MPH.
- Nov. 22, 1972 Penn Central creditors urge a reorganization plan that is based upon substantial government aid; without it can only keep company alive through trusteeship.
- Nov. 29, 1972 Delaware Valley Regional Planning Commission votes on a \$290.0 million expansion of the PATCO system proposed by the Delaware River Port Authority; includes branches to Moorestown Mall and Glassboro and extension from Lindenwold to Atco. (PhlInq)
- Nov. 29, 1972 Last study for coordination with the Western Maryland Railway submitted to C&O/B&O Chairman Hays T. Watkins. (Trains)
- Nov. 30, 1972 Arbitrator announces failure to reach solution in Penn Central crew consist case.
- Nov. 30, 1972 LIRR shut down by strike of 5,000 non-operating employees demanding a 36% pay increase. (NYT)
- Dec. 1, 1972 George E. Thomas named Penn Central Coal Sales Manger, replacing Donald W. Korn (1920-). (MB)
- Dec. 1, 1972 “VANDALE” Tower taken out of service on the PFW&C main line. (GO)
- Dec. 7, 1972 Penn Central Trustees petition Judge Fullam to reduce the size of freight train crews by attrition and eliminate 5,700 jobs. (PhlInq)

- Dec. 1972 Massachusetts Governor Francis W. Sargent (1915-1998) announces a shift from emphasis on highways to mass transit; urges \$70 million appropriation as first step in rehabilitating Boston commuter rail lines. (Humphrey)
- Dec. 12, 1972 SEC orders brokers Butcher & Sherrerd to suspend trading for 10 days and establish a \$350,000 fund to restore losses of customers trading in Penn Central as a penalty for violating securities laws in its transactions in Penn Central stock in 1961-70. (NYT)
- Dec. 13, 1972 In response to complaint by Chief Justice Warren Burger (1907-1995), Amtrak bans cigar and pipe smoking in first-class "Metroliner" Metroclub cars.
- Dec. 14, 1972 PRSL Board retires passenger station at Elmer, Baldwin road-switcher No. 6013. (MB)
- Dec. 15, 1972 *Champion* restored for the winter and St. Petersburg cars removed from the *Silver Meteor*; *Silver Meteor* discontinued between Boston and New York; *Vacationer* inaugurated as winter-only New York-Miami train via ex-SAL route; *Valley Forge* established Boston-Philadelphia (westbound only); *Connecticut Yankee* rescheduled as No. 141. (A-sheet)
- Dec. 18, 1972 Amtrak opens a new ticket office in Washington. (AR)
- Dec. 18, 1972 Erie & Pittsburgh Railroad Board authorizes abandoning freight station and agency at Sharon, Pa. (MB)
- Dec. 18, 1972 After the Paris Peace Talks collapse, Pres. Nixon orders the bombing of Hanoi and Haiphong. (AmrcnDcnds)
- Dec. 21, 1972 MTA places M-1 "Metropolitan" cars in service on Hudson Line for first time. (NYT)
- Dec. 22, 1972 Judge Fullam approves the new Penn Central crew consist rules calling for one conductor and one brakeman rather than two brakemen effective Jan. 12, 1973. (PhlInq)
- Dec. 22, 1972 Amtrak introduces "Le Pub" piano bar car on *Montrealer* for ski vacation traffic; cars are rebuilt from Seaboard Coast Line coaches at Beech Grove Shops; the Budd dining cars were originally built for the Newport News-Charlottesville leg of the still-born *Chessie*. (AmtkUpdate, Zimmermann)

- Dec. 22, 1972 Former PRR Medical Director John McLaughlin Brewster (1899-1972), dies. (SSDI)
- Dec. 27, 1972 Subcommittee on Surface Transportation of Senate Committee on Commerce, Vance Hartke Chairman, releases its report on Penn Central; is generally more even-handed than the other government reports, blaming the bankruptcy on structural conditions rendered worse by bad management, not on diversification or big dividends; suggests the creation of a Northeast Transportation Authority to bring all Northeastern railroads under public ownership. (Rept, NYT)
- Dec. 27, 1972 Judge Fullam approves three-month postponement of \$5.1 million in wage increases for 44,000 Penn Central employees required under the union contracts scheduled for Jan. 1, 1973; railroads cites cash flow crisis. (PhInq)
- Dec. 28, 1972 Penn Central announces it will begin cutting certain crews from three to two on Jan. 12.
- Dec. 28, 1972 Penn Central drops station stops at Buffington, State Line and Standard, Ind., on "Valpo locals." (A-sheet)
- Dec. 28, 1972 Amtrak announces that it will buy the two United Aircraft "TurboTrains" (now leased), purchase the two 4-car United Aircraft "TurboTrains" owned by Canadian National Railways, and lease two French RTG "Turboliners": RTG is a French acronym for "rames a turbines a gaz." (AmtkNews, Zimmermann)
- Dec. 28, 1972 N.J. Gov. Cahill signs two bills approving \$650 million in transit improvements to be built by Port Authority, including airport rail links; one bill lifts 1962 covenant limiting Port Authority involvement to PATH, but bonds issued prior to 1962 are to remain under covenant until retired in 2007; hence Port Authority plans to spend federal funds, not its own income. (NYT)
- Dec. 28, 1972 Judge Fullam accepts the resignation of W. Willard Wirtz as Penn Central Trustee. (PR)
- Dec. 29, 1972 Last run of PRSL passenger service between Wildwood Jct. and Wildwood, N.J. (tt)
- Dec. 1972 Wholesale grain prices rise 21% in one month; shortage of feed grain also leads to a shortage of meat. (Matusow)
- Dec. 1972 Bear market begins on Wall Street.

- Dec. 31, 1972 William R. Gerstnecker resigns as Executive VP of the Bryn Mawr Group, Inc.; the company has begun losing money because of adverse conditions in the Florida real estate market. (BMG AR)
- Dec. 31, 1972 Great Southwest Corporation reincorporated in Delaware instead of being incorporated in Texas. (Moody's)
- 1972 Penn Central Pres. William H. Moore announces that freight service complaints have been reduced from 70 per week to 3, and the operating ratio has been reduced from 92.56 in the first half of 1971 to 87.27 in the first half of 1972; says "nationalization ... would be a fool's paradise" that would simply freeze today's under-productive, high-cost system. (Trains)
- 1972 Penn Central Trustee Jervis Langdon notes that neither PRR nor NYC had any real earning power after World War II, and that bankruptcy would have occurred eventually even without the merger. (Trains)
- 1972 Amtrak extends more Northeast Corridor trains from New York to Boston to avoid expenses and poor service at Sunnyside Yard; delays on former New Haven disrupt service on former PRR.
- 1972 New Trenton station officially opens; not fully completed until Apr. 1973. (TrntTms)
- 1972 SEPTA completes new Narberth station with community funding; a new enclosed waiting room and ticket counter are built on the eastbound side, while the old westbound station is removed and replaced with a commercial building. (AR)
- 1972 Penn Central retires "SEAFORD" Interlocking and "CLAYTON" Interlocking and block station; remotes "SEAFORD," "NORTH SEAFORD," and "NORTH CLAYTON" Block Stations from "HARRINGTON" Interlocking. (MB)
- 1972 Penn Central applies to the ICC to abandon the Clayton Secondary, Clayton to Smyrna, Del., (1.3 miles) and the Centreville Secondary, Masseys to Centreville, Md. (25.9 miles); a portion of the Centreville Secondary has been washed out in Hurricane Agnes and would cost \$42,000 to replace. (MB)
- 1972 Tropical Storm Agnes damages the Bowie Race track spur, ending Penn Central race train service from Washington. (rfandpr)
- 1972 Track abandoned Cape Jct.-Kiptopeke, Va., and Lewes-Rehoboth, Del. (Hayman)

- 1972 U.S. rail passenger-miles bottom out at 8.6 billion, down from a high of 95.6 billion in 1944; passenger traffic then makes modest gains beginning with Energy Crisis of 1973. (AAR)
- 1972 Penn Central opens first Canadian TrailVan terminal at Montrose, Ont., near Niagara Falls. (Guide)
- 1972? Amtrak Board forces the resignation of Roger Lewis as Pres. and hires Paul H. Reistrup, VP of the Illinois Central Railroad and formerly with the B&O/C&O; Reistrup begins a program to upgrade the Heritage Fleet at the Beech Grove Shops. (Gallamore - verify)
- 1972 Former Penn Central Chairman Stuart T. Saunders hired by Wheat First Securities of Richmond as a consultant on coal resources and coal transportation. (RRs in Age of Reg)
- 1972 Richmond, Fredericksburg & Potomac Railroad begins \$1 million modernization of the northbound hump at Potomac Yard. (AR)
- 1972 Armour & Company sells off the Standard Steel Division of BLH Incorporated and BLH Electronics. (Moody's)
- 1972 In recognition that truck parts now form the majority of its business, The Budd Company moves its headquarters from Philadelphia to Troy, Mich. (BuddCo)
- 1972 Bethlehem Steel Corporation closes the Cornwall, Pa., iron ore mines, active since the colonial period, because of damage to the power transmission facilities by Tropical Storm Agnes. (Warren)