

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

By Christopher T. Baer

1975

April 2015 Edition

All data subject to correction and change

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| Jan. 1, 1975 | General 10% wage increase takes effect. |
| Jan. 2, 1975 | Rear-end collision between two inbound commuter trains near Bronx Botanical Garden injures 232 and delays 20,000 commuters; engineer of following train had not had physical since 1965. (NYT) |
| Jan. 1975 | Junior Achievement creates Hall of Fame for Business Leadership with candidates nominated by a panel from <i>Fortune</i> magazine; J. Edgar Thomson is among first 15 inductees, along with Thomas A. Edison, Henry Ford, John D. Rockefeller, Andrew Carnegie and J.P. Morgan; the only other railroad industry inductees are James J. Hill (1976), Cornelius Vanderbilt (1979) and E.H. Harriman (1983); in 1997 they will be joined by Carl H. Lindner, Jr., who will have purchased the PRR's corporate shell. (Fortune, wiki) |
| Jan. 4, 1975 | Derailment of 105-car freight north of Baltimore brings down catenary, forcing cancellation of many NEC passenger runs and use of diesels to tow "Metroliners." (NYT) |
| Jan. 4, 1975 | Federal Reserve Board cuts the discount rate from 7¾% to 7½% to fight the recession. (WrldAlmnc) |
| Jan. 6, 1975 | Penn Central petitions Maryland PSC and ICC for 25% increase in Baltimore-Washington commuter fares, which receive no subsidy. |
| Jan. 7, 1974 | Chrysler Corporation announces rebates of \$200-\$400 to boost flagging automobile sales; the other Big Three follow suit within two weeks. (WrldAlmnc) |
| Jan. 8, 1975 | New York Gov. Hugh L. Carey (1919-2011) in his State of the State |

message calls for ending the “lavish” style of government he has inherited from his Republican predecessors; Carey proposes an austerity regime of tax increases and service cutbacks, along with reining in the agencies created by Gov. Nelson A. Rockefeller; Rockefeller’s Urban Development Corporation, originally designed to build low-income housing in New York City, has borrowed itself to the edge of bankruptcy. (NYT)

- Jan. 8, 1975 Claims for unemployment reach record levels.
- Jan. 9, 1975 New Haven Trustee Richard J. Smith sues Penn Central, its officers and accountants in federal court, charging they deliberately misled him in merger negotiations; demands \$124 million damages, lien on ex-New Haven lines or their return.
- Jan. 9, 1975 Erie Lackawanna Railway Trustees report EL cannot be reorganized; petitions for inclusion in Conrail; company is badly hurt by inflation and reverses policy to gain access to emergency funds available under 3R Act. (RyAge, Grant)
- Jan. 9, 1975 French Amtrak RTG "Turboliner" No. 3 hits 132.5 MPH on test run between Orleans and Vierzon. (RyAge)
- Jan. 10, 1975 Penn Central Trustees petition Judge Fullam for additional \$12 million in federal aid under 3R Act, as last \$30 million is exhausted.
- Jan. 11, 1975 Ford Administration proposes \$250 million emergency fund to keep bankrupt Northeast railroads operating.
- Jan. 11, 1975 *Miamian* makes last run because of Amtrak equipment shortages.
- Jan. 13, 1975 Penn Central Trustees again begin taking advantages of grace periods in paying obligations. (PR)
- Jan. 13, 1975 In a television speech, Pres. Ford changes the focus of his economic policy from fighting inflation to combating the recession; calls for a \$16 billion income tax cut, including a 12% rebate on 1974 personal income taxes, and higher taxes on gas and oil. (NYT)
- Jan. 14, 1975 At the request of U.S. DOT, Penn Central Trustees cancel furloughs imposed because of the coal strike and recession in return for assurances of \$250 million aid package.
- Jan. 15, 1975 Gov. Brendan Byrne orders N.J. to apply for \$322 million in federal funds to meet 80% of the cost of the PATH extension to Plainfield. (NYT)

- Jan. 15, 1975 PRSL abandons the Wildwood Branch.
- Jan. 1975 New York Urban Development Corporation defaults on \$100 million in notes, the largest government agency default since the Depression; investors stop buying New York City's bonds, sparking a financial crisis for the city. (Trager)
- Jan. 1975 MTA confirms that the projected East Side terminal for the LIRR is being deferred for at least six years; original plan was for LIRR trains to use the new 63rd Street Tunnel to a \$300 million underground terminal at 3rd Avenue & 48th Street; project is actually shelved for 30 years, when it is changed to bring the LIRR into Grand Central Terminal. (NYT)
- Jan. 1975 "Metroliners" have to be towed by GG1's because of fine snow being sucked into intakes and causing shorts. (NYT - check when were snows)
- Jan. 16, 1975 Penn Central Company reports total losses of over \$1 billion since 1970.
- Jan. 16, 1975 Penn Central turns over its West Side Yard in Indianapolis to Indianapolis Union Railway. (PCRR)
- Jan. 16, 1975 Commerce Dept. announces that the gross national product (GNP) for the fourth quarter of 1974 declined at a rate of 9.1%, the fastest rate in 16 years; decline in GNP for all of 1974 adjusted for inflation was 10.2%, the largest for any year since 1946; this is the steepest decline into recession since the end of World War II. (NYT)
- Jan. 17, 1975 Secretary of Transportation Claude S. Brinegar (1926-2009) in a letter to Congress asks for \$250 million in emergency aid for Penn Central and other railroads. (RyAge)
- Jan. 17, 1975 USRA approves \$144.1 million government-guaranteed loan to Penn Central.
- Jan. 17, 1975 Last run of Penn Central Detroit-Ann Arbor RDC commuter train No. 55. (PCRR)
- ca. Jan. 1975 Penn Central demolishes the approaches to the ex-NYC Ohio River bridge at Louisville after all traffic is rerouted to the ex-PRR bridge. (Trains)
- Jan. 1975 Task Force for Princeton Junction Rail Service formed to prevent

abandonment of Princeton "dinky".

- Jan. 1975 Auto-Train Corporation reduces frequency of Louisville-Sanford service from tri-weekly to weekly.
- Jan. 20, 1975 Amtrak inaugurates *Michigan Executive* commuter train between Detroit and Jackson with 403 (b) funding, replacing a Detroit-Ann Arbor RDC commuter train No. 55 operated by Penn Central. (AmtkNews, Trains)
- Jan. 20, 1975 Over next three days, 50 "Metroliners" have to be hauled by GG1's because of snow sucked into air intakes clogging traction motors. (Trains, PCRR)
- Jan. 20, 1975 Great Southwest Corporation signs consent decree promising not to make false or misleading statements in proceeding brought by Securities & Exchange Commission against alleged 1970 frauds.
- Jan. 21, 1975 New York Supreme Court Justice Irving H. Saypol (1905-1977), in a suit brought by Penn Central in 1972, rules that landmark status for Grand Central Terminal places an economic burden on Penn Central and takes private property without compensation; holds the landmark law to be unconstitutional and revokes the terminal's landmark status; Saypol is best known for his prosecution of the Rosenbergs and Alger Hiss during the early years of the Cold War. (NYT)
- Jan. 21, 1975 Labor Dept. announces that the inflation rate for 1974 was 12.2%, the worst since 1946; they predict that the inflation rate is slackening, but that it will take years to bring the rate down to reasonable levels. (NYT)
- Jan. 22, 1975 Penn Central Trustees appear before Senate Commerce Committee; note are still losing \$2 million a day and will be forced to suspend operations by Feb. 25 without further \$222 million; face wage payments of \$14 million between Feb. 25 and Feb. 28; blame poor performance on coal strike and energy-crisis related slump in U.S. auto production.
- Jan. 22, 1975 Penn Central applies to ICC for 25% fare increase on Chicago-Valparaiso commuter service, which receives no subsidy.
- Jan. 22, 1975 Rep. Wright Patman ousted as head of House Committee on Banking & Currency as House abolishes the old seniority system. (WrldAlmnc)
- Jan. 22, 1975 Report tentative settlement with UTU, maintenance workers, signalmen and sheet metal workers for increase of 40.5% over 3 years; averts

nationwide strike set for Jan. 24.

- Jan. 23, 1975 Labor Dept. announces that the overall rate of inflation for 1974 was 12.2%, the worst since 1946. (NYT)
- Jan. 24, 1975 Lehigh & New England Railway, subsidiary of CNJ, shuts down because of the recession; as a non-bankrupt, it is not eligible for Federal aid; Lehigh Valley Railroad assumes operation of lines running north from Bethlehem into the Cement District. (Trains)
- Jan. 25, 1975 MTA announces it will have its first four gas-turbine cars in service by summer; also has dropped plans for COFC/TOFC service on LIRR as too expensive.
- Jan. 27, 1975 Senate Commerce Committee approves bill for \$275 million in emergency funds to bankrupt Northeast railroads.
- Jan. 28, 1975 Southern Railway announces it has asked USRA to sell it the ex-PRR line between Wilmington and Cape Charles.
- Jan. 30, 1975 ICC suspends 7% freight rate increase. (RyAge)
- Jan. 30, 1975 ICC votes 7-3 to reject railroads' request for 7% rate increase; suspends until Sep. 4; Penn Central charges will cost it \$9-10 million per month; Commission fears increasing inflation. (RyAge, NYT)
- Jan. 30, 1975 Amtrak orders an additional 200 "Amfleet" cars.
- Jan. 30, 1975 Architect Philip Johnson (1906-2005) and Jacqueline Kennedy Onassis (1929-1994) announce formation of Municipal Arts Society's Committee to Save Grand Central Station at a press conference outside the Oyster Bar. (Belle, NYT)
- Jan. 31, 1975 Penn Central loss for the month is \$47.97 million, or \$64,500 per hour. (Trains)
- Feb. 1, 1975 Amtrak discontinues portion of the *Bay State* between Boston and Springfield as state refuses payments since Mar. 1973, claiming poor service (Trains)
- Feb. 1, 1975 SEPTA opens its own ticket office on the mezzanine level of 30th Street Station and separates it operation from the main ticket office on the Concourse operated by Amtrak. (SEPTA)
- Feb. 1, 1975 75 miles (?) of the Bald Eagle Branch taken out of service. (PCRR)

- Feb. 3, 1975 Auto industry layoffs now at 38.5% of total payroll.
- Feb. 3, 1975 Pres. Ford presents a \$349.4 billion budget to Congress; the \$51.9 billion deficit is the largest yet except in wartime; predicts that unemployment will remain near 8% well into 1976. (WrldAlmnc)
- Feb. 4, 1975 Ford administration asks for additional \$30 million for railroads to compensate for ICC suspension of rate increase.
- Feb. 4, 1975 Third and fourth French RTG "Turboliners" ordered by Amtrak arrive at Port Elizabeth, N.J. (RyAge)
- Feb. 5, 1975 Penn Central Trustee Robert W. Blanchette delivers blunt testimony before House Committee on Interstate & Foreign Commerce; says Penn Central lost \$2 million a day in Jan. 1975 and cannot meet Feb. payroll; will embargo freight on Feb. 18 and cease operations by Feb. 25 because of cash flow crisis if they do not receive additional aid; state that they will announce an embargo on all traffic on Feb. 18; Rep. John D. Dingell (1926-) of Mich. calls him the most arrogant witness to appear before his committee. (NYT, Trains)
- Feb. 5, 1975 Illinois Northern Railway merged into Atchison, Topeka & Santa Fe Railway. (Moody's)
- Feb. 6, 1975 House Interstate & Foreign Commerce Committee votes \$347 million in emergency aid to railroads; up from \$275 million approved by Senate. (NYT)
- Feb. 6, 1975 N.Y. Gov. Hugh L. Carey appoints Richard Ravitch (1933-) Chairman of the embattled Urban Development Corporation with a mandate to untangle its finances; Edward J. Logue (1912-2000), an idealistic city planner, resigns as UDC's first Pres. next day; UDC switches from building low-income housing to facilitating commercial development. (NYT, EncyclofNYC)
- Feb. 7, 1975 Labor Dept. reports that unemployment reached 8.2% in Jan., the highest since 1941. (WrldAlmnc)
- Feb. 9, 1975 *New York Times* reports that Gov. Hugh L. Carey is considering reducing the MTA to a purely operating agency and having its planning, research and financing functions assumed directly by the state. (NYT)
- Feb. 10, 1975 Great Southwest Corporation is recapitalized; GSW's Swiss franc debts are converted to dollars at the lower exchange rate prevailing in Sep. 1974 instead of the current, higher rate caused by the decline of the

dollar, and \$70 million in debts are extended; principal debt payments due over the next 4 years are cut from \$115 million to \$68 million; Pennsylvania Company makes \$10 million cash payment to Great Southwest, cancels a \$10 million note to Great Southwest, and cancels \$22 million in Great Southwest preferred stock in return for 10 million shares of new Great Southwest 3% preferred and \$60 million common. (Moody's, AR)

- Feb. 10, 1975 Gov. Brendan Byrne orders PATH to begin extension to Plainfield. (NYT)
- Feb. 11, 1975 Penn Central Trustees agree to delay the plan to shut down on Feb. 25 after the government agrees to help them meet the payroll due at the end of the month. (NYT)
- Feb. 11, 1975 Federal Maritime Commission begins hearings on complaints against "land bridge" container tariffs by the Council of North Atlantic Shipping Associations and the International Longshoremen's Association; because Pacific trade with East Asia is booming relative to Atlantic trade, "land bridge" service benefits West Coast ports and reduces shipping at East and Gulf Coast ports. (JrnlofCommrce)
- Feb. 13, 1975 USRA approves Preliminary System Plan; Pa. Gov. Milton Shapp presents his own plan calling for Penn Central to be split in two into something approximating the former NYC and PRR, with the Northeast Corridor improvements and passenger service to be handled by a public authority. (PhlInq)
- Feb. 13, 1975 Goldman, Sachs & Co. denies it acted improperly in events leading up to Penn Central bankruptcy and has now settled about two-thirds of claims against it. (NYT)
- Feb. 13, 1975 Federal Reserve Board reports than industrial production has fallen 3.6% in Jan., the steepest drop since the Jan. 1937 recession. (WrldAlmnc)
- Feb. 14, 1975 Penn Central Trustees apply to Judge Fullam to make agreement with Federal Railway Administration for \$60 million in emergency funds; can be made only if Congress appropriates additional funds under Section 213; must be authorized by Feb. 25 to enable company to meet payrolls; Penn Central also seeks authority for USRA to purchase \$26.6 worth of maintenance of way materials from Penn Central with Section 215 funds as a fallback position; Penn Central will experience a shortfall of \$16.4 million on Feb. 25.
- Feb. 14, 1975 SEPTA Board decides that the City of Philadelphia will hold title to 48

- of 70 new "Silverliner IV" MU cars, with 22 to be owned by SEPTA. (PhlInq)
- Feb. 14, 1975 Grand Trunk Western Railroad files to abandon its Muskegon-Milwaukee car ferry once used by the PRR. (Trains)
- Feb.? 1975 Penn Central begins to sound out its solvent connections on the possibility of buying PC lines piecemeal. (Trains)
- Feb.? 1975 Port Authority of Allegheny County establishes expanded PATrain commuter service on the B&O between Pittsburgh and Versailles; RDC's are joined by push-pull trains of ex-C&O coaches sandwiched in between two leased B&O GP9's; cars are painted in bright "mod" vertical striping. (Trains)
- Feb.? 1975 Les Entreprises de J. Armand Bombardier Limitée of Quebec, primarily known as the developers of the snowmobile, purchases control of locomotive builder MLW-Worthington Ltd. from Studebaker-Worthington, Inc.; carries with it all of the former Alco Products, Inc. locomotive designs as well as the LRC lightweight train designs. (Trains, wiki)
- Feb. 16, 1975 Grand Central Terminal placed on National Register of Historic Places. (NYT, Belle)
- Feb. 16, 1975 Illinois Northern Railway merged into Atchison, Topeka & Santa Fe Railway. (Moody's)
- Feb. 17, 1975 New York Gov. Hugh Carey proposes \$67 million in emergency funding to keep commuter rail lines operating beyond Mar. 1975. (NYT)
- Feb. 18, 1975 REA Express, Inc. files for reorganization under Chapter 11 bankruptcy after deprived of lucrative air express business that provided about two-thirds of its income.
- Feb. 19, 1975 House passes \$347 million aid package for Northeast railroads by 270-137. (NYT)
- Feb. 19, 1975 Penn Central Trustees reports fourth quarter 1974 loss of \$73.2 million vs. \$41 million in 1973; total loss for 1974 is \$198 million.
- Feb. 20, 1975 House passes second bill for \$125 million in direct emergency aid by 273-134. (NYT)
- Feb. 20, 1975 SEPTA announces it will buy 70 "Silverliner IV" MU cars from GE,

the only bidder, with option for 30 more, which were dropped from the initial order because of inflation. (, RyAge)

- Feb. 20, 1975 New London Redevelopment Agency votes to demolish the historic railroad station designed by H.H. Richardson. (NYT)
- Feb. 20, 1975 Grand Trunk Western Railroad begins running trains through Penn Central's Detroit-Windsor Tunnel; Canadian National Railway terminates 121-year old train ferry service. (Trains)
- Feb. 21, 1975 Penn Central files with ICC for 25% increase in northern New Jersey commuter fares.
- Feb. 23, 1975 Press learns that the USRA now believes that because of the recession, no private company can operate the bankrupt railroads of the Northeast and Midwest and that it will thus propose federal ownership for the foreseeable future/ (PhlInq)
- Feb. 24, 1975 U.S. DOT notifies Penn Central at 10:00 AM that it is approving emergency arrangements to enable Penn Central to meet its payroll on Feb. 25. (PR)
- Feb. 24, 1975 USRA provides advance copies of Preliminary System Plan to Congress, which in turn releases it to the press; adverse reactions from states that will lose much mileage begin.
- Feb. 24, 1975 Prototype E60CP No. 950 derails at 102 MPH at Elkton during final southbound acceptance run; caused by excessive yawing; Amtrak refuses to accept delivery; delivery of P30CH diesels, which use same truck, is also delayed pending further tests. (PhlInq, Trains)
- Feb. 24, 1975 Jacqueline Kennedy Onassis (1929-1994) writes to Mayor Abraham Beame (1906-2001) urging that he save Grand Central Terminal by appealing the landmark ruling; her celebrity status enables her to rally the various forces trying to save the terminal and gain a hearing from political leaders in New York, Albany and Washington. (Roberts)
- Feb. 24, 1975 Penn Central, Amtrak, and the unions sign an agreement for Amtrak to take over the Beech Grove, Ind., Shops and 600 employees for \$3.8 million; to serve as Amtrak's main repair shops. (AmtkNews)
- Feb. 25, 1975 Penn Central receives \$15.3 million in emergency funds to keep operating while railroad aid bill is stalled in Senate by filibuster.
- Feb. 26, 1975 United States Railway Administration formally issues its Preliminary System Plan dividing viable portions of bankrupt roads between

Conrail, C&O and N&W, the C&O to get the Reading-CNJ route east of Harrisburg and the N&W the Erie Lackawanna route; as a backup plan, also considers a Conrail made entirely of Penn Central and "MARC-EL" an new line made from Erie Lackawanna Railway and the other bankrupts and a single "Big Conrail"; recommends abandonment of 6,200 miles, which draws much criticism from communities losing service; the ICC's Rail Services Planning Office attacks the plan over the issue of preserving branch lines; the PSP also recommends that lines used primarily for passenger service, such as the Northeast Corridor, should be owned by the passenger agency and not Conrail. (PSP, USRA, Gallamore)

- Feb. 26, 1975 Senate breaks filibuster and passes \$347 million aid package by 62-30 and second bill for immediate \$125 million first installment by 61-29. (NYT)
- Feb. 26, 1975 New York Gov. Hugh Carey denounces Preliminary System Plan as diverting business from New York; N&W issues statement doubting viability of Conrail. (NYT)
- Feb. 27, 1975 House concurs to Senate version of \$347 million railroad aid bill. (NYT)
- Feb. 28, 1975 Three R Act amended to authorize \$347 million in additional payments to bankrupt railroads to keep them functioning until Conrail can be implemented; also calls for bankrupt railroads to resume paying certain state taxes collected on non-railroad property on Mar. 1; allows EL and B&M to join Conrail; second act provides additional \$143.1 million aid for fiscal 1975. (NYT)
- Feb. 28, 1975 New Jersey Gov. Byrne signs bill to provide \$25 million in emergency aid to prevent shutdown of commuter rail service. (NYT)
- Feb. 28, 1975 US DOT announces has approved the final plans for the Center City Commuter Connection after 15 years of dickering; the project is to be completed in 1980 for \$274 million; it is finished in the fall of 1984. (PhlInq, SEPTA)
- Mar. 1, 1975 Pres. Ford signs both railroad aid bills, granting \$197 million in cash payments and \$150 million in federal guaranteed loans to 8 northeastern railroads. (NYT)
- Mar. 1, 1975 Paul H. Reistrup (1932-), VP-Traffic of the Illinois Central Railroad and formerly a traffic officer on the B&O, becomes the second Pres. of Amtrak after Congress forces the resignation of Roger Lewis; Reistrup travels from Chicago to Washington on the *Broadway Limited*. (Trains)

- Mar. 1, 1975 Amtrak discontinues the Boston-Springfield-New Haven *Bay State*, two years after Massachusetts dropped 403 (b) payments. (Zimmermann)
- Mar. 1, 1975 First of four rebuilt Delaware & Hudson ALCO PA-1's placed on the *Adirondack*. (RyAge)
- Mar. 3, 1975 Penn Central and Delaware & Hudson Railway inaugurate new through TrailVan service between North Bergen and Lacolle, Que., near Montreal. (PR)
- Mar. 3, 1975 New Jersey Transportation Commissioner Alan Sagner criticizes Preliminary System Plan and calls for federal subsidies of additional lines that states consider essential. (NYT)
- Mar. 6, 1975 Brotherhood of Locomotive Engineers secures a contract for a 40.5% increase over three years with a cost-of-living clause and a 10th paid holiday. (ble-t)
- Mar. 7, 1975 William T. Coleman (1920-), a noted civil rights and transportation lawyer, a member of Dilworth, Paxson, Kalish, Levy & Coleman of Philadelphia, and special counsel to SEPTA, sworn in as the fourth U.S. Secretary of Transportation, replacing Claude S. Brinegar; Coleman is the second African American cabinet member. (BioDirExecBranch, FordLibrary)
- Mar. 7, 1975 Labor Dept. reports that unemployment remained stationary at 8.2% during Feb. (WrldAlmnc)
- Mar. 8, 1975 Amtrak closes the Louisville ticket and baggage offices, but reopens them later in the month. (AmtkNews)
- Mar. 9, 1975 Fifteen-month study of proposal for building a race track or football stadium on a platform over Sunnyside Yard concludes cost renders scheme impractical. (NYT)
- Mar. 10, 1975 Judge Fullam authorizes Penn Central Trustees to sell two West Side freight yards to Trump Enterprises for development. (NYT)
- Mar. 15, 1975 MTA begins running M-1 "Metropolitan" MU cars on Bronx locals on Harlem Line after high level platforms are completed at Melrose, Tremont, Fordham, Botanical Garden, Williams Bridge, Woodlawn and Wakefield; the remainder of the Harlem Line stations in the Bronx are completed later in the year. (MTA AR, NYT)

- Mar. 1975 Pittsburgh & Lake Erie Railroad agrees to purchase Pennsylvania Company's half interest in Montour Railroad and Youngstown & Southern Railway, making them wholly-owned subsidiaries. (AR, McLean, Cole)
- Mar. 1975 Construction begins on the connections to the eastern end of the 63rd Street LIRR-subway tunnel in Queens. (MTA AR)
- Mar. 1975 Recession caused by the Energy Crisis and Oil Embargo bottoms out, although unsettled conditions continue for the rest of the decade. (NBER)
- Mar. 16, 1975 Citizens Advisory Committee on Environmental Quality reports to Pres. Ford recommending that abandoned railroad rights-of-way be turned into hiking and biking trails, something that will become commonplace as the decline in rail mileage accelerates after Conrail. (PhlInq)
- Mar. 17, 1975 State of New Jersey threatens to sue to block rail reorganization because of abandonment of 295 miles in state called for by Preliminary System Plan. (NYT)
- Mar. 17, 1975 Transport Workers Union strike shuts down SEPTA's city lines; Penn Central adds 14 extra trains. (PhlInq)
- Mar. 17, 1975 Chicago, Rock Island & Pacific Railroad, the weakest of the Granger Lines, declares bankruptcy three days after the USRA denies it a \$30 million loan; there is no inclination to save the Rock Island. (NYT)
- Mar. 18, 1975 Penn Central Park, Inc., authorizes sales of land in lots for prices up to \$100,000. (MB)
- Mar. 20, 1975 Because of New York City's financial crisis, Mayor Abraham Beame (1906-2001) announces that work on the Second Avenue Subway is being deferred indefinitely; only three disconnected sections are completed: Chatham Square to Canal Street, 99th to 105th Street, and 110th to 120th Street; work will not resume until 2007 only to fall victim to the Great Recession. (NYT, MTA)
- Mar. 21, 1975 Pres. John A. Foust of the American Freedom Train Foundation, Inc., makes a presentation at the Sheraton Hotel in Philadelphia outlining their plan to operate an exhibition train patterned on the original *Freedom Train* as part of the Bicentennial celebration. (PhlInq)
- Mar. 24, 1975 ICC begins hearings on Preliminary System Plan; testimony limited to 15 minutes per person; Govs. Hugh Carey of New York and Milton

Shapp of Pennsylvania and Mayor Abraham Beame of New York denounce plan. (NYT)

- Mar. 24, 1975 Amtrak inaugurates the *Mountaineer* over the Norfolk & Western Railway between Norfolk and Catlettsburg, Ky., where it is combined with the *James Whitcomb Riley*, as a two-year experiment, restoring passenger service to the N&W main line; action was forced on Amtrak by Sen. Robert F. Byrd of W.Va. adding it to an obscure appropriation bill. (AmtkNews, Trains)
- Mar. 25, 1975 ICC reverses self and approves 7% rate increase effective Apr. 27, after it comes to believe its delay has contributed to the bankruptcy of the Rock Island and other lines. (, Hoogenboom)
- Mar. 25, 1975 New York City files protest with ICC noting loss of car floats, Bay Ridge and West Side Freight Line under Preliminary System Plan. (NYT)
- Mar. 26, 1975 ICC approves fourth fare increase for Penn Central since 1971.
- Mar. 26, 1975 Goldman, Sachs & Co. settles with Getty Oil Company by paying 70 cents on the dollar for \$2 million in Penn Central commercial paper. (NYT)
- Mar. 26, 1975 SEPTA city transit lines resume service after settlement of the Transport Workers Union strike. (PhlInq)
- Mar. 27, 1975 Norfolk & Western Railway Pres. John P. Fishwick, in a statement to the ICC, urges nationalization in the Northeast east of Albany and Harrisburg to preserve the rest of the rail system. (PhlInq)
- Mar. 27, 1975 MTA takes deliver of the first R-46 subway cars built by Pullman-Standard. (Feinman)
- Mar. 28, 1975 Ross Rowland's *American Freedom Train*, a steam-powered exhibition train modeled on the earlier *Freedom Train*, leaves Washington for Boston behind ex-Reading 4-8-4 No. 2101; locomotive is painted blue, renumbered No. 1 and given name *America*; principal locomotive, ex-SP Daylight 4-8-4 No. 4449, cannot operate in Northeast because of clearance and track problems; train consists of three piggyback flat cars carrying vehicles, trailers and containers, two display cars with full-height plastic windows showing off a "freedom bell," a moon rover, and several historic vehicles, 11 baggage cars with displays, 2 power cars, a dormitory car, and the four cars of the *Preamble Express* Rowland had hoped to obtain the Liberty Bell and the Declaration of Independence, but train does not match the caliber of the 1947-48 train,

giving more space to artifacts from the movies and other popular entertainments; nevertheless, it is one of the few national bicentennial events; the train is generally well-received in small cities but less so in large ones. (Trains, Railfan, NYT)

- Mar. 28, 1975 CAB grants National Airlines the right to offer “no frills” service with a New York-Miami fare of \$61. (NYT, Trains)
- Mar. 29, 1975 Pres. Ford reluctantly signs a \$22.8 billion Democratic anti-recession tax cut bill, claiming it does not do enough for middle-income taxpayers; includes ending the oil and gas depletion allowance for big oil companies and extending unemployment benefits; very slow economic recovery begins, but with stagnation and high interest rates. (WrldAlmnc, NBER,)
- Mar. 31, 1975 LIRR increases the price of drinks in bar cars from \$1.35 to \$1.75. (NYT)
- Mar. 31, 1975 Raymond Loewy / William Snaith Associates, Inc., renamed Raymond Loewy International, Inc. under the laws of New York, and all other Lowey firms are merged into it. (NYCorps, LOC/LoewyPprs)
- Apr. 1, 1975 Carl Helmetag (1914-1987) promoted from General Counsel-Reorganization to General Counsel, head of the Law Dept.; Paul R. Duke (1929-2003) promoted from General Counsel to VP-Law to advise Trustees on reorganization. (PR)
- Apr. 1, 1975 Ralph N. Cramer promoted from Assistant VP-Sales to VP-Sales, replacing A. Paul Funkhouser, who leaves Penn Central to become Senior VP of SCL Industries, Inc.; VP-Marketing Welborn E. Alexander given responsibility for coal & ore and automotive traffic. (PR)
- Apr. 1, 1975 Pittsburgh & Lake Erie Railroad acquires the other 50% of the Montour Railroad from the Pennsylvania Company. (Cards)
- Apr. 1, 1975 Amtrak takes over former NYC (Big Four) shops at Beech Grove, Ind., near Indianapolis; 600 Penn Central employees transferred to Amtrak. (Shappell, Zimmermann)
- Apr. 1, 1975 *American Freedom Train* makes first stop at Delaware Park race track at Stanton, Del., on the B&O; visited by 30,000. (NYT, Baumgardt)
- Apr. 2, 1975 Amtrak orders 235 bi-level "Superliner" cars for long-distance service from Pullman-Standard and an additional 200 “Amfleet” cars from Budd; Pullman purchases plant of Allied Structural Steel Company at

- Hammond, Ind., to build "Superliners". (Zimmermann,)
- Apr. 4, 1975 Penn Central completes new MAPS network designed by its Systems Development Dept.
- Apr. 4, 1975 Labor Dept. announces that unemployment in Mar. 1975 reached 8.7%, the highest since 1941. (WrlldAlmnc)
- Apr. 5, 1975 MTA announces LIRR has lost 7.4 million riders since 1966. (NYT)
- Apr. 5, 1975 *American Freedom Train* moves from Delaware Park to Albany over Penn Central, with two GG1's towing the train as far as Meadows Yard. (Railfan)
- Apr. 6, 1975 Eight-alarm fire in warehouse near North Philadelphia Station delays all Northeast Corridor traffic for five hours as power is turned off. (NYT)
- Apr. 6, 1975 *American Freedom Train* begins four-day stop at Albany, N.Y. (NYT)
- Apr. 6, 1975 *New York Times* reports that subway ridership is now the lowest since 1918, having fallen 20% since 1965. (NYT)
- Apr. 7, 1975 New Jersey City bus station opens in PATH Transportation Center located over Journal Square station; all bus lines, many of which used to load on the street, are forced into the terminal and charged user fees. (PA AR, NYT)
- Apr. 9, 1975 Joseph B. DiCarlo promoted to Assistant VP-Sales. (date of press release)
- Apr. 10, 1975 Amtrak introduces "Turboliner" service with first of four new French RTG trains on Chicago-Detroit route; adds third round trip as *Twilight Limited*. (Railfan,)
- Apr. 10, 1975 Mid-Atlantic Governors' Conference opposes Preliminary System Plan and endorses plan by Gov. Shapp for a rail trust fund financed by surcharges on shippers to rebuild rail lines without massive abandonment. (NYT)
- Apr. 12, 1975 Speaking to the Central New York Chapter of the NHRS, John W. Barriger III likens the Red Team-Green Team feuds to the religious wars of the 16th century but says "the time will yet come when Penn Central can justly claim to the "The Standard Railroad of the World." (Trains)

- Apr. 1975 USRA study holds that MARC-EL would be viable; MARC is being pushed by Pres. Charles E. Bertrand of the Reading with support of ex-Gov. William Scranton, a member of the USRA Board. (USRA)
- Apr. 15, 1975 Celebrities perform a benefit outside Grand Central Terminal with talk show host Dick Cavett (1917-) as emcee to garner support for its preservation. (NYT)
- Apr. 1975 Eastern and western railroads apply for a further 5% rate increase within 45 days; the Chessie System does not implement the increase, fearing it will lose traffic instead. (Hoogenboom)
- Apr. 1975 Inflation bottoms out at 5.8% per year because of the recession, but then begins rising again as recession-fighting measures pump money into the economy. (NYT)
- Apr. 16, 1975 Special appeals court in Washington upholds Erie Lackawanna Railway reorganization court decision to make a last-minute inclusion of EL in Conrail.
- Apr. 16, 1975 Paul W. Olson promoted from Director-Marketing to Assistant VP-Marketing Services; Malcolm S. Sarder promoted from Senior Traffic Officer-Automotive to Assistant VP-Automotive. (PR)
- Apr. 16, 1975 Pres. Ford invokes Emergency Board to prevent strike of Brotherhood of Railway & Airline Clerks; Pres. C.L. Dennis rejects 41% increase as inadequate. (NYT)
- Apr. 17, 1975 Commerce Dept. announces that gross national product fell a record annual rate of 10.4% in the first quarter of 1975; however, inflation drops from 11.7% in the last quarter of 1974 to 7.2%. (WrldAlmnc)
- Apr. 19, 1975 Amtrak "Turboliner" begins two days of public displays on Chicago-Detroit route. (Amtrak News)
- Apr. 20, 1975 *American Freedom Train* is exhibited at Boston through Apr. 27. (AmtkNews)
- Apr. 22, 1975 Railroad Museum of Pennsylvania opens at Strasburg. (RRMPA)
- Apr. 22, 1975 Labor Dept. reports that the consumer price index, the major gauge of inflation, increased only 0.3% in Mar. 1975, the smallest increase in 20 months; food prices have begun falling. (NYT)
- Apr. 23, 1975 U.S. Court of Appeals rules ICC cannot order railroads to spend proceeds of 1974 increase on capital improvements on suit brought by

Chessie System.

- Apr. 24, 1975 Rail Services Planning Office of ICC report critical of Preliminary System Plan first announced to press.
- Apr. 25, 1975 Penn Central informs Judge Fullam that it will cut services and furlough 3,500 employees unless government provides more operating funds.
- Apr. 25, 1975 Amtrak and Penn Central discontinue ticket office in World Trade Center, New York; last vestige of former joint ticketing on PRR/H&M. (Shappell)
- Apr. 26, 1975 ICC report on the Preliminary System Plan formally released; charges USRA underestimates full cost of rehabilitating railroads; urges creation of two systems in Northeast, a Conrail made of Penn Central, PRSL and Ann Arbor, and a Mid-Atlantic Rail Corporation (MARC) built around EL, LV and Reading to maintain competition; recommends a \$12 billion rehabilitation program funded by fuel taxes on all surface transportation except buses. (USRA, NYT)
- Apr. 27, 1975 Penn Central merges Eastern Region, consisting of New Jersey, Chesapeake, Harrisburg and Philadelphia Terminal Divisions, into Northeast Corridor Region. (Shappell)
- Apr. 27, 1975 Amtrak reroutes the *Floridian* from C&EI to ex-PRR between Chicago and Maynard Jct. and thence via the Monon to Louisville; *Adirondack* and *Empire State Express* made separate trains south of Albany; third Chicago-Detroit train added (? (Hilton says rerouted to Monon 3/21/75).
- Apr. 28, 1975 Railroads files for additional 5% rate increase within 45 days to cover wage increase of Jan. 1; further increase of 2.5% in Oct. to cover further 5% wage increase set for Oct. 1.
- Apr. 29, 1975 Reading Trustees call the Preliminary System Plan “economically unsound” and propose two competitive systems, Conrail, and a system composed of the Reading, Lehigh Valley Railroad and Erie Lackawanna Railway. (PhlInq)
- Apr. 30, 1975 Last 395 Americans and 4,475 Vietnamese dependents and allies are evacuated from Saigon by helicopter to naval vessels offshore; hours later, the South Vietnamese army surrenders to the North Vietnamese, ending the Vietnam War. (WrldAlmnc)
- Apr. 30, 1975 Penn Central Trustees report net loss of \$127.9 million in first quarter;

nearly double that of first quarter of 1974.

- May 1, 1975 Penn Central claims grace period on \$1.5 million of debt payments due in May. (PR)
- May 1, 1975 General Motors' Electro Motive Division rolls out demonstrator for new generation of electric freight locomotive, 6,000 HP, C-C GM6C No. 1975, for tests on Penn Central; electrical components provided by ASEA of Sweden. (RyAge)
- May 2, 1975 Labor Dept. announces that unemployment has reached 8.9%, the highest since 1941. (AmrcnDcnds)
- May 3, 1975 Developer Donald J. Trump (1946-) and Hyatt Corporation agree to acquire ex-NYC 30th and 60th Street Yards for \$62 million.
- May 4, 1975 In an interview with Mike Wallace on *60 Minutes*, Amtrak Pres. Paul H. Reistrup says it will take five years and billions of dollars to restore Amtrak to a first-class operation. (Trains)
- May 4, 1975 The new *Fortune 500* ranks Exxon Corporation as the number one industrial firm based on sales; passing General Motors Corporation, which has held the top spot for 40 years. (NYT)
- May 6, 1975 Penn Central Director - Intermodal Sales George Shimrak denounces "shortsighted" and "selfish" special interests in Northeast and Gulf ports for their legal battles to abolish certain "land bridge" container routes. (PR)
- May 6, 1975 Transportation Secretary William T. Coleman (1920-) publicly raises the possibility of liquidating the bankrupt railroads and letting solvent carriers buy the viable portions. (PhlInq)
- May 7, 1975 MTA opens a new 90-foot passage at Grand Central Terminal, including widening of the ramp from 42nd Street near Park Avenue to the main Concourse level and a new corridor from the ramp to the Waiting Room. (MTA AR)
- May 7, 1975 Amtrak announces it will begin \$15 million track improvement program between New York and Boston.
- May 8, 1975 Justice Dept. informs the House subcommittee that a controlled liquidation of the bankrupt railroads is the "preferred way." (PhlInq)
- May 8, 1975 Amtrak orders 30 EMD F40PH's; its first locomotives with B-B trucks. (Zimmermann)

- May 12, 1975 Penn Central Trustee Robert W. Blanchette testifies to House subcommittee that Congress has appropriated sufficient funds to tide Penn Central over until the formation of Conrail.
- May 12, 1975 Reading Trustee Joseph A. Castle testifies to the House subcommittee calling for a Mid-Atlantic Railroad Company (MARC) composed of parts of the Reading, Lehigh Valley Railroad and Erie Lackawanna Railway as a competitor for Conrail. (Phllnq)
- May 12, 1975 Western Maryland Railway begins operating over the B&O between Cherry Run and Ohio Pyle via Cumberland; WM main line abandoned Tonoloway-North Branch, Blue Lick-Rockwood Jct., and Rockwood-Ohio Pyle, with the remaining sections operated as industrial tracks; eventually WM is abandoned all the way to Connellsville; although the WM has better grades over the Allegheny Mountain, it would cost more to double-track than the extra operating expense. (Trains)
- May 13, 1975 Congress passes bill appropriating \$1.12 billion to fund Amtrak deficits and capital improvements through Oct. 1, 1977.
- May 14, 1975 Chessie System Pres. Hays T. Watkins testifies to House subcommittee that he is interested in acquiring 1,200 miles of the Erie Lackawanna Railway and Reading subject to certain restrictive conditions; Norfolk & Western Railway Pres. John P. Fishwick says his road could not acquire EL profitably and is not interested. (Phllnq)
- May 15, 1975 In testimony to House subcommittee, Penn Central Trustee John H. McArthur proposes making Conrail a holding company and allowing it to buy or lease bankrupt railroads as operating subsidiaries; wants immediate transfer with questions of final configuration to be worked out over two to four years.
- ca. May 1975 Main Waiting Room of Washington Union Station is gutted for installation of a multi-media theater called PAVE (Primary Audio-Visual Experience), otherwise known as "The Pit"; installed in the middle of the room as part of the National Visitor Center conversion; shortage of funds slows construction and delays opening. (Trains)
- May 1975 Pennsylvania Company sells its 50% interest in the Montour Railroad to the Pittsburgh & Lake Erie Railroad for \$2.2 million. (AR)
- May 1975 Hyatt Corporation has agreed to purchase the run-down Commodore Hotel from Penn Central; the deal is arranged by developer Donald J. Trump who is to completely rebuild the building; Trump is seeking financing from Victor Palmieri & Co. of Washington, which is

- handling the sale of much of Penn Central's real estate. (NYT)
- May 1975 Penn Orlando Company, a subsidiary of Pennrec Company, opens Stars Hall of Fame Wax Museum in Orlando; operated by Six Flags, Inc. (AR)
- May 1975 Unemployment associated with the Energy Crisis peaks at 9.2%. (NYT)
- May? 1975 B&O Railroad Museum reopens after \$1.5 million overhaul. (Trains)
- May 17, 1975 Urban Mass Transportation Administration opposes PATH extension to Plainfield.
- May 19, 1975 Pres. Ford sends bill to Congress to permit railroads to raise rates incrementally, ending the ICC's power of suspension.
- May 19, 1975 Six Flags, Inc., announces that it will begin operating the Astroworld theme park in Houston, Tex., under a 20-year lease. (NYT, AR)
- May 22, 1975 Penn Central inaugurates *Washingtonian*, through freight from Canadian Pacific and Boston & Maine from Montreal to Potomac Yard via Springfield, Mass., and Selkirk; cuts two days off previous service. (PR)
- May 22, 1975 Southern Railway discontinues *Lynchburg Special*, Washington-Lynchburg remnant of the old *Birmingham Special*. (PTJ)
- May 26, 1975 Pres. Ford signs bill granting \$1.12 billion to Amtrak to cover deficit and capital expenditures through Oct. 1, 1977.
- May 26, 1975 Amtrak discontinues the Paoli stop of the 5:27 PM from Suburban Station to Harrisburg because many ordinary commuters are riding it for a non-stop ride to Paoli and taking the space from long-distance passengers. (PhlInq)
- May 27, 1975 ICC approves 250 line transfers to Conrail as called for by the USRA. (PhlInq)
- May 27, 1975 Thomas J. Ross (1893-1975), former PRR public relations consultant and partner of Ivy Lee, dies. (WwasW)
- May 28, 1975 Pres. Paul H. Reistrup announces that Amtrak will establish regional VP's and headquarters at New York, Chicago, Los Angeles and Jacksonville. (RyAge)

May 29, 1975 USRA Board rejects MARC-EL plan; votes 7-1 to create three competitive railroads by having Chessie and Norfolk & Western Railway buy portions of Northeast bankrupts. (USRA, RyAge)

May 29, 1975 Pres. Ford vetoes a \$5.3 billion jobs bill as inflationary; the House fails to override by 5 votes on June 4. (WrldAlmnc)

May 30, 1975 Norfolk & Western Railway informs Transportation Dept. that it will not buy any large segments of the bankrupts as they would operate at large losses even after rehabilitation.

June 1, 1975 Penn Central begins paying 10% wage increase imposed under a nationwide settlement, retroactive to Jan. 1; Penn Central had deferred payment until now because of cash flow crisis.

June 1, 1975 Boston commuter district is transferred from the Northeast Corridor Region to the Northeastern Region. (Shappell)

June 1, 1975 Southern Railway reduces *Southern Crescent* to tri-weekly south of Atlanta; discontinues *Piedmont* south of Charlotte. (Trains)

June 1, 1975 Frank E. Loy elected Pres. of Pennsylvania Company, replacing Victor Palmieri who remains as Chairman.

June 2, 1975 Amtrak opens passenger lounge in Chicago Union Station. (Zimmermann)

June 3, 1975 Penn Central states new wage settlement will cost \$7.5 million a month.

June 5, 1975 ICC grants 5% rate increase effective June 20.

June 6, 1975 Labor Dept. reports that unemployment peaked at 9.2% in May, but the total number of persons employed has increased. (WrldAlmnc)

June 9, 1975 Penn Central applies to USRA for \$61 million in Section 215 funds to repair track.

June 7, 1975 Three-train wreck on Penn Central near Leetonia, Ohio, leaves one crew member dead and several injured; standing freight is rear-ended, and third train moving in opposite direction crashes into wreckage, which is obscured by a curve. (Trains)

June 12, 1975 New York Legislature announces it will spend \$250 million from 1974 bond issue on maintenance and preservation of railroad rights-of-way for both passengers and freight.

- June 1975 LIRR converts two MP72 MU cars to PP72B push-pull parlor cars for East End resort service; nine more cars converted for 1976 season; called "The Sunrise Fleet"; some operate as commuter clubs in winter. (Keystone)
- June 1975 MTA begins replacing the 4-track Penn Central viaduct at 138th Street in the Bronx with a combination of fill and bridges. (MTA AR)
- June 1975 Clearfield Bituminous Coal Corporation sells its 40% interest in Cambria & Indiana Railroad to Bethlehem Steel Corporation. (AR)
- June 16, 1975 Sen. Clifford P. Case (1904-1982) of New Jersey calls for a two-year moratorium on rail abandonments. (PhlInq)
- June 17, 1975 MTA introduces "Unit-ticket" for bus-rail journeys.
- June 18, 1975 Penn Central furloughs 1,211 blue collar employees because of poor business; 550 of the layoffs are at Altoona Shops; PC says it can retain them if it gets \$65 million in federal funds. (PR, PhlInq)
- June 18, 1975 USRA approves agreement for Chessie System, Inc. to acquire most of Reading and Erie Lackawanna Railway east of Wadsworth, Ohio, plus ex-NYC Charleston, W.Va., line with immunity from future litigation for \$115 million. (PhlInq)
- June 19, 1975 Pres. Paul H. Reistrup hosts press viewing of first of 492 "Amfleet" cars at Budd's Red Lion Plant. (AmtkNews)
- June 19, 1975 USRA Board approves the agreement for the Chessie System, Inc., to buy most of the Reading main lines, the Erie Lackawanna Railway east of Akron and the ex-NYC Charleston, W.Va., line for \$114.1 million and endorses the Chessie demand for new legislation to protect it from the creditors of the bankrupts; however, the Chessie keeps reducing the amount of money it is willing to pay. (Grant)
- June 20, 1975 Conrail names Edward G. Jordan (1929-2001), Pres. of USRA, as its first Pres.; Union Pacific Pres. John C. Kenefick (1921-2011) supposedly turned down post as unsure of Conrail's future.
- June 20, 1975 In connection with the arrival of the *American Freedom Train*, a dedication ceremony is held to reopen the main waiting room of the ex-Michigan Central Detroit station, closed since the mid-1960s. (Trains)
- June 22, 1975 Alan Greenspan of the Council of Economic Advisers announces that the recession is over. (AmrcnDcDs)

June 24, 1975	New Jersey Gov. Brenden Byrne warns of huge budget cuts if Senate fails to pass state income tax. (NYT)
June 25, 1975	New Jersey Transportation Commissioner warns budget cuts would nearly halve rail subsidies and mean the end of most rail service. (NYT)
June 25, 1975	Penn Central announces that it is beginning negotiations with Canadian National and Canadian Pacific Railways to sell its Canadian lines. (PR)
June 27, 1975	Gov. Brendan Byrne cuts \$48 million rail subsidy in half after Senate fails to pass income tax; says will mean 55% fare increase and 50% cut in service; includes end of all subsidies to EL, CNJ and PRSL.
June 27, 1975	USRA files portions of Final System Plan with ICC; notes Conrail is not projected to be profitable until 1979 and will require \$1.8 billion in federal subsidies, nearly twice amount allowed by 3R Act. (USRA)
June 27, 1875	General American Transportation Corporation renamed GATX Corporation. (NYCorps)
June 28, 1975	LIRR opens track elevation between Merrick and Bellmore. (MTA AR, NYT)
June 30, 1975	Mayret Corporation merged into Manor Real Estate Company. (MB)
June 30, 1975	Pres. Ford signs legislation extending unemployment benefits from 52 to 65 weeks through the end of 1975 because of the severity of the recession; the 13 week extension was set to expire July 1. (WrldAlmnc)
July 1, 1975	Amtrak takes over New York-Philadelphia and Philadelphia-Harrisburg commuter ticketing from Penn Central, and Penn Central stops acting as ticket agents; Amtrak raises fares on the Northeast Corridor by 25% and on the Harrisburg line by 10%. (Phllnq)
July 1, 1975	New Amtrak organization; establishes Line Operations Dept., which absorbs the entire Service Dept. and the staff of the General Manager-Operations, also field ticketing, reservation control, commissary, and contract administration. (AmtkNews)
July 3, 1975	EMD GM6C electric locomotive No. 1975 leaves La Grange for Harrisburg for tests in drag freight service on Penn Central. (Railfan, DieselEra)
July 3, 1975	Labor Dept. reports that unemployment fell to 8.6% in June.

(WrldAlmnc)

- July 7, 1975 Delaware River Port Authority Projects Committee approves extensions of the PATCO high-speed line to Mount Laurel and Glassboro. (PhlInq)
- July 8, 1975 Penn Central files with Judge Fullam to obtain \$56 million in USRA funds for equipment repair.
- July 10, 1975 “Amfleet” cars go on display at Boston, beginning a 19-day series of publicity viewings at Northeast Corridor cities. (AmtkNews)
- July 14, 1975 USRA Board rejects Chessie System, Inc., offer of \$20 million cash and \$84 million in bonds for parts of Reading and Erie Lackawanna Railway. (Grant)
- July 15, 1975 Penn Central asserts value of property to be conveyed is \$7.4 billion, not \$510 million offered.
- July 15, 1975 US DOT gives final approval to \$25 million grant to City of Philadelphia to start pre-construction work on Center City Commuter Connection; cost now at \$300 million. (SEPTA)
- July 15, 1975 USRA Board reverses its vote and accepts the offer of the Chessie System, Inc. (Grant)
- July 15, 1975 Federal Reserve Board reports that industrial production increased 0.4% in June, reversing an 8-month decline; automobile production is starting to rebound. (WrldAlmnc)
- July 16, 1975 New Jersey Assembly fails to restore rail budget cuts; existing subsidies expire at midnight on July 20. (NYT)
- July 16, 1975 Transformer fire at 23rd & Race Streets at 1:30 PM cuts all electrical service and electric light at Suburban Station and strands thousands of Philadelphia commuters; Penn Central is finally able to run a long shuttle train to 30th Street after 5:00 PM. (PhlInq, PCRR, AmtkNews)
- July 17, 1975 *American Freedom Train* No. 1 derails from spread rail at Kankakee while moving from Penn Central to Illinois Central; then travels to Gilman on IC and Peoria on Toledo, Peoria & Western. (Trains)
- July 17, 1975 Clerks mediation breaks down and strike call issued for July 28.
- July 18, 1975 Clerks settle for 41% increase over three years with cost-of-living clause.

- July 18, 1975 Penn Central signs new \$3.2 million New Jersey subsidy with provision for cutting off-peak service.
- July 19, 1975 New "Amfleet" cars placed on display at Penn Station. (NYT)
- July 21, 1975 Record rains of 6.11 inches in 10 hours near Trenton cause Assanpink Creek to flood the entire Trenton station area to a depth of 8 feet and wash out track; the 12:01 AM out of New York is nearly trapped by rising water, but passengers are moved into the first car, which is uncoupled and makes it to Philadelphia; over 100 trains cancelled; by 2:30 PM, Penn Central arranges busing for local passengers between Levittown, Trenton and Princeton Jct.; Amtrak employs Greyhound buses east of 30th Street Station; 11 "Clocker" coaches damaged and not repaired; Penn Central runs a "Levittown Turn" of 12 P70 coaches with a GG1 at each end; those Philadelphia passengers who know about them take the Reading's *Crusader* and *Wall Street* to Newark. (NYT, PhlInq, Cinders, PCRR)
- July 21, 1975 Penn Central and other New Jersey railroads continue with old schedules on assurance state will come up with additional funds. (NYT)
- July 22, 1975 Amtrak service restored through Trenton except for "Metroliners," but local commuter are trains still suspended because of flood damage to switches. (NYT)
- July 25, 1975 Pres. Paul H. Reistrup testifies to Congress that Amtrak is willing to take over the Northeast Corridor. (AmtkNews)
- July 26, 1975 United States Railway Association issues the Final System Plan; recommends a Conrail formed from Penn Central and Lehigh Valley Railroad, the Chessie System to get the Reading and Erie Lackawanna, east of Akron, plus the existing N&W; rejects the MARC-EL proposal. (FSP, Grant)
- July 28, 1975 United States Railway Association files Final System Plan with Congress; says Conrail will require \$2.5 billion in federal funds, up from \$1.78 billion. (USRA, PhlInq)
- July 28, 1975 Penn Central asks Judge Fullam to grant \$56 million in federal funds for equipment repair prior to conveyance; will permit recalling 550 shop workers at Altoona.
- July 28, 1975 New Jersey Commuter Operating Agency declares mass transit crisis over. (NYT)

July 29, 1975 A deadheading commuter train of two “Jersey Arrows” bound for Penn Station rear ends a GG1-hauled Bay Head train in East River Tunnel killing the engineer on the MU. (NYT, Cinders)

July 31, 1975 Penn Central Trustees report second quarter loss of \$114.3 million; over twice second quarter loss of 1974.

July 31, 1975 Richard Dicker (1914-1993), Chairman of a Penn Central bondholders' committee, calls \$471 million liquidating value assigned by USRA as inadequate and threatens litigation by creditors. (NYT)

July 31, 1975 MTA calls for 25% fare increase on all its rail lines. (NYT)

Summer 1975 Ex-NYC Weehawken Yard closes and all work moved to ex-PRR Meadows Yard. (PCRR)

Summer 1975 Ex-PRR station on Eggleston Avenue, Cincinnati, demolished. (PCRR)

Aug. 1, 1975 Amtrak promotes F.S. King from VP-Operations to Senior VP for Corporate Operations. (AmtkNews)

Aug. 1, 1975 Second batch of 100 M-2 “Cosmopolitan” cars placed in service on New Haven Line; have improvements suggested by commuters, including more comfortable seats. (NYT)

Aug. 1, 1975 Labor Dept. announces that unemployment dropped to 8.4% in July, but the ending of the recession brings renewed inflation. (WrldAlmnc)

Aug. 3, 1975 Amtrak begins two days of shakedown trials of the “Amfleet” cars on the Northeast Corridor; cars are basically unpowered versions of the “Metroliner” cars with airplane-type interiors. (AmtkNews)

Aug. 4, 1975 Gov. Brendan Byrne signs new tax package permitting restoration of most budget cuts. (NYT)

Aug. 4, 1975 *American Freedom Train* changes from ex-Reading No. 1 to ex-SP “Daylight” 4-8-4 No. 4449 at C&NW's Proviso Yard near Chicago. (Trains)

Aug. 5, 1975 William H. Tucker promoted from Senior Executive Representative-Trustees to VP reporting directly to Trustees; to head valuation team to establish value of assets to be conveyed to Conrail. (date of press release)

Aug. 5, 1975 Penn Central begins recalling employees furloughed in June to Altoona under USRA-funded \$56 million equipment repair program. (PCRR)

- Aug. 7, 1975 First Budd "Metroshell" or "Amfleet" cars make first trial run in Northeast Corridor revenue service on the Boston-Washington *Statesman*; cars are rotated in assignments. (Trains, AmtkNews)
- Aug. 8, 1975 Tri-weekly No. 3-4, last remnant of Southern Railway's *Asheville Special*, makes last run between Salisbury and Asheville, N.C. (Trains)
- Aug. 10, 1975 Two ex-New Haven "Washboard" MU's are used for clearance tests at 30th Street Station. (Cinders)
- Aug. 12, 1975 New Jersey Commuter Operating Agency proposes fare increases and elimination of all passenger service on PRSL effective Oct. 1 to compensate for inflation and reduced subsidy. (NYT)
- Aug. 13, 1975 Federal Railroad Administration announces \$25 million emergency track repair program for Northeast Corridor. (PhlInq, Cinders)
- Aug. 15, 1975 National Park Service places Rockville Bridge on National Register of Historic Places. (Cupper)
- Aug. 1975? Urban Mass Transportation Administration grants Philadelphia an additional \$25 million for the Airport Line, bringing total to \$55 million, and \$25 million for pre-construction work on Center City Commuter Connection. (Cinders)
- Aug. 1975 MTA announces a \$4.3 million program to build new substations and otherwise modernize the New Haven Line's power and signal systems; main project is to convert from 25-cycle to 60-cycle current, so that commercial electric power can replace the 1907 Cos Cob power plant. (MTA AR)
- Aug.? 1975 Demolition of the east end of the Concourse of Washington Union Station begins. (AmtkNews)
- Aug. 16, 1975 First two Amtrak P30CH leave Erie for Philadelphia. (PCRR)
- Aug. 18, 1975 Amtrak begins regular revenue service of "Amfleet" cars on train Nos. 170-183 and 179-180; further service is prevented by the problems with the E60's and SDP40F's and the fact that Amtrak has only three head-end power (HEP) cars available for use with older, steam-heat locomotives; Amtrak has six more HEP cars under construction. (Cinders)
- Aug. 18, 1975 Amtrak begins Northeast Corridor track repairs at North Philadelphia. (PhlInq)

- Aug. 19, 1975 First GE P30CH diesels Nos. 700 and 701 arrive at Wilmington Shops for testing. (Cinders)
- Aug. 20, 1975 Delaware River Port Authority approves extending the PATCO high-speed line to Mount Laurel and Glassboro; goes to the governors for final approval. (PhlInq)
- Aug. 20, 1975 Pres. Ford nominates former New York Gov. Nelson A. Rockefeller (1908-1979) to fill the vacant office of VP. (Sobel)
- Aug. 21, 1975 Amtrak announces it will discontinue telephone service on "Metroliners" effective Oct. 1. (NYT)
- Aug. 21, 1975 Labor Dept. announces that prices rose a record 1.2% during July. (WrldAlmnc)
- Aug. 22, 1975 Parking facility in Washington Union Station closes to permit demolition of the east end of the Main Concourse as part of the National Visitor Center conversion; Amtrak is forced to institute van shuttles from nearby parking lots; Washington Terminal Company purchases PC MP54 MU cars No. 618 & 659 (WT No. 300-301) to carry employees between Ivy City and Union Station; are repainted blue with white stripes. (AmtkNews, Trains)
- Aug. 25, 1975 ICC issues its report endorsing Final System Plan and calling for \$1.85 billion subsidy to Conrail. (USRA)
- Aug. 25, 1975 New Jersey Commuter Operating Agency begins public hearings on proposed fare increases.
- Aug. 28, 1975 Penn Central files with ICC for 25% increase in New Jersey interstate commuter fares effective Oct. 1.
- Aug. 30, 1975 MTA begins \$1 million overhaul of Grand Central Terminal including repairing and cleaning and removal of some booths and displays.
- Aug. 31, 1975 Amtrak Pres. Reistrup outlines improvement program for the Northeast Corridor; first stage is to be an increase in "Metroliner" speed from 105 to 125 MPH and cutting New York-Boston time from 4 to 3 hours.
- Sep. 1, 1975 Amtrak takes over mail, baggage and express functions at 30th Street Station, Newark and Baltimore, and all passenger functions at Wilmington, Rome and Amsterdam. (AmtkNews)
- Sep. 1, 1975 MTA increases LIRR fares by average of 23%; Harlem and Hudson

fares by 25%; city transit fares increase from 35 cents to 50 cents.
(NYT, Trager)

- Sep. 3, 1975 Penn Central Trustees and security holders settle claims against former officials for mismanagement and misleading statements; are to pay company \$12.6 million, of which Lloyds of London will pay \$2 million and over 50 individual officers and directors the rest; Penphil Company pays \$700,000; Butcher & Sherrerd \$250,000; Perlman \$25,000.
- Sep. 4, 1975 E60 No. 950 resumes tests out of Philadelphia. (Cinders)
- Sep. 5, 1975 Amtrak breaks ground for a new Cleveland station on the lakefront. (AmtkNews)
- Sep. 8, 1975 E60's No. 950 and 965 make first test run in multiple unit mode; most testing is done near Aberdeen at night; Penn Central has approved them for 80 MPH operation after snubbing devices are added to the trucks to limit lateral motion. (Cinders)
- Sep. 9, 1975 In return for advancing New York City \$2.3 billion to meet its financial crisis, New York State assumes control of the city's finances through the Emergency Financial Control Board. (NYT, Trager)
- Sep. 10, 1975 Amtrak Pres. Paul H. Reistrup announces Amtrak will establish Rohr "Turboliner" service between New York and Buffalo next year. (AmtkNews)
- Sep. 10, 1975 Railroad Museum of Pennsylvania at Strasburg formally dedicated by Gov. Milton J. Shapp. (Trains)
- Sep. 14, 1975 Amtrak discontinues No. 186 *The New Englander*; No. 168 *The East Wind* cut from Boston-Washington to Boston-Philadelphia; No. 181 *The New Englander* is replaced by *TurboTrain* No. 151. (AmtkNews)
- Sep. 14, 1975 *Silver Meteor* and *Champion* combined as a single train north of Jacksonville through Dec. 11. (AmtkNews)
- Sep. 14, 1975 Amtrak switches *The Floridian* to the ex-Monon route via Lafayette and Bloomington, Ind. (Trains - Hilton says 3/21!!, this date added stops at Lafayette and Bloomington)
- Sep. 15, 1975 N.J. DOT starts hearings on subsidizing freight lines threatened by Final System Plan.
- Sep. 16, 1975 Penn Central Trustees issue 26-page statement denouncing the Final System Plan as confiscation and nationalization; assert that the value of

the property being taken for Conrail is \$7.4 billion, while USRA has assigned only scrap value of \$471 million; predicts (accurately) that Conrail will not meet USRA projections because the same factors that crippled Penn Central have not yet been addressed. (PR)

- Sep. 19, 1975 New Jersey Commuter Operating Agency approves 70% increase in intrastate commuter fares effective Oct. 1. (NYT)
- Sep. 19, 1975 Chessie System, Inc., Hays T. Watkins testifies to the Senate Subcommittee on Surface Transportation that his company is backing out of the offer to purchase the Erie Lackawanna Railway, as it would have to pay money to the protected EL employees above the U.S. guarantee of \$250 million; he wants only the Reading and the Penn Central's Charleston, W.Va., line. (Grant)
- Sep. 21, 1975 N.J. Senator Harrison A. Williams (1919-2001) announces he will introduce bill calling for federal subsidy to keep all line dropped from Final System Plan operating for one year pending further study. (NYT)
- Sep. 21, 1975 Port Authority Chairman William J. Ronan, citing tenfold increase in projected cost since 1968, questions feasibility of completing rail link from Penn Station to Kennedy Airport. (NYT)
- Sep. 22, 1975 Transportation Secretary William T. Coleman asks Congress to increase start-up funds for Conrail from \$1 billion to \$2.1 billion. (PhlInq)
- Sep. 23, 1975 New Jersey Senator Clifford P. Case urges Federal Mass Transportation Administration to reject the PATH extension to Plainfield in favor of overhauling the existing CNJ line. (NYT)
- Sep. 24, 1975 Jervis Langdon, Jr., replaces William H. Moore on Amtrak Board. (AmtkNews)
- Sep. 26, 1975 Richard D. Spence (1925-), VP-Operations of Southern Pacific Transportation Company, elected Pres. of Conrail replacing Edward G. Jordan, who remains Chairman and CEO, effective Oct. 15. (Trains, RyAge)
- Sep. 26, 1975 ICC grants 2.5% rate increase effective Oct. 1.
- Sep. 26, 1975 Western Maryland Railway broken in several places between Cedarhurst and Westminster by washouts; line is not reopened, and traffic is rerouted via the Hanover Subdivision through Gettysburg. (Trains)

- Sep. 1975 Amtrak places first head end power cars in service on Northeast Corridor trains; rebuilt baggage cars house electric generators, and GG1's are equipped for steam, not electric, heat. (AmtkNews)
- Sep. 30, 1975 New Jersey Commuter Operating Agency postpones fare increases for two months at urging of Gov. Brendan Byrne. (NYT)
- Oct. 1, 1975 Penn Central Trustees petition Judge Fullam to sue federal government in Court of Claims for \$997 million in damages from erosion of value of estate caused by compelled continuation of rail service; estimate estate has been wasted to the extent of \$1 billion over five years of bankruptcy. (PR, PhlInq)
- Oct. 1, 1975 Penn Central grants 5% general wage increase.
- Oct. 1, 1975 Amtrak's *Floridian* derails at Pulaski, Tenn.; National Transportation Safety Board later places blame on high lateral forces generated by the SDP40F locomotive, which has a faulty truck design. (Trains, Wilner)
- Oct. 11, 1975 Tri-State Regional Planning Commission releases five-year transportation plan; calls for electrification of 60 miles of LIRR and NY&LB to Red Bank, restoration of commuter service on West Shore line, and connections at Kearney and Secaucus to permit EL trains to run to Penn Station. (NYT)
- Oct. 12, 1975 Fire in a vacant Nabisco factory alongside the main line east of North Philadelphia Station disrupts traffic. (PCRR)
- Oct. 1975 Penn Central cuts TrailVan service between Pittsburgh/Columbus and St. Louis to less than 24 hours. (Guide)
- Oct. 1975 Amtrak announces that stations at South Station, Providence, Stamford, New Haven, Wilmington, Newark, Philadelphia and Baltimore are to receive facelifts totaling \$2.35 million under grants from U.S. DOT and the Dept. of Commerce to fight unemployment. (AmtkNews)
- Oct. 1975 MTA announces that it will develop a master plan for rebuilding the transportation hub at the LIRR's Flatbush Avenue terminal, including replacement of the original above-ground building with a smaller structure and expanding the underground part. (MTA AR)
- Oct.? 1975 LIRR orders its first EMD diesels, 20 GP38's, to be delivered in 1976. (Trains)
- Oct. 16, 1975 Port Authority dedicates Journal Square Transportation Center, built over old H&M platforms and Bergen Hill Cut; includes union bus terminal opened in the spring (into which all bus lines terminating at

Journal Square have been forced to move) and PATH operating headquarters; minutes later, the power goes off, causing two-hour delays on PATH. (NYT, PA AR)

- Oct. 17, 1975 Secretary of Transportation William T. Coleman calls for states to contribute 10% to proposed \$4.4 billion upgrading of Northeast Corridor; urges ban on air shuttle flights to protect revenues. (NYT)
- Oct. 17, 1975 Motorman of commuter train No. 994 runs a caution signal and rear-ends Amtrak "Metroliner" No. 132 stopped by mechanical problems at Edge Moor north of Wilmington, derailing all six "Metroliner" cars; commuter train No. 931 then sideswipes the wreckage, blocking all three tracks, 25 injured; service is restored by 9:00 PM; lead "Silverliner" No. 252 has its front end crumpled by the impact. (PhiInq, Trains)
- Oct. 17, 1975 Teachers' Union saves New York City from default by agreeing to purchase \$150 million in Municipal Assistance Corporation bonds. (WrldAlmnc)
- Oct. 18, 1975 John W. Hanifin, 54, resigns as President of Chessie System, Inc. and Chairman Hays T. Watkins (1926-) resumes running the company; rumors are that Hanifin is purged because he was opposed to buying parts of Erie Lackawanna Railway and Reading. (Trains, Grant)
- Oct. 1975 Conrail names Alvin E. Egbers, formerly of Burlington Northern, as VP-Labor Relations; first major executive appointment. (PR)
- Oct. 20, 1975 Transportation Secretary William T. Coleman reveals Ford Administration is planning to substitute modest \$1.2 billion upgrade for Northeast Corridor; would only save a half hour on New York-Boston running time. (NYT)
- Oct. 20, 1975 Soviet Union agrees to purchase 6-8 million tons of American grain annually for 5 years. (WrldAlmnc)
- Oct. 26, 1975 Amtrak lengthens schedules of *Broadway Limited* (to 18:30) and *National Limited* (by 1:30) because of slow orders west of Pittsburgh; service upgraded with new uniforms, new menus, complimentary hors d'oeuvres and breakfast coffee for sleeping car passengers; Washington-Harrisburg section of *Broadway Limited* rerouted from the Port Road to run via Philadelphia to permit stopping at 30th Street instead of North Philadelphia; New York section of the *Broadway* runs non-stop between Harrisburg and Trenton; weekend through service between Boston and Harrisburg by *Valley Forge* discontinued; "Turboliner" equipment begins running through Union Station between

- Detroit and Milwaukee; "Amclub" first class cars begin operating in Northeast Corridor; number of Philadelphia-Harrisburg round trips increased to 11; No. 621-624 added with money from SEPTA. (PTJ, AmtkNews, Trains)
- Oct. 26, 1975 Chicago-Detroit "Turboliners" cut by 5-10 minutes to 5:30 because of track work by Penn Central and the USRA. (AmtkNews)
- Oct. 26, 1975 Amtrak discontinues service at Elizabeth, Rahway and Metuchen, N.J. (Shappell)
- Oct. 28, 1975 Amtrak stages two-day promotional run of *Lake Shore Limited* from Chicago to Boston, restoring through service on ex-NYC main line. (AmtkNews)
- Oct. 29, 1975 At a speech in Washington, Pres. Ford declares he will veto any legislation for federal loan guarantees to New York City; proposes that the city file for bankruptcy; the next day, the *Daily News* runs a banner headline, "Ford to City: Drop Dead." (NYT, WrldAlmnc)
- Oct. 30, 1975 Amtrak announces lease of Swedish ASEA Rc4a B-B electric locomotives as substitutes for E60CP's; develops same 6,000 HP with one half the weight. (AmtkNews)
- Oct. 31, 1975 Penn Central asks Judge Fullam for permission to have USRA purchase \$20.9 million in Penn Central equipment obligations coming due before Mar. 1, 1976. (PR)
- Oct. 31, 1975 Amtrak restores *Lake Shore Limited* between New York and Chicago over ex-NYC route; also restores through service over ex-NYC between Albany and Boston; Boston section must make reverse movement using Hudson Division and Castleton Cutoff; includes \$1.4 million for station improvements in 10 cities. (AmtkNews, PassDept)
- Oct. 31, 1975 Amtrak adds stops at Fort Erie, St. Thomas and Windsor, Ont., on Buffalo-Detroit *Empire State Express* (or 4/25/76?? Shappell gives both dates)
- Oct. 31, 1975 Amtrak deadline for ending telephone service on "Metroliners" passes; extended at last minute to Nov. 30, 1976; government wanted to reclaim the operating frequency. (Trains)
- Fall 1975 Howard Serig, an economist with US DOT views exhibit "The Designs of Raymond Loewy" at the Smithsonian's Renwick Gallery in Washington; conceives project of repainting a GG1 in original Loewy livery and soon after founds "Friends of the GG1." (Trains)

- Nov. 1, 1975 Amtrak begins offering USARail pass for unlimited coach travel to foreign tourists. (AmtkNews)
- Nov. 1, 1975 Amtrak assumes all passenger functions at Providence Station. (AmtkNews)
- Nov. 1, 1975 Urban Mass Transportation Administration makes favorable report on upgrading existing CNJ commuter service in lieu of PATH extension to Plainfield. (NYT)
- Nov. 2, 1975 Penn Central announces major improvements in suburban service on Media-West Chester Line and to lesser extent on Wilmington and Paoli Lines because of new "Silverliner IV" cars. (PR)
- Nov. 4, 1975 Union Depot Company (Columbus) authorizes rehabilitation of track facilities in Union Station. (MB)
- Nov. 5, 1975 Judge Fullam approves agreement with New York State to finance part of cost of restoring Poughkeepsie Bridge; NY will pay half and Penn Central up to \$300,000 with U.S. DOT paying for any excess. (, Trains)
- Nov. 6, 1975 USRA accepts final offer of Chessie System, Inc., for sale of parts of Erie Lackawanna Railway, Reading and Penn Central's Charleston line for \$54.5 million, with protection from future lawsuits, unpaid employee benefits, etc. (Grant)
- Nov. 6, 1975 U.S. District Court orders full liquidation of REA Express, Inc. (Trains)
- Nov. 7, 1975 LIRR introduces safety check calling for conductors to walk length of train along platforms after closing doors in response to dragging death in 1974. (NYT)
- Nov. 7, 1975 New Jersey voters reject Gov. Brendan Byrne's \$600 million transit bond issue by large margin; among projects shelved are extensions to PATCO Lindenwold Line. (NYT)
- Nov. 9, 1975 Final System Plan becomes effective after Congress fails to disapprove it by this deadline. (Rdg AR, USRA)
- Nov. 10, 1975 Delaware River Port Authority projects committee recommends building a Center City loop for the PATCO line from 8th & Arch Streets via Arch, 19th and Locust Streets to rejoin the existing line at 16th & Locust Streets. (PhlInq)

- Nov. 1975 Elevated tracks leading to demolished Fort Street Union Depot in Detroit razed. (Trains)
- Nov. 12, 1975 Supreme Court Justice William O. Douglas (1898-1980), a New Deal liberal, retires; he is replaced by John Paul Stevens (1920-), a centrist. (WrldAlmnc)
- Nov. 13, 1975 Amtrak begins testing first two GE E60CP's for four days at speeds up to 95 MPH. (RyAge)
- Nov. 15, 1975 Amtrak opens new station at Staples Mill Road on outskirts of Richmond, Va., and abandons use of Broad Street Station. (AmtkNews, Trains)
- Nov. 17, 1975 Chessie System, Inc., conditionally agrees to buy 1,633 miles of Erie Lackawanna and 421 miles of Reading provided it is granted immunity from future lawsuits and can reach satisfactory labor agreements with employees.
- Nov. 19, 1975 Penn Central informs employees that it will pay only one month of retroactive pay versus the 50% originally promised.
- Nov. 19, 1975 LIRR Pres. Walter L. Schlager announces that all automatic doors will be tested and redesigned to eliminate safety hazard at cost of \$1.2 million. (NYT)
- Nov. 20, 1975 Federal Railroad Administration sues to force Penn Central to pay full \$47.7 million in back wages under national agreements.
- Nov. 24, 1975 Federal Railroad Administration certifies that E60CP electric locomotives are safe for speeds up to 85 MPH; have exhibited sway at speeds over 70 MPH. (Trains, AmtkNews)
- Nov. 24, 1975 Amtrak accepts first two E60CP's for 85 MPH running after trucks modified to prevent yawing; accepts total of 6 by end of year; also begins accepting P30CH diesels. (Trains, AmtkNews)
- Nov. 26, 1975 Penn Central announces third quarter loss of \$35.7 million vs. \$21.2 million in 1974. (PR)
- Nov. 26, 1975 Amtrak announces it will continue telephone service on "Metroliners" for another year at request of several influential senators.
- Nov. 26, 1975 Pres. Ford reverses his stand and asks for \$2.3 billion a year in short-term federal loans to New York City until June 1978. (WrldAlmnc)

- Nov. 28, 1975 N.J. Supreme Court overturns lower court ruling blocking Dec. 1 commuter fare increases. (NYT)
- Nov. 29, 1975 During Thanksgiving holiday weekend, Amtrak uses old P70's, some still in PRR Tuscan Red, in "Clocker" service. (Trains)
- Nov. 29, 1975 Amtrak operates four Army-Navy Game specials, two from New York and two from Washington. (AmtkNews)
- Nov. 30, 1975 Federal court refuses to hear suit brought by Hudson and Bergen Counties to block New Jersey commuter fare increase. (NYT)
- Late 1975 Conrail orders Ann Arbor Railroad transferred to the State of Michigan. (PaCo AR)
- Dec. 1, 1975 Transportation Secretary William T. Coleman states that the Ford Administration views the \$10.4 billion rail aid bill reported from the Senate Commerce Committee by Vance Hartke as "unacceptable" and will veto it if passed; Ford wants the railroads condemned at scrap value of about \$500 million and objects to provisions in the bill expediting appeals for higher valuations sought by the big banks that hold railroad debt; Ford wants a bill passed by Christmas, as the Final System Plan cannot be implemented or Conrail formed without its funding. (NYT)
- Dec. 1, 1975 New Jersey commuter fares increased by average of 35% (highest is 70%), largest single increase ever; Legislature refuses to pass new taxes for emergency \$58 million appropriation. (NYT)
- Dec. 1, 1975 Penn Central appoints J. Richard Tomlinson of Louis T. Klauder and Associates Executive VP in charge of valuation and reorganization. (PR)
- Dec. 1, 1975 Amtrak places "Amfleet" cars on the Washington-Cumberland *Blue Ridge*, the first train to receive them outside the Northeast Corridor. (Zimmermann)
- Dec. 2, 1975 Amtrak delivers the first "Amfleet" cars to the Penn Coach Yard in Philadelphia. (PhlInq)
- Dec. 2, 1975 Federal Railroad Administration and Carnegie-Mellon University begin a three-day conference on "Improved Passenger Train Service." (Trains)
- Dec. 4, 1975 Senate passes \$9.4 billion railroad bill by vote of 53-38; provides \$3 billion for Conrail, \$3 billion for Amtrak to purchase and upgrade the

- Northeast Corridor for 2:00 New York-Washington and 3:00 New York-Boston times, and \$3 billion for other railroads; attempts to cut appropriations to suit Ford Administration fail; Ford has threatened to veto the bill. (NYT, AmtkNews)
- Dec. 4, 1975 Roger Lewis resigns from the Amtrak Board. (AmtkNews)
- Dec. 4, 1975 New Jersey Transportation Commissioner Alan Sagner announces a second fare increase will be imposed in Feb. 1976 unless Legislature comes up with additional \$4 million for transit fund. (NYT)
- Dec. 4, 1975 Four shop craft unions sign new three-year contract.
- Dec. 5, 1975 Penn Central Trustees agree to pay remaining \$36 million in back pay.
- Dec. 5, 1975 Amtrak announces 10% fare increase on most routes over next two months.
- Dec. 5, 1975 At an American Bar Association electrification seminar, Southern Railway VP-Operations L. Stanley Crane reads a paper on the results of Southern Railway studies for electrification between Cincinnati and Atlanta undertaken since 1970; finds that the capital costs of electrification outweigh any advantages; Crane will later put these ideas into practice when he kills the former PRR freight electrification in the 1980s. (Trains)
- Dec. 6, 1975 Main Line Steam Foundation, established by Jack and Bob Emerick, runs excursion with ex-FEC 4-6-2 No. 148 from Raritan to Bay Head Jct. with ex-*Blue Comet* open platform observation car No. 1178, the last in revenue service in the U.S., and 8 CNJ coaches in matching blue and yellow livery; trip is covered by Tom Snyder of NBC's *Tomorrow* show. (Railfan, Trains)
- Dec. 8, 1975 Avon, N.J., station stop discontinued on NY&LB. (Shappell -)
- Dec. 9, 1975 USRA sues to stop Penn Central, Reading, Lehigh Valley, CNJ and the Ann Arbor Railroads from disposing of assets and hiding cash prior to transfer to Conrail; auditors are alarmed at recent sharp drop in Penn Central's working capital. (USRA, NYT)
- Dec. 9, 1975 Penn Central Trustees announce that they will discontinue service on 390 light-traffic segments, totaling 5,000 miles, that will not be conveyed to Conrail on Feb. 27, 1976. (PR)
- Dec. 10, 1975 Montgomery County Planning Commission proposes that SEPTA extend light rail service from Norristown to Collegeville over the old

- PRR and Reading lines, service over the Reading Stony Creek Branch from Norristown to Germantown Pike and Lansdale, Silverliner service on the Trenton Cutoff, and electrification of the Reading main line to Phoenixville and Pottsville. (PhlInq)
- Dec. 11, 1975 Special Court reserves decision on USRA's plea to bar Penn Central and other railroads from selling assets before they can be transferred to Conrail.
- Dec. 11, 1975 Penn Central files with ICC for increase of fares between NY&LB points and New York to produce a uniform fare structure for all northern New Jersey operations.
- Dec. 12, 1975 *Silver Meteor* and *Champion* restored as separate trains for the winter season. (AmtkNews)
- Dec. 15, 1975 New Jersey Senate approves additional \$27 million appropriation to avoid fare increase, but Assembly adjourns without taking action. (NYT)
- Dec. 15, 1975 Observation deck opens on 110th floor of 2 World Trade Center. (Gillespie)
- Dec. 1975 Ford Administration budget allows only \$378 million for Amtrak, vs. a projected operating loss of \$440 million, raising the threat of massive cuts. (Trains)
- Dec. 1975 Work begins on a \$2.3 million project to refurbish eight Amtrak stations along the Northeast Corridor. (Cinders)
- Dec. 1975 Having purchased the Rotunda and 15 acres of Cincinnati Union Terminal, City of Cincinnati agrees with Southwest Ohio Regional Transit Authority (SORTA), Amtrak, and School for Creative & Performing Arts for adaptive re-use of terminal. (CUT)
- Dec. 1975 Federal Railroad Administration makes an emergency grant of \$2 million to the Reading Company to enable it to meet payrolls and interline settlements. (AR)
- Dec.? 1976 Norwich & Worcester Railroad applies to USRA to become independent of Penn Central and Conrail. (Trains - may be early 1976)
- Dec. 16, 1975 N.Y. Appellate Court overturns revocation of Grand Central Terminal's landmark status and upholds constitutionality of the landmark law by 3-2 vote; suit won through the efforts of the Committee to Save Grand Central Station sponsored by Jacqueline Kennedy Onassis; the court

holds that Penn Central has not proved that it is capable of getting a return (albeit not a maximum return) from the terminal in its present state. (Belle, NYT, Roberts)

- Dec. 17, 1975 House passes \$6 billion rail reorganization bill by vote of 197-23; provides \$2.1 billion for Conrail, \$900 million for Northeast Corridor and \$200 million for passenger service on other routes; goes to a conference committee. (NYT, AmtkNews)
- Dec. 17, 1975 Hearings held before Judge Fullam on petition for Penn Central authority to sue the U.S. in the Court of Claims for damages cause by the erosion of its assets.
- Dec. 17, 1975 Pres. Ford vetoes an extension of the tax cuts because it makes no provision for putting a ceiling on government spending; predicts a new round of double-digit inflation. (WrldAlmnc)
- Dec. 18, 1975 House-Senate conference committee agrees to a \$6.5 billion compromise Railroad Reorganization Bill, allowing \$2.1 billion for Conrail, \$2.4 billion for the Northeast Corridor and \$1.6 billion for other railroads. (NYT)
- Dec. 18, 1975 Amtrak Board votes to accept remaining 24 E60C's after receiving test results of runs up to 121 MPH; announces first six E60CP's will be in service by Christmas; will operate at 85 MPH but later be raised to 110 MPH; only 6 will have steam generators, with the other 20 equipped for head-end power. (RyAge, Trains)
- Dec. 18, 1975 Amfleet cars debut in Midwest service, replacing a "Turboliner" on No. 301-304 between Chicago and St. Louis. (Trains)
- Dec. 19, 1975 Congress passes compromise \$6.5 billion rail bill; includes \$2.1 billion for Conrail, \$2.4 billion in loans for Northeast Corridor and \$1.6 billion to other railroads; three-judge Special Court is charged with setting value of property conveyed to Conrail, using USRA's net liquidation value of \$500 million; however, the bill is not sent to the White House because of the threatened veto, and it goes back to a second conference committee after the Christmas recess. (NYT, AmtkNews, Cinders)
- Dec. 19, 1975 Penn Central Trustees petition Judge Fullam to transfer the Canada Southern, St. Lawrence & Adirondack Railway, Detroit River Tunnel Company, Toronto, Hamilton & Buffalo Railway and Niagara River Bridge Company to a new Canadian subsidiary to be called Canada Connecting Railway Company; Final System Plan has set deadline of Jan. 8, 1976, for disposing of Canadian lines if they are not to go to Conrail.

- Dec. 19, 1975 Urban Mass Transportation Administration rejects Port Authority's application for \$278 million for PATH extension to Plainfield, killing project. (PtAuth AR, RyAge)
- Dec. 19, 1975 After failing to override Pres. Ford's veto, Congress passes a revised extension of the tax cut, but with a vague, non-binding commitment to curtail government spending; Ford agrees to accept it. (WrldAlmnc)
- Dec. 19, 1975 Labor Dept. reports that inflation during Nov. has increased to a 7.3% annual rate. (NYT)
- Dec. 19, 1975 Nelson A. Rockefeller inaugurated as VP, replacing Gerald Ford. (Sobel)
- Dec. 19, 1975 Howard Hosmer (1891-1975), the ICC examiner who wrote the first report recommending the abolition of Jim Crow segregation and who predicted the demise of the passenger train, dies while on a Virgin Islands cruise at age 84. (Trains)
- Dec. 22, 1975 Penn Central announces it is suspending negotiations with Canadian Pacific Railway and Canadian National Railways. (PR)
- Dec. 22, 1975 Pres. Ford signs the Energy Policy & Conservation Act which rolls back the price of crude oil by eliminating the \$2 per bbl. fee on imported oil and allowing oil prices to rise by as much as 10% a year. (WrldAlmnc)
- Dec. 24, 1975 USRA announces that Conrail will delay its takeover of the Northeastern railroads by 30 days. (NYT)
- Dec. 29, 1975 U.S. Court rules Goldman, Sachs & Co. must make up \$500,000 loss of Franklin National Bank on Penn Central commercial paper; Goldman, Sachs appeals. (NYT)
- Dec. 30, 1975 N.J. DOT announces that it will extend its subsidy of PRSL service for one month until Jan. 31, 1976. (NYT)
- Dec. 31, 1975 Penn Central's Coordinator of the Northeast Corridor Demonstration Project reports that because of Amtrak's failure to pursue the original PC-DOT R&D program for rebuilding all the "Metroliners" and failure to push its class repair program at Wilmington Shops, the out-of-service rate of the cars averages 27.5%; Amtrak still runs 198 trips per week, but has been forced to reduce the number of cars per train, with a loss of \$300-400,000 in passenger revenue over 1974 levels. (WatsonPapers)

- Dec. 31, 1975 Dow Jones industrial average closes at 852.41, up from 616.24 in Dec. 1974, as economic recovery begins. (Trager)
- 1975 North Asbury Park discontinued as a station on the NY&LB, reflecting the decline of that resort. (Railpace)
- 1975 ICC grants Penn Central approval to abandon the ex-Northern Central Railway main line between Cockeysville, Md., and the Pennsylvania state line; rail is removed in late 1975 and early 1976. (Gunnarsson)
- 1975 Penn Central Park development plan in Pittsburgh formally terminated after construction of Crosstown Expressway on part of site.
- 1975 Courts rule that B&M is reorganizable under Chapter 77. (verify)
- 1975 Attorney Donald Meyer buys the PRR Lykens Valley Branch, which he operates as the Lykens Valley Railroad on an as-needed basis until 1980. (Gunnarsson - check PaCorps)
- 1975 Ex-PRR Court Street freight station in Cincinnati razed to build new Greyhound bus terminal. (Hauck)
- 1975 Akron Union Passenger Depot Company dissolved. (MB)
- 1975 Great Southwest Corporation returns to profitability with net income of \$7.5 million. (AR)
- 1975 Norfolk & Western Railway obtains trackage rights over 1.5 miles of Penn Central at Bellevue, Ohio, to allow its through freight trains to bypass the Bellevue Yard. (AR)
- 1975 Recession causes business bankruptcies to rise to new record of 254,484. (AmrenDcads)