

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

**By Christopher T. Baer**

**1976**

**April 2015 Edition**

**All data subject to correction and change**

- Jan. 2, 1976 N.J. Gov. Brendan Byrne orders a 5% state payroll cut effective July 1 to meet \$450 million budget shortfall. (NYT)
- Jan. 4, 1976 MTA reports that coin lockers have been closed at its principal rail terminals in wake of bombing at La Guardia Airport. (NYT)
- Jan. 5, 1976 Judge Fullam reviews Penn Central Trustees' request to create a Canadian subsidiary, Canada Connecting Railway, to buy Penn Central lines in Canada. (NYT)
- Jan. 5, 1976 Amtrak board authorizes purchase of Northeast Corridor from Penn Central for \$85.1 million rather than lease from Conrail. (AmtrakNews)
- Jan. 5, 1976 *Washington Post* runs editorial on retaining Washington Union Station as a train station and condemns the hole being cut in the Main Waiting Room for "The Pit." (AmtrakNews)
- Jan. 5, 1976 Penn Central opens new TrailVan terminal at Newark, Del. (PR)
- Jan. 5, 1976 New Jersey Assembly defeats Gov. Byrne's plan for \$37 million supplemental budget appropriation to prevent cutbacks in rail and bus subsidy programs and Medicare and grant a pay raise. (NYT)
- Jan. 5, 1976 In letter to *New York Times*, developer Donald Trump says that Penn Central's 34<sup>th</sup> Street Yard is a better site for the proposed Convention Center than Battery Park City. (NYT)
- Jan. 5-6, 1976 Amtrak E60 No. 965 and five "Amfleet" cars make a trial run between New York and Harrisburg on No. 43-42. (Cinders)

- Jan. 6, 1976 Amtrak Board authorizes the purchase of the Northeast Corridor from Penn Central. (Zimmermann)
- Jan. 6, 1976 Two MP54's replace one "Jersey Arrow" car on the Princeton "dinky" shuttle; the longer wheelbase of the "Jersey Arrow" caused greater wear on the curve at Princeton Jct. station. (Cinders)
- Jan. 6, 1976 SEPTA agrees to buy Reading's Newtown, Doylestown and Chestnut Hill Lines and Penn Central's Chestnut Hill, and West Chester Lines, which are not included in Final System Plan, plus 30th Street Station and Reading Terminal for \$7 million; 20% to be paid by Urban Mass Transportation Administration and 80% by Pennsylvania. (NYT)
- Jan. 8, 1976 Canadian Transport Commission denies Penn Central Trustees' request to create a Canadian subsidiary. (NYT)
- Jan. 9, 1976 USRA approves \$79.2 million loan to Conrail to finance purchase of maintenance-of-way equipment; \$26 million loan to Delaware & Hudson Railway to help it purchase locomotives and additional lines in Pennsylvania not slated for Conrail. (NYT)
- Jan. 9, 1976 Labor Dept. reports that unemployment held steady at 8.3% in Dec. 1975. (NYT)
- Jan. 13, 1976 Four shop craft unions approve new three-year contract granting a 10% increase retroactive to Jan. 1, 1975, 5% increase retroactive to Oct. 1, 1975, and 12 cents per hour cost of living increase retroactive to Jan. 1, 1976. (NYT)
- Jan. 14, 1976 Judge Fullam orders Penn Central not to pay \$50 million due to holders of trustees' certificates falling due on Jan. 15, forcing the government to pay it instead. (NYT)
- Jan. 14, 1976 GM experimental GM6C electric locomotive No. 1975 begins hauling TrailVan trains between Harrisburg and Meadows Yard after repairs. (Cinders)
- Jan. 15, 1976 US DOT announces it is paying principal of \$50 million in Penn Central certificates falling due this day; Penn Central Trustees pay interest. (RyAge)
- Jan. 1976 LIRR receives first-ever EMD locomotives, 22 GP38-2's, Nos. 250-271. (MTA AR, Railfan)
- Jan. 1976 Washington Terminal Company has bought Penn Central MP54 MU cars Nos. 618 and 659, which are painted blue and renumbered WT

Nos. 300 and 301; they are used to shuttle employees between the parking lots at Union Station and Ivy City Engine Terminal. (prrfax)

- Jan.? 1976 City of Philadelphia refuses to sign contract with Urban Mass Transportation Administration for the Center City Commuter Connection because it caps the Federal contribution at \$240 million, and any overruns on the \$300 million estimate, such as from inflation, would be borne by the city. (Cinders)
- Jan. 1976? Last two ex-New Haven EP-5 "Jets" Nos. 4973 and 4977 assigned to local freights between Newark and Morrisville. (Railfan)
- Jan. 1976 LIRR places the first of 22 2,000 HP GP-38-2's in service. (MTA AR)
- Jan. 1976 MTA mounts a TV camera on the roof of an M-2 "Cosmopolitan" MU car to analyze pantograph-catenary contact and reduce the number of torn-down wires. (MTA AR)
- Jan. 1976 MTA begins construction of a subway tunnel under the LIRR tracks at Jamaica that is to link the Archer Avenue Subway with the projected, but never built, Southeast Queens Line, which is to run along the LIRR right-of-way from Springfield Gardens. (MTA AR)
- Jan. 16, 1976 Amtrak assumes control of Penn Central's 12th Street coach yard and 16th Street locomotive shop at Chicago; will assume the long-distance functions of the Burlington Northern's 14<sup>th</sup> Street Yard and Santa Fe's 18<sup>th</sup> Street Yard. (AmtkNews, Cinders)
- Jan. 18, 1976 Amtrak assumes control of maintenance of equipment facilities at South Bay Yard and South Station, Boston. (AmtkNews)
- Jan. 19, 1976 Railroads file with ICC for 7% rate increase effective Feb. 18; however, some Western railroads back out. (NYT)
- Jan. 20, 1976 U.S. House and Senate leaders agree on modified \$6 billion bill to reorganize bankrupt railroads. (NYT)
- Jan. 20, 1976 New York, Susquehanna & Western Railroad files for bankruptcy. (Railfan)
- Jan. 20, 1976 N.J. Gov. Brendan Byrne proposes raising the gas tax by 2 cents to restore cutbacks in commuter rail subsidy. (NYT)
- Jan. 1976 GE is sole bidder on 160 "Jersey Arrow II" (?) cars to reequip the Erie Lackawanna commuter lines. (RyAge)

- Jan. 21, 1976 Pres. Gerald Ford presents an austerity budget of \$394.2 billion, calling for \$20 billion in spending cuts for social programs but increased funding for mass transit and pollution control. (WrldAlmnc)
- Jan. 22, 1976 House and Senate conference committee approve a revised \$6.4 billion railroad aid bill, superseding the version passed before the Christmas recess; cuts the appropriation to upgrade the Northeast Corridor from \$2.4 billion in no-interest loans to \$1.6 billion in grants; control of the sale of surplus property is moved from Conrail itself to the Special Court. (NYT)
- Jan. 22, 1976 Amtrak Pres. Paul H. Reistrup makes public a Dec. 1975 letter to Secretary of Transportation William T. Coleman complaining that Amtrak service will be reduced to a skeleton unless the Ford Administration budget is increased. (NYT)
- Jan. 22, 1976 N.J. DOT drafts service cutbacks and fare increases to meet \$4.2 million subsidy shortfall expected Mar. 1. (NYT)
- Jan. 22, 1976 ICC announces that it will allow the railroads to file for a 7% rate increase effective Feb. 19, to meet rising costs. (NYT)
- Jan. 22, 1976 Labor Dept. reports that inflation for all of 1975 was 7%, the smallest increase in the consumer price index since 1972. (NYT)
- Jan. 23, 1976 Frozen switches in minus-one degree F. weather cause delays of up to a half hour on Penn Central's Hudson, Harlem and New Haven Lines. (NYT)
- Jan. 26, 1976 USRA approves a \$26 million loan to the Delaware & Hudson Railway to pay for the Penn Central Wilkes-Barre-Sunbury line and new locomotives. (Trains)
- Jan. 26, 1976 In his annual economic message, Pres. Gerald Ford calls for a "moderate" pace of recovery instead of a rapid return to full employment. (NYT)
- Jan. 27, 1976 Hillsdale County Railway Company incorporated in Michigan to operate parts of the state's railroads not taken by Conrail. (railroadmichigan.com)
- Jan. 28, 1976 Amtrak assumes operation of Penn Coach Yard and Race Street engine terminal at Philadelphia, plus equipment servicing facilities at Harrisburg, Detroit, Buffalo, and Rensselaer. (AmtkNews)
- Jan. 28, 1976 Congress passes a revised version of the \$6.4 billion Railroad

Revitalization & Regulatory Reform Act (the 4 R Act) after negotiations with the Administration during the holiday recess; the act establishes the Northeast Corridor Improvement Project to reduce travel time to 2:40 between New York and Washington and 3:40 New York and Boston; however, grants for upgrading the Northeast Corridor for high-speed passenger service are cut back from \$2.4 billion to \$1.75 billion; Government Investment Committee composed of the Secretaries of Transportation and Treasury and the Chairman of the USRA is to oversee Conrail funding; the act is essential to provide start-up money for Conrail; the DOT is also to determine if federal policies towards other transportation modes have hampered the railroads, and whether the railroads' capital needs over the next decade can be met by private capital or will require federal aid. (NYT, Gallamore, Cinders)

- Jan. 28, 1976 On the presidential campaign trail in New Hampshire, former California Gov. Ronald Reagan (1911-2004) says that the remedy for inflation is an economic slowdown that will probably cause high unemployment. (NYT)
- Jan. 30, 1976 PRSL asks N.J. PUC to abandon all remaining passenger service effective Feb. 7 as state will not renew subsidy expiring on Jan 31. (Cinders)
- Jan. 31, 1976 MTA announces it will spend \$750,000 to retrofit doors on all 766 M-1 "Metropolitan" MU cars. (NYT, RyAge)
- Jan. 31, 1976 State of New Jersey cancels \$1 million annual contract payments to PRSL.
- Feb. 1, 1976 Penn Central has 8,478 route miles under slow orders. (RyAge)
- Feb. 1, 1976 Penn Central removes coin lockers from Grand Central Terminal. (Shappell)
- Feb. 1, 1976 Samuel H. Lee and Jerry Cohen write a letter to the *New York Times* posing as Charlie Brown's cartoon dog Snoopy protesting Amtrak's new policy of banning all pets from passenger areas. (NYT)
- Feb. 2, 1976 Sudden snowstorm and freezing temperatures hit New York metropolitan area; power at Penn Station is cut off for 45 minutes after a train snags the catenary wires, delaying 70 trains from New Jersey up to 3 hours; 80,000 LIRR commuters delayed by frozen switches. (NYT)
- Feb. 2, 1976 PRSL applies to abandon all passenger service. effective Feb. 7.

- Feb. 3, 1976 Penn Central reports delays on 22 inbound trains on Hudson Line because of frozen signals and 34 trains delayed on New Haven Line because of problems at the Cos Cob power plant. (NYT)
- Feb. 5, 1976 After threatening to veto an earlier version, Pres. Gerald Ford signs Railroad Revitalization & Regulatory Reform Act (4 R Act) calling for U.S. to provide \$2.1 billion in loans to Conrail and \$1.6 billion to other lines; \$360 million to subsidize freight operations on unprofitable lines not taken by Conrail; \$125 million in rail commuter subsidies over three years and \$200 million for electrification of main routes; [as a result of refusal of Chessie System, Inc., and Southern Railway to take 2,000 miles of bankrupt lines - this came later!!; Conrail will thus be about 17,000 miles]; includes \$1.75 billion for five-year track, signal and electrification improvement program in Northeast Corridor to permit 120 MPH to be administered by US DOT, including electrification to Boston; USRA is to receive Conrail Series A preferred stock in return for government investment; bankrupts are to receive Series B preferred in return for properties; USRA is to name six directors and trustees of Series B to name five, plus President and Chairman; USRA is to serve as Conrail's banker for immediate future; regulatory reforms include allowing railroads to raise rates deemed "below cost" up to variable cost threshold based on a "going concern value" and can reduce rates to the same "going concern" level to protect against intermodal competition; imposes restrictions on the ICC's power to suspend rates; reverses the ICC's anti-innovation decision in the "Big John" hopper case; overturns the 1948 Reed-Bulwinkle Act permitting rate bureaus; the ICC retains control over construction and abandonment, mergers and acquisitions, accounting and the issuance of securities. (USRA, PR, NYT, Gallamore, Cinders)
- Feb. 6, 1976 Labor Dept. reports that unemployment fell from 8.3% in Dec. 1975 to 7.8% in Jan. 1976, the largest monthly decline since late 1959. (WrldAlmnc)
- Feb. 7, 1976 Penn Central Trustees announce that they have sold the New York General Building at 230 Park Avenue, the former NYC headquarters, for \$26 million. (NYT)
- Feb. 1976 Chesapeake & Ohio Railway withdraws its commitment to assume portions of former Erie Lackawanna Railway; USRA adopts fall-back plan of a single "Big Conrail." (USRA)
- Feb.? 1976 Rebuilt Rahway, N.J., station opens; new eastbound head house and rebuild westbound platform. (PCPost)

- Feb. 10, 1976 Merger Rail Corporation files incorporation papers in Pennsylvania. (Moodys)
- Feb. 11, 1976 Amtrak assumes operation of Penn Station and Sunnyside Yard maintenance of equipment forces. (AmtkNews)
- Feb. 11, 1976 Penn Central postpones abandonment of 390 light-traffic line segments totaling 5,000 miles from Feb. 27 to April 1. (PR)
- Feb. 11, 1976 Chessie System, Inc., and Southern Railway refuse to buy any lines of the Northeastern bankrupts because of labor conditions; deadline is passed in stalemate. (NYT, Trains)
- Feb. 12, 1976 Conrail Chairman and CEO Edward G. Jordan announces there will be a single, unified Conrail, after Chesapeake & Ohio Railway and Southern Railway withdraw their offers for assuming certain lines totaling about 2,000 miles. (PR, Guide)
- Feb. 12, 1976 Amtrak is seeking to buy the Northeast Corridor for \$85 million; Secretary of Transportation William T. Coleman considers a sale premature and is seeking to restrict Amtrak to a lease from Conrail. (NYT)
- Feb. 13, 1976 ICC grants permission for PRSL to formally abandon Wildwood Branch, unused since June 1974. (PRRFAX)
- Feb. 13, 1976 Pres. Gerald Ford vetoes a \$6.1 billion public works bill. (WrldAlmnc)
- Feb. 15, 1976 “Amfleet” cars permanently assigned to the *Minute Man*, *Senator*, *Merchants Limited* and *Bicentennial* (a new train No. 168, Washington-Boston) and also on the *Murray Hill* southbound and the *New Yorker* northbound; “Amfleet” trains make run in 3:55 vs. 3:00 for “Metroliners”; “Metroliner” service reduced from 15 to 13 round trips as cars are sidelined by maintenance problems; one “TurboTrain” trip cut back to New York-Providence and the other returned to Grand Central Terminal; Boston-Washington round trips cut from 13 to 12; New York-Washington increased from 18 to 20; 8 stops added at Capital Beltway because of loss of parking spaces at Union Station to National Visitor Center construction. (PTJ, RyAge, Guide, Cinders, WatsonPapers)
- Feb. 15, 1976 Amtrak cuts round-trip, off-peak fares in Northeast Corridor by 25%, excepting on “Metroliners.” (NYT)
- Feb. 1976 Pennsylvania Company sells 40,656 shares of Distribution International, Inc. (formerly Strick, Inc.) back to its management. (AR)

- Feb. 1976 Pennsylvania Company participates in the debt refinancing plan of its subsidiary Detroit, Toledo & Ironton Railroad; Pennsylvania Company purchases certain real estate from the DT&I, plus the DT&I's 60% interest in four car leasing companies. (AR)
- Feb. 1976 Amtrak begins refurbishing Baltimore Station. (AmtkNews)
- Feb. 1976 Office of Northeast Corridor Development established in Federal Railroad Administration. (NAF)
- Feb. 16, 1976 N.Y. DOT says it has negotiations pending with the New York Dock Railway to ensure the continuation of competing car float service between Hoboken, Greenville and New York City when Conrail takes over; over 25% of freight cars entering Manhattan still arrive by car float, which state and city officials blame on failure to increase bridge and tunnel clearances on the old NYC main line. (NYT)
- Feb. 16, 1976 Leakage of carbon disulfide from tank cars on Penn Central forces evacuation of 5-square block area in Trainer, Pa. (NYT)
- Feb. 18, 1976 U.S. House votes 298-96 to appropriate \$2 billion for bankrupt Northeastern and Midwestern railroads; bill is \$110 million more than requested by House Appropriations Committee but \$80 million less than requested by Ford Administration. (NYT)
- Feb. 19, 1976 At news conference, N.J. Gov. Brendan Byrne notes state may run out of transit subsidy money on Mar. 1, resulting in cancellation of bus service and reductions in rail service; seeks a federal bailout. (NYT)
- Feb. 20, 1976 ICC grants 67 railroads a 4.7% rate increase effective Mar. 6; most Western railroads and LIRR do not join. (NYT)
- Feb. 20, 1976 New York Stock Exchange as a record 44.5 million-share day. (Trager)
- Feb. 22, 1976 U.S. District Court finds for Pullman porters in their suit against the Pullman Company that they were subject to racial discrimination and were often made to do conductors' work without promotion or pay increase. (NYT)
- Feb. 24, 1976 Amtrak assumes operation of Wilmington Shops. (AmtkNews)
- Feb. 25, 1976 Secretary of Transportation William T. Coleman and Secretary of Labor William J. Ussery meet in Washington with Pres. \_\_\_ Walker of the Chessie System, Inc., and Pres. W. Graham Claytor of the Southern Railway in an unsuccessful effort to revive their commitment to



- purchase portions of the Erie Lackawanna Railway and Reading. (NYT)
- Feb. 26, 1976 U.S. Senate approves \$2.026 billion appropriation for bankrupt Northeastern and Midwestern railroads. (NYT)
- Feb. 27, 1976 D.T.I Enterprises, Inc. transfers its 60% interest in five surviving PRR equipment companies to Pennsylvania Company. (Compt)
- Feb. 27, 1976 Connecticut Bond Commission approves \$22.8 million program to modernize lines between New Haven and New York; \$4.5 million state bond issue will attract \$18.3 million in federal funds. (NYT)
- Feb. 27, 1976 Chessie System, Inc., and Southern Railway announce that they are terminating talks to acquire portions of the bankrupt lines. (Grant)
- Mar. 1, 1976 Penn Central suffers 1,783 derailments in first two months of 1976; up 78% from Jan.-Feb. 1975. (RyAge)
- Mar. 1, 1976 Amtrak makes USARail (“use-a-rail”) pass available to U.S. citizens, Canadians and Mexicans for first time though May 15. (AmtkNews)
- Mar. 1, 1976 Reading Pres. Charles E. Bertrand named Amtrak's VP & General Manager of Northeast Corridor. (RyAge)
- Mar. 1, 1976 N.Y. DOT starts reduced-fare program for the elderly and handicapped. (NYT)
- Mar. 1, 1976 Ecolaire Incorporated registers Baldwin-Hamilton Company as a fictitious name for doing business in Pa.; to operate the parts business of the old Baldwin-Lima-Hamilton Corporation. (PaCorps)
- Mar. 3, 1976 Conrail Chairman Edward G. Jordan announces structure of top management; draws from old companies, other railroads and from outside the railroad industry; reporting to Chairman Jordan are: Senior VP-Strategic Planning Leo F. Mullin (ex-McKinsey & Co.); Chief Financial Officer, VP & Treasurer Robert V. Wadden (non-railroad); VP-Public Affairs Donald J. Martin (ex-Scott Paper); VP-Government Affairs John L. Sweeney (private consultant); and Assistant VP-Executive & Organizational Development David R. McCarthy (ex-DOT). (PR)
- Mar. 3, 1976 Conrail operating structure announced: reporting to Pres. Richard D. Spence are: Senior VP-Operations A.M. Schofield (continuing from PC); VP-Marketing Welborn E. Alexander (continuing from PC); VP-Operations Planning & Control Carl M. Taylor (ex-Union Oil Co.);

VP-Sales Ralph N. Cramer (continuing from PC); Assistant VP-Integration & Consolidation Robert H. Clement (ex-Deputy Under Secretary of DOT); Assistant VP-Systems Michael D. Sims (continuing from PC); and Director-Purchases J.A. Smith (continuing from PC); reporting to Senior VP-Operations Schofield are: Chief Mechanical Officer James J. Butler (ex-Reading); Chief Engineering Officer Benjamin J. Gordon (continuing from PC); and VP-Transportation Richard B. Hasselman (continuing from PC). (PR)

- Mar. 3, 1976 Canada Southern Railway intends to pay \$60 per share dividend on Mar. 30, before transfer to Conrail, transferring most of its \$9 million cash reserve to Penn Central. (NYT)
- Mar. 3, 1976 USRA increases loan to Delaware & Hudson Railway from \$26 million to \$28 million after Chessie System, Inc., declines to acquire portions of the bankrupt lines. (Trains)
- Mar. 4, 1976 Senate calls on Chessie System, Inc., and Southern Railway to resume talks with railroad unions to break deadlock over their assumption of lines to provide competition for Conrail. (NYT)
- Mar. 5, 1976 Penn Central Transportation Company reports record loss of \$218.9 million in 1975, up from \$178.2 million in 1974; blames on decrease in traffic and higher operating costs. (NYT)
- Mar. 5, 1976 Penn Central deeds its half interest in the North Joint Tracks (ex-PCC&StL) between Canal Street and Peoria Street, Chicago, to the Milwaukee Road, which owns the other half interest. (KRobbins)
- Mar. 5, 1976 Delaware & Hudson Railway signs agreement with USRA to obtain trackage rights to ex-Lehigh Valley Oak Island Yard, to Park Jct., Philadelphia on ex-Reading, to Bison Yard, Buffalo, over ex-Erie Lackawanna, and from Wilkes-Barre to Enola with the option of running on to Potomac Yard. (Trains)
- Mar. 9, 1976 Conrail asks special court to block Canada Southern Railway dividend to be paid on Mar. 30. (NYT)
- Mar. 9, 1976 USRA announces that D&H will be granted trackage rights over Conrail's ex-PRR from Sunbury to Potomac Yard and over ex-Lehigh Valley line between Dupont, Pa., and Oak Island to provide competition for Conrail; also trackage rights over ex-Erie Lackawanna line from Binghamton to Buffalo gateway. (RyAge, NYT)
- Mar. 10, 1976 Naporano Iron & Steel Company at Brills Jct., Newark, N.J., begins scrapping 100 MP54's. (Trains)

Mar. 11, 1976 Canada Southern Railway agrees to postpone \$60 per share dividend pending a hearing. (NYT)

Mar. 11, 1976 Arthur D. Lewis of USRA signs documents leading to Conrail's start-up; the USRA turns over 30,000 pages of planning documents listing the assets of the bankrupt railroads to the three-man Special Court. (NYT, PhlInq)

Mar. 11, 1976 Conrail Chairman Edward G. Jordan reports that Conrail will improve freight schedules between Chicago and New York by up to 15 hours. (NYT)

Mar. 11, 1976 Dow Jones industrial average closes over 1,000 for the first time since Jan. 26, 1973. (WrldAlmnc)

Mar. 12, 1976 USRA and Conrail sign financing agreement making \$2.026 billion available for operations and improvements.

Mar. 12, 1976 Chessie System, Inc., announces it is withdrawing its offer to purchase parts of Erie Lackawanna Railway and Reading because of inability to reach satisfactory labor agreements; UTU in particular balked at signing new contracts with Chessie as could obtain more generous buyout provisions from Conrail. (NYT, )

Mar. 13, 1976 USRA and Conrail sign financing agreement; USRA is to purchase \$2 billion in Conrail preferred stock and debentures; all Conrail agreements are to be submitted to the Special Court for approval. (NYT)

Mar. 15, 1976 USRA makes \$28 million loan agreement with Delaware & Hudson Railway. (AR)

Mar. 1976 Report by Ford, Bacon & Davis, engineers, recommends restoring rail commuter service between Pittsburgh and Derry on ex-PRR main line. (RyAge)

Mar. 1976 Pennsylvania Company sells \$10.4 million of Norfolk & Western Railway Convertible Subordinated Debentures and 22,836 shares of 4½% Wabash Railroad preferred. (AR)

Mar. 1976 Regional Transportation Authority makes its first purchase-of-service contract for Chicago rail commuter service. (RTA)

Mar. 1976 L. Stanley Crane (1915-2003) elected Pres. of the Southern Railway, succeeding W. Graham Claytor (1912-1994), who becomes Chairman

and CEO. (BDavis - verify)

- Mar. 18, 1976 N.Y. Transportation Commissioner Raymond T. Shuler announces state is prepared to buy 1,500 miles of Erie Lackawanna Railway in four states to prevent it from being downgraded under Conrail. (NYT)
- Mar. 19, 1976 Secretary of Transportation William T. Coleman demands action from Chessie System, Inc., and Southern Railway on taking about 2,500 miles of the bankrupt lines by Mar. 27. (NYT)
- Mar. 19, 1976 ICC announces the beginning of an investigation into management of the nation's 15 largest railroads and their holding companies. (NYT)
- Mar. 22, 1976 Michigan Northern Railway incorporated. to operate portions of the former Grand Rapids & Indiana Railway for the State of Michigan. (MichRRs)
- Mar. 22, 1976 Southern Railway and 12 of 20 unions reach accord on Southern taking over Conrail's Delmarva line between Cape Charles and Wilmington. (NYT)
- Mar. 23, 1976 Brotherhood of Railway & Airline Clerks refuses to accept labor conditions demanded by Secretary of Transportation William T. Coleman, blocking Southern Railway's acquisition of the Delmarva line. (NYT)
- Mar. 23, 1976 Amtrak Pres. Paul H. Reistrup begins two days of testimony to the House and Senate asking for an increased appropriation for FY 1977; the Ford Administration wants a cut of \$82 million or \$483.7 million. (AmtkNews)
- Mar. 25, 1976 Seven unions formally reject Secretary of Transportation Coleman's terms for settling with Southern Railway. (NYT)
- Mar. 25, 1976 U.S. Senate approves \$2.1 billion supplemental appropriation for Conrail. (NYT)
- Mar. 25, 1976 Court denies Conrail's petition to block Canada Southern Railway special dividend. (NYT)
- Mar. 26, 1976 Pres. Ford signs an amendment to the Regional Rail Reorganization Act of 1973, changing state of incorporation for Conrail from Delaware to Pennsylvania and increasing the amount of securities it can issue. (NYT)
- Mar. 26, 1976 New York Stock Exchange announces it will delist 73 rail stock and

- bond issues, whose companies are to transfer assets to Conrail. (NYT)
- Mar. 26, 1976 Amtrak's *Murray Hill* No. 165 breaks down at Bowie, Md., from loss of air pressure caused by a faulty compressor of E60CP No. 966; "Metroliner" No. 131 comes alongside to take off passengers; Penn Central GG1 No. 4885 from Baltimore tows train No. 165 to Washington. (Trains)
- Mar. 27, 1976 Last run of Penn Central freight service between Wassaic and Chatham on New York & Harlem line. (Grogan)
- Mar. 27, 1976 Conrail agrees to continue Delmarva service, including Cape Charles-Little Creek car ferry, after Southern Railway withdraws from purchase. (NYT)
- Mar. 27, 1976 Michigan State Highway Commission approves contract for Michigan Northern Railway to operate over the former GR&I main line from Grand Rapids to Mackinaw City, plus the Traverse City Branch; track is leased from Penn Central pending purchase by the state; annual carloadings on the line have fallen to less than 3,000. (Trains)
- Mar. 28, 1976 Last through freight operates over Bel-Del Branch, BL-6 from Wilmington to Phillipsburg; Conrail establishes alternate route via ex-Reading North Penn Branch to Bethlehem. (Lee)
- Mar. 29, 1976 First section of Washington Metropolitan Area Transit Authority's DC Metro opens for revenue service; Red Line between Rhode Island Avenue and Farragut North provides first efficient transit link between Union Station and the business district; Red Line north of Union Station follows B&O right of way. (RyAge)
- Mar. 29, 1976 All employees moved from Indianapolis Union Station to Penn Central Building at 31 East Georgia Street. (Hetherington)
- Mar. 30, 1976 Pres. Gerald Ford signs bill appropriating \$2.02 billion for purchasing Conrail stock and debentures and \$120 million for US DOT and Conrail administrative expenses. (NYT)
- Mar. 30, 1976 Merger Rail Corporation (Pa.) absorbs Consolidated Rail Corporation (Del.) and changes its name to Consolidated Rail Corporation (Pa.). (PaCorps, DelCorps)
- Mar. 30, 1976 Canada Southern Railway pays out its \$9 million reserve fund as a special dividend to stockholders on the eve of Conrail's taking over the lease. (NYT)

- Mar. 30, 1976 Changeover to Conrail begins at 5:00 PM in blocking eastbound freight on UP at North Platte, Neb. (CR)
- Mar. 31, 1976 Amtrak agrees with Conrail to purchase the Northeast Corridor at the same price that Conrail paid Penn Central. (AR)
- Mar. 31, 1976 During afternoon and evening, controls are gradually shifted from operations centers of Erie Lackawanna (Cleveland), Lehigh Valley (Bethlehem), and CNJ (Elizabethport) to Conrail center at Philadelphia. (CR)
- Mar. 31, 1976 U.S. Naval Training Center, Bainbridge, near Port Deposit, Md., closes. (portdeposit.org)
- Apr. 1, 1976 Conrail goes into operation at 12:01 AM; Richard G. Jordan of USRA is first CR Chairman and CEO; Richard D. Spence, ex-VP-Operations of Southern Pacific, is President and COO; Day 1 of Conrail is Day 2,112 of the Penn Central bankruptcy. (CR, Trains)
- Apr. 1, 1976 Conrail CEO Richard G. Jordan holds a press conference on the 18<sup>th</sup> floor of the Bellevue-Stratford Hotel; realizing his company is being launched on April Fool's Day, he states that he has heard it is also St. Crispin's Day and launches into the "We Happy Few" speech from Shakespeare's *Henry V*; it is April Fool's Day after all, because St. Crispin's Day is Oct. 25. (Trains)
- Apr. 1, 1976 USRA Chairman Arthur D. Lewis predicts that Conrail will lose \$364 million in its first year but will have a net income of \$594 million by 1985; Conrail cuts 2,700-3,000 jobs on its first day, and 2,000 route-miles of track lose service. (NYT, PhlInq)
- Apr. 1, 1976 Conrail Regional structure established with eight Regions, each under a General Manager: Metropolitan Region consisting of ex-NYC and NH commuter lines at New York; Northeastern Region with headquarters at New Haven consisting of ex-NH and NYC lines between Boston and Buffalo; Atlantic Region with headquarters at Newark consisting of former CNJ, LV and EL lines, plus Northeast Corridor between New York and Trenton and the ex-NYC River Line to Selkirk; Eastern Region with headquarters at Harrisburg consisting of all lines south of Sunbury, Allentown, Trenton and Winslow Jct. and east of Marysville; Central Region with headquarters at Pittsburgh consisting of ex-PRR lines between Marysville and Crestline/Dennison, Ohio, plus ex-EL from Hornell to Marion; Northern Region with headquarters at Detroit consisting of ex-NYC line from Niagara Falls to Elkhart via Detroit and remaining Michigan lines; Western Region with headquarters at Chicago and consisting of ex-NYC line between Buffalo and Chicago,

plus ex-PRR lines between Crestline, Bradford and the Chicago terminal area; Southern Region with headquarters at Indianapolis consisting of all lines south and west of Crestline, Marion, Dennison and Bradford, plus the ex-NYC Columbus-Toledo line. (CR map)

- Apr. 1, 1976      Conrail Divisional structure established: New England Region consists of New England Division (Boston), Mohawk-Hudson Division (Utica), and Buffalo Division (Buffalo); Atlantic Region consists of: New Jersey Division (Elizabethport; ex-CNJ & LV), Hoboken Division (Hoboken; ex-EL), Lehigh Division (Allentown, ex-LV & Reading), Scranton Division (Scranton; ex-EL),; and Susquehanna Division (Hornell; ex-EL); Eastern Region consists of: Philadelphia Division (Philadelphia), Reading Division (Reading; ex-Reading), Chesapeake Division (Baltimore), and Harrisburg Division (Harrisburg); Central Region consists of: Allegheny Division (Altoona), Pittsburgh Division (Pittsburgh), Valley Division (Youngstown; ex-PC), and Mahoning Division (Youngstown; ex-EL); Northern Region consists of \_\_\_\_\_; Western Region consists of: Cleveland Division (Cleveland), Fort Wayne Division (Fort Wayne), Toledo Division (Toledo), and Chicago Division (Chicago); Southern Region consists of: Columbus Division (Columbus), Cincinnati Division (Cincinnati), and Southwest Division (Indianapolis).
- Apr. 1, 1976      Conrail begins operation with about 17,000 route miles of the Final System Plan, plus decides to keep operating about 3,000 route miles of Light Density Lines; another 3,000 miles of Light Density Lines removed from service on Apr. 1, including Lehigh Valley Railroad west of Waverly, N.Y., and Erie Lackawanna Railway west of Marion, Ohio; \$300 million in federal matching funds to be made available over five years to help states subsidize Light Density Lines; Conrail has 95,000 employees, 4,877 locomotives, and 162,000 freight cars; Conrail owns 1 of every 10 U.S. freight cars, 1 of every 6 locomotive units, and 1 of 5 railroad employees; 493 locomotives, or 10.1% of the total, are out of service. ( , Trains)
- Apr. 1, 1976      With the implementation of Conrail, all free lighterage in New York Harbor ends, as Conrail has no floating equipment. (Condit)
- Apr. 1, 1976      Conrail becomes largest U.S. rail commuter carrier; Baltimore-Washington, Chicago-Valparaiso, ex-Reading Philadelphia-Newark service, and Cleveland-Youngstown are not subsidized.
- Apr. 1, 1976      Charles E. Bertrand, ex-CEO of Reading Company, becomes VP & General Manager of Northeast Corridor for Amtrak; Albert M. Schofield of Penn Central becomes Project Officer on Amtrak's Northeast Corridor Improvement Project. (AmtkNews)

- Apr. 1, 1976                      Portions of Penn Central and other northeastern railroads conveyed to Conrail; Northeast Corridor (except Boston-R.I. line and New Haven-New Rochelle), Philadelphia-Harrisburg main line, New Haven-Springfield, Kalamazoo-Porter, Ind., 12 miles near Albany, N.Y., conveyed to Amtrak; Amtrak is to pay Conrail \$87 million over 8 years, using money paid by Conrail for freight trackage rights; Conrail has freight trackage rights on ex-Michigan Central between Dowagiac and Buchanan, Mich. (Amtk AR, Trains)
- Apr. 1, 1976                      Delaware & Hudson Railway acquires PRR's 50% share of Wilkes-Barre Connecting Railroad and former PRR line between Wilkes-Barre and Sunbury, with trackage rights to Enola Yard; D&H is allowed assume the operation of the Lehigh Valley intermodal trains *Apollo 1 & 2* AP-1/AP-2 between Buffalo and Oak Island via Dupont, Lanesboro, and the ex-Erie Lackawanna to Buffalo, but not serve local industries en route; D&H now operates NE-84/NE-87 between Portland, Maine, and Potomac Yard as far as Park Jct. in Philadelphia; D&H grows from 699 miles in three states to over 1,400 miles in six states. (NYT, Trains)
- Apr. 1, 1976                      Penn Central conveys its 50% interest in Washington Terminal Company to Conrail; conveys Ivy City coach yard and engine terminal and Virginia Avenue Connection to Conrail, which reconveys them immediately to Amtrak. (Compt)
- Apr. 1, 1976                      Pittsburgh & Lake Erie Railroad becomes independent of Conrail; receives Conrail trackage rights Youngstown-Ashtabula to interchange with N&W and Youngstown-Shenango to interchange with B&LE. (McLean)
- Apr. 1, 1976                      Conrail arranges with State of Virginia to keep Cape Charles-Little Creek car float service and line from Cape Charles to Pocomoke City operating; also agrees to keep most Light Density Lines on Delmarva Peninsula operating.
- Apr. 1, 1976                      Providence & Worcester Railroad purchases ex-Norwich & Worcester line between Worcester and Plainfield, Conn. (Railfan - Trains may be lease?)
- Apr. 1, 1976                      Conrail favors its ex-PRR line between Harrisburg and Hagerstown over the ex-Reading Alphabet Route and diverts traffic from the Western Maryland Railway. (Trains)
- Apr. 1, 1976                      Lines abandoned and not conveyed to Conrail include: Kings Creek-Crisfield, Md.; Clayton-Smyrna, Del. (Hayman)



- Apr. 1, 1976            Conrail drops Samuel Rea's name from the (now) Hollidaysburg Car Shop. (altoonaworks.info)
- Apr. 1, 1976            SEPTA acquires non-Conrail lines in Philadelphia area, including Octoraro Branch, for \$4.2 million. (AR, Railpace)
- Apr. 1, 1976            Black River & Western tourist railroad buys 3.5 miles of Bel-Del Branch at Lambertville, N.J., from Penn Central; Flemington-Three Bridges from CNJ; a connection to the ex-Lehigh Valley Railroad main line is made just east of Three Bridges. (Lee, Trains)
- Apr. 1, 1976            Maryland & Pennsylvania Railroad begins operating the remaining portion of the ex-PRR Frederick Branch between York and Walkersville, Md., plus 3 miles of the former Northern Central Railway main line between York and Hyde. (Hilton, Gunnarsson)
- Apr. 1, 1976            Waynesburg & Washington Railroad ceases operation as is excluded from Conrail; use of gasoline railtrucks ends. (Mutual)
- Apr. 1, 1976            Michigan Northern Railway assumes operation of ex-PRR line between Grand Rapids and Mackinaw City, plus Traverse City Branch; one of first "spinoff" short lines. ( , Trains)
- Apr. 1, 1976            Michigan State Highway Commission assumes operation of train ferry *Chief Wawatam* under lease from Mackinac Transportation Company. (MB)
- Apr. 1, 1976            State of Michigan purchases property of Ann Arbor Railroad between Toledo and Ann Arbor, Ashley-Cadillac, and the Saline Branch and all rolling stock; leases Cadillac-Frankfort and Durand-Ann Arbor from the Ann Arbor Trustees, and Durand-Ashley from the Grand Trunk Western; Ann Arbor Railroad acquires an ex-NYC line between Owosso and Paines; arranges with Conrail to operate it for one year. (Trains, NYT)
- Apr. 1, 1976            Portions of Ann Arbor Railroad conveyed to State of Michigan and to Grand Trunk Western Railroad.
- Apr. 1, 1976            Federal subsidy of \$2.2 million permits restored operation of Ann Arbor Railroad's Lake Michigan car ferries for one year. (Trains)
- Apr. 1, 1976            Grand Trunk Western Railroad acquires former Penn Central Midland-Bay City-Saginaw line and 31 miles in the Muskegon area. (Trains)
- Apr. 1, 1976            Detroit & Mackinac Railway acquires ex-Michigan Central lines from

- Bay City to Linwood and Gaylord to Mackinaw City and leases Linwood-Gaylord. (Trains)
- Apr. 1, 1976 Toledo, Peoria & Western Railroad acquires ex-PRR line between Kenneth and Effner; Conrail retains the portion between Kenneth and Logansport. (Stringham)
- Apr. 1, 1976 Illinois Terminal Railroad acquires ex-PRR line between Decatur (Maroa) and Peoria (Farmdale Jct.), Ill.; Olmsted-Cairo line taken out of service.
- Apr. 1, 1976 Penn Central Trustees move headquarters from 6 Penn Center, which becomes Conrail headquarters, to 1700 Market Street.
- Apr. 1, 1976 Detroit, Toledo & Ironton Railroad begins running into Cincinnati with trackage rights over Conrail from Springfield and S. Charleston, Ohio. (AR)
- Apr. 1, 1976 Philadelphia-Baltimore-Washington Stock Exchange announces it will continue to trade Penn Central Company common stock after it is delisted from the New York Stock Exchange. (NYT)
- Apr. 1, 1976 Conrail closes passenger agencies at 8 N.J. commuter stations, including Hammonton and Ocean City on the PRSL, Belle Mead and Hopewell on the Reading, Grant Avenue, Plainfield, on the CNJ, and Glen Rock, Watchung Avenue, and Netcong on the Erie Lackawanna. (NYT)
- Apr. 1976 Old PRR line between Kane and Warren, Pa., sold to PennDOT; operated by Conrail.
- Apr. 1, 1976 Penn Central sells ex-PRR line between New Castle and Cincinnati via Richmond to Norfolk & Western Railway; creates a second connection between the former N&W at Cincinnati and the former Nickel Plate, saving 130 miles over the previous sole connection at Bellevue; N&W spends \$26 million on rehabilitation of the deteriorated line to 60 MPH operation. (AR, Trains)
- Apr. 1, 1976 A portion of the old Erie Lackawanna Railway between Hammond and Chicago used by Amtrak's *James Whitcomb Riley* does not become part of Conrail and is abandoned; train is discontinued west of Peru. (Trains)
- Apr. 1, 1976 Amtrak establishes new off-peak excursion fares for Empire Service between New York and Buffalo, 25% lower than a round trip. (AmtkNews)

- Apr. 1, 1976 National Visitor Center in old Washington Union Station fails to open on schedule for the Cherry Blossom Festival. (WashPost)
- Apr. 2, 1976 Pennsylvania Company reaches settlement agreement with group of banks led by Chemical Bank of a \$45.2 million loan in default since June 1970; settled for \$8.2 million cash and \$37 million new loan due in 1981. (AR)
- Apr. 2, 1976 N.J. court orders Conrail to reopen the 8 commuter station ticket offices closed the day before. (NYT)
- Apr. 2, 1976 First Delaware & Hudson Railway through freight RW-6 of 137 cars runs over ex-Penn Central Wilkes-Barre-Sunbury line on its way from Montreal to Enola. (Trains)
- Apr. 3, 1976 Port Authority Public Affairs Director John Tillman states that the plans to build rail links from New York to Kennedy and Newark Airports, first announced 8 and 5 years ago respectively, are “still alive” but the PA has been unable to obtain federal funds. (NYT)
- Apr. 3, 1976 N.J. Congressmen James J. Florio and William J. Hughes announce they will press N.J. DOT to electrify the ex-PRSL between Atlantic City and Lindenwold, and over the Delair Bridge to the Philadelphia Airport. (NYT)
- Apr. 6, 1976 Southern York County Corporation incorporated in Pa. as a non-profit company for the purpose of taking over and restoring the flood-damaged ex-Northern Central Railway main line between York and New Freedom, reestablishing a rail connection to the now-isolated Stewartstown Railroad. (PaCorps, Gunnarsson)
- Apr. 9, 1976 Amtrak places first 3,000-HP General Motors F40PH diesel locomotives into service; they are the first to be produced to Amtrak’s own specifications, are lighter and have B-B trucks; they become its first successful workhorse locomotive. (Zimmermann, Wilner)
- Apr. 9, 1976 Conrail petitions the N.J. PUC to reclose the 8 commuter stations ordered reopened by the court, plus Cape May and Atlantic City on the PRSL. (NYT)
- Apr. 9, 1976 Carter Hotels Corporation offers to buy the Commodore Hotel if New York City can obtain a clear title to it; Penn Central has not paid taxes on the hotel since 1970. (NYT)
- Apr. 10, 1976 Short line Hillsdale County Railway begins operation over three ex-

- NYC Michigan branches: Hillsdale-Quincy, Jonesville-Litchfield, and Jonesville-Angola, Ind.; is non-union, paying union scale but with all craft divisions and restrictions abolished; trackage is leased by the states from Penn Central pending purchase. (Trains)
- Apr. 12, 1976 Harrisburg paint shop turns out "Old Rivets" GG1 No. 4800 in garish "Bicentennial" color scheme with blue nose, red sides with white stars, a flag and "76" symbols; most railroads paint at least one or two units in various arrangements of red, white and blue. (Trains)
- Apr. 15, 1976 Governors Brendan Byrne and Hugh Carey agree to meet to discuss New Jersey's transit needs; Gov. Byrne wants the Port Authority to fund the extension of PATH to Plainfield and Newark Airport and a connection between ex-PRR and ex-Erie Lackawanna lines in the Meadows to permit direct service between Penn Station and the new Meadowlands Sports Complex. (NYT)
- Apr. 1976 Committee to Save Grand Central Station begins guided tours every Tuesday at 12:30 PM. (NYT)
- Apr. 17, 1976 "PORTAL" drawbridge over Hackensack River jams for two and a half hours, halting Northeast Corridor service. (NYT)
- Apr. 18, 1976 State of New Jersey announces it will spend \$1.1 million in federal money to remodel the abandoned CNJ Jersey City Terminal as an exhibit building for Liberty State Park; the Bush train shed is to be converted into a "Crystal Palace"; Geddes, Brecher, Qualls & Cunningham, architects; the worsening economy results in focusing all effort on the 1889 head house. (NYT)
- Apr. 19, 1976 Labor Dept. reports that inflation rose 3.7% during the first quarter, the lowest increase in 4 years. (NYT)
- Apr. 22, 1976 Union Transportation Company ceases operations in N.J.; Conrail takes over service to Fort Dix. (Brinckmann)
- Apr. 22, 1976 Canadian National Railway's "TurboTrain" sets a new Canadian speed record of 124.5 MPH east of Brockville, Ont. (Trains)
- Apr. 23, 1976 *James Whitcomb Riley* resumes operating between Peru and Chicago after Amtrak negotiates trackage rights from the Erie Lackawanna Trustees. (Trains)
- Apr. 25, 1976 *Empire State Express* rerouted via Niagara Falls and renamed *Niagara Rainbow* (adding stops in Canada? or 10/31/75?); *Silver Meteor* and *Champion* combined north of Jacksonville for the summer; schedules

- between New Haven and Boston lengthened by 15 minutes for track rehabilitation. (Guide, PTJ)
- Apr. 28, 1976 FIAT diesel railcar arrives in Boston for testing on commuter lines by MBTA. (Trains)
- Apr. 29, 1976 Government Accounting Office announces it estimates the federal subsidy for Amtrak over five years at \$6.2 billion, vs. Amtrak's estimate of \$3 billion. (NYT)
- Apr. 29, 1976 Southwest Ohio Regional Transit Authority withdraws from plan to adapt Cincinnati Union Terminal. (CUT)
- Apr. 30, 1976 N.J. DOT agrees to buy 53 miles of light-density line segments, including the Princeton Branch, from Conrail for \$344 million. (NYT)
- Apr. 30, 1976 Pennsylvania Company reduces its guarantee of the debt of Penn Towers, Inc. to \$600,000. (AR)
- May 1, 1976 Penn Central freight train consisting of locomotive and four cars en route from Cadillac to Traverse City, Mich., derails; thieves had stolen 120 feet of rails for scrap. (NYT)
- May 3, 1976 Conrail announces a \$454.9 million program to upgrade rolling stock; Conrail owns 5,069 locomotives or 17.9% of U.S. total; 162,035 freight cars or 9.4% of total. (NYT)
- May 3, 1976 Cincinnati School Board decides against moving School for the Creative & Performing Arts into Cincinnati Union Terminal. (CUT)
- May 6, 1976 USRA appoints first outside directors of Conrail: James M. Beggs, 50, of General Dynamics Corp.; Carl A. Gerstacker, 60, retired Chairman of Dow Chemical Co.; John A. Johnston, 59, publisher of *Ebony*; Chester May, 66, Chairman of Chicago Bank of Commerce; G. William Miller, 51, Chairman of Textron, Inc.; Arnold R. Weber, 45, Dean of School of Industrial Administration of Carnegie-Mellon University. (NYT)
- May 7, 1976 Laurence J. Farley, formerly of RCA, named Conrail Senior VP-Finance. (PR)
- May 7, 1976 Conrail Pres. Arthur Lewis announces he will ask Congress for another \$300 million appropriation as a margin of safety. (NYT)
- May 7, 1976 Pennsylvania Company announces it will purchase 1.4 million shares of Arvida Corporation at 12 for total of \$16.8 million; tender offer ends

- June 4. (AR, NYT)
- May 8, 1976 Auto-Train Corporation discontinues Louisville-Sanford service.
- May 10, 1976 USRA decides to ask Congress for an additional \$300 million to fund Conrail's start-up over the objections of the Ford Administration to cover the costs of acquiring about 2,000 route miles of Erie Lackawanna and Reading trackage originally to be allocated to the Chessie System. (Trains)
- May 10, 1976 N&W Pres. John P. Fishwick calls Conrail a "potential Jekyll and Hyde" that could monopolize transportation in the Northeast. (Trains)
- ca. May 1976 Southeastern Michigan Transportation Authority (SEMTA) purchases the derelict ex-PRR "tubular" *Keystone* cars from Ampol Wrecking Company of Jersey City for Detroit commuter service for \$80,000; cars are placed in storage near Mt. Clemens, Mich until around 1981. (Trains, PRR-FAX)
- May 1976 Railroad Museum of Pennsylvania acquires pioneer PRR E-7 No. 4201 (ex-5901) for \$20,000; diesel had been hidden from scrapping program at Harrisburg by certain Penn Central employees until it could be preserved. (RRMP)
- May 13, 1976 Plaque honoring John Stevens on the 150<sup>th</sup> anniversary of his experimental locomotive is unveiled in a ceremony at the Hoboken Post Office. (NYT)
- May 15, 1976 East and West Coast sections of the *Floridian* revised to split at Jacksonville. (Guide)
- May 15, 1976 Amtrak extends privilege of U.S. citizens buying its USARail pass through the summer, but at higher prices and with restrictions on upgrading to first class accommodations. (NYT)
- May 15, 1976 Pres. Gerald R. Ford whistle-stops across Michigan in ex-PRR private car No. 10,000, now owned by Auto-Liner Corporation. (Trains)
- May 1976 Trainshed of Dearborn Station in Chicago demolished; the head house is eventually incorporated into a new development. (HAER)
- May 1976 Unemployment bottoms at 7.3% and begins rising again. (NYT)
- May 17, 1976 Canada Southern Railway elects a Conrail Board.
- May 17, 1976 MTA inaugurates lunch service of sandwiches and cocktails on New

- Haven line for a 30-day trial period; one of four bar cars runs on 12:05 PM to New Haven and back on 3:45 PM to New York, for theater crowd.. (NYT)
- May 18, 1976 Realty Hotels, Inc., closes the Commodore Hotel adjoining Grand Central Terminal; it has become run down and was projected to lose \$4.6 million in 1976. (NYT)
- May 19, 1976 Amtrak replaces two of three "Turboliners" operating between Chicago and Detroit with "Amfleet" equipment; trains renamed *Wolverine* and *St. Clair*. (Guide)
- May 20, 1976 Amtrak assumes maintenance of Northeast Corridor.
- May 20, 1976 Conrail announces a nine-month, \$520 million program to upgrade track.
- May 20, 1976 New York City Board of Estimate approves tax abatement for developer Donald Trump to strip the Commodore Hotel to its steel skeleton and rebuild it as the mirror-glass clad Regency Hyatt Hotel; is the first such conversion under the city's new tax abatement program. (NYT)
- May 21, 1976 Philadelphia Mayor Frank Rizzo announces that the City will make a \$5 million advance to SEPTA to help cover its \$8 million deficit until the next Legislative appropriation and prevent a shutdown. (PhInq)
- May 24, 1976 LIRR increases service to the Hamptons and Montauk from 3 to 6 round trips and discontinues bus service (5 round trips) between Babylon and Montauk; buses could not handle resort crowds and are replaced by across-the-platform connection to diesel trains at Babylon; doubles number of bus trips between Babylon, Riverhead and Greenport. (NYT)
- May 24, 1976 U.S. DOT announces that it has narrowed 19 proposals for \$1.75 billion program to rebuild Northeast Corridor to 4: Bechtel, Inc.; Corridor Rail Consultants of Philadelphia; De Leuw, Cather & Co.; and Tippets, Abbett, Mc Carthy, Stratton. (NYT)
- May 24, 1976 Air France/British Airways Concorde supersonic transport planes make the first trips from Paris and London to Dulles Airport outside of Washington in less than 4 hours, half the time of regular jets; JFK Airport has banned the planes because of the noise level. (WrldAlmnc)
- May 27, 1976 Mississippi River Corporation renamed Missouri Pacific Corporation, holding company for the Missouri Pacific Railroad. (Moody's)

May 28, 1976 Conrail elects first Board of 13 directors; five appointed by the voting trustees of the Series B stock given to the old companies; six by the USRA which holds Conrail debentures and Series A preferred stock; plus Chairman Jordan and Pres. Richard D. Spence. (PR)

May 28, 1976 Rohr Industries rolls out first of seven RTL "Turboliners" for service in New York State. (AmtkNews)

May 28, 1976 Amtrak's first Rohr "Turboliner" delivered to US DOT high-speed test track at Pueblo, Colo. (RyAge)

May 28, 1976 Rohr Industries, Inc., announces it is exiting the car-building business when it completes 297 cars for the Washington Metro and 7 French-licensed "Turboliners" for Amtrak after posting a \$18.9 million quarterly loss, and after Amtrak orders new "Turboliners" in France. (NYT, RyAge, Trains)

May 28, 1976 Adams Express Company reincorporated in Maryland. (DirObsSec)

May 29, 1976 Santa Fe discontinues fast *Super C* piggyback train. (Trains)

June 1, 1976 New York City Planning Commission approves amusement arcade in LIRR Concourse of Penn Station. (NYT)

June 1, 1976 MTA expands its bus-rail Uniticket from 5 LIRR stations to 43. (NYT)

June 1, 1976 Thomas J. Smith, former Pres. of CNJ (?) and member of Penn Central's Legal Dept., named Pres. of New York, Susquehanna & Western Railroad. (NYT)

June 2, 1976 Former New Haven commuters' club that had used the club car *Southport* to New Caanan begins using a customized Greyhound bus; state has discontinued club cars in the spring with replacement by M-2 "Cosmopolitan" cars; states are generally more concerned about elitism in travel arrangements than the private railroad managements. (NYT)

June 3, 1976 Edgington Oil Company incorporated in Delaware as Pennsylvania Company subsidiary for purpose of acquiring company of same name in Long Beach, Calif. (PaCo)

June 4, 1976 Interior Dept. suspends work on Project 2B (parking garage) at Washington Union Station/National Visitor Center. (Compt)

June 4, 1976 Tanker hits NY&LB Raritan River drawbridge at 2:25 AM, striking the pier outside the draw span and knocking it out of alignment; disrupts



- service for 10,000 commuters; bus shuttle used between Perth Amboy and South Amboy. (NYT)
- June 7, 1976      Conrail transfers 1,800 maintenance-of-way employees to Amtrak for work on Northeast Corridor and other lines.
- June 7, 1976      NY&LB Raritan River drawbridge restored to service. (NYT)
- June 7, 1976      Amtrak breaks ground for new "Turboliner" maintenance facility in Rensselaer, N.Y.; N.Y. Transportation Commissioner Raymond T. Shuler announces \$5.4 million project to improve track between Albany and Buffalo. (AmtkNews, NYT)
- June 7, 1976      Pennsylvania Company acquires the remaining 41% of Arvida Corporation for \$30.5 million. (AR)
- June 7, 1976      Power failure stalls LIRR train in East River Tunnel for 75 minutes, trapping 6,000 riders. (NYT)
- June 8, 1976      Amtrak announces it will test a French Alstom-Francorail-MTE Class 21,000 C-C electric locomotive as possible replacement for GG1's; is used in 125 MPH service on *Trans-Europ Expresses*; test to begin in Jan. 1977. (RyAge)
- June 10, 1976      Fire breaks out in engine compartment of United Aircraft "TurboTrain" lead power car No. 51 near Stonington, Conn.; passengers delayed three hours, and train is withdrawn from service, leaving two trainsets operating. (Trains, PTJ, NYT)
- June 10, 1976      Since the first of the year, the Pennsylvania Company has sold 172,090 shares of Norfolk & Western Railway common, reducing its share of N&W to 7%; total income from this year's sales of N&W and Wabash Railroad securities is \$21.5 million. (AR)
- June 11, 1976      U.S. District Court rules against Alton Box Board Company, which sued Goldman, Sachs & Co. for \$625,000 damages on grounds that Goldman, Sachs withheld negative information when selling Penn Central commercial paper to it. (NYT)
- June 13, 1976      Amtrak holds inaugural ceremony for *The Colonial*, new through train between New York and Newport News, Va., via Richmond with "Amfleet" equipment; revenue service begins June 14; No. 450-451 discontinued between Charlottesville and Newport News, ending passenger service on the old C&O line between Gordonsville and Richmond (AmtkNews, Guide)

- June 14, 1976 Consolidated Rail Corporation announces the adoption of blue livery for locomotives with a "wheel-on-rail" logo designed by New York graphic artist Tony Palladino (1930-2014); drops internal capital ("ConRail") used by USRA in planning documents and adopts "Conrail" as a service mark; Palladino will be best known for the slashed block lettering for the title of the novel and movie *Psycho*. (PR, NYT)
- June 14, 1976 Amtrak equips 2 of 3 Chicago-Detroit trains with "Amfleet" cars, and through trip between Detroit and Milwaukee discontinued. (Guide says 5/18-19)
- June 15, 1976 Amtrak increases coach fares by 5%. (Guide)
- June 15, 1976 Amtrak inaugurates *The Palmetto* No. 89-90, New York-Savannah, with Amfleet equipment. (AmtrakNews)
- June 15, 1976 Democratic Platform Committee adopts a platform calling for producing jobs for all who want to work and cutting unemployment to 3% in four years. (NYT)
- June 1976 MTA places Bicentennial logo on all LIRR, Hudson, Harlem and New Haven line cars. (NYT)
- June? 1976 Baldwin-Hamilton Company vacates the Eddystone Plant in favor of a new facility at Malvern. (Trains - verify)
- June 17, 1976 Four GE gas turbine-electric dual-service MU cars, similar to M-1 "Metropolitans," make first revenue run from Oyster Bay to Penn Station, eliminating the traditional "change at Jamaica"; break through a large banner stretched across the track as pass from non-electrified to electrified zone at East Williston; cars, along with second set being built by Garrett Corporation of California, are to be tested for a year on LIRR, Hudson, Harlem and Port Jervis lines. (Trains, RyAge, NYT)
- June 17, 1976 On a suit brought by Chesapeake & Ohio Railway, U.S. Supreme Court rules that ICC may specify how railroads are to spend money resulting from rate increases in return for freeing them from lengthy hearings. (NYT)
- June 20, 1976 Special Court outlines procedures and establishes timetable for hearing claims against the government for property taken by Conrail. (NYT)
- June 27, 1976 Conrail establishes shuttle service over ex-Reading line between Philadelphia and Valley Forge for Bicentennial; runs through Sep. 11. (Shappell)

- June 28, 1976 Philadelphia Chapter of Pennsylvania Railroad Technical & Historical Society formed. (PRRTHS)
- June 30, 1976 Derailment in Penn Station delays 60,000 LIRR commuters for up to a hour during evening rush hour. (NYT)
- June 30, 1976 Last U.S. Railway Operating Battalion, the former PRR-staffed 706<sup>th</sup> Transportation Group-Railway, is disbanded. after the Fort Eustis (Va.) Military Railway is shut down. (Cinders)
- July 1, 1976 Conrail conveys 50% interest in Washington Terminal Railroad Company received from Penn Central to Amtrak. (Compt)
- July 1, 1976 Western railroads petition ICC for 5% rate increase. (NYT)
- July 1, 1976 John F. Systma becomes Pres. of the Brotherhood of Locomotive Engineers, succeeding B.N. Whitmire, retired. (ble-t)
- July 3, 1976 Electric Railroaders Association runs fan trip over ex-NYC electric lines with a train of three ex-New Haven "Washboard" MU cars and ex-NYC Class S-2 No. 4733 built in 1906; six S-2's remain in switching service at Grand Central Terminal. (Trains)
- July 4, 1976 U.S. celebrates Bicentennial; Conrail operates extra service to New York for spectators at "Operation Sail," a parade of the world's tall ships, which turns out to be the country's major celebration; observations in Philadelphia and Washington are stunted. (NYT, Shappell)
- July 4, 1976 National Visitor Center opens in Washington Union Station for 20,000 visitors and a staff of 76 National Park Service employees; an official ceremony is cancelled because most dignitaries are engaged elsewhere; the Primary Audio-Visual Experience (PAVE) shows "Welcome to Washington" consisting of 5,500 color slides, in 9.5 minutes, although not all in the proper order, in an amphitheater called "The Pit" cut into the floor of the old Main Waiting Room; the National Book Store opens in the former Savarin restaurant; new Amtrak waiting rooms created behind the old Concourse; the multi-deck parking garage over the platforms remains uncompleted because of a \$6 million cost overrun and the failure of bank funding; the project has cost \$42 million, versus an original estimate of \$20 million. (WashPost)
- July 5, 1976 N.Y. Transportation Commissioner Raymond T. Shuler asks Congress for legislation to permit other solvent railroads such as the Santa Fe to buy the former Erie-Lackawanna Railway Southern Tier line and

branches to preserve competition in New York State and prevent Conrail from carrying out its plan to downgrade the line in favor of the ex-NYC main. (NYT)

- July 6, 1976 *American Freedom Train*, a traveling Bicentennial exhibit patterned on the earlier *Freedom Train* by broker-railfan Ross Rowland, passes over Horseshoe Curve en route to Pittsburgh, powered by ex-Reading 4-8-4 No. 2102; stops opposite K4s No. 1361 and can't get started on grade; train is rescued by two Conrail diesels. (Trains)
- July 6, 1976 Pres. Gerald Ford vetoes a \$3.95 billion public works bill on the grounds that it is inflationary and will not produce the 300,000 jobs claimed for it. (NYT)
- July 6, 1976 Robert K. Pattison, 54, formerly General Manager of the Metropolitan Region of Conrail, named Pres. & General Manager of LIRR, replacing Walter Schlager, Jr. (1918-1976), resigned for health. (NYT)
- July 7, 1976 Water in East River Tunnel causes short circuit and signal failure, delaying 15 LIRR trains during evening rush hour. (NYT)
- July 8, 1976 Conrail appoints General Manager-Western Region Kenneth E. Smith General Manager of Metropolitan Region, replacing Robert K. Pattison named Pres. & General Manager of LIRR. (NYT)
- July 8, 1976 Pennsylvania Company completes a settlement of three lawsuits growing out of the \$50 million loan of 1970; the outstanding balance is reduced from \$50 million to \$45.2 million, and this debt is satisfied by the payment of \$8.2 million cash and \$37 million provided by the lending banks. (AR)
- July 10, 1976 Amtrak and Auto-Train Corporation test train for proposed combined *Floridian-Auto-Train* service leaves Sanford, Fla., for Louisville. (Trains)
- July 12, 1976 Sculpture of Mercury on the front of Grand Central Terminal is lighted for the first time since 1913 with funds provided by Jacqueline Kennedy Onassis (1929-1994). (NYT)
- July 13, 1976 Crowded rush-hour train rear-ends a second train while entering New Caanan, Conn., station; 2 killed, 39 injured; track had been covered in grease, causing the first train to skid when brakes were applied; ConnDOT report charges that the train was traveling at over twice the 15-MPH speed limit at the time of the crash; engineer and UTU blame inadequate signal system and operating procedures; NTSB later places blame on engineer failing to react in time, excessive speed, and

- inadequate signal system. (NYT)
- July 1976 First section of Liberty State Park opens in Jersey City consisting of the former National Storage Company-Lehigh Valley Railroad terminal site at Black Tom, which is developed as a promenade and overlook behind the Statue of Liberty; the site later expands to cover the former CNJ yards and the LV Morris Basin Yard. (NYT - get exact date)
- July 1976 MTA installs new high intensity vapor lighting at Grand Central Terminal's Concourse to replace incandescent bulbs with a savings of \$20,000 a year; the Concourse is also cleaned and given a new public address system. (MTA AR)
- July 1976 MTA takes deliver of the last of the 100 additional M-2 "Cosmopolitan" MU cars, bringing the total to 244 and permitting the retirement of the old "Washboard" cars. (MTA AR)
- July? 1976 N.J. DOT purchases 3 ex-CNJ club cars, 35 P70s and tavern-lounges, and 242 ex-Erie Lackawanna MU's and Stillwell coaches from Conrail. (Cinders)
- July 1976 Conrail takes a 7-year lease of the top 8 floors of the 20-storey former ARCO Building at Broad & Spruce Streets in Philadelphia to house officers moved from Reading and Cleveland. (Phllnq)
- July? 1977 Conrail closes engine terminal at former Lehigh Valley Oak Island Yard in Newark, N.J. (Trains)
- July 1976? SEPTA leases ex-PRR Octoraro Branch to Chester County, which in turn names Rail Development, Inc., of Joppa, Md., as designated operator between Chadds Ford and Colora; line has been out of service since 1971 floods. (Cinders)
- July? 1976 Pa. Rep. Fred Rooney (1925- ), Chairman of the House Transportation & Commerce Subcommittee, has deleted a provision from the "Son of Conrail" aid bill sought by New York State that would allow it to purchase the ex-Erie Lackawanna Southern Tier main line and lease it to a competitor of Conrail; Eastern Shore Railroad is lobbying to take over Delmarva lines. (Cinders)
- July 1976 Amtrak is now operating ex-Santa Fe 18<sup>th</sup> Street Coach Yard in Chicago, which it now identifies as 21<sup>st</sup> Street, as a base for its "Amfleet" cars. (Cinders)
- July 19, 1976 Test run of combined *Floridian/Auto-Train* leaves St. Petersburg for Chicago; train is too long to keep on schedule.

- July 20, 1976            General Electric Company announces changes in its domestic diesel locomotive line; “U” class designations dropped in favor of a system listing powered axles, horsepower and year of introduction. (Trains)
- July 21, 1976            Swedish ASEA Class Rc4a B-B electric No. 1166 leased to Amtrak as X995 arrives at Port Elizabeth, N.J.; is placed in service at Wilmington Shops in late July. (Cinders, Railfan)
- July 21, 1976            A convention of the American Legion begins at the Bellevue-Stratford Hotel on South Broad Street, once Philadelphia’s most luxurious; by Aug. 31, 29 guests have died of a mysterious illness dubbed “Legionnaire’s Disease”; after panic and many months of tests, the cause is finally found to be a pneumonia caused by inhaling a previously unknown species of bacteria growing in the water used in the central air conditioning system; the bad publicity forces the hotel to close, although it is later renovated. (WrldAlmnc)
- July 22, 1976            Amtrak places first of seven Rohr “Turboliners” on Empire Service runs between Albany-Rensselaer and Buffalo; makes connection at Albany with conventional equipment to and from New York; the auxiliary turbine that provides heat, light and air conditioning cannot take power from the third rail, and on the first test run into Grand Central Terminal, it overheats in the Park Avenue tunnel and melts a Lexan window with its exhaust; the design is quickly modified. (Railfan)
- July 22, 1976            Penn Central Company (holding company) files for protection from creditors under Bankruptcy Act; creditors, including the Institutional Investors Penn Central Group, the Committee of Secured Bank Creditors, and the New Haven Trustee, suggest creating a new company with new securities issued to creditors for their claims. (NYT)
- July 22, 1976            Conrail has won respect of many shippers for improved service, although there are still misrouted cars, delays, and a shortage of locomotives. (NYT)
- July 22, 1976            House overrides Pres. Ford’s veto of a reduces \$3.95 billion public works bill, following a Senate override the day before. (NYT)
- July 23, 1976            *American Freedom Train* arrives in Morristown, N.J. (NYT)
- July 24, 1976            U.S. District Court award 1,500 Pullman porters the back pay they would have received has they not been denied promotion because of their race. (NYT)

- July 26, 1976 N.J. Gov. Brendan Byrne that state and Federal government will increase subsidies to keep ex-PRSL service running when Conrail's obligation to operate it expires in 1977. (Cinders)
- July 27, 1976 PennDOT and SEPTA cancel 4 of 7 weekday and 6 of 12 weekend Bicentennial shuttles between Valley Forge and Reading Terminal because of poor patronage. (Cinders)
- July 27, 1976 National Visitor Center is formally dedicated; cost is four times over budget; the parking garage remains unusable, and travelers have to walk through the Visitor Center to reach the trains. (Harwood)
- July 29, 1976 Amtrak dedicates renovation of H.H. Richardson's New London, Conn., station after preservation battle; exterior is preserved but interior is modernized. (Guide, AmtkNews)
- July 29, 1976 Amtrak announces it has increased its order for bilevel cars from Pullman-Standard from 235 to 249 and changed the order to 102 coaches, 42 coach/baggage, 34 economy sleeping cars, 36 mixed-class sleeping cars and 35 diners; drops 35 cafe-coaches. (NYT, Trains)
- July 31, 1976 Comptroller-General Elmer B. Staats rules that U.S. DOT has no right to withhold \$\_\_\_ from Amtrak as a means of forcing it to lease rather than buy the Northeast Corridor; has withheld over \$29 million since June. (NYT)
- Aug. 1, 1976 International Eucharistic Council held in Philadelphia; Amtrak operates special trains to JFK Stadium on Aug. 8. (Shappell)
- Aug. 2, 1976 New York Stock Exchange suspends trading in common stock of Reading and Penn Central Company, plus 8 preferred stocks and 63 bond issues of subsidiary companies and a result of the acquisition of some or all of their assets by Conrail. (NYT)
- Aug. 2, 1976 N.J. Senator Clifford P. Case announces federal grant of \$18 million to maintain commuter service on Penn Central, CNJ and Erie Lackawanna lines transferred to Conrail. (NYT)
- Aug. 2, 1976 Army Corps of Engineers begins removing derelict vessels and other debris, including a former NYC ferry, from the area immediately south of the new Liberty State Park at Black Tom in Jersey City, the old National Storage Company terminal. (NYT)
- Aug. 3, 1976 Former PRR Chairman James Miller Symes (1897-1976) dies at age 79 at a nursing home in Feasterville, Pa.. (RyAge)

- Aug. 3, 1976 Federal Railroad Administration notes that nearly 66% of all freight moves over 20% of the country's track. (NYT)
- Aug. 4, 1976 Former LIRR Pres. Walter L. Schlager, Jr. (1918-1976) dies at Plandome, N.Y., at age 58. (RyAge)
- Aug. 4, 1976 Congress approves \$400 million in loan guarantees for Conrail; \$575 million for Amtrak. (NYT)
- Aug. 7, 1976 Conrail operates New York-Monmouth Park "Pony Express" race train on Saturdays through Sep. 11. (Shappell)
- Aug. 8, 1976 Amtrak operates six special trains from New York, Trenton and Harrisburg to the 41<sup>st</sup> International Eucharistic Congress at JFK Stadium in South Philadelphia; the fact that Pope Paul VI cancels his plans to attend causes reduced interest. (Cinders)
- Aug. 9, 1976 LIRR adds extra equipment to carry vacationers from Montauk and Fire Island fleeing Hurricane Belle. (NYT)
- Aug. 10, 1976 EMD displays its 10,000 HP GM10B experimental B-B-B electric locomotive demonstrator No. 1976 at an open house; has Swedish ASEA components, including traction motors, transmission and trucks; has three trucks with 50-inch wheels. (Trains)
- Aug. 12, 1976 Conrail Pres. Edward G. Jordan holds a press conference to announce that its first quarter (Apr.-June) loss is \$34.4 million, better than anticipated; on the same day, it files a report with the ICC stating a loss of \$95 million under ICC betterment accounting rules. (NYT)
- Aug. 12, 1976 Secretary of Transportation William T. Coleman announces \$400 million in federal money for railroad passenger service improvements in New Jersey, including electrification of NY&LB to Red Bank and re-electrification of Morris & Essex line. (NYT)
- Aug. 1976 City of Cincinnati offers to lease Cincinnati Union Terminal to anyone at \$1 a year, providing the Rotunda is preserved to the public. (Trains)
- Aug. 1976 Budd Company unveils its design for the SPV-2000 railcar as a successor to the RDC using "Metroliner"-type body shell; is available in a shovel-nose 120-MPH intercity version or a flat-faced 100-MPH commuter version; powered by one or two GM/Detroit Diesel 360-HP truck engines. (RyAge, Railfan)
- Aug. 18, 1976 ICC rules that it no longer has jurisdiction over most interstate commuter service, clearing the way for quicker implementation of fare



- increases. (NYT)
- Aug. 18, 1976 N.J. DOT Commissioner Alan Sagner announces program of reduced rail fares for the elderly and disabled. (NYT)
- Aug. 18, 1976 MLW-Worthington Ltd., the former Canadian affiliate of ALCO, is renamed Bombardier-MLW Ltd. after purchase by the Bombardier interests. (Moody's)
- Aug. 19, 1976 Amtrak places first new Rohr "Turboliner" in test revenue service between New York and Albany without ceremony. (NYT)
- Aug. 20, 1976 *American Freedom Train* begins four days of display at Newark, N.J. (Cinders)
- Aug. 1976 Amtrak and U.S. DOT settle dispute as to who is to oversee the \$1.75 billion Northeast Corridor Redevelopment Project; Amtrak is to control the track rehabilitation and U.S. DOT the remainder; Secretary of Transportation William T. Coleman releases \$14.3 million to Amtrak, allowing it to proceed with the purchase of the Northeast Corridor from Conrail. (Trains)
- Aug. 24, 1976 *American Freedom Train* begins three days of display at New Brunswick, N.J. (Cinders)
- Aug. 25, 1976 N.J. DOT, Port Authority and FRA reach tentative agreement on \$10 million interim facelift for Penn Station, Newark. (NYT)
- Aug. 29, 1976 Southern Railway excursion headed by ex-SP Daylight 4-8-4 No. 4449 arrives in Alexandria after overnight run from Atlanta; locomotive is being ferried to haul last leg of *American Freedom Train* from Alexandria to Miami; train consists of 16 lightweight and 3 heavyweight cars; reaches 79.5 MPH on straight track between Culpeper and Manassas, Va. (Trains)
- Aug. 30, 1976 *American Freedom Train* begins three-day stop at Trenton, N.J. after a detour to Bethlehem, Pa. (NYT, Cinders)
- Aug. 31, 1976 Amtrak and U.S. DOT reach agreement allowing Amtrak to pay for purchase of Northeast Corridor; last obstacle to \$1.6 billion project to improve infrastructure. (NYT)
- Aug. 31, 1976 Amtrak agrees with Auto-Train Corporation to combine the *Floridian* with the Louisville Auto-Train beginning Oct. 31 for a 6-month period; Auto-Train is now losing \$6 million a year on the route. (RyAge, NYT)

- Aug. 31, 1976 Amtrak breaks ground for new station at Cleveland. (RyAge)
- Sep. 1, 1976 Amtrak assumes Northeast Corridor dispatching from Conrail and begins employing 70 former Conrail dispatchers; all Boston South Side commuter operations to Providence, Needham, Franklin and Stoughton transferred for operating purposes to Amtrak's Northeast Corridor Region. (AmtkNews, Humphrey)
- Sep. 2, 1976 *American Freedom Train* begins five-day stop at Asbury Park, N.J. (Cinders)
- Sep. 3, 1976 Interior Department's lease of old Washington Union Station as National Visitor Center becomes fully effective. (Compt)
- Sep. 5, 1976 Conrail runs Philadelphia-Harrisburg excursion behind GG1 No. 4800 "Old Rivets" in bicentennial paint scheme for NRHS national convention. (Trains)
- Sep. 6, 1976 In week ending this day, Conrail loads 110,455 cars, more than twice the carloadings of Burlington Northern, the number two carrier. (Trains)
- Sep. 7, 1976 At the urging of passenger Gordon Werner, LIRR continues operating its Friday evening-Monday morning Montauk trains beyond the Labor Day weekend as long as there are sufficient passengers. (NYT)
- Sep. 7, 1976 Texas & Pacific Railway and Chicago & Eastern Illinois Railroad merged into Missouri Pacific Railroad. (Trains - Moodys has 10/15)
- Sep. 8, 1976 Last two Amtrak United Aircraft "TurboTrains" make last revenue run New York-Boston because of mechanical problems; "Amfleet" cars are more comfortable; "TurboTrains" are laid up at their Fields Point, Providence, maintenance facility. (PTJ, NYT, Trains)
- Sep. 8, 1976 Amtrak makes sharp cuts in USARail pass and unlimited excursion tickets; revises fare structure to a base coach fare and an accommodation supplement; eliminates separate first class and "space" charges inherited from the days of the Pullman Company. (NYT, Cinders)
- Sep. 8, 1976 *American Freedom Train* begins four-day stop at Atlantic City. (Cinders)
- Sep. 9, 1976 Amtrak introduces the *Clamdigger*, New Haven-Providence local.
- Sep. 10, 1976 A member of the police bomb squad is killed and 30 people injured

- trying to deactivate a bomb left in a coin locker in Grand Central Terminal by Croatian separatists. (NYT)
- Sep. 11, 1976 MTA opens new rail-bus intermodal transit center at Great Neck on LIRR. (NYT)
- Sep. 12, 1976 *American Freedom Train* begins three days of display at Valley Forge Industrial Park near King of Prussia. (Cinders)
- Sep. 15, 1976 Missouri Pacific Railroad and Southern Railway announce that they have ended merger negotiations. (Trains)
- Sep. 1976 N.J. Gov. Byrne signs contract for electrifying the NY&LB from South Amboy to Red Bank. (Cinders)
- Sep. 1976 Conrail posts notices banning gambling on NY&LB trains; bar cars on NY&LB run are removed for fumigation after cockroaches are discovered by agents of the Food & Drug Administration. (NYT)
- Sep. 1976 ASEA/EMD 10,000 HP GM10B experimental high-speed electric freight locomotive demonstrator No. 1976 begins test runs out of Harrisburg; tested at night on the Northeast Corridor on TV-3/4 and TV-11/12, and on automobile train CNY-4. (Railfan, DieselEra)
- Sep. 1976? Conrail announces it will spend \$3 million to upgrade yard facilities in Philadelphia, mostly at Greenwich Yard to permit abandoning coal and ore facilities at Port Richmond; 59 yards in the Philadelphia area will be reduced to about 25. (Cinders)
- Sep. 1976 MTA completes the replacement of the 138<sup>th</sup> Street Viaduct on the ex-NYC main line in the Bronx. (MTA AR)
- Sep. 1976 Pres. Gerald Ford signs the Railroad Transportation Improvement Act; authorizes \$900 million in operating subsidies and \$260 million for capital improvements for Amtrak over two years, plus \$350 million in guaranteed loans to pay claims against Conrail by the estates of the bankrupt railroads; requires government studies of the future of rail transportation on the Delmarva Peninsula and the effect of the use of open-hopper toilets by Amtrak; holds railroad food services are subject to Federal health regulations. (Cinders)
- Sep. 16, 1976 *American Freedom Train* begins five-day stop at Baltimore, then moves to Hagerstown. (Cinders)
- Sep. 17, 1976 Pittsburgh Chapter of Pennsylvania Railroad Technical & Historical Society formed. (PRRTHS)

- Sep. 17, 1976 Port Authority director Clifford B. O'Hara states that Conrail's near-monopoly of rail service at New York favors the Port of Baltimore; Brooklyn, a once-major element of the port and a labor stronghold that lacks direct rail access, is particularly vulnerable. (NYT)
- Sep. 18, 1976 Rohr Industries's American-built version of French "Turboliners" begin two days of public displays at Empire Service cities, one at Grand Central Terminal and the other at Buffalo, Syracuse and Albany. (AmtkNews)
- Sep. 19, 1976 Conrail freight derails in B&P Tunnel at Baltimore, blocking Northeast Corridor and delaying 44 passenger trains; some trains detoured via B&O line from Bay View. (NYT)
- Sep. 20, 1976 Rohr "Turboliners" placed in revenue service on Empire Service route between New York and Buffalo. (Trains, Zimmermann)
- Sep. 20, 1976 Brooklyn Eastern District Terminal assumes the operation of the B&O at St. George on Staten Island. (Railpace)
- Sep. 20, 1976 Democratic candidates Jimmy Carter and Walter Mondale leave New York on 13-car *Democratic Whistlestop* for Chicago via the ex-PRR line; Carter leaves the train at Pittsburgh, but Mondale and Rosalynn Carter continue to Chicago on Sep. 21. (Withers, Trains)
- Sep. 21, 1976 Dow Jones industrial average peaks at 1014.79, just short of the 1051.73 high of Jan. 11, 1973, but a level that is not reached again until 1982. (Trager)
- Sep. 22, 1976 Chessie System, Inc., inaugurates trains SLTT and PHTT, fast all-piggyback trains between Philadelphia and East St. Louis, reversing its previous policy of no solid TOFC trains. (Cinders)
- Sep. 23, 1976 Secretary of Transportation William T. Coleman announces conditional approval of \$400 million in federal financing for improvements in New Jersey, including PATH extension to Plainfield, re-electrification and improvements on Morris & Essex line between Hoboken and Netcong, and electrification of NY&LB between South Amboy and Red Bank. (NYT)
- Sep. 24, 1976 Pennsylvania Company purchases 80% of Edgington Oil Company, Inc., operator of an independent refinery and oil distribution system in Long Beach, Calif. for \$50 million. (AR, Moodys)
- Sep. 25, 1976 N.J. DOT announces fares will remain unchanged until July 1977 because of \$6.9 million surplus from 1976 subsidy program. (NYT)

- Sep. 25, 1976 *American Freedom Train* begins four-day stop at Washington, D.C., then moves south. (Cinders)
- Sep. 28, 1976 SEPTA contracts with the Octoraro Railway, Inc., to provide freight service on the ex-PRR Octorara Branch, out of service since 1971. (Railpace)
- Sep. 30, 1976 In its first six months, Conrail has replaced 2,827,706 ties, surfaced 5,790 miles of track, installed 440 miles of welded rail, rebuilt 431 locomotives, and refurbished 7,490 freight cars; Conrail has 127 locomotives leased from other carriers to cover shortages; all brush has been cleared from the ex-PRR Middle Division. (Cinders)
- Sep. 30, 1976 Pa. Legislature makes emergency appropriation of \$7 million to keep SEPTA running through Oct. 1976. (Cinders)
- Sep. 30, 1976 Last run of freight service on the ex-NYC Catskill Mountain Branch, formerly the Ulster & Delaware Railroad, between Kingston, Roxbury and Stamford, N.Y.; line is embargoed next day. (PhiInq, Trains)
- Oct. 1, 1976 Amtrak assumes full operation of 30th Street Station. (AmtrakNews)
- Oct. 1, 1976 Conrail abolishes the ex-PRR Chesapeake Division as Amtrak has taken over the Northeast Corridor; the remaining branch lines become part of the Philadelphia Division. (Cinders)
- Oct. 1, 1976 Congress passes bill raising USRA's authority to issue loans to pay claims of Penn Central Transportation Company and other bankrupts to \$350 million. (NYT)
- Oct. 1, 1976 Conrail issues its first employee timetable for the Central Region. (Cinders)
- Oct. 2, 1976 N.Y. Sen. James Buckley (1923- ), brother of conservative pundit and publisher William F. Buckley (1925-2008), begins his unsuccessful campaign for reelection in the "Buckley Special" campaign train, running from Albany to Buffalo; five cars include *Pennsylvania* No. 120, whose owner, George Pins, organizes the trip. (Trains, NYT)
- Oct. 3, 1976 Steam Tours, Inc., and Allegheny Railroad run fan trip Pittsburgh to Altoona with ex-Reading 4-8-4 No. 2102; bad water causes foaming problems and two diesels placed on front end; returning up Horseshoe Curve, a diesel helper is behind No. 2102 as it blasts uphill at 25 MPH; first steam excursion under Conrail. (Railfan)

- Oct. 4, 1976 Pres. Ford signs a continuation of the \$18 billion income tax cuts; reduces tax rates on airlines, railroads and some other businesses. (WrldAlmnc)
- Oct. 5, 1976 Amtrak begins first revenue road test of Swedish ASEA Rc4a electric locomotive X995 on No. 174 *The Statesman*; later in month is assigned to No. 108-117, first time a locomotive-hauled train replaces original MU's on a "Metroliner" schedule. (Guide, PTJ)
- Oct. 8, 1976 Former PRR VP and General Counsel John Butler Prizer (1909-1976) dies at age 67. (WwasW)
- Oct. 8, 1976 Penn Central Transportation Company seeks court approval to sell the building housing the Yale Club to the Yale Club for \$1.25 million. (NYT)
- Oct. 9, 1976 Amtrak Pres. Paul H. Reistrup charges that a whole season has been lost on Northeast Corridor Project because of bureaucratic wrangling in Washington sparked by Secretary of Transportation William T. Coleman's refusal to transfer ownership of the NEC to Amtrak. (NYT)
- Oct. 10, 1976 Steam Tours, Inc., runs second Pittsburgh-Altoona fan trip with ex-Reading 4-8-4 No. 2102. (Railfan)
- Oct. 12, 1976 28-day strike against the Ford Motor Company ends. (AmrenDcads)
- Oct. 14, 1976 MTA announces LIRR has ordered 37 locomotives from EMD for \$16.1 million with money from 1974 bond issue; 6 GP-38-2 2,000 HP passenger locomotives, 23 1,500 HP dual service locomotives and 8 1,000 HP switchers. (NYT, MTA AR)
- Oct. 15?, 1976 LIRR Director of Special Services Walter McNamara retires after 33 years of service; was responsible for developing East End parlor car service from 2 cars when he joined in 1955 to 21 cars in 1976. (NYT)
- Oct. 15, 1976 Texas & Pacific Railway merged into the Missouri Pacific Railroad. (Watson/Brown)
- Oct. 1976 MTA begins a major facelift for the LIRR Concourse in Penn Station, including the removal of the last plywood gates and partitions left over from the demolition of the old station, new lighting, seating and flooring, new stainless steel train gates for Tracks 13-16, and rebuilding the waiting room. (MTA AR)
- Oct. 1976 Urban Mass Transportation Administration awards \$400 million over five years to New Jersey for three projects: \$110 million to extend

electrification of NY&LB, \$133 million to reequip and change voltage of Erie Lackawanna suburban electrification, and \$157 million for either PATH extension to Plainfield or upgrade of existing CNJ commuter service, the choice to be at discretion of local officials. (RyAge)

- Oct. 18, 1976 LIRR suspends service on Long Beach Branch for five hours a day to permit replacing trestle pilings at Reynolds Channel. (NYT)
- Oct. 18, 1976 Federal Railroad Administration announces it is making \$20 million available to buy rail and other materials for rebuilding Northeast Corridor. (NYT)
- Oct. 19, 1976 Transportation Secretary William T. Coleman, at best a lukewarm supporter of the Center City Commuter Connection, announces that the \$240 million in federal funds earmarked for that \$307 million project may be used on any other reasonable mass transit project, placing the choice completely on the City and Mayor Rizzo, who wants the 2,000 construction jobs; both sides are still at odds over who will be responsible for increased costs due to inflation. (PhlInq)
- Oct. 19, 1976 Commerce Dept. reports that the growth of the gross national product slowed during the third quarter to 4%, well below the rate projected by economists; the poor economic performance helps to torpedo Pres. Ford's reelection bid. (WrldAlmnc)
- Oct. 20, 1976 Pres. Ford signs bill increasing maximum loan authority for Conrail from \$230 million to \$350 million. (NYT)
- Oct. 20, 1976 Pres. Ford signs bill appropriating \$1.3 billion for Amtrak in fiscal 1977-78. (NYT)
- Oct. 21, 1976 Under pressure from neighborhood groups, resolution introduced in Philadelphia City Council to divert \$240 million in Federal grants from the Center City Commuter Connection to bus and subway improvements within the city; black neighborhoods in North Philadelphia have long opposed the CCCC as benefitting only suburban residents. (Cinders, PhlInq)
- Oct. 22, 1976 Demolition of Columbus Union Station Arcade begins at 6:00 PM on a Friday night, despite its being on the National Register of Historic Places. (Darbee)
- Oct. 23, 1976 Ohio Historical Society secures injunction against demolition of Columbus Union Station Arcade, but by this time only the north pavilion is left standing. (Darbee)

- Oct. 1976 Amtrak receives last two E60's from General Electric. (Cinders)
- Oct. 27, 1976 Transit Action Coalition representing city riders asks SEPTA Board to restore city transit to Sep. 1975 service levels, rehire 300 laid-off employees and scrap the Center City Commuter Connection. (Cinders)
- Oct. 28, 1976 Federal Railroad Administration announces it has selected engineering consortium led by De Leuw, Cather & Co. and Ralph M. Parsons Co. to execute rehabilitation of Northeast Corridor. (NYT)
- Oct. 28, 1976 Penn Central Transportation Company announces it has agreed to sell the Waldorf-Astoria Hotel to Hilton Hotel Corporation for \$35 million; the city claims Penn Central owes \$9.75 million in back taxes, but Judge Fullam later sets the tax bill at \$2.5 million. (NYT, Trager)
- Oct. 28, 1976 University Hill Foundation, fund-raiser for Loyola University at Los Angeles, awarded \$600,000 plus interest in claim against Goldman, Sachs & Co. for loss suffered in 1970 purchase of Penn Central commercial paper. (NYT)
- Oct. 28, 1976 General Electric Company management bulletin defends the design of the E60CP electric locomotive and notes that it is sturdier and more powerful than the Swedish Rc-4; in fact, the E60CP is too heavy and has a tendency to yaw sideways when accelerating from slow running. (Trains, Wilner)
- Oct. 31, 1976 Amtrak establishes the *Patriot* No. 172-173 as an "Amfleet" train assuming the Boston-Washington portion of the schedule of the *Southern Crescent*; the *Southern Crescent* continues to operate as an advance section with only through Southern Railway cars and a food service car. (Cinders)
- Oct. 31, 1976 Amtrak's Washington-Cumberland, Md., *Blue Ridge* is cut back to Martinsburg, W.Va., and supplemented with the Washington-Cincinnati *Shenandoah*. (Zimmermann)
- Oct. 31, 1976 Amtrak reroutes the *Adirondack* between Ballston Spa and Albany, N.Y., from via Mechanicsville to via Schenectady; number of *Metroliners* cut from 15 round trips to 14. (possibly 10/30/77 for Metro cut - check tt?)
- Oct. 31, 1976 Auto-Train Corporation resumes daily service between Louisville and Sanford by running nine cars on Amtrak's 10-car *Floridian*; Amtrak returns *Floridian* to one-night-out schedule and abandons Louisville Union Station for Auto-Train station six miles south of town. (Guide,



PTJ. AmtkNews)

- Oct. 31, 1976      Conrail issues its first employee timetable for the Eastern Region. (Cinders)
- Fall 1976?      Black River & Western Railroad secures 20-year lease on LIRR G5 4-6-0 No. 35 from the Nassau County Museum; to be restored at Ringoes Shops for excursion service. (Railfan)
- Late 1976      Conrail leases 100 diesel locomotives from Canadian National Railways to give it time to repair its own fleet. (Trains)
- Nov. 1, 1976?      “200 Club” commuter club operating on “Clockers” No. 200-223 receives the use of an “Amtavern” car instead of Heritage club car No. 4444. (Cinders)
- Nov. 1, 1976      Amtrak begins using Auto-Train facility six miles south of town and vacates Louisville Union Station. (Trains)
- Nov. 2, 1976      Democrat Jimmy Carter (1924- ) defeats Republican incumbent Gerald Ford for the presidency in a backlash against the Watergate scandals and economic problems; it is hoped that Carter will be less hostile to Amtrak; Harvard professor Daniel Patrick Moynihan (1927-2003) elected Senator from New York, defeating incumbent Conservative James Buckley; Carter is committed to the deregulation of transportation. (NYT, Trains, Gallamore)
- Nov. 2, 1976      Railroads ask for additional rate increase of 4% effective Jan. 1, 1977, citing increased labor and materials costs. (NYT)
- Nov. 4, 1976      Delaware & Hudson Railway officials make first inspection tour of their Conrail trackage rights, running from Oak Island Jct. to Allentown, Reading, and Philadelphia, then back to Wilkes Barre. (Cinders)
- Nov. 8, 1976      Penn Central asks Judge Fullam for authority to sell the 42-storey Westvaco Building at 299 Park Avenue for \$14.2 million and the land under the 50-storey Chemical Bank Building at 277 Park Avenue for \$12.1 million. (NYT)
- Nov. 11, 1976      Conrail reports third quarter loss of \$32 million; total loss for first six months of \$66.4 million. (NYT)
- Nov. 15, 1976      In a news conference in Plains, Ga., Pres.-elect Jimmy Carter pledges to cut unemployment to 4-4.5% and to 6.5% within one year. (NYT)

- Nov. 1976 Amtrak issues a new five-year plan calling for purchase of 638 new cars and 144 new locomotives to eliminate all steam-heated Heritage cars; notes "Metroliners" produce 16.2% of revenue but only 8.1% of passenger-miles. (Trains)
- Nov. 1976 "Metroliner" on-time performance has fallen to 46%, down from 81% a year ago, because of the growing need for maintenance, as the cars have run over 1 million miles each since being placed in service; number of round trips has been cut from 15 to 13 and trains from 6 cars to 4 cars because of an increasing number of cars out of service. (PhlBltn, WatsonPapers)
- Nov. 1976 Howard Serig, an economist with the U.S. Dept. of Transportation, publicizes his campaign to repaint a GG1 in original Raymond Loewy livery with an article in the "Turntable" column of *Trains* magazine entitled, "Wouldn't it be Nice"; Serig has previously tried to interest Jervis Langdon, the last Penn Central railroad president in the idea. (Trains)
- Nov. 1976 *Southern Crescent* now operates in two sections: one with standard equipment and through cars between New York and Washington, and one with "Amfleet" equipment between Boston and Washington. (Guide)
- Nov. 1976 Amtrak places "Amfleet" equipment on five New York-Philadelphia "Clockers." (Guide)
- Nov. 16, 1976 Conrail Senior VP & Chief Financial Officer Lawrence J. Farley resigns for personal reasons. (NYT)
- Nov. 16, 1976 ICC approves 4% rate increase effective Jan. 7, 1977. (NYT)
- Nov. 22, 1976 Louis T. Klauder & Associates issues a report on the "Metroliners"; the cars have been operating successfully, albeit at a price, particularly high maintenance costs of 78 cents per car-mile; reducing the acceleration rate on the unmodified cars has been successful in preventing overheating, and replacing the automatic electric couplers with conventional jumper cables has eliminated that source of failures; the four "R&D" cars rebuilt in 1972-1974 have been very successful and have maintenance rates of only 40 cents per car-mile; the cars have operated at a high utilization rate and now have over a million miles of service each; recommends a major overhaul along the lines of the R&D cars. (WatsonPapers)
- Nov. 22, 1976 Hugh Gibb ( - ) of the Eleutherian Mills Historical Library (now Hagley Museum & Library) in Delaware and Duane Swanson, 28, of

the Minnesota Historical Society begin a survey of the historical records of the predecessors of Conrail in the Erie Lackawanna offices at Cleveland under a \$20,000 grant from the U.S. D.O.T. and the Eleutherian Mills-Hagley Foundation; the object is to identify and preserve records of historical value that otherwise might be destroyed in the transfer of properties to Conrail and the reorganization or liquidation of the bankrupt estates. (PhiInq, Rept)

- Nov. 24, 1976 Amtrak orders an additional 35 "Superliner" cars, bringing the total to 284. (Zimmermann)
- Nov. 27, 1976 Amtrak operates 5 special trains to Army-Navy Game at JFK Stadium. (Shappell)
- Nov. 27, 1976 Amtrak reports that 78% of passengers on conventional short-haul trains now ride Amfleet or "Turboliner" cars that are less than three years old. (NYT)
- Nov. 28, 1976 Southern Railway's *Piedmont* No. 5-6 makes last run between Washington and Charlotte; ICC permitted discontinuance effective Nov. 24, but Southern continued through Thanksgiving weekend as the "Thanksgiving Special." (Railfan, Trains, PTJ)
- Nov. 30, 1976 Amtrak discontinues telephone service on "Metroliners" to allow government to reclaim the frequencies. (Trains - was any further extension?)
- Dec. 2, 1976 Norfolk & Western Railway moves its single Chicago-Oreland Park commuter train from a platform next to the old Dearborn Station to Union Station. (Railfan)
- Dec. 3, 1976 Labor Dept. reports that unemployment has risen to 8.1% in Nov. (NYT)
- Dec. 9, 1976 Illustrious PRR alumnus and railroad reformer John W. Barriger III (1899-1976) dies at St. Louis at age 77; he was still Senior Traveling Freight Agent of the Rock Island. (Trains)
- Dec. 12, 1976 GG1 No. 4855, doubleheading on mail train No. 10, develops a hotbox near Parkesburg; is delivered to Strasburg Railroad on Dec. 14 for repairs; towed from Leaman Place by 2-6-0 No. 89. (Railfan)
- Dec. 13, 1976 SEC suspends trading in Penn Central Transportation Company and 24 related railroad stocks for 10 days pending release of PC reorganization plan. (NYT)

- Dec. 13, 1976 Former PRR Chief of Passenger Transportation Edgar Ellsworth Ernest (1891-1976) dies at Garvey Manor in Hollidaysburg, Pa. (findagrave)
- Dec. 14, 1976 Pres.-elect Carter names Brockman "Brock" Adams (1927-2004) to be Secretary of Transportation. (WrldAlmnc)
- Dec. 15, 1976 Amtrak increases many Eastern fares by an average of 3.5%; "Metroliners" not affected. (NYT)
- Dec. 15, 1976 *Silver Meteor* and *Champion* restored as separate trains for the winter season; *Champion* rerouted from ex-ACL to ex-SAL route.
- Dec. 1976 Unemployment falls slightly to 7.9% (WrldAlmnc)
- Dec. 1976 Goetz dies; at his death, the German financier was still holding Penn Central's \$4 million and Penn Central had attached \$6 million worth of his American assets; following negotiations by the SEC, Goetz's estate pays Penn Central \$1.125 million as a settlement. (NYT, Salsbury)
- Dec. 17, 1976 Penn Central Trustees file reorganization plan with U.S. District Court, under which the non-rail holdings of the Pennsylvania Company are to be the core of a reorganized Penn Central; PC will continue to hold the \$1 billion in mid-Manhattan real estate; PC will pay small creditors of \$1,000 or less and overdue personal injury claims up to \$5,000 in cash immediately; U.S. to receive \$55 million in cash for overdue trustees' certificates, and \$350 million owed the government for emergency loans will be paid in notes; back taxes to state and local governments are to be settled either at 50% in cash immediately or in notes for the full amount payable from the proceeds received from the transfer to Conrail; secured creditors are to receive 10% of their claims in cash, 30% in General Mortgage bonds, 30% in preferred stock, and 30% in common stock; unsecured claims are to be paid 30% in certificates of beneficial interest payable as a last lien on whatever Penn Central receives for the assets turned over the Conrail. (AR, NYT, PhlInq)
- Dec. 18, 1976 *Montrealer* derails near New Haven. (Trains)
- Dec. 20, 1976 MTA opens new wheel and axle shop at Harmon. (MTA AR)
- Dec. 21, 1976 Labor Dept. reports that inflation has fallen to an annual rate of 5%; down from 7% in 1975. (NYT)
- Dec. 23, 1976 MTA extends Sunday half-fare policy for six months. (NYT)
- Dec. 24, 1976 Conrail freight derails in Washington just north of the Long Bridge, severing north-south connection; passengers bussed around the break.

(Trains, PTJ)

- Dec. 26, 1976      GG1 No. 913 and all five cars of No. 441, Harrisburg-Washington section of *Broadway Limited* derail at Downingtown at 7:30 PM; 36 injured. (Trains - Railfan says only last two cars derail at speed at a crossover)
- Dec. 27, 1976      MBTA acquires 270 miles of commuter rail lines and 84 Budd RDC's from the Boston & Maine Corporation; includes lines as far as Fitchburg and the New Hampshire state line. (MBTA)
- Dec. 29, 1976      *Lake Shore Limited* derails at Castleton-on-Hudson. (Trains)
- Dec. 30, 1976      MBTA introduces new light-rail vehicles on ex-NYC Green Line to Riverside several days early because of snowstorm. (MBTA)
- Dec. 31, 1976      Conrail moves all Columbus, Ohio, personnel into a single office at 2100 Stella Court. (Trains)
- 1976                  Conrail posts operating loss of \$205 million. (CR)
- 1976                  Amtrak issues first five-year plan.
- 1976                  Amtrak orders two Canadian LRC lightweight trainsets. (see 2/77)
- 1976                  Penn Central conveys GG1's Nos. 4872-4884 to NJ DOT for New York-South Amboy duty. (ClsscTrains)
- 1976                  Conrail (?) abandons line between Kinkora and Lewistown, N.J. (Kozempel)
- 1976                  Conrail contracts with the Brooklyn Eastern District Terminal to operate the ex-PRR float bridges at Greenville; BEDT also handles the loading of car floats for the New York Dock Railroad at Greenville. (Railpace)
- 1976                  Penn Central removes the track from the flood-damaged line between Williamsport and Elmira that has been out of service since Tropical Storm Agnes in 1972. (Gunnarsson)
- 1976                  Mackinac Transportation Company discontinues Mackinaw City- St. Ignace car ferry; operation assumed by Straits Transit, Inc., which operates ferries to Mackinaw Island. (Barnett)
- 1976                  Conrail abandons the old Little Miami Railroad line south of Spring Valley, Ohio. (Shell)

- 1976 Xenia freight station demolished. (Shell)
- 1976 Farmers have fallen to only 4.2% of the U.S. population. (AmrcnDcads)
- 1976 Nissan \_\_ overtakes Volkswagen AG as the leading supplier of imported automobiles to the U.S. (AmrcnDcads)
- 1976 *John Stevens* locomotive replica transferred from William Penn Memorial Museum in Harrisburg to Railroad Museum of Pennsylvania. (KrtBl1)
- 1976 Former VP A. Paul Funkhouser (1923-2000) leaves Penn Central for Seaboard Coast Line \_\_; later Pres. and CEO of Chessie System \_\_ and CSX Corporation. (Trains - or 1975?)
- 1976 Gunther C. "Gus" Holpp named Penn Central VP & Secretary, replacing Robert W. Carroll; Robert W. Thomas replaces John J. Dawson as Comptroller. (W&W MB - prob. 4/1/76)