

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

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1977

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All data subject to correction and change

- Jan. 1, 1977 Secretary of Transportation William T. Coleman calls for a study of rail passenger subsidies and suggests they be abandoned outside certain high-density corridors; says should not subsidize 18-hour Boston-Chicago service when air competition is faster and more frequent. (NYT)
- Jan. 1, 1977 Amtrak begins testing Canadian LRC (Light, Rapid, Comfortable) locomotive and single coach manufactured by Bombardier-MLW Ltd. on Northeast Corridor and other lines; tested first east of New Haven in Connecticut and then between New Brunswick and Princeton Jct., where it hits 119 MPH; returned to Canada at end of March. (AmtrakNews)
- Jan. 1, 1977 Greyhound Lines Pres. James L. Kerrigan calls government subsidization of Amtrak unfair competition for bus lines. (NYT)
- Jan. 8, 1977 At Senate confirmation hearings, Secretary of Transportation-designate Brockman “Brock” Adams (1927-2004) pledges to expedite the Northeast Corridor Improvement Project. (NYT)
- Jan. 9, 1977 Broad Street Station in Richmond, Va., reopens as a science museum. (NYT)
- Jan. 11, 1977 Sen. Harrison A. Williams (1919-2001) of N.J. sponsors a \$11.4 billion mass transit bill that earmarks millions for New Jersey projects, including PATH extension to Plainfield, electrification of NY&LB, and re-electrification of Erie Lackawanna lines. (NYT)
- Jan. 12, 1977 Amtrak VP Edwin E. Edel responds to Secretary Coleman’s criticisms by noting that most long-haul passenger trains are actually used by

- persons traveling short distances between intermediate stops. (NYT)
- Jan. 12, 1977 Outgoing Secretary of Transportation William T. Coleman and Mayor Frank Rizzo sign an agreement to finance the Center City Commuter Connection after over a decade of bickering; the federal government is to pay \$240 in mass transit grant funds to the City of Philadelphia, plus 80% of any cost overruns. (PhlInq, SEPTA)
- Jan. 13, 1977 Illinois Central Gulf Railroad's Paducah Shops completes the rebuilding of 25 Conrail GP7's and GP9's into GP8's and GP10's. (Trains)
- Jan. 14, 1977 Last run of Conrail (ex-EL) commuter train between Cleveland and Youngstown after Ohio DOT refuses to continue subsidy; last non-transit service at Cleveland Union Terminal; ex-EL cars sent to Chicago to replace P70's on Valparaiso "dummies." (Trains, PTJ, AR)
- Jan. 1977 LIRR places 4-car gas-turbine-electric set built by the Garrett Corporation of Torrance, Calif., in revenue service. (MTA AR)
- Jan. 1977 Conrail posts notices that it will discontinue all Boston commuter service from South Station effective Mar. 31, 1977. (Trains)
- Jan? 1977 Conrail builds a new connection from the ex-Lehigh Valley's Oak Island Yard to the Waverly & Passaic Branch to enable trains from the Allentown Route to run through to Meadows Yard and Selkirk. (RailsNE - verify date)
- Jan. 1977 N.J. DOT announces it will renovate the ex-PRR Metuchen station. (NYT)
- Jan. 16, 1977 All 10 Amtrak cars of combined *Floridian/Auto-Train* derail 15 miles north of Birmingham, Ala.; one of a spate of derailments since Nov. 1976; many blamed on poor tracking of SDP40F locomotives. (Trains)
- Jan. 17, 1977 Record -1° F temperatures in New York City area cause delays on LIRR up to 2:30; in the afternoon rush, one tube of the East River Tunnels is blocked by an ice-encrusted downed wire; frozen switches and ice on third rail also affect ex-NYC and ex-New Haven lines. (NYT)
- Jan. 18, 1977 Amtrak Pres. Paul H. Reistrup approves Howard Serig's plan to repaint a GG1 in the original Raymond Loewy livery. (ClsscTrains)
- Jan. 18, 1977 Brewster-bound commuter train derails at Scarsdale on ex-NYC Harlem Line, delaying 5,000 commuters by up to three hours. (NYT)

- Jan. 19, 1977 U.S. DOT issues its Final Standards, Classifications and Designations of Class I Railroads under the 4 R Act, dividing them into Class A& B main lines and A & B branches. (Rept)
- Jan. 19, 1977 Severe winter weather combined with poor track causes Amtrak to suspend services on eight routes in Midwest, including the *Floridian*, the *Mountaineer*, and the *Shenandoah*, and later the mid-day Chicago-Detroit "Turbo"; all service restored by Mar. 2. (NYT, PTJ, Trains)
- Jan. 19, 1977 Because derailments and cold weather have caused the cancellation of the *Floridian*, Auto Train Corporation resumes Louisville-Sanford weekly service with its own equipment. (NYT, Railfan)
- Jan. 20, 1977 Transformer fire in Grand Central Terminal disrupts morning rush hour. (NYT)
- Jan. 20, 1977 Octoraro Railway, Inc. becomes designated operator for ex-Reading line between Wilmington, Del., (Elsmere Jct.) and South Modena, Pa., and begins operations. (Cinders, Railpace)
- Jan. 22, 1977 Howard Serig in association with the NHRS forms the "Friends of the GG1" at a meeting in Larry Battley's private car *Lionel-Ives* (ex-PRR *Alder Falls*) parked in 30th Street Station for the purpose of restoring a GG1 to the classic Raymond Loewy livery; No. 4935 is chosen; over 900 donors contribute \$18,000; the work will be done by Amtrak at its Wilmington Shops. (ClsscTrains)
- Jan. 23, 1977 Former Sen. Brock Adams becomes Secretary of Transportation, replacing Republican appointee William T. Coleman. (wiki)
- Jan. 24, 1977 French Alstom type CC-21000 electric locomotive leased to Amtrak for six months of tests as Amtrak X996 arrives at Port Elizabeth, N.J.; tested as possible replacement for GG1's. (Trains, AmtkNews)
- Jan. 27, 1977 Pres. Carter calls for a \$31.1 billion economic stimulus plan over two years, including permanent tax cuts for business and low-income taxpayers. (WrldAlmnc)
- Jan. 28, 1977 Major blizzard hits Midwest and moves east; in afternoon, Amtrak annuls 28 trains, including the *Broadway Limited* and passenger service on ex-NYC main line between Syracuse and Chicago. (NYT, Trains)
- Jan. 29, 1977 Amtrak again cancels 12 trains, including the *Broadway Limited*, *Lake Shore Limited* and *National Limited*. (NYT)

- Jan. 30, 1977 Conrail shut down by very heavy lake effect blizzard at Buffalo; traffic detoured from ex-NYC to ex-PRR and ex Erie lines. (Trains)
- Jan. 31, 1977 Amtrak orders a reduction of train speeds because of flaws in its fleet of 150 SDP40F locomotives, including high lateral forces and poor tracking; blamed for at least 14 derailments in 3 years; most railroads impose speed restrictions on the units on curves, causing Amtrak to assign E units to a number of runs, including the *Broadway Limited*; other trains suffer severe schedule problems; Amtrak orders 40 units traded in for F40P's. (NYT, Railfan, Wilner)
- Jan. 31, 1977 Amtrak begins restoring service on eight routes cut on Jan. 19; to be done gradually through Feb. 28. (Trains)
- Early 1977 Amtrak announces five-year, \$1.1 billion program for new equipment and station renovations, including 638 passenger cars and 144 locomotives and rebuilding 61 "Metroliners." (Railfan)
- Early 1977 Conrail places its first locomotive order for 175 units with EMD and General Electric; 83 are to be SD40-2's. (Trains)
- Feb. 1, 1977 Penn Central Transportation Company asks Judge Fullam to approve a \$1.25 million out-of-court settlement in its suit to recover the \$4 million from Vileda Anstalt in the Liechtenstein affair; Fullam is to approve if no objections are filed by Feb. 16. (NYT)
- Feb. 1, 1977 New York Airways resumes helicopter service to New York airports from roof of Pan Am Building after nine-year hiatus. (NYT)
- Feb. 3, 1977 Conrail restores service at Buffalo. (Trains)
- Feb. 5, 1977 Frozen switches again delay LIRR commuters by up to 30 minutes. (NYT)
- Feb. 5, 1977 Secretary of Transportation Brock Adams supports continuing Amtrak subsidies; says he has not decided whether to review controversial \$400 million PATH extension to Plainfield; says localities should be able to use Highway Trust Fund money for transit projects but passage of such a bill is not politically feasible. (NYT)
- Feb. 6, 1977 Amtrak announces it will award a contract this month to spend \$24.4 million to rebuild all 61 "Metroliner" cars, including new wheels, brakes, and HVAC systems; the number of "Metroliner" passengers has fallen from 2.1 million in 1975 to 1.9 million in 1976; ridership is down 8% in 1976. (NYT, WatsonPapers)

- Feb. 7, 1977 Amtrak restores service between Syracuse and Chicago. (Trains)
- Feb. 7, 1977 ICC asks Congress to pass legislation to allow it to regulate takeovers of major railroads; is now limited to transactions that result in control of two or more companies. (NYT)
- Feb. 8, 1977 Amtrak contracts with Alco Products Canada Ltd., Dominion Foundries & Steel Ltd. and the MLW Industries Division of Bombardier-MLW Ltd. to lease two Canadian LRC (Light-Rapid-Comfortable) lightweight high-speed trainsets for service between Portland and Vancouver; to be delivered in 1979. (Zimmermann, AmtkNews)
- Feb. 9, 1977 New York State approves high-speed modernization program on the Empire Service route. (Zimmermann)
- Feb. 9, 1977 New York City Planning Commission instructs Housing Authority to apply for air rights permit to build 843 units of apartments over Harlem Line tracks between 156th & 163rd Streets in the Bronx; project was approved seven years ago by the U.S. Dept. of Housing & Urban Development, but the surrounding area has deteriorated. (NYT)
- Feb. 9, 1977 Conrail posts discontinuance of Valparaiso locals effective Apr. 10; later given last-minute reprieve. (Shappell)
- Feb. 14, 1977 Rohr-built "Turboliner" exhibited in Windsor Station, Montreal, prior to going into service on *Adirondack*. (AmtkNews)
- Feb. 14, 1977 *Colonial* extended to Boston in both directions, northbound moved 9 hours earlier as a morning train and southbound 1 hour later; *Southern Crescent* discontinued between New York and Boston; Empire Service increased to eight round trips; one New York-Albany round trip added to Empire Service, *Henry Hudson* northbound and *DeWitt Clinton* southbound, and *Bear Mountain* Fridays and Sundays; "Turboclub" service added to all New York "Turboliners." (PTJ, - or 2/15? PTJ, miscopied first time?)
- Feb. 1977 Pennsylvania Company acquires Jet Lines Inc., a pipeline company of Bloomfield, Conn., for \$10.4 million. (Moody's)
- Feb. 1977 Auto-Train Corporation begins providing its U36B's to power the daily joint *Auto Train/Floridian* south of Louisville. (Railfan)
- Feb. 16, 1977 Amtrak officials charge former Transportation Secretary William T. Coleman with deliberately undermining the intent of Congress in creating the Amtrak system. (NYT)

- Feb. 19, 1977 Amtrak announces it has extended its 6-month lease of its Swedish ASEA locomotive No. X995 by 2 months; unit has performed well during the winter cold spells. (NYT)
- Feb. 19, 1977 *National Limited* derails at ____; blamed on SDP40F locomotives. (Trains)
- Feb. 22, 1977 Federal trial of David C. Bevan, William R. Gerstnecker, Francis N. Rosenbaum and Joseph H. Rosenbaum for theft of \$4 million from Penn Central in the Liechtenstein affair begins in Philadelphia before Judge J. William Ditter. (NYT, Salsbury)
- Feb. 22, 1977 In his new budget, Pres. Carter calls an additional \$50 million in FY 1978 for mass transit. (NYT)
- Feb. 22, 1977 William Wyer (1892-1977), former CNJ Pres. and management consultant to LIRR and other railroads, dies at age 81. (Trains)
- Feb. 23, 1977 Preservationists and city officials, including Jacqueline Kennedy Onassis (1929-1994), hold a press conference in the Oyster Bar of Grand Central Terminal; architect Philip Johnson (1906-2005) notes, "Grand Central is to New York what Notre Dame is to Paris," (Trains)
- Feb. 23, 1977 N.J. Transportation Commissioner Alan Sagner announces that the Federal government has approved a program for the Port Authority to pay \$1.7 million for new escalators in Pennsylvania Station, Newark. (NYT)
- Feb. 23, 1977 Sen. Herbert Buehler calls for N.J. and Federal officials to study a public-private partnership to provide high-speed rail service between Newark and Atlantic City to serve the new gambling casinos. (NYT)
- Feb. 24, 1977 Amtrak approves \$6.8 million modernization of ex-PRR 16th Street engine terminal and 12th Street coach yards as its consolidated facility serving Chicago Union Station. (Zimmermann, Railfan)
- Feb. 24, 1977 New York State officials approve plan for a private group to reactivate abandoned ex-NYC line between Utica and Lake Placid as a tourist railroad in time for the 1980 Winter Olympics; to be funded by a \$1.7 million Federal grant. (NYT)
- Feb. 26, 1977 Penn Central asks Judge Fullam to approve a proposal to pay \$170 million to settle \$335 million in claims for back taxes owed to 2,500 jurisdictions; also asks to approve a plan to pay over \$19 million for pre-bankruptcy death and injury claims. (NYT)

Feb. 28, 1977 Sesquicentennial of the B&O celebrated with a banquet at the B&O Museum, including restaging the race between the *Tom Thumb* replica and a horse car. (Trains)

Early 1977 Ex-PRR Canton, Ohio, station razed. (PTJ)

Early 1977? Amtrak begins repainting "Metroliners" with "Amtrak" in large letters on red and blue background on nose. (PTJ - by 4/77 -see 8/77)

Mar. 1, 1977 Last run of Delaware & Hudson Railway PA-1's and D&H cars on No. 17-18 *Adirondack*; replaced Mar. 2 with Rohr "Turboliners" for 60-day test period; PA-1's No. 16 & 17 reassigned to light freights between Binghamton and Buffalo. (Railfan, AmtkNews, RailsNE)

Mar. 1, 1977 Raymond Loewy International, Inc., is renamed Functional & Vision, Inc., for the purpose of liquidating the bankrupt Loewy firm; industrial design operations are sold to former employee David Butler to form Lister & Butler, Inc. (NYCorps, LOC/LoewyPprs)

Mar. 2, 1977 MBTA reaches a transition agreement with Conrail and the Boston & Maine Corporation to preserve commuter service on the ex-Penn Central lines; B&M is to operate under contract for Conrail. (MBTA)

Mar. 6, 1977 Transportation Secretary Brock Adams is taking personal charge of the Northeast Corridor Improvement Project, bypassing Director Gen. Kenneth Sawyer. (NYT)

Mar 8, 1977 LIRR takes delivery of first two of eight EMD SW1001 switchers; order also includes 23 MP15AC's and six GP38-2's, which will replace all Alco locomotives except eight C420's purchased by the MTA in 1968. (Trains, MTA AR)

Mar. 11, 1977 Conrail announces that it will lay off 1,200 car mechanics and inspectors because of slack business. (PhlInq)

Mar. 11, 1977 Penn Central Company reports 4th quarter 1976 loss of \$71 million. (NYT)

Mar. 12, 1977 Federal judge dismisses charges against David C. Bevan and William R. Gerstnecker in the \$4 million Liechtenstein affair for lack of evidence. (NYT, Salsbury)

Mar. 12, 1977 Last day of Conrail operation of all MBTA Boston commuter service to Stoughton, Providence, Franklin, Needham Jct. and Framingham. (Humphrey)

- Mar. 14, 1977 Federal Railroad Administration reassures the Senate Appropriations Subcommittee headed by Birch Bayh of Indiana that work will begin on the Northeast Corridor Improvement Project on Apr. 1; Bayh recommends raising the appropriation from \$200 million to \$250 million on the grounds it will create 6,000 jobs; Subcommittee criticizes Project Director Kenneth T. Sawyer, a retired major-general with experience in military construction. (NYT)
- Mar. 14, 1977 W. Graham Claytor retires as Chairman & CEO of the Southern Railway and assumes the post of Secretary of the Navy in the Carter Administration; L. Stanley Crane becomes CEO as well as Pres. (Trains, BDavis)
- Mar. 15, 1977 Boston & Maine Corporation begins operating ex-Penn Central Boston commuter services, replacing Conrail; actually Conrail operates interim service for B&M through June 30, 1977. (Humphrey, Shappell - or Mon. 3/14 RNE)
- Mar. 15, 1977 Philadelphia City Council begins two days of public hearings on Center City Commuter Connection. (SEPTA)
- Mar.? 1977 Marriott Corporation opens "The Rail Head" restaurant in Washington Union Station; its entrance is made to look like an open-platform observation car. (AmtkNews)
- Mar. 1977 Trailer Train Company approves purchase of 1,145 new cars, bringing its fleet to 7,890. (NYT)
- Mar. 1977 Virginia & Maryland Railroad becomes the designate operator of the ex-PRR Delmarva Division between Pocomoke City and Cape Charles, including the car ferry to Little Creek. (Railpace)
- Mar. 1977 Gulf & Western Industries, Inc., announces a tender offer for all the shares of Madison Square Garden Corporation at 10. (AR)
- Mar. 17, 1977 Penn Central Board announces approval of a plan to give foreign creditors 1.5 million shares in the reorganized company to settle debts of \$130 million owed to banks; money was originally borrowed in Swiss francs by Penn Central International, N.V. (NYT)
- Mar. 17, 1977 LIRR train breaks down near "HAROLD" Tower during evening rush hour, delaying thousands of passengers for up to two hours; stationmaster at Penn Station continued to dispatch trains, adding to backup. (NYT)

- Mar. 18, 1977 In compromise between Sen .Harrison A. Williams and the Carter Administration, U.S. DOT and Senate Banking Committee agree to extending program through 1982 with an additional \$5.7 billion in funding. (NYT)
- Mar. 21, 1977 Urban Mass Transit Administration report favors PATH extension to Plainfield over improving existing rail and bus lines. (NYT)
- Mar. 22, 1977 Judge Fullam approves the sale by Realty Hotels, Inc., of the Waldorf-Astoria Hotel to the Hilton Hotels Corporation, which has leased it since 1949; Penn Central must pay \$2.5 million in back taxes out of the rent, which has been held in escrow. (NYT)
- Mar. 23, 1977 Freight train derailment in Queens delays 27,000 LIRR commuters up to 3 hours. (NYT)
- Mar. 23, 1977 Amtrak tests Canadian LRC high-speed train on Northeast Corridor in New Jersey. (Trains)
- Mar. 24, 1977 Amtrak Pres. Paul H. Reistrup writes an 8-page public letter to Greyhound Corporation CEO James R. Kerrigan attacking and responding to Greyhound's two-year lobbying and media campaign against Amtrak's public funding. (Trains)
- Mar. 25, 1977 TWU strikes SEPTA City Transit Division after rank-and-file reject contract; Conrail provides bulk of alternate service, and its ridership increases 50%; GG1's haul dead Reading MU cars in strike service on Trenton Line. (NYT, Shappell, Trains)
- Mar. 25, 1977 Conrail announces it will furlough 1,200 union shops craft employees. (NYT)
- Mar. 1977 Amtrak Board approves sending 40 SDP40's back to EMD for rebuilding into B-B 3,000 HP F40PH's, which are 16 feet shorter and 70 tons lighter; eventually three-quarters of the SDP fleet is rebuilt after problems with derailments. (AmtkNews)
- Mar. 1977 Conrail installing welded rail and CTC on ex-Big Four line between Columbus and Union City. (RailsNE)
- Mar. 27, 1977 N.J. Rep. Millicent Fenwick (1910-1992) announces support of upgrading ex-CNJ main line instead of controversial \$400 million PATH extension to Plainfield. (NYT)
- Mar. 27, 1977 *New York Times* reports that thieves are stealing millions of dollars worth of goods from Conrail's piggyback terminal at Kearny Yard

- annually. (NYT)
- Mar. 28, 1977 SEPTA Board votes to raise commuter rail fares 20% effective Apr. 1. (NYT)
- Mar. 28, 1977 First cracks discovered in the Rockwell trucks of New York's Pullman-Standard R-46 subway cars; all eventually require replacement trucks and are withdrawn periodically for service; the City sues Rockwell and Pullman-Standard for \$192 million for this and other defects; as a result, Pullman withdraws from passenger car building. (Feinman)
- Mar. 29, 1977 Amtrak tests LRC train on ex-New Haven Shore Line; safely takes a 60 MPH curve at South Lyme, Conn., at 90 MPH. (Trains)
- Mar. 29, 1977 N.J. Transportation Commissioner Alan Sagner testifies to Senate Transportation & Communications Committee in favor of PATH extension to Plainfield. (NYT)
- Mar. 29, 1977 N.J. Transportation Commissioner Alan Sagner announces that Conrail will post signs on Apr. 1 to discontinue all N.J. commuter service in 60 days over insurance dispute with state; state currently pays up to \$50 million in insurance coverage, but Conrail wants it to pay above that level. (NYT)
- Mar. 30, 1977 Federal Court order halts threatened wildcat strike against Conrail in retaliation for layoffs, consolidation of shops, and replacement of union workers with non-union contractors. (NYT)
- Mar. 30, 1977 Francis N. Rosenbaum is found guilty on five of seven counts of defrauding Penn Central of \$4 million in the Liechtenstein affair; faces 25 years in prison and \$14,000 fine; Joseph H. Rosenbaum is acquitted as his younger brother testifies in a manner to take all blame; Francis Rosenbaum's sentencing is deferred until 1980, when his prior conviction expires. (NYT, Salsbury, Phllnq)
- Mar. 30, 1977 Amtrak approves the conversion of the first 40 SDP40F's into four-axle F40PHR's. (Zimmermann)
- Mar. 31, 1977 Secretary of Transportation Brock Adams presides at a groundbreaking ceremony at Odenton, Md., to launch the Northeast Corridor Improvement Program; designed to permit 2:40 running time between New York and Washington and 3:40 New York-Boston; to cost \$1.75 billion and take four years; trackwork causes cuts in frequency and train speed into the early 1980s. (AR, AmtkNews, NYT)
- Mar. 31, 1977 Subsidy contracts on 2,700 miles of Conrail light-density lines expire.

(Trains)

- Mar. 31, 1977 Conrail abandons old Pemberton & Hightstown line between Fort Dix and Shrewsbury Road, (New Egypt?) N.J. (Brinckmann)
- Mar. 31, 1977 Amtrak GG1 No. 906 leads E60CP No. 958,, Swedish X995 and French X996 from Wilmington to Washington Union Station for public display. (Trains)
- Apr. 1, 1977 One-year grace period for Conrail's low-density routes expires.
- Apr.1, 1977 Conrail posts to discontinue certain commuter services effective June 5 for lack of subsidy contracts: Westerly-Providence, Baltimore-Washington, CNJ-NY&LB, and SEPTA lines in Bucks County. (Shappell)
- Apr. 1, 1977 SEPTA fares increased from 20-35%. (Shappell)
- Apr. 1, 1977 SEPTA renames ex-PRR Chestnut Hill station "Chestnut Hill West" and ex-Reading station "Chestnut Hill East." (Shappell)
- Apr. 1, 1977 Virginia & Maryland Railroad Company (a short line) buys Pocomoke-Norfolk trackage from Conrail, including Cape Charles-Little Creek car ferry. (Hayman)
- Apr. 2, 1977 Rock thrown by a 16-year old boy fractures the skull of an passenger engineer on the New Haven Line. (NYT)
- Apr. 4, 1977 N.J. DOT places new "train tracker" public address system in Northeast Corridor stations between Elizabeth and Princeton Jct.; it is to keep passengers informed about delays. (NYT)
- Apr. 4, 1977 Amtrak E60CP No. 956 catches fire near Baltimore. (RailsNE)
- Apr. 4, 1977 Amtrak announces it will raise price of its unlimited travel pass by 66-76% during peak summer months beginning May 16. (NYT)
- Apr. 5, 1977 Two MP54's assigned to the Princeton "dinky" shuttle suffer brake failure and roll downgrade from Princeton station to Princeton Jct., where they run onto Track No. 5 and out from under catenary; service is annulled until Conrail can bring in two "Silverliners." (RailsNE)
- Apr. 5, 1977 Amtrak opens refurbished crews' quarters in Chicago Union Station. (AmtkNews)
- Apr. 6, 1977 Federal court issues injunction barring Conrail from continuing to post

- notices of discontinuing N.J. commuter service and orders Conrail and the state to submit their insurance dispute to Federal mediation. (NYT)
- Apr. 8, 1977 Amtrak announces that it is putting the three United Aircraft "TurboTrains" retired in Sep. 1976 up for sale, possibly to Canadian National Railway. (NYT)
- Apr. 8, 1977 Indiana PSC orders last-minute reprieve for Valparaiso "dummies", which were to have made last runs this date; service extended to May 23. (PTJ)
- Apr. 12, 1977 N.J. DOT and Conrail settle their dispute over commuter subsidies, ending Conrail's threat to abandon the service. (NYT)
- Apr. 12, 1977 Pres. Carter signs a bill extending supplemental unemployment benefits through Jan. 31, 1978. (WrldAlmnc)
- Apr. 15, 1977 Pres. Carter announces his program to reduce inflation from 6% to 4%. (WrldAlmnc)
- Apr. 1977 To replace sidelined SDP40F diesels, Amtrak assigns E8's to the *Broadway Limited* and *National Limited*, augmented by freight locomotives leased from Conrail and other operators. (Trains)
- Apr. 1977 Straits Transit, Inc., operator of Mackinac Straits ferries and *Chief Wawatam*, is taken over by Arnold Transit Company, another ferry operator. (Barnett)
- Apr. 1977 U.S. DOT-funded survey of historical records of the pre-Conrail railroads concludes with an examination of the contents of the ex-PRR records warehouse at 49th Street & Merion Avenue in West Philadelphia by Hugh Gibb and Duane Swanson; the results of the survey are published as a booklet by the Eleutherian Mills Historical Library of Greenville, Del.; however, the survey has neglected historical records held in many working offices of the bankrupts now occupied by Conrail, particularly the ex-PRR offices at Penn Center, 32nd & Market, and 30th Street Station in Philadelphia and Regional or Divisional offices; the last two categories will be mercilessly purged by Conrail in the coming years; jurisdictional disputes between the bankrupts and Conrail will create a long delay in follow-up, during which many records will be destroyed, including almost all those of the CNJ, most of those of the NYC, and many important records of the Reading. (PhlInq, RRRecordsRept)
- Apr. 1977 No. 4 World Trade Center, next to last of six buildings, opens. (PtAuth AR)

- Apr. 18, 1977 Amtrak begins 60-day trial of shuttle vans between Wilmington, Del., station and Hotel du Pont on Rodney Square. (AmtkNews)
- Apr. 18, 1977 Pres. Carter delivers a major speech on the Energy Crisis, calling for public involvement like the “moral equivalent of war”; includes raising gasoline taxes to discourage consumption, equalizing domestic and foreign oil prices, penalties on inefficient cars, more nuclear and solar power installations, and research on alternative energy sources. (WrldAlmnc)
- Apr. 19, 1977 Conrail sells its interest in Toronto, Hamilton & Buffalo Railway to Canadian Pacific Railway. (Cards - Verify)
- Apr. 20, 1977 Pres. Carter announces a national energy policy to reduce energy consumption. (AmrcnDcnds)
- Apr. 20, 1977 LIRR replaces last Alco RS-3 in revenue service. (Trains)
- Apr. 21, 1977 Jacqueline Kennedy Onassis (1929-1994), Mayor Abraham Beame (1906-2001) and other notables lead a lunchtime rally in front of Grand Central Terminal to preserve the building’s landmark status and protest Penn Central’s plan to build a 55-storey office tower. (NYT)
- Apr. 22, 1977 In his national energy plan message, Pres. Carter notes it contains no emphasis on mass transit, which he regards as a separate issue; many Congressional leaders are eager to tie mass transit to energy conservation. (NYT)
- Apr. 22, 1977 Amtrak Board approves purchase of 10 additional F40PH's, \$200,000 for a new station at Canton, Ohio, and \$314,000 for refurbishing North Philadelphia Station. (AmtkNews)
- Apr. 24, 1977 *Broadway Limited* rescheduled to operate between New York and Pittsburgh in daylight to match changes in western connections at Chicago; *National Limited* rescheduled to serve Columbus and Dayton at more reasonable hours. (AmtkNews)
- Apr. 24, 1977 Conrail reestablishes station stop at Avon, N.J., on NY&LB, closed since Dec. 8, 1975. (Shappell)
- Apr. 24, 1977 Conrail and SEPTA agree to honor Amtrak tickets between 30th Street and Suburban Station. (Shappell)
- Apr. 26, 1977 Conrail reports 4th quarter loss of \$139 million and loss of \$205.5 million for 1976. (NYT)

- Apr. 27, 1977 U.S. Supreme Court upholds 4-3 the 1962 Port Authority bondholders' covenant and invalidates 1974 legislation that forced the Port Authority to increase its funding of mass transit projects; overturns state repeal laws as they affect bonds issued prior to May 10, 1973; guarantee on bonds issued after May 10, 1973, is not contested; projects affected include the PATH extension to Newark Airport and Plainfield and the electrifications of the NY&LB and ex-Erie Lackawanna lines. (NYT, PtAuth)
- Apr. 27, 1977 New York Court of Appeals begins hearing Penn Central's appeal from the lower court ruling blocking the development of air rights above the main part of Grand Central Terminal. (NYT)
- Apr. 28, 1977 Temporary station opens at Rochester, N.Y., one block west of old station, permitting demolition of old NYC station to proceed. (AmtkNews)
- Apr. 28, 1977 Westbound *National Limited* is last train from old Columbus Union Station; replaced by "Amshack" east of 4th Street Viaduct. (Darbee)
- Apr. 29, 1977 Penn Central Trustees ask Special Court to reconsider claim for damages against the government for forcing it to continue operation from Oct. 1973 to date despite large losses. (NYT)
- Spring 1977 Surviving arch of Columbus Union Station Arcade disassembled; it is finally re-erected in 1980 in Arch Park between Front Street and Marconi Boulevard. (Darbee)
- May 1, 1977 Amtrak completes the repainting of its GG1 No. 4935, the last with its original PRR number and original air intakes, to the original Brunswick Green and pinstripe livery at its Wilmington Shops; the lettering is the PRR's Clarendon instead of Raymond Loewy's Futura, as that was never used on No. 4935; repainting is supervised by former PRR draftsman Russell Wilcox (1917?-2004) and funded by contributions from "Friends of the GG1," a group founded by economist and railroad enthusiast Howard Serig. (ClsscTrains)
- May 1, 1977 *James Whitcomb Riley* changed to a day train between Chicago and Charleston, W.Va., and an overnight train between Washington and Charleston; adds stop at Manassas, Va., and drops stop at Southern Railway station at Main Street, Charlottesville. (AmtkNews)
- May 2, 1977 New Columbus, Ohio, station opens east of old Union Station; old station retired and demolition begins. (GO)

- May 2, 1977 Rep. James J. Howard (1927-1988) calls for a 3 cent per gallon increase in the gasoline tax to finance a mass transit trust fund. (NYT)
- May 3, 1977 Lykens Valley Railroad Company incorporated in Pa. to operate a short line over the former PRR Lykens Valley Branch; based in Mercersburg, Pa. (PaCorps)
- May 4, 1977 New York Stock Exchange suspends trading in securities of Penn Central Company and 28 subsidiaries for 10 days pending announcement of its reorganization plan. (NYT)
- May 5, 1977 Former PRR Electrical Engineer Jacob Stair (1891-1977), 86, dies. (Trains)
- May 6, 1977 Labor Dept. reports that unemployment in Apr. 1977 fell to 7%, a 29-month low, but inflation is increasing. (WrldAlmnc)
- May 8, 1977 44-day SEPTA City Division transit strike ends; ex-Reading lines have handled double the numbers of commuters. (Shappell, Cinders)
- May 12, 1977 Conrail announces first-quarter loss of \$207.6 million on revenue of \$770.4 million; \$100 million of loss was caused by extreme weather. (NYT)
- May 12, 1977 Amtrak announces fare increases of 3-13% effective June 1, blaming inflation and severe winter; second fare increase in less than a year. (NYT)
- May 13, 1977 Pres. Carter signs two bills appropriating a total of \$24 billion to create 1 million jobs for construction workers and young people. (WrldAlmnc)
- May 15, 1977 Restored Amtrak GG1 No. 4935 is dedicated at Washington Union Station; guests include Raymond Loewy, 83, PRR calendar artist Griff Teller, *New Yorker* editor Rogers E. M. Whitaker (aka "E.M. Frimbo, the world's greatest railway buff"), and Amtrak Pres. Paul Reistrup; Mrs. Reistrup christens No. 4935 with a champagne bottle, proclaiming, "To the Pennsylvania Railroad, the Standard Railroad of the World"; No. 4935 returns to revenue service on train No. 160, *The Murray Hill*; northbound trip includes private car *Lionel-Ives* owned by Larry Battley of New York and ex-PRR No. 120 *Pennsylvania*, then owned by George Pins. (PTJ, AmtkNews, NRHS, Trains)
- May 15, 1977 Steam Tours, Inc., operates excursion between Pittsburgh and Altoona over Horseshoe Curve with ex-Reading 4-8-4 No. 2102 and Grand Trunk Western 2-8-2 No. 4070; on return, No. 4070 breaks eccentric

- rod west of Altoona and excursion is towed by diesels while steam locomotives stay at Gallitzin for repairs. (PTJ, Trains, Railfan)
- May 1977 Last of 37 new EMD diesels delivered to the LIRR. (MTA AR)
- May? 1977 Delaware & Hudson Railway ends operation of the *Apollo* intermodal trains between Oak Island Yard and Buffalo because of operating losses and withdraws from the New York City market; this cuts the Norfolk & Western Railway's intermodal connection to the Northeast. (Trains, N&W AR)
- May 16, 1977 Landing gear of New York Airways helicopter collapses while loading on the roof of the Pan Am Building during the evening rush hour; one whirling rotor falls off, strikes the roof and shatters, slashing four waiting passengers to death; a pedestrian is killed by a blade fragment a block away on Madison Avenue; use of the rooftop heliport ceases. (NYT, Trager)
- May 17, 1977 Federal officials and private developers announce tentative agreement to build a new station at Stamford, Conn., as part of the Northeast Corridor Improvement Project. (NYT)
- May 20, 1977 NJ DOT Commissioner Alan Sagner announces the delivery of the first of 230 "Jersey Arrow III" MU cars; 180 are intended to reequip ex-DL&W lines when they are converted from DC to AC electrification and 50 for the new NY&LB electrification; most are stored. (NYT,)
- May 21, 1977 Conrail resumes operating Monmouth Park race train on Saturdays and holiday weekends through Sep. 5. (Shappell)
- May 22, 1977 Steam Tours, Inc., operates second Pittsburgh-Altoona excursion. (PTJ)
- May 23, 1977 Pres. Carter signs the Tax Reduction & Simplification Act, including tax cuts for persons making under \$13,750. (WrldAlmnc)
- May 25, 1977 Penn Central files revised reorganization plan with U.S. District Court. (Moody's)
- May 25, 1977 In hearings before Judge Fullam, attorneys for creditors attack Penn Central's reorganization plan as shortchanging them; the states do not want Penn Central securities in payment of back taxes. (NYT)
- May 25, 1977 Fire in substation east of Jamaica halts 16 evening rush hour trains on LIRR for more than 2 hours. (NYT)
- May 26, 1977 Amtrak Board approves conversion of first 25 Heritage fleet sleeping

- cars to head end power. (AmtkNews)
- May 26, 1977 N.Y. Gov. Hugh Carey (1919-2011) announces that \$5.8 million in state funds will be used to upgrade LIRR track between Speonk and Bridgehampton. (NYT)
- May 27, 1977 Norfolk & Western Railway and Chessie System, Inc., announce they have signed a letter of intent to buy the Detroit, Toledo & Ironton Railroad from the Pennsylvania Company for \$15 million. (NYT, Railfan)
- May 27, 1977 Dow Jones industrial average falls below 900. (Trager)
- May 31, 1977 U.S. Supreme Court upholds the legality of seniority systems, even though they perpetuate past racial discrimination. (WrldAlmnc)
- June 1, 1977 Pennsylvania Tunnel & Terminal Railroad Board authorizes demolition of mail terminal at Sunnyside Yard. (MB)
- June 1, 1977 Amtrak raises all fares 2-5% and adds a \$0.25-\$1.00 surcharge to cover costs incurred by severe weather during the past winter. (Trains)
- June 1, 1977 Bending to the demands of W.Va. Sen. Robert C. Byrd, Amtrak inaugurates the *Hilltopper* over Richmond, Fredericksburg & Potomac, Seaboard Coast Line and Norfolk & Western Railway between Washington and Catlettsburg, Ky., where it joins the *James Whitcomb Riley*; runs via Richmond, Petersburg and Roanoke, replacing the Norfolk-Catlettsburg *Mountaineer*, which averages only 35 passengers; because the connection between the SCL and N&W near Petersburg is in the southwest quadrant, the two-car train has to be towed backwards, locomotive and all, between Richmond and Petersburg. (AmtkNews, Trains)
- June 1, 1977 Toledo, Peoria & Western Railroad receives four GP38-2's Nos. 2001-2004. (Railfan)
- June 2, 1977 French Class 21003 locomotive No. X996 shipped back to France from Port Elizabeth; C-C trucks proves too heavy for Northeast Corridor track and six month lease terminated early after making only one revenue run; locomotive was built for 125 MPH operation on heavy French all-passenger lines and had pantograph contact problems on the Northeast Corridor. (Cinders, PTJ, Trains)
- June 2, 1977 Labor Dept. reports that unemployment fell to 6.9% in May, the first time it has been under 7% in two-and-a-half years. (WrldAlmnc)

June 3, 1977 Last runs of Conrail Providence-Westerly commuter trains No. 508, 521 after R.I. DOT ends support. (Shappell, AR)

June 6, 1977 Five shop craft unions make an out-of-court settlement with Conrail, averting a strike over Conrail's plan to lay off 1,200 workers. (NYT)

June 6, 1977 PRSL RDC's No. M-409 and M-411 badly damaged in a grade crossing collision near Dennisville, N.J.; replaced by CNJ RDC's Nos. 557, 558 & 559. (Cinders)

June 8, 1977 Tuscola & Saginaw Bay Railway Company, Inc., incorporated in Michigan to operate portions of the former NYC. (MichCorps, railroadmichigan.com)

June 9, 1977 Budd delivers last of first order of 492 "Amfleet" cars, three weeks ahead of schedule. (AmtkNews)

June 9, 1977 In wake of Apr. 27 Supreme Court ruling, Port Authority votes to shift \$240 million mass transit funding from rails to buses and bus terminals, including expansion of the main Port Authority Bus Terminal. (NYT)

June 12, 1977 Amtrak begins operating all Boston trains beyond New York to either Philadelphia or Washington.

June 12, 1977 Rear-end collision between two Conrail freights on the east side of Baltimore blocks all Northeast Corridor tracks for 12 hours. (Trains)

June 12, 1977 Amtrak re-equips all New York-Philadelphia "Clockers" with Amfleet equipment. (Cinders)

June 13, 1977 U.S. Supreme Court affirms lower court rulings that \$28 million debt owed by bankrupt R E A Express, Inc., to 86 railroads is valid. (NYT)

June 15, 1977 Amtrak celebrates the 75th anniversary of *The Broadway Limited* with champagne and cake; restored Brunswick green GG1 No. 4935 pulls train in both directions between New York and Harrisburg; carries an ex-Seaboard Coast Line observation car No. 3341 with makeshift drumhead. (PTJ, AmtkNews, Trains)

June 1977 Transportation Secretary Brock Adams orders Northeast Corridor Improvement Project Director Kenneth T. Sawyer to redraft entire plan; charges they are trying to do too much with too little. (NYT)

June 1977 MTA acquires its first two RDC's from Amtrak for the non-electrified portions of the Hudson and Harlem Lines. (MTA AR)

- June? 1977 Ex-Penn Central E8 No. 4320 is the first locomotive to be repainted in N.J. DOT's new paint scheme, a traditional-looking silver band with black above and dark blue below. (Trains)
- June? 1977 Interior Dept. agrees to return Washington Union Station, aka the National Visitor Center, to the DOT for reconversion to a railroad station. (Trains)
- June 1977 Pres. Carter appoints Cornell economics professor Alfred Kahn to be Chairman of the Civil Aeronautics Board; Carter has promised to deregulate the airline industry. (Gallamore)
- June 16, 1977 N.Y. Gov. Hugh Carey, Mayor Abraham Beame and MTA Chairman Harold L. Fisher swing the first sledgehammers to begin demolition of the old LIRR Flatbush Avenue station in Brooklyn. (NYT)
- June 16, 1977 State Sen. and Republican gubernatorial hopeful Raymond H. Bateman says Gov. Byrne's fixation on PATH extension ignores other state transit needs. (NYT)
- June 17, 1977 ICC orders all railroads with \$20 million or more in annual revenues to report the outside affiliations of their officers and who controls them. (NYT)
- June 20, 1977 Trans-Alaska Pipeline begins operation. (AmrcnDcads)
- June 21, 1977 N.J. Gov. Brendan Byrne (1924-) vetoes June 9 Port Authority decision to shift funding from rail transit to buses; later vows to continue vetoing Authority's minutes until it either lowers tolls on bridges and tunnels from N.J. or establishes a new rail transit plan. (NYT)
- June 22, 1977 17 cars of Conrail freight WM-4/MD-6 derail at Metuchen, N.J., at 8:35 PM, fouling all four tracks and bringing down wires; bus shuttle used for local passengers; some Amtrak trains including *National Limited* detoured via Monmouth Jct. and South Amboy; service restored on one track on June 23. (Trains, NYT)
- June 22, 1977 SEPTA General Manager William R. Eaton announces that there is not enough money to meet the \$1.5 million City Transit Division payroll for June 30, after the Board votes against borrowing \$5.6 million from the pension fund. (PhlInq)
- June 23, 1977 One track restored through Metuchen at 4:58 PM. (Cinders)
- June 23, 1977 U.S. Senate passes transit bill sponsored by Harrison A. Williams of

- N.J. that includes \$80 million for commuter rail subsidies. (NYT)
- June 23, 1977 New York Court of Appeals upholds Appellate Court decision establishing Grand Central Terminal's landmark status and rules that development rights can be transferred to other sites; Penn Central appeals to U.S. Supreme Court. (NYT, Belle)
- June 27, 1977 Fire on southbound "Metroliner" car No. 816 on Train No. 108 at Charlestown, Md., results in cancellation of run; traffic delayed three hours; Delaware Sen. Joe Biden (1942-) and over 100 other passengers unhurt. (NYT, RailsNE)
- June 27, 1977 Amtrak and Conrail trains delayed up to five hours when "PORTAL" Drawbridge over Hackensack River is stuck in an open position at 11:00 PM; is finally closed at 3:32 AM on June 28. (NYT)
- June 28, 1977 Conrail announces it will lease 3,000 new trailers from Fruehauf Corporation for eight years. (RailsNE)
- June 29, 1977 Octoraro Railway, Inc., completes a connection between the former Wilmington & Northern Railroad and the ex-PRR Octoraro Branch at Chadds Ford Jct. (Railpace)
- June 30, 1977 Last run of a Railway Post Office (RPO) in U.S. on New York-Washington mail train No. 3 hauled by Loewy Brunswick green GG1 No. 4935; Conrail discontinues New York-Washington mail trains No. 3-4 (Amtrak Nos. 193-194), consisting of 2 RPO's, 2 baggage/express cars, and a rider coach. (Shappell, Kay, ClsscTrains)
- June 30, 1977 July 2 strike against LIRR averted when most unions agree to mediation. (NYT)
- June 30, 1977 SEPTA's working cash is exhausted; service is cut 10%. (AR)
- June 30, 1977 Last day of Conrail operation of ex-Penn Central Boston commuter services for Boston & Maine Corporation, which begins own operation next day. (Shappell)
- June 30, 1977 Arthur D. Lewis resigns as Pres. of United States Railway Association to become Pres. of National Association of Motor Bus Owners. (PTJ)
- July 1, 1977 Conrail mail train No. 3, headed by restored GG1 No. 4935, arrives at Washington Union Station at 4:20 AM, ending all U.S. RPO service. (Trains)
- July 1, 1977 Octoraro Railway, Inc., resumes service between Chadds Ford and

- Oxford using a new connection to the ex-Wilmington & Northern Railroad line at Chadds Ford Jct.; first train since 1971 arrives in Kennett Square. (Railpace)
- July 1, 1977 Amtrak assumes operation of South Station, Boston. (AmtkNews)
- July 1, 1977 B&O discontinues New York car float operations. (RailsNE)
- July 1? 1977 Delaware & Hudson Railway imposes an \$80 per load surcharge on piggyback at Oak Island because of losses; may cut service to every other day. (RailsNE)
- July 4, 1977 Octoraro Railway celebrates reopening of ex-PRR line between Chadds Ford and Kennett Square now owned by SEPTA as designated operator with a public excursion from Lenape Jct. on the Wilmington & Northern line to Kennett Square; last spike driven on the new connection with the ex-Wilmington & Northern in the northwest quadrant of the crossing at Chadds Ford is driven as part of the excursion. (Cinders, EvngBltn)
- July 5, 1977 MTA Chairman Harold L. Fisher calls LIRR the “best railroad in the nation,” although many commuters would disagree. (NYT)
- July 5, 1977 N.J. Gov. Brendan Byrne approves the appointment of N.J. Transportation Commissioner Alan Sagner to replace William Ronan as Chairman of the Port Authority. (NYT)
- July 8, 1977 MTA Board approves making Grand Central Terminal the East Side terminal for the LIRR instead of a new station at 48th Street & 3rd Avenue, although the city has no money for either project. (NYT)
- July 11, 1977 Penn Central Trustees file brief in support of reorganization plan with U.S. District Court.
- July 11, 1977 Amtrak closes Philadelphia commissary. (Cinders)
- July 11, 1977 Mackinac Transportation Company sells train ferry *Chief Wawatam* to Michigan State Highway Commission for \$102,400. (MB)
- July 12, 1977 Amtrak dedicates new station at Cleveland. (AmtkNews)
- July 13, 1977 Four lightning strikes north of the city starting at 8:37 PM disable the power grid serving New York City and Westchester County, causing a total lack of power that lasts for 25 hours; power failure comes in the middle of a heat wave; mass looting and the setting of 1,037 fires occur in poorer sections of the city; police make 3,776 arrests, but all police

and fire services are overwhelmed; total business losses are estimated at \$150 million; MTA loses \$9.3 million from train and subway stoppages. (NYT, Trager)

- July 13, 1977 General power failure and storm result in flooding of Grand Central Terminal substation and power failure on Amtrak lines in New York City; Northeast Corridor service turned at Newark and New Haven; single shuttle operates between Newark and Penn Station where catenary remains powered but not switches; full service restored July 16. (Trains, Shappell)
- July 14, 1977 Rail service at New York City restored in afternoon. (Shappell)
- July 15, 1977 Transportation Secretary Brock Adams announces cutbacks in Northeast Corridor Improvement Project to stay within \$1.75 billion appropriated by Congress; says goal of 125 MPH service will still be met by Feb. 1981, but will concentrate on cutting running time and not on comfort; \$500 million in track and station improvements to be cancelled, including \$80 million for widening B&P Tunnel at Baltimore, flyover junction at New Rochelle, N.Y., extending electrification to Boston, and improving riding qualities on curves. (NYT)
- July 15, 1977 Maryland & Delaware Railroad incorporated as a subsidiary of Rail Service Associates of Hammondsport, N.Y., which also operates the Virginia & Maryland Railroad. (Cinders - in another issue says this date signs designated operator contract with Maryland Board of Public Works, begins operations in Aug.)
- July 1977 Arvida Corporation acquires Sawgrass resort community near Jacksonville, Fla. (AR)
- July 1977 MTA Board approves Grand Central Terminal as the terminal point of the LIRR 63rd Street Tunnel and abandons the plan for a Transportation Center at 48th Street & 3rd Avenue. (MTA AR)
- July 1977 Conrail inaugurates TrailVan trains TV-61/TV-62 between Portside (Port Elizabeth, N.J.) and Chicago to compensate for Delaware & Hudson's withdrawal from Oak Island-Buffalo piggyback service. (RailsNE)
- July? 1977 Federal government approves \$200,000 annual subsidy for new Madison Railway Company, a short line formed by Charles Thomas of Belleville, Ill., and Michael Klaus of Greencastle, Ind. to operate the ex-PRR line from Madison, Ind., to North Vernon, Ind.; subsidy is \$500,000 less than Conrail received to operate the line in 1976-77.

(RailsNE)

- July 16, 1977 Full service resumed into Grand Central Terminal. (Trains)
- July 16, 1977 Laser atop the Empire State Building is used to measure the precise length of the ex-PRR tunnels between the old Weehawken Shaft in N.J. and Sunnyside Yard in Queens, which cannot be measured as accurately on the ground; completes re-measurement of the Northeast Corridor. (NYT)
- July 18, 1977 N.J. Gov. Brendan Byrne's office says he will agree to cease vetoing the Port Authority's minutes if it reduces the PATH fare. (NYT)
- July 19, 1977 Port Authority announces it will ask its bondholders to suspend the 1962 covenant and permit it to spend money on the construction, but not operation, of transit projects. (NYT)
- July 19, 1977 Heavy rains begin in central Pennsylvania; 8.5 inches of rain falls over two days causing severe flood at Johnstown, Pa.; 76 killed and \$200 million damages; 30 miles of ex-PRR main under water and main line out of service between South Fork and Bolivar; *National Limited* No. 31 forced to back to Altoona and sends passengers by bus to Pittsburgh; the flood also damages the Cambria Plant of the Bethlehem Steel Corporation and ruins the coke ovens and blast furnaces. (PTJ, Cinders, Warren)
- July 19, 1977 Norfolk & Western Railway and Pittsburgh & Lake Erie Railroad begin run-through service between Bellevue, Ohio, and Gateway Yard at Youngstown via Ashtabula. (RailsNE)
- July 20, 1977 Amtrak begins busing passengers between Harrisburg and Pittsburgh. (PTJ)
- July 20, 1977 A wheel burns off a northbound "Jersey Arrow" train at Colonia, N.J., but train continues to next stop at Metropark. (RailsNE)
- July 21, 1977 Combined eastbound *Broadway Limited* and *National Limited* detours on B&O from Pittsburgh to Washington in 14:12 with connection to NEC trains. (PTJ)
- July 22, 1977 Amtrak resumes busing *Broadway Limited* passengers between Harrisburg and Pittsburgh. (PTJ)
- July 22, 1977 Conrail reopens two tracks through Johnstown. (Cinders)
- July 24, 1977 Amtrak and Conrail restore rail service through Johnstown at 5 MPH;

- Amtrak makes no stop in city, which is under martial law because of flood. (PTJ)
- July 24, 1977 MBTA repaints first GP9 for service on ex-Conrail lines with scheme of yellow nose, gray body and purple stripe. (Railfan)
- July 25, 1977 Senate Subcommittee begins hearings on bill introduced by Sen. Harrison A. Williams to provide more money for Conrail's commuter operations. (NYT)
- July 29, 1977 New York City Deputy Mayor Osborn Elliott charges that Conrail is diverting freight from the city and urging rail shippers to move to New Jersey; calls for legislation to allow Delaware & Hudson Railway to serve the city directly in competition with Conrail. (NYT)
- July 29, 1977 First oil arrives at the port of Valdez via the 800-mile Trans-Alaska Pipeline. (WrldAlmnc)
- Aug. 1, 1977 Last 1952 *Congressional* cars retired from Boston-Washington service.
- Aug. 1, 1977 C. Bruce Sterzing (1933-) resigns as Pres. & CEO of Delaware & Hudson Railway and is replaced by Selig Altschul, the USRA's representative on the Board, as CEO & Chairman at the request of the Norfolk & Western Railway and USRA as a condition for settling the dispute as to whether D&H can have access to the N.J. "Chemical Coast" industries or whether it will abandon all service into Oak Island Yard, now limited to piggyback; Altschul is an aviation consultant with experience in dealing with government agencies, and is backed by the USRA; N&W says it will stop investing money in the D&H; Sterzing becomes General Manager of the doomed Rock Island. (AR, Railfan, Trains)
- Aug. 1, 1977 Alan Wood Steel Company of Conshohocken, Pa., ceases production; one of the mills is later reopened by the Lukens Steel Company. (AI&SI)
- Aug. 1, 1977 Strikes halt ore production in the Lake Superior iron ranges. (AmrcnDcnds)
- Aug. 4, 1977 Conrail announces 2nd quarter loss of \$27.6 million; revenue up 3.7% to \$867.5 million. (NYT)
- Aug. 4, 1977 By 339-82 vote, the House rejects Pres. Carter's proposed increase in the gasoline tax, part of which was to fund mass transit. (NYT)
- Aug. 4, 1977 U.S. Dept. of Energy creates with James R. Schlesinger (1929-) as

Secretary. (WrldAlmnc)

- Aug. 5, 1977 Otto Kuhler (1894-1977), former illustrator and designer of low-budget streamliners for many railroads, including B&O, Lehigh Valley, NYO&W, Southern Railway, etc., dies at Denver. (Trains)
- Aug. 9, 1977 GG1 No. 4800, "Old Rivets," now in bicentennial colors, enters shop for repainting in Conrail blue; it will be the only GG1 in blue and white, the others remaining in Penn Central black with "CR" in place of "Penn Central." (RailsNE, ClsscTrains)
- Aug. 11, 1977 The Gallery at Market East, an enclosed shopping mall, opens in Philadelphia. (Shappell)
- Aug. 11, 1977 Maryland & Delaware Railroad Company purchases Conrail's Cambridge Branch (Seaford-Cambridge, Md.) and Hurlock-Preston segment of Baltimore & Eastern Railroad from Conrail and begins operating them. (Cinders).
- Aug. 11, 1977 U.S. Circuit Court of Appeals at St. Louis reverses 1976 District Court ruling and orders Goldman, Sachs & Co. to pay Alton Box Board Company \$599,186 plus 6% interest for misrepresenting Penn Central commercial paper it sold them in 1970. (NYT)
- Aug. 13, 1977 Delaware & Hudson Railway drops discount piggyback rates to and from Oak Island Yard. (NYT)
- Aug. 14, 1977 *New York Times* reports numerous complaints by New Haven Line commuters against M-2 "Cosmopolitan" cars, which though fast have uncomfortable, cramped seats and remind the upscale commuters of subway cars. (NYT)
- Aug. 15, 1977 Chessie System, Inc., and Norfolk & Western Railway sign agreement to buy the Detroit, Toledo & Ironton Railroad from the Pennsylvania Company for \$23.6 million; ICC eventually refuses consent. (Moody's)
- Aug. 15, 1977 New Haven Line commuters delayed up to 2 hours when a crow short-circuits the catenary. (NYT)
- Aug. 1977 Transportation Secretary Brock Adams announces cancellation of planned \$21.5 million rebuilding of 30th Street Station. (RailsNE)
- Aug.? 1977 "Metroliner" No. 820 receives a new paint scheme with a red-and-blue front with "Amtrak" in large white letters. (Trains)
- Aug. 1977 Last MP54E5 at Philadelphia, No. 643, placed in storage. (Cinders)

- Aug. 17, 1977 Penn Central Transportation Company asks court for permission to sell 250 Park Avenue. (NYT)
- Aug. 18, 1977 Bethlehem Steel Corporation announces it will lay off 7,300 workers, including 3,500 of 11,000 at its Lackawanna, N.Y., Plant; will cut back operations at Johnstown after the flood damage is repaired; will also close Grace Mine near Morgantown, Pa., and pelletizing plant at Cornwall, Pa. (NYT, RailsNE)
- Aug. 19, 1977 Conrail announces series of proposed abandonments.
- Aug. 22, 1977 MBTA holds groundbreaking at Norwood Central station to begin \$13.6 million improvement of ex-New Haven Franklin Branch. (MBTA)
- Aug. 23, 1977 Two eastbound LIRR trains in succession suffer electrical failures in tunnel east of Penn Station, causing 2:30 delays. (NYT)
- Aug. 26, 1977 Allegheny County Port Authority (PAT) Board approves \$110 million busway from downtown to eastern suburbs to be built on south side of old PRR main line right of way. (HistPitts)
- Aug. 28, 1977 Writing in the *New York Times*, former Penn Central Pres. Jervis Langdon (1905-2004) notes that to avoid nationalization, the strong railroads must be allowed to absorb those portions of the weak railroads that are economically viable (the “weak railroad” problem dating back to the 1920s), but government must pay for those portions of weak lines that must be maintained only as a public necessity. (NYT)
- Aug. 30, 1977 N.J. Gov. Brendan Byrne announces that Penn Central has offered to pay its \$36.5 million in back taxes at 50 cents on the dollar. (NYT)
- Aug. 31, 1977 Amtrak announces service cuts starting Sep. 8 to save \$28 million because of Congressional budget cuts, including 22 of 120 trains in the Northeast Corridor; plan is attacked by governors and other leaders in the Northeast. (NYT, Cinders, AmtkNews)
- Sep. 1, 1977 Valparaiso commuter fares increased 15-30%. (Shappell)
- Sep. 2, 1977 Michigan Interstate Railway incorporated. to operate parts of the former Ann Arbor Railroad for the State of Michigan. (MichCorps, railroadmichigan.com, Barnett)
- Sep. 3, 1977 Last run of Auto-Train cars on *Floridian* between Louisville and Florida; combined train was too long, which interfered with already

poor on-time performance. (Key - AmtkNews says 9/2 eff. - continued by Auto-Train on weekends only PTJ say A-T not resume immediately, Trains says suspended indefinitely)

- Sep.? 1977 Carter Administration and Congress cut \$45.6 million from Amtrak's operating budget, from \$534.1 million requested by Amtrak and \$500 million by the Administration to \$488.5 million, and cut capital budget from \$316.8 to \$108 million. (Trains, AmtkNews - get dates passed)
- Sep. 8, 1977 Amtrak imposes service cuts because of reduction in subsidy: *Champion* discontinued until Dec. 14; *Southern Crescent* discontinued north of Washington, and cars forwarded on *The Patriot*; New York-Kansas City-Los Angeles sleeper discontinued. (PTJ)
- Sep. 10, 1977 New York City Transit Authority ends service on the ex-BMT Jamaica Elevated between Queens Boulevard and 168th Street, Jamaica; replaced with shuttle buses. (MTA AR)
- Sep. 11, 1977 *The Palmetto* reduced from daily to four times a week south of Washington. (AmtkNews)
- Sep. 11, 1977 Amtrak announces it will eliminate 80 redcaps at 10 Northeast Corridor stations on Sep. 13; later blocked by courts. (NYT, Cinders)
- Sep. 11, 1977 New York City Transit Authority ends service on the Jamaica Avenue elevated line between Queens Boulevard and 168th Street; done to permit revitalization of the Jamaica shopping district; line is later relocated to the south in a new subway alignment closer to the LIRR. (Headlights)
- Sep. 12, 1977 ICC and Justice Dept. block Amtrak's plan to eliminate red cap service at 10 stations on the Northeast Corridor. (NYT)
- Sep. 12, 1977 Carter Administration orders slow-down in grants for new transit systems; cities must explore alternatives such as bus lanes, and more parking garages. (NYT)
- Sep. 13, 1977 Penn Central Company report \$1.8 million net income in 2nd quarter of 1977. (NYT)
- Sep. 13, 1977 Amtrak order the continuation of red cap service in the Northeast Corridor, but the Brotherhood of Railway & Airline Clerks protests order allowing other personnel to take red cap jobs. (NYT)
- Sep. 15, 1977 New round of hearings on Penn Central reorganization plan begin before Judge Fullam. (NYT)

- Sep. 1977 Amtrak completes repairs to Karl Bitter's sculpture *Spirit of Transportation* at 30th Street Station. (AmtrakNews, Cinders)
- Sep. 1977 U.S. District Court rules that the city may begin work on the Center City Commuter Connection; a coalition of neighborhood groups, which want money to be used to upgrade SEPTA service within the city, appeals. (Cinders)
- Sep. 1977 Half of the 33 "Jersey Arrow I" cars have been placed in storage at Hoboken, including all 14 re-equipped with WABCO couplers. (Cinders)
- Sep. 1977 ConnDOT takes ex-New Haven Waterbury Branch out of service because of track and equipment conditions. (Shappell)
- Sep. 1977 Conrail has retired the last six ex-New Haven EP-5 "Jet" electric locomotives to the deadline. (Trains)
- Sep. 1977 Conrail abandons ex-Erie Lackawanna Railway main line west of Marion, Ohio.
- Sep. 16, 1977 Conn. Senator Lowell P. Weicker introduces bill to require Federal guarantee of payments of back taxes owed by Penn Central. (NYT)
- Sep. 18, 1977 Amtrak Board approves \$2 million for fire-fighting equipment for East River Tunnels. (NYT)
- Sep. 19, 1977 Amtrak Board authorizes asking Congress for \$56.5 million supplemental appropriation to forestall service cuts set for Oct. 30, including \$11 million for inflation; Pres. Paul H. Reistrup defends his \$1 billion, 5-year capital improvement program. (NYT, AmtrakNews)
- Sep. 19, 1977 Set of "Amfleet" cars and power car tested at Grand Central Terminal. (Cinders)
- Sep. 20, 1977 Securities & Exchange Commission staff issues report on Penn Central reorganization plan.
- Sep. 22, 1977 Congressional Budget Office issues a study concluding the rail transit systems are not the most energy-efficient modes of transportation and that buses are the most sensible way to use fuel. (NYT)
- Sep. 23, 1977 Amtrak threatens further cuts if Congress fails to pass the extra \$56.5 million appropriation. (NYT)

- Sep. 25, 1977 Amtrak announces it will discontinue 8 New York-Philadelphia "Clockers" if it does not get the additional funds. (NYT)
- Sep. 27, 1977 Conrail informs Amtrak of its intention to abandon its lease from Penn Central of the section of former PRR main line used by *National Limited* between Cambridge City and Charlotteville, Ind., on Oct. 1 and remove automatic signals from rest of line between Dayton and Indianapolis. (AmtkNews)
- Sep. 28, 1977 Amtrak Board orders 8 AEM7 B-B electric locomotives based on ASEA Swedish Rc4a design but slightly longer and more powerful; built in U.S. under license by EMD with carbodies by Budd; approves upgrading 16 "Metroliner" cars and converting a further 32 SDP40F diesels to F40PH. (AmtkNews, Railfan,)
- Sep. 28, 1977 Port Authority announces it will refund \$1.1 billion in old bonds that are subject to the 1962 anti-transit covenant and replace them with new bonds without the restriction as a way to honor its pledges to fund mass transit. (NYT)
- Sep. 29, 1977 East Hartford Freight Company dissolved. (PCCompt)
- Sep. 30, 1977 Amtrak begins moving its Washington headquarters from L'Enfant Plaza to 400 North Capitol Street. (AmtkNews)
- Sep. 30, 1977 Amtrak announces it will reroute *National Limited* via Piqua and Muncie on Oct. 30, after Conrail surrenders the lease of the ex-PRR main line between Cambridge City and Charlotteville, Ind.; under pressure from Amtrak, Conrail agrees to continue lease through Nov. 30, and the *National Limited* continues to run via Dayton pending a DOT study. (AmtkNews)
- Oct. 1, 1977 Maryland & Delaware Railroad begins operating ex-PRR Centreville, Chestertown and Easton Branches and portion of the Baltimore & Eastern Railroad between Queen Anne and Denton, purchased from Conrail. (Railpace, Cinders)
- Oct. 1, 1977 Michigan Interstate Railway assumes operation of former Ann Arbor Railroad from Conrail, including car ferries from Frankfort to Manistique and Menominee; operates with state subsidy. (Guide, Barnett)
- Oct. 1, 1977 United Steelworkers strike the Hammond Plant of Pullman-Standard, where the "Superliners" are being built, stopping production. (Zimmermann)

- Oct. 1, 1977 Longshoremen begin a one-month strike at East Coast and Gulf ports. (AmrcnDcads)
- Oct. 3, 1977 Transportation Secretary Brock Adams supports \$12.5 million in additional Amtrak funding, not \$56.5 million requested by Amtrak and its Congressional supporters. (NYT)
- Oct. 3, 1977 Amtrak begins moving its Washington headquarters from L'Enfant Plaza to 400 North Capitol Street, NW. (AR)
- Oct. 3, 1977 MTA receives \$280 million in Federal funds to be used to extend LIRR through the lower level of the 63rd Street tunnel and other projects. (NYT)
- Oct. 3?, 1977 Ex-Delaware & Hudson Railway Alco PA-1's placed in Boston commuter service. (PTJ)
- Oct. 3, 1977 United Steelworkers of America strikes five Pullman-Standard plants, blocking its ability to deliver equipment. (Trains)
- Oct. 6, 1977 Conrail embargoes container traffic bound for Boston, New York, Philadelphia and Baltimore because of longshoremen's strike. (NYT)
- Oct. 7, 1977 Amtrak suspends service cuts set for Oct. 30. (Cinders)
- Oct. 7, 1977 Amtrak adopts a new Five Year Corporate Plan for 1978-1982 calling for \$4.5 billion investment, over \$1 billion for equipment, track and station improvements, and \$3.48 billion for operating grants. (Trains)
- Oct. 7, 1977 Maryland Board of Public Works has rejected a flat cash payment from Penn Central of \$2 million in payment of back taxes (50 cents on the dollar) and chosen to receive 20% in cash and 80% in notes. (NYT)
- Oct. 7, 1977 A new Great Adventure, Inc., incorporated in Del. as a subsidiary of Pennrec, Co. (DelCorps)
- Oct. 10, 1977 Amtrak announces Pres. Paul Reistrup's \$4.5 billion, 5-year operating and improvement plan, including 150 MPH trains between Boston and Washington. (NYT)
- Oct. 12?, 1977 Conrail closes bridge west of Dayton; Amtrak reroutes *National Limited* over ex-NYC trackage via Piqua and Muncie between Columbus and Indianapolis; bridge repaired by end of month. (AmtkNews, PTJ)
- Oct. 13, 1977 Amtrak Pres. Paul H. Reistrup testifies to Congress on need for

- increased appropriation. (AmtkNews)
- Oct. 13, 1977 Penn Central extends deadline for compromise tax settlement offer from Oct. 22 to Dec. 15 on orders of Judge Fullam. (NYT)
- Oct. 13, 1977 Kankakee, Beaverville & Southern Railroad Company incorporated in Illinois to operate the ex-NYC line between Kankakee and Sheldon. (IllCorps)
- Oct. 1977 Vandals burn the new SEPTA shelter at 49th Street station on Media Line. (AR)
- Oct. 1977 Ex-DL&W *Phoebe Snow* observation *Aquebogue* runs as a private club car on the LIRR's 5:14 PM train from Hunters Point Avenue to Speonk. (Cinders)
- Oct. 1977 N.J. DOT receives preliminary consultants' report on restoring passenger service between Matawan and Lakewood via ex-CNJ line to Freehold, ex-PRR to Farmingdale, and ex-CNJ to Lakewood or via all-CNJ route from Red Bank. (Cinders)
- Oct. 1977 Pa. Senator Richard Schweiker in letter to presidential advisor Stuart Eizenstat advocates electrification of Conrail main line between Harrisburg and Pittsburgh. (Cinders)
- Oct. 1977 Special Court rules that creditors of the Penn Central and other bankrupt railroads are only entitled to liquidation value of property conveyed to Conrail. (Cinders)
- Oct. 16, 1977 Senate Appropriations Committee approves \$18 million in additional funds for Amtrak, which would save four of the eight "Clockers"; Amtrak is still holding out for \$56.5 million, but Congress tells it to come back in the spring. (NYT)
- Oct. 18, 1977 Conrail CEO Edward Jordan announces Conrail will probably lose \$338 million in 1977 and will need additional financing beyond the \$2.1 billion already budgeted. (NYT)
- Oct. 18, 1977 N.J. and Pa. agree to extend PATCO Lindenwold Line seven miles in each direction to Bellmawr and Maple Shade. (NYT)
- Oct. 20, 1977 Lehigh Valley Railroad announces it has reached a compromise with Penn Central Transportation Company over PCT's claim of \$46 million; PCT had demanded cash payment of \$26 million debt accrued since LV bankruptcy prior to consummation of reorganization plan; PCT now agrees to take only \$2.2 million in cash and remainder in

- stocks and bonds and will receive common stock for \$20 million in pre-bankruptcy claims. (Moody's)
- Oct. 20, 1977 Electric power failure halts all trains in and out of Penn Station for four hours; caused by rain leaking into power station and shorting transformer. (NYT)
- Oct. 20, 1977 First Lady Rosalynn Carter rides "Metroliner" to Philadelphia to appear in NJ Gov. Brendan Byrne's reelection campaign. (AmtnNews)
- Oct. 21, 1977 C&O-B&O and N&W file with ICC to obtain control of DT&I from Pennsylvania Company for \$23.6 million in cash; DT&I had been badly hurt by the recession in U.S. auto manufacture; disposition was part of ongoing Pennco plan to sever ties to railroad industry. (Guide, Railfan,)
- Oct. 21, 1977 Amtrak reverses decision and sets service cuts for Nov. 6. (Cinders)
- Oct. 23, 1977 LIRR labor talks deadlock over train-manning issue. (NYT)
- Oct. 25, 1977 Josiah White IV closes the Marlborough-Blenheim Hotel on Ohio Avenue & Boardwalk in Atlantic City, a property which has been in the family since the 19th century; the event marks the very end of the old Atlantic City and the beginning of the casino era; the site is sold to the Bally Manufacturing Corporation, a maker of slot machines on Nov. 30; the older Marlborough is demolished, but attempts are made to preserve the more distinctive Blenheim with its Moorish domes. (NYT)
- Oct. 26, 1977 Amtrak postpones service cuts to Nov. 6 in anticipation of Congress granting \$18 million in additional funds. (NYT)
- Oct. 26, 1977 MBTA places first order for 25 new commuter cars for Boston with Pullman-Standard. (MBTA)
- Oct. 28, 1977 Senate Appropriations Subcommittee approves an omnibus funding bill containing \$18 million for Amtrak instead of the \$56.5 million sought; later passed by the Senate; the House bill contained no money for Amtrak, so it went to a conference committee. (AmtnNews)
- Oct. 29, 1977 Cab signals installed on the New Haven Line between Woodlawn Jct. and Stamford. (MTA AR)
- Oct. 29, 1977 Lenawee County Railroad begins service on 8 miles of ex-NYC track between Adrian and Lenawee Jct., Mich. (Trains)
- Oct. 30, 1977 Amtrak raises fares an average of 2½% and imposes further service

cuts: 22 of 120 Northeast Corridor trains dropped including all “Metroliner” service between New York and New Haven and New Haven-Providence *Clamdigger*; New York “Turboliner” service speeded up from 70 MPH to 79 MPH over 88.5 miles; *Mohawk* added as Albany-Buffalo round trip; *Broadway Limited* rescheduled to cross mountains at night; *Champion* permanently discontinued and St. Petersburg cars added to the *Silver Meteor* at Jacksonville, running via ACL route; *James Whitcomb Riley* renamed the *Cardinal* and “Amfleet” cars assigned. (PTJ, AmtkNews)

- Oct. 30, 1977 Brunswick Green GG1 No. 4935 hauls its first railfan excursion from Washington to Leaman Place for connection with Strasburg Railroad via Port Road and return via Philadelphia; met at Leaman Place by Strasburg Railroad train hauled by PRR 4-4-0 No. 1223 and Strasburg 2-6-0 No. 89. (AmtkNews, Railfan)
- Oct. 30, 1977 SEPTA closes ex-Reading station at Valley Forge. (Cinders)
- Oct. 31, 1977 Charles E. Bertrand (1915-1978), VP & General Manager of Amtrak’s Northeast Corridor, elected Pres. & CEO of Delaware & Hudson Railway, effective Nov. 15. (Cinders)
- Nov. 1, 1977 Rail Services Planning Office issues preliminary report on mergers. (Guide)
- Nov. 1, 1977 U.S. Senate passes an \$18 million increase in aid to Amtrak to keep certain trains running. (NYT)
- Nov. 2, 1977 U.S. Senate approves additional \$60 million to keep Conrail commuter trains running through 1980. (NYT)
- Nov. 3, 1977 House-Senate Conference Committee approves additional \$8 million in operating funds for Amtrak, down from the \$18 million approved by the Senate, but Amtrak is to make no further service cuts for the remainder of the fiscal year and restore the cuts already made; Congress stipulates that Amtrak may not make any cuts in NEC service and must work with the U.S. DOT to produce a new national system of routes; Amtrak had asked for \$45.6 million, plus \$11 million to cover inflation; Amtrak rescinds service cuts scheduled for Nov. 6, including 22 trains in Northeast Corridor and restores the cuts made on Oct. 30, but not those of Sep. 8, which saved \$12 million. (NYT, Cinders, AmtkNews)
- Nov. 3, 1977 Govs. Brendan Byrne and Milton Shapp sign bi-state pact to extend the PATCO High Speed Line from Lindenwold to Atco and build two branches to Mount Laurel and Glassboro. (NYT)

- Nov. 4, 1977 Alton Box Board Company accepts \$925,000 in settlement from Goldman, Sachs & Co., ending its lawsuit over Penn Central commercial paper. (NYT)
- Nov. 4, 1977 Dept. of Labor announces that unemployment has risen to 5.5%. (WrldAlmnc)
- Nov. 5, 1977 Amtrak closes its Ivy City commissary after Food & Drug Administration finds unsanitary conditions; commissary make sandwiches and other prepared foods used on lines running north and west from Washington. (NYT)
- Nov. 7, 1977 Amtrak issues revised specifications for overhauling the "Metroliners" consisting of Westinghouse cars Nos. 800-814 and 817-830 and General Electric cars Nos. 850-861, 863-866, 868, 869 and 880-889; excludes the four cars upgraded under the R&D program in 1972-1974. (WatsonPapers)
- Nov. 7, 1977 High winds and heavy rain cripple New York area commuter lines for two days. (NYT)
- Nov. 9, 1977 Conrail reports 3rd quarter loss of \$54.7 million; total loss so far for 1977 is \$289.9 million vs. USRA projection for whole year of \$221 million; Conrail losses are now greater than those of Penn Central. (NYT)
- Nov. 10, 1977 ICC grants 5% freight rate increase. (NYT)
- Nov. 11, 1977 N.Y. Supreme Court issues injunction against threatened LIRR strike on grounds that workers are public employees and may not strike under the Taylor Law. (NYT)
- Nov. 12, 1977 Auto-Train Corporation cuts one-way fare between Lorton and Sanford to \$99. (NYT)
- Nov. 13, 1977 National Board of NRHS endorses plan by "Friends of the K4" to restore No. 3750, now at the Railroad Museum of Pennsylvania, to operating condition. (Cinders)
- Nov. 15, 1977 N.J. DOT announces it is seeking public comment on the need for four small Conrail branches that have been abandoned and eight more that are up for abandonment, including ex-PRR lines Pavonia-Pemberton, Pemberton-Fort Dix, and Jamesburg-Hightstown, ex-PRSL Bellmawr-Runnemede, and ex-CNJ Winslow Jct.-Vineland, Red Bank-Winslow Jct., and Raritan-Phillipsburg. (NYT)

- Nov.? 1977 Amtrak awards General Electric a \$20 million contract to rebuild 16 “Metroliners,” including enhancements made to four cars by the FRA; will relocate the dynamic brake resistors and cooling air intakes to a roof blister. (AmtkNews, Cinders)
- Nov. 16, 1977 Amtrak Board authorizes suspending the *Floridian* effective Jan. 19, 1978; designates the preferred route for Chicago-Florida service to be via Indianapolis, Louisville, Nashville, Chattanooga, Atlanta, Macon, and Savannah. (AmtkNews)
- Nov. 16, 1977 Albert M. Schofield named Amtrak VP & General Manager of Northeast Corridor, replacing Charles E. Bertrand who becomes Pres. of Delaware & Hudson Railway. (AmtkNews)
- Nov. 16, 1977 Charles E. Bertrand becomes Pres. & CEO of Delaware & Hudson Railway, replacing Selig Altschul, resigned. (AR)
- Nov. 16, 1977 Pres. Carter signs what began as a “save SEPTA” bill to provide \$35 million in operating funds; appropriates nearly \$80 million for commuter rail systems in nine states; extends Federal coverage of 80% of operating losses from Apr. 1, 1978, when it was scheduled to drop to 50%, to Oct. 1, 1978. (NYT, Cinders)
- Nov. 16, 1977 City of Buffalo accepts \$1.8 million payment from Penn Central for back taxes, amounting to 44 cents on the dollar. (NYT)
- Nov. 16, 1977 Former Chesapeake & Ohio Railway and NYC VP Thomas J. Deegan (1910-1977) dies. (WwasW)
- Nov. 17, 1977 Great Adventure, Inc., a subsidiary of Pennrec Co., purchases the financially-troubled Great Adventure theme and safari park in Jackson, N.J., for \$54.4 million from the Pritzker family and the First National Bank of Chicago; to be operated by Six Flags, Inc. (AR, NYT)
- Nov. 18, 1977 Amtrak converts *Michigan Executive* to “Amfleet” equipment. (Cinders)
- Nov. 20, 1977 Amtrak reinstates “Metroliner” service to New Haven; *Palmetto* restored to daily operation. (AmtkNews)
- Nov. 21, 1977 14 unions ratify new contracts with LIRR providing for wage increase and no-layoff guarantee; UTU continues its challenge on crew size. (NYT)
- Nov. 21, 1977 Carter Administration through Secretary of Transportation Brock Adams announces that Amtrak’s heavy repair shops will remain at the

ex-PRR facility at Wilmington, Del., preserving 700 jobs; the Administration has been under enormous pressure from the powerful Democratic Congressional delegation of Massachusetts, including Senator Edward M. Kennedy (-) and especially House Speaker Tip O'Neill (-) to move the facility to Boston, where there is 10% unemployment, even though it is at the tail end of the Northeast Corridor and not in the electrified zone. (WilmNews)

- Nov. 21, 1977 Penn Central Company reports 3rd quarter profit of \$7.2 million. (NYT)
- Nov. 22, 1977 Wabash Valley Railroad Company incorporated in Nevada as a short line operator in Illinois. (IllCorps)
- Nov. 22, 1977 The supersonic Concorde begins serving JFK Airport at New York after a court ruling ends the ban based on noise levels. (WrldAlmnc)
- Nov. 25, 1977 Conrail announces a list of 56 line segments totaling 854 miles in Connecticut, Illinois, Massachusetts, New Jersey, New York, Ohio and Pennsylvania to be abandoned as unprofitable; 22 segments slated for early abandonment and the rest for study. (NYT)
- Nov. 26, 1977 Amtrak operates four trains to the Army-Navy Game, one from Harrisburg, one from New York, and two from Washington; New York and Harrisburg trains operate via the High Line. (Cinders)
- Nov. 27, 1977 Regional Plan Association report reveals that number of commuter rail passengers into New York City decreased only 3% between 1969 and 1975 compared with a 24% decline in subway riders. (NYT)
- Nov. 27, 1977 Pa. Gov. Milton Shapp supports creation of a \$20 billion Rail Trust Fund for track and equipment improvements, to be financed by a surcharge on freight bills. (NYT)
- Nov. 28, 1977 Nassau County Board of Supervisors approves 20-year lease of LIRR G5 4-6-0 No. 35 to the Black River & Western Railroad and Long Island-Sunrise Trail Chapter of NRHS after two and a half years of negotiations; the locomotive is currently a static display at East Meadow. (Railfan, Cinders)
- Nov. 29, 1977 *New York Times* runs an article on colonies of homeless people living in the Grand Central Terminal service tunnels below Park Avenue. (NYT)
- Nov. 30, 1977 House approves measure sponsored by Rep. Al Gore directing its conference committee to add \$10 million to the supplemental appropriation for Amtrak, agreeing to the Senate recommendation of an

- \$18 million supplemental appropriation: DOT is to study Amtrak routes and report to Congress by Mar. 1, 1978. (AmtkNews)
- Nov. 30, 1977 Freight rates increased 5%. (AR)
- Late 1977 DOT study calls for the partial reconversion of the National Visitor Center to a working train station, the removal of the new Amtrak station to its rear, and the completion of the parking garage over the tracks; DOT will assume the \$45 million cost. (Harwood)
- Dec. 1, 1977 Amtrak opens "Turboliner" Maintenance Facility at Rensselaer, N.Y. (AmtkNews)
- Dec. 1, 1977 Conrail files system diagram map with ICC showing 22 lines totaling 123.9 miles as Category I, up for abandonment within three years; 17 are already out of service. (Cinders)
- Dec. 1, 1977 Amtrak names Henry C. Christie Assistant VP-Chief Maintenance Officer; Jack W. Rathvon named VP-Operations of the Northeast Corridor, and John K. Shoemaker named Assistant VP-Operations of the Northeast Corridor; both Rathvon and Shoemaker are PRR veterans; Amtrak's three Regions are each divided into two or three Districts; in the Eastern Region, Edward Morris is named Superintendent of the Empire District at Rensselaer and William Grimmer Superintendent of the Southern District at Miami. (AmtkNews)
- Dec. 4, 1977 Conrail begins scheduling *National Limited* to run either via Dayton and Richmond or via Bradford and Union City at discretion of operator because of poor track conditions on Dayton line. (GO)
- Dec. 5, 1977 U.S. Supreme Court agrees to hear question of whether Penn Central is entitled to compensation for loss of revenue caused by designating Grand Central Terminal an historic landmark. (NYT)
- Dec. 7, 1977 MBTA awards contract to upgrade Midland Route rail line with new stations at Fairmount, Morton and Uphams Corner. (MBTA)
- Dec. 8, 1977 First Budd SPV-2000 demonstrator begins testing on ex-Reading line between Neshaminy Falls and Woodbourne, Pa. (Railfan)
- Dec. 8, 1977 United Mine Workers begins what will be the longest bituminous coal strike in its history. (N&W AR)
- Dec. 11, 1977 United States Steel Corporation announces a 5.5% price increase effective Feb. 1, 1978; the U.S. steel industry has lost 60,000 jobs in

1977. (WrldAlmnc)

- Dec. 13, 1977 States and localities accept extension of Penn Central's deadline for paying back taxes to Jan. 15, 1978; PC will pay immediately in cash instead of in notes to be issued when reorganization plan is consummated. (NYT)
- Dec. 14, 1977 Amtrak Board approves Phase III of modernization of Beech Grove Shops. (AmtkNews)
- Dec. 15, 1977 Seaboard Coast Line Industries, Inc., and Southern Pacific Company announce that they are exploring merger, which would be the first trans-Mississippi rail merger in the U.S. (Trains)
- c. Dec. 1977 D.T.B. Corporation dissolved. (MB)
- Dec. 1977 Congress approves additional \$18 million to keep Amtrak operating at Aug. 1977 level pending a study of routes to be made by DOT. (AmtkNews)
- Dec. 1977 Amtrak announces that it will be restoring all of the cuts of Sep. 8 and Oct. 30, although not all at once or on old schedules. (AmtkNews)
- Dec. 1977 Pullman, Inc., celebrates the centennial of its being listed on the New York Stock Exchange and 110 years of continuous dividends. (Cinders)
- Dec. 16, 1977 Port Authority reveals that recently-changed Federal rules ban advance refinancing of industrial development bonds and thus prevent it from refunding its bonds to eliminate the 1962 anti-transit covenant. (NYT)
- Dec. 16, 1977 SEPTA announces that it will spend \$1.7 million to make improvements or build new stations at Fox Chase, Olney, Queens Lane, Tulpehocken, Carpenters Lane, Washington Lane and Forest Hills; the ex-PRR Manayunk Line is to be extended one mile west to a new station at Ivy Ridge with a parking lot for 100 cars. (PhlInq)
- Dec. 19, 1977 Chicago, Milwaukee, St. Paul & Pacific Railroad files for bankruptcy. (Trains)
- Dec. 20, 1977 Dow Jones industrial average bottoms for the year at 806.22, down from 1004.65 in Dec. 1976. (Trager)
- Dec. 21, 1977 Amtrak and three bus lines dedicate "intermodal station" in refurbished Kalamazoo rail station. (AmtkNews)
- Dec. 22, 1977 Donald J. Trump (1946-), a rising star on the New York real estate

scene, announces financing to rebuild the old Commodore Hotel at Grand Central Terminal into the Grand Hyatt; it is Trump's first project in Midtown. (NYT, Roberts)

- Dec. 24, 1977 After a three-year dispute with the LIRR, Amtrak agrees to repair the main escalator to the LIRR Concourse in Penn Station. (NYT)
- Dec. 28, 1977 G. William Miller named Chairman of the Federal Reserve Board, replacing Arthur Burns, resigned. (AmrcnDcnds)
- 1977 Conrail posts loss of \$367 million, up sharply from 1976; losses blamed on coal strike, and floods. (CR)
- 1977 Conrail abandons Belvidere-Delaware Branch between Trenton and Moores and between Lambertville and Milford, N.J. (Lee)
- 1977 Conrail abandons Delaware Park racetrack branch at Stanton, Del.
- 1977 Penn Central sells its share of Chicago Union Station Company to Amtrak.
- 1977 Pennsylvania Company completes sale of all of its unpledged shares of Norfolk & Western Railway, having realized a total of \$104.4 million.
- 1977 State-funded independent assumes operation of Detroit-Ann Arbor commuter train from Conrail.
- 1977 New York Dock Railway (?) assumes operation of the Brooklyn Eastern District Terminal. (Railpace)
- 1977 Bethlehem Steel Corporation posts a \$448 million loss, the first since 1933. (Warren)
- 1977 Sun Shipbuilding & Dry Dock Company of Chester, Pa., completes its last ship, and the yard is closed. (SIANwsltr)