

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

By Christopher T. Baer

1979

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All data subject to correction and change

- Jan. 1, 1979 SEPTA raises base transit fare to 50 cents but introduces “TransPass” at \$6 per week or \$22 per month. (Cinders)
- Jan. 1, 1979 Chicago, Rock Island & Pacific Railroad discontinues its non-Amtrak Chicago-Peoria *Peoria Rocket* and exits the passenger business. (Zimmermann)
- Jan. 2, 1979 Last run of liquor service on Conrail’s ex-DL&W lines out of Hoboken to save money for N.J. DOT; 12 bartenders operate on 23 trains with portable bars set between seats; leaves four bar cars on the North Jersey Coast trains between Penn Station and Bay Head Jct. (NYT)
- Jan. 4, 1979 Leased N.J. DOT “Jersey Arrow II’s” rotate on “Clockers” and Harrisburg trains, “Clocker” cars to deadhead between 30th Street and Suburban Station; Amtrak leases a total of 66 “Jersey Arrow II’s” in married pairs; they replace SEPTA “Silverliners” in Harrisburg service and have toilets and drinking fountains for long-distance running, which most “Silverliners” lack. (Shappell, PTJ)
- Jan. 5, 1979 Michigan Northern Railway operates second annual “Snowmobile Train” from Grand Rapids to Cadillac, returning on Jan. 7; snowmobiles are carried on flat cars; passengers ride in borrowed Grand Trunk Western Railroad coaches. (Trains)
- Jan. 8, 1979 Norfolk & Western Railway signs a new contract with the Brotherhood of Railroad & Airline Clerks, granting only moderate concessions. (AR, Striplin)
- Jan. 10, 1979 Penn Central Corporation announces that is moving its corporate headquarters from Philadelphia to New York while keeping most of its 300 regular employees in Philadelphia; the headquarters of the

Pennsylvania Company is to be moved from Arlington, Va., to New York; Chairman Richard Dicker has continued to live in Scarsdale and commutes to Philadelphia. (NYT)

- Jan. 12, 1979 Blizzard drops 20 inches of snow across the Midwest. (WrldAlmnc)
- Jan. 13, 1979 Six cars of Amtrak's northbound *Montrealer* derail at Holyoke North, Mass., on the Boston & Maine. (Trains)
- Jan. 1979 Nearly 1,000 UTU members take cash buyouts under recent agreement that permits reduced manning of certain freight trains. (Cinders)
- Jan. 1979 N.J. DOT completes acquisition of 31 refurbished ex-PRR P85L and P85M Northeast Corridor coaches; also 10 E8's rebuilt at Paducah Shops, all for NY&LB service. (Cinders)
- Jan. 1979 *Railroad* magazine ceases publication with this month's issue; subscribers have their subscriptions transferred to Hal Carstens' *Railfan*, which becomes *Railfan & Railroad*. (wiki)
- Jan. 16, 1979 Republican Richard Thornburgh (1932-) is inaugurated as Gov. of Pennsylvania, replacing Democrat Milton Shapp. (wiki)
- Jan. 16, 1979 Shah Mohammed Reza Pahlavi (1919-1980) flees Iran on U.S. advice as anti-government protests escalate. (WrldAlmnc)
- Jan. 18, 1979 CSX Corporation files with ICC to control both Chessie System and Family Lines System (Seaboard Coast Line + Louisville & Nashville Railroad) as a holding company. (Cinders)
- Jan. 21, 1979 Erie & Pittsburgh Railroad Board authorizes sale for scrap of line between Westford and Lexington and between m.p. 94.47 and m.p. 96 south of Westford. (MB)
- Jan. 22, 1979 Conrail Harrisburg Division headquarters vacates Harrisburg station. (Shappell)
- Jan. 22, 1979 Pres. Carter's presents his FY 1980 \$532 billion austerity budget which cuts federal funding for Conrail by 45% to \$634 million and for freight branches by 21% to \$96 million; Amtrak to be cut 19% to \$381 million; new DOT plan calls for cutting Amtrak network by 33%; Secretary of Transportation Brock Adams is against further federal financing for Conrail after the last of the \$1.4 billion is spent in 1981. (NYT, WrldAlmnc, Railfan)
- Jan. 24, 1979 Amtrak Board authorizes refurbishing four train sets totaling 68 cars

for *Broadway Limited* at Beech Grove Shops for \$9.8 million; 30 coaches, 11 sleeping cars, 9 slumbercoaches, 4 diners, 6 lounges and 8 baggage cars are to receive HEP electric heat and air conditioning. (NYT, Railfan)

- Jan. 24, 1979 Bureau of Labor Statistics announces that inflation increased in Dec. 1978, for an annual rate of 9%. (WrldAlmnc)
- Jan. 25, 1979 First of 17 MBTA FP10's, No. 1100, placed in revenue service on Boston-Framingham run with leased GO Transit coaches; eventually, all FP10's are to be used on ex-Boston & Maine North Side runs and F40's on the South Side; 1,850-HP locomotives are rebuilt from GM&O F3's. (Railfan, Trains)
- Jan. 26, 1979 Former New York Gov. and VP Nelson A. Rockefeller (1908-1979) dies of cardiac arrest. (WrldAlmnc, Trager)
- Jan. 29, 1979 Conrail again posts Chicago-Valparaiso "dummies" for discontinuance effective Mar. 4. (Shappell)
- Jan. 31, 1979 At press conference at Penn Station, Transportation Secretary Brock Adams releases a 66-page report, *Final Report to Congress on the Amtrak Route System*; the deficit per passenger-mile has climbed from 5.5 cents in 1972 to 14.3 cents in 1978; Adams announces he will cut Amtrak service by 43% of route miles, from 27,500 to 15,700; *Broadway Limited* is to be rerouted via Cleveland and Toledo; *Lake Shore Limited* via Niagara Falls and Detroit; Washington section of *Broadway Limited* via B&O line east of Pittsburgh; trains to be axed include the *National Limited*, *Montraler*, *Silver Meteor*, *Champion*, *Cardinal* and *Hiltoppper*, *Crescent* and *Floridian*. (RyAge, Trains, Cinders)
- Jan. 31, 1979 Last run of Niagara Falls-Detroit portion of *Niagara Rainbow No. 63-64*, after New York and Michigan discontinue 403b funding. (Shappell, Trains)
- Feb. 1, 1979 Amtrak assumes operation of *Southern Crescent* (New York-New Orleans) from Southern Railway and restores daily operation south of Atlanta; named shortened to *Crescent*; move leaves Denver & Rio Grande Western Railway and Georgia Railroad as last independent operator of long-distance passenger trains. (PTJ)
- Feb. 1, 1979 Ayatollah Ruhollah Khomeini (1900-1989) returns from exile to Iran, where he will replace the Shah's monarchy with an Islamic Republic hostile to the West and the U.S. in particular. (WrldAlmnc)

- Feb. 6, 1979 Norfolk & Western purchases portion of Detroit, Toledo & Ironton Railroad.
- Feb. 7, 1979 Energy Secretary James Schlessinger (1929-) warns that the loss of Iranian oil will be more serious than the 1973-74 oil embargo. (WrldAlmnc)
- Feb. 8, 1979 Lenawee County Railroad purchases part of Detroit, Toledo & Ironton Railroad.
- Feb. 13, 1979 Chessie System, Inc., and Seaboard System stockholders approve merger. (Railfan)
- Feb. 1979 Conrail discontinues B&O run-through trains No. 681-682 between Park Jct. and Elizabethport via the ex-Reading/CNJ route, last vestige of Royal Blue Line through freight service. (Cinders)
- Feb. 1979 Beloit Corporation and group of Pittsburgh & Lake Erie Railroad managers, including Pres. Henry G. Allyn, Jr., makes a bid to purchase the 93% of P&LE stock owned by Penn Central Corporation for \$59.2 million. (NYT, Railfan)
- Feb. 1979 Beloit Corporation, a manufacturing firm, buys 51% of Pittsburgh & Lake Erie Company. (McLean)
- Feb. 17, 1979 Westbound *Broadway Limited* derails because of frost heave east of Benny on Allegheny Division. (Shappell)
- Feb. 18, 1979 Major blizzard paralyzes traffic from Washington to Philadelphia with 14-24 inches of snow, high winds, and low temperatures. (PhlInq, WrldAlmnc)
- Feb. 19, 1979 President's Day Blizzard paralyzes Philadelphia area with 14.3 inches of snow; Amtrak cancels 20 trains, including all "Metroliners"; GG1's are in short supply; eastbound *Broadway Limited* No. 40 runs all the way to Newark behind E8's; GG1's are used to haul dead SEPTA MU cars; MP54's and "Silverliners" are particularly hard hit, with ex-Reading cars performing better; N.J. DOT service out of Lindenwold uses Conrail diesels to haul RDC's through Feb. 22. (Cinders, Crew Caller)
- Feb. 20, 1979 Stuart M. Reed (1925-), ex-VP of American Motors, becomes Pres. & Chief Operating Officer of Conrail, filling the vacancy left by the forced resignation of Richard D. Spence. (Shappell, NYT)
- Feb. 20, 1979 Pennsylvania Company acquires the remaining 20% of Edgington Oil

Company.

- Feb. 21, 1979 Amtrak resumes partial "Metroliner" service with 12 round trips behind GG1's. (Cinders)
- Feb. 21, 1979 Amtrak stages first press run of "Superliner" high-level cars between Chicago and Milwaukee; revenue service begins Feb. 26. (Zimmermann)
- Feb. 24, 1979 Amtrak holds its annual two-day "Family Days" at Washington Union Station; displays include Brunswick Green GG1 No. 4935, Budd SPV-2000, "Turboliner", E60CP, "Amfleet" cars, etc. (AmkNews)
- Feb. 26, 1979 Republican Gov. Richard Thornburgh appoints David Girard-diCarlo to the SEPTA Board, shifting the balance of power back to the Republican members from Bucks, Chester and Montgomery Counties. (PhlBltn)
- Feb. 28, 1979 David Girard-diCarlo is elected Chairman of SEPTA, replacing John W. MacMurray, who declines reelection, cementing suburban Republican control. (SEPTA, PhlBltn)
- Mar. 4, 1979 ICC denies petition to discontinue Chicago-Valparaiso "dummies" on technicality of short notice. (Shappell)
- Mar. 4, 1979 Conrail returns EMD GM10B 10,000 HP electric locomotive demonstrator No. 1976 to La Grange for an overhaul; No. 1975 remains in freight service. (Trains, Cinders)
- Mar. 5, 1979 Amtrak increases fares 6-10%. (Shappell)
- Mar. 5, 1979 Iran resumes oil exports with a price increase of about 30%; Iranian oil production is also reduced, causing shortages in the U.S. (Trager)
- Mar. 13, 1979 Penn Central Park, Inc., sells tract bounded by 10th & 11th Streets and Penn & Liberty Avenues to Urban Redevelopment Authority of Pittsburgh for \$1.8 million, its last big land sale. (MB)
- Mar. 15, 1979 Conrail submits new five-year business plan to U.S. Railway Association; projects need for public funds at \$4.082 billion through 1983 or \$782 million more than currently authorized; projects a \$321 million profit in 1983; fails to meet goals because of recession that begins in 1979. (CR)
- Mar. 15, 1979 SEPTA settles with Transport Workers Union at 2:20 AM, after a midnight strike deadline, averting as strike against the city transit lines;

- SEPTA and Conrail has assembled borrowed equipment and ran some extra commuter trains for the morning rush hour. (Cinders)
- Mar. 1979 Conrail receives last GP8's and GP10's in program to rebuild 125 old GP7's and GP9's. (Cinders)
- Mar. 20, 1979 Early morning arson fire destroys the unused ex-New Haven Railroad passenger station at Bridgeport, Conn. (Shappell, Trains)
- Mar. 21, 1979 Edmonson Avenue Station in Baltimore is temporarily out of service after an accident destroys the single wooden stairway; a temporary stop made at the old Frederick Road station. (Shappell)
- Mar. 21, 1979 Pullman, Inc., announces that it will exit the passenger car building business once the "Superliner" order is finished, citing losses, uncertain orders, and the fact that it is now mostly assembling cars with a high percentage of subcontracted electrical gear; Pullman has lost over \$23 million on a New York subway contract and is behind on orders for Amtrak and MBTA. (Trains, Young, Railfan)
- Mar. 21, 1979 ICC deregulates railroad rates on fresh fruits and vegetables; causes upsurge in amount of West Coast perishables handled by Conrail. (361 ICC 211, Cinders)
- Mar. 23, 1979 U.S. Labor Dept. announces that prices rose 1.2% in Feb. for an annual rate of 14.4%, the highest burst of inflation in four and a half years. (WrldAlmnc)
- Mar. 1979 MBTA tests first 4-car Pullman-Standard push-pull train with an F40 on the Boston-Providence line; problems at Pullman-Standard are delaying delivery of cars. (Railfan)
- Mar. 27, 1979 OPEC raises oil prices 9%. (WrldAlmnc)
- Mar. 28, 1979 Cooling failure at General Public Utilities Corporation's Three Mile Island nuclear power plant near Middletown, Pa., within sight of the ex-PRR main line, triggers a partial melt-down and release of radioactive gas, prompting evacuation procedures in the immediate area; the crisis passes on Apr. 1, when the hydrogen bubble in the containment building starts to shrink without producing a full core meltdown; it is the worst U.S. nuclear reactor accident and brings a halt to new nuclear plant construction. (Beck, NYT, WrldAlmnc)
- Mar. 29, 1979 General Accounting Office report on Northeast Corridor Improvement Project cites inefficiency, waste and cost overruns; blames the Federal Railroad Administration, Amtrak and DeLeuw Cather-Parsons; whole

- project may now cost over \$5 billion; portion already contracted has overruns of over \$1 billion. (NYT, Cinders)
- Mar. 29, 1979 SEPTA orders 141 light rail vehicles from Nissho-Iwai American Corporation to replace its aging PCC cars; final assembly to be in Pa. by Boeing Vertol Company. (SEPTA)
- Mar. 31, 1979 Northampton and Lehigh Counties refuse to exercise option to buy their portions of the ex-Reading Bethlehem Branch from Conrail; SEPTA, whose authority ends at the Bucks County line, owns the line as far as "HILLTOP" Interlocking near Coopersburg. (Cinders)
- Apr. 1, 1979 Number of "Metroliner" round trips cut from 14 to 12. (check tt?) as MU cars are withdrawn for rebuilding.
- Apr. 1, 1979 SEPTA fares increased 5-15%. (Cinders)
- Apr. 2, 1979 Third season of track work in Northeast Corridor begins. (AmtkNews)
- Apr. 5, 1979 Norfolk & Western Railway and Southern Railway announce that they will begin merger talks as a response to the CSX merger. (Trains)
- Apr. 5, 1979 Pres. Carter orders oil price controls phased out with an excess profits tax on oil companies. (WrldAlmnc)
- Apr. 6, 1979 U.S. Labor Dept. announces that unemployment has held steady at 5.7% during Feb. and March. (WrldAlmnc)
- Apr. 7, 1979 Conrail employees stage brief strike at South Philadelphia and Frankford Jct. Yards. (Cinders)
- Apr. 9, 1979 Saudi Arabia announces it will cut oil production by 1 million bbls. per day. (WrldAlmnc)
- Apr. 13, 1979 Iran announces that it will raise oil prices to 13% over the OPEC rate. (WrldAlmnc)
- Apr. 1979 Penn Central Corporation asks Judge Fullam to liquidate the remaining assets of PRSL and West Jersey & Seashore Railroad. (Cinders)
- Apr. 1979 Shortages cause gas lines to form at service stations and prices to surge towards \$1 a gallon. (RyAge)
- Apr. 1979 Conrail abandons the last stub of the ex-PRR Whitmarsh Branch and removes the connecting switch near Allen Lane on Chestnut Hill Branch. (Cinders)

- Apr.? 1979 Madison Railroad, a division of the Madison (Ind.) Port Authority, begins operating the ex-PRR Madison Branch between Madison and North Vernon, including the Madison Hill. (Trains)
- Apr. 16, 1979 Conrail posts notice of discontinuance of Chicago-Valparaiso "dummies" effective May 21. (Shappell)
- Apr. 18, 1979 U.S. District Court approves the liquidation of the West Jersey & Seashore Railroad and PRSL. (PhlInq)
- Apr. 19, 1979 Pa. Gov. Richard Thornburgh in public letter calls on Pennsylvania delegation to vote against proposed 43% cut in Amtrak service. (Cinders)
- Apr. 20, 1979 "Metroliner" No. 111, consisting of GG1 No. 918 and "Amfleet" cars, rams a tie-removal/ballast tamping machine near Edison, N.J.; machine is pushed a half-mile and bursts into flames, scorching the GG1 and first car; no serious injuries, as the massive GG1 takes all the impact; tracks blocked for two hours (Trains, Cinders)
- Apr. 21, 1979 MTA tests conversion of ex-New Haven catenary from 11,000 volts, 25 Hz. to 25,000 volts, 60 Hz.; M-2 "Cosmopolitan" cars are towed by FL-9's between New Rochelle and Grand Central Terminal. (Trains)
- Apr. 23, 1979 Nine ex-Reading "Blueliners" replace green MU's on Media Line trains No. 746-747. (Cinders)
- Apr. 29, 1979 Amtrak restores the route through downtown Schenectady between Carman Jct. and Hoffmans; purchases this route from Conrail; most "Metroliner Service" schedules lengthened to 3 hours-30 minutes because of trackwork; southbound *Beacon Hill* discontinued between Boston and Providence. (AmtrakNews says Schenectady restored 10/29/78!)
- Apr. 29, 1979 Amtrak begins running a rush hour New York-Albany train on a 2:35 schedule. (AmtrakNews)
- Apr. 29, 1979 Philadelphia Chapter NRHS runs fan trip with a train of 6 MP54's repainted in SEPTA red, white and blue from Suburban Station to Trenton, Chestnut Hill and West Chester; a freight derailment prevents operation over the High Line. (Cinders)
- Apr. 29, 1979 Last Conrail E40 (ex-New Haven EP-5) electric locomotive No. 4975 sent to Newark for scrapping at Naporano Iron & Metal. (Cinders)

May 1, 1979 NJ DOT purchases four Southern Railway E-8's in *Southern Crescent* green and cream for use on NY&LB; two additional units acquired early in 1980. (cnjgroup)

May 1, 1979 Amtrak temporarily removes all "Superliners" from service because of a malfunctioning bolt. (Bradley)

May 7, 1979 Conrail closes "RACE" Tower just west of 18th Street in Logansport. (Strauch)

May 8, 1979 California declares an emergency and imposes gasoline rationing. (WrldAlmnc)

May 9, 1979 Conrail mail trains No. 8-9 cut back from Chicago to Englewood. (Shappell)

May 9, 1979 Former Chesapeake & Ohio Railway Chairman Cyrus S. Eaton (1883-1979) dies at Northfield, Ohio, at 95. (Trains)

May 10, 1979 Manor Real Estate Company merged into Penn Central Corporation. (MB)

May 10, 1979 ICC orders 4-month extension of Chicago-Valparaiso "dummies"; one train now operates with a mix of P70's, Erie Lackawanna and Amtrak coaches and the other with leased Chicago & North Western bi-level cars in Amtrak paint; operate with a locomotive at each end to avoid turning at Valparaiso. (Shappell, Trains)

May 10, 1979 House votes down Pres. Carter's standby plan for gasoline rationing in a standoff between urban and rural districts. (WrldAlmnc)

May 14, 1979 Work begins on the section of the Center City Commuter Connection tunnel between Callowhill & Green Streets. (SEPTA)

May 15, 1979 Penn Central Corporation announces the completion of the sale of its 93% of the stock of the Pittsburgh & Lake Erie Railroad to the new Pittsburgh & Lake Erie Company for \$56.9 million; vested in Pleco, Inc., a holding company formed in 1978. (McLean, DelCorps)

May 15, 1979 Penn Central Corporation sells Montour Land Company. (Compt)

May 1979 Penn Central Corporation subsidiary Six Flags, Inc., purchases the Magic Mountain theme park in Valencia, Calif., for \$51.3 million. (NYT)

May 1979 Second "Energy Crisis" begins. (Zimmermann)

- May 1979 Gas prices reach \$1 a gallon, and odd-even day rationing is imposed in some areas. (Trains)
- May 1979 All Chicago-based “Amfleet” cars moved from ex-Santa Fe yard to ex-PRR 12th Street Yard. (Cinders)
- May 1979 State of Maryland agrees to spend \$330,000 to rebuild 15 miles of ex-PRR track between Taneytown and Walkersville, to be operated by new short line Maryland Midland Railroad. (Cinders - verify MdCorps?)
- May 16, 1979 Civil rights leader and founder of the Brotherhood of Sleeping Car Porters A. Philip Randolph (1889-1979) dies at New York at age 90. (Cinders, WwasW)
- May 17, 1979 First four-car train of 34 “Metroliner” cars rebuilt by General Electric at Erie, Pa., are placed in service; club car No. 888 and “Amcafe” Nos. 858, 862 and 852; all have been given roof humps, cigar band window striping, and “Amtrak” in large letters across the front ends; only 881 and 883 will retain traditional revolving parlor car seats; other 8 “Metroclub” cars are being rebuilt with 2-1 seating. (Cinders)
- May 1979 Railroads around the country are reporting spot shortages of diesel fuel and price increases of 20 cents a gallon. (Cinders)
- May 26, 1979 Conrail begins operation of Monmouth Park race train on Saturdays and holidays through Sep. 3. (Shappell)
- May 26, 1979 Memorial Day weekend passenger count at Chicago Union Station is up 40.6% from 1978 because of the energy crisis. (Trains)
- May 29, 1979 One of VIA Rail Canada’s United Aircraft “TurboTrains” is gutted by fire en route from Montreal to Toronto at Iroquois, Ont., when a broken pipe allows fuel to spray on a hot engine; the other “TurboTrains” are removed from service. (Railfan, Trains)
- May 30, 1979 Conrail closes “SHARP” Tower at Sharpsburg, Pa. (Railpace)
- June 4, 1979 Amtrak temporarily suspends sales of USARailpasses because of crowding brought on by the Energy Crisis. (Shappell)
- June 4, 1979 Lindner family makes another offer to buy back outside public common stock holdings of American Financial Corporation. (NYT)
- June 7, 1979 Passenger service suspended between Tuckahoe and Cape May, N.J.

- because of poor track; shuttle buses provided. (Shappell)
- June 7, 1979 Independent truckers begin wildcat strikes to protest high fuel prices and the 55 MPH speed limit; diesel fuel prices have risen 41.1% since Jan. 1; strikes continue through mid-July. (WrldAlmnc)
- June 8, 1979 Amtrak runs national newspaper ads stating “During the gas shortage our stations will stay open.” (Cinders)
- June 12, 1979 Delaware & Hudson Railway begins run-through service of trains RW-6 and WR-7 between Rouses Point and Potomac Yard via Scranton, Sunbury, Harrisburg and the Port Road; had been granted rights in 1976 but never exercised them; Enola trains RW-2 and WR-1 now only operate to and from Hudson Yard near Wilkes Barre. (Cinders)
- June 13, 1979 Broken axle in F40 locomotive causes the westbound *National Limited* to derail on the Conestoga Creek bridge east of Lancaster; no injuries. (Trains)
- June 13, 1979 Penn Central Corporation Chairman Richard Dicker gives a press interview in the company’s Park Avenue office to showcase the “new” Penn Central. (NYT)
- June 14, 1979 Penn Central Corporation holds its first annual meeting; stockholders have received 1 share for each 25 shares in the old Penn Central Company; Saul P. Steinberg has purchased 1.8 million shares through a subsidiary of his Reliance Group. (NYT, PhlInq)
- June 1979 U.S. DOT announces another \$47 million grant for Center City Commuter Connection. (Cinders)
- June 1979 Gas shortage peaks. (Cinders)
- June 1979 With the exception of one ex-DL&W *Phoebe Snow* observation-lounge, LIRR East End parlors are all in the 2010-2020 series rebuilt from 1955-56 MU coaches. (Cinders)
- June 16, 1979 N.J. DOT resumes weekend RDC service between Lindenwold and Ocean City; Tuckahoe-Cape May is out of service because of bad track. (Cinders)
- June 19, 1979 MBTA introduces new locomotives and coaches on the Franklin Branch out of South Station. (MBTA)
- June 20, 1979 Secretary of Transportation Brock Adams agrees to add \$60-65 million to Amtrak’s 1980 budget. (Trains - Gallamore has Congress ordering a

cut of from 27,000 miles to 23,000 miles instead of 15,000+ verify THIS is the Amtrak Reorganization Act of 1979)

- June 20, 1979 New York and Connecticut begin odd-even-day gasoline rationing; New Jersey follows next day. (WrldAlmnc)
- June 22, 1979 N.J. DOT operates special train of 10 cars between Phillipsburg, N.J., and Madison Square Garden. (Shappell)
- June 25, 1979 Reading Company files an amended reorganization plan. (Rdg)
- June 25, 1979 ICC begins hearings on Chessie System, Inc.-Family Lines merger. (Cinders)
- June 27, 1979 SEPTA names David L. Gunn (1937-), formerly Operations Director of the Massachusetts Bay Transportation Authority, Chief Operations Officer & General Manager, replacing William R. Eaton, fired, effective Aug. 1; Gunn antagonizes local employees by filling four top jobs with Bostonians. (AR, PhInq)
- June 28, 1979 Maryland DOT fares on Washington-Baltimore line increased 7%. (Shappell)
- July 1, 1979 Amtrak establishes 20% discount for federal employees traveling on "Metroliners" on official business. (Shappell)
- July 1, 1979 As of this date, GE-rebuilt "Metroliners," called "Metroliner II's," cover three round trips; old "Metroliners" cover four round trips, while four round trips are covered by "Amfleet" equipment. (Cinders)
- July 2, 1979 Alfred A. Michaud, Amtrak VP-Marketing, joins Conrail as VP-Sales; Edwin Edel, Amtrak VP-Public Affairs, joins Family Lines System as VP-Corporate Communications; Edel was the last original Amtrak officer of 1971. (Cinders)
- July 2, 1979 Securities & Exchange Commission files in U.S. District Court in Washington, charging American Financial Corporation, Carl H. Lindner, former VP Charles H. Keating (1923-) and other officers with having a bank that AFC controls give them \$14 million in uncollateralized loans; on the same day, Carl H. Lindner signs a consent decree without admitting or denying the charges and agrees to pay \$1.4 million back to the company, one of the largest such settlements to date; he also withdraws the Lindner family offer to buy back all Penn Central common stock. (NYT)
- July 4, 1979 NJDOT establishes *Seashore Special*, through summer-only weekend

- Trenton-Bay Head Jct. train (via engine change and reverse at Rahway) because of energy crisis; last trip Sep. 3; bus connection between Bay Head Jct. and Island Beach State Park. (Shappell - Railpace says discontinued after a few weeks)
- July 5, 1979 Pres. Carter cancels a scheduled speech on the energy crisis; his approval rating has dropped to only 29%. (WrldAlmnc, AmrcnDcnds)
- July 6, 1979 Connecticut DOT signs agreement for 13 Budd SPV-2000's to be leased to Amtrak for New Haven-Springfield service. (AmtkNews)
- July 9, 1979 Saudi Arabia announces it will increase oil production substantially. (WrldAlmnc)
- July 12, 1979 Pa. House appoints special subcommittee to investigate if SEPTA is too decrepit to respond to the Energy Crisis. (Cinders)
- July 15, 1979 After a 10-day retreat at Camp David, Pres. Carter makes a major speech on the energy crisis, linking the energy crisis with an “erosion of confidence” and “a loss of unity of purpose”; it becomes known as the “malaise” speech, although Carter does not use that word; Carter calls for a 10-year program to bring oil imports down to 1977 levels and having utilities reduce their oil consumption by 50% by switching to coal; Carter announces a new \$10 billion aid program for mass transit, later increased to \$13 billion, to be financed by a windfall profits tax on the oil companies; the price of oil has risen from \$7 a barrel to \$23-50 over three months. (WrldAlmnc, Kirshon, Samuelson, Cinders)
- July 15, 1979 Amtrak raises most fares 7% following a surge in demand for tickets and inability to meet all requests for reservations because of the gasoline shortage. (Cinders)
- July 1979 Conrail receives a preliminary report from Gibbs & Hill on electrification from Harrisburg to Pittsburgh/Conway. (Cinders)
- July 1979 SEPTA commuter rail ridership jumps 21.8% from July 1978 because of the gasoline crisis. (Cinders)
- July 1979 Auto-Train Corporation proposes to inaugurate Florida automobile service over Conrail to Cranford on the intersection of the ex-CNJ line and the Garden State Parkway; trains would move via B&O south of Philadelphia. (RyAge)
- July 1979 Adirondack Railway Corporation make first revenue run over part of ex-NYC line between Utica and Lake Placid abandoned by Penn

- Central in 1972 and purchased by the State of New York in 1974; ARC is controlled by railfan Frank Menair and intends to offer service to the 1980 Winter Olympics in Lake Placid. (Railfan)
- July 1979 Conrail runs its last through freight train through Ontario over the Canada Southern Railway. (Tennant)
- July 16, 1979 N.J. DOT resumes Lindenwold-Atlantic City service after emergency track repairs. (Cinders)
- July 17, 1979 New Jersey Public Transportation Act creates New Jersey Transit Corporation (NJ Transit); supersedes the Commuter Operating Agency; is to contract for operation of rail and bus lines or purchase private companies, not merely administer subsidies; prompted by the energy crisis and continuing problems with bus and rail subsidy programs. (Gallo, NJT)
- July 17, 1979 Pres. Carter lectures his cabinet on their unsatisfactory performance. (WrldAlmnc)
- July 18, 1979 Gold tops \$300 an ounce for the first time in history in reaction to Pres. Carter's speech and cabinet shakeup, as inflation accelerates. (WrldAlmnc, Trager)
- July 18, 1979 Conrail places ex-Congressional parlor car *Baron DeKalb* in service as its business car No. 12. (Cinders)
- July 19-20, 1979 In the wake of the "malaise" speech, Pres. Carter reorganizes his cabinet, replacing five department heads; replaces Treasury Secretary W. Michael Blumenthal with Federal Reserve Chairman G. William Miller, Energy Secretary James Schlesinger with Charles Duncan, Jr., and Transportation Secretary Brock Adams with Neil Goldschmidt; the speech and the cabinet shifts unsettle financial markets. (Samuelson, WrldAlmnc)
- July 20, 1979 Penn Central agrees to sell its interest in the Toledo, Peoria & Western Railroad to the Santa Fe. (Stringham)
- July 20, 1979 Brock Adams resigns as Secretary of Transportation, the fifth cabinet officer to resign in two days; W. Graham Claytor named interim Secretary. (Cinders)
- July 20, 1979 Commerce Dept. announces that the economy has entered recession. (WrldAlmnc)
- July 1979 Louis S. Thompson, Director of Amtrak's Northeast Corridor Project,

- tells a Senate subcommittee that the \$2.4 billion project may cost \$300 million more than estimated in Jan. 1979. (NYT)
- July 1979? Mercersburg Railway receives designated operator certificate for ex-PRR branch to Mercersburg, Pa. (Cinders - see above)
- July 1979 Amtrak and the NRHS are still considering an Amtrak Equipment Museum at 30th Street Station. (Cinders)
- July 23, 1979 Conrail announces its first ever quarterly profit (\$29.4 million) in the second quarter of 1979. (NYT)
- July 25, 1979 U.S. House passes Amtrak authorization bill by 397-18; sets \$881.5 million for FY 1980; restores most trains that Carter Administration had tried to kill, including the *Crescent*, *Montrealer*, *Cardinal*, and commuter trains. (RyAge)
- July 25, 1979 Pres. Carter appoints economist Paul A. Volcker (1927-) as Chairman of the Federal Reserve in place of G. William Miller. (Samuelson)
- July 25, 1979 Amtrak orders 15 additional AEM7's. (Zimmermann)
- July 25, 1979 Ontario Midland Railroad Corp. incorporated in N.Y. to assume operation of ex-Penn Central lines. (NYCorps)
- July 26, 1979 Conrail closes "HERR" Tower west of Etna, Pa., the last tower on the main line of the old Conemaugh Division. (Railpace)
- July 26, 1979 Labor Dept. announces that inflation in the first quarter stands at 13.2% per year. (WrldAlmnc)
- July 29, 1979 Amtrak restores Providence-Boston portion of *Beacon Hill*.
- July 29, 1979 Amtrak adds stop at Edmonson Avenue, Baltimore, for *Chesapeake*. (Shappell)
- July 29, 1979 Amtrak adds stop at Sandusky on *Lake Shore*. (AmtkNews)
- July 30, 1979 NJ DOT dedicates Metropark Station in the name of Sen. Harrison A. Williams. (Shappell)
- July 30, 1979 N.J. DOT restores passenger service between Tuckahoe and Cape May after Conrail completes track repairs. (Cinders)
- July 30, 1979 ICC awards Detroit, Toledo & Ironton Railroad to the Grand Trunk Western Railroad, rejecting the bid of the Chessie System, Inc.

July 30, 1979 Conrail places 10 leased Norfolk & Western Railway coaches from its Chicago commuter line on Chicago-Valparaiso "dummies," releasing four ex-C&NW double-deck cars and one locomotive leased from Amtrak. (Shappell)

July 31, 1979 Louis S. Thompson, Director of Amtrak's Northeast Corridor Project, suggests that dropping the conversion to commercial 25,000-volt, 60 Hertz commercial current would save \$100 million. (NYT, Cinders)

July 31, 1979 House gives Pres. Carter the power to draft a standby gasoline rationing plan. (WrldAlmnc)

Aug. 1, 1979 Senate passes Amtrak authorization bill calling for \$1 billion in capital funds over five years. (RyAge)

Aug. 2, 1979 Conrail publishes a new five-year business plan that calls for no further Federal investment providing regulatory reform is achieved by 1981; will slow down the rebuilding effort for two years to ease cash flow. (NYT, Cinders)

Aug. 3, 1979 One motor-generator set fails at SEPTA's Wayne Jct. power plant, leaving no back-up. (Cinders)

Aug. 5, 1979 Last run of N.J. DOT "Straw Hat Special" seashore train between Trenton and Bay Head Jct. (Cinders)

Aug. 7, 1979 Pres. Carter travels from Washington to Baltimore and return by regular "Metroliner" to inspect a solar energy demonstration house; he recommends "this kind of trip to every American." (Withers, Wilner)

Aug. 8, 1979 Amtrak dedicates new station at Schenectady, N.Y., replacing temporary trailer in use since Oct. 1978. (AmtkNews)

Aug. 9, 1979 Conrail conducts demonstration runs of Budd SPV-2000 railcar Buzzards Bay-Hyannis and Buzzards Bay-Falmouth on Cape Cod for Cape Cod Regional Transit Authority; last run Aug. 18. (Shappell, Cinders)

Aug. 9, 1979 Labor Dept. reports that the producer price index rose 1.1% in July. (WrldAlmnc)

Aug. 9, 1979 Carter Administration rejects Chrysler Corporation's request for a \$1 billion interest-free loan. (WrldAlmnc)

Aug. 13, 1979 David L. Gunn, formerly Director of Operations at the MBTA, takes

- over as General Manager of SEPTA, replacing William Eaton, fired in 1978. (Cinders)
- Aug. 15, 1979 PLM, Inc., incorporated to oversee liquidation of Little Miami Railroad. (Compt)
- Aug. 15, 1979 Neil E. Goldschmidt, former Mayor of Portland, Ore., sworn in as Secretary of Transportation. (wiki)
- Aug. 1979 Amtrak awards General Railway Signal Company \$77.9 million contract to rebuild signal system on Northeast Corridor between New York and Washington, including new electronic traffic control and color-position lights. (Cinders)
- Aug. ? 1979 N.J. DOT sells 16 ex-PRR P70 coaches to Adirondack Railway Corporation. (Cinders)
- Aug. ? 1979 Concord Township, Delaware County, sues ICC to prevent the Octoraro Railway from reopening the SEPTA-owned line between Wawa and Chadds Ford, citing environmental impact. (Cinders)
- Aug. 16, 1979 Federal Reserve Board increases the discount rate from 10% to 10½%. (WrldAlmnc)
- Aug. 18, 1979 Budd SPV-2000 runs from Buzzards Bay to Boston via Attleboro. (Shappell)
- Aug. 19, 1979 Budd SPV-2000 deadheads from Boston to Philadelphia on No. 191, enroute to Budd plant. (Cinders)
- Aug. 19, 1979 Last runs of experimental PennDOT service between Bethlehem and Allentown; averages only 3 riders per trip. (Shappell, Cinders)
- Aug. 24, 1979 Labor Dept. reports that consumer prices increased 1% in July, the seventh consecutive month of at least 1% increases. (WrldAlmnc)
- Aug. 25, 1979 Penn Central Corporation auctions Lambertville, N.J., station; it eventually becomes an upscale restaurant. (Cinders)
- Aug. 1979 Boston Redevelopment Authority sells South Station to MBTA. (Humphrey)
- Aug. 28, 1979 Failure of second motor-generator at Wayne Jct. at 12:05 PM stops all electric trains on ex-Reading lines; skeletal service continues with diesel push-pull train and RDC's. (Cinders)

- Aug. 29, 1979 Amtrak Board authorizes discontinuance of the *Floridian*, *National Limited*, *Hilltopper*, *North Coast Hiawatha*, *Lone Star* and *Champion*, effective Oct. 1. (Cinders)
- Aug. 29, 1979 Amtrak directors apply Congressional criteria to route evaluations; long-distance trains must carry at least 150 passengers per train-mile at loss of no more than 9 cents per passenger-mile; short distance trains, 80 passengers and 7 cents. (Zimmermann, RyAge)
- Aug. 29, 1979 Federal Railroad Administration imposes 10 MPH restriction on ex-Reading West Trenton Line between Jenkintown and Yardley because of poor tie conditions. (Cinders)
- Aug. 30, 1979 SEPTA resumes limited scheduled service on all ex-Reading electric lines except Chestnut Hill East. West Trenton and Fox Chase using borrowed Conrail diesels; Philadelphia-Newark trains cancelled. (Cinders)
- Aug. 30, 1979 Penn Central Corporation announces the resignation of Pres. & Chief Operating Officer Frank S. Loy, formerly with Victor Palmieri Associates. (PhlInq)
- Aug. 30, 1979 Beloit Corporation takes Pittsburgh & Lake Erie Railroad private. (McLean)
- Aug. 31, 1979 SEPTA resumes limited service on West Trenton-Newark Line. (Cinders)
- Sep. 1, 1979 SEPTA resumes limited Labor Day weekend electric service. (Cinders)
- Sep. 2, 1979 SEPTA station at Glenolden, Pa., gutted by fire. (Shappell)
- Sep. 4, 1979 SEPTA restores full service on ex-Reading electric lines. (Cinders)
- Sep. 7, 1979 PATCO closes Franklin Square station in Philadelphia; had been reopened for the Bicentennial, but was poorly patronized thereafter. (Cinders)
- Sep. 7, 1979 Labor Dept. announces unemployment rose to 6% in Aug. (WrldAlmnc)
- Sep. 8, 1979 One person is electrocuted and a second badly burned when they climb onto the roof of George Pins's private car No. 120 *Pennsylvania* as a prank during a party in Penn Station and come in contact with the catenary. (Cinders, Trains)

- Sep. 11, 1979 USRA releases a report on the future of Conrail, which is now nearing the end of its original \$3.3 billion in Federal funding; presents five options, including selling Conrail in as many as five pieces, and simply ending Federal funding; says as much as \$1.4 billion in additional funding may be needed through 1983 unless ICC rate regulation is lifted and it can abandon about 4,600 route-miles; if this were done it can be made self-sustaining by the end of 1983. (Trains, Cinders)
- Sep. 11, 1979 Conrail and Santa Fe begin North Bergen-Los Angeles piggyback train TV-52/TV-53 running via Streator, Ill., bypassing Chicago; runs non-stop between Perlman Yard and Kansas City except for crew changes. (Guide)
- Sep. 12, 1979 U.S. DOT announces \$50.3 million grant to SEPTA for bus and rail projects, including money to rebuild the power supply system on the ex-Reading lines. (Cinders)
- Sep. 12, 1979 Special committee of Pa. House begins two days of hearings on SEPTA's problems. (Cinders)
- Sep. 13, 1979 Amtrak conducts high-speed "Turboliner" run between Rensselaer and Hoffmans, N.Y.; attempted 110 MPH, attained 104 MPH. (Shappell)
- Sep. 1979 N.J. DOT sells its last P70 coaches for scrap. (Cinders)
- Sep. 1979 Ex-PRR Belvidere Delaware Branch is now torn up between Trenton and Washington Crossing, N.J. (Cinders)
- Sep. 1979 Train shed and tracks of Chicago's Dearborn Station removed; head house is to be incorporated into a new development. (Trains)
- Sep. 1979 EMD unveils its 3,500-HP GP50 and SD50 at Chicago. (Trains)
- Sep. 18, 1979 Federal Reserve Board raises the discount rate a second time from 10½% to 11%; investors flee to precious metals, driving gold prices to new highs, and the dollar's exchange rate falls. (WrldAlmnc, Samuelson)
- Sep. 18, 1979 Gold hits \$378 an ounce. (WrldAlmnc)
- Sep. 19, 1979 Pittsburgh, Youngstown & Ashtabula Railway authorizes sale for scrap of 6.55 miles of line between Rock Creek and East Orwell. (MB)
- Sep. 20, 1979 Work begins on underground four-track Market East Station in Philadelphia, which is to replace Reading Terminal. (SEPTA)

- Sep. 21, 1979 Amtrak operates inspection train between Indianapolis and Chicago over L&N via Crawfordsville to scout proposed new service. (Shappell)
- Sep. 1979 Conrail furloughs 1,000 workers. (Cinders)
- Sep. 26, 1979 Southern Pacific Company, Kansas City Terminal Railway, and Denver & Rio Grande Western Railway take over the viable parts of the Chicago, Rock Island & Pacific Railroad under ICC order; first liquidation and dismemberment of a once-major rail system.
- Sep. 26, 1979 PLM, Inc., merged into Little Miami Railroad. (Compt)
- Sep. 27, 1979 Gold tops \$400 an ounce for the first time. (Trager, WrldAlmnc)
- Sep. 27, 1979 American Society of Civil Engineers installs plaque proclaiming Rockville Bridge a National Historic Civil Engineering Landmark. (Cupper)
- Sep. 28, 1979 Amtrak's *Hilltopper* makes last run over Norfolk & Western Railway line between Washington and Catlettsburg, Ky., via Petersburg and Roanoke. (Trains)
- Sep. 29, 1979 Pres. Carter signs Amtrak Reorganization Act of 1979; authorizes \$701 million for capital projects in FY 1980-1982, the first time Amtrak has been allowed to plan ahead more than one year at a time; authorizes \$912.7 million for FY 1980, \$985 million for FY 1981, and \$329 million for FY 1982; includes \$105 million for new low-level cars for East Coast service; \$62.5 million for converting 158 Heritage cars to head-end power (HEP) and electric heat; \$50.9 million for 59 new diesels with HEP, \$57.2 million for 47 AEM7 electric locomotives; routes are to be cut only 14%, leaving Amtrak about the same size as in 1971; Amtrak is to recover at least 50% of its operating cost from the fare box; Amtrak is freed from most ICC regulation, and the states are not allowed to interfere with Amtrak rates, abandonments or service levels; Amtrak is required to set performance and financial goals and submit an improvement program to Congress and Pres. Carter. (Trains, Wilner, Gallamore, Cinders)
- Sep. 30, 1979 Four-alarm fire burns out five ground-floor stores at Reading Terminal. (Cinders)
- Oct. 1, 1979 In year ending Oct. 1, Amtrak carries a record 21.5 million passengers, up 2.5 million from 1978; ridership is increasing rapidly because of soaring gasoline prices and shortages. (Cinders)

- Oct. 1, 1979 Amtrak reorganization creates new structure of Group VP for Passenger Services & Communications (M.L. Clark Tyler), Group VP for Operations & Maintenance (Thomas P. Hackney), and Group VP for Finance & Administration. (Cinders)
- Oct. 1, 1979 Amtrak restructures service following reduction of subsidy and imposition of Congressional ridership and revenue standards; *National Limited* Nos. 30-31 makes last run; last passenger train over former Panhandle line between Pittsburgh and St. Louis; *Broadway Limited* assumes stops at Lewistown, Huntingdon and Greensburg, and stops at Latrobe and Tyrone discontinued; *Champion* permanently discontinued and St. Petersburg cars added to *Silver Meteor*; *Hilltopper* is also discontinued, ending service on the ex-Norfolk & Western Railway main line; *North Coast Hiawatha* and *Lone Star* are also discontinued. (Cinders, Shappell, Zimmermann)
- Oct. 1, 1979 Amtrak opens new station at Dearborn, Mich., replacing temporary one in use since July 1978. (AmtrakNews)
- Oct. 1, 1979 Conrail cuts rates on certain types of box car freight from Pa. and N.J. points by as much as 35%. (Cinders)
- Oct. 1, 1979 Conrail freight rear-ends a stopped train near Royersford, Pa., at 45 MPH, killing the engineer and conductor of the first train; the engineer is believed to have been incapacitated by fatigue and the conductor by drugs. (Trains)
- Oct. 1, 1979 Ontario Midland Railroad begins operation of former PRR line between Newark and Sodus Point, N.Y., and former NYC lines _____ under lease from State of New York and Wayne County. (, Gunnarsson)
- Oct. 2, 1979 NJ DOT and Amtrak lift peak-hour restrictions for Pope John Paul II's visit to New York City. (Shappell)
- Oct. 3, 1979 Pope John Paul II (1920-2005) visits Philadelphia and celebrates an open-air mass in Logan Circle in front of the Cathedral; SEPTA and Amtrak issue bargain tickets; SEPTA uses all available rail equipment and dispatches trains as soon as loaded. (Cinders, SEPTA)
- Oct. 4, 1979 Budd SPV-2000 demonstrator runs between Harrisburg and Middletown for PennDOT and other officials. (Cinders)
- Oct. 4, 1979 Labor Dept. announces that inflation in Sep. was running at a 17% annual rate, the highest in five years. (WrldAlmnc)
- Oct. 5, 1979 Judge John P. Fullam issues restraining order against the UTU over a

series of wildcat strikes at Conrail yards in Pennsylvania. (Cinders)

- Oct. 6, 1979 Federal Reserve Chairman Paul A. Volcker announces a new program to break inflation, now running at 13.3%, and support the dollar; an increase in the discount rate of 1% to a record 12%, new reserve requirements that will force banks to contract loans; Volcker abandons the concern with unemployment that has governed politics since 1933 and adopts the monetarist approach of economist Milton Friedman (1912-2006) that holds that inflation is simply the result of too much money chasing too few goods; Volcker moves to control the money supply and bank reserves more directly and let interest rates fluctuate; the move to shrink the money supply and dampen inflation produces a short recession and falling stock prices; the announcement is made on a Saturday to give markets time to digest the news. (NYT, WrldAlmnc, Trager)
- Oct. 8, 1979 Panic hits the stock market when Federal Reserve raises discount rate from 11% to 12%; heaviest trading since 1929; Dow falls 13.57 to 884.04; most stocks recover within a week. (NYT)
- Oct. 8, 1979 Last run of the *Floridian* between Chicago and Miami/St. Petersburg; operates over ex-PRR between Chicago and Maynard Jct.; last runs arrive at destinations on Oct. 9; had been extended from Oct. 1 by court order. (Shappell, Trains)
- Oct. 8, 1979 Seventeen ex-PRR P85L Northeast Corridor coaches taken from New Haven yards to Hagerstown; have been purchased by Maryland DOT and are to be rebuilt to reequip ex-B&O commuter service between Washington and Martinsburg, W.Va. (Cinders)
- Oct. 9, 1979 Banks raise their prime loan rate to 14.5%; the Dow Jones industrial average falls 26.45 points. (WrldAlmnc, Trager)
- Oct. 9, 1979 Adirondack Railway Corporation makes first revenue run over entire length from Utica to Lake Placid, N.Y., for press and dignitaries. (Railfan, Trains)
- Oct. 10, 1979 New York Stock Exchange experiences a record 81.6 million-share day as small investors panic. (WrldAlmnc, Trager)
- Oct. 11, 1979 Amtrak displays a full train of the new high-level "Superliner" cars at Chicago Union Station and holds a press run between Chicago Union Station and Lisle, Ill., on the Burlington Northern; go into revenue service on Western routes later in the month. (Trains, Zimmermann)
- Oct. 13, 1979 Last day of Boston-Needham Heights commuter service, suspended to

- permit Southwest Corridor Project and bus substituted. (Humphrey, tt)
- Oct. 15, 1979 Amtrak assigns all HEP equipment to *Lake Shore Limited*. (AmtkNews)
- Oct. 1979 LIRR idled for one week by UTU strike over wages. (Trains)
- Oct. 1979 Senate Appropriations Committee includes language in a Conrail funding bill encouraging electrification from Harrisburg to Pittsburgh/Conway as an energy conservation measure; also an amendment to prevent Conrail from removing track from the ex-DL&W main line between Port Morris, N.J., and Binghamton, N.Y. (Cinders)
- Oct. 1979 Conrail officially retires GG1 No. 4800, "Old Rivets", because of failure of main transformer and cracked frame. (RRMP, Cinders)
- Oct. 1979 Five ex-CNJ RDC's moved from Atlantic City run to North Jersey to reequip a train on the ex-Erie Pascack Valley Line. (Cinders)
- Oct. 1979 Conrail leases experimental GM electric locomotive No. 1976; renumbered Conrail No. 4976; No. 1975, still in regular Conrail freight service is to be renumbered No. 4975. (Cinders)
- Oct. 1979 American Financial Corporation announces a tentative agreement to settle a four-year old suit by dissident stockholders asking that \$17 million allegedly lent to top officers in insider deals be returned to company; defendants other than Carl H. Lindner and his brother Robert D. Lindner (1920-) agree to deliver \$6 million in debentures to AFC and receive common stock. (NYT)
- Oct. 16, 1979 Elywn-to-Philadelphia express No.1718 rear-ends stopped West Chester express No. 0714 on curve at 53rd Street; impact forces No. 0714 into Media local No. 716 standing ahead of it; a trainman on No. 0714 is fatally injured and 441 others injured. (Cinders)
- Oct. 18, 1979 Explosion and fire in a substation near the Civic Center in West Philadelphia shuts down the Amtrak main line and the Media-West Chester line from 4:32 PM to 8:15 PM; caused by a squirrel that crawled into a circuit breaker and was electrocuted. (Cinders)
- Oct. 20, 1979 Samuel T. Freeman & Sons auctions attorney George Pins's collection of railroadians, including PRR silver, china and glassware. (Cinders)
- Oct. 22, 1979 Exxon Corporation announces 3rd quarter profits rose by 119%. (WrldAlmnc)

- Oct. 23, 1979 Amtrak dedicates new station at Dearborn, Mich. (AmtkNews)
- Oct. 24, 1979 Former ___ William G. Pfohl (1906-1979) dies at Wayne, Pa. (wikitree)
- Oct. 26, 1979 Amtrak discontinues the *Beacon Hill*, Providence-New Haven local. (see above)
- Oct. 26, 1979 Last run of Chicago-Valparaiso locals under Conrail operation; Conrail returns leased Norfolk & Western Railway coaches. (Shappell)
- Oct. 26, 1979 Norfolk & Western Railway and Southern Railway break off merger talks. (Trains)
- Oct. 28, 1979 Amtrak closes ex-NYC Buffalo Central Terminal in favor of a small station (trailer) in suburban Cheektowaga/Depew (Dick Road), which opens on Oct. 29; Buffalo-Toronto service terminates at Exchange Street. (AmtkNews, Shappell)
- Oct. 28, 1979 Amtrak restores track on old Boston & Albany main between Rensselaer and Post Road, N.Y., removed in 1972, to avoid detour and back-up move over freight line via Castleton Jct.; number of "Metroliner Service" round trips increased from 12 to 14. (Railfan,)
- Oct. 28, 1979 Amtrak begins operating Empire Service "Turboliners" at speeds over 100 MPH; cuts 10-30 minutes from schedules. (AmtkNews)
- Oct. 28, 1979 Schedule of eastbound *Broadway Limited* made three and a half hours later, permitting overnight service between Chicago and Pittsburgh and daylight service between Pittsburgh and New York; eliminates the need for one of four train sets. (Cinders)
- Oct. 28, 1979 Amtrak begins giving individual train names to "Clockers," including *Manhattan Limited* (No. 252), *Gotham* (No. 254), *Big Apple* (No. 204), and *Rittenhouse* (No. 227); Nos. 200-223 and 210-225 use Amfleet equipment, No.s 202-219 uses Heritage cars, and the rest are "Jersey Arrow II's." (Cinders)
- Oct. 28, 1979 Amtrak establishes "Ardmore Connection" for New York-Harrisburg trains No. 42-43 *Valley Forge*, permitting direct service from Main Line to New York, with connections from SEPTA; runs via New York-Pittsburgh Subway. (Shappell)
- Oct. 28, 1979 Amtrak coaches and lounge cars replace Southern Railway cars on the *Crescent*; Southern Railway diners and sleeping cars remain. (Cinders)

- Oct. 28, 1979 Amtrak begins first long-distance “Superliner” runs with re-equipped *Empire Builder* between Chicago and Seattle. (Trains)
- Oct. 28, 1979 Amtrak fares increased 7% to meet inflation and increased fuel prices. (Trains)
- Oct. 29, 1979 Amtrak reopens 12.6 miles of the old Boston & Albany Railroad main line between Rensselaer and Post Road, eliminating a backup move onto the Castleton cutoff freight line. (Trains)
- Oct. 29, 1979 Amtrak assumes operation of Chicago-Valparaiso locals from Conrail; 12 ex-C&NW bi-levels assigned to these trains and Detroit-Jackson *Michigan Executive*. (Shappell - Cinders implies Valpo locals became Amtrak on 10/1; to avoid turning at Valpo, run with a F40PH at one end and an E9 at the other)
- Oct. 29, 1979 Amtrak inaugurates __ between Chicago and Indianapolis via ex-Monon-Peoria & Eastern route through Lafayette and Crawfordsville. (Cinders - verify)
- Oct. 30, 1979 Conrail reports a \$40 million loss in the third quarter after a profit in the second. (NYT)
- Oct. 30, 1979 New DeWitt Yard dedicated at Syracuse; first computer controlled hump yard without a retarder tower or retarder operation. (Shappell, SIA)
- Fall 1979 SEPTA experiences a severe funding crisis compounded by a high level of failures of old and under-maintained equipment; operating ratio of city transit lines is 50% and of commuter rail 39%. (AR)
- Nov. 1, 1979 Federal government makes a \$1.5 billion guaranteed loan to Chrysler Corporation. (AmrcnDcds)
- Nov. 2, 1979 Last day of service at old Back Bay Station, Boston; head house is to be demolished and replaced. (Humphrey)
- Nov. 3, 1979 Southwest Corridor Project begins at Boston; constructing a new depressed right-of-way for the ex-New Haven service between Back Bay Station and Readville and replacing Orange Line elevated; all Northeast Corridor and commuter service rerouted over former New York & New England between Readville and South Station; Back Bay Station closed except for shuttle trains from South Station; service continues on adjacent ex-NYC lines which have no platforms at Back Bay Station. (Humphrey, Shappell, Barrett)

- Nov. 4, 1979 Iranian "students" acting with the support of elements of the revolutionary government seize the American Embassy in Teheran and take 66 staff members hostage in response to the U.S. allowing the deposed Shah Mohammed Reza Pahlavi to enter the U.S. for treatment of his terminal cancer; 13 black and woman hostages are soon released as an anti-imperialist gesture, and a fourteenth is released in July 1980 for severe illness; the remaining 52 hostages are held a total of 444 days; one of the imprisoned diplomats is economic and commercial officer Moorhead Kennedy (1930-), grandson of the late PRR VP Moorhead C. Kennedy; the Shah is forced to seek refuge in Panama in Dec., but the hostage crisis drags on; the Ayatollah Khomeini adroitly uses the crisis to entrench his regime and purge moderates while continuing to humiliate Pres. Carter, making him look weak and ineffectual, and contributing to his growing unpopularity and eventual repudiation by the voters in 1980. (WrlldAlmnc, wiki, Kirshon)
- Nov. 6, 1979 PCC Holdings, Inc., incorporated in Del. (Compt)
- Nov. 6, 1979 N.J. voters approve \$475 million transportation bond issue which includes \$150 million for improvements in rail and bus service. (Cinders)
- Nov. 7, 1979 Dow Jones industrial average peaks at 976.67, up from 805.51 in Dec. 1977, then falls abruptly. (Trager)
- Nov. 7, 1979 First 2 of 46 new PATCO cars built by Canadian Vickers delivered to Lindenwold; are outwardly identical to original 75 Budd cars. (Cinders)
- Nov. 9, 1979 Adirondack Railway Corporation runs a pre-Olympic tour from Utica to Lake Placid, returning on Nov. 11; plans to run weekends until Feb. 14, 1980, and then daily for the two weeks of the Winter Olympics. (NYT)
- Nov. 13, 1979 Amtrak operates an inspection train between Hoboken and Scranton over ex-DL&W line, parts of which are out of service, in responding to Pa. request for 403 (b) weekend service for Pocono resorts. (Cinders)
- Nov. 13, 1979 At request of State of New York, ICC reopens N&W-Nickel Plate-Wabash unification case to receive evidence on the status of the Delaware & Hudson Railway; New York wants D&H merged into N&W. (AR)
- Nov. 15, 1979 SEPTA reduces 52nd Street-Manayunk line to a single track between "JEFF" and "MAN"; all trains will hereafter operate on the eastbound track. (Cinders)

- Nov. 15, 1979 General Electric Company has returned 31 of 37 rebuilt “Metroliners”; no plans to rebuilt the remaining 24 cars. (MrkrLmp)
- Nov. 1979 Amtrak and Harrisburg Redevelopment Authority announce agreement under which Amtrak will lease the Harrisburg train and bus station to the HRA for 30 years, and they will renovate it at a cost of \$6.2 million. (Cinders)
- Nov. 1979 Conrail ends electric operation of Niagara Junction Railway, retiring center-cab electric locomotives. (Railfan)
- Nov. 1979 Conrail announces it will lay off an additional 1,550 workers. (Cinders)
- Nov. 1979 Penn Central Corporation begins lawsuit against Reliance Group, Inc., and its CEO Saul P. Steinberg, who own large blocks of PC securities and senior bonds of the bankrupt New Haven, which in turn owns even more PC securities. (NYT)
- Nov. 1979 U.S. Secretary of Transportation Neil Goldschmidt is quoted as saying that if Philadelphia Mayor-elect William Green decides to support Sen. Edward Kennedy for Pres. in 1980, it may affect the city’s application for \$120 million in transit aid. (Cinders)
- Nov. 16, 1979 Amtrak moves its Pittsburgh ticket office moves from the old head house to Conrail's Armco building under the train shed. (Shappell)
- Nov. 20, 1979 Conrail orders its last 17 GG1's withdrawn from service and collected at Wilmington. (Railfan, Cinders)
- Nov. 21, 1979 Bus service substituted for RDC’s between Tuckahoe and Ocean City/Cape May to permit further track repairs. (Cinders)
- Nov. 22, 1979 Nos. 4859 & 4887 are last Conrail GG1's in revenue service on train ENWI-1 from Enola to Edge Moor Yard; leaves 39 GG1's owned by Amtrak, 8 of which are pending retirement, and Nos. 4872-4884 owned by NJ DOT in Penn Station-South Amboy service. (Cinders, Railfan, Trains)
- Nov. 27, 1979 United States Steel Corporation announces it will cut 13,000 jobs, close 10 plants and parts of 6 others. (HistPitts, Kirshon)
- Nov. 28, 1979 SEPTA Board members Lawrence Stoltz of Philadelphia and G. Roger Bowers and James McHugh of Bucks County veto resolutions to give General Manager David L. Gunn more power to hire assistants and set salary levels without Board approval after the Board passes them 6-3. (Cinders)

- Nov. 29, 1979 After a meeting with Pres. Carter, Philadelphia Mayor-elect William Green states the Carter has assured him that the city will receive a fair hearing on its transit aid proposals if he decides to support Sen. Kennedy against Carter for Pres. in 1980. (Cinders)
- Nov. 29, 1979 Western Maryland Railway trains begin operating over B&O between Cherry Run and Baltimore as well as between Connellsville and Cherry Run. (Trains)
- Nov. 30, 1979 Winfield Railroad abandoned when Conrail raises the rent and the Penn Dixie Cement Company refuses to pay it. (JCLines)
- Dec. 1, 1979 Amtrak operates 3 trains to 80th Army-Navy Game at JFK Stadium. (Shappell)
- Dec. 7, 1979 U.S. DOT requests an additional \$75 million for the Northeast Corridor. (NYT)
- Dec. 8, 1979 UTU strikes LIRR at 12:01 AM. (NYT)
- Dec. 10, 1979 ConnDOT resumes rail commuter service on Waterbury Branch after making \$750,000 repairs. (Shappell)
- Dec. 11, 1979 New Jersey Transit Corporation (NJTransit) assumes responsibility for all N.J. commuter rail and bus subsidy programs from old NJ DOT Commuter Operating Agency; owns 486 miles of track operated by Conrail, 107 locomotives, 969 passenger cars, over 130 stations, and 1,637 buses. (Shappell, Railfan)
- Dec. 13, 1979 Gov. Richard L. Thornburgh signs a bill transferring the former PRR historical collection of equipment (28 locomotives and cars) to the Commonwealth; they are to be taken at their appraised value of \$1.2 million in return for forgiveness of an equal amount of unpaid taxes owed by Penn Central Corporation; collection, already housed at the Railroad Museum at Strasburg, includes the Cumberland Valley Railroad *Pioneer* of 1855 and the working *John Bull* and John Stevens locomotive replicas. (Cinders)
- Dec. 14, 1979 Pres. Carter appoints an Emergency Board and orders the striking LIRR trainmen back to work. (NYT)
- Dec. 14, 1979 Conrail abandons ex-PRR line between Lake Jct. near Hammond and Clarke Jct. in favor of ex-NYC line between same points; Amtrak reroutes *Broadway Limited* (Dec. 11) and Valparaiso locals (Dec. 14); ex-PRR stations at Indiana Harbor and Whiting discontinued and new

- Valpo stops established at Whiting and East Chicago on NYC.
(Shappell,)
- Dec. 1979 Transportation Center at 6 Penn Center, housing Conrail's headquarters and Greyhound bus terminal, is sold. (Cinders)
- Dec. 1979 At request of Rep. James J. Florio (Dem.-N.J.), USRA has agreed to study ways of increasing rail competition in Northeast by bringing in other railroads to compete with Conrail, particularly in N.J. (Cinders)
- Dec. 1979 Amtrak retires ex-NYC T3 electric locomotive No. 4678. (Cinders)
- Dec. 1979 Ex-Southern Railway E8s Nos. 6903, 6904, 6907 and 6908 arrive at Elizabethport Shops for NJ Transit service on former NY&LB runs between South Amboy and Bay Head Jct. (Cinders)
- Dec. 16, 1979 Toledo, Peoria & Western Railroad completes upgrading and crews run through between Logansport and Peoria. (Stringham)
- Dec. 16, 1979 Penn Michigan, Inc., incorporated to oversee liquidation of Fort Wayne & Jackson Railroad. (Compt)
- Dec. 17, 1979 LIRR service restored after UTU strike ended by presidential order. (NYT, Shappell)
- Dec. 17, 1979 Amtrak reroutes New York-Harrisburg No. 43 from New York-Pittsburgh Subway to lower level of 30th Street. (Shappell)
- Dec. 18, 1979 Marathon Manufacturing Company merged into PCC Holdings, Inc. (Compt)
- Dec. 1979 Amtrak Board authorizes retiring three United Aircraft "TurboTrains", out of service for three years because of high maintenance costs. (AmtkNews)
- Dec. 21, 1979 PCC Holdings, Inc., sells assets to new Marathon Manufacturing, Inc. (Compt)
- Dec. 23, 1979 Second section of eastbound *Broadway Limited* derails at ""SG" Tower near Johnstown. (Shappell)
- Dec. 27, 1979 Mackinac Transportation Company dissolved. (MB)
- Dec. 28, 1979 Former Atlantic City Railroad/CNJ station at Winslow Jct., N.J., destroyed by fire. (Cinders)

Dec. 28, 1979 Workers at Ambridge, Pa., plant of United States Steel accept pay cut to keep plant open. (HistPitts)

Dec. 28, 1979 Mahoning & Shenango Valley Railroad, ex-NYC subsidiary, dissolved. (MB)

Dec. 31, 1979 Penn Central Corporation deeds Historical Equipment Collection to Railroad Museum of Pennsylvania for \$1.2 million in tax forgiveness.

Dec. 31, 1979 Penn Central Company, the old holding company, dissolved. (PaCorps)

Dec. 31, 1979 Erie & Pittsburgh Railroad Company, Pittsburgh, Youngstown & Ashtabula Railway Company, Connecting Railway Company, Pennel Company, Pennndiana Improvement Company, New York Central Development Company merged into Penn Central Corporation. (MB, Moodys)

Dec. 31, 1979 Winfield Railroad dissolved. (Compt)

Dec. 31, 1979 Dow Jones industrial average closes at 838.74, down from 976.67 in Nov., but higher than the close in 1977. (Trager)

Dec. 31, 1979 The price of gold reaches \$524 an ounce, up 132% during the year, as investors flee to the security of precious metals. (AmrcnDcde, Samuelson)

1979 Inflation rate hits 13.3% for the year, the biggest consumer price index increase in 33 years. (Samuelson)

1979 U.S. rail passenger traffic hits 10-year high of 11.3 billion passenger-miles, up from a low of 8.6 billion in 1972. (AAR)

1979 Conrail posts \$178 million loss, down sharply from 1978, but entirely due to rate increases; no traffic growth. (CR)

1979 Carter Administration reviews Amtrak performance; redirects scope of Northeast Corridor Improvements, including postponement of electrification east of New Haven.

1979 NJ Transit acquires 486 miles of track and most commuter stations from Conrail; (which lines?)

1979 Work begins on 8 Penn Center, a 20-storey office at 17th & Kennedy Boulevard, occupying the space of the former skating rink. (Cinders)

1979 30th Street Station placed on National Register of Historic Places.

(Amtk - see 1978)

- 1979 Conrail removes former Mont Alto branch between Chambersburg and Waynesboro, Pa. (Watts)
- 1979 Conrail installs CTC with double track and reverse signaling on Pittsburgh Division main line between Pittsburgh and Johnstown.
- 1979 Conrail abandons hump yard at Pitcairn.
- 1979 Ex-Cincinnati, Lebanon & Northern Railway line abandoned and taken up between Centerville and Lytle. (Hauck)
- 1979 “Van” Station in Logansport razed. (Strauch)
- 1979 City of New York wins a \$72 million damage award against Pullman, Inc., and Rockwell International for defects in an order of 754 subway cars. (Trager - prob. 1980)
- 1979 Bi-Modal Corporation makes preliminary tests of its “RoadRailer” system of truck trailers mounted directly on railroad wheels over Richmond, Fredericksburg & Potomac Railroad. (AR)
- 1979 Regional Transportation Authority assumes responsibility for Norfolk & Western Railway commuter service between Chicago, and Oreland Park; RTA provides all equipment and adds a second round trip. (N&W AR)
- 1979 Detroit & Mackinac Railway purchases 72 miles of the Penn Central line between Sallings and Mackinaw City, Mich.; also becomes the designated operator for the State of Michigan of the ex-Penn Central line between Linwood and Sallings. (railroadmichigan.com)
- 1979 State of Michigan contracts with Detroit & Mackinac Railway to provide train service to ferry *Chief Wawatam* at Mackinaw City. (Carferries.com)