

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

**By Christopher T. Baer**

**1980-1989**

**April 2015 Editon**

**All data subject to correction and change**

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| Jan. 1, 1980  | Conrail establishes an employee stock ownership plan. (Cinders)  |
| Jan. 5, 1980  | USRA study reports that Conrail's commuter service on the Hudson and Harlem Lines may collapse unless rolling stock is completely repaired; poor equipment is the primary cause of delays. (NYT) |
| Jan. 7, 1980  | MBTA announces a \$3.5 million project to rehabilitate the old Boston & Albany Railroad main line between Boston and Framingham. (MBTA)  |
| Jan. 7, 1980  | Pres. Carter signs \$1.5 billion in loan guarantees to Chrysler Corporation to save it from bankruptcy. (AmrcnDcads)   |
| Jan. 8, 1980  | Union Pacific Corporation announces an agreement to acquire the Missouri Pacific Railroad. (Trains)  |
| Jan. 12, 1980 | Conrail announces it has received nearly 4,000 responses to a riders' poll on Hudson, Harlem and New Haven Lines, most of which are negative. (NYT)  |
| Jan. 14, 1980 | Presidential Emergency Board recommends granting LIRR workers 12% wage increase over 3 years; rejected by MTA and New York City, who fear that all public employees will demand the same. (NYT)  |
| Jan. 15, 1980 | Work begins on NY&LB electrification.  |
| Jan. 1980     | Armed police are put on LIRR trains for the first time to cope with an increase in muggings and stonings. (NYT)  |
| Jan. 1980     | "Metroliner" service now operates with four rebuilt "Metroliner" sets  |

making six round trips daily, one trip, Nos. 108-117, with “Amfleet” cars, and the rest with un-rebuilt “Metroliners.” (MrkrLmp)

- Jan. 1980 Federal Railroad Administration tests a 4-wheel British Leyland railbus on MBTA and Amtrak lines out of Boston. (Railfan)
- Jan. 1980 Six-month recession begins. (NBER)
- Jan. 1980 The price of gold hits a high of \$875 an ounce with predictions it might reach \$2,000 because of inflation. (Trager)
- Jan. 1980 14 ex-Reading “Blueliner” MU cars are now assigned to the Media Line. (Cinders)
- Jan.? 1980 First of six ex-Southern Railway E8's formerly used on the *Southern Crescent* purchased by N.J. DOT are placed on commuter service on NY&LB, still in Southern green and white. (Trains)
- Jan. 19, 1980 No. 900, first of 47 Amtrak AEM7 electric locomotive, arrives at Wilmington Shops from La Grange. (AmtnNews, Railfan)
- Jan. 20, 1980 Three of four East River Tunnels blocked for two hours by tie fire and stalled Amtrak train. (NYT)
- Jan. 21, 1980 Conrail installs SMART system-wide telephone network. (Shappell)
- Jan. 22, 1980 Pennsylvania Tunnel & Terminal Railroad Board approves sale of interest in 2 Penn Plaza. (MB)
- Jan. 23, 1980 Amtrak Class AEM7 electric locomotive No. 900 makes first test run from Wilmington to Perryville and return. (Cinders, Railfan, Trains)
- Jan. 23, 1980 *New York Times* survey of commuter railroads finds ridership has increased 10-15% since 1979 gas crisis; there has been no increase in equipment, so that trains are overcrowded. (NYT)
- Jan. 25, 1980 Federal court orders liquidation of Chicago, Rock Island & Pacific Railway. (Trains, Young)
- Jan. 28, 1980 Work begins on Center City Commuter Connection between Suburban Station and 12th Street. (SEPTA)
- Jan. 30, 1980 Amtrak Board approves \$11.8 million to rebuild tracks between Chicago and Indianapolis via Crawfordsville to permit a 4:30 schedule. (Shappell)

- Feb. 1, 1980 Gov. Richard Thornburgh (1932- ) announces he will support increased state funding for SEPTA. (Cinders)
- Feb. 3, 1980 Amtrak restores the *Beacon Hill*, New Haven-Boston local.
- Feb. 4, 1980 Amtrak extends Philadelphia-Washington *Chesapeake* from 30th Street Station to Suburban Station. (Shappell)
- Feb. 5, 1980 Bond markets collapse, sending interest rates on Treasury bills to 11.98% and private sector bonds as high as 12.7%, the highest in history; financial markets have concluded that the government is abandoning its fight against inflation and that high inflation is now so embedded in the economy that business can no longer count on stable financing through long-term bonds. (NYT)
- Feb. 6, 1980 Penn Central Corporation reports 4<sup>th</sup> quarter 1979 earnings up 24.5% to \$6.6 million. (NYT)
- Feb. 6, 1980 Amtrak spokesman reports that elevated levels of cancer-causing polychlorinated biphenyls (PCBs) have been found in the blood of 25 Amtrak workers; more employees are to be tested; PCBs are used in cooling oils in transformers on electric locomotives and MU cars' PCB remediation will soon be a major issue for rolling stock and terminals where electric equipment was serviced. (NYT)
- Feb. 7, 1980 N.Y. DOT announces \$10 million program for more parking lots at LIRR stations. (NYT)
- Feb. 8, 1980 In order to thwart a UTU strike set for Feb. 13, the MTA reincorporates the LIRR as a "public-benefit subsidiary corporation" which will supposedly bring it under the state's Taylor Law barring strikes by public employees instead of the U.S. Railway Labor Act; UTU mounts a court challenge. (NYT)
- Feb. 8, 1980 MTA announces plans to extend electrification from North White Plains to Brewster on the Harlem Line. (NYT)
- Feb. 11, 1980 Conrail begins diverting freight trains (two round trips to Potomac Yard: PYSE-A, PYSE-B, CRPY and SEPY) from the Northeast Corridor between "ZOO" and Newark, N.J., in favor of the former Reading-Lehigh Valley route to Oak Island Yard; only local freights will remain on Corridor; done to avoid Amtrak's per car fees. (Cinders, Railfan)
- Feb. 11, 1980 Penn Central Corporation reports that a subsidiary has purchased 1.83 million shares of PC common from the Reliance Insurance Company

for \$48 million; this represents the entire holding of PC voting securities once held by the Reliance Group, Inc., and its Pres. Saul P. Steinberg; this ends a dispute between PC and its Chairman Richard Dicker on the one side and Steinberg on the other; a suit brought by PC against Reliance and Steinberg will now be withdrawn; Reliance still owns a majority of the senior bonds of the New Haven, which owns a huge block of PC securities from the 1969 sale of the New Haven Railroad. (NYT)

- Feb. 12, 1980      Conrail reports 4<sup>th</sup> quarter 1979 loss of \$48.5 million, \$11.5 million less than in 4<sup>th</sup> quarter of 1978. (NYT)
- Feb. 12, 1980      XII Winter Olympics begin at Lake Placid, N.Y.; run through Feb. 24; Adirondack Railway operates connecting service over ex-NYC line between Utica and Lake Placid; uses rebuilt ex-PRR P70 coaches. (Shappell, Railpace)
- Feb. 13, 1980      Penn Michigan, Inc., merged into Fort Wayne & Jackson Railroad. (Compt)
- Feb. 15, 1980      Amtrak "Turboliners" begin operating between Croton-Harmon and Albany-Rensselaer with third rail shoes in down position. (Shappell)
- Feb. 15, 1980      First Amtrak AEM7 No. 900 arrives in Philadelphia from Wilmington for tests on high-speed track between New Brunswick and Trenton. (Cinders)
- Feb. 15, 1980      Last run of snack bar service on ex-Reading RDC trains between Philadelphia and Newark. (Cinders)
- Feb. 15, 1980      Federal Reserve Board raises the discount rate from 12% to a record 13%. (NYT)
- Feb. 1980          MTA amends the articles of incorporation of the Long Island Rail Road Company (LIRR), converting it to a public benefit corporation. (MTA AR)
- Feb. 1980          Conrail officially retires its last 11 GG1's. (Cinders)
- Feb.? 1980        Conrail removes electrification on Niagara Junction Rail\_\_\_. (Trains - see 1979)
- Feb. 1980          Conrail completes two-year rebuilding of former CNJ Allentown Yard. (Cinders)
- Feb. 1980          Amtrak and USRA release report identifying 13 additional corridors

with potential for high-speed passenger rail service, including Chicago-Cincinnati, Chicago-Cleveland, Chicago-Detroit, Chicago-St. Louis, New York-Buffalo and Washington-Richmond. (AR, Cinders)

- Feb. 1980 Amtrak reaches out-of-court settlement with Federal government for PCB exposure at Wilmington Shops; will pay fine of \$3,900 instead of \$46,800 and develop new safety procedures; Conrail is to begin testing employees at Paoli and Enola Shops for PCB exposure. (Cinders)
- Feb. 1980 Amtrak Board approves \$3.6 million in track, signal and bridge improvements between Philadelphia and Harrisburg. (Cinders)
- Feb. 1980 Attorney George Pins has sold his entire collection of private cars once stored at 30<sup>th</sup> Street Station; No. 120 *Pennsylvania* sold to a Florida businessman. (Cinders)
- Feb. 19, 1980 Federal Reserve Chairman Paul A. Volcker outlines his goal for reducing the money supply for the Senate Banking Committee. (NYT)
- Feb. 22, 1980 Conrail authorizes Amtrak to demolish Glenolden station, gutted by fire on Sep. 2, 1979; SEPTA later provides a trailer for ticket office on northbound side. (Shappell)
- Feb. 22, 1980 International Trade Commission rejects claim by Budd Company that its foreign competitors are dumping cars and parts on the American market. (NYT)
- Feb. 22, 1980 Morgan Guaranty Trust Company raises its prime rate from 15<sup>3</sup>/<sub>4</sub>% to 16<sup>1</sup>/<sub>2</sub>%; largest one-day increase in a decade. (NYT)
- Feb. 25, 1980 Preliminary U.S. DOT report recommends certain “emerging corridors” for increased frequency and speed of Amtrak service. (Zimmermann)
- Feb. 26, 1980 Conrail sells GG1 No. 4800 ("Old Rivets") to Lancaster Chapter NRHS for display at Railroad Museum of Pennsylvania at a ceremony in Wilmington. (Cinders)
- Feb. 26, 1980 Amtrak’s first AEM7 No. 900 hits 125 MPH on test train between New Brunswick and Trenton. (AmtrakNews)
- Feb. 27, 1980 Amtrak orders 150 second-generation “Amfleet II” cars (125 coaches and 25 food service) for long-distance trains in East and South; the “Amfleet II” cars have single vestibules, fewer seats and greater leg-room than the “Amfleet I” cars, and are used on long-distance trains. (Shappell, NYT, Wilner)

Feb. 27, 1980 SEPTA Board approves a 10% commuter rail fare increase effective Apr. 1. (Cinders)

Feb. 28, 1980 House Subcommittee on Transportation & Commerce chaired by James J. Florio ( - ) of N.J. calls on U.S. DOT to follow up on its study of 13 potential rail passenger corridors which can be upgraded for 80+ MPH running; first-ranked is New York-Albany-Buffalo, followed by Los Angeles-San Diego. (NYT)

Feb. 28, 1980 Amtrak orders an additional 17 AEM7's to be fabricated by EMD, making a total of 55. (Zimmerman)

Feb. 28, 1980 First Bombardier-built Amtrak LRC 2,700-HP locomotive No. 38 begins testing in Quebec. (Railfan)

Feb. 29, 1980 John M. Sullivan, head of the Federal Railroad Administration, Amtrak Pres. Alan S. Boyd and Senators Claiborne Pell and Charles Mathias call for \$750 million increase in \$1.75 billion authorization for upgrading Northeast Corridor for 125 MPH operation. (NYT)

Feb. 29, 1980 On order of bankruptcy court, Chicago, Milwaukee, St. Paul & Pacific Railroad abandons 4,600 miles including all track from Miles City, Mont., to the Pacific in a bid to save the rest of the system. (Trains)

Mar. 1, 1980 Experimental EMD electric locomotive No. 4976 on Conrail TV-4 is commandeered to haul *Broadway Limited* No. 40 from Lancaster to 30<sup>th</sup> Street after GG1 No. 4915 breaks down. (Cinders)

Mar. 4, 1980 First Amtrak AEM-7 completes road tests with run between Washington and Harrisburg.

Mar. 4, 1980 Federal courts rule that LIRR employees have a right to strike and are not subject to the Taylor Law that bars strikes by public employees. (NYT)

Mar. 6, 1980 Conrail reports a 7.3% increase in passengers in 1979 for a total of almost 47 million, largest number since 1960. (NYT)

Mar. 7, 1980 Prime rate rises to a record 17<sup>3</sup>/<sub>4</sub>%. (NYT)

Mar. 10, 1980 Conrail GG1 No. 4800 "Old Rivets" delivered to Railroad Museum of Pennsylvania at Strasburg. (Cinders - Trains has 3/8)

Mar. 11, 1980 Budd Company loses contract for 110 Broad Street Subway cars to Kawasaki. (Cinders)

- Mar. 13, 1980 First Amtrak AEM7 makes test run to Downingtown. (Cinders)
- Mar. 14, 1980 Banks raise the prime rate to 18½%; Federal Reserve creates a first-ever 3% surcharge on the discount rate for banks with deposits over \$500 million. (NYT)
- Mar 14, 1980 In a television press conference, Pres. Carter attacks growing consumer debt and lays out his own anti-inflation program, including spending cuts and credit controls on bank lending and credit cards; it exempts home and auto loans, the two biggest classes of consumer credit; in one of a growing number of gaffes that will combine to puncture Carter's credibility, he fails to read the whole speech because two pages are stuck together. (NYT, Samuelson)
- Mar. 15, 1980 "Friends of GG1 4800" meet at Strasburg to plan fund-raising campaign to repay loan to purchase the locomotive from Conrail and to repaint it in Brunswick green with wide pinstripes as it appeared on its inaugural run between Philadelphia and Washington in 1935. (Cinders)
- Mar. 15, 1980 Amtrak begins selling unreserved coach tickets through Ticketron outlets. (Shappell)
- Mar. 15, 1980 Former Reading and Lehigh Valley Railroad Pres. Revelle W. Brown (1883-1980) dies at Philadelphia. (Trains)
- Mar. 15, 1980 Last train on the Chicago, Milwaukee, St. Paul & Pacific Railroad leaves Tacoma for the East. (Trains)
- Mar. 1980 Reacting to ballooning interest rates, Dow Jones average falls 8% for the month.
- Mar. 1980 LIRR completes track improvements, including welded rail, on Port Washington Branch. (NYT)
- Mar. 1980 PennDOT asks Amtrak to study Section 403 (b) passenger service between Philadelphia and Scranton and between New York and Harrisburg via Allentown. (Cinders)
- Mar.? 1980 General Electric completes rebuilding of \_\_\_ "Metroliners." (Cinders)
- Mar. 1980 Amtrak awards contract to resignal the Northeast Corridor between New York and Boston to Westinghouse Air Brake Company for \$45.6 million. (Cinders)
- Mar. 1980 Detroit, Toledo & Ironton Railroad transfers the stocks of the Ann Arbor Railroad to the Pennsylvania Company. (Moody's)

Mar. 1980? State of Maryland issues new plan for rail operations on the Eastern Shore calling for the abandonment of the Clayton-Easton branch. (Cinders)

Mar. 1980 Federal Railroad Administration again shuts down Adirondack Railway for safety violations. (Cinders, Railfan)

Mar. 1980 Former New Haven Pres. Howard S. Palmer (1885-1980) dies at home at New Haven. (nhrhta)

Mar. 17, 1980 In the first full day of trading after Pres. Carter's speech, short-term interest rates decline. (NYT)

Mar. 17, 1980 Amtrak places first all-electric HEP consist on *Broadway Limited*; first run eastbound from Chicago. (Cinders, )

Mar. 18, 1980 Prime rate rises to a record 19%, the sixth increase since Feb. 15. (NYT)

Mar. 20, 1980 ICC orders the Regional Transportation Authority to operate the former Rock Island Chicago commuter lines; RTA initially contracts with the Chicago & North Western Railway to provide the service. (RTA)

Mar. 21, 1980 Heavy rain and gale-force winds halt all LIRR evening rush hour service out of Penn Station for 20 minutes. (NYT)

Mar. 22, 1980 MBTA extends Red Line rapid transit line from Quincy to Braintree, Mass., along former New Haven right-of-way. (MBTA, Humphrey)

Mar. 23, 1980 Senate Commerce Committee reports bill to deregulate rail rates. (NYT)

Mar. 24, 1980 Penn DTI Corporation organized by Penn Central Corporation to oversee liquidation of Detroit, Toledo & Ironton Railroad. (Compt)

Mar. 25, 1980 Detroit, Toledo & Ironton Railroad merged into Penn DTI Corporation. (Compt)

Mar. 25, 1980 MTA contracts for extending electrification from North White Plains to Brewster.

Mar. 26, 1980 U.S. Secretary of Transportation Neil E. Goldschmidt threatens to recommend that Pres. Carter veto the House railroad assistance bill because of provision for \$1 billion to develop new rail corridors; approves portion that would appropriate an additional \$750 million for



- the Northeast Corridor Improvement Project. (NYT)
- Mar. 27, 1980 Price of silver falls \$5 an ounce as the year-long scheme of Texas oilmen Nelson Bunker Hunt (1926- ) and William Herbert Hunt to corner the silver market collapses. (Kirshon)
- Mar. 28, 1980 Last run of Conrail freight service between Wassaic and Millerton on the ex-NYC Harlem Line. (Grogan)
- Mar. 31, 1980 Amtrak contracts with the Budd Company for 150 “Amfleet” cars, 125 coaches and 25 dinette-lounge cars; coaches are to have 56 leg rest seats and one vestibule. (AR, MrkrLmp)
- Mar. 31, 1980 U.S. House approves Rock Island assistance bill with amendment that would spend \$105 million for preliminary work to develop 13 more high-speed rail corridors and add \$750 million for Northeast Corridor. (NYT)
- Mar. 31, 1980 Chicago, Rock Island & Pacific Railway ceases operation; at 7,500 miles it is the largest U.S. rail abandonment; portions are taken by solvent railroads. (Trains)
- Mar. 31, 1980 Pres. Carter signs the Depository Institutions Deregulation & Monetary Control Act deregulating the banking industry; includes gradually phasing out the cap on interest rates on passbook savings accounts over 6 years, overriding state limits on mortgage interests, allowing checking accounts to earn interest, and raising the FDIC insurance limit from \$40,000 to \$100,000. (NYT)
- Apr. 1, 1980 New York transit strike begins despite injunction obtained by MTA and fear union demands will bankrupt the city; Conrail/MTA carries 50,000 additional passengers with extra trains between Grand Central and the Bronx; Conrail passengers are stranded for an hour by a power failure on the first evening rush hour of the strike. (NYT, Shappell)
- Apr. 1, 1980 Trackmen represented by the Teamsters Union strike the LIRR; part of a power struggle between the Teamsters and the UTU. (NYT)
- Apr. 1, 1980 SEPTA increases fares 10% and restructures fare zones from 27 to 12 to equalize fares on ex-Reading and ex-PRR lines. (Shappell, Cinders)
- Apr. 1, 1980 Sen. Howard W. Cannon (D-Nev.), Chairman of the Commerce Committee, says there will be no conference with the House on the Rock Island aid bill until the House drops the amendment appropriating \$105 million for the development of passenger corridors. (NYT)

- Apr. 1, 1980 U.S. Senate passes bill to deregulate railroad freight rates by 91-4; opposed by coal companies who claim utilities will pass along rate increases in the form of higher electric bills. (NYT)
- Apr. 1, 1980 Freight rates increased 4%. (NYT)
- Apr. 2, 1980 Pennsylvania Company accepts Grand Trunk Western's offer to buy all stock of Detroit, Toledo & Ironton Railroad for \$25.2 million, plus \$228,000 per month between May 1 and final consummation of sale. (NYT- was purchase through Grand Trunk Corporation? was DT&I already merged out of existence?)
- Apr. 2, 1980 Prime rate peaks at a record 20%, then falls sharply as consumer spending drops. (NYT)
- Apr. 2, 1980 Pres. Carter signs a windfall profits tax on oil company revenues. (Kirshon)
- Apr. 3, 1980 LIRR resumes service after trackmen call off 31-hour strike; number of morning rush-hour passengers 75% of normal; chaos ensues during evening rush as many commuters who stayed in the city during the strike try to get home; MTA closes entrances to Penn Station at several intervals to control crowds. (NYT)
- Apr. 3, 1980 Conrail reports \$178.2 million loss for 1979, down from \$385.4 million in 1978. (NYT)
- Apr. 4, 1980 A General Accounting Office report requested by Rep. James J. Florio says that Conrail's plan to cut spending on track maintenance by \$379 million (40%) over two years threatens the entire Northeast rail network; Conrail has nearly exhausted its \$3.3 billion in government aid. (NYT)
- Apr. 1980 All remaining MP54E6 MU cars at Philadelphia are out of service; 22 in dead storage and 24 sidelined for rebuilding at Reading Shops. (Cinders)
- Apr. 7, 1980 Justice Dept. announces it will not oppose the merger of Family Lines into Chessie System, Inc. (NYT)
- Apr. 7, 1980 LIRR expands rush hour service to and from Queens, where no LIRR trains have stopped since the transit strike began on Apr. 1. (NYT)
- Apr. 10, 1980 MTA announces that LIRR and Conrail will add extra stops in Queens and the Bronx to accommodate people affected by the transit strike; LIRR reports busiest day since strike began, with ridership up 39%;

- ridership on Hudson, Harlem and New Haven Lines up 17%. (NYT)
- Apr. 10, 1980 U.S. District Court approves New Haven reorganization plan subject to vote of First Mortgage bondholders. (NYT)
- Apr. 11, 1980 LIRR and operating unions reach tentative contract settlement providing a 24% increase over 3 years. (NYT)
- Apr. 11, 1980 Amtrak's first AEM7 No. 900 completes testing on Northeast Corridor and is sent west on Apr. 22 to DOT test track in Pueblo, Colo.; had reached 125 MPH between Monmouth Jct. and Trenton. (Cinders)
- Apr. 12, 1980 New York City transit strike ends in afternoon; TWU wins 20% increase over 2 years; Mayor Edward J. Koch ( - ) berates Gov. Hugh Carey for assenting to such a large increase. (NYT, Shappell)
- Apr. 12, 1980 Pres. Carter appoints an emergency board to mediate the threatened PATH strike. (NYT)
- Apr. 14, 1980 United Steelworkers of America sign a new contract that drops the guaranteed annual increases in place since 1973 and ends the no-strike pledge. (Hoerr)
- Apr. 1980 N.J. DOT adopts "NJ Transit" logo for rail operations; unveils a new white color scheme with diagonal purple, blue and orange stripes; only two E-8s, Nos. 4323 and 4334 are repainted this way before reverting to the traditional blue and silver. (MrkrLmp)
- Apr. 1980 Former Penn Central Pres. Jervis Langdon speaking at Princeton University, says he supports the full nationalization of Conrail. (Cinders - verify NYT)
- Apr. 1980 Conrail releases a study by Gibbs & Hill putting the price tag of electrification from Newark (Oak Island) to Pittsburgh/Conway; project an annual operating savings of \$84 million in the eight years after completion, but initial cost of \$1.2 billion, is something that is "far beyond our means." (Cinders, Trains)
- Apr. 1980 Main Line Steam Foundation moves LIRR G5 4-6-0 No. 39 from museum at Stony Brook to Riverhead for restoration for excursion service. (Railfan)
- Apr. 1980 LIRR completes conversion of last old MU cars to diesel coaches; 11 are rebuilt as parlor cars and 4 as bar-generator cars. (MrkrLmp)
- Apr. 1980? Ex-PRR Delaware River Bridge at Trenton placed on National Register

of Historic Places. (Cinders)

- Apr. 1980                    Conrail begins dredging at coal pier No. 124 in South Philadelphia to cope with increased anthracite coal exports; will permit 35,000-ton ships to dock on both sides. (Cinders)
- Apr. 1980                    House Public Works Committee approves bill to appropriate \$36 million to turn Washington Union Station (aka the National Visitor Center) back into a train station. (Cinders - verify NYT?)
- Apr. 16, 1980                Pres. Carter concedes that the country has “probably entered a recession” but that it will be “mild and short.” (Kirshon)
- Apr. 16, 1980                Texas oilman Nelson Bunker Hunt notifies the SEC that he has purchased 998,194 shares of Penn Central Corporation common, or 5.47% of the total; later in the day, Penn Central announces that he holds less than 5%; Hunt is in financial trouble because of a failed attempt to corner the silver market. (NYT)
- Apr. 16, 1980                Bond market stages a record one-day rally, as interest rates drop sharply on the belief that the economy has entered recession. (NYT)
- Apr. 17, 1980                Amtrak completes conversion of last of three *Broadway Limited* train sets to all-electric power; ex-PRR twin-unit diners reassigned to the *Sunset*; earth tones replace the bright purple, orange and blue of the 1970s interiors. (MrkrLmp)
- Apr. 17, 1980                ICC approves the acquisition of the St. Louis-San Francisco Railway by Burlington Northern, Inc. (Gallamore)
- Apr. 17, 1980                United Steelworkers of America signs a new three-year contract with the big steel companies; provides for the creation of labor-management participation teams to find ways to improve productivity; the U.S. steel industry has lost over 40,000 jobs since 1977. (NYT)
- Apr. 18, 1980                Conrail moves MTA/ConnDOT dispatching offices from old New York Central office at 466 Lexington Avenue to MTA's office at 347 Madison Avenue. (Shappell)
- Apr. 21, 1980                Penn Central Corporation reports 1<sup>st</sup> quarter net income up 45.4% to \$32 million. (NYT)
- Apr. 21, 1980                Dow Jones industrial average bottoms for the year at 759.13, down from 838.74 in Dec. 1979. (Trager)
- Apr. 22, 1980                ConnDOT places its Budd SPV-2000 on Norwalk-Danbury line,

- replacing a lone RDC. (Cinders)
- Apr. 23, 1980 ConnDOT places its first Budd SPV-2000 rail diesel car in service between Norwalk and Danbury. (Railfan)
- Apr. 24, 1980 Raritan River Railroad merged into Conrail; Conrail assumes the management, and it becomes the Sayreville Secondary. (Shappell, Deibert)
- Apr. 25, 1980 Budd SPV-2000 demonstrator begins two days of demonstration runs on ex-PRSL lines between Woodbury and Vineland as part of an effort by Gloucester and Cumberland Counties to restore passenger service. (Cinders)
- Apr. 25, 1980 Pa. Senator John Heinz (1938-1991) tours Budd Company's Red Lion Plant; Budd has been underbid recently by Japanese companies, and Heinz introduces legislation to make it more difficult for U.S. transit systems to buy foreign cars. (Cinders)
- Apr. 25, 1980 A strike team sent to rescue the Iranian hostages crashes in a desert sandstorm, further humiliating the Carter Administration. (AmrcnDcds)
- Apr. 26, 1980 Last electric-to-diesel change on *Broadway Limited* at Harrisburg with Loewy Brunswick green GG1 No. 4935; effective Apr. 27, engine change and combining of Washington and New York sections takes place at 30th Street; last use of Amtrak E-8's on Conrail lines; an E60 tows the train backwards between New York and Philadelphia, and two F40PH diesels run through between Washington and Chicago. (Shappell, Trains, MrkrLmp)
- Apr. 26, 1980 Amtrak operates pre-inaugural press run of *The Pennsylvanian* from Philadelphia to Pittsburgh with ex-PRR inspection car No. 10000. (Cinders)
- Apr. 26, 1980 NJ Transit proposes 11% fare increase effective July 1 to meet \$16 million deficit. (NYT)
- Apr. 27, 1980 Amtrak increases fares 7-10% because of increasing fuel costs. (Shappell, NYT)
- Apr. 27, 1980 Amtrak inaugurates *The Pennsylvanian* No. 46-47 as a day train between Philadelphia and Pittsburgh; supported by 403(b) funding from Pennsylvania; also the *Big Apple/Keystone*, No. 44/204 and 219/45, a weekend through train between New York and Harrisburg via Suburban Station; Metroliner Service schedules lengthened to average 3:45, New York-Washington conventional trains to 4:20, and most

- New York-Boston trains to 5 hours because of Northeast Corridor track work; Nos. 210-229 extended to Washington, and New York-Philadelphia “Clockers” confined to rush hours; *Broadway Limited* reequipped with HEP cars. (Shappell, Cinders, Trains, MrkrLmp)
- Apr. 27, 1980      Conrail’s new book of rules in effect. (Cinders)
- Apr. 27, 1980      Conrail issues new Eastern Region employee timetable designating the Belmont Branch, Reading Main Line and Lebanon Valley Branch as its “Main Line” between “ZOO” and Harrisburg. (Cinders)
- Apr. 28, 1980      ConnDOT Budd SPV-2000 begins revenue service on Norwalk-Danbury line; car No. 50 is named "Lizzie" after State Rep. Elizabeth Leonard, who was instrumental in purchase. (Shappell - other source has 4/23?)
- Apr. 28, 1980      Amtrak assigns “Superliner” equipment to No. 350 *Wolverine* and No. 355 *Twilight Limited* (Chicago-Detroit) and No. 373-374 *Michigan Executive* (Detroit-Jackson). (Shappell)
- Apr. 28, 1980      Work begins on rebuilding Suburban Station tracks for through operation to Center City Commuter Connection; tracks 5 & 8 are removed and platforms widened with new stairs and escalators to create a 4-track through station with 4 stub tracks on the PRR side; work begins on last section of tunnel between Race and Callowhill Streets; tracks are renumbered from 3-12 to 0-7; track 0 is a stub track on the south side and tracks 5-7 stub tracks on the north side. (SEPTA, Tucker)
- ca. Apr. 1980      Recession begins? (worst downturn since Great Depression?)
- Apr. 29, 1980      MTA proposes 10-50% fare increases on LIRR and Conrail lines rather than curtail service to meet \$57.5 million deficit; estimates it may lose 225.8 million fares per year as result of increase. (NYT)
- Apr. 30, 1980      Port Authority grants New Jersey \$45 million in authority funds to buy bus lines. (NYT)
- May 1, 1980      Conrail reports 1<sup>st</sup> quarter 1980 loss of \$84.8 million, down from \$125 million in 1<sup>st</sup> quarter of 1979; 1979 revenue up 12.5% to \$1.02 billion. (NYT)
- May 1, 1980      In a belt-tightening move, MTA eliminates all weekend and off-peak half fare tickets. (NYT)
- May 5, 1980      NJ Transit introduces *Jersey Cannonball*; fast New York-Trenton train

of eight “Jersey Arrow II’s,” leaving Trenton at 6:45 AM and New York at 5:51 PM. (Cinders)

- May 6, 1980 Federal Reserve begins easing the tight controls on money and credit established on Mar. 14; there has been an unprecedented drop in the money supply since then; removes the 3% surcharge on the prime rate. (NYT)
- May 7, 1980 American Financial Corporation Board approves an executive compensation package and a 3-for-2 stock split; U.S. Court had denied request of dissident stockholders for a restraining order to prevent Board meeting; dissidents say that plan would transfer 22.6% of the company’s stock to its officers and directors. (NYT)
- May 8, 1980 Amtrak moves 12 E-8 diesels from Harrisburg to Rensselaer, N.Y., via Newberry Jct., Corning and Syracuse, after Harrisburg engine change eliminated. (Shappell)
- May 8, 1980 Port Authority defers all new projects that do not produce revenue because of the recession; includes \$272 million for transit projects in N.Y. and N.J., including \$1.5 million for refurbishing Pennsylvania Station, Newark. (NYT)
- May 9, 1980 Amtrak places first AEM-7 No. 901 in revenue service on No. 108 from Washington to New York. (Cinders, Trains)
- May 11, 1980 U.S. Senate approves compromise rail aid bill calling for \$750 million in additional funds for Northeast Corridor and \$5 million to identify and study potential new corridors. (NYT)
- May 15, 1980 Amtrak places Budd SPV-2000 railcars in New Haven-Springfield service; revenue service begins May 16; 12 cars purchased by ConnDOT and leases to Amtrak. (Shappell, )
- May 15, 1980 Southern Pacific Company announces agreement to merge into Santa Fe. (NYT)
- May 15, 1980 Interest rates rise and bond prices fall in response to a reported prediction of Paul A. Volcker that the money supply will start increasing again. (NYT)
- May 1980 Conrail’s freight traffic declines 14% in the first five months of 1980 because of slowdowns in the automobile, steel and housing industries; 750 locomotives are in storage and Conrail has stopped taking delivery of 126 diesels ordered for this year. (Cinders)

- May 1980 NJ Transit orders 44 coaches and 13 cab cars from Bombardier, Inc., to re-equip the ex-CNJ Raritan Valley Line; to be assembled at a new plant in Barre, Vt., from parts made in Quebec . (Railfan, Cinders)
- May 1980 NJ Transit has repainted 23 of 35 ex-Burlington Northern coaches in its blue and silver livery; only No. 134 remains in the old green-and-orange *Empire Builder* colors. (MrkrLmp)
- May 1980 NJ Transit forms North Jersey Transit Advisory Committee, chaired by Judge Theodore Lebreque, and South Jersey Transit Advisory Committee, chaired by Richard A. Walter, as required by its enabling legislation. (AR)
- May 1980 U.S. Senate Budget Committee votes to cut Amtrak's FY 1981 budget from \$985 million to \$770 million. (Cinders)
- May 1980 Congress approves \$9 million for an off-Corridor demonstration project designed to relocate a number of Conrail freight trains from Amtrak's Northeast Corridor line to the old B&O route between Washington and Philadelphia. (AR - verify NYT)
- May 1980 Work begins on \$1.5 million restoration of exterior of Grand Central Terminal by the Trump Organization; Donald Trump agrees to contribute an equal amount of money in lieu of paying city sales tax on materials used to rehabilitate the former Commodore Hotel. (NYT)
- May 1980 Maryland Midland Railway restores service on the ex-PRR line between Walkersville, near Frederick, and Taneytown, Md.; Maryland & Pennsylvania Railroad had discontinued service as designated operator in 1978. (Railpace)
- May 17, 1980 Massachusetts Bay Chapter of Railroad Enthusiasts operates excursion from Boston to Buzzards Bay and Hyannis, going via South Braintree and returning via Attleboro. (Shappell)
- May 17, 1980 Philadelphia Chapter of NRHS operates excursion with ex-PRR Brill railcar No. 4662 now owned by the Wilmington & Western Railroad between Chadds Ford and Oxford. (Cinders)
- May 21, 1980 Conrail Chairman & CEO Edward G. Jordan submits his resignation. (NYT)
- May 22, 1980 MTA Chairman Richard Ravitch calls for public to support increased commuter rail subsidies. (NYT)
- May 22, 1980 In response to the growing recession, the Federal Reserve Board further



- cuts back on the credit controls imposed on Mar. 14; Pres. Carter approves making consumer loans easier; the Administration is concerned with being blamed for a recession in an election year. (NYT)
- May 24, 1980      Conrail resumes operating Monmouth Park race train on Saturdays and holidays through Sep. 1. (Shappell)
- May 24, 1980      New York Chapter of Railroad Enthusiasts holds excursion with ex-PRR gas-electric car No. 4666 over all Black River & Western Railroad lines, Flemington-Ringoes-Lambertville and Flemington-Three Bridges. (MrkrLmp)
- May 24, 1980      British Rail holds three-day celebration at Rainhill to celebrate the 150<sup>th</sup> anniversary of the Rainhill Trials, including a parade of historic locomotives. (Trains)
- May 25, 1980      Environmental Protection Agency and Occupational Health & Safety Administration (OSHA) announce they have found polychlorinated biphenyls (PCBs), a suspected carcinogen, on various Conrail properties where electric operation occurred; PCBs have been used in the cooling oils in transformers of electric locomotives and MU cars; sites include Grand Central Terminal and Croton-Harmon Yard. (NYT)
- May 27, 1980      Conrail announces it will lay off 1,750 employees because traffic has fallen 14% this year. (NYT)
- May 27, 1980      United States Steel Corporation announces it will temporarily close the last furnace at the Edgar Thomson Works. (HistPitts)
- May 28, 1980      Federal Reserve Board cuts the discount rate from 13% to 12%. (NYT)
- May 29, 1980      Bankruptcy court orders New York, Susquehanna & Western Railroad sold to Delaware Otsego Corporation, a short line operator of Cooperstown, N.Y., for \$5 million; to be organized as New York, Susquehanna & Western Railway. (Railfan)
- May 30, 1980      Pres. Carter signs Passenger Railroad Rebuilding Act of 1980, including \$750 million to complete Northeast Corridor Project by 1985, \$38 million for study of potential new rail corridors, \$25 million for new Amtrak equipment in 1982, \$200,000 for an Amtrak-U.S. DOT study of high-speed service between Philadelphia and Atlantic City, and \$11.8 million for improvements at 30<sup>th</sup> Street Station, including a new roof for the upper level platforms; also provides \$75 million in loan guarantees to Rock Island. (Cinders, Trains)
- May 31, 1980      One woman passenger fatally wounded and two employees wounded

- when a deranged man opens fire with a rifle on a Boston-bound Amtrak train No. 176 *The Merchants Limited* passing through Old Saybrook. (NYT, Cinders)
- May 31, 1980 Maryland DOT increases fares 10%. (Shappell)
- June 1, 1980 Amtrak places Slumbercoach on the *Montrealer*. (Shappell)
- June 1, 1980 Conrail reports that the recession has sabotaged its recovery plan; freight traffic is declining, and it may need from \$750 million to \$1.4 billion in federal aid through 1982. (NYT)
- June 1, 1980 Conrail sells Norwich Secondary Track (Groton-Plainfield, Conn.), to Providence & Worcester Railroad for \$2.75 million after a long court fight. (Shappell, Railfan)
- June 2, 1980 Norfolk & Western Railway and Southern Railway reach preliminary merger agreement. (NYT)
- June 2, 1980 Senate votes 43-40 to repeal the Credit Control Act of 1969, which Pres. Carter used to implement his credit controls in Mar. (NYT)
- June 6, 1980 Federal Reserve Board reports that consumer credit fell by \$2 billion in April after Pres. Carter's program of controls, the largest in 37 years; consumers have paid off more than they have borrowed for the first time since 1975. (NYT)
- June 12, 1980 PATH struck by Brotherhood of Railroad Carmen; first since 1973; Conrail operates 13 shuttle trains each way between Newark and New York on weekdays; heavy traffic to Hoboken Terminal, where NJT operates shuttle buses to New York. (NYT, Shappell)
- June 12, 1980 New Haven Trustee Richard J. Smith announces that the bondholders have approved the reorganization plan; First Mortgage bondholders will receive 93% of new common stock and Income bondholders 7%; principal asset will be securities of Penn Central Corporation received for sale of railroad property in 1969. (NYT)
- June 13, 1980 N.Y. Senate passes bill imposing a 2% gross receipts tax on oil companies to subsidize the MTA. (NYT)
- June 14, 1980 NJ Transit resumes summer weekend service between Lindenwold and Ocean City/Cape May. (Cinders)
- June 1980 LIRR runs ex-*Phoebe Snow* observation *Asharoken* on summer *Shelter Island Express* to Greenport, leaving Jamaica at 4:58 PM; otherwise,

- older parlor cars are replaced with 11 rebuilt former MU cars. (Cinders)
- June 1980 Amtrak opens new tour center in Penn Station to replace temporary information booth installed in 1978. (NYT)
- June 1980 With rising unemployment and declining consumer spending, Pres. Carter lifts his credit controls, and inflation resumes. (Samuelson)
- June 1980 U.S. House Committee votes to cut Amtrak capital budget from \$244 million to \$183 million. (Cinders - verify NYT)
- June 17, 1980 MTA recommends commuter fare increases of 7% to 45%; will be delayed one month for ICC and state review; interstate fares on New Haven and Port Jervis Lines require ICC approval, which may not be obtained until Aug. (NYT)
- June 23, 1980 Gov. Thornburgh signs High-Speed Intercity Rail Passenger Compact, calling for 150-MPH trains between Philadelphia, Pittsburgh and points in the Midwest. (Cinders)
- June 24, 1980 Grand Trunk Western Railway acquires Detroit, Toledo & Ironton Railroad, including D.T.I. Enterprises, Inc., from the Pennsylvania Company for \$25.6 million. (Moody's, NYT)
- June 1980 Amtrak places first leased Bombardier LRC in service between New Haven and Boston. (- verify NYT)
- June 25, 1980 SEPTA Board votes 7-3 to raise base city transit fare from 50 cents to 65 cents and rail fares by 30% effective July 1; two new Philadelphia representatives vote against raise. (Cinders)
- June 27, 1980 Adirondack Railway Corporation begins summer passenger service between Utica and Lake Placid; previously operated during Winter Olympics.
- June 29, 1980 NJ Transit raises rail fares an average of 11%. (NYT)
- June 29, 1980 U.S. Senate cuts Amtrak funding by \$40 million. (NYT)
- June 30, 1980 Philadelphia Court of Common Pleas halts SEPTA fare hike on grounds that city's vote against it constituted a veto. (Cinders)
- July 1, 1980 LIRR and Conrail increase New York state commuter fares by 7% to 45%; Conrail New Jersey lines by 17%; New Haven Line increase postponed pending ICC approval. (NYT)

- July 1, 1980 Responding to criticism of New York City officials, Conrail restructures rates so that it no longer costs 20% extra to ship to and from Brooklyn than from New Jersey piers; New York Dock Railway agrees to float cars between Brooklyn and New Jersey. (NYT)
- July 1, 1980 David Kelso McConnell named Secretary of Penn Central Corporation. (NYT)
- July 1, 1980 General 5% wage increase on SEPTA. (AR)
- July 1, 1980 Pres. Carter signs the Motor Carrier Act deregulating the trucking industry; non-union companies then begin to undercut unionized ones. (NYT, Samuelson)
- July 2, 1980 U.S. House defeats amendment that would limit railroad rate deregulation. (NYT)
- July 3, 1980 Amtrak receives the last of its 102 "Superliner" coaches. (Zimmermann)
- July 3, 1980 Federal Reserve Board removes the last of the credit controls imposed on Mar. 14; inflation resumes. (NYT, Samuelson)
- July 4, 1980 N.J. DOT announces summer reduced fares to shore resorts and other tourist attractions and free shuttle buses between NY&LB station and the beaches. (NYT)
- July 7, 1980 ICC approves rate increases ranging between 1% and 20.9%. (NYT)
- July 7, 1980 Conrail increases cost of food and drinks in bar cars on Hudson, Harlem and New Haven Lines. (NYT)
- July 8, 1980 Southern Pacific & Santa Fe Railway Company incorporated in Delaware. (DelCorps)
- July 9, 1980 Amtrak's New York-Philadelphia *Quaker City* No. 225, made up of six "Jersey Arrows", is speared by length of rail protruding from an adjacent work train; 1 passenger is decapitated, 19 injured; first Amtrak fatality since 1976. (NYT, Cinders)
- July 9, 1980 Federal Reserve Board reports that consumer borrowing has declined by a records \$3.43 billion in May under Pres. Carter's credit controls. (NYT)
- July 10, 1980 Gov. Thornburgh signs bill increasing subsidies for public transit authorities from \$113 million a year to \$234 million. (Cinders)

July 10, 1980 Chessie System, Inc., and Seaboard Coast Line Industries, Inc., report that Southern Railway has dropped opposition to their merger in return for Chessie not opposing its own merger with the Norfolk & Western Railway. (NYT)

July 11, 1980 Mobil, Gulf and Atlantic Richfield sue to have N.Y. State oil profits tax declared unconstitutional. (NYT)

July 12, 1980 NJ Transit receives \$77.1 million in federal funds to re-electrify its ex-DL&W lines; ceremony held at ex-DL&W Broad Street Station in Newark. (NYT)

July 14, 1980 *New York Times* reports that ridership on Conrail's New York and Connecticut commuter lines has increase from 39.8 million in 1976 to 46.8 million in 1979 with almost no new equipment being added; commuters complain that trains are overcrowded, unsafe, dirty and late. (NYT)

July 14, 1980 U.S. announces that oil imports have declined 14% during the first two quarters over the same period in 1979. (AmrcnDcads)

July 15, 1980 Pekin Railroad Company incorporated in Del. for purpose of buying out non-PC stockholders of Peoria & Eastern Railway. (Compt)

July 1980 U.S. DOT-Amtrak study estimates 2 million passengers a year would use a high-speed rail line between Philadelphia and Atlantic City; \$33-46 million needed to upgrade tracks for 79 MPH. (Cinders)

July 1980 Pa. Gov. Richard Thornburgh signs a new Pennsylvania Urban Mass Transit Act, which replaces the 1963 law; revises the subsidy formula and allows the creation of citizen advisory boards. (SEPTA)

July 1980? Conrail and Santa Fe win *Modern Railroads'* 1980 Golden Freight Car Award; Conrail for developing backhaul freight for western box cars. (Cinders)

July? 1980 American President Lines begins operating "Linertrain" with its own container cars between Los Angeles and North Jersey, running once a week via Santa Fe and Conrail via Allentown. (Cinders)

July 1980 Ann Arbor Railroad sells portion of line to State of Michigan.

July 1980 Six-month recession ends. (NBER)

July 1980 Unemployment has risen from 6.3% in March to 7.6%. (Samuelson)

July 1980 Metropolitan Life Insurance Company agrees to buy the Pan Am Building atop Grand Central Terminal for \$400 million. (Trager)

July 18, 1980 Conrail reports it will need between \$900 million and \$1.9 billion in subsidies over next 5 years because its region does not produce enough traffic to support the rail network as it now exists. (NYT - Cinders says revised 5-year business plan submitted to USRA on 7/1 - will need \$329 million in FY 1981 beyond \$3.3 billion already appropriated)

July 17, 1980 MTA orders program to repair air conditioning in Conrail and LIRR cars starting July 21; Conrail program does not begin on schedule. (NYT)

July 20, 1980 Amtrak reports carrying 21.4 million passengers in 1979, up from 16.6 million in 1971. (NYT)

July 21, 1980 Penn Central Corporation reports 2<sup>nd</sup> quarter profit up 89.4% to \$50 million. (NYT)

July 23, 1980 SEPTA Board votes 9-2 to raise transit base fare to 65 cents and raise commuter rail fares 30% immediately and a further 25% on Jan. 1, 1981, thus overriding the Philadelphia veto. (Cinders)

July 23, 1980 Norfolk Southern Corporation incorporated in Va. as holding company to effect the Norfolk & Western-Southern Railway merger. (Moody's)

July 24, 1980 House passes amendment to railroad bill sponsored by Rep. Robert C. Eckhardt (1913-2001), Democrat of Texas, 204-197, that would prohibit railroads from raising rates above current levels without ICC review; result of intense lobbying by electric utilities, coal companies and Southwestern states. (NYT)

July 24, 1980 Prime rate bottoms at 10<sup>3</sup>/<sub>4</sub>%, the lowest level since Nov. 1978. (NYT)

July 25, 1980 SEPTA raises commuter rail fares by 30% in response to its funding crisis. (AR)

July 25, 1980 Judge Fullam approves settlement between Penn Central Corporation and Bank of New York on claims brought by holders of NYC&HR Series A & C Mortgage bonds. (NYT)

July 25, 1980 Federal Reserve Board cuts the discount rate from 11% to 10%. (NYT)

July 26, 1980 Conrail and State of Pennsylvania announce \$26.5 million project to upgrade Pier No. 124 with proceeds from state bonds. (Cinders)

- July 26, 1980 Fire breaks out in basement level of west wing of Chicago Union Station about 9:30 AM; just after noon, a second fire breaks out in closed Gold Lion Restaurant and spreads through offices; 1 Conrail employee killed and 10 hospitalized. (NYT, Trains)
- July 28, 1980 Conrail CEO Edward G. Jordan in letter to Congress says the passage of bill with the Eckhardt amendment will kill Conrail's chances to survive as a private sector company. (NYT)
- July 30, 1980 U.S. Court of Appeals approves compromise New Haven reorganization plan; is to become a closed-end, non-diversified management investment company. (NYT)
- July 31, 1980 House rejects bill pushed by New York and Connecticut interests to force reconstruction of Poughkeepsie Bridge, 263-129. (NYT)
- Aug. 1, 1980 Valley Railroad steam excursion line begins making direct connections with Amtrak's Shore Line at Old Saybrook. (Trains)
- Aug. 2, 1980 Amtrak's first Canadian LRC tests on the Shore Line between New Haven and Providence. (Trains)
- Aug. 3, 1980 Amtrak extends Chicago-Detroit *St. Clair* (No. 352-353) to Toledo over ex-NYC line and renames it *Lake Cities; DeWitt Clinton* (No. 76-79) changed from daily to Sunday-only eastbound and Fri., Sat. & Sun. westbound; new daily New York-Albany *Bear Mountain* (No. 77-78) added; "Valpo dummies" named *Calumet* and *Indiana Connection*; Slumbercoach placed on *Night Owl*. (Cinders, Shappell)
- Aug. 3, 1980 F40 diesels replace "Turboliners" on *Adirondack; Adirondack* and *Niagara Rainbow* combined between New York and Albany. (Railfan, Cinders)
- Aug. 4, 1980 Cincinnati Union Terminal reopens as a shopping mall developed by the Joseph Skilken Company of Columbus. (NYT, CUT)
- Aug. 4, 1980 Prime rate begins rising again to 11%. (NYT)
- Aug. 5, 1980 State and city officials announce agreement to build a \$40 million transportation center to replace the 85-year old New Haven station at Stamford, Conn. (NYT)
- Aug. 5, 1980 Robert Diamond, 20, an engineering student, descends into the old LIRR Atlantic Avenue Tunnel, after seven months of research; tunnel is reached by a manhole at Court Street built during World War I; the

area around the manhole had been filled, and Diamond is able to proceed only 12 feet when stopped by carbon monoxide gas; the Environmental Protection Dept. ventilates the area, and Diamond stays in the tunnel for an hour and a half before being told the air is still unsafe. (NYT, BRHA)

- Aug. 6, 1980 New York State shuts down Adirondack Railway after the seventh derailment this year; some washouts caused by beaver dams. (NYT, Trains)
- Aug. 7, 1980 Angry commuters prevent Conrail police from arresting Fred Martin, an art director at an advertising agency, who had been handing out leaflets urging passengers to refuse to show their tickets to protest poor conditions and recent fare hikes. (NYT)
- Aug. 7, 1980 Federal Reserve Board reports that consumer installment debt fell a record \$3.46 billion in June; installment credit payments have fallen from 20.2% of average disposable income in the second quarter of 1979 to 14.7% in the second quarter of 1980; consumer spending has plummeted at an annual rate of 9.8% since March. (NYT, Samuelson)
- Aug. 10, 1980 Amtrak begins operating *Prairie Marksman* as a 403(b) train between Chicago and Peoria via Illinois Central to Chenoa and Toledo, Peoria & Western Railroad to Peoria; press run on Aug. 8; new station built at the west end of East Peoria Yard; first passenger train on TP&W since 1929; it replaces the non-Amtrak *Peoria Rocket* discontinued in January 1979. (Stringham, Railfan, Zimmermann)
- Aug. 10, 1980 Delaware & Hudson Railway assumes operation of the ex-DL&W Taylor Yard south of Scranton from Conrail and reroutes its trains from Minooka Jct./Scranton to Binghamton over the ex-DL&W main line and discontinues its old line from Carbondale over Ararat Summit. (Railpace)
- Aug. 11, 1980 First three Amtrak AEM7's in service hauling "Metroliner Service" trains. (Cinders)
- Aug. 11, 1980 PCC Leasing Corporation incorporated in Del. (Compt)
- Aug. 13, 1980 ICC denies railroads the power to set rates collectively through rate bureaus as permitted by the (Bullwinkle Bill) in 1948, on grounds that it stifles competition and raises costs. (NYT)
- Aug. 13, 1980 ICC approves 23-25% fare increase on New Haven Line effective Aug. 16 but denies increase of penalty for buying tickets on trains when ticket office is open. (NYT)



- Aug. 13, 1980 With the Carter Administration's acquiescence, the Democratic National Convention adopts a platform plank sponsored by Sen. Edward M. Kennedy (1932-2009), his liberal challenger for the nomination, opposing the use of high interest rates to fight inflation. (NYT)
- Aug. 15, 1980 Conrail names Richard C. Sullivan as VP-Passenger Services as head of new department to handle relations with Amtrak and commuter authorities. (Cinders)
- Aug. 15, 1980 Conrail appoints former PRR official Joseph F. Spreng (1921- ), formerly Assistant General Manager-Central Region, General Manager-Metropolitan Region, replacing Kenneth Smith, reassigned after coming under heavy criticism for poor service; reports to new VP-Passenger Services Richard C. Sullivan. (NYT)
- Aug. 15, 1980 New York Federal Reserve Bank announces that the money supply rose by a record \$9.3 billion in the week ending Aug. 6; bond prices plunge. (NYT)
- Aug. 1980 Ex-PRSL station in Wildwood, N.J., converted into bus station. (Cinders)
- c. Aug. 1980 Federal Railroad Administration approves Conrail removing signals between Dayton and Indianapolis.
- Aug. 16, 1980 Vandals burn 52<sup>nd</sup> Street Station in West Philadelphia. (Cinders)
- Aug. 18, 1980 In an interview with the New York *Daily News*, Joseph F. Spreng calls Conrail commuters, "gutter urchins," a comment he later claims is reported out of context; on same day, Spreng orders all supervisors and department heads on Hudson, Harlem and New Haven Lines to ride at least two commuter trains daily for 30 days. (NYT)
- Aug. 19, 1980 Conrail reports \$39.1 million loss for 2<sup>nd</sup> quarter of 1980; revenue down 4% because of recession. (NYT)
- Aug. 20, 1980 Rep. James J. Florio (1937- ), Democrat of N.J., withdraws his railroad rate bill after failing to reach a compromise with its opponents. (NYT)
- Aug. 20, 1980 Joseph F. Spreng and MTA Chairman Richard Ravitch ride from Mount Kisco to New York City on the Harlem Line; train is clean, nearly on time, with working air conditioner and 40 empty seats. (NYT)

- Aug. 21, 1980 MTA Chairman Richard Ravitch calls for new bond issue to rebuild Conrail commuter lines out of Grand Central Terminal; needs \$400 million over five years, or four times current annual subsidy. (NYT)
- Aug. 23, 1980 SEPTA discontinues 52nd Street Station after portions damaged by fire; shuttle buses had operated between fire and this date. (Shappell)
- Aug. 24, 1980 Chessie System, Inc., celebrates the 150<sup>th</sup> anniversary of the *Tom Thumb* by running a replica built for the Fair of the Iron Horse between Baltimore and Ellicotts Mills. (Railfan, Trains)
- Aug. 1980 SEPTA Board approves a \$1.1 billion, six-year capital improvement program, including \$23.8 million for rehabilitating 388 commuter rail cars; Federal government will be asked to pay 80%, Pa. 17% and local governments 3%. (Cinders)
- Aug. 26, 1980 NJ Transit No. 352, a two-car RDC train from Cape May to Lindenwold, is wrecked when it collides with a truck at a grade crossing in Berlin. (Trains)
- Aug. 27, 1980 New Haven reorganization plan consummated; New York, New Haven & Hartford Railroad Company becomes American Financial Enterprises, Inc.; 57% is owned by Carl Lindner's American Financial Corporation, which thus comes to own the majority interest in Penn Central Corporation, including 1.37 million shares of PC common, 1.8 million shares of Class B preferred, \$15.9 million in certificates of beneficial interest, \$7.6 million Class A bonds, and \$7.5 million Class B bonds. (NYT)
- Aug. 29, 1980 New Amtrak station opens at Depew, east of Buffalo, replacing Central Terminal. (AmtrakNews)
- Aug. 29, 1980 Two LIRR commuters arrested for refusing to show tickets because air conditioning was not working on eastbound train to Babylon. (NYT)
- Sep. 1, 1980 PATH strike ends. (Shappell)
- Sep. 1, 1980 SEPTA Manager of Rail Service Theodore A. Beadle (1930-2013) resigns to take a post with Amtrak. (Cinders)
- Sep. 2, 1980 General Manager-Metropolitan Region Joseph F. Spreng reports that during his first two weeks, 20 trains were delayed and 5 cancelled; this day, on-time ratio is 73%, down from 91.9% in Aug. 1977. (NYT)
- Sep. 2, 1980 New York, Susquehanna & Western Railway, a subsidiary of the short line operator Delaware Otsego Corporation, replaces New York,

Susquehanna & Western Railroad. (Lucas)

- Sep. 3, 1980 "Strike" of LIRR commuters, who refuse to show tickets to protest deteriorated conditions, draws an estimated 10% participation; strike organizer Richard Kessel claims 50%; no arrests made. (NYT)
- Sep. 4, 1980 Federal Railroad Administrator John Sullivan testifies to Pa. State Senate hearing that he supports plan to electrify between Harrisburg and Pittsburgh and other lines. (Cinders)
- Sep. 5, 1980 Prime rate reaches 12% and continues to rise to record levels. (NYT)
- Sep. 6, 1980 New York-Los Angeles sleeper via *Crescent/Sunset Limited* discontinued. (last westbound departure 9/3)
- Sep. 6, 1980 New England and Canadian officials meet at White River Jct. to plan to save *Montrealer*. (NYT)
- Sep. 7, 1980 NJ Transit's summer Lindenwold-Ocean City/Cape May service ends for year. (Cinders)
- Sep. 8, 1980 LIRR commuters claim they were kept on an evening train to Port Washington while police were called to control passengers who refused to show their tickets. (NYT)
- Sep. 8, 1980 Auto-Train Corporation files for Chapter 11 reorganization after it fails to get a \$3.7 million Swiss bank loan and after growing losses caused by cut-rate air fares and Louisville-Florida service. (NYT, AR, Railfan)
- Sep. 8, 1980 Delaware & Hudson Railway agrees with Conrail to purchase ex-DL&W main line between Taylor/Scranton and Binghamton for \$2.3 million. (Cinders)
- Sep. 9, 1980 House passes compromise version of railroad rate bill, 337-20, after intervention of Pres. Carter; bill goes to House-Senate conference committee. (NYT)
- Sep. 12, 1980 Southern Pacific Company and Santa Fe Industries call off merger plans. (NYT)
- Sep. 15, 1980 Federal appeals court rules that LIRR employees are subject to New York State's Taylor Law that bars strikes by public employees. (NYT)
- Sep. 15, 1980 MTA Citizens Advisory Committee reports that LIRR's performance has declined drastically during July and Aug. because of deferred maintenance; number of late trains up 70% and number of abandoned

- trains up 172%. (NYT)
- Sep. 15, 1980 Penn Central Corporation announces that it is forming three operating groups, energy, marine & industrial equipment, and living & leisure. (NYT)
- Sep. 1980 North side of Conrail coal pier No. 124 in South Philadelphia restored to full service. (Cinders)
- Sep. 1980 Black River & Western Railroad announces it is withdrawing from plans to rebuild LIRR G5 No. 35, which remains in storage on Long Island. (Cinders)
- Sep. 17, 1980 GG1 No. 4913 arrives at Altoona Railroaders' Memorial Museum; its first locomotive. (Railfan)
- Sep. 18, 1980 N.Y. Supreme Court orders MTA to restore off-peak discount fares on LIRR. (NYT)
- Sep. 19, 1980 LIRR orders that passengers are not to be locked on trains if they refuse to show tickets. (NYT)
- Sep. 20, 1980 Altoona Railroaders' Memorial Museum dedicated on site opposite the station. (Railfan - Cinders had 9/21)
- Sep. 23, 1980 New York City Landmarks Commission extends landmark designation to the interior spaces of Grand Central Terminal. (Roberts)
- Sep. 23, 1980 ICC approves merger of Chessie System, Inc., (C&O/B&O/WM) with Seaboard Coast Line Industries, Inc. (SCL/L&N aka "Family Lines") through medium of CSX Corporation holding company; Prime F. Osborne, Chairman of Seaboard Coast Line Industries, Inc., becomes Chairman of CSX Corporation; Hays T. Watkins, Pres. & Chairman of Chessie System, to be Pres. of CSX Corporation; A. Paul Funkhouser remains Pres. of Family Lines at Jacksonville; 27,000-mile system would be largest in U.S. to date. (NYT, Railfan)
- Sep. 23, 1980 Robert B. Claytor (1922-1993) elected Pres. of the Norfolk & Western Railway, replacing John P. Fishwick promoted to Chairman & CEO. (Striplin)
- Sep. 24, 1980 House-Senate Conference Committee approves railroad deregulation bill providing an additional \$329 million for Conrail through Sep. 1981. (Cinders)
- Sep. 25, 1980 ICC approves merger of Seaboard Coast Line Industries, Inc., and

Chessie System, Inc. (RF&P AR)

- Sep. 25, 1980 Carter reelection campaign cancels a fund-raiser with railroad executives set for Oct. 2 after House Republicans charge it is an effort to get support for Carter to sign the rail deregulation bill; Rep. Edward R. Madigan of Ill. threatens to delay any deregulation bill unless the event is cancelled. (NYT)
- Sep. 25, 1980 Grand Hyatt Hotel opens adjacent to Grand Central Terminal, built on the steel skeleton of the old Commodore Hotel; includes a new mirror-glass facade and a four-storey atrium; built by developer Donald J. Trump. (Trager)
- Sep. 25, 1980 Court confirms Reading Company's reorganization plan, effective Dec. 31. (Rdg)
- Sep. 25, 1980 Federal Reserve Board raises the discount rate from 10% to 11% to discourage growth in the money supply. (NYT)
- Sep. 1980 Penn Central Corporation sells right of way to State of Michigan.
- Sep. 1980 International Mining Corporation sells Canton Railroad and rail terminals and piers to Consolidation Coal Sales Company for over \$30 million; to be developed into export coal terminal; Canton Railroad becomes a subsidiary of Consolidation Coal Company, to be served by both Conrail and Chessie System. (Schlerf)
- Sep. 27, 1980 Adirondack Railway resumes limited service between Lake Placid and Tupper Lake, N.Y., only, at speeds of only 10-25 MPH. (NYT)
- Sep. 28, 1980 Federal court overseeing Auto-Train bankruptcy orders Richmond, Fredericksburg & Potomac Railroad and Seaboard Coast Line Railroad to keep carrying its trains. (NYT)
- Sep. 29, 1980 Amtrak begins testing two-car Canadian LRC (for light, rapid, comfortable) leased from Bombardier, Ltd., on New Haven-Boston local *Beacon Hill* No. 153-154. (Trains)
- Sep. 29, 1980 Amtrak completes conversion of *The Crescent* to head end power. (AmtkNews)
- Sep. 30, 1980 Conrail General Manager-Metropolitan Region Joseph F. Spreng announces he will hire industrial psychologist Dr. Bernard Rosenbaum to conduct behavior modeling seminars, in which employees and supervisors can act out job situations, in a move to remedy demoralization of shop forces. (NYT)

- Oct. 1, 1980 Amtrak establishes the *Hoosier State* between Chicago and Indianapolis using the ex-PRR line Chicago-Maynard Jct., ex-Monon, and ex-NYC (Peoria & Eastern) line Crawfordsville-Indianapolis; non-revenue service Indianapolis-Beech Grove to ferry equipment. (Shappell, Zimmermann - Amtk News, Cinders has 10/3)
- Oct. 1, 1980 Mercersburg Railway surrenders operation of ex-PRR branch between South Penn Jct. and Mercersburg, Pa.; most of line is then abandoned except for a short spur to Gibble's potato chip factory, operated by Conrail. (Watts)
- Oct. 2, 1980 Campaigning in Pennsylvania, Pres. Carter calls Federal Reserve Chairman Paul A. Volcker's monetarist approach "ill advised"; in reaction, the dollar falls against major currencies. (NYT)
- Oct. 4, 1980 C&O's *Badger* makes last sailing of a car ferry from Milwaukee. (Trains, Barnett)
- Oct. 6, 1980 SEPTA extends service on ex-PRR Schuylkill Division line from Manayunk to a new station at Ivy Ridge. (Shappell)
- Oct. 8, 1980 Delaware & Hudson Railway operates VIP train to begin service over ex-DL&W line between Taylor/Scranton and Binghamton. (Cinders)
- Oct. 10, 1980 Restored GG1 No. 4935 makes last revenue run on *Silver Star* No. 81 after it is discovered that it will require \$80,000 in repairs; runs double-headed with No. 4909 in Amtrak colors. (Railfan, Cinders)
- Oct. 10, 1980 Amtrak inaugurates *Prairie Marksman* between Chicago and East Peoria via Toledo, Peoria & Western Railroad and Illinois Central Gulf Railroad via Chenoa; 14-month experimental run. (Trains)
- Oct. 10, 1980 ICC denies application of State of New York that Delaware & Hudson Railway be merged into Norfolk & Western Railway. (AR)
- Oct. 14, 1980 Smithsonian Institution reactivates *John Bull*, world's oldest operating steam locomotive, for first time since 1927; tested under steam on Calverton-Warrenton (Va.) Branch of Southern Railway at 15MPH. (Trains)
- Oct. 14, 1980 Pres. Carter signs Staggers Rail Act, partly deregulating the railroad industry; allows railroads to raise rates without ICC approval, make individual long-term contracts with shippers and more easily abandon unprofitable routes; finally ends the old "value of service" rate-making concept dating back to the late 19<sup>th</sup> century; any rate that does not

recover variable costs may be raised to that level, and railroads can charge up to about 160% of variable costs; railroads may raise any rate that fails to earn 160% of variable out-of-pocket costs without ICC approval; railroad service contracts finally scuttle the old common-law “common carrier” principle and would have constituted illegal discrimination under the old ICC regime; ICC must rule on abandonments within 9 months and must consider the competitive consequences of mergers, not just their financial and labor factors. (NYT, Trains, Gallamore)

- Oct. 14, 1980 New Jersey Transit Corporation (NJ Transit) completes the purchase of the state's largest bus system, Transport of New Jersey (formerly Public Service Coordinated Transport) and its subsidiary Maplewood Equipment Company, from the Public Service Electric & Gas Company for \$32.1 million; becomes an operating subsidiary. (NYT, NJT, AR)
- Oct. 15, 1980 Conrail appoints retired Southern Railway Pres. L(eo) Stanley Crane (1915-2003) as Chairman & CEO effective Jan. 1, 1981, replacing Edward G. Jordan (1929-2001) who will become Dean of Cornell University Business School. (NYT)
- Oct. 15, 1980 Federal Railroad Administration reports it has found safety defects in 107 of 177 LIRR cars that had been inspected without notice. (NYT)
- Oct. 1980 Average speed of “Metroliners,” including stops, has been raised to 62 MPH, up from 58.7 MPH in April, after track work permits 110 MPH operation in more areas. (AR)
- Oct. 1980 Conrail’s Pier No. 124 in South Philadelphia loads a record 460,000 tons of coal; vessels can now dock at both sides of the pier. (Cinders)
- Oct. 1980 City of Philadelphia given two more seats on the SEPTA Board. (Cinders - pre 10/8)
- Oct.? 1980 MTA purchases three ex-Niagara Junction Rail\_\_ electric locomotives to replace ex-NYC S class switchers at Grand Central Terminal. (Cinders)
- Oct. 1980 Conrail resumes operation of the ex-PRR South Penn Branch from the Mercersburg Railway. (PRRFAX)
- Oct. 1980 Delaware & Hudson Railway acquires ex-DL&W main line between Taylor Yard, near Scranton, and Binghamton from Conrail and abandons its own line from Carbondale to Starrucca Viaduct over Ararat Summit. (Railfan)

- Oct. 1980? ConnDOT SPV-2000 on Danbury Branch taken out of service and replaced with RDC when unions demand a two-man cab crew because it has all four axles powered. (Trains)
- Oct.? 1980 Connecticut DOT removes its SPV-2000 from Danbury Branch service and replaces it with an RDC. (Trains)
- Oct. 1980 The old Commodore Hotel at Grand Central Terminal reopens as the Grand Hyatt; it has been stripped to the steel frame and completely rebuilt with a 4-storey atrium lobby and a flat reflecting glass facade. (NYT)
- Oct. 23, 1980 Amtrak dedicates BWI Airport station; revenue service begins Oct. 26. (AmtkNews)
- Oct. 24, 1980 SEPTA lays up its push-pull train of two ex-Reading FP7's and six ex-Reading coaches used between Reading and Reading Terminal. (Cinders)
- Oct. 26, 1980 Amtrak restores *Adirondack* and *Niagara Rainbow* as separate trains south of Albany, and *Adirondack* reverts to "Turboliner" equipment; *Bear Mountain* discontinued and westbound *DeWitt Clinton* restored to daily operation; increases New York-Springfield service from 9 to 14 round trips; BWI Airport station opens as Northeast Corridor stop south of Baltimore with one-mile free shuttle bus to air terminal. (NYT, Cinders, Shappell)
- Oct. 27, 1980 Amtrak operates inspection train Philadelphia-Atlantic City via Delair Bridge to test possibility of high-speed rail service; brush and trees have to be removed from the track between Delair and Lindenwold, last used in 1969. (Railfan, Cinders)
- Oct. 30, 1980 Amtrak begins testing second LRC train set out of Philadelphia with AEM7 No. 901 on one end and a GG1 at the other. (Cinders)
- Oct. 31, 1980 Amtrak tests Canadian LRC high-speed passenger equipment between Philadelphia and (Harrisburg?). (NB had own LRC in service NY-Boston 11/1/80!)
- Oct. 31, 1960 Conrail reports \$79.3 million loss for 3<sup>rd</sup> quarter, up from \$37.7 million in 1979; revenues down another 4.8%. (NYT)
- Nov. 1, 1980 LIRR begins system whereby riders merely show tickets instead of having them punched. (NYT)



- Nov. 1, 1980 CSX Corporation incorporated in Virginia by the merger of Chessie System, Inc. (the holding company for C&O/B&O/WM) and Seaboard Coast Line Industries, Inc. (the holding company for SCL/L&N); CSX is the largest U.S. railroad in terms of assets, \$6.8 billion, and second to the Burlington Northern, Inc., in mileage; Prime F. Osborn III of the SCL is Chairman, and Hays T. Watkins of the C&O is Pres.; CSX establishes its headquarters in Richmond, Va., with the Chessie System HQ remaining in Cleveland (a heritage of the Van Sweringens), and the SCL in Jacksonville. (Moodys , Cinders, Stover)
- Nov. 4, 1980 Former California Gov. Ronald Reagan (1911-2004) defeats Pres. Jimmy Carter (1924- ), the first time a sitting elected president has been defeated since Herbert Hoover in 1932; Carter's repudiation is partly the result of a backlash against his failures with the economy (rampant inflation) and the Iran hostage crisis and partly the result of a reinvigorated conservative movement that has been gathering momentum since the defeat of Barry Goldwater in 1964; as representatives of the West and Southwest, the incoming Reagan Administration is understood to be hostile to the Northeast and to mass transit issues. (Kirshon, Samuelson, )
- Nov. 6, 1980 Major banks raise the prime rate from 14½% to 15½%. (NYT)
- Nov. 6, 1980 Pullman, Inc., merged into Wheelabrator-Frye, Inc. (DirObsSec)
- Nov. 7, 1980 Amtrak No. 74 with "Turboliner" equipment collides head on with freight near Dobbs Ferry, N.Y.; 91 injured; tower operator routed No. 74 to Track 2 instead of Track 4; Track 2 was being used by a northbound freight because of an earlier suicide on the track at Scarborough; 12,000 commuters delayed. (Shappell, NYT)
- Nov. 7, 1980 Norfolk & Western Railway and Southern Railway stockholders approve merger. (Striplin)
- Nov. 9, 1980 One of two power converters at SEPTA's Wayne Jct. substation fails, shutting down service on the Chestnut Hill East and Fox Chase Lines. (Cinders)
- Nov. 11, 1980 SEPTA resumes emergency service on Chestnut Hill East and Fox Chase Lines using RDC's and borrowed Conrail diesels to haul MU cars. (Cinders)
- Nov. 12, 1980 Pres.-elect Reagan announces he plans to cut the federal budget by \$13 billion and perhaps as much as \$40 billion. (WrldAlmnc)
- Nov. 13, 1980 Port Authority releases \$1.5 million of \$20 million needed to refurbish

Pennsylvania Station, Newark; remainder is to be paid by the Federal government; the Port Authority had cancelled its contribution in the spring, but now the project can proceed. (NYT)

- Nov. 13, 1980 SEPTA restores full service on Chestnut Hill East and Fox Chase Lines. (Cinders)
- Nov. 14, 1980 Federal Reserve Board raises the discount rate from 11% to 12%. (NYT)
- Nov. 17, 1980 USRA, U.S. DOT and the Justice Dept. agree with Penn Central Corporation on the value of assets transferred to Conrail, \$1.46 billion plus 8% compound interest, or a total of \$2.113 billion; it is the largest claim paid by the Federal Government and comes after four years of negotiations that cost the government \$20 million a year in legal fees and expenses; Penn Central originally demanded \$6 billion, then \$3.1 billion, while the government had offered \$500 million; property includes 220,000 acres of land, 4,000 locomotives and 134,000 cars; \$1.89 billion will be used to pay Penn Central's creditors; in return for a cash settlement, Penn Central returns its Conrail stock to the government; Penn Central will gain a \$1 billion tax-loss carry-forward in addition to the \$1 billion agreed to by the IRS for railroad operating losses prior to 1976; settlement must be approved by the Special Court; the larger than expected settlement is seen as a windfall for American Financial Enterprises, Inc., the former New Haven railroad, which owns millions in Penn Central Corporation securities and is itself 57% owned by Carl H. Lindner's American Financial Corporation. (MB, NYT)
- Nov. 17, 1980 Amtrak train No. 613 for Harrisburg collides with a truck whose driver had tried to drive across the track where there was no grade crossing at Frazer. (Cinders)
- Nov. 17, 1980 Bank raise the prime rate from 15½% to 16¼%. (NYT)
- Nov. 1980 John Travolta (1954- ) shoots scenes for director Brian De Palma's movie *Blow Out* in 30<sup>th</sup> Street Station. (Cinders)
- Nov. 1980 Two of three aging generators at ex-New Haven Cos Cob power plant shut down; not enough amperage to maintain normal service; MU cars limited to 30 MPH with light and heat turned down; Amtrak uses Conrail diesels to tow trains. (Railfan)
- Nov. 1980 GM experimental electrics No. 4975 and 4976 operate on test trains out of Harrisburg. (Cinders)

- Nov. 18, 1980 MBTA shuts down when it runs out of money; Gov. Edward J. King takes over the system without legal authority. (NYT)
- Nov. 22, 1980 In order to install electrical lines for Center City Commuter Connection, SEPTA buses passengers between Reading Terminal and North Broad Street Station on weekends through Dec. 13 and on Jan 3. (Shappell)
- Nov. 22, 1980 Budd Company experimental piggyback flat car BUDX 2000 makes first revenue trip in Conrail train TV-11 from Kearny to Chicago; articulated car carries 6 trailers. (Cinders)
- Nov. 25, 1980 MTA Chairman Richard Ravitch proposes that MTA be allowed to issue its own bonds. (NYT)
- Nov. 26, 1980 SEPTA Board authorizes borrowing \$5.9 million from capital reserves to cover operating deficits through Jan. 1981. (Cinders)
- Nov. 26, 1980 Rape and robbery in the Penn Center Concourse under the Sheraton Hotel, the second at Penn Center this year, leads to increased security patrols, closing isolated areas at night, and installing security cameras. (Cinders)
- Nov. 26, 1980 American Financial Corporation Board announces that Carl H. Lindner is planning to take the company private by offering outside stockholders either preferred stock or \$27 per share cash. (NYT)
- Nov. 28, 1980 Massachusetts Supreme Court orders MBTA shut down on Dec. 5 for the rest of the year. (NYT)
- Nov. 29, 1980 Amtrak operates 3 special trains to Army-Navy Game, held at Veterans Stadium instead of JFK Stadium for the first time; one from New York with 8 "Jersey Arrow II's" and two from Washington with total 35 cars "Amfleet" equipment and 1 private car. (Shappell, JCLines)
- Nov. 30, 1980 Amtrak operates its last steam-heated equipment out of Chicago. (Zimmermann)
- Late 1980 NJ Transit proposes to take back the 66 "Jersey Arrow" MU cars now leased to Amtrak at \$2,333 per month per married pair and lease it "Jersey Arrow III" cars slated for the Erie Lackawanna lines at \$27,000 per month per pair; NJTransit eventually compromises; Amtrak returns 34 cars and keeps 32 at \$8,220 per month per pair for use between New York and Philadelphia; this creates pressure to replace the "Jersey Arrows" in Philadelphia-Harrisburg service with downgraded "Metroliners." (PTJ)

- Late 1980 Bi-Modal Corporation begins running its “RoadRailer” container system in tests over Richmond, Fredericksburg & Potomac Railroad and Seaboard Coast Line between Potomac Yard and Jacksonville. (AR)
- Dec. 1, 1980 Conrail abolishes the Susquehanna Division; Port Jervis-Buffalo territory merged into Lehigh Division. (Cinders)
- Dec. 2, 1980 Pullman Company dissolved.
- Dec. 2, 1980 Prime rate reaches 18½%. (NYT)
- Dec. 3, 1980 Federal Railroad Administration and Coalition of Northeastern Governors begin two-day conference at Philadelphia on developing station sites in the Northeast Corridor. (Cinders)
- Dec. 3, 1980 Last continuous, non-museum steam locomotives operating in U.S. at Northwestern Steel & Wire Company in Sterling, Ill., are replaced by diesels. (Trains)
- Dec. 4, 1980 Special Court approves government payment of \$2.1 billion to Penn Central Corporation for property conveyed to Conrail; Penn Central is to surrender its 50 million shares of Conrail stock to the government; DOT will hold this stock and appoint 5 directors, while USRA holds the rest of the stock and appoints 6 directors. (NYT, Cinders)
- Dec. 4, 1980 Norfolk & Western Railway and Southern Railway file merger plan with ICC. (AR)
- Dec. 4, 1980 Federal Reserve Board raises the discount rate from 12% to 13%; banks raise the prime rate from 18½% to 19%. (NYT)
- Dec. 4, 1980 U.S. House approves \$22 billion mass transit bill with provision allowing cities to come up with individual solutions for making public transit accessible to the handicapped. (NYT)
- Dec. 5, 1980 MBTA transit system shuts down in funding crisis after Legislature fails to agree on bailout; Gov. King calls out National Guard to protect system property. (NYT)
- Dec. 6, 1980 Philadelphia Chapter NRHS operates a fan trip over the Octoraro Railway with restored PRR railcar No. 4662 from Elsmere Jct. to South Modena. (JCLines)
- Dec. 7, 1980 MBTA resumes operation after Legislature passes compromise aid

- package that includes service cuts and reduced union control of work rules; shutdown occurred on a weekend and had little impact. (NYT)
- Dec. 8, 1980      Conrail places six 1946-vintage Budd coaches leased from Amtrak on Hudson and Harlem Lines. (NYT)
- Dec. 10, 1980      Brunswick green GG1 No. 4935 makes its last revenue run on the southbound *Silver Meteor*. (ClsscTrains)
- Dec. 10, 1980      Prime rate ties its previous record of 20%. (NYT)
- Dec. 11, 1980      13 ConnDOT SPV-2000's are laid up at New Haven and one at Philadelphia for defects that have included diesel fumes penetrating the passenger compartments, radiators boiling over, doors jamming and engine beakdowns; 12 cars are returned to Budd for repair of 96 defects per car; service between New Haven and Springfield covered by F40 and E8 locomotives, conventional RDC's and the two *Roger Williams* cab cars. (NYT, Railfan)
- Dec. 12, 1980      Threat of filibuster in Senate kills mass transit bill for the session. (NYT)
- Dec. 15, 1980      U.S. Supreme Court refuses to hear a challenge to the New Haven reorganization. (NYT)
- Dec. 15, 1980      American Financial Corporation stockholders file two class action suits against the Lindner family's plan to take the company private. (NYT)
- Dec. 1980      Amtrak announces it will enter a joint venture with Carley Capital Group of Madison, Wisc., to develop air rights north of 30<sup>th</sup> Street Station. (Cinders)
- Dec. 1980      Conrail moves the Tropicana Juice Train off the Northeast Corridor and onto ex-Reading-Lehigh Valley line between Philadelphia and Kearny. (Cinders)
- Dec.? 1980      Gov. Thornburgh signs legislation granting \$22.6 million to upgrade ex-PRR coal pier No. 124 in South Philadelphia to increase capacity from 3.5 million to 10 million tons per year; Conrail will contribute \$3.9 million. (Cinders)
- Dec.? 1980      Conrail establishes Employee Stock Ownership Plan; employees can buy up to 15% of common stock, if Conrail achieves certain financial goals between Jan 1, 1981 and Jan. 1, 1990. (Cinders)
- Dec. 1980      American Financial Corporation Board approves taking the company

private by merging it into a company owned only by the Lindner family; increase buyout offer to \$28 per share. (NYT)

- Dec. 1980                      Adirondack Railway embargoed. (Railpace)
- Dec. 16, 1980                 Prime rate reaches a record 21%. (NYT)
- Dec. 17, 1980                 USRA reports that Conrail's operating costs are so high it may require federal aid indefinitely, up to \$2.1 billion over next 5 years; it has not solved the problems that drove its predecessors into bankruptcy. (NYT)
- Dec. 17, 1980                 USRA makes preliminary report to Congress on federal funding of Conrail required by Staggers Act; notes operations so far have failed to meet projections of Final System Plan; Conrail will need \$1.5-\$2.1 billion in 1981-1985; notes that even with benefits of Staggers Act, Conrail is unable to generate enough traffic to become viable, given the transition from manufacturing to services in the Northeast; Conrail's unit costs are higher than any other railroad; therefore, Conrail must be pruned to match the traffic available to it. (Rept - final rept. is 4/1/81)
- Dec. 19, 1980                 Prime interest rate peaks at 21.5%, an all time high. (NYT, Kirshon, Samuelson)
- Dec. 21, 1980                 Bomb placed by Puerto Rican Armed Resistance advocating independence for Puerto Rico explodes in coin locker at Penn Station; building closed for several hours. (NYT)
- Dec. 21, 1980                 Amtrak calls on GG1's to tow trains headed by dead AEM7's and E60's in bitter cold weather. (Cinders)
- Dec. 22, 1980                 Port Authority patrolman is shot and killed by a passenger who refuses to stop smoking on a PATH train near Journal Square. (NYT)
- Dec. 22, 1980                 Amtrak's three United Aircraft "TurboTrains" are towed from Philadelphia to Naparano Iron & Metal Company's scrap yard at Brills, Newark, N.J. (Cinders)
- Dec. 22, 1980                 Norfolk & Western Railway agrees to purchase the Illinois Terminal Railroad. (Striplin)
- Dec. 26, 1980                 "PORTAL" drawbridge is stuck in open position from 2:15 AM to 8:20 AM because of cold weather. (Cinders)
- Dec. 27, 1980                 Pres.-elect Ronald Reagan's task force issues report opposing operating subsidies for railroads; recommends budget cuts for Amtrak and USRA. (NYT)

- Dec. 27, 1980 Brooklyn Borough President Howard Goldin's (sp?) office says it is pursuing the idea of further exploring the old LIRR Atlantic Avenue Tunnel; later Robert Diamond (possibly 1981?) is able to break into the body of the tunnel and find it undisturbed. (NYT, BRHA)
- Dec. 29, 1980 N.Y. State make first payment of \$235 million from oil profits tax to state's transit systems, including the MTA; tax is still before the courts. (NYT)
- Dec. 31, 1980 Freight rates increased 5%. (NYT)
- Dec. 31, 1980 Reading Company leaves bankruptcy; now primarily a real estate company. (Rdg, Cinders)
- Dec. 31, 1980 Dow Jones industrial average closes at 963.99, up from a yearly low of 759.13 in April and higher than last year's close; the economy is improving; gold has fallen to \$600 an ounce; inflation is at 12.4%, down from a high of 13.3% in 1979. (Trager)
- 1980 Saul P. Steinberg and the Reliance Group, Inc., sell their majority holdings of senior New Haven bonds to the American Financial Corporation of Cincinnati for \$51.9 million; American Financial is owned by the family of Carl Lindner (1919-) and controls a \$2.5 billion empire, mostly in insurance, with major interests in Geico, Gannett and Kroger. (NYT - prob. ca. June-July)
- 1980 Last Conrail freight train runs over former NYC West Side Freight Line in New York; weeds and trees grow on the abandoned elevated structure. (Trager)
- 1980 NJ Transit begins its station leasing program for its 141 commuter rail stations; stations are renovated and leased at no cost to local communities, who become responsible for upkeep. (AR)
- 1980 Conrail handles 3.6 million tons of coal at South Philadelphia Pier No. 124, up 80% from 1979. (Cinders)
- 1980 Amtrak's automated track laying system (TLS) installs over 93 miles of concrete ties on Northeast Corridor. (AR)
- 1980 Amtrak's Northeast Corridor passenger-miles down 4.3% because of slowed schedules caused by the Northeast Corridor Improvement Program. (AR)
- 1980 Canton Railroad struck when it tries to cut crew size; not settled until

- Sep. 1982. (Schlerf)
- 1980 Conrail has invested \$103 million in upgrading the ex-PRR Harrisburg-Pittsburgh main line since 1976. (Cinders)
- 1980? Conrail abandons 20 miles of ex-PRR Shippensburg Secondary (Cumberland Valley) between Shippensburg and Carlisle, routing all traffic over ex-Reading line. (Cinders)
- ca. 1980 Conrail abandons the ex-PRR Bald Eagle Branch as a through route. (Railpace)
- 1980 City of Indianapolis buys the head house of Indianapolis Union Station from Union Station Associates for \$474,000 using a federal block grant; Union Station Associates had lost \$200,000 in its plan to restore the station. (Hetherington)
- 1980 Amtrak Board authorizes purchase of an additional 12 miles of ex-Michigan Central main line between Michigan City and Porter. (AR)
- 1980 Under the Staggers Act, Conrail is allowed to cancel gateway tariffs; Conrail demands that Toledo, Peoria & Western Railroad interchange with it at Peoria instead of Logansport, drying up bridge traffic on TP&W. (Stringham)
- 1980 Greyhound Corporation has its peak year for bus operations with revenues of \$1.045 billion. (greyhound.com)
- 1980 Workmen acting on orders of developer Paul Milstein wreck the features of the Biltmore Hotel's famed Palm Court to prevent it from being declared a landmark; the hotel is demolished and replaced by an office tower with the famed Biltmore Clock placed in its lobby. (Trager - verify NYT - NYT article says closed in 1981??)
- 1980 Japan now has 16% of world steel production vs. the U.S.'s 14%. (Hoerr)
- 1980 United States Steel Corporation closes its Ohio Works at Youngstown, Ohio. (Warren)
- Jan. 1, 1981 L. Stanley Crane (1915-2003), retired CEO of Southern Railway, replaces Edward G. Jordan as Conrail Chairman and CEO with a mandate to restore Conrail to profitability. (Trains)
- Jan. 1, 1981 Reading Company reorganization completed.



- Jan. 1, 1981 SEPTA increases fares 25%; because of declining ridership, they fail to produce the projected revenue. (Shappell, AR)
- Jan. 1, 1981 Conrail closes the intermodal terminal at the ex-Erie Croxton Yard in favor of the ex-NYC facility at North Bergen, N.J. (JCLines)
- Jan. 2, 1981 Conrail lays up all electric locomotives. (Cinders)
- Jan. 3, 1981 Banks reduce the prime rate from 21.5% to 20.5%, citing an increased demand from business for loans. (WrldAlmnc)
- Jan. 5, 1981 Eleven of twelve Amtrak/ConnDOT SPV-2000's returned to Budd because of service failures and mechanical problems; one car remains stored at New Haven because of fire damage, and 13<sup>th</sup> car No. 50 in service on Danbury Branch. (Cinders)
- Jan. 6, 1981 Amtrak places the first high-level "Sightseer" lounge car in revenue service on the *San Francisco Zephyr*. (Zimmermann)
- Jan. 6, 1981 Dow Jones industrial average peaks at 1004.69, up from 963.99 at the end of 1980. (Trager)
- Jan. 10, 1981 Amtrak GG1 No. 4934 heads a special movement to deliver the heavyweight Pullman *Lotos Club* owned by Peter Tilp from Penn Station to the Railroad Museum of Pennsylvania. (Zimmermann)
- Jan. 1981 E44A No. 4453 leaves Harrisburg for Erie to be converted to a 6,000 HP unit with solid-state controls. (Cinders)
- Jan. 1981 Amtrak begins distributing *Amtrak Express* magazine on Northeast Corridor trains; published by East/West Network, publisher of in-flight magazines. ( , Cinders)
- Jan.12, 1981 Conrail reactivates 41 E44's, leaving 24 E44's, 10 E33's in storage and the two GM experimentals shopped. (Cinders)
- Jan. 12, 1981 Santa Fe acquires the remaining 50% of the Toledo, Peoria & Western Railroad. (Moody's)
- Jan. 14, 1981 At his first press conference, Conrail CEO L. Stanley Crane states he would like to see Conrail relieved from all responsibility for passenger and commuter service, on which it loses \$50-100 million a year; says "I believe we can make Conrail work" as a private sector enterprise. (NYT, Cinders)
- Jan. 14, 1981 Amtrak moves LRC to Jacksonville, Fla., for display at Amtrak Family

- Days celebration. (AmtkNews)
- Jan. 15, 1981 Special Court settles the Penn Central valuation claims with USRA over assets transferred to Conrail for \$2.113 billion in cash (\$1.46 billion value plus interest since Apr. 1, 1976); largest single claim ever settled by the federal government. (Moody's, Grant)
- Jan. 1981 Pa. Gov. Richard Thornburgh cancels funding of \$1 million to rebuild Bristol, Levittown and Croydon stations. (Cinders)
- Jan. 1981 Conrail abandons the ex-PRR South Penn Branch to Mercersburg. (prrfax)
- Jan. 1981 Delaware & Hudson Railway receives \$1.25 million emergency loan from the federal government. (Cinders)
- Jan. 19, 1981 The U.S. and Iran agree to a deal that frees the U.S. hostages in return for the U.S. unfreezing Iranian assets in the U.S.; the hostages are flown out of Iranian air space just after the inauguration of Pres. Reagan on Jan. 20. (WrldAlmnc)
- Jan. 19, 1981 A new Pullman, Incorporated, incorporated in Delaware. (DelCorps)
- Jan. 20, 1981 Amtrak makes test run from Suburban Station to Harrisburg with unrebuilt "Metroliners" Nos. 801, 807, 813 and 851; Amtrak currently leases "Jersey Arrow II" MU cars for Harrisburg service, but NJ Transit intends to increase rental fee of \$76 per day per two-car set after May 1. (Cinders, PTJ)
- Jan. 22, 1981 ICC orders all pricing agreements by rate bureaus terminated within 90 days; intends to spur more competition. (NYT)
- Jan. 23, 1981 Gas fumes entering upper and lower concourses close Grand Central Terminal ticket offices during evening rush hour. (Shappell)
- Jan. 23, 1981 Andrew L. "Drew" Lewis (1931- ), former Trustee of the Reading Company, becomes Secretary of Transportation in the Reagan Administration. (wiki, Cinders)
- Jan. 23, 1981 Bureau of Labor Statistics announces a total inflation rate of 12.4% for 1980; the second year of double-digit inflation, and the first time this has happened since World War I. (WrldAlmnc)
- Jan. 24, 1981 Conrail freight train derailed at "MARKET" on Hell Gate Bridge line; Amtrak suspends service with bus shuttle between New York and New Haven. (Shappell)

- Jan. 28, 1981 SEPTA Board votes to discontinue 24 trains between Marcus Hook and Wilmington and discontinue service to Newark, Del., effective Mar. 1, after the State of Delaware refuse to pay. (Shappell, AR)
- Jan. 28, 1981 Amtrak operates its last conventional dome car on the *Coast Starlight*, having replaced them all with bi-level Superliner "Sightseer" lounge cars. (Zimmermann)
- Jan. 28, 1981 Pres. Reagan lifts the last remaining price controls on heating oil and gasoline. (WrldAlmnc)
- Jan. ? 1981 Pres. Reagan names David Stockman ( - ) his budget director; Stockman wants to eliminate the budget for Amtrak and starts by dropping the electrification east of New Haven. (Gallamore - verify)
- Jan. 29, 1981 Amtrak LRC returns to New York. (AmtkNews)
- Feb. 1, 1981 Amtrak shortens conventional Northeast Corridor schedules Nos. 181, 183, 187, 180 and 184 by up to 0:36 to as little as 3:34 as AEM7 locomotives placed in service; *The Pennsylvanian* adds stop at Ardmore for suburban passengers; sixth New York-Schenectady round trips established by extending *Washington Irving* from Albany. (AmtkNews, Shappell, Cinders)
- Feb. 2, 1981 "Metroliner" cars Nos. 801 and 813 begin two-week test in revenue service on Harrisburg trains Nos. 603-608 to see if they can handle the frequent start-stop conditions; soon expanded to cover Nos. 609-612. (Cinders, PTJ)
- Feb. 4, 1981 The Reagan Administration announces it will cut \$9.1 billion from Pres. Carter's synthetic fuels program. (WrldAlmnc)
- Feb. 4, 1981 Exxon, Texaco and Shell announce a 9-cents a gallon increase in the price of home heating oil; gasoline is expected to go to \$1.60 a gallon. (WrldAlmnc)
- Feb. 11, 1981 L.B. Holding Inc. incorporated as part of liquidation of NY&LB. (Compt)
- Feb. 13, 1981 L.B. Holding Inc. merged into NY&LB Railroad Company. (Compt)
- Feb. 14, 1981 SEPTA closes the Ridge Avenue spur of the Broad Street Subway for one year so that the Vine Street Station can be demolished in order to build the Center City Commuter Connection under it. (Cinders)

- Feb. 1981 SEPTA General Manager David Gunn tells the Philadelphia *Bulletin* that SEPTA is in such bad financial shape that by the time the Center City Commuter Connection is completed, there may be no commuter trains. (Cinders)
- Feb. 1981 Conrail CEO L. Stanley Crane appears before the House Subcommittee on Transportation & Commerce and repeats demand that Conrail be relieved of passenger service; NJ DOT Commissioner Louis Gambaccini calls for creation of Northeast Corridor Corporation to perform all passenger service on NEC and suburban lines to eliminate division between Amtrak and various state authorities. (Cinders - verify NYT)
- Feb. 1981 Biking and hiking trail opens on the roadbed of ex-PRR Schuylkill Division between Shawmont and Spring Mill. (Cinders)
- Feb. 1981 Main building of Chicago Union Station reopens after fire; blackout paint removed from skylight; building is later turned over to the U.S. Dept. of Transportation. ( , Harwood)
- Feb. 1981 27 former *Congressional* coaches sent to Beech Grove Shops to be rebuilt with HEP for “Clocker” service. (Cinders)
- Feb. 16, 1981 Conrail returns GM experimental electric locomotives Nos. 4975 & 4976 (ex-1975 & 1976) to service. (Cinders)
- Feb. 17, 1981 Conrail reports 4<sup>th</sup> quarter 1980 loss is only \$12 million, down from \$59.7 million in 1979. (NYT)
- Feb. 17, 1981 Delaware & Hudson Railway notifies ICC that it will seek inclusion in N&W-Southern Railway merger or demand that Norfolk & Western Railway relinquish control of D&H. (AR)
- Feb. 18, 1981 Pres. Reagan delivers his first State of the Union address to Congress, proposing \$41.4 billion in budget cuts in 83 programs; includes reducing funding for Northeast Corridor Improvement Project from \$2.5 billion to \$2.19 billion through 1984 and elimination of New Haven-Boston electrification and 2:40 New York-Washington running time; Conrail is to receive a final payment of \$350 million in 1981-82. (WrldAlmnc, Cinders)
- Feb. 18, 1981 Conrail announces proposed abandonment of 53 lines, first since 1978.
- Feb. 19, 1981 Amtrak announces a 1982 operating budget of \$716 million, down \$2 million from 1981 and \$103 million more than provided in Reagan’s budget proposal; Amtrak’s new budget will eliminate 7 or 8 “Clockers,” 3 Philadelphia-Harrisburg round trips, the *Valley Forge*,

the *Cardinal*, and other long-distance trains. (Cinders)

- Feb. 23, 1981      Transportation Secretary Drew Lewis states that there will never be high-speed passenger trains on the Northeast Corridor as long as it must also carry freight. (NYT)
- Feb. 27, 1981      Last run of SEPTA commuter service (Nos. 912, 940 & 927) between Wilmington and Newark, Del.; service is later restored. (Shappell)
- Feb. 20, 1981      Boston commuter service cut back from Providence to Attleboro, Mass., after Rhode Island eliminates subsidy. (Railfan, Humphrey)
- Feb. 24, 1981      National Park Service closes the National Visitor Center in former Washington Union Station after heavy rains because of leaks, water damage, and collapsing ceilings. (NYT)
- Feb. 26, 1981      LIRR Pres. Francis S. Gabreski is forced to resign after worst winter service disruptions ever; Daniel T. Scannell named acting Pres. (NYT)
- Feb. 26, 1981      French TGV (Train à Grande Vitesse) sets new world rail speed record of 237.5 MPH in test on new Paris-Lyon line. (Trains has 236)
- Feb. 27, 1981      Pres. Reagan orders a further \$10-13 billion in budget cuts. (WrldAlmnc)
- Early 1981          Conrail discontinues the use of the Bald Eagle Branch (Tyrone-Lock Haven) as a through route, operating only the Bellefonte-Milesburgh-Lock Haven portion for local service. (Railpace)
- Mar. 1, 1981        Long Island Consumer Action, Inc., calls for a committee of commuters, union officials and railroad experts to find a replacement for ousted LIRR Pres. Francis S. Gabreski. (NYT)
- Mar. 1, 1981        SEPTA cuts most Marcus Hook-Wilmington service; weekdays from 38 to 14 trains; Saturday from 23 to 4 and Sundays 16 to 4. (Shappell, Cinders)
- Mar. 1, 1981        SEPTA shifts one set of 10 MP54's from the Wilmington Line to Media Line trains No. 716-747; 8 MP54's remain on Wilmington Line Nos. 908-937. (Cinders)
- Mar. 1, 1981        Transport Workers Union approves strike against SEPTA transit lines if no agreement is reached by Mar. 14. (Cinders)
- Mar. 1, 1981        Santa Fe assumes sole ownership of Toledo, Peoria & Western Railroad after ICC approval of sale of Penn Central's interest.

(Stringham)

- Mar. 3, 1981 PennDOT establishes temporary *Parkway Limited* rail commuter service between Pittsburgh and Greensburg for 21 months while Penn-Lincoln Parkway is repaired; uses 10 leased Amtrak 5400-series cars and Conrail U36B locomotives, formerly owned by Auto-Train, with Amtrak E-8A for heat; one round trip to Pitcairn and one to Greensburg, with equal number of deadhead movements; actual ridership falls well short of projections. (Shappell, Cinders)
- Mar. 6, 1981 Equipment breakdowns delay 95,000 LIRR commuters, 2,000 are stranded for 3 hours in the East River Tunnels. (NYT)
- Mar. 1981 Reagan Administration proposes to cut Amtrak's budget from \$993 million to \$613 million, which would confine it to the Northeast Corridor; settles for compromise budget of \$788 million.
- Mar. 9, 1981 *New York Times* reports the departure board at Penn Station has been malfunctioning for over a month; Amtrak says it will be at least two more years before it can be replaced. (NYT)
- Mar. 10, 1981 Pres. Reagan submits a \$695 billion budget to Congress with total budget cuts of \$48.6 billion. (WrlDAlmnc)
- Mar. 10, 1981 First two Budd SPV-2000's returned to Connecticut. (NYT)
- 1981 Reagan Administration proposes halting aid to Conrail in fiscal 1982 with costs shifted to local governments and shippers. (Railfan - verify NYT)
- Mar. 12, 1981 Amtrak runs inspection train from Pittsburgh to Washington over Chessie System (B&O) for proposed rerouting of Washington section of *Broadway Limited*. (Cinders)
- Mar. 13, 1981 Ex-PRR car float *Capt. Edward Richardson* sinks in its Cape Charles slip, submerging Virginia & Maryland Railroad C420 No. 403 and 18 cars. (Railfan)
- Mar. 1981 Secretary of Transportation Drew Lewis says he will ask Congress to repeal the requirement to have cities make their transit systems fully handicapped-accessible as too costly; calls Amtrak an "economic disaster" and the fuel efficiency of passenger trains a "myth." (Cinders)
- Mar. 15, 1981 SEPTA City Transit Division strike begins at 12:01. (Cinders, Shappell)

- Mar. 1981 Conrail is saving up to \$13,000 a day in Amtrak charges by running all freight trains via the Atglen & Susquehanna low grade line between Parkesburg and Middletown. (Cinders)
- Mar. 1981 Conrail closes the Logansport crew dispatcher's office, which is moved to Fort Wayne. (Strauch)
- Mar. 1981 Amtrak reports its best overall system on-time performance to date at 87%. (Zimmermann)
- Mar. 1981 MTA creates the Metro-North Commuter Rail Division to consolidate management of the commuter services operated by Conrail, including the ex-Erie Lackawanna lines in Rockland and Orange Counties; Peter E. Stangl, formerly MTA Assistant Executive Director for Service Policy & Operations, named Pres. (MTA AR)
- Mar. 16, 1918 NJ Transit calls for a 50% fare increase and service reductions because of \$80 million shortfall. (NYT)
- Mar. 16, 1981 SEPTA pickets shut down Red Arrow Division as well; car inspectors, who are members of the TWU, also honor pickets at Suburban Station and Reading Terminal; normal service resumes by afternoon under court injunction; Conrail adds extra trains to Fernwood, Secane, Overbrook, Bryn Mawr, and Holmesburg; on Trenton Line, two round trips of GG1's and 10 borrowed Amtrak coaches each operate to 30<sup>th</sup> Street; on the West Trenton Line one round trip is made with Conrail diesels and 7 MP54's. (Cinders, Shappell)
- Mar. 19, 1981 Conrail diesel train withdrawn from West Trenton Line as sufficient Reading MU's are available; MP54's reassigned to Paoli Line. (Cinders)
- Mar. 19, 1981 Bituminous coal miners begin a series of wildcat strikes. (WrldAlmnc)
- Mar. 20, 1981 SEPTA pickets again cause massive disruptions to Regional Rail service during the morning rush hour by picketing all rail terminals; at 10:30 Conrail engineers and trainmen walk out after bomb threat at Reading Terminal and threats of violence; injunction obtained at 2:00 PM to halt picketing. (Cinders)
- Mar. 20, 1981 One GG1 train makes last run on Trenton Line as extra equipment not needed. (Cinders)
- Mar. 20, 1981 Restored GG1 No. 4935 is sold to Russell Wilcox, who had restored it, and is donated by him to Railroad Museum of Pennsylvania; No. 4890 is sold to the Baltimore & Ohio Museum. (Railfan, Cinders)

- Mar. 23, 1981 ICC deregulates all railroad piggyback service. (Cinders)
- Mar. 24, 1981 Reagan Administration urges Congress to break up Conrail by sale to solvent private railroads; plan opposed by the U.S. Railway Association and railroad labor organizations. (NYT)
- Mar. 25, 1981 Pullman Transportation, Inc., incorporated in Delaware. (DelCorps)
- Mar. 26, 1981 New York & Long Branch Railroad (NY&LB) merged into Central Jersey Industries, Inc., successor to Central Railroad Company of New Jersey (CNJ). (Moody's)
- Mar. 27, 1981 United Mine Workers begins a bituminous coal strike; coal production is halved. (WrlldAlmnc)
- Mar. 29, 1981 Amtrak acquires the B&O's half-interest in the Washington Terminal Company, giving it complete ownership. (AR)
- Mar. 31, 1981 Conrail completes removal of Track No. 2 between Altoona and Gallitzin, reducing Horseshoe Curve to three tracks. (PennsyWest)
- Mar. 31, 1981 Last train over the ex-PRR Lykens Valley Branch to Millersburg, Pa. (PennsyWest)
- Mar. 31, 1981 ICC agrees that the railroads can raise rates so as to earn revenue equal to the cost of capital or 11.7%. (NYT)
- Mar. 31, 1981 U.S. DOT and Federal Railroad Administration issue *Recommendations for Northeast Rail Service*; both DOT Secretary Drew Lewis and new Federal Railroad Administrator Robert Blanchette report that most of Conrail's traffic could be handled by other railroads. (Gallamore)
- Apr. 1, 1981 U.S. DOT report on Conrail recommends splitting up the property for sale to other railroads, in "controlled transfer" over two years, with \$350 million to keep it running in the meantime; to make the property attractive to purchasers, Title V job protection payments to furloughed workers are to be repealed; commuter service is to be spun off to local authorities, and a subsidized neutral terminal railroad is to be created to operate the yards in the major East Coast cities. (Cinders - note, CR, USRA and DOT all issue reports to Congress under \_\_\_ Act)
- Apr. 1, 1981 On Conrail's fifth birthday, Transportation Secretary Drew Lewis and his newly-appointed Federal Railroad Administrator, ex-Penn Central Trustee Robert Blanchette, call for dismantling Conrail and selling the



- best pieces to private-sector bidders; Conrail CEO L. Stanley Crane calls for more federal funds for improvements. (Gallamore)
- Apr. 1, 1981 Under the terms of the Staggers Act, Conrail issues *Options for Conrail*. (Gallamore - verify)
- Apr. 1, 1981 USRA issues report, "Conrail at the Crossroads"; says its studies show only hope for Conrail to become viable is to substantially alter cost structure by changing work rules and cutting Title V employee protection costs; USRA's Conrail phaseout is to be somewhat slower but also includes spinning off commuter service. ( , Cinders)
- Apr. 1, 1981 Conrail retires all 78 electric locomotives in freight service because of low traffic volume and high costs for electricity and Amtrak maintenance charges at Wilmington Shops; locomotives are stored at Harrisburg and Enola; some ex-PRR catenary on freight-only lines de-energized and taken down. (Shappell has 4/1 and also 4/2 as ending all electric ft. service - 4/1 may be NEC only - CR claims is not permanent but only a/c coal strike and low traffic - CR & Cinders have Mar. 31); elimination of engine change further reduces the importance of Enola Yard. (Enola eastbound classification yard closed in early 1980s)
- Apr. 1, 1981 Amtrak removes last two un-rebuilt "Metroliner" train sets from Northeast Corridor service; one is replaced by "Amfleet" and one by rebuilt "Metroliners." (MrkrLmp)
- Apr. 1, 1981 Strike spreads to SEPTA Red Arrow Division. (Shappell)
- Apr. 3, 1981 Strike on SEPTA City Transit Division ends after intervention of Gov. Thornburgh; at last minute, SEPTA drops demand for hiring part-time workers, and TWU agrees to a 14.5% wage increase. (Cinders, Shappell)
- Apr. 3, 1981 SEPTA's ex-Reading push-pull train consisting of 6 steam-heated coaches with an FP7 at each end makes its last run in revenue service, having been reactivated for strike duty. (Cinders)
- Apr. 5, 1981 Breakdown of turbine at the aging Cos Cob Power Plant in Conn. creates delays of 30-60 minutes on the New Haven Line. (NYT)
- Apr. 9, 1981 LIRR unveils completion of lengthening Platform No. 10 at Penn Station for 10 cars to 12 cars; Platform No. 10 handles 40% of the LIRR's business. (NYT)
- Apr. 9, 1981 Miscellaneous Shop No. 1 of Juniata Shops at Altoona, which repairs and paints wrecked cars and locomotives, destroyed by fire.

(AltoMirror)

- Apr. 11, 1981 Amtrak places 7 GG1's into storage, leaving only Nos. 4901, 4915, 4924 and 4934 active. (Cinders)
- Apr. 12, 1981 GG1 No. 4875 is activated to rescue the *Pennsylvanian* No. 47, whose F40 diesel loses power at Thorndale; runs to Harrisburg. (Cinders)
- Apr. 15, 1981 Boston & Maine Corporation trustees release agreement to sell the line to Timothy Mellon, 38, the grandson of Andrew Mellon, for \$24.5 million. (Railfan)
- Apr. 1981 Budd Company returns SPV-2000's to Amtrak at New Haven after repairs. (Cinders)
- Apr. 1981 Commissioners of suburban counties ask Delaware Valley Planning Commission to study alternatives to SEPTA rail service, including busways and van pools. (Cinders)
- Apr. 1981 Arsonist causes substantial damage to the interior of the former Reading North Broad Street Station, which had been turned into a hotel and is now a homeless shelter. (Cinders)
- Apr. 1981 Amtrak releases its "emerging corridor" study showing Los Angeles-San Diego as the corridor with the most growth and revenue potential; Philadelphia-Atlantic City is eighth and Philadelphia-Harrisburg tenth. (Cinders)
- Apr. 1981 ICC authorizes Philadelphia Belt Line Railroad, which has been operated by PRR and Conrail under lease, to operate its own railroad. (Cinders)
- Apr. 1981 Conrail plans to reduce the Trenton Cut Off to single track with passing sidings, as much traffic has been diverted to other routes. (Cinders)
- Apr.? 1981 Pa. ends subsidies for 13 light-traffic branch lines, including the Lykens Valley Railroad. (Cinders)
- Apr. 1981 Northernmost 300 feet of tracks and train shed of La Salle Street Station removed to permit razing of head house for replacement by an office tower; station is now used only by ex-Rock Island RTA commuter trains. (Trains)
- Apr. 1981 Grand Trunk Corporation (?) acquires the Detroit & Toledo Shore Line Railroad. (RRH 147 - verify Moodys)

- Apr. 17, 1981            ICC adopts a new inflation index for rates. (NYT)
- Apr. 20, 1981            Cos Cob generator resumes operation. (NYT)
- Apr. 24, 1981            Amtrak begins operating *Fort Pitt* between Altoona and Pittsburgh as a turn of equipment assigned to *Pennsylvanian*.
- Apr. 24, 1981            “Atlantic City Railway,” formed by 23-year old Thomas Frawley, runs a chartered pair of NJ Transit RDC’s from Lindenwold to Atlantic City; Frawley proposes to take over the service to carry passengers to the casinos. (Cinders)
- Apr. 24, 1981            Pres. Reagan ends the embargo on sales of grain to the Soviet Union. (AmrcnDcnds)
- Apr. 25, 1981            Amtrak’s *Chesapeake* makes last stop of a passenger train serving the ex-PRR station at Elkton, Md. (CecilCoWordPress)
- Apr. 25, 1981            Last run of Toronto, Hamilton & Buffalo Railway RDC passenger train No. 371-376 between Buffalo and Toronto via Black Rock and Hamilton. (Shappell)
- Apr. 25, 1981            Electric Railroaders Association holds “Farewell to the S-Motor” excursion in honor of ex-NYC Class S-2 No. 4715, the oldest locomotive in regular service in North America; No. 4715 is sidelined with coupler problems but is on display with new coat of Penn Central paint at Harmon. (Railfan)
- Apr. 26, 1981            Amtrak raises fares by 5% to 13%; New York-Washington fares not affected. (Shappell, Cinders)
- Apr. 26, 1981            Amtrak introduces the *Maple Leaf* between New York and Toronto via VIA Rail Canada/Canadian National, Niagara Falls-Hamilton-Toronto, replacing the *Niagara Rainbow*; No. 76/65 made non-stop New York-Albany; extends New York-Syracuse train No. 62-65 to Niagara Falls; introduces the *Fort Pitt* No. 37-38 between Altoona and Pittsburgh using *Pennsylvanian* equipment laying over; through New York-Chicago coach established on the *Cardinal* and No. 180-187; Metroliner Service schedules cut to 3 hours-29 minutes and many regular “Amfleet” schedules accelerated because of track work and availability of AEM-7's; separate operation of *Broadway Limited* between Philadelphia and Washington ends and cars placed on a regular Northeast Corridor train; “Metroliners” restored to on-the-hour and conventional trains to on-the-half-hour out of New York. (PTJ, Shappell)

- Apr. 29, 1981 Rail Labor Rally "March on Washington" draws 18,000 to protest Reagan Administration budget cuts for Amtrak and Conrail; 216 local trains in New York-Philadelphia area cancelled as crews take off for rally, disrupting morning and evening rush hours; 1,300 Philadelphia members travel in 30 Greyhound buses, claiming Amtrak is unable to transport them. (Shappell, Cinders, NYT)
- Apr. 29, 1981 Amtrak runs its LRC train to Washington as train No. 189 for display at its 10<sup>th</sup> birthday celebration in Union Station. (Cinders)
- Apr. 30, 1981 Last run of Auto-Train service between Lorton, Va., and Sanford, Fla. (NYT, Shappell, Railfan)
- Apr. 30, 1981 Senate Commerce Committee approves a reduced \$613 million 1982 FY budget for Amtrak, which had requested \$970 million and then \$853 million. (Cinders)
- Apr. 30, 1981 Conrail has over 800 of its 4,211 diesel locomotives stored for lack of traffic. (Cinders)
- May 1, 1981 Conrail establishes SEPTA Commuter Region for passenger service, independent of Eastern Region; R.B. Hoffman named Regional Manager reporting to VP-Passenger Service R.E. Sullivan. (Cinders)
- May 1, 1981 Last Auto-Trains arrive in Sanford, Fla., and Lorton, Va. (Railfan)
- May 1, 1981 Amtrak begins three-day 10<sup>th</sup> anniversary celebration at Washington Union Station, May 3 being for the general public; 7 tracks occupied with displayed equipment, including Brunswick Green GG1 No. 4935 and the Canadian LRC train, which gives one-hour rides to Odenton and back. (Cinders)
- May 1, 1981 No. 4915 makes last run of a GG1 in Amtrak revenue service on "Clocker" No. 225. (Shappell)
- May 1, 1981 Amtrak declines to renew lease of "Jersey Arrow II" MU cars, many of which are laid up at Penn Coach Yard in Philadelphia; 22 of 66 cars returned to NJ Transit. (PTJ, Cinders)
- May 2, 1981 Last active Amtrak GG1, No. 4924, runs from New Haven to Wilmington towing NJ Transit GG1 No. 4881 and "Metroliner" No. 825, becoming last of four Amtrak GG1's to be laid up, leaving 11 in active service on NJ Transit. (Shappell, Cinders)
- May 2, 1981 NJT resumes operating of Monmouth Park race train on Saturdays and holidays through Sep. 5. (Shappell)

- May 3, 1981 Amtrak celebrates 10th anniversary with display at Washington Union Station. (Shappell)
- May 4, 1981 Conrail reports a 1<sup>st</sup> quarter loss of \$65.9 million, smallest 1<sup>st</sup> quarter loss since 1976. (NYT)
- May 4, 1981 Last of three *Silver Meteor* train sets converted to HEP. (Cinders)
- May 5, 1981 Conrail unions agree to give up \$229 million in wages and benefits a year to help return the company to solvency; 12% of any increases are deferred to July 1, 1984; L. Stanley Crane cuts employment by 42% over two years. (NYT, Gallamore)
- May 6, 1981 State agencies in New York, Connecticut and Pennsylvania refuse to assume commuter operations under the existing federal labor laws. (NYT)
- May 8, 1981 Brandywine Valley Railroad Company incorporated in Delaware for the purpose of operating parts of the former Wilmington & Northern Railroad and PRR's Octoraro Branch. (DelCorps)
- May 10, 1981 Rogers E. M. Whitaker, 82, *New Yorker* editor and columnist, who also wrote as "E.M. Frimbo, the world's greatest railroad buff," dies, having logged almost 2.75 million miles by rail. (Railfan - Cinders has 5/11 - verify NYT, findagrave)
- May 12, 1981 Conrail reports that it has reached arrangements with Norfolk & Western Railway and Southern Railway and will cease opposing their merger in return for concessions in division of rates. (NYT, Cinders)
- May 1981 Normal service restored on ex-New Haven electric lines as temporary repairs completed at Cos Cob generating plant; rebuilt SPV-2000's return to New Haven-Springfield service; *Roger Williams* cab units Nos. 27 and 28 laid up at New Haven. (Railfan)
- May? 1981 House Commerce Subcommittee chaired by James M. Florio of N.J. approves a bill introduced by Gary Lee and Norman F. Lent of N.Y. to appropriate \$375 million for Conrail in 1982-84 and give it two more years to become profitable; also requires eliminating Title V payments with one-time severance pay, spinning off commuter service, abandoning marginal lines, and requiring employees to make \$200 million a year in wage concessions. (Cinders)
- May 1981 Thirteen labor unions agree to defer over \$200 million in Conrail wage increased scheduled for 1981 to help return to profitability. (Cinders)

- May 1981? Conrail wins *Modern Railroads*' Golden Freight Car award for the second year in a row for its development of petroleum unit trains. (Cinders)
- May 18, 1981 Strike on SEPTA Red Arrow Division ends. (Shappell)
- May 18, 1981 Timothy Mellon ( - ) of Guilford, Conn., the son of Paul Mellon and grandson of Andrew W. Mellon, incorporates Guilford Transportation Industries, Inc., as a Delaware holding company, in which he is the sole stockholder and through which he intends to buy New England railroads and enter the railroad business. (DelCorps, )
- May 22, 1981 Timothy Mellon's Guilford Transportation Industries, Inc., holding company announces it will purchase the Maine Central Railroad from U.S. Filter Corporation. (NYT, Railfan)
- May 23, 1981 Union Transportation Company (N.J.) dissolved. (Cards)
- May 26, 1981 Organization of Petroleum Exporting Countries (OPEC) announces it will fix oil prices at \$32 per bbl. and cut production by 10%. (AmrenDcads)
- May 27, 1981 Regional Transportation Authority announces that it has exhausted its funds, threatening a shutdown of some Chicago commuter service. (NYT)
- May 29, 1981 Amtrak purchases the B&O's 50% interest in Washington Terminal Company, converting it to a wholly-owned subsidiary. (AR)
- May 30, 1981 Last runs of through SEPTA diesel trains on former Reading lines between Philadelphia and Pottsville and Bethlehem; RDC shuttles established between Lansdale and Bethlehem and Norristown and Pottsville on May 31. (Shappell, Cinders)
- May 31, 1981 Former PRR General Attorney Edwin A. Kaier (1908-1981) dies. (ssdi)
- June 1, 1981 Amtrak announces it will cut its headquarters staff by 25% and eliminate many frills, including *Amtrak News*; it will also seek to develop air rights and lease right of way for fiber optic telecom cables. (Cinders)
- June 1, 1981 NJ DOT GG1 No. 4877, repainted in PRR Tuscan red scheme with 5 stripes at ex-CNJ Raritan Shop, displayed to the public; then deadheaded to Wilmington for traction motor work; the project has been floated by a group of North Jersey Coast commuters aided by Superior Court Judge Theodore LaBrecque of Red Bank and

- Congressman Jim Howard; the repainting has been done under the supervision of Michael Burshtin, then NJT Manager of Equipment Acquisition and later of Amtrak, using the stencils created for the No. 4935 repainting by Russell Wilcox. (Railfan, ClsscTrains)
- June 1, 1981 Amtrak institutes microwave meals only on *Broadway Limited* and other long-distance trains to save money.
- June 1, 1981 SEPTA receives no bids to operate its ex-Reading Newtown Branch; Boston & Maine Corporation was expected to bid. (Cinders)
- June 5, 1981 Tuscan red GG1 No. 4877 posed with restored Brunswick green GG1 No. 4935 at Wilmington Shops. (Railfan)
- June 5, 1981 Labor Dept. announces that unemployment in May has increased for the first time in a year from 7.3% to 7.6%. (WrldAlmnc)
- June 6, 1981 NRHS Philadelphia and Lancaster Chapters run "Farewell to Amtrak's GG1's" special, Harrisburg-Philadelphia-Perryville-Harrisburg-Philadelphia, using NJT No. 4877 in Tuscan red and No. 4876 in Penn Central black; No. 4876 is the locomotive that crashed into Washington Union Station in 1953. (Shappell, Railfan)
- June 6, 1981 United Mine Workers ratify a new contract ending the 72-day bituminous coal strike; gain a 38% increase. (WrldAlmnc)
- June 7, 1981 GG1 No. 4877 placed in revenue service between New York and South Amboy, after returning from Philadelphia with No. 4876 on "Clocker" No. 222. (Railfan, Cinders)
- June 8, 1981 72-day coal strike ends. (Cinders)
- June 9, 1981 Amtrak dispatches NJ Transit GG1 No. 4884 and an F40 diesel to haul the five-hour late *Broadway Limited* No. 40 eastbound; road diesels had to be turned to take No. 41 west. (Cinders)
- June? 1981 U.S. House Commerce Committee passes an increased \$725 million budget for Amtrak; Pres. Boyd says it will permit retaining 85% of the system. (Cinders - verify NYT)
- June 1981 U.S. House approves bill to sell Conrail; to be sold as a whole if is profitable after July 1982 or piecemeal if it is not; votes \$475 million to keep Conrail operating until mid-1982. (Railfan - verify NYT)
- June 1981 Northeast Illinois Railroad Corporation formed as the commuter rail operating arm of the Regional Transportation Authority; particularly to

- operate services on the bankrupt Milwaukee Road and defunct Rock Island. (RTA)
- June 12, 1981 After AEM7 electric locomotives “trip out,” Amtrak uses F40's to haul Northeast Corridor trains; reactivates six GG1's from the Wilmington dead line, which are run to Washington Union Station to “stabilize electrical line load” but they do not haul trains. (Trains, Cinders)
- June 13, 1981 NJ Transit rededicates GG1 No. 4877 at South Amboy; repainted in 1952 Tuscan red and gold *Congressional* paint scheme; it then departs on the 10:13 for Penn Station. (Railfan, ClsscTrains)
- June 13, 1981 NJ Transit resumes summer weekend service between Lindenwold and Ocean City/Cape May. (Cinders)
- June 13, 1981 Cape Cod & Hyannis Railroad begins summer excursions, except Mondays and Wednesdays, between Hyannis and Sandwich, Mass. (NYT)
- June 15, 1981 Amtrak downgrades dining car service on *The Broadway Limited*, *The Crescent*, *The San Francisco Zephyr* and *The Southwest Limited* with smaller staffs and pre-fab meals. (Cinders)
- June 15, 1981 Washington section of *The Broadway Limited* resumes operation as a separate train between Philadelphia and Washington.
- June 15, 1981 NJ Transit borrows Amtrak F40 for clearance tests on ex-NY&LB and CNJ lines, anticipating the arrival of its own units later in the year. (Trains)
- June 1981 LIRR's former B&O observation car (Dana?) renamed *Morris Park*; runs on Friday-only *Peconic Bay Express*; LIRR runs 11 other parlor cars rebuilt from MU coaches. (Cinders)
- June? 1981 Federal government cancels New Haven-Boston electrification, upgrading of Northeast Corridor signal systems and rebuilding some bridges; will install CTC between Washington and Wilmington. (Cinders)
- June 1981 House and Senate Conference Committees agree on \$735 million budget for Amtrak, plus forgiveness of \$82 million in Federal interest payments. (Cinders)
- June 16, 1981 Guilford Transportation Industries, Inc., owned entirely by Timothy Mellon, the nephew of Richard King Mellon, buys the Maine Central Railroad from Ashland Oil, Inc., subsidiary United States Filter



- Corporation for \$20 million; its first rail property. (Moody's, Railpace)
- June 17, 1981 SEPTA runs last MP54-E6 "red cars" in revenue service on Paoli local No. 322 (6 cars); earlier in day remaining cars ran on Paoli local No. 318 (6 cars), and Wilmington local No. 908 (8 cars); cars No. 415 and 447 are still in Tuscan red and the rest in SEPTA red, white & blue; all 19 MP54's sent to West Yard, Wilmington, prior to sale for scrap; 10 green MP54s owned by NJ Transit now at West Yard and another 8 at Wayne Jct. to be moved to NJT yard at Mahwah, N.J. (Shappell, Cinders, JCLines)
- June 17, 1981 Conrail posts a profit for May 1981 of \$10 million, following a \$13 million loss in Apr. (NYT)
- July 18, 1981 The old Logansport yard office, which has been sold by Conrail to the City for \$1, is moved to the site of the old station on 4<sup>th</sup> Street; it is intended to be restored as a museum, but it altered and for a while houses the Chamber of Commerce and later the bus station. (Strauch)
- June 1981 SEPTA transfers four Reading "Silverliner IV's" to Media Line to take up slack from retirement of MP54's. (Cinders)
- June 26, 1981 Conrail posts notices that it will cease operating service for SEPTA effective Aug. 30, 1981, as it is unable to agree on financial terms for new operating agreement; SEPTA offers no more than \$93 million, while Conrail claims a projected cost of \$99.1 million. (Cinders)
- June 26, 1981 Last day for Maryland DOT service at Jericho Park, Md.; station removed as part of NEC grade crossing elimination project. (Shappell)
- June 26, 1981 Conrail freight derails at Landover, Md., blocking the Northeast Corridor for 2 to 4 hours. (NYT)
- June 26, 1981 House passes Pres. Reagan's \$38.2 billion in budget cuts. (WrldAlmnc)
- June 28, 1981 Last runs of NJ Transit Nos. 104-131, leaving two daily round trips between Lindenwold and Atlantic City. (Cinders)
- June 30, 1981 Last runs of SEPTA RDC service between Pottstown and Pottsville and between Quakertown and Bethlehem; also last direct RDC service between Reading Terminal and Newtown. (Shappell, Cinders)
- Summer 1981 Ex-New Haven Back Bay Station, Boston, demolished as part of MBTA's Orange Line rerouting. (Barrett)
- Summer 1981? Senate Commerce Committee adds \$122 million to \$613 million

- previously budgeted for Amtrak, allowing it to retain 85% of its services. (Railfan)
- Summer? 1981 Conrail closes Collinwood Diesel Shops and DeWitt diesel terminal, locomotive overhaul section of Juniata Shops and Beech Grove car shop closed temporarily. (Cinders)
- Summer 1981 Conrail seeks to abandon 110 “Category III” lines; 51 segments totaling 270 miles have been out of service for at least a year, including ex-PRR Pottstown Secondary between Stowe and Birdsboro, Phoenixville Branch between Pennhurst and Parkerford, Chester Creek track between Chester and Upland, 60<sup>th</sup> Street Branch near “BRILL,” Frankford industrial track, and Cardington Branch. (Cinders)
- July 1, 1981 Conrail Northern Region merged into Western Region with headquarters at Detroit; Atlantic Region (Newark) merged into Eastern Region with headquarters in Philadelphia; Hoboken Division renamed New Jersey Commuter Region; SEPTA Commuter Region established at Philadelphia. (Shappell - Cinders says also merge Fort Wayne Division into neighboring divisions - Strauch says Logansport moved from Fort Wayne to Indianapolis division HQ)
- July 1, 1981 SEPTA temporarily discontinues RDC service between Fox Chase and Newtown because of track repair; shuttle buses operated between Bethayres and Newtown. (Shappell, JCLines)
- July 1, 1981 LIRR VP Daniel T. Scannell warns that there will be little improvement until 70 new cars arrive in May 1983. (NYT)
- July 1, 1981 NJ Transit increase fares by 50% to offset declining revenues and rising costs. (Cinders)
- July 1, 1981 NJ Transit opens a new Transit Information Center with one toll-free number for both rail and bus operations. (AR)
- July 1, 1981 Maryland DOT increases fares 30%; NJT increases fares 25%. (Shappell)
- July 1, 1981 ICC 2.8% rate increase goes into effect. (NYT)
- July 1, 1981 Because of a funding crisis, the Milwaukee Road cancels its operating contract for Chicago suburban service with the Regional Transportation Authority, resumes operation on its own account, and raises fares 75%. (RTA)
- July 3, 1981 New York City transit fares rise from 60 cents to 75 cents. (Trager)

- July 3, 1981 Off-duty New York City policeman shoots and kills a 19-year old who attacked him and seriously injured an LIRR conductor at the Amityville station. (NYT)
- July 8, 1981 Timothy Mellon signs agreement to purchase Boston & Maine Corporation from its trustees for \$24.3 million. (Railfan)
- July 9, 1981 Justice Dept. states it will not oppose the Norfolk & Western Railway-Southern Railway merger. (NYT)
- July 11, 1981 N.Y. Gov. Hugh Carey signs a new tax law creating 5 new taxes to raise operating funds for transit systems and prevent a rise in the subway fare from 75 cents to \$1.00 and a further increase in commuter rail fares. (MTA AR)
- July 1981 New recession begins lasting 16 months; equal in length to that of the mid-1970s and the worst since 1937. (NBER)
- July 1981 House and Senate Conference Committee agree to provide \$262 million in Conrail funding with no sale to occur before June 1, 1983; if profitable, it must be offered as a single entity until June 1, 1984, and only after that may it be sold piecemeal; provides \$270 million for severance pay to end Title V payments and \$50 million to ease sale of commuter operations by Jan. 1, 1983. (Cinders - verify)
- July 1981 Conrail drops refreshment cars from NY&LB commuter trains. (Railpace)
- July? 1981 Louis J. Gambaccini announces that he will resign as N.J. Transportation Commissionner and return to the Port Authority. (Cinders)
- July? 1981 Amtrak returns 18 "Jersey Arrow II" cars to NJ Transit. (Cinders)
- July? 1981 Six original "Metroliner" MU cars have been tested in Philadelphia-Harrisburg service. (Cinders)
- July 1981 NJ Transit begins improvements to Pennsylvania Station, Newark, including replacing escalators, new signage, and upgrades to ticket offices. (AR)
- July 1981 In July issue of *Trains*, L. Stanley Crane says Conrail should get rid of all electric power and remove all of its trains from the Northeast Corridor; Amtrak charges 34 cents a car-mile, vs. 14 cents the normal rate. (Cinders)

July 1981 Amtrak begins installing concrete ties on two center tracks between “PORTAL” and Trenton and welded rail between “PORTAL” and the North River Tunnels. (Cinders)

July? 1981 Conrail begins rebuilding ex-PRR coal pier No. 124 in South Philadelphia. (Cinders)

July? 1981 Conrail sells Excelsior Truck Leasing Company for \$23 million to a company formed by its Pres. Herbert S. McDonald. (Cinders)

July 16, 1981 Office of Management & Budget recommends Senate version of Conrail bill, calling for it to be broken up and sold if a single buyer cannot be found. (NYT)

July 21, 1981 Wanyesburg & Washington Railroad Board authorizes the sale of its three U25B diesel locomotives to the Prairie Central Railway. (MB)

July 24, 1981 ICC permits Conrail to cancel many through tariffs in order to concentrate traffic through major junctions. (Cinders)

July 25, 1981 Last runs of SEPTA RDC shuttles between Norristown and Pottstown and between Lansdale and Quakertown. (Shappell)

July 25, 1981 Fire destroys ex-PRR eastbound station at Claymont, Del. (Cinders)

July 30, 1981 Pullman-Standard \_\_\_ outshops last six “Superliners” and ends passenger car building; last car is named *George M. Pullman*.

July 30, 1981 Conrail reports profit of \$13.8 million for 2<sup>nd</sup> quarter compared with \$48.3 million loss in 2<sup>nd</sup> quarter of 1980. (NYT)

July 31, 1981 SEPTA's ex-Reading *Crusader* and *Wall Street* RDC's make last runs between Newark and Reading Terminal, ending through Reading service begun in 1876; with Newtown service suspended, this ends all SEPTA non-electric service. (Shappell, Trains)

July 31, 1981 Last run of PennDOT *Parkway Limited* commuter train No. 3-4 between Pitcairn and Pittsburgh because of low ridership. (Shappell)

July 31, 1981 Southern Railway and Norfolk & Western Railway sign agreement of merger. (Moody's)

July 31, 1981 Congress passes Pres. Reagan's \$695 billion budget with \$35 billion in spending cuts. (WrldAlmnc)

- Summer 1981 Conrail begins installing welded rail between Harrisburg and Reading on the ex-Reading Lebanon Valley line. (Cinders)
- Aug. 1, 1981 Last three F40PHR's of 1980 order, Nos. 388-390, delivered to Amtrak. (Cinders)
- Aug. 2, 1981 SEPTA imposes service cuts on Paoli Line and all Reading lines. (Cinders)
- Aug. 3, 1981 Amtrak adds a Pitcairn stop on the *Fort Pitt* suitable for commuters. (Shappell)
- Aug. 3, 1981 Professional Air Traffic Controllers (PATCO) begin an illegal strike; causes diversion of some air traffic to railroads. (Shappell, WrldAlmnc)
- Aug. 3, 1981 NJ Transit begins running a single round trip between Newark and West Trenton with two cars of ex-CNJ push-pull equipment in lieu of through service to Reading Terminal; makes connection with SEPTA at West Trenton, but without through ticketing; this renders the service unattractive to commuters who once traveled from Elkins Park or Jenkintown to New York. (Shappell, Gallo)
- Aug. 4, 1981 Congress sends Pres. Reagan's tax cut bill to the White House. (WrldAlmnc)
- Aug. 5, 1981 New Haven Line fares increased 25%. (Shappell)
- Aug. 5, 1981 Pres. Reagan fires those striking air traffic controllers who have defied his back-to-work order and hires replacements; PATCO loses its certified status as a bargaining agent and files for bankruptcy in Nov. (WrldAlmnc, Trager)
- Aug. 7, 1981 ICC rules that the LIRR's surcharge on all freight moved since 1874 is unjustified and should be refunded with interest, which would cost the company \$70 million. (MTA AR)
- Aug. 7, 1981 Reading Company formally announces the receipt of \$121 million in settlement for property transferred to Conrail. (NYT)
- Aug. 8, 1981 Last run of an Amtrak French "Turboliner" on Chicago-Milwaukee route; all sets laid up at Brighton Park servicing facility. (Railfan)
- Aug. 8, 1981 Labor Dept. announces that consumer prices rose 1.2% in July; fastest inflation in 16 months; inflation falls to 0.8% in Aug. (WrldAlmnc)
- Aug. 11, 1981 Amtrak runs "Metroliners" club No. 889, coach 825, café 856, coaches

822, 818, and non-retrofitted club 883 on a test run, New York to Harrisburg and return, duplicating the schedule of the *Valley Forge*. (PTJ)

- Aug. 12, 1981 Pres. Reagan signs Northeast Rail Services Act (NERSA); repeals lifetime labor protection granted by 3R Act and replaces it with limited compensation paid directly by the government; provides for voluntary buy-out of surplus employees; requires Conrail to cut labor costs by \$200 million a year; requires Conrail to exit commuter operations by Dec. 31, 1982; regional commuter authorities are to contract instead with a new Amtrak Commuter Services Corporation or operate lines themselves; Conrail employees in commuter service must begin bargaining for new terms from the new operators by May 1, 1982; act streamlines abandonment process and relieves Conrail of paying some state taxes; Conrail Board cut to five members: Chairman of USRA, Chairman of Conrail, the Comptroller General, the Chairman of the ICC and the Secretary of Transportation; provides for return of all Conrail stock held by transferors to government; USRA is to conduct a study of Conrail's future profitability by June 1, 1983; if it finds Conrail can become profitable, the government must attempt to sell it as a unit to the highest bidder until June 1, 1984; if USRA finds Conrail cannot be profitable, it can offer the stock to employees, and if that fails, sell assets piecemeal at liquidation; Conrail may apply to abandon any unprofitable line by Dec. 1, 1981, and ICC must approve abandonments within 90 days unless a bona fide subsidy offer is received; Conrail may sell any line for at least 75% of its net liquidation value; ICC is to arbitrate dispute over payments for Conrail's use of Amtrak's Northeast Corridor. (USRA, SEPTA AR - Cinders has 8/13)
- Aug. 12, 1981 SEPTA Board votes to pay Conrail \$25.2 million subsidy for six months beginning July 1, averting Aug. 30 shutdown. (Cinders)
- Aug. 12, 1981 International Business Machines Corporation introduces its first personal computer, which uses a disk operating-system called MS-DOS developed by Microsoft Corporation. (Trager)
- Aug. 13, 1981 Robin H. H. Wilson, 45, Senior VP of Trans World Airlines, Inc., named Pres. of LIRR, replacing Francis S. Gabreski, resigned. (NYT)
- Aug. 13, 1981 Last run of passenger train over former PRSL line between Tuckahoe and Ocean City because of failure of Crook Horn drawbridge, which becomes stuck in an open position and is not repaired; replaced by bus service; two RDC's run through to Cape May instead of splitting at Tuckahoe. (Shappell, Cinders, JCLines)
- Aug. 13, 1981 Pioneer model railroader and author of PRR books Edwin P. Alexander

(1905-1981) dies at Langhorne, Pa. (Trains, SSDI)

- Aug. 13, 1981 Pres. Reagan signs the biggest tax and budget cuts in U.S. history, 25% over three years; follows the “supply-side” ideas of economist Arthur Laffer (1940- ) that tax cuts will prompt the rich to invest in productive activities rather than tax shelters and thus stimulate the economy; however, since Reagan and the Democratic Congress continue to compromise on the question of military vs. domestic spending cuts, the government continues to spend more than it collects in revenue, and the national debt increases year by year, reaching \$2.3 trillion in 1988. (Trager, WrldAlmnc)
- Aug.? 1981 Reagan Administration revokes “Regulation 504” that would require all transit systems to be fully handicapped-accessible by 2009; cost estimated at \$5.8 billion. (Cinders)
- Aug.? 1981 SEPTA sends 18 MP54 MU cars to NJ Transit for storage at its Mahwah Yard. (JCLines)
- Aug. 16, 1981 Conrail moves all 19 dead GG1's from Wilmington to Enola via the Port Road. (Railfan)
- Aug. 17, 1981 Amtrak places rebuilt “Metroliners” in service on the New York-Harrisburg *Valley Forge* for a one week test; intends to assign 28 “Metroliners” to cover all Philadelphia-Harrisburg service. (JCLines, PTJ)
- Aug. 17, 1981 Conrail announces that it has consolidated 285 separate labor agreements into 26. (NYT)
- Aug. 20, 1981 Conrail settles its claims against SEPTA of \$53 million owed for services performed for \$9.6 million without interest. (SEPTA AR)
- Aug. 24, 1981 Timothy Mellon begins three-day inspection trip of Boston & Maine and Delaware & Hudson Railway lines from Bangor to Buffalo via Binghamton. (Trains)
- Aug. 27, 1981 Conrail cuts some rates by an average of 15%. (NYT)
- Aug. 27, 1981 Delaware & Hudson Railway officials meet with Philadelphia Belt Line Railroad officials to discuss access to port facilities over PBL, which is now operated by Conrail. (Cinders)
- Aug. 30, 1981 PATCO increases fares 26.3%. (Cinders)
- Aug. 31, 1981 Public hearing held on plan for bidding to take over 500 miles of

- Conrail freight lines in New England. (NYT)
- Sep. 1, 1981 Conrail cuts rates on iron and steel by up to 23%. (NYT)
- Sep. 1, 1981 Norfolk & Western Railway takes over the Illinois Terminal Railroad Company. (Cards)
- Sep. 1, 1981 Norfolk & Western Railway signs letter of intent to sell Dereco, Inc's Delaware & Hudson Railway common stock to Guilford Transportation Industries, Inc.; in return, D&H and State of New York withdraw demand that D&H be included in pending N&W-Southern Railway merger. (Railfan, AR)
- Sep. 2, 1981 Union leaders agree that Conrail employees should defer up to 12% in wage increases to preserve jobs. (NYT)
- Sep. 4, 1981 VIA Rail Canada places its LRC (light-rapid-comfortable) train sets in first revenue service between Toronto and Sarnia to handle Labor Day weekend crowds. (Railfan)
- Sep. 11, 1981 MTA announces it will sell 620 buses and 12 railcars and lease them back. (NYT)
- Sep. 13, 1981 SEPTA makes substantial cuts on Media-West Chester, Chestnut Hill West and Ivy Ridge Lines, including elimination of stops at Baldwin. (Cinders - Baldwin out by 10/25/81)
- Sep. 13, 1981 Last run of NJ Transit weekend excursion service between Lindenwold and Cape May on former PRSL. (Cinders)
- Sep. 15, 1981 Smithsonian Institution celebrates 150th anniversary of *John Bull* by operating it under steam on the Georgetown Branch of the B&O with the Camden & Amboy coach; Curator John H. White (1933- ), who has supervised the restoration, acts as engineer and William H. Withuhn (1941- ) as fireman; start is delayed an hour and a half when the throttle becomes clogged with scale; the locomotive is then permanently retired to stationary status. (White)
- Sep. 15, 1981 Transport Workers Union agrees to accept deferred wages over the next 3 years to preserve jobs. (NYT)
- Sep.? 1981 Louis J. Gambaccini resigns as Commissioner of N.J. DOT and returns to Port Authority of New York & New Jersey. (Cinders, AR)
- Sep. 1981 Conrail orders de-energizing catenary on most of its freight lines because of retirement of electric locomotives. (Cinders)



- Sep.? 1981 Norfolk & Western Railway acquires 8.2% of Piedmont Aviation, Inc., for \$18.3 million. (Trains - verify - Moodys has mid-year)
- Sep. 19, 1981 AFL-CIO holds “Solidarity Day” march in Washington; Amtrak operates seven special trains, including one of 12 “Jersey Arrows” from Philadelphia. (Trains)
- Sep. 24, 1981 Pres. Reagan proposes an additional \$13 billion in spending cuts and a \$3 billion tax increase. (WrldAlmnc)
- Sep. 25, 1981 SEPTA sends five MU cars, one of each type, to General Electric at Hornell to be test-modified for Center City Commuter Connection tunnel operation. (Cinders)
- Sep. 27, 1981 French National Railways (SNCF) inaugurates *trés grande vitesse* (TGV - very high speed) service between Paris and Lyon; \$1.6 billion project uses 10-car bi-directional electric train sets on a new, special double-track railroad. (Trains)
- Sep. 28, 1981 Illinois Central Gulf Rail\_\_ inaugurates first U.S. revenue RoadRailer service between Louisville and Memphis. (Trains)
- Sep. 29, 1981 John P. Fishwick (1916-2010) retires as Norfolk & Western Railway Chairman & CEO. (Striplin)
- Sep. 30, 1981 Last run of the *Cardinal* No. 50-51 between New York/Washington and Chicago and New Haven-Boston local *Beacon Hill* No. 153-154. (Shappell)
- Sep. 30, 1981 Federal subsidies to light-traffic branch lines not included in the Final System Plan end; includes that to the Ontario Midland Railroad, which operates ex-PC lines in the Sodus area. (Cinders, Gunnarsson)
- Sep. 30, 1981 Officials of six South Jersey counties meet at Vineland to discuss creating a regional authority to restore rail passenger service. (Cinders)
- Oct. 1, 1981 Washington section of *Broadway Limited* replaced by *Capitol Limited* No. 440-441 via B&O route; combined with *Broadway* west of Pittsburgh instead of at 30th Street; new connection opened between ex-PRR and B&O main lines at CP BLOOM east of Pittsburgh station. (Shappell, Trains)
- Oct. 1, 1981 Eastern Shore Railroad begins operating former Virginia & Maryland Railroad line between Pocomoke, Md., and Norfolk, including Cape Charles-Norfolk car float as designated operator. (Cinders)

- Oct. 1, 1981 La Salle Street Station in Chicago closes. (Cinders)
- Oct. 1, 1981 John P. Fishwick retires as Chairman & CEO of Norfolk & Western Railway; Robert B. Claytor (1922-1993) promoted to Pres. & CEO. (Railfan)
- Oct. 3, 1981 NJ Transit dedicates refurbished Hoboken Terminal; holds first annual Hoboken Terminal Renaissance Festival with arts and crafts, railroadiana sales, and displays of equipment, including Tuscan red GG1 No. 4877; includes restoration of the stained glass ceiling of the main waiting room. (Shappell, Railfan, NYT)
- Oct. 4, 1981 SEPTA reduces off-peak service on Chestnut Hill West and Media Lines from half-hourly to hourly. (Cinders)
- Oct. 4, 1981 SEPTA discontinues station stops at Baldwin, Darlington, and Locksley, Pa. (Shappell)
- Oct. 4, 1981 Last run of Amtrak *Prairie Marksman* between Chicago and Peoria over Toledo, Peoria & Western Railroad. (Stringham)
- Oct. 5, 1981 Last run of PRSL passenger service between Winslow Jct. and Cape May, N.J., after FRA imposes speed limit because of poor track conditions; NJ Transit institutes replacement bus service. (Shappell, Cinders, AR)
- Oct. 5, 1981 SEPTA begins operating a single RDC shuttle between Newtown and Fox Chase with two-man crews of subway workers and a separate fare; first departure from Newtown delayed two hours by Conrail pickets; Transport Workers Union local later announces it will not let City Transit Division members displace any more Conrail workers. (Cinders, JCLines)
- Oct. 5, 1981 Demolition of La Salle Street Station begins at Chicago; later replaced by Chicago Board Options Exchange office tower with facilities for ex-Rock Island commuter trains moved back one block with a small waiting room. (Cinders, , Young)
- Oct. 5, 1981 Ex-PRR Crestline Tower closes. (PennsyWest)
- Oct. 8, 1981 George Hart's 4-6-0 No. 972 and ex-Reading coaches begin five days of steam excursions between Clearfield and Bigler, Pa., over ex-Beech Creek Railroad to celebrate Bradford Coal Company's opening of a new preparation plant at Bigler. (Railfan)
- Oct. 9, 1981 Bureau of Labor Statistics announces that the consumer price index

rose only 0.2% in Sep. 1981, the lowest rate of inflation in three years; unemployment is inching up to 7.5%. (WrldAlmnc)

- Oct. 11, 1981 Amtrak institutes austerity food service in full diners. (Cinders)
- Oct. 13, 1981 A small servicing facility for old "Metroliner" cars opens at a renovated Conrail facility north of Harrisburg. (PTJ)
- Oct. 15, 1981 "Metroliners" operating on No. 43 *Valley Forge* tear down catenary near Ronks, Pa.; repaired next day. (Cinders)
- Oct. 1981 Head house of Back Bay Station in Boston razed. (Trains)
- Oct. 1981 South train shed of Chicago Union Station removed to permit construction of Gateway IV office tower on air rights between Jackson & Van Buren Streets. (Trains)
- Oct. 1981 USRA reaches settlement with Erie Lackawanna Railway over property transferred to Conrail.
- Oct. 17, 1981 First two of 10 MTA SPV-2000's make demonstration run from Croton-Harmon to Poughkeepsie; begin revenue service next day; also opens new station at New Hamburg. (Railfan, Cinders. NYT)
- Oct. 18, 1981 First track connection made from the ex-Reading 9<sup>th</sup> Street Elevated to the new Center City Commuter Connection, now under construction. (Cinders)
- Oct. 18, 1981 Faced with Congressional opposition, the Reagan Administration agrees to reduce its projected budget cuts from \$13 billion to about \$6 billion and increase revenues by \$7-8 billion instead of \$3 billion. (WrldAlmnc)
- Oct 23, 1981 Last Amtrak train of original "Metroliner" MU cars in Northeast Corridor service departs Washington at 4:00 PM as Train No. 120; nine remaining cars are deadheaded north to Philadelphia at 11:00 PM for use in Keystone Service to Harrisburg; all "Metroliner" schedules are now covered by AEM7's and Amfleet cars in 11 train sets of 3 to 5 cars each; original "Metroliner" cars are now referred to as "MU 800's." (Trains, Cinders)
- Oct. 24, 1981 Washington Chapter of NRHS operates excursion from Washington to Leaman Place with Tuscan red GG1 No. 4877 and Amtrak AEM-7 No. 900; No. 4877 suffers cab signal failure. (Cinders, Trains)
- Oct. 25, 1981 Amtrak raises national fares by 6.5%; Northeast Corridor fares raised

by a smaller amount. (Cinders)

- Oct. 25, 1981 Northeast Corridor service restructured; establish 3 express “Metroliner” round trips on 2:59 schedule replacing 3 regular trips; one round trip extended to New Haven; *Colonial No. 171-172* and *Senator No. 178-179* discontinued between Washington and Boston; “Clocker” No. 204-211 discontinued; *Chesapeake* discontinued between Suburban Station and 30th Street. (Shappell)
- Oct. 25, 1981 Three “Metroliner” round trips, Nos. 107-112, discontinued because of budget reductions; one round trip “Metroliner” extended to New Haven; three other round trips replaced by “Metro Expresses” stopping only at Philadelphia and Baltimore and running in under 3:00; “Clocker” No. 204 discontinued; *Chesapeake* cut back from Suburban Station to 30<sup>th</sup> Street and expanded to run Saturdays; Philadelphia-Harrisburg trains now identified as “Keystone Service”; slumbercoach dropped from Boston-Washington *Night Owl*; heritage cars used on “Clockers” Nos. 200-223 and 202-225; “Jersey Arrow” MU cars used on Nos. 220-227, 252-219 and 254-221; the last traditional “Metroliner” train set on the Northeast Corridor is assigned to a “Clocker” run, the others are assigned to all 600-Series “Keystone” service trains between Philadelphia and Harrisburg, where they lack the quick acceleration for frequent stops and starts that the SEPTA “Silverliners” and NJTransit “Jersey Arrows” had, and they still have vibration problems, even at lower speed; last steam-heat cars removed from Northeast Corridor service except for 3 *Silver Star* sets. (Cinders, PTJ)
- Oct. 25, 1981 Conrail creates New Jersey Commuter Region based in Hoboken for all North Jersey commuter operations and SEPTA Commuter Region for both ex-PRR and ex-Reading lines at Philadelphia. (Cinders)
- Oct. 25, 1981 VIA Rail Canada places LRC train sets in revenue service between Montreal and Toronto. (Railfan)
- Oct. 26, 1981 City and county officials rule out any new regional taxes to fund SEPTA. (PhlInq)
- Oct. 28, 1981 Nos. 4884 and 4877 are last GG1's from Washington on northbound *Silver Star*. (Trains - ClsscTrains has 10/26?)
- Oct. 28, 1981 Budd Company delivers first four Amfleet II coaches to Amtrak for testing; have larger windows and only one vestibule; reduced seating and longer leg room for long distance travel in East. (Cinders)
- Oct. 29, 1981 Conrail reports 3<sup>rd</sup> quarter profit of \$64.9 million, vs. \$88.1 million loss

in 3<sup>rd</sup> quarter of 1980. (NYT -fig corrected later)

- Oct. 29, 1981 Courts approve Ann Arbor Railroad reorganization plan, whereby company will go into the liquidation of its remaining property.
- Oct. 31, 1981 Eastern Shore Railroad Management Associates withdraws from operation of Virginia & Maryland Railroad upon sale to local government commission, which is to operate it as Eastern Shore Railroad; ESRRMA continues to operate Maryland & Delaware Rail\_\_\_. (Railfan, Trains)
- Fall 1981 LIRR enjoys its best on-time performance in three years, thanks to an acceleration of the M-1 overhaul program. (MTA AR)
- Nov. 1, 1981 NJ Transit receives first of 17 new F40PH-2 diesels for push-pull service on ex-CNJ Raritan Valley Line and NY&LB; are withheld from service or used on ex-DL&W lines pending arrival of Bombardier "Comet II" cars. (Cinders, AR, Railfan)
- Nov. 2, 1981 Amtrak/SEPTA establish new stop at Exton, Pa., to serve growing Chester County suburbs; Amtrak train No. 611, which was supposed to figure in dedication ceremony, collides with a truck on the tracks four miles east at Frazer and "Metroliner" No. 805 is heavily damaged. (Shappell, Cinders)
- Nov. 2, 1981 Conrail closes ex-Reading Rutherford Yard near Harrisburg because of low traffic volume; work transferred to Enola, Abrams and Allentown Yards. (Cinders)
- Nov. 3, 1981 Republican Thomas H. Kean (1935- ) defeats Democratic Congressman James J. Florio for Gov. of New Jersey by a narrow margin. (NYT)
- Nov. 6, 1981 Court approves Ann Arbor Railroad reorganization plan, providing for cash payment of creditors and bondholders. (Moody's)
- Nov. 6, 1981 Labor Dept. announces that unemployment rose to 8% in Oct. 1981, the highest in six years. (WrldAlmnc)
- Nov. 6, 1981 Pres. Reagan admits the federal budget cannot be balanced by 1984 as he had hoped; will continue to seek \$13 billion in additional spending cuts. (WrldAlmnc)
- Nov. 7, 1981 Allegheny County Commissioner William R. Hunt takes several hundred guests on a tour of possible rail commuter routes around Pittsburgh on PATrain push-pull equipment; lines covered include the Montour Railroad, the Pittsburgh, Chartiers & Youghiogeny Railway,

- the Ohio Connecting Railway and B&O, Conrail and P&LE main lines.  
(Railfan)
- Nov. 11, 1981 Budd Company stages official unveiling ceremony for “Amfleet II” cars at its Red Lion Plant; deliveries are delayed by strike at Westinghouse Air Brake Company. (Cinders)
- Nov. 13, 1981 Last runs of PennDOT *Parkway Limited* commuter service between Pittsburgh and Greensburg after US DOT discontinues funding; Nos. 1-2, 7-8 Pittsburgh-Greensburg and No. 5-6 Pittsburgh-Pitcairn. (Shappell)
- Nov. 1981 NJ Transit Board approves design and construction of a prototype for rebuilding the 32 “Jersey Arrow I” and comprehensive overhaul of 70 “Jersey Arrow II” cars to match the standards of the “Jersey Arrow III” cars. (AR)
- Nov. 1981 McCormick Terminal sand and coal transloading operation on the ex-PRR site at South Amboy shut down for noise and dust violations. (Railpace)
- Nov. 1981 Conrail builds new connection between ex-Reading and ex-PRR lines at Ford Street, Norristown; permits trains to run directly from ex-Reading Abrams Yard into Earnest Yard and onto the Trenton Low Grade Line. (Cinders)
- Nov. 1981 Conrail removes second track from the ex-Reading Lurgan Branch between Shippensburg and Carlisle Jct. (Cinders)
- Nov. 1981 Budd Company completes an order of 10 SPV-2000's for MTA. (Cinders)
- Nov. 1981 Budd Company announces it will develop a 250 MPH maglev (magnetic levitation) high speed train. (Cinders)
- Nov. 19, 1981 Freedom Forge Corporation incorporated in Delaware; acquires the former Standard Steel Works at Burnham, Pa., which it operates under the fictitious name “Standard Steel, an Enterprise of Freedom Forge Corporation.” (DelCorps, AI&SI)
- Nov. 23, 1981 Pres. Reagan vetoes a \$428 billion bill for funding current operations of the federal government; later in the day, Congress votes to continue funding at current levels through Dec. 15, and Reagan approves it. (WrldAlmnc)
- Nov. 24, 1981 Special Court delivers ruling on valuation of properties transferred to

Conrail; holds certain properties could have been sold for rail use rather than mere scrap value but accepts government's contention that such a price would not exceed earnings value and lack of competition among a limited number of buyers would have kept prices barely above scrap value; holds CNJ and Lehigh & New England Railway have only non-rail scrap value. (Moody's)

- Nov. 25, 1981 United Railroad Corp. incorporated in Delaware as vehicle for liquidating Penn Central railroad subsidiaries. (DelCorp, MB)
- Nov. 25, 1981 SEPTA Board votes to extend Conrail's operating contract for two months to Feb. 28, 1982; SEPTA is running out of money. (Cinders)
- Nov. 26, 1981 Conrail operates its last through freight over the ex-Lehigh Valley Railroad main line between Bethlehem/Allentown and Lehigh; all through freight is now run on the ex-CNJ line on the east bank of the Lehigh River; LV is almost entirely unused west of Fullerton. (Railpace)
- Nov. 28, 1981 Ex-PRR Tyrone, Pa., station destroyed by derailment of 58 cars of eastbound coal train UXS-242. (Shappell)
- Late 1981 Pres. Reagan signs legislation providing for the restoration of Washington Union Station and completion of the overhead parking garage. (Cinders - verify NYT)
- Dec. 1, 1981 Beech Creek Railroad Company merged into United Railroad Corp. (MB)
- Dec. 4, 1981 Conrail abandons former Union Transportation Company line to Fort Dix, N.J., because of loss of traffic. (Cinders)
- Dec. 4, 1981 Budd Company lays off 1,500 employees at its Red Lion plant through mid-Jan. 1982 because of a shortage of parts caused by a strike against the Westinghouse Air Brake Company. (NYT)
- Dec. 4, 1981 Labor Dept. reports that unemployment increased in Nov. to 8.4%. (WrldAlmnc)
- Dec. 5, 1981 Amtrak operates two specials from Washington to the Army-Navy Game. (Cinders)
- Dec. 10, 1981 Cincinnati Union Terminal Company dissolved. (MB)
- Dec. 10, 1981 Rouge Steel Company incorporated in Delaware to spin off the steel works of the Ford Motor Company's River Rouge Plant. (DelCorps)

- Dec. 11, 1981 Federal Railroad Administration head Robert W. Blanchette announces final plan for dividing Conrail trackage in New England, ending a year-long fight between the Boston & Maine and Providence & Worcester; B&M is to get Berlin-Waterbury, Derby-Torrington, New Haven-Avon, North Adams-Pittsfield, and Pittsfield-Caanan, plus trackage rights over Amtrak between Springfield and New Haven; P&W is to get the last two short Conrail lines in Rhode Island, plus trackage rights over the Shore Line between Providence and Old Saybrook. (Railfan)
- Dec. 13, 1981 The Communist government of Poland declares martial law and outlaws the independent trade union Solidarity that has been formed by shipyard workers in Gdansk to challenge the Party's monopoly of power. (WrldAlmnc)
- Dec. 14, 1981 Conrail places 10 SPV-2000's in service on the Upper Harlem Line, replacing 40-year old cars. (NYT)
- Dec. 1981 NJ Transit holds press preview at Pennsylvania Station, Newark, for the first of 117 "Comet II" cars. (AR)
- Dec. 1981 NJ Transit holds first test of a reelectrification test track on the ex-DL&W line in the Kearny Meadows; proves the feasibility of converting the DL&W electrification from 3,000-volt DC to 25,000-volt AC. (AR)
- Dec. 1981 Maryland DOT purchases 22 ex-PRR Northeast Corridor coaches rebuilt from sleeping cars in 1960s for use in commuter service on B&O lines out of Washington; rebuilt by General Electric Company at Hornell with head end power; cars are Nos. 1401-1415, 1501, 1502, and 1511-115; of the other Northeast Corridor coaches, 31 are owned by N.J. DOT and 12 by SEMTA. (Cinders, Harwood)
- Dec. 1981 All of Amtrak's French "Turboliners" are laid up because of fuel costs. (Cinders)
- Dec. 16, 1981 ICC makes a preliminary ruling in *Ex Parte 347*, the Coal Rate Guidelines, giving up its insistence on using a fully-allocated cost ceiling based on a ton/ton-mile ratio method for allocating markups above variable costs in determining maximum reasonable rates. (Gallamore)
- Dec. 22, 1981 Pennsylvania High Speed Intercity Rail Passenger Commission incorporated in Pa.; intent is to develop a high-speed rail corridor across the state between Philadelphia and Pittsburgh, using either an upgraded version of the old PRR main line or an entirely new



- alignment. (NAF)
- Dec. 23, 1981 SEPTA abolishes Regional Rail Division preparatory to contracting services to Amtrak Commuter Services Corporation. (Cinders)
- Dec. 23, 1981 Pa. Gov. Dick Thornburgh signs a bill creating the High Speed Intercity Rail Passenger Commission to determine routes for 150 MPH trains. (JCLines)
- Dec. 23, 1981 U.S. Automakers announce that sales have fallen 22.5% since last year, and sales are at their lowest since 1961; they are unable to compete with Japanese imports. (WrldAlmnc)
- Dec. 31, 1981 Philadelphia, Baltimore & Washington Railroad; Little Miami Railroad; Northern Central Railway; Pittsburgh, Fort Wayne & Chicago Railway; Cleveland, Columbus, Chicago & St. Louis Railway; New York Connecting Railroad; Union Depot Company (Columbus); Hudson River Bridge Company at Albany, and 51<sup>st</sup> Street Realty Company merged into Penn Central Corporation. (MB)
- Dec. 31, 1981 United New Jersey Railroad & Canal Company, Philadelphia & Trenton Railroad Company, Union Railroad Company of Baltimore, Chicago, Kalamazoo & Saginaw Railway, Chicago River & Indiana Railway, Fort Wayne & Jackson Railroad, Beech Creek Railroad, Joliet & Northern Indiana Railroad, and Greencar Corporation merged into United Railroad Corp. (MB)
- Dec. 31, 1981 Amtrak's Wilmington Shops ceases providing repair work for GG1's owned by NJ Transit. (Cinders)
- Dec. 31, 1981 Dow Jones industrial average has fallen to 875, down from 1004.69 in Jan. 1981. (Trager)
- 1981 Former Penn Central Trustee Robert W. Blanchette becomes head of the Federal Railroad Administration (FRA). (Cinders)
- 1981 Amtrak Improvement Act of 1981 requires that long-distance trains must log at least 150 passenger-miles per train-mile and lose less than at stated amount per passenger-mile; short-distance trains must carry at least 80 passenger-miles per train-mile; reduces the size of the Amtrak Board from 17 to 9, 4 to be appointed by the Pres, and eliminating the 3 representatives of the common stock held by the railroads. (Wilner, Gallamore)
- 1981 Amtrak equips all "Metroliners" with 60-seat leg-rest coaches. (AR)

- 1981 Amtrak rebuilds 27 ex-*Congressional* cars with HEP for use on the “Clockers,” allowing the return of leased NJ Transit “Jersey Arrow II’s.” (Cinders)
- 1981 NJ Transit discontinues station at Avon-by-the-Sea on the NY&LB. (JCNews)
- 1981? Conrail closes eastbound classification yard at Enola with end of electrified freight service and diversion of through freight to ex-Reading Lebanon Valley line and off of former PRR routes. (Mutual - early 1980s)
- 1981 Ex-PRR Lykens Valley Branch scrapped. (Gunnarsson)
- 1981 Conrail abandons ex-Cumberland Valley Railroad between Carlisle and Shippensburg; section between Shippensburg and Hagerstown remains as connection between former Reading line at Shippensburg and N&W. (Watts)
- 1981 Conrail abandons New Portage Railroad between Duncansville and Gallitzin; the right of way is later used for a new U.S. 22. (Railpace)
- 1981 Conrail sells the ex-PRR Pittsburgh Produce Terminal in the Strip District to the Pittsburgh Urban Redevelopment Authority with the proviso that it make a “best effort” to preserve the building for the produce business or some other “rail-oriented” use. (PittsPostGaz)
- 1981? Conrail closes its least favorable gateways; interchange with Norfolk Southern is moved from Potomac Yard to Cincinnati; Conrail creates a new interchange with the Union Pacific’s ex-Missouri Pacific line at St. Elmo, Ill., for traffic moving to and from New Jersey’s “Chemical Coast.” (Gallamore)
- 1981 Amtrak rebuilds former *Congressional* cars for New York-Philadelphia and Philadelphia-Harrisburg service.
- 1981 Amtrak begins Gateway IV office building over tracks at south side of Chicago Union Station. (AR - Young has completed 1983)
- 1981 Amtrak completes car repair building, engineering maintenance facility, train washing building and wheel truing facility at its 12<sup>th</sup> & 16<sup>th</sup> Street Yards at Chicago. (AR)
- 1981 City of Madison offers \$600,000 for the old Madison Branch between Madison and North Vernon, Ind.; \_\_\_ refuses, and the city invokes condemnation by eminent domain. (rivertorail)

- 1981 Five-unit, articulated double-stack COFC cars introduced.
- 1981 Ruth Rea Junkin (1891-1983), daughter of former Pres. Samuel Rea, vacates “Waverly,” which remains much the way Samuel Rea left it, and enters the Bryn Mawr Terrace nursing home; the property is sold to the Berwind Corporation and developed as a retirement home called “Waverly Heights” in 1986. (Jonnes, MnLnTms)
- 1981 Strasburg Railroad retires ex-PRR wooden coach No. 3556 and returns it to the Railroad Museum of Pennsylvania. (KBell)
- 1981 Bombardier Ltd. (?) secures a contract for 825 cars for the New York subway system, its first U.S. transit order. (Steinbrenner)
- 1981 Interest rate hits 21.5% , the highest since the Civil War. (Trager)
- 1981 U.S. energy use has fallen 20% since 1978 as a result of conservation and the economic downturn. (Hoerr)
- 1981 World oil prices peak at \$34 per bbl., up from \$2.10 per bbl. in 1971. (Hoerr)
- Jan. 1, 1982 MTA begins the first of two five-year capital improvement programs to overhaul the New York City transit system after about a decade of neglect because of the city’s financial crises. (NYC TransitFacts)
- Jan. 4, 1982 Dereco, Inc., donates all its Erie Lackawanna Railway common stock to the University of Virginia’s Colgate Darden Graduate Business School Sponsors. (AR)
- Jan. 6, 1982 ICC modifies its 1981 decision on the LIRR’s freight surcharge; now requires that the LIRR refunds only to other railroads for payments after Dec. 27, 1977, or about \$26 million instead of \$70 million. (MTA AR)
- Jan. 7, 1982 Penn Central Corporation announces that it has completed the sale of Six Flags, Inc., which owns 6 theme parks, 2 wax museums and video game arcades, to the Bally Manufacturing Corporation, a maker of slot machines and casino operator, for \$142 million; Penn Central stock rises 7/8 to 39 on the news; Penn Central also intends to sell Arvida and concentrate on capital goods companies. (NYT)
- Jan. 7, 1982 United States Steel Corporation acquires Marathon Oil Company for \$5.935 billion, of which \$1.4 billion is in cash and \$4.7 billion borrowed; banks are willing to lend on the oil industry at a time of high

prices and rising production, but not to invest in improvements in the declining steel industry; as it happens, oil prices are starting a downward slide, and Marathon will not contribute to Steel Corporation profits until 1986. (Moody's - DirObsSec has 3/11 and \$6.1 billion, Hoerr)

- Jan. 8, 1982 Amtrak restores the *Cardinal* No. 50-51 as tri-weekly train between Washington and Chicago with through sleeper and coach from New York. (after protests from West Virginia congressmen?) (Shappell)
- Jan. 8, 1982 Mahoning Coal Railroad, former NYC subsidiary, dissolved. (MB)
- Jan. 8, 1982 Labor Dept. announces that unemployment climbed to 8.9% during Dec., the highest since the end of World War II. (WrldAlmnc)
- Jan. 8, 1982 American Telephone & Telegraph Company agrees to divest itself of its 22 regional telephone operating companies in settlement of an antitrust suit; in return, it will be allowed to sell telephone and computer equipment. (WrldAlmnc)
- Jan. 10, 1982 NJ Transit GG1 No. 4881 sent into Suburban Station to help maintain air pressure in frozen switch lines. (Cinders)
- Jan. 13, 1982 A Boeing 737 crashes into the 14<sup>th</sup> Street Bridge in Washington, D.C., while trying to take off from nearby National Airport in a snowstorm, then falls into the Potomac River; the tops of at least 5 vehicles on the bridge are sheared off, killing 5, and all but 5 of the 79 passengers and crew on the plane are killed. (WrldAlmnc)
- Jan. 15, 1982 Teamsters Union signs a new contract cutting the usual wage increase by 3.7%; deregulation of the trucking industry has led to an influx of small, independent operators that pay \$5 per hour less than union scale. (Hoerr)
- Jan. 1982 U.S. automobile production has fallen 34% since June 1981. (Samuelson)
- Jan. 1982 NJ Transit receives the last of 17 F40PH-2 diesel locomotives for the ex-CNJ lines. (AR)
- Jan. 1982 Conrail sells its 19 GG1's stored at Rutherford Yard, Harrisburg, to Naporano Iron & Metal Company of Newark, N.J., for scrapping; several are resold by Naporano for preservation. (Cinders)
- Jan. 1982 Conrail completes \$2.6 million expansion of TrailVan terminal at Bay View Yard near Baltimore. (Cinders)

- Jan. 1982? Conrail closes “NEST” Tower at Earnest, Pa., because of reduced traffic on the Trenton Cut Off. (Cinders)
- Jan.? 1982 Amtrak begins the rebuilding of Wilmington, Del., station. (Cinders)
- Jan. 1982 ICC orders Amtrak to use avoidable cost rather than full cost in setting trackage rights fees in Northeast Corridor. (Cinders)
- Jan. 22, 1982 Labor Dept. announces that inflation fell to 8.9% in 1981, the lowest rate since 1977, but medical costs increased 12.5%, the largest increase since the government began collecting statistics in 1935. (WrldAlmnc)
- Jan. 26, 1982 In his State of the Union address, Pres. Reagan calls for a “New Federalism” to return responsibility for social programs, including highway and transit, to the states. (WrldAlmnc)
- Jan. 26, 1982 NJ Transit announces agreements covering the leasing of 7 stations to municipalities, including Red Bank, Spring Lake Heights, Point Pleasant Beach and Bay Head Jct., which will be responsible for maintenance. (JCLines)
- Jan. 27, 1982 Federal court rules that SEPTA must deal with the existing rail unions and work rules if it decided to take over operations from Conrail itself. (JCLines)
- Jan. 30, 1982 Former Penn Central Company Pres. Archibald deB. Johnson (1898-1982) dies at Wynnewood, Pa. (Cinders)
- Feb. 5, 1982 Labor Dept. reports that unemployment has declined slightly to 8.5% in Jan. (WrldAlmnc)
- Feb. 6, 1982 Pres. Reagan submits a \$757.6 billion budget, with \$12.7 billion to be raised by increased taxes on business and stricter enforcement. (WrldAlmnc)
- Feb. 7, 1982 Amtrak expands limits of its Philadelphia Division from “MILLHAM” on the north to “RAGAN” on the south. (Cinders)
- Feb. 7, 1982 Big warehouse fire at 18<sup>th</sup> Street & Glenwood Avenue in North Philadelphia closes Northeast Corridor for several hours. (Cinders)
- Feb. 13, 1982 United Auto Workers sign a new contract with the Ford Motor Company agreeing to wage concessions in return for unemployment compensation for workers with 15 years seniority until retirement age, job retraining programs, a 2-year moratorium on plant closings, and a

profit-sharing plan; this gives Ford breathing room to retool its product line and stage a turnaround. (Hoerr)

- Feb. 1982 New Jersey Rail Transition Task Force recommends that state assume operation of rail lines rather than contract it to Amtrak or another operator. (Gallo, AR)
- Feb. 1982 Conrail returns experimental GM-6 No. 4975 and GM-10 No. 4976 electric locomotives, stored at Harrisburg since Mar. 1981, to General Motors Corporation; Conrail's remaining E33's and E44's are also stored dead. (Cinders)
- Feb. 1982 CSX Corporation discontinues Lake Michigan car ferry service between Ludington and Manitowoc. (Barnett)
- Feb.? 1982 General Motors Corporation announces it intends to sell its Electro-Motive Division, once the leading builder of diesel locomotives. (JCLines)
- Feb. 16, 1982 Erie Lackawanna Railway settles with government over assets transferred to Conrail.
- Feb. 18, 1982 In a press conference, Pres. Reagan calls inflation the number one enemy and refuses to yield to pressures to expand the money supply and rekindle inflation, even though unemployment is near 9%; Reagan expends much of his political capital in letting the Fed stay the course, and his approval rating falls from 68% in May 1981 to 35% in Jan. 1983. (Samuelson)
- Feb. 24, 1982 SEPTA Board approves temporary plan to keep passenger trains running until June 30. (Cinders)
- Feb. 25, 1982 Labor Dept. announces that inflation in Jan. was only 0.3%, the lowest since July 1980. (WrldAlmnc)
- Feb. 25, 1982 Two 18-year olds in New York City attempt to hijack a PATH train to Florida with a fake weapon. (Railfan)
- Feb. 26, 1982 Conrail begins running trains through between Harrisburg and Oak Island Jersey with three-man crews and no crew changes at Allentown. (JCLines)
- Feb. 28, 1982 United Auto Workers approves a two-and-a-half year contract with the Ford Motor Company, giving up 6 paid vacation days and pay raises in return for lifetime payments to workers with 15 years seniority who are laid off; it is designed to save Ford about \$1 billion, almost as much as

it lost in 1981. (WrldAlmnc)

- Mar. 1, 1982      Conrail is now free to abandon 373 line segments totaling 2,654 miles under the Northeast Rail Service Act of 1981. (Cinders)
- Mar. 1, 1982      International Brotherhood of Teamsters agrees to an unprecedented contract freezing basic wages for two years and cutting the number of cost of living adjustments from two to one a year; over 120,000 union truck drivers have been laid off during 1981, because of competition brought on by deregulation; even so, about half the trucking companies break their union contracts. (WrldAlmnc, Samuelson)
- Mar. 2, 1982      Lukens Steel Company begins operating a portion of the ex-Reading Wilmington & Northern Branch, running 3.6 miles south from the interchange with the ex-PRR Main Line just north of Coatesville to Modena, as the subsidiary Brandywine Valley Railroad; the line south of Modena is owned by PennDOT and operated by the Octoraro Railway. (Railfan, JCLines)
- Mar. 5, 1982      Labor Dept. announces that unemployment has climbed slightly in Feb. to 8.8%. (WrldAlmnc)
- Mar. 9, 1982      Northbound *Silver Star* No. 82 departs Washington behind red GG1 No. 4877 and black GG1 No. 4881 borrowed from NJ Transit, making the last leg of the last run of conventional steam-heated equipment in long-distance Amtrak service. (Railfan, Cinders)
- Mar. 1982      SEPTA has removed track No. 2 from "JEFF" to Cynwyd, and the entire line is now single-track operation. (Cinders)
- Mar. 1982      "Metroliner" MU cars are now confined to two 6-car and three 5-car sets operated in Keystone Service between Philadelphia and Harrisburg. (Cinders)
- Mar. 1982      PennDOT announces a \$750,000 grant to build an intermodal rail-bus station at Altoona. (Cinders)
- Mar. 1982      Conrail abandons Poughkeepsie Bridge Line on each side of the bridge between Hopewell Jct. and Maybrook. (Mabee)
- Mar. 1982      Conrail reduces westbound humping at Conway Yard; eliminates all trains from Northeast Corridor points terminating at Conway. (Cinders)
- Mar. 1982      Union Pacific Railroad, Chicago & North Western Railway and Conrail operate a 100-container train for American President Lines from Los Angeles to Kearny in 79:36, or 24 hours faster than normal. (Cinders)

- Mar.? 1982 Irvine, Warren, Kane & Johnsonburg Rail\_\_ formed to operate 52 miles of former Conrail and Penn Central trackage. (Cinders)
- Mar. 1982 World oil prices, which had been as high as \$34 per bbl. in 1981, have begun falling to \$26 and continue falling through the year to as low as \$15, as new sources break OPEC's lock on production and conservation effort such as increase gas-mileage in automobiles, begin to have an effect; cheap oil aids the recovery of the mid-1980s. (Hoerr)
- Mar. 18, 1982 Hudson Line engineers stage "sick-out"; 54 MTA and 4 Amtrak trains annulled. (Shappell)
- Mar. 19, 1982 Conrail agrees to operate SEPTA passenger service through June 30; Conrail had threatened to shut down service on Mar. 31 in a billing dispute. (Cinders)
- Mar. 21, 1982 United Auto Workers sign a new contract with General Motors Corporation agreeing to a wage freeze. (Hoerr)
- Mar. 24, 1982 SEPTA Board decides to have Amtrak Commuter Service Corporation run its commuter trains after Jan. 1, 1983. (Cinders)
- Mar. 25, 1982 ICC approves merger of Norfolk & Western and Southern Railway through purchase by holding company Norfolk Southern Corporation. (Shappell, Railfan)
- Mar. 30, 1982 Conrail abandons Cranbury-Hightstown, N.J., on old Camden & Amboy line; Mount Holly-Fort Dix, N.J.; (what else)
- Mar. 31, 1982 NJ Transit announces that it will directly operate the state's rail commuter service when Conrail withdraws effective Jan. 1, 1983. (AR)
- Apr. 1, 1982 Conrail recalls 195 furloughed employees at Juniata Shops. (Cinders)
- Apr. 2, 1982 Labor Dept. announces that unemployment has climbed to 9% in Mar. 1982, or 9.9 million people, the highest since World War II. (WrldAlmnc)
- Apr. 6, 1982 Michigan Interstate Corporation ceases operation of state-owned ex-Ann Arbor Railroad north of Ann Arbor; state had withdrawn subsidies because of depression. (Railfan)
- Apr. 7, 1982 Michigan & Western \_\_, a subsidiary of the Green Bay & Western \_\_, is set to begin operating the ex-Ann Arbor Railroad north of Ann



- Arbor, but is blocked for 20 days by court in dispute with Michigan Interstate Corporation. (Railfan)
- Apr. 8, 1982 Delaware Otsego Corporation purchases 177.4 miles of line in N.J. and N.Y. from Conrail, including the ex-DL&W Utica and Syracuse Branches and the ex-Lehigh & Hudson River Railway between Warwick and Franklin. (Railfan)
- Apr. 13, 1982 New Jersey Transit Corporation (NJ Transit) Board votes to create New Jersey Transit Rail Operations, Inc., as a subsidiary to operate the commuter rail lines it will take over from Conrail on Jan. 1, 1983. (Railpace)
- Apr. 15, 1982 Maryland & Delaware Railroad begins operating ex-PRR line between Frankford, Del., and Snow Hill, Md.; sold by Conrail to government of Worcester County. (Cinders)
- Apr. 1982 New Jersey Transit Rail Operations, Inc., incorporated as rail subsidiary of New Jersey Transit Corporation; Martin Garelick named General Manager; has two divisions, the Newark Division, consisting of the ex-PRR and ex-CNJ lines, and the Hoboken Division, consisting of ex-Erie Lackawanna lines. (AR)
- Apr. 1982 NJ Transit merges Transport of New Jersey and Maplewood Equipment Company to form New Jersey Transit Bus Operations, Inc. (AR)
- Apr. 1982 NJ Transit eliminates firemen on diesel locomotives. (AR)
- Apr. 1982 NJ Transit completes the rehabilitation of 13 GP-40P locomotives, which will be shifted to the NY&LB when the Raritan Valley Line is reequipped. (AR)
- Apr. 1982 US DOT selects Goldman, Sachs & Co. as its investment banker to advise on sale of Conrail and investigate possible buyers.
- Apr.? 1982 The ICC has approved 75% of Conrail's abandonment request of 1981. (Cinders)
- Apr. 1982 Catenary removed between the south end of the Long Bridge and Potomac Yard. (Cinders)
- Apr. 1982 Amtrak Commuter Services Corporation renamed Commuter Services Corporation so that Amtrak's image is not associated with commuters. (Cinders)
- Apr.? 1982 Michigan Northern \_\_ ceases operating the ex-GR&I tracks from \_\_ to

Mackinaw City, leaving Detroit & Mackinac Railway as the only connection for train ferry *Chief Wawatam*, after state terminates subsidy. (Railfan)

- Apr.? 1982 Business historian Stephen Salsbury publishes *No Way to Run a Railroad*, a history of the Penn Central collapse; produced with the cooperation of David C. Bevan, who makes his papers available, it is largely an attempt to vindicate Bevan and paints him as the scapegoat of a one-man Populist crusade mounted by Wright Patman; it also depicts Al Perlman as out of touch with financial reality. (Salsbury, Cinders)
- Apr. 1982 Railroad Museum of Pennsylvania leases ex-PRR Class E2 No. 7002 to Strasburg Railroad for five years; locomotive is removed to Strasburg Railroad shop for restoration. (KBell)
- Apr. 1982 Unemployment in the Monongahela Valley of Pennsylvania, once the heart of the U.S. steel industry, is now 11%, the worst since the Great Depression and still rising. (Hoerr)
- Apr. 18, 1982 Former Penn Central Company Pres. Gaylord P. Harnwell (1903-1982) dies. (WwasW)
- Apr. 19, 1982 SEPTA assumes station maintenance from Conrail, except 16 stations leased from Amtrak and Suburban Station and Reading Terminal. (Shappell)
- Apr. 23, 1982 Bureau of Labor Statistics announces that inflation has decreased 0.3% in March, the first drop in 17 years. (WrldAlmnc)
- Apr. 24, 1982 NJ Transit extends electrified operation from South Amboy to Matawan, N.J., on old NY&LB; increased service uses "Jersey Arrow III" cars; reduces travel time between New York and Matawan to 0:51. (Shappell, AR)
- Apr. 24, 1982 International Brotherhood of Teamsters strikes Providence & Worcester Railroad ; P&W continues operations with supervisors and employees who are members of the UTU. (Railfan)
- Apr. 24, 1982 Census Bureau reports that inflation wiped out all a family's wage gains from higher earnings during the 1970s, while income distribution became more unequal. (NYT)
- Apr. 25, 1982 Amtrak fares increased 6.5%. (Shappell)
- Apr. 25, 1982 Amtrak adds Saturday *Chesapeake* No. 472-473 between Philadelphia

and Washington. (Shappell)

- Apr. 25, 1982      Leased Bombardier LRC train makes last run on Amtrak on Train No. 155 from Boston to New Haven. (?) (Railfan)
- Apr. 26, 1982      ICC approves Timothy Mellon's acquisition of the Boston & Maine \_\_\_. (Railpace)
- Apr. 26, 1982      Michigan Interstate Railway (Corporation?) ceases operation of the former Ann Arbor Railroad car ferries from Frankfort to Manistique and Menominee. (Barnett)
- Apr. 30, 1982      Conrail sells lines in Rhode Island to Providence & Worcester, including responsibility for providing freight service on Amtrak line to Old Saybrook. (Shappell)
- Apr. 1982          Conrail sells North Adams-Pittsfield and Pittsfield-Canaan lines to Boston & Maine \_\_\_. (Railfan)
- Apr. 30, 1982      Amtrak Pres. Alan S. Boyd resigns. (Cinders)
- May 1, 1982        NJT resumes operation of Monmouth Park race train on Saturdays and holidays through Sep. 4. (Shappell)
- May 1, 1982        SEPTA assumes police responsibility from Conrail. (Shappell)
- May 1, 1982        Providence & Worcester Railroad purchases last Conrail freight lines in Rhode Island, plus freight trackage rights from Amtrak between Providence and Old Saybrook. (Railfan)
- May 1, 1982        Former PRR Director of Investments Robert Haslett (1906-1982) dies at Bryn Mawr. (ssdi)
- May 5, 1982        LIRR dedicates new freight car repair shop at Holban Yard in Hollis. (Railpace)
- May 7, 1982        Amtrak returns leased Bombardier LRC's to Montreal at expiration of term. (Cinders)
- May 15, 1982      B&P Tunnel in Baltimore closed for 22 hours because of overhead cracking. (Shappell)
- May 1982          Conrail has shed 11,000 jobs since May 1981.
- May? 1982         Conrail retires its last three ex-NYC Class S-2 electric locomotives, its last ALCO RS-3's and seven FL-9's. (Cinders)

- May 1982 John P. Sheridan, an adviser to Gov. Thomas Kean becomes the third NJ Transit Chairman. (AR)
- May 1982 NJ Transit runs free “Circus Express” from Matawan to Barnum & Bailey Circus at Madison Square Garden to promote new electrified New York-Matawan service. (AR)
- May 1982 A. Paul Funkhouser (1923-2000), ex-PRR and ex-PC VP, elected Pres. of CSX Corporation, replacing Hays T. Watkins, promoted to Chairman; Watkins replaces Prime F. Osborn III, retired. (Cinders, Trains)
- May 1982 Editor Tom Nemeth converts *Jersey Central Lines*, the monthly magazine of the Jersey Central Chapter of the NRHS, into *Railpace*, a general news-magazine of railroading in the Northeast published in Piscataway, N.J. (Railpace)
- May 16, 1982 “American Express” cruise train, consisting of four lightweight sleeping cars and the heavyweight private car *Chapel Hill*, enters service, leaving New York on the *Silver Star* for Washington and continuing to New Orleans on the *Crescent*. (Cinders)
- May 21, 1982 SEPTA Police Dept. job action causes annulment of most morning rush hour trains. (Shappell)
- May 26, 1982 SEPTA Board votes to pay Conrail \$21.5 million to operate commuter trains from July 1 to Dec. 31; SEPTA wants all rail personnel brought under the work rules and wage scales used by transit systems. (Cinders)
- May 27, 1982 Amtrak signs new contracts with the non-operating unions, reducing wage and cost of living increases to 18.7% over two years. (WrldAlmnc)
- May 28, 1982 Lehigh Valley Railroad makes a valuation settlement with the Special Court by receipt of \$76.6 million in cash and an agreement to waive claims of \$7 million against the company. (Moody's)
- June 1, 1982 Stocks of Norfolk & Western Railway and Southern Railway transferred to Norfolk Southern Corporation under merger agreement of July 31, 1981, effecting N&W-Southern merger; Robert B. Claytor, Chairman. (Moody's, Cinders)
- June 1, 1982 Boston & Maine \_\_ acquires Berlin-Waterbury, Waterbury-Derby, Waterbury-Torrington, and North Haven-Avon lines from Conrail, plus trackage rights from Amtrak between Springfield and New Haven.

(Railfan)

- June 4, 1982      Labor Dept. announces unemployment has increased to 9.5% during May, a post World War II high, then levels off. (WrldAlmnc)
- June 6, 1982      Conrail Eastern Region General Order No. 209 closes ex-PRSL "Tuckahoe" Tower and switches are normally set to serve the Beasley's Point Power Plant; abandons the ex-PRR Monmouth Jct.-Kingston Branch, the lower 2.9 miles of the Hightstown Secondary. (Railpace)
- June 7, 1982      SEPTA sends six ex-Reading coaches equipped for push-pull service to Connecticut DOT under a lease-purchase agreement for use on the Danbury Branch. (Cinders)
- June 10, 1982     Amtrak Board elects retired Southern Railway CEO and Deputy Secretary of Defense in the Carter Administration W. Graham Claytor (1912-1994) as Pres. and CEO, replacing Alan S. Boyd; Claytor succeeds in turning Amtrak around. (Railfan, Wilner)
- June 11, 1982     During the week ending today, 532 U.S. companies file for bankruptcy, the highest weekly total since the Great Depression. (Hoerr)
- June 12, 1982     NJ Transit unveils its new Bombardier "Comet II" coaches and F40PH-2 locomotives with a press run from Phillipsburg to Newark with a special dedication ceremony at Westfield. (Railpace)
- June 13, 1982     NJ Transit places first new Bombardier "Comet II" coaches and F40PH-2 locomotives in service on ex-CNJ Raritan Valley Line; 117 cars and 17 locomotives are to replace an assortment of old CNJ and secondhand equipment; former club car No. 1172 is the last car to retain its original CNJ green paint scheme. (Shappell, Cinders)
- June 14, 1982     Bay Colony Railroad, incorporated in 1973, begins operation of the ex-New Haven lines between Braintree and Plymouth, Middleboro to Falmouth, Hyannis and South Dennis, Westport Factory and Watuppa, and Needham Heights to Medfield Jct. and branches. (Railpace)
- June 15, 1982     Kalamazoo, Allegan & Grand Rapids Railroad merged into United Railroad Corp. (MB)
- June 15, 1982     MTA receives last of 15 former main line cars rebuilt at Amtrak's Beech Grove Shops for service to Brewster and Poughkeepsie. (Cinders)
- June 15, 1982     Conrail sells trackage south and east of Middleboro, Mass., to Bay Colony Railroad, including Middletown to Hyannis and Falmouth and

- South Braintree-Plymouth; former line is also used by Cape Cod & Hyannis Railroad excursion service during summer. (Railfan)
- June 15, 1982 Cape Cod & Hyannis Railroad begins operating a summer-only passenger service with second-hand heavyweight cars from Buzzards Bay to Hyannis and Falmouth; first passenger service on Cape Cod since early 1960s. (Railpace)
- June 1982 NJ Transit accepts the last of 230 "Arrow III" MU cars, some of which have been in storage for nearly four years. (Cinders)
- June 1982 Rahway Valley Railroad purchases the *Jersey Coast* club car, formerly the Florida East Coast Budd observation car *St. Lucie Sound*. (Railpace)
- June 1982 Amtrak cuts Detroit-Jackson *Michigan Executive* back to Ann Arbor.
- June 1982 Bellefonte Central Railroad ceases operations, Bellefonte to State College. (Railpace)
- June 1982 Former PRR operating official John C. Rill (1889-1982) dies at Washington, D.C. (SSDI)
- June 1982 Brotherhood of Locomotive Engineers calls a strike for July 11, after the railroads continue to demand wage and work rules concessions; Pres. Reagan then appoints Emergency Board 194. (ble-t)
- June 28, 1982 SEPTA suspends service between Elywn and West Chester for track improvement and replaces with bus shuttle; track is to be used to train new hires in running the railroad; stops at Locksley and Darlington eliminated. (Shappell, PhlInq, Cinders, tt)
- June 30, 1982 Last PRSL passenger trains between Lindenwold and Atlantic City make last runs; service suspended indefinitely because of track conditions and speed restrictions of 15 MPH on the once mile-a-minute speedway; the evening returns to Atlantic City are annulled and buses provided to take commuters home; ex-PRSL RDC's sent to Elizabethport. (Shappell, Railpace, Cinders)
- June 30, 1982 N.J. Senate defeats Gov. Thomas H. Kean's proposal for a 5% gasoline tax surcharge to raise \$19.5 million for NJ Transit. (AR)
- July 1, 1982 NJ Transit raises fares an average of 20%. (Railpace)
- July 1, 1982 Ann Arbor Railroad makes valuation settlement of \$16.9 million with USRA. (Moody's)

July 10, 1982 West Jersey & Seashore Railroad Company dissolved. (MB)

July 15, 1982 Court approves Lehigh Valley Railroad reorganization plan; creditors except Penn Central Company to be paid in cash; Penn Central to receive \$4 million in cash and 100% of stock in payment of claims of \$46 million. (Moody's)

July? 1982 Conrail has retired its remaining 76 electric locomotives. (Cinders)

July 1982 LIRR has begun repainting its diesel line coaches in light gray with a blue stripe below the belt rail. (Railpace)

July? 1982 Montauk seasonal diesel trains named: No. 12 *Hampton Express*; No. 14/1405 *The Cannonball*; No. 18 *The Sunrise Special*. (Railpace)

July 1982 Ex-PRR Lambertville, N.J., station being rebuilt as a restaurant. (Cinders)

July? 1982 Amtrak is planning to remove track No. 2 between Overbrook and Paoli and track No. 3 between Thorndale and Parkesburg because of the reduction in the number of Conrail freight trains; Overbrook-Paoli remains 4-track. (Cinders)

July 1982 Irvine, Warren, Kane & Johnsonburg Railroad (owner) begins service on the ex-Philadelphia & Erie main line between Johnsonburg and Irvine, Pa., with the owners of the Gettysburg Railroad as operator; the IWK&J has purchased the Irvine-Warren and Kane-Johnsonburg segments from Conrail and leased Warren-Kane from PennDOT. (Railpace)

July 1982 Federal Reserve short-term interest rate hits 15%. (PhlInq)

July 18, 1982 SEPTA permits senior citizens to ride free with passes in off-peak hours. (AR)

July 19, 1982 Federal Reserve lowers the discount rate from 12% to 11.5%, having turned the corner in its fight against inflation. (Samuelson)

July 19, 1982 Census Bureau reports that the poverty rate has increased 7.4% in 1981 to 14%; the rate is 11% for whites and 34.2% for blacks; the poverty threshold is an annual income of \$9,287 for a family of four. (NYT)

July 19, 1982 NJ Transit places second Bombardier push-pull set in service on ex-CNJ Raritan Valley Line. (Cinders)

July 21, 1982 Republican Lewis F. Gould, Jr., of Bala-Cynwyd elected Chairman of

SEPTA. (SeptaLines, PhlInq)

- July 22, 1982 Cab signals placed in service on ex-PRR Chestnut Hill West line. (Cinders)
- July 23, 1982 ICC approves Dereco, Inc., sale of Delaware & Hudson Railway to Guilford Transportation Industries, Inc., for \$500,000. (AR)
- July 23, 1982 Labor Dept. reports that inflation is back at 1% a month or double digits for the second month in a row. (WrldAlmnc)
- July 25, 1982 NJ Transit GG1 No. 4881 is first to operate to Matawan, towing dead "Jersey Arrow III" cars. (Cinders)
- July 25, 1982 Conrail Eastern Division General Order No. 210 abandons a number of lines, mostly short pieces but including the ex-DL&W main line from Port Morris Jct., N.J., to Scranton; ex-PRR line between Carlisle and Shippensburg; Mount Holly to Pemberton, and ex-CNJ between Woodmansie and Winslow Jct.; 7 sections of the ex-PRR Schuylkill Division east of Reading; ex-Lehigh Valley Flemington and Clinton Branches; ex-Camden & Amboy line east of m.p. 5.4 near Cranbury. (Railpace)
- July 27, 1982 Last run of ex-Reading carfloat service between Deepwater Point, N.J., and Pigeon Point, Del.; service had existed primarily to link DuPont plants on both sides of the Delaware River southeast of Wilmington. (Coxey)
- July 30, 1982 United Steel Workers of America reject calls for wage concessions from United States Steel Corporation, Bethlehem Steel Corporation, Jones & Laughlin \_\_, National Steel Corporation, Republic Steel \_\_, Armco \_\_, Inland Steel \_\_, and Allegheny-Ludlam \_\_; by the end of the year, 153,000 steel workers have been laid off. (Hoerr)
- July 31, 1982 Amtrak takes delivers of last AEM-7 No. 932. (Cinders)
- Aug. 1, 1982 Amtrak establishes "Anywhere Fare" of \$225 for period Aug. 1 through Oct. 30. (Shappell)
- Aug. 1, 1982 Steel industry wage is \$11.91 per hour, up from \$4.27 in 1972, a 179% increase vs. a general inflation rate of 132%. (Hoerr)
- Aug. 3, 1982 Inter Rail Express Corporation (IREX) makes a test run of RoadRailer cars through the ex-PRR tunnels and Penn Station to Queens; plan is to send Florida produce through at night. (Railpace)



Aug. 6, 1982 Conrail GG1 No. 4800 (“Old Rivets”) moved to Strasburg Railroad for repainting from Conrail blue to original five-stripe PRR paint scheme by Friends of the GG1. (Cinders)

Aug. 6, 1982 Labor Dept. reports that unemployment has increased to 9.8%, a post-1941 record; holds steady in Sep. (WrldAlmnc)

Aug. 6, 1982 Old CNJ Communipaw roundhouse razed. (Railpace)

Aug. 12, 1982 Kalamazoo, Allegan & Grand Rapids Rail Road merged into United Railroad Corp. (MB)

Aug. 12, 1982 Stock market bottoms with Dow Jones industrials at 776.92; longest bull market of 18 years begins. (Trager)

Aug. 13, 1982 Ex-PRSL NJ Transit RDC’s placed in service on the ex-Erie Main Line between Hoboken and Waldwick. (Railpace)

Aug. 13, 1982 Dow Jones average bottoms at 777, over 20% below level of 1966; great bull market of 1983-2001 begins. (NYT)

Aug. 13, 1982 Federal Reserve cuts discount rate from 11% to 10.5% (PhlInq)

Aug. 15, 1982 Conrail Eastern Region General Order No. 211 abandons the ex-Lehigh Valley Railroad main line between Catasauqua and Lehighton, Pa. (Railpace)

Aug. 1982 NJ Transit now has 4 Bombardier train sets on the ex-CNJ Raritan Valley Line; only 5 ex-CNJ 1300-series heavyweight coaches still in service. (Cinders)

Aug. 1982 Shore Commuters for On-Time Service, Irate Shore Commuters and Commuter’s Wives of Monmouth, Middlesex and Ocean Counties merge to form the Shore Commuter Coalition, Inc., for more effective lobbying for better service on the NY&LB. (Railpace)

Aug. 1982 Conrail closes Kiski Yard in favor of Etna Yard. (Railpace)

Aug. 16, 1982 MTA begins RDC “Suffern Connection” with four round trips between Suffern and Middletown, connecting with NJ Transit trains to and from Hoboken. (Railpace)

Aug. 17, 1982 Dow Jones industrial average rises 38.1 points or 4%, its biggest one-day increase yet, on signs that inflation will end. (NYT, PhlInq)

Aug. 18, 1982 Congress passes a spending bill cutting the budget by \$13.3 billion.

(WrldAlmnc)

- Aug. 19, 1982 Congress passes the Tax Reform Act, which reverses some of the tax cuts of 1981, increases taxes \$98.3 billion, and closes some tax loopholes. (NYT, Trager)
- Aug. 19, 1982 Emergency Board No. 194 rules that SEPTA should not be burdened by traditional railroad union wage scales and work rules, which are particularly inappropriate for a transit-commuter operation. (Rept)
- Aug. 31, 1982 Ann Arbor Railroad leaves trusteeship; reorganized company will liquidate all remaining property.
- Sep. 1, 1982 SEPTA introduces monthly “TrailPass” for regional rail lines, which is also good for rides on City Transit Division; reduces the number of fare zones from 11 to 7, with a separate terminal zone for close-in stations within the city; short trip fares are raised, while those on longer trips are cut to attract riders. (AR, Cinders, Railpace)
- Sep. 3, 1982 Conrail abandons the ex-PRR Lewisburg & Tyrone Branch between Montandon Jct. and end of track at Mifflinburg. (Railpace)
- Sep. 3, 1982 Allegheny Southern Rail\_\_, a subsidiary of Rail Management Services, begins operation of ex-PRR line between Roaring Spring and Curryville southeast of Altoona. (Railfan)
- Sep. 8, 1982 SEPTA places the first set of Kawasaki subway cars in service on the Broad Street Subway. (Railpace)
- Sep. 10, 1982 Congress overrides Pres. Reagan’s veto of a \$14.1 billion appropriations bill. (WrldAlmnc)
- Sep. 1982 Conrail opens new \$7.4 million intermodal yard at West Morrisville; TrailVan and mail trains to be routed off Northeast Corridor and old Main Line in favor of Trenton Cutoff. (Cinders)
- Sep. 13, 1982 ICC approves the merger of the Missouri Pacific Railroad and the Western Pacific Railroad into the Union Pacific Railroad. (WrldAlmnc)
- Sep. 1982 NJ Transit now has 6 Bombardier trainsets on the ex-CNJ Raritan Valley Line covering all runs but trains Nos. 5702-5703 to Phillipsburg, which uses 9 ex-Kansas City Southern cars, and Nos. 5600-5601 to West Trenton, which uses two old 1300-series CNJ heavyweight coaches; most ex-CNJ NY&LB trains are equipped with ex-Santa Fe 3000-series and ex-Burlington Northern 100-series, plus about 5 ex-Missouri Pacific 300-series cars. (Cinders)

- Sep. 16, 1982 Milwaukee Road grants Regional Transportation Authority commuter trackage rights over the North Joint Tracks between Peoria Street and Western Avenue at Chicago. (KRobbins)
- Sep. 16, 1982 City of Indianapolis accepts bid of developer Robert A. Borns to convert Indianapolis Union Station into hotel and entertainment center. (Hetherington)
- Sep. 19, 1982 Brotherhood of Locomotive Engineers rejects the findings of Emergency Board 194 and calls a strike. (ble-t)
- Sep. 20, 1982 Pres. Reagan signs a bill deregulating the intercity bus industry and giving operators greater freedom over routes and fares; any bus company may now service any route unless it is proved against the public interest, instead of requiring to prove that it is in the public interest, as before; leads to price wars, many new entrants and fiercer competition. (NYT, WrldAlmnc, greyhound.com)
- Sep. 22, 1982 Metro-North Commuter Railroad Company incorporated in N.Y. as a government corporation to assume operation of the commuter services out of Grand Central Terminal for the Metropolitan Transportation Authority when Conrail operation ends on Jan. 1; replaces the Metro-North Commuter Rail Division of the MTA, which had no operating function; Peter E. Stangl, Pres.; Stangl becomes the main advocate for restoration work in Grand Central Terminal. (NYCorps, MTA AR, Roberts)
- Sep. 22, 1982 Pres. Reagan signs emergency order ending a four-day engineers' strike; grants an increase but not the demand for a 15% pay differential over the other operating unions. (WrldAlmnc)
- Sep. 27, 1982 SEPTA closes Media Line west of Swarthmore at 9:52 AM because of the deteriorated condition of the Crum Creek Bridge; 4 "Silverliners" are stranded at Media; buses used between Swarthmore, Media and West Chester. (Railpace, Shappell; PhlInq)
- Sep. 27, 1982 National Intergroup, Inc., incorporated as a holding company for the National Steel Corporation. (DelCorps)
- Sep. 30, 1982 Dayton Union Railway Company dissolved. (MB)
- by Oct. 1982 Amtrak restores New York-Washington schedule to 3:24 for regular "Amfleet" trains and 2:49 for "Metroliner Service."
- Oct. 1, 1982 Pres. Reagan appoints Emergency Board No. 196 to hear the dispute

between SEPTA and the unions representing the 1,400 employees of Conrail operating its commuter services. (Rept)

- Oct. 1, 1982 Consolidation Coal Company sells Canton Railroad to Canton Development Company. (Schlerf)
- Oct. 1, 1982 Regional Transportation Authority agrees with the trustee of the Milwaukee Road to lease its entire Chicago area commuter operation; operation to be by Northeast Illinois Railroad Corporation, which for the first time becomes a fully-staffed organization for operating the ex-Milwaukee and ex-Rock Island suburban services. (RTA)
- Oct. 1982 Ex-Kansas City Southern cars on the Harrison-Phillipsburg trains Nos. 5702-5703 replaced by Bombardier equipment, leaving only the West Trenton local. (Cinders)
- Oct. 7, 1982 Record 147.1 million-share day on the New York Stock Exchange. (Targer)
- Oct. 8, 1982 Labor Dept. announces that unemployment has increased slightly to 10.1%, the highest in 42 years. (WrldAlmnc)
- Oct. 8, 1982 Federal Reserve Board lowers the discount rate from 10% to 9½%, the lowest since Nov. 1978; banks lower the prime rate from 13½% to 9¾%. (WrldAlmnc)
- Oct. 10, 1982 GG1 No. 4913 dedicated as static exhibit at Railroaders Memorial Museum at Altoona. (Invit.)
- Oct. 10, 1982 Tri-State Chapter of NRHS operates the *Queen of the Valley* excursion with NJ Transit E-8's and 17 cars, including ex-CNJ open platform observation car No. 1178, between Newark and Allentown. (Railpace)
- Oct. 12, 1982 Demolition of smokestack at Crestline Engine Terminal completed. (PennsyWest)
- Oct. 15, 1982 Last Mutual Beneficial Association cafeteria, at Hollidaysburg, closes. (Mutual)
- Oct. 1982 State of Michigan designates the Tuscola & Saginaw Bay Railway Co. as operator of the former Ann Arbor Railroad line between Ann Arbor and Alma. (railroadmichigan.com)
- Oct. 30, 1982 Erie Lackawanna Railway Company reorganized as Erie Lackawanna, Inc.; property not conveyed to Conrail is to be liquidated. (Grant - Dereco AR says plan effective 11/30!!)

- Oct. 30, 1982 Last run of VIA Rail Canada's two United Aircraft "TurboTrains" between Montreal and Toronto. (Railfan)
- Oct. 31, 1982 Amtrak begins operating two round trips between New York and Boston on 3:55 schedule, using four Amfleet cars and two F-40's east of New Haven; billed as "Metroliners"; adds sixth New York-Washington "Express Metroliner" on 2:49 schedule; introduces *Garden State Special* as early AM train from New York to Washington; conventional trains now leave New York on the half hour and "Metroliners" on the hour. (Cinders, )
- Oct. 31, 1982 First trip of Amtrak *International* between Chicago and Toronto via Conrail to Battle Creek and GTW to Port Huron, replacing the *Blue Water*; alternates between VIA Rail Canada and Amtrak equipment. (Shappell, Railfan)
- Late 1982 New law allows Amtrak to bargain directly with engine & train crews in the Northeast Corridor to abandon the characteristics of traditional freight railroad contracts, including an hourly rather than mileage basis of pay. (AR)
- Nov. 1, 1982 Honda Motor Company becomes the first Japanese automaker to begin manufacturing cars in the United States (at Marysville, Ohio) to get around the growing resentment over imports. (NYT)
- Nov. 2, 1982 Democrats make big gains in the midterm elections in response to high unemployment; add 26 House seats for a 269-166 majority, but the Republicans retain control of the Senate, 54-46; the Democrats also win 7 governorships for a total of 34 and control of 34 state legislatures. (WrldAlmnc)
- Nov. 3, 1982 Dow Jones industrial average hits a new high of 1,065.49 on the conclusion that the Democratic victories were not as large as feared and that Pres. Reagan's anti-inflationary policies will remain unchanged. (WrldAlmnc)
- Nov. 5, 1982 Labor Dept. reports that unemployment in Oct. increased to 10.4%, the highest since 1940. (WrldAlmnc)
- Nov. 5, 1982 Unemployment in Pennsylvania reported at 11.5%. (HistPitts)
- Nov. 10, 1982 Federal Railroad Administration-ordered inspections of New Haven Line M-2 "Cosmopolitan" cars begin; done every 30 service miles at Norwalk and New Rochelle after axle failures lead to two wheels falling off in service earlier in the year. (Railfan)

Nov. 1982 16-month recession bottoms with inflation broken; average U.S. unemployment stands at 10.2%; economy begins 8-year expansion. (NBER)

Nov. 1982 Unemployment in Ohio reaches 14.2%, worst since Great Depression. (FactsStates)

Nov. 1982 Railway Labor Executives Association informs DOT that employees, already holding 15% of Conrail common, will bid for the remainder.

Nov. 1982 NJ Transit assigns new F40PH diesels to Newark-Bay Head Jct. trains on NY&LB.

Nov. 17, 1982 Federal Reserve Board announces that factory capacity is now only 68.4%, the lowest since the statistic began being collected in 1948; industrial production has continued to fall for 13 of the last 15 months. (WrldAlmnc)

Nov. 19, 1982 Conrail closes "ATLANTIC" Interlocking, opens the Thorofare drawbridge, and stops service into Atlantic City. (Railpace)

Nov. 19, 1982 Federal Reserve Board lowers the discount rate from 9½% to 9% as interest rates continue to fall. (WrldAlmnc)

Nov. 20, 1982 GG1 No. 4800 "Old Rivets" dedicated as static exhibit at Railroad Museum of Pennsylvania. (Invit)

Nov. 20, 1982 Amtrak inaugurates *Silver Palm* between New York and both coasts of Florida. (Cinders)

Nov. 23, 1982 Weirton Steel Corporation incorporated in Delaware for the purpose of separating the Weirton Plant of the National Steel Corporation. (DelCorps)

Nov. 28, 1982 Original "Metroliner" equipment pressed into service as Advance No. 142-Advance No. 177 to handle Thanksgiving holiday traffic. (Railpace)

Late 1982 Delbay Corporation dissolved after sale of air rights over Sunnyside Yard. (MB)

Late 1982 Amtrak runs two trains from Washington to the Army-Navy Game. (Cinders)

Late 1982 Congress enacts a 5-cent tax on gasoline, 1 cent of which is to be

- dedicated to public transit, effective Apr. 1, 1983. (MTA AR)
- Dec. 1, 1982 Erie Lackawanna, Inc., incorporated as reorganization of Erie Lackawanna Railway Company for the purpose of liquidating its assets. (EncycClevelandHist)
- Dec. 1, 1982 Seaboard System Railroad and Chesapeake & Ohio Railway inaugurate a new *Orange Blossom Special* refrigerated piggyback train between Orlando and Wilmington, Del. (ex-B&O) for shippers of fresh fruits and vegetables; singers Johnny Cash (1932- ) and June Carter Cash ( - ) christen the train with Florida orange juice. (Railpace)
- Dec. 3, 1982 Labor Dept. reports that unemployment peaks in Nov. at 10.8%, the highest since 1940. (NYT)
- Dec. 3, 1982 Last run of NJ Transit commuter train No. 5600-5601 between Newark and West Trenton with ex-CNJ push-pull equipment; last vestige of Reading's New York-Philadelphia service; Conrail is reducing the ex-Reading line to single track. (Railpace)
- Dec. 6, 1982 In its final report, Emergency Board No. 196 endorses the SEPTA terms offered to commuter train employees to be transferred from Conrail as the most reasonable, rejecting the employees demand for traditional rail union wage scales and work rules and allowing SEPTA to convert the ex-PRR and Reading lines to a transit type operation; it suggests a one-time early retirement buyout for rail employees with high seniority. (Rept)
- Dec. 7, 1982 House approves a \$5.5 billion bill to repair roads, bridges and public transit facilities, to be funded by a 5-cents per gallon increase in the gasoline tax; the bill is delayed in the Senate by a filibuster led by North Carolina Sen. Jesse Helms (1921-2008). (WrldAlmnc)
- Dec. 1982 N.J. DOT transfers 15 ex-Burlington Northern 100-series coaches from the NY&LB to the Trenton Line and replaces them with three Bombardier trainsets; two sets of 100-series cars remain in NY&LB service. (Cinders)
- Dec. 1982 Ex-PRR P70 No. 1734, *Jersey Shore Commuter's Club* is freshly painted in the traditional PRR Tuscan red scheme by NJ Transit and switched from the rear to the head end of Train No. 3312. (Railpace)
- Dec. 1982 Amtrak installs its one-millionth concrete tie, painted gold, at Perryville, Md. (Wilner)
- Dec.? 1982 Conrail merges the Lehigh Division, headquarters at Bethlehem, into

- the New Jersey Division with headquarters at Elizabethport. (Cinders)
- Dec. 1982 Unemployment in Michigan, badly hit by the collapse of the U.S. automobile industry, hits 17.3%. (FactsStates)
- Dec. 1982 RTA completes the purchase of the former Rock Island commuter operation at Chicago; operated by Northeast Illinois Railroad Corporation. (RTA)
- Dec. 1982 American Iron & Steel Institute reports that U.S. steel production has fallen 56% since Aug. 1981; overall industrial production has fallen 12%. (Samuelson)
- Dec. 16, 1982 Amtrak begins assigning two AEM-7's to Northeast Corridor trains when over 12 cars. (Cinders)
- Dec. 16, 1982 Federal Reserve Board reports that factory utilization has fallen to 67.8% in Nov., a 35-year low. (WrldAlmnc)
- Dec. 20, 1982 SEPTA assumes operation of ticket sales in all ex-PRR Philadelphia area commuter stations from Conrail, contracting the operation to Blue Ribbon Services, which used non-union workers; Conrail continues to sell Amtrak tickets at Suburban Station, Paoli, Malvern, Downingtown and Coatesville until employees transferred to Amtrak on Jan. 1, 1983; Amtrak balks at admitting non-union workers to its facilities and withdraws the sale of its tickets from SEPTA stations, except Paoli, which it operates. (Shappell, Railpace)
- Dec. 20, 1982 Unions say they will not strike SEPTA on Jan. 1 until bargaining is finished, providing a settlement is retroactive to Jan. 1. (Cinders, Railpace)
- Dec. 22, 1982 Union Pacific Corporation completes acquisition of Missouri Pacific Corporation; John C. Kenefick of UP is Chairman & CEO and R.G. Flannery is Pres. and Chief Operating Officer; Union Pacific Corporation also acquires 87% interest in Western Pacific Railroad. (Moody's, Railfan)
- Dec. 27, 1982 During the holiday week, SEPTA works with Conrail to have many cars removed from service for inspection prior to assuming ownership. (SEPTA)
- Dec. 27, 1982 Penn Central Properties, Inc., incorporated in Pa.; acquires all real estate of Penn Central Corporation in Pennsylvania for \$82 million. (Compt, PaCorps)



- Dec. 27, 1982           Dow Jones industrial average peaks for the year at a record 1072.55, up from 776.92 on Aug. 12. (Trager)
- Dec. 28, 1982           On suit of Montgomery County commuters, court orders SEPTA to provide as much service as possible in the transition period; SEPTA had wanted to shut down for two weeks to train new workers. (Cinders, Railpace)
- Dec. 29, 1982           SEPTA Board agrees to keep a limited rail service; votes to drop the service between Marcus Hook and Wilmington, and the one round trip to Downingtown because of high Amtrak fees and Delaware's refusal to pay. (Railpace)
- Dec. 29, 1982           Louisville & Nashville Railroad Company, Carolina, Clinchfield & Ohio Railway, Atlanta & West Point Railroad, and Georgia Railroad merged into Seaboard Coast Line Railroad Company, which is then renamed Seaboard System Railroad, Inc.; Family Lines System designation dropped. (Moodys, Hoffman - note not actual dates for A&WP, Clinch?? - Railpace has eff. 1/1/83)
- Dec. 30, 1982           SEPTA issues interim schedule with 105 trains instead of the usual 550; regular service is to be suspended on all ex-PRR lines except Paoli. (Cinders, Railpace)
- Dec. 30, 1982           Court approves Boston & Maine Corporation reorganization plan; bondholders are to be paid \$69 million in cash, of which \$24.25 million is to be advanced by Guilford Transportation Industries, Inc., which will become the sole stockholder. (Railfan)
- Dec. 31, 1982           SEPTA suspends service at the close of the evening rush hour pending the takeover of operations from Conrail; last trains from Suburban Station at 5:59 and from Reading Terminal at 6:00; last run of service between Paoli and Downingtown, which is later restored. (SEPTA, Railpace)
- Dec. 31, 1982           Pennsylvania Tunnel & Terminal Railroad, Providence Produce Warehouse Company merged into Penn Central Corporation. (MB)
- Dec. 31, 1982           Steam-heated ex-Burlington Northern cars make last runs between Harrison and Bay Head Jct. on NY&LB; all Harrison-based trains for NY&LB and Raritan Valley Line are now equipped with Bombardier cars; 52 coaches, 4 bar cars and 1 commuter club assigned to NY&LB. (Cinders)
- Dec. 31, 1982           NJ Transit completes settlement with Conrail for transfer of property and rail commuter equipment. (AR)

- Dec. 31, 1982 Last run of SEPTA commuter trains between Marcus Hook and Wilmington, as the State of Delaware refuses a subsidy. (SEPTA)
- 1982 Worst recession since the Great Depression bottoms out; stagflation is broken and economic expansion of 1980s begins.
- 1982? Secretary of Transportation Drew Lewis engages the investment banking house of Goldman, Sachs & Co. to advise on sale options for Conrail; Goldman, Sachs's recommendations include the possibility of an initial public offering (IPO). (Gallamore)
- 1982 MTA begins a \$6.3 billion Five Year Capital Improvement Program to rehabilitate the subway, bus and commuter rail systems. (MTA AR, Trager)
- 1982 MTA orders 142 M-3 MU cars for Metro-North Commuter Railroad and 174 for the LIRR. (MTA AR)
- 1982 Previous limit of \$300 million of bonds to be backed by Triborough Bridge & Tunnel Authority revenues is raised to \$1.1 billion to fund MTA capital projects. (MTA AR)
- 1982 Amtrak raises speeds of "Metroliners" to 120 MPH in some sections. (AR)
- 1982 Amtrak inaugurates its new ARROW ticketing and reservation system using three IBM 3033 computers and 2,700 terminals with 13 times the speed of the old ARTS system. (Bradley)
- 1982 York County Planning Commission makes a grant to the non-profit Southern York County Corporation to restore the ex-PRR line between York (Hydes) and New Freedom, Pa., which is now owned by Penn DOT. (Gunnarsson)
- 1982 Conrail constructs a modern paint shop at Altoona on the site of the old Miscellaneous Shop No. 1, burned in 1981. (altoonaworks.info)
- 1982 Conrail places a new modern yard office in service at Altoona and closes old "ROSE" ("RV") Tower located between the passenger and freight mains. (altoonaworks.info)
- 1982 Dura Bond \_\_ purchases the ex-PRR Turtle Creek Branch (Trafford-Export) from Conrail to maintain service to its plant at Export; operated as the Turtle Creek Industrial Railroad. (prrths)

- 1982 Connection between B&O and ex-PRR opens at CP-BLOOM east of Pittsburgh Station to permit the *Capitol Limited* to run directly into the ex-PRR station without backup.
- 1982 Pittsburgh & Lake Erie Railroad suffers an operating loss of \$8.4 million, its first ever; Conrail is able to bypass it using former PRR lines. (Railpace)
- 1982 Brooklyn Historic Railway Association formed to restore the old LIRR Atlantic Avenue Tunnel. (BRHA)
- 1982 Developers Michael W. Sonnenfeldt and David M. Fromer purchase Harborside Terminal in Jersey City for \$25 million. (NYT)
- 1982 “Grant” Tower replaces “US” Tower on the old Columbus & Newark Division. (PennsyWest)
- 1982 State of Michigan transfers the operation of the former Ann Arbor Railroad from the Michigan Interstate Railway Co. to the Tuscola & Saginaw Bay Railway Co. (railroadmichigan.com)
- 1982 NJ Transit retires ex-CNJ club cars Nos. 1172 & 1173, and open platform observation car No. 1178, once used in NY&LB service. (Railpace)
- 1982 Minimills now account for 18% of U.S. steel production, up from 3% in 1960; unlike the big integrated steel companies, minimills use electric furnaces to melt scrap to make bars, rods and wire; they can be located near centers of local consumption rather than be tied to sources of ore and coke. (Hoerr)
- 1982 U.S. steel companies lose a total of \$3.2 billion for the year; total production is 61.6 million tons, the lowest since 1958. (Hoerr)
- Jan. 1, 1983 Amtrak begins direct employment of members of the Brotherhood of Locomotive Engineers with hourly wages and a strict 8-hour day, 40-hour week instead of the traditional time-and-mileage formula. (Railpace)
- Jan. 1, 1983 New Jersey Transit Corporation creates subsidiary New Jersey Transit Rail Operations, Inc. to replace Conrail as commuter service operator. (NJT)
- Jan. 1, 1983 Metro-North Commuter Railroad Company, Connecticut DOT, NJ Transit Rail Operations, Inc., SEPTA and Maryland DOT assume commuter operations from Conrail; Amtrak provides service for

- Maryland DOT; Metro-North assumes operation of Conrail's Metropolitan Region; Metro-North also assumes operation of the New Haven Line for the MTA and ConnDOT; NJ Transit begins operating the entire ex-Erie Lackawanna system in both N.J. and N.Y. (the Pascack Valley and Port Jervis Lines), with Metro-North paying the operating costs of the parts in N.Y. (Shappell, NJT, MTA AR)
- Jan. 1, 1983      Conrail transfers 37 FL-9's and 10 other locomotives to Metro-North Commuter Railroad; 25 locomotives including 8 E44's and 13 GG1's (Nos. 4872-4884) to NJ Transit; 3 locomotives to SEPTA for work service. (Cinders)
- Jan. 1, 1983      SEPTA begins Philadelphia commuter service on ex-PRR Paoli and all Reading lines with very limited schedules; are required to inspect all cars received from Conrail before placing them in service; causes major disruption; transfer is funded by \$39 million federal transition grant. (SEPTA)
- Jan. 1, 1983      Amtrak increases the trackage fees it charges SEPTA from \$4 million to \$7.5 million per year, although SEPTA bargains it down from \$12 million. (Railpace)
- Jan. 1, 1983      SEPTA still operates 30 of the 38 Reading "Blueliner" MU cars. (SEPTA)
- Jan. 1, 1983      Maryland & Delaware Railroad embargoes the ex-PRR Easton Branch between Clayton, Del., and Easton, Md., for lack of traffic. (Railpace)
- Jan. 4, 1983      Unions retract their no-strike pledge with SEPTA, claiming no progress in negotiations. (Railpace)
- Jan. 4, 1983      Bombardier, Inc., releases the first "Comet II" coach, No. 5688. (Cinders)
- Jan. 5, 1983      Pres. Reagan nominates Elizabeth Hanford Dole (1936- ), wife of Sen. Bob Dole (1923- ), as Secretary of Transportation, succeeding Drew Lewis. (WrldAlmnc)
- Jan. 6, 1983      SEPTA restores weekday service on the Paoli Line to Saturday levels; now operates 41 trains on the ex-PRR and 241 trains on the ex-Reading lines. (SEPTA)
- Jan. 7, 1983      Labor Dept. reports that unemployment remained at 10.8% in Dec. and averaged 9.7% for 1982. (WrldAlmnc)
- Jan. 8, 1983      SEPTA restores Saturday-level service between Philadelphia and

- Swarthmore with bus to Media and West Chester; all ex-Reading lines are now operated with Saturday-level service. (SEPTA)
- Jan. 10, 1983 SEPTA restores normal weekday service on all ex-Reading lines. (SEPTA)
- Jan. 11, 1983 SEPTA restores first Saturday-level service between Philadelphia and Marcus Hook. (SEPTA)
- Jan. 11, 1983 Major banks reduce the prime rate from 11.5% to 11%. (Wrld Almnc)
- Jan. 12, 1983 SEPTA chief David L. Gunn states that on the Philadelphia Division (ex-PRR) there are now 101 operating cars out of a total of 192 but that normal service can be offered with 160 cars; of the cars out of service, 51 failed FRA inspection and another 34 needed repairs. (SEPTA)
- Jan. 13, 1983 SEPTA restores Saturday-level service on Ivy Ridge and Chestnut Hill West Lines. (SEPTA)
- Jan. 15, 1983 SEPTA restores Saturday-level service on Trenton Line; all ex-PRR lines now operate at Saturday levels. (SEPTA)
- Jan. 1983 NJ Transit purchases 8 ex-PRR E44's Nos. 4458-4465 from Conrail for projected work train service. (Railpace)
- Jan. 1983 Amtrak begins employing the crews on its Northeast Corridor trains. (AR)
- Jan. 1983 Delaware & Hudson Rail\_\_ demolishes "SX" Yard Office at Hudson, Pa., and removes Hudson Yard, once the interchange point with the joint PRR-D&H Wilkes-Barre Connecting Railroad; D&H operations removed to the ex-DL&W yard at Taylor, just south of Scranton; D&H freight now run through between Binghamton and Allentown over former DL&W, Lehigh Valley and CNJ trackage. (Railpace)
- Jan. 16, 1983 Conrail transfers 8 E44's to NJ Transit and moves them from Harrisburg to ex-CNJ Elizabethport Shops. (Railfan)
- Jan. 18, 1983 SEPTA restores full service on Paoli Line; discontinues ex-Reading service between Fox Chase and Newtown because of mechanical failure of RDC's; service is replaced by shuttle buses. (SEPTA)
- Jan. 19, 1983 Friends of the Railroad Museum incorporated in Pa. as a non-profit group to raise funds for and otherwise support the Railroad Museum of Pennsylvania. (KBell)

- Jan. 20, 1983 SEPTA restores full weekday service on Ivy Ridge and Marcus Hook Lines. (SEPTA)
- Jan. 21, 1983 Dun & Bradstreet reports that 25,000 businesses failed in 1982, up 25% from 1981; Labor Dept. reports that inflation has fallen from 8.9% in 1981 to only 3.9% in 1982. (WrldAlmnc)
- Jan. 22, 1983 SEPTA restores full weekday service to Trenton, Chestnut Hill West and Swarthmore. (SEPTA)
- Jan. 22, 1983 Seth Thomas clock from the tower of Broad Street Station is donated to the Railroad Museum of Pennsylvania by the Publicker Packaging Company; it is installed on the facade. (KBell)
- Jan. 24, 1983 SEPTA now operates full weekday schedules on all ex-PRR lines. (SEPTA)
- Jan. 24, 1983 OPEC meeting in Switzerland ends with the failure to stop the fall of oil prices. (WrldAlmnc)
- Jan. 29, 1983 Amtrak opens new station in Ann Arbor, Mich.
- Jan. 30, 1983 Last run of Amtrak *Fort Pitt* No. 39 between Altoona and Pittsburgh. (Shappell, Cinders)
- Feb. 1, 1983 Conrail closes the Police Dept. office in Logansport. (Strauch)
- Feb. 1, 1983 Maine Central Railroad and Boston & Maine Corporation inaugurate the *East Wind*, a fast piggyback schedule between Bangor and New Haven via Lowell and Springfield. (Railfan)
- Feb. 4, 1983 Labor Dept. reports that unemployment fell for the first time in 18 months from 10.8% to 10.4%. (WrldAlmnc)
- Feb. 7, 1983 Elizabeth Hanford Dole (1936- ), wife of Sen. Bob Dole (1923- ) of Kansas, sworn in as Secretary of Transportation, replacing Andrew "Drew" Lewis, resigned; Lewis later becomes CEO of Union Pacific Corporation; Dole brings James Burnley of North Carolina as her assistant; Burnley decides that the best disposition of Conrail would be sale to a railroad with "deep pockets." (wiki, Gallamore)
- Feb. 11, 1983 Two-day blizzard drops record 21.3 inches of snow at Philadelphia; 22 inches at New York; 23 inches at Baltimore; disrupts evening rush hour; Northeast Corridor remains open; 11 deaths recorded; LIRR electric service halted at 11:00 PM, but service is maintained using diesel push-pull equipment. (Cinders, Railpace, WrldAlmnc)

Feb. 13, 1983	Delaware & Hudson Rail__ closes the ex-EL Bison Yard in Buffalo. (Railpace)
Feb.? 1983	Amtrak sells its last 15 GG1's; its two Washington Terminal MP54's are also for sale. (Cinders)
Feb.? 1983	NJ Transit renumbers its ex-Kansas City Southern coaches from 270-279 to 5340-5349. (Cinders)
Feb. 17, 1983	Commerce Dept. reports that housing starts jumped 35.9% in Jan., the highest since recording began in 1959. (WrldAlmnc)
Feb. 19, 1983	Loewy Brunswick green GG1 No. 4935 is takes from Philadelphia to the Railroad Museum of Pennsylvania at Strasburg for permanent display, having been donated by Russell Wilcox who restored it and purchased it from Amtrak for \$5,000. (ClsscTrains, Railpace)
Feb. 22, 1983	Clean-up train is the last over the Maryland & Delaware Railroad between Easton, Md., and Clayton, Del. (Railpace)
Feb. 24, 1983	Dow Jones industrial average tops 1,100 for the first time. (WrldAlmnc)
Mar. 1, 1983	Three United Transportation Union locals, representing the ex-PRR, ex-CNJ and ex-EL employees, begin 34-day strike against NJ Transit over a wage cut, shutting down commuter service; NJT provides substitute buses; ex-EL employees favor the strike, but ex-PRR employees don't, as they have less seniority and fear begin bumped by EL men if the EL men win their demand for a single seniority district for all NJT lines. (Railpace)
Mar. 1, 1983	United Steelworkers of America signs an new contract with a 9% wage cut and reduced benefits; the wage cut of \$2.15 per hour is less than the \$3-5 originally demanded by management. (WrldAlmnc, Hoerr)
Mar. 3, 1983	Baltimore & Eastern Railroad merged into United Railroad Corp. (MB)
Mar. 3, 1983	ICC issues final ruling upholding NJ Transit in its contention that it pay Amtrak for the use of facilities on an avoidable cost instead of a fully-allocated cost basis. (AR)
Mar. 3, 1983	United States Steel Corporation restarts Furnace No. 2 at Edgar Thomson Works and recalls 300 men. (HistPitts)
Mar. 7, 1983	United Transportation Union strike over crew size idles all Metro-

- North Commuter Railroad Company operations through Apr. 18; MTA wants crews to be proportional to train size and passenger load. (MTA AR, Railpace)
- Mar. 14, 1983 Delaware & Hudson Rail\_\_ and Norfolk & Western Railway inaugurate run-through service between East Binghamton, N.Y., and Bellevue, Ohio. (Railpace)
- Mar. 14, 1983 OPEC agrees to cut oil prices for the first time since its formation from \$34 to \$29 per bbl. (WrldAlmnc)
- Mar. 15, 1983 All 13 rail unions begin 108-day strike against SEPTA; SEPTA intends to eliminate the traditional railroad payment on a mileage/hourly basis with a flat hourly wage typical of transit systems. (SEPTA)
- Mar.? 1983 NJ Transit receives \$30 million to upgrade signals, with reverse signaling to be installed between Rahway and Perth Amboy and between Matawan and Long Branch; old signals between Long Branch and Bay Head Jct. are to be refurbished. (Cinders)
- Mar.? 1983 Conrail repaints E-8A No. 4022 and business cars Nos. 1-3 and 10-12 in Pullman Green to make a uniform inspection train. (Cinders)
- Mar. 17, 1983 SEPTA moves its out-of-service ex-Reading RDC's to dead storage at the Philadelphia Naval Shipyard. (Railpace)
- Mar. 24, 1983 Pres. Reagan signs a \$4.65 billion emergency jobs and unemployment relief bill. (WrldAlmnc)
- Early 1983 General Electric Company introduces the B36-8 and C36-8, the first of its new "Dash-8" series, that features microprocessor controls for greater operating efficiency; production models to be ready in 1984. (Railfan)
- Apr. 1, 1983 USRA informs U.S. DOT that Conrail has passed the profitability test, meaning that it cannot be dismembered and sold piecemeal. (Gallamore)
- Apr. 4, 1983 NJ Transit strike ends with the reduction in the number of trainmen and the employment of lower-paid "ticket collectors." (Railpace)
- Apr. 4, 1983 NJ Transit assigns ex-PRSL RDC's to the ex-DL&W Gladstone Branch to replace buses in midday when the electric power is off. (Railpace)
- Apr. 4, 1983 Conrail begins removing the track from the ex-New Haven Maybrook



- Branch between the west end of the Poughkeepsie Bridge and Maybrook. (Railpace)
- Apr. 5, 1983 LIRR unveils the first two of a total MTA order of 316 M-3 MU cars at Penn Station. (Railpace)
- Apr. 6, 1983 Unemployed steelworkers demonstrate at Pres. Reagan's appearance at a Pittsburgh conference on retraining dislocated workers for jobs in new industries; Reagan promises that smokestack industries will not disappear. (WrldAlmnc)
- Apr. 15, 1983 Metro-North Commuter Railroad Company reaches an agreement with the United Transportation Union to end the strike; under legislative pressure, the UTU agrees to submit the dispute to binding arbitration. (Railpace)
- Apr.? 1983 MTA introduces a new paint scheme for LIRR M-1 "Metropolitan" MU cars, eliminating the blue window stripe and adding a yellow nose for greater visibility. (Cinders)
- Apr. 1983 New NJ Transit Bombardier Comet II push-pull cars and F40PH diesels reequip ex-CNJ Raritan Valley and NY&LB lines, permitting retirement of last heavyweight and hand-me-down equipment. (97 coaches and 20 cab cars built starting in 1982! - when delivered? - did this also permit retiring last MP54's - still in use in 6/81) (Shappell has intro. in 1982!!)
- Apr. 1983 NJ Transit announces the lease of six C&NW HEP-equipped F7's from the RTA to be used with Bombardier coaches to replace old ex-DL&W MU cars, whose deterioration and lack of air conditioning is causing ridership to drop; lease is for 18 months to cover the transition from old to new electrification on the ex-DL&W lines; ex-CNJ and ex-PRSL RDC's are transferred to Summit-Gladstone shuttle service. (Railfan, Cinders)
- Apr. 1983 Amtrak Board authorizes planning for restoring "Auto Train" service. (AR)
- Apr. 1983 Heavy rain wash out the Conrail bridge over the Housatonic River between Derby and Shelton, Conn., on the Danbury Secondary. (Railpace)
- Apr. 16, 1983 Former Penn Central VP-Operations J. Bruce Addington (1920-1982) dies. (findagrave)
- Apr. 18, 1983 Metro-North Commuter Railroad resumes service. (Railpace)

- Apr. 18, 1983 "CNCP Niagara-Detroit", a partnership of Canadian National Railway and Canadian Pacific Ltd., signs agreement to purchase Canada Southern Railway, Detroit River Tunnel Company and Niagara River Bridge from Conrail. (Tennant)
- Apr. 18, 1983 MTA reroutes passenger trains on the ex-Erie main line to Port Jervis from the old main line through Middletown to the freight bypass via Moodna Viaduct; the old line is removed. (Railpace)
- Apr. 22, 1983 Pullman Rail Products, Inc., incorporated in Delaware. (DelCorps)
- Apr. 23, 1983 American Society of Mechanical Engineers dedicates GG1 No. 4800, "Old Rivets", now on display at the Railroad Museum of Pennsylvania on loan from the Lancaster Chapter of the NRHS, as a national historic mechanical engineering landmark. (Program, KBell)
- Apr. 24, 1983 NJ Transit begins stopping some former "CNJ" Harrison-Newark-Bay Head Jct. trains at Elizabeth and Rahway on weekends; such trains have run non-stop between Newark and Perth Amboy since the start of the Aldene Plan of 1967. (Railpace)
- Apr. 24, 1983 Amtrak places a Washington-Atlanta Slumbercoach on the *Crescent*. (Railpace)
- Apr. 24?, 1983 Ocean One, a luxury shopping mall, opens on the pilings of the old Million Dollar Pier at Arkansas Avenue in Atlantic City; it is later renamed Caesar's Pier for the Caesar's Palace Hotel & Casino across the Boardwalk. (NYT, Mauger)
- Apr. 26, 1983 Dow Jones industrial average closes above 1,200 for the first time. (WrldAlmnc)
- Apr. 30, 1983 Former NYC, Penn Central, and Western Pacific Pres. Alfred E. Perlman (1902-1983) dies at San Francisco at age 80. (WwasW)
- May 1, 1983 Shore Fast Line, Inc., begins operating two former PRSL lines from Pleasantville, N.J., running to "PENNRED" and Linwood; first train operates on May 2. (Railpace, Cinders)
- May 1, 1983 CSX Corporation acquires the outstanding minority shares of the Western Maryland Railway, converting it into a wholly-owned subsidiary; operation taken over by B&O. ( , Moodys)
- May 6, 1983 Georgia Railroad mixed trains Nos. 103 & 108 make last runs between Augusta and Atlanta; last non-Amtrak long-distance trains in the lower

48. (Railfan)

- May 6, 1983 New York Dock Railway and Brooklyn Eastern District Terminal merge to form the New York Cross Harbor Railroad & Terminal Company. (Railpace - verify - NYCORPS)
- May 6, 1983 New York Cross Harbor Railroad Terminal Corp. assumes operation of car float service between Greenville and Brooklyn (50th Street), along with Brooklyn trackage of New York Dock Railway.
- May 1983 NJ Transit is rebuilding ex-CNJ open platform observation car No. 1178, once *De Vico* (sp?) on the *Blue Comet* and last used on a Phillipsburg train, into an office car NJT-1. (Railpace)
- May 1983 Six surviving ex-CNJ and 4 ex-PRSL RDC's are stored on NJ Transit at Atlantic City in a vandalized state; they are moved to the dead line at the ex-CNJ Elizabethport Shops by mid-June. (Railpace)
- May 16, 1983 LIRR's "PORT" Tower in Freeport closed. (Railpace)
- May 19, 1983 LIRR resumes seasonal "Sunrise Fleet" trains to Montauk. (Railpace)
- May 21, 1983 Railroad Museum of Pennsylvania operates the *John Bull* replica, restored by William Withuhn (1941- ) and Curator Benjamin F.G. Kline (1928-1993), under steam on the Strasburg Railroad for two days to celebrate a "PRR Locomotive Spectacular"; on May 21, the *John Bull* touches pilots with 4-4-0 No. 1223 and the train of wooden passenger cars for the passing *Broadway Limited*. (KBell, Railfan)
- May 22, 1983 Railroad Museum of Pennsylvania holds "GG1 Day" ceremony celebrating the receipt of Brunswick green GG1 No. 4935 donated by Russell Wilcox; PRR 4-4-0 No. 1223 operates with an all-PRR coach train on the Strasburg Railroad; *John Bull* replica also operated. (Railpace)
- May 25, 1983 Burlington Northern, Chessie System, Inc., Babcock & Wilcox/Mc Dermott International, and Ross Rowland's American Coal Enterprises form COALS Ltd. (Coal Oriented Advanced Locomotive Systems), to develop the ACE 3000 computer-controlled steam locomotive; intend to have a prototype running by 1986; however, the price of oil falls and remains low during the late 1980s, killing the project. (Railfan)
- May 25, 1983 Blue Mountain & Reading Railroad incorporated in Pa.; begins freight and steam tourist service over the ex-PRR Schuylkill Branch between Temple, near Reading, and Hamburg. (PaCorps)

- June 1, 1983 USRA reports on Conrail's future profitability as required under the terms of NERSA; determines that Conrail will be a profitable carrier if wage concessions continued through 1987; cash flow will turn positive in 1985; won't recover 1981 traffic levels, which were more adversely affected by 1981-1982 recession than those of any other railroad, until 1988; findings mean that Conrail can be sold as a unit rather than broken up. (Rept.)
- June 5, 1983 Conrail Eastern Region General Order No. 225 makes the ex-Reading New York Branch single track between Port Reading Jct. and "CP-WING" near Ewing; "WESTON" Tower closed. (Railpace)
- June 6, 1983 SEPTA makes the Fox Chase-Newtown shuttle bus a permanent route. (SEPTA)
- June 9, 1983 Pennsylvania Historical & Museum Commission announces a \$1 million fund raising drive for building a steel-and-glass train shed type extension to the exhibit hall of the Railroad Museum of Pennsylvania. (Railfan)
- June 11, 1983 Michigan Northern Railway begins operation summer-only passenger train *Northern Arrow* between Cadillac and Mackinaw City.
- June 14, 1983 Detroit, Toledo & Ironton Railroad merged into Grand Trunk Western Railroad. (Moody's - recheck)
- June? 1983 NJ Transit buys the following Northeast Corridor stations from Amtrak: North Elizabeth, Elizabeth, Linden, North Rahway, Rahway, MetroPark, Metuchen, Edison, New Brunswick, Jersey Avenue, Princeton Jct. and Trenton, plus the discontinued station sites at Adams, Deans, Monmouth Jct. and Plainsboro, for \$408,000. (Railpace)
- June 20, 1983 The Budd Company delivers last of 125 Amfleet II cars; these are the last main line railroad passenger cars built by Budd. ( , BuddCo)
- June 28, 1983 Guilford Transportation Industries, Inc., completes purchase of Boston & Maine Corporation.
- June 30, 1983 Penn Central Park, Inc., Western Warehousing Company, Waynesburg & Washington Railroad Company merged into United Railroad Corp., a vehicle for liquidating and consolidating Penn Central subsidiaries. (MB)
- June 30, 1983 Boston Terminal Corporation, New England Transportation Company, Baltimore & Eastern Railroad, and Central Indiana Railway merged

- into United Railroad Corp. (MB)
- June 30, 1983 Brotherhood of Railway Signalmen, representing 44 employees, is the last union to sign a contract with SEPTA, under pressure from other unions to end strike. (SEPTA, Cinders)
- June 30, 1983 Court approves Boston & Maine Corporation reorganization plan. (DirObsSec)
- July 1, 1983 Pennsylvania Company subsidiary Delaware Car Leasing Company terminates last equipment lease to Conrail. (MB)
- July 1, 1983 Michigan-Wisconsin Transportation Company assumes former C&O Lake Michigan car ferry service. (Barnett)
- July 3, 1983 SEPTA resumes service after 108 days; operates free service on July 3 & 4 for the holiday weekend; SEPTA signs new three-year contracts saving \$25 million per year in labor costs; after the strike, ridership has fallen 41% to 50,000 per day and recovers very slowly. (Cinders, Railpace, AR)
- July 5, 1983 SEPTA restores full service except between Swarthmore and West Chester. (SEPTA)
- July 8, 1983 Labor Dept. announces that unemployment fell below 10% to 9.8% in June; black unemployment is 20.6% with little improvement. (WrldAlmnc)
- Summer 1983 Metro-North Commuter Railroad advertises for bids for 32 M-4 MU cars and 22 trailers for New Haven Line service. (Cinders)
- Summer 1980 Southern Pacific Company and Santa Fe Industries, Inc., announce that Santa Fe will acquire the SP for \$1.2 billion, creating a 25,000-mile system. (Railfan - 1980??)
- July 1983 Unemployment in the Pittsburgh area bottoms at 13.9%; most recovery will be in lower-paying service jobs. (Hoerr)
- July 16, 1983 New York, Susquehanna & Western Railroad begins operating "haulage trains" from Binghamton via the ex-Erie main line to Passaic Jct., where they are turned over to Conrail. (Railpace)
- July 28, 1983 Fire destroys the ex-Raritan River Railroad engine house at South Amboy. (Railpace)
- July 28, 1983 U.S. agrees to a five-year Soviet grain purchase contract. (WrldAlmnc)

Aug. 1, 1983	PRR Class E7 4-4-2 No. 7002 first operated in excursion service over Strasburg Railroad. (KBell)
Aug. 2, 1983	NJ Transit approves an 8% fare increase to close a \$13.5 million budget shortfall. (AR)
Aug. 5, 1983	Labor Dept. reports that unemployment declined to 9.3% in July. (WrldAlmnc)
Aug. 6, 1983	Weekend service on the NY&LB is now all head-end power with "Comet II" cars running between Newark and Bay Head Jct.; through service to New York with GG1's is no longer operated on weekends. (Cinders, Railpace)
Aug. 8, 1983	Banks raise the prime rate from 10.5% to 11%. (WrldAlmnc)
Aug. 10, 1983	SEPTA replaces four midday round trips on the Ivy Ridge Line with shuttle buses to permit track work. (SEPTA)
Aug. 12, 1983	Pres. Reagan signs a \$4 billion bill to keep the Railroad Retirement system solvent, including \$1.7 billion from the federal government, increased employer and employee contributions, and some reduction in benefits; the number of railroad employees has fallen from 700,000 in 1980 to 400,000 in 1983. (WrldAlmnc)
Aug. 14, 1983	SEPTA establishes 30-minute headway during the day on the Media-Elwyn Line. (SEPTA)
Aug.? 1983	NJ Transit receives the first of 70 rebuilt "Jersey Arrow II" cars from Morrison-Knudsen, Inc. (Cinders)
Aug.? 1983	Maryland DOT increases number of Baltimore-Washington commuter trains from two to five round trips. (B&O or PRR?)
Aug. 1983	Santa Fe Industries, Inc., announces it is studying desirability of acquiring Conrail.
Aug. 1983	First vessels loaded from Consolidation Coal Sales Company terminal at Canton, Baltimore. (Schlerf)
Aug. 18, 1983	New York Dock Railway ceases operations; New York Cross Harbor Railroad takes over some of its services at the Atlantic Avenue and Bush Terminal Yards and the ex-PRR Greenville Yard. (Railpace)
Aug. 26, 1983	Arbitrators uphold Metro-North Commuter Railroad's position in its

- dispute with the United Transportation Union over staffing of trains; rules is not merely a matter of length. (Railpace)
- Aug. 28, 1983      Conrail Eastern Region General Order No. 228 confirms the sale of the ex-Lehigh Valley Railroad line from Harleigh Jct. to Gowen near Hazleton to the new Sugar Loaf & Hazleton Railroad. (Railpace)
- Sep. 1, 1983      NJ Transit now has only six GG1's in service; being replaced on New York-South Amboy runs by E60's. (Cinders)
- Sep. 2, 1983      Labor Dept. reports that unemployment increased to 9.4% in Aug. as the recovery slows. (WrldAlmnc)
- Sep. 1983      NJ Transit withdraws RDC's from Hoboken-Waldwick service. (Railpace)
- Sep. 10, 1983      Conrail ends freight service on the former PRSL line between Tuckahoe and Cape May. (Railpace)
- Sep. 13, 1983      National Steel Corporation becomes the wholly-owned subsidiary of National Intergroup, Inc., reflecting conglomerate diversification away from the steel industry; begins diversification into drugstores and drug distributors. (DirObsSec, Seely - verify - Moodys has 9/1)
- Sep. 15, 1983      Elizabethport Shops releases first ex-Amtrak E60 repainted for NJ Transit. (Cinders)
- Sep. 1983      Amtrak begins rebuilding South Station, Boston, into a new South Street Transportation Center. (Railpace)
- Sep. 1983      NJ Transit is offering for sale its 8 MP54-E6's now stored at Wilmington and 8 stored at Wayne Jct., plus 32 ex-CNJ heavyweight coaches and 11 second-hand lightweight coaches. (Cinders)
- Sep. 27, 1983      Santa Fe Southern Pacific Corporation incorporated in Del. as a holding company for the purpose of merging the Santa Fe and Southern Pacific rail systems. (Moodys)
- Sep. 27, 1983      Eastern Airlines, Inc., Chairman Frank Borman asks employees to take a wage cut to stave off bankruptcy. (WrldAlmnc)
- Oct. 2, 1983      SEPTA reopens the rebuilt Crum Creek Bridge and restores service west of Swarthmore to Media and West Chester, ending bus shuttle; number of West Chester trips increased from 6 to 11; all trains extended to Elwyn, and Media turn-backs eliminated; rush hour express service to Secane and points west reestablished. (SEPTA)

- Oct. 2, 1983 Philadelphia Chapter of NRHS runs *Susquehanna & Reading Special* to Enola and Rockville via Atglen & Susquehanna line and return via Reading. (Cinders)
- Oct. 4, 1983 Chrysler Corporation, General Motors Corporation and Ford Motor Company announce that sales increased 16.8% during the 1983 model year, the first increase since 1978. (WrldAlmnc)
- Oct. 1983 Santa Fe Industries, Inc., withdraws offer to buy Conrail to pursue merger with Southern Pacific Company.
- Oct. 1983 Bethlehem Steel Corporation closes its Lackawanna Plant south of Buffalo, N.Y., except for the galvanizing and bar mill operations. (Warren)
- Oct. 17, 1983 Last trip of SEMTA commuter service between Detroit and Pontiac, Mich., over Grand Trunk Western Railway; 22 coaches delivered to Metro-North Commuter Railroad to replace last ex-New Haven “Shoreliner” main line cars and 10 leased Amtrak coaches. (Cinders)
- Oct. 28, 1983 No. 4879 makes last run of a GG1 in revenue service for NJ Transit on train No. 3323 from New York to South Amboy; P70 *Jersey Shore Commuters Club* No. 1734 makes final revenue run on same train; however, as the club has a long-term lease rather than owning the car, it continues in existence using snack-bar car No. 1603 provided by NJT. (Cinders, NYT).
- Oct. 29, 1983 NJ Transit stages farewell to GG1 excursions between Newark and Matawan with Nos. 4877 (in Tuscan red), 4879 and 4882 and two 13-car trains; on last return from Newark to Matawan, No. 4877's pantograph fails just east of Elizabeth, and it is towed by No. 4879, in Penn Central black, which had been assigned to protect run, making it the very last GG1 to operate; over 4,000 people attend the events; a total of 16 GG1's are preserved in museums in various paint schemes and in varying states of preservation, the majority are outdoors, exposed to the elements. (Cinders, AR, ClsscTrains)
- Oct. 29, 1983 Last run of *The Chesapeake*, Amtrak's Philadelphia-Washington local. (tt)
- Oct. 30, 1983 NJ Transit begins using E-60 electric locomotives equipped with head-end power and new “Comet II” cars on New York-Bay Head Jct. NY&LB runs; 42 “Comet II” cars replace 54 steam-heated coaches. (AR, Cinders)



- Oct. 30, 1983 SEPTA issues new timetables with minor increases and readjustments in service; on Paoli Line establish 30-minute headways for midday and Saturday service; rush hour service placed on 20-minute headways with locals to Bryn Mawr, expresses running non-stop to Bryn Mawr, and limiteds running non-stop to Strafford with 32-minute service to Paoli; on Marcus Hook Line, all Crum Lynne locals eliminated; uniform hourly midday, evening and Saturday service established on the Trenton Line. (SEPTA)
- Oct. 30, 1983 Amtrak opens new station at New Carrollton, just west of old Capital Beltway station; features side-by-side transfer to Orange Line of Washington Metro and local buses.
- Oct. 30, 1983 Amtrak extends *Pennsylvanian* from Philadelphia to New York; drops Nos. 607-610 between Philadelphia and Harrisburg; increases number of *Express Metroliners* from three to six round trips; cross-platform connection with *New England Metroliner* at Penn Station creates fastest-yet Washington-Boston schedule of 7:04. (Cinders, )
- Oct. 30, 1983 *Amtrak Auto Train* begins service running three times a week between Lorton, Va., and Orlando; restoring service discontinued in 1981. (Cinders)
- Oct. 31, 1983 Richard Ravitch resigns as Chairman of the MTA. (MTA AR)
- Fall 1983 NJ Transit discontinues last ex-CNJ and ex-PRR private commuter club cars on NY&LB, excepting Jersey Shore Commuters Club, which continues to occupy car space leased from NJT. ( , NYT)
- Nov. 3, 1983 NJ Transit dedicates new solar-heated station at Matawan on NY&LB; first all-new NJT station. (AR)
- Nov. 3, 1983 Amalgamated Transportation Union begins a 7-week strike against Greyhound Corporation over a proposed 9.5% wage cut; with deregulation, Trailways, which has lower labor costs, has been undercutting Greyhound. (Shisgall)
- Nov. 1893 Illinois act decentralizes the structure of the Regional Transportation Authority through the creation of a separate Rail Service Board, Suburban Bus Service Board, and Chicago Transit Authority Service Board. (RTA)
- Nov. 17, 1983 Pullman Technology, Inc., incorporated in Delaware. (DelCorps)
- Nov. 28, 1983 Robert R. Kiley becomes Chairman of the MTA, succeeding Richard Ravitch. (MTA AR)

- Nov. 29, 1983 A group of passengers on a chronically late Marcus Hook SEPTA train that typically runs 0:45 behind schedule refuses to pay their fares and on arrival at Suburban Station marches on the Stationmaster's office; on-time performance has deteriorated after SEPTA's assumption of the service from Conrail. (Railpace)
- Dec. 2, 1983 Labor Dept. reports that unemployment has fallen to 8.2% in Nov. (WrldAlmnc)
- Dec. 7, 1983 Conrail opens a new connection between the ex-PRSL and ex-CNJ lines at "LANDIS" in Vineland, N.J., and reroutes service to Bridgeton via Vineland instead of via the old PRSL line between Glassboro and Bridgeton. (Railpace)
- Dec. 8, 1983 West Shore Railroad purchases the abandoned Conrail line between Montandon Jct. and Mifflinburg. (Railpace)
- Dec. 15, 1983 Amtrak begins three-day "Holiday Rail Roadshow" to celebrate the 50<sup>th</sup> anniversary of 30<sup>th</sup> Street Station; displays equipment and drawings of proposed renovation of station; South Arcade and new McDonald's restaurant opened. (Cinders)
- Dec. 1983 Metro-North Commuter Railroad contracts for east-west passages at Grand Central Terminal under 45<sup>th</sup> Street and 47<sup>th</sup> Street and a north-south passage up to 47<sup>th</sup> Street; allows passengers to access the street from the north ends of the platforms instead of having to walk south to 43<sup>rd</sup> Street and then back north to work. (MTA AR)
- Dec. 1983 USRA announces that Conrail will remain profitable in the future. (Gallamore)
- Dec. 1983? Conrail abandons former PRSL line between Aura, south of Glassboro and Bridgeton. (NRHSBlltn)
- Dec. 1983 SEPTA dedicates rebuilt Bristol, Pa., station with new platforms and canopies. (AR)
- Dec.? 1983 West Shore Railroad buys 11.8 miles of ex-PRR line between Montandon Jct. and Mifflinburg from Conrail for \$60,000. (Railpace)
- Dec. 17, 1983 Washington Metro opens Yellow Line to Huntington with a station opposite Amtrak's station in Alexandria, Va. (PTJ)
- Dec. 18, 1983 Greyhound Corporation sells its Armour Food Company operations to ConAgra, Inc., for \$166 million; Armour had been Greyhound's main

- source of revenue until recent steep increases in the price of beef and falling consumption of beef by cash-strapped and health-conscious consumers; with its bus operations under heavy competition brought about by deregulation, Greyhound has lost \$16 million in 1982 and \$18 million in 1983. (Moody's, Schisgall)
- Dec. 19, 1983      Greyhound bus strike settled. (Schisgall)
- Dec. 21, 1983      Penn Central Energy Group, Inc., merged into \_\_\_\_\_. (PaCorps)
- Dec. 22, 1983      Federal Trade Commission approves a joint venture between General Motors Corporation (then the world's largest car-maker) and Toyota Motor Corporation (then number 3) under which Toyota is to build 200,000-250,000 cars per year under its management at a closed GM facility in California. (WrlldAlmnc)
- Dec. 23, 1983      Santa Fe Industries, Inc., and Southern Pacific Company agree to become subsidiaries of the Santa Fe Southern Pacific Corporation; Southern Pacific Company agrees to place its stock of the Southern Pacific Transportation Company in a voting trust pending ICC approval of the merger, which in fact never comes. (Moody's)
- Dec. 27, 1983      Resorts International and the State of New Jersey announce an agreement to restore rail passenger service to Atlantic City, including a combined casino and terminal near the old PRSL terminal site; Resorts later backs out of the deal. (Railpace)
- Dec. 27, 1983      United States Steel Corporation announces it will close all or part of 28 plants, reduce its capacity by 20% and eliminate 15,436 jobs. (Hoerr, WrlldAlmnc)
- Dec. 30, 1983      Last run of NJ Transit passenger service on ex-CNJ main line between High Bridge and Phillipsburg; service is cut back to High Bridge. (PTJ)
- Dec. 31, 1983      PCC Holdings, Inc., merged into Pennsylvania Company. (Compt)
- Dec. 31, 1983      At the suggestion of Gov. Thomas Kean, NJ Transit provides 54,000 free rides on its trains and buses to New Year's Eve party-goers to reduce drunk driving. (AR)
- Dec. 31, 1983      Toledo, Peoria & Western Railroad merged into Atchison, Topeka & Santa Fe Railway, which downgrades the line. (Moody's, Stringham)
- 1983                  Penn Central Corporation moves its headquarters from New York City to Greenwich, Conn., maintaining a skeleton staff and records storage in Philadelphia. (PhllInq)

- 1983 L. Stanley Crane gives an interview to the *New York Times* calling for the sale of Conrail through an initial public offering (IPO); Crane is worried that a sale to another railroad will injure Conrail managers, employees and shippers; DOT Secretary Elizabeth Dole is furious. (Gallamore - verify NYT)
- 1983 Postal Service begins shipping bulk mail in large quantities over Amtrak, helping subsidize its long-distance passenger trains.
- 1983 LIRR equips 21 diesel train coaches with M-1 style 3-2 seating. (MTA AR)
- 1983 Most (?) E60PC's sold to New Jersey Transit for commuter service to replace GG1's. (were in service by 9/83?)
- 1983 Jersey Southern Railroad, a subsidiary of the Ontario Midland Railway begins operating the ex-PRSL Seabrook Branch near Bridgeton, N.J. (NRHSBlltn)
- 1983 Conrail embargoes the ex-PRR Sunbury-Shamokin line; traffic has been diverted to the ex-Reading line. (Gunnarsson)
- 1983 Reagan Administration awards Jersey City a record \$40 million urban development grant for infrastructure improvements for the Newport City development to be built on the site of the former Erie Lackawanna freight yards; also \$9 million for a parking garage at former PRR Harborside Terminal; grants are acknowledgment of Mayor Gerald McCann's support of Reagan in the 1980 election. (NYT - verify from contemporary issues)
- 1983 Bankers Trust Company leases 400,000 square feet in former Harborside Terminal at Jersey City; begins renaissance of redeveloping former waterfront railroad yards and the relocation of many Wall Street "back office" operations to Jersey City. (NYT - verify from contemporary issue)
- 1983 Amtrak completes Northeast Corridor Improvement Project track rehabilitation, having laid 502 track-miles of welded rail and 397 miles of concrete ties; substantial sections between New York and Washington now fixed for 120 MPH operation and 100 MPH reached in sections between New York and Boston. (AR)
- 1983 Metro-North Commuter Railroad begins construction of the Stamford Transportation Center to replace the old New Haven Railroad station. (NYT)

1983 Amtrak refurbishes the ex-PRR station in Baltimore. (AR)

1983 Conrail embargoes the ex-PRR Horseheads-Watkins Glen, N.Y., line. (Gunnarsson)

1983 ex-PRR Sunbury-Shamokin line abandoned.

1983 Conrail discontinues use of ex-NYC West Side freight line in New York City.

1983 Conrail completes modernization of Juniata Shops, including the addition of "E-bay." (altoonaworks.info)

1983 Conrail begins removing second track from old PFW&C main line between "COLSAN" (Bucyrus) and Clarke Jct. near Gary; automatic block signals replaced by absolute permissive blocks. (PennsyWest)

1983 "Grant" Tower closes on the old Columbus & Newark Division. (PennsyWest)

1983 Michigan Interstate Railway files for bankruptcy. (Barnett)

1983 City of Richmond, Ind., buys the ex-PRR station from Conrail for \$30,000 to prevent its demolition. (pal-item.com)

1983 Conrail razes the old PRR freight station on Wabash Avenue, Logansport. (Strauch)

1983 Recession has cut U.S. freight car production to 5,772, down from 95,836 in 1979. (Young)

1983 Pullman, Inc., which had been acquired by Wheelabrator-Frye, Inc., closes freight car plants at Bessemer, Ala., and Butler, Pa. (Young)

1983 American Bridge Company closes its large plant at Ambridge, Pa. (wiki - Hoerr has 1984)

1983? United States Steel Corporation closes the open hearth furnaces at its Homestead Works. (Hoerr - verify)

1983? Bethlehem Steel Corporation cuts its operations at its Cambria Plant in Johnstown. (Hoerr - verify)

Jan. 1, 1984 Detroit, Toledo & Ironton Railroad merged into Grand Trunk Western Railway. (dated 6/14/83?)

Jan. 1, 1984 Toledo, Peoria & Western Railroad merged into Santa Fe.

Jan. 1, 1984 Most railroad box car freight is deregulated. (Guide)

Jan. 1, 1984 In an antitrust consent decree, the American Telephone & Telegraph Company (AT&T) spins off its 22 regional companies, the so-called "baby Bells," retaining only its long-distance lines and research and manufacturing facilities. (Trager)

Jan. 2, 1984 New York City transit fare rises from 75 cents to 90 cents. (Trager)

Jan. 4, 1984 Guilford Transportation Industries, Inc., completes the acquisition of the Delaware & Hudson Railway from Norfolk & Western Railway/Dereco, Inc. (Railpace)

Jan. 6, 1984 Norfolk Southern announces it is studying merger with Conrail. (PTJ)

Jan. 6, 1984 Labor Dept. announces that unemployment declined to 8.1% in Dec. 1983. (WrldAlmnc)

Jan. 9, 1984 Dun & Bradstreet announces that 31,334 businesses failed in 1983, 24% more than in 1982 and the largest number since 1932. (WrldAlmnc)

Jan. 11, 1984 SEPTA General Manager David L. Gunn (1937- ) resigns and is elected Pres. of the New York City Transit Authority, effective Feb. 1. (PhlInq)

Jan. 11, 1984 National Steel Corporation sells its Weirton Steel Division to a new Weirton Steel Corporation formed by the employees; it is the largest U.S. employee-owned enterprise. (Moody, Hoerr)

Jan. 12, 1984 A presidential commission headed by J. Peter Grace of W.R. Grace & Co. reports its recommendations to save \$424.4 billion in government spending over 3 years; includes curtailing or eliminating many social programs and subsidies. (WrldAlmnc)

Jan. 12, 1984 Door opens on LIRR Train No. 1207 while traveling at high speed; several passengers nearly fall out; an inspections reveals 10 other M-1 MU cars with faulty door components. (Railpace)

Jan. 13, 1984 Amtrak's *Michigan Executive* No. \_\_ makes last run between Ann Arbor and Detroit; last rail commuter service at Detroit; westbound passengers rode *Twilight Limited* No. 355 since June 1982. (PTJ)

- Jan. 1984 SEPTA installs automatic ticket vending machines at Suburban Station; later introduced at 18 other suburban stations; they ultimately prove too difficult to maintain and are removed. (AR)
- Jan. 1984 Conrail reduces a number of lines to secondary track status and removes signals and interlockings: Clementon Branch, Cape May Branch, Ocean City Branch.
- Jan. 19, 1984 SEPTA announces it has promoted Deputy General Manager Joseph T. Mack (1925-2000) to General Manager; Mack is an insider and career employee of the Red Arrow Lines and SEPTA, whose appointment is pushed by Philadelphia Mayor Wilson Goode. (Railpace, PhlInq)
- Jan. 24, 1984 Labor Dept. reports that the rate of inflation in 1983 was down to 3.8%, the lowest since 1972. (WlrdAlmnc)
- Jan. 30, 1984 Two FL-9's derail in the Park Avenue tunnel at 52<sup>nd</sup> Street, spilling diesel fuel which is ignited by sparks from the third rail; smoky fire forces the suspension of rush hour service; 12 trains trapped in the tunnel are evacuated through the escape stairs; smoke seeps into the air rights buildings along Park Avenue and into Grand Central Terminal; Metro-North Commuter Railroad has been operating trains into Grand Central with diesel power because of shortages of aging equipment. (Railpace)
- Jan. 31, 1984 Amtrak discontinues passenger service (*Silver Meteor* and *Silver Star*) between Tampa and St. Petersburg to save terminal time.
- Early 1984 Many SEPTA engineers quit to return to the freight railroads, where they can earn higher wages, causing a manpower shortage and reductions in service. (AR)
- Early 1984 Conrail abandons the ex-PRR Allegheny Secondary north of Templeton and routes all traffic for Oil City via ex-Erie lines through Youngstown, Meadville and Franklin. (Railpace)
- Feb. 1, 1984 SEPTA names Joseph T. Mack (1925-2000) as Chief Operations Officer & General Manager, replacing David L. Gunn, who becomes Pres. of the New York City Transit Authority. (AR)
- Feb. 3, 1984 Labor Dept. reports that unemployment fell to 7.9% in Jan. (WlrdAlmnc)
- Feb. 4, 1984 West Shore Railroad reopens the ex-PRR line between Montandon Jct. and Mifflinburg. (Railpace)

Feb. 10, 1984            Bombardier Inc. acquires Alco Power, Inc., from General Electric Company, Ltd. of Britain. (Moodys, bombardier.com)

Feb. 13, 1984            Federal Trade Commission approves the purchase of Getty Oil Company by Texaco Inc., the largest corporate merger to date. (WrldAlmnc)

Feb. 15, 1984            Penn Central Corporation sells lines to the State of Michigan.

Mar. 2, 1984             LIRR dedicates the new \$13 million William Sheridan car repair shop at Richmond Hill. (Railpace, MTA AR)

Mar. 5, 1984             Conrail begins removing the rail from the ex-New Haven Maybrook Branch between Hopewell Jct. and Poughkeepsie. (Railpace)

Mar. 5, 1984             Standard Oil Company of California agrees to buy Gulf Corporation; the \$13.1 billion merger is larger than the Texaco-Getty merger; oil companies are finding it cheaper to buy reserves through merger instead of by exploration. (WrldAlmnc)

Mar. 6, 1984             General Electric Company begins six tests E44 No. 4453, which has been rebuilt to 6,000 HP, on Conrail trains TV23/TV24 between Kearny and Potomac Yard; plan is to sell the entire fleet to Mexico. (Railpace)

Mar. 9, 1984             SEPTA Board shifts \$10 million from other budget lines to keep the commuter rail lines, which would have run out of money next week, operating. (Railpace)

Mar. 9, 1984             Labor Dept. reports unemployment declined to 7.7% in Feb. (WrldAlmnc)

Mar. 13, 1984            At 6:50 PM, Amtrak No. 43 *Valley Forge* takes down catenary on Frankford Jct.; wires over Tracks 2, 3 & 4 near Bridesburg, leaving only one track with a 10 MPH speed limit; Amtrak then refuses to handle trains of SEPTA and Conrail; full service restored by noon next day. (Railpace)

Mar. 15, 1984            Reagan Administration and Congressional Republicans announce a compromise deficit-reduction plan, cutting domestic and military spending by about \$40 billion each and raising taxes by \$48 billion. (WrldAlmnc)

Mar. 18, 1984            Bank raise the prime rate from 11% to 11.5%, the first increase since Aug. 1983. (WrldAlmnc)



- Mar. 21, 1984 Justice Dept. withdraws its objections to the merger of LTV Corporation and Republic Steel Corporation, the 3<sup>rd</sup> and 4<sup>th</sup> largest U.S. steel companies. (WrldAlmnc - is Jones & Laughlin Steel Corp, a sub of LTV Corp - try Moodys)
- Mar. 27, 1984 Pennsylvania Senate passes a SEPTA funding bill. (Railpace)
- Mar. 30, 1984 Rebuild ex-Florida East Coast Railway observation lounge car *St. Lucie Sound* makes a two-day run from Philadelphia to Pittsburgh and back on the *Pennsylvanian*; car had been purchased from the Jersey Coast Club by Dick Aichele of Eastern Railcar Services, Inc., of Hillside, N.J. (Railpace)
- Apr. 1, 1984 Field team led by the author with Craig A. Orr as assistant begins working to salvage historic PRR records stored at the ex-PRR, now Conrail, Merion Avenue warehouse and the Penn Central Corporation records center at 401 North Broad Street, Philadelphia, on behalf of a 7-library consortium organized by the Hagley Museum & Library and the Pennsylvania Historical & Museum Commission and funded by the National Historic Public Records Commission; over the next two and a half years, over 30,000 linear feet of records will be examined in detail and about 10,000 removed for preservation. (HM&L)
- Apr. 5, 1984 Banks raise the prime rate from 11.5% to 12%. (WrldAlmnc)
- Apr. 6, 1984 LIRR resumes Friday-only *Cannonball* No. 14, Hunterspoint Avenue to Montauk. (Railpace)
- Apr. 6, 1984 Federal Reserve Board raises the discount rate from 8.5% to 9%. (WrldAlmnc)
- Apr. 10, 1984 Allegheny Corporation submits bid to acquire Conrail for \$1 billion.
- Apr. 1984? Amtrak places "PHIL" Interlocking in service at 54<sup>th</sup> Street Jct., Philadelphia; merges the six tracks of the River Line, High Line and line from the upper level of 30<sup>th</sup> Street Station to the four-track main line south plus the leads to the Airport High Speed Line; "BRILL" and "LAMOKIN" Towers have been eliminated. (Railpace)
- Apr. 24, 1984 LIRR celebrates 150<sup>th</sup> anniversary with a trip of refurbished M-1 MU cars from Flatbush Avenue to Garden City for a celebration. (Railpace)
- Apr. 26, 1984 NJ Transit breaks ground for new \$112 Meadows Maintenance Facility in Kearny on former PRR property which will centralize all rail equipment maintenance, replacing ex-CNJ shops at Elizabethport and ex-DL&W shops at Hoboken. (AR)

- Apr. 26, 1981 NJ Transit resumes *Pony Express* Saturday and holiday service to Monmouth Park through Sep. 1; this year it runs from Newark instead of New York. (Railpace)
- Apr. 28, 1984 Metro-North Commuter Railroad extends electrified commuter service from North White Plains to new station at Brewster North, N.Y., with a simulated rush hour; revenue service begins next day; M-1 and M-3a MU cars will gradually replace a rolling junkyard of worn-out hand-me-down equipment. (Railpace)
- Spring 1984 Amtrak begins 2½-year, \$13 million renovation of Penn Station; first phase includes 4 new staircases and an escalator on Platforms 7, 8 & 9. (Railpace)
- Spring 1984 SEPTA is days from shutdown because of funding dispute with PennDOT, which has cut its subsidy by \$7 million in 1983. (AR)
- Spring 1984 Pa. passes emergency legislation to change method of SEPTA funding and resolving the dispute with PennDOT. (AR)
- May 1, 1984 Gov. Thornburgh signs the SEPTA aid bill, which provides \$20 million in funding; bill was amended in the house to add \$3 million for rural public transit. (Railpace)
- May 1, 1984 Conrail agrees with the United Transportation Union on removing cabin cars from 43% of its freight trains. (Railpace)
- May 1, 1984 Conrail begins removing cabin cars from its Trail Van trains, replacing them with "FRED." (Railpace)
- May 8, 1984 Gov. Thomas H. Kean announces that NJ Transit, Amtrak and Newark/Penn Station Associates, L.P. have made a series of agreements by which NJ Transit purchases the land under Pennsylvania Station, Newark, and air rights from Amtrak for \$2 million; Amtrak to lease the station to NJ Transit for 10 years; Newark/Penn Station Associates purchases the station from Amtrak for \$56.6 million and leases it to NJ Transit. (AR)
- May 10, 1984 Run begins against Continental Illinois Bank which has large loans to financially-troubled Latin American countries. (WrldAlmnc)
- May 14, 1984 Trump Plaza Hotel Casino opens at Atlantic City, first of three casinos built by real estate developer Donald Trump. (PhlInq)
- May 1984 Brotherhood of Locomotive Engineers begins negotiations for a new

contract. (ble-t)

May 1984 United States Steel Corporation closes its blast furnaces and steel works at Duquesne, Pa. (Warren)

May 17, 1984 Federal Deposit Insurance Corporation announces steps to shore up Continental Illinois Bank. (WrldAlmnc)

May 17, 1984 Federal Reserve Board cuts the discount rate to 7.5%, the lowest since 1978. (WrldAlmnc)

May 20, 1984 Reacting to the interest rate cut, the Dow Jones industrial average rises over 1,300 for the first time. (WrldAlmnc)

May 25, 1984 LIRR resumes summer “East End” service to Montauk with Trains Nos. 12, 18 & 20. (Railpace)

May 26, 1984 NJ Transit inaugurates summer-weekend-only Newark-Bay Head Jct. *Seashore Express* service, running non-stop between Newark and Long Branch, the last such fast service since the PRR in 1954. (Railpace)

May 26, 1984 West Shore Railroad runs first passenger excursion between Lewisburg and Mifflinsburg. (Railpace)

May 28, 1984 NJ Transit inaugurates seasonal weekend and holiday *Shore Express* service between New York, Newark and NY&LB points. (AR)

May 31, 1984 Detroit Terminal Railroad merged into Conrail. (Moody's)

June 1, 1984 Labor Dept. announces that unemployment has fallen to 7.4%. (WrldAlmnc)

June 3, 1984 Conrail Eastern Region General Order No. 238 changes the designation of many lines, dropping the term “main line”; “STADIUM” to Harrisburg becomes the “Harrisburg Line”; Oak Island-Bethlehem the “Lehigh Line”; Bethlehem-Reading the “Reading Line”; ex-Reading Philadelphia-Bound Brook Jct. the “Trenton Line”; Harrisburg-Pittsburgh the “Pittsburgh Line”; Newark/Oak Island-Harsimus & Greenville the “Passaic & Harsimus Line”; Oak Island-Woodbridge Jct. the “Chemical Coast Line”; Lindenwold-Winslow Jct. the “Winslow Line”; Winslow Jct.-Palermo the “Beesley’s Point Secondary”; Camden-Vineland the “Vineland Secondary.” (Railpace)

June 7, 1984 Conrail closes “PORT” (formerly “RU”) Tower controlling the “grand junction” on the CNJ at Elizabethport. (Railpace)

June 8, 1984 Amtrak's southbound *Patriot* derails at 49<sup>th</sup> Street after leaving Philadelphia. (Railpace)

June 8, 1984 Metro-North Commuter Railroad holds an excursion to inaugurate third-rail electric service between North White Plains and Brewster North. (Grogan)

June 13, 1984 Madison Fund, Inc., formerly the PRR's Pennroad Corporation, changes its name to Madison Resources, Inc., as it can no longer operate economically as a small, closed-end mutual fund; after mergers into Adobe Resources Corporation and Santa Fe Energy Resources, it eventually becomes part of Devon Energy Corporation, an independent oil and gas producer. (googleanswers)

June 13, 1984 Hewlett-Packard Company introduces the HP 110 "Portable," the first laptop computer, priced at \$2,995 and weighing 8.5 pounds. (NYT)

June 15, 1984 Gulf Corporation, once a crown jewel of the Mellon family empire, is merged into the Standard Oil Company of California, which then changes its name to Chevron Corporation on July 1; costs Pittsburgh another major corporate headquarters. (DirObsSec, Hoerr)

June 18, 1984 Deadline set by DOT for receiving bids for Conrail passes; 15 bids received. (Gallamore)

June 19, 1984 NJ Transit Board passes its first balanced budget. (AR)

June 22, 1984 Clearfield Bituminous Coal Corporation merged into Penn Central Properties, Inc. (MB)

June 25, 1984 Banks raise the prime rate from 12.5% to 13%. (WrldAlmnc)

June 26, 1984 Conrail closes "WYE" Tower at Hollidaysburg. (Railpace)

June 1984 N.J. Legislature approves Gov. Kean's plan for a \$200 million Transportation Trust Fund to pay for capital programs over the next four years. (AR)

June 29, 1984 ACF Industries, Inc., formerly American Car & Foundry Company, taken private by entrepreneur Carl Icahn (1936- ). (DirObsSec)

June 29, 1984 LTV Corporation acquires the Republic Steel Corporation as a wholly-owned subsidiary. (Moody's)

June 30, 1984 Alan G. Dustin named General Manager of NJ Transit Rail Operations, Inc., replacing Martin Garelick, retired. (AR)

June 30, 1984 SEPTA ends fiscal year with \$40 million deficit. (AR)

June 30, 1984 Cape Cod & Hyannis Railroad begins summer service between South Braintree, at terminus of Boston's Red Line subway, and Hyannis, restoring rail service between Boston and Cape Cod, discontinued exactly 25 years earlier. (Humphrey, Railpace)

July 1, 1984 LIRR begins operating the Bay Ridge Branch, having purchased it from Conrail. (Railpace)

July 1, 1984 Conrail operates its first double-stack container train for American President Lines; leaves Chicago from C&NW at 12:48 AM; arrives Kearny 8:12 AM on July 2. (Railpace)

July 1, 1984 Original Conrail wage concessions expire. (CR)

July 2, 1984 SEPTA inaugurates free shuttle commuter service from Suburban Station to new Market East Station via Center City Commuter Connection Tunnel; two-car train operates 7:00 AM-9:00 PM, M-S on 20-minute headway. (SEPTA, Railpace)

July 2, 1984 First 10 Conrail double-stack cars carrying 100 containers arrive at South Kearny at 8:12 AM via the ex-Erie main line. (Railpace)

July 6, 1984 Labor Dept. reports that unemployment has fallen to 7% in June, the lowest since spring 1980. (WrldAlmnc)

July 7, 1984 *Montrealer* derails in upstate Vermont; 5 killed and four cars wrecked. (MrkrLmp)

July 11, 1984 SEPTA announces it will impose major cuts, effective July 23, because of the shortage of engineers, SEPTA's wages are less than half those of Amtrak and Metro-North, so that many engineers have quit for better paying jobs elsewhere; number of weekday trains to be cut from 638 to 595 and Saturdays from 473 to 414; as proposed operations through the Center City Commuter Connection require even more engineers, the full opening of the tunnel will be delayed from Labor Day weekend to Nov. (Railpace)

July 1984 Amtrak purchases Burlington Northern and Milwaukee Road shares in Chicago Union Station Company, which becomes an Amtrak subsidiary.

July 1984 Special Court sets valuation of CNJ at \$42.5 million, rejecting CNJ demands for additional compensation. (Moody's)

- July 18, 1984 Pres. Reagan signs the Deficit Reduction Act without ceremony while the Democratic Congress has adjourned; it raises taxes by \$50 billion and cuts spending by \$13 billion through 1987. (NYT)
- July 20, 1984 SEPTA announces massive service cuts to close a \$20.2 million budget shortfall; to include abandoning the Norristown and Ivy Ridge rail lines, the Fox Chase-Newtown shuttle buses, and numerous bus lines. (MrkrLmp)
- July 22, 1984 Because of a shortage of qualified engineers, SEPTA replaces midday Elwyn-West Chester service with a bus shuttle and makes other cuts, including two Paoli “limited” round trips and all Secane-Media express service. (SEPTA)
- July 23, 1984 Last run of a leased ex-Reading SEPTA coach (No. 1547) on Metro-North Commuter Railroad. (MrkrLmp)
- July 23, 1984 SEPTA cuts weekday service by 7% and Saturday service by 13% because of an engineer shortage; off-peak and Saturday service on the Media Line cut from every half-hour to every hour; Saturday service on the Norristown and Fox Chase Lines and Saturday evening service on the West Trenton Line cut from every hour to every two hours; rush-hour express service eliminated on the Paoli and Lansdale-Doylestown Lines. (Railpace)
- July 24, 1984 Quarry blast at Laureldale north of Reading causes a part of Conrail’s ex-Reading Blandon Low Grade Line to cave into the pit, taking part of a passing freight train with it; all service rerouted to the original East Pennsylvania Railroad line over Temple Hill. (Railpace)
- July 26, 1984 Government announces an enlarged bailout plan for Continental Illinois Corporation. (WrldAlmnc)
- July 29, 1984 SEPTA restores one eastbound West Chester-Secane express. (SEPTA)
- Aug. 1, 1984 NJ Transit assumes management of ex-PRR Pennsylvania Station, Newark, from Amtrak. (AR, Railpace)
- Aug. 1, 1984 North Shore Railroad begins operating the ex-DL&W Bloomsburg Branch between Berwick and Northumberland after Conrail sells it to a multi-county authority. (Railpace)
- Aug. 1, 1984 Nittany & Bald Eagle Railroad begins operating the portion of the ex-PRR Bald Eagle Branch between “PARK” (Tyrone) and Milesburg, plus Milesburg-Bellefonte-Dale Summit, after Conrail sells the

- trackage to the multi-county Susquehanna Economic Development Agency-Council of Governments authority. (Railpace)
- Aug. 2, 1984      Census Bureau announces that the poverty rate increased to 15.2% in 1983, the highest since 1965. (WrldAlmnc)
- Aug. 3, 1984      Labor Dept. reports that unemployment increased to 7.4% in July, the first increase since the 1982 recession. (WrldAlmnc)
- Aug. 3, 1984      Stock market closes the week with a record 236.57 million shares traded; Dow Jones industrial average has risen 87.46. (WrldAlmnc)
- Aug. 6, 1984      Last run of leased Amtrak steam-heat coaches on Metro-North. (MrkrLmp)
- Aug. 11, 1984      NJ Transit holds a retirement party for the ex-DL&W 3,000-volt d.c. MU cars at Maplewood, auctioning parts of several cars. (Railpace)
- Aug. 13, 1984      Last run of ex-New Haven "Shoreliner" coaches on Metro-North Commuter Railroad. (MrkrLmp)
- Aug. 1984          NJ Transit sells 8 of its ex-PRR MP54 MU cars to Naporano Iron & Metal for scrap and retains two for preservation. (MrkrLmp)
- Aug.? 1984        NJ Transit authorizes major repairs to ex-NY&LB Raritan River Bridge and engineering work to replace 1920s block signals between Matawan and Bay Head Jct.; plans to remove one track of ex-CNJ main line between Cranford and Plainfield. (MrkrLmp)
- Aug.? 1984        Cracks are discovered in the underframes of the new Metro-North and LIRR Budd M-3/M-3a MU cars; cars are to be fixed at Budd's expense. (Railpace)
- Aug. 1984        Rebuilding of South Station, Boston, begins. (MrkrLmp)
- Aug. 16, 1984      A German magnetic levitation train sets a new world speed record for maglev trains of 187.66 MPH on a test track near Emsland. (BuddCo)
- Aug. 19, 1984      NJ Transit runs a farewell fantrip with ex-DL&W MU cars on all three electrified lines, returning to Hoboken towed by a diesel on the Boonton Line. (Railpace)
- Aug. 20, 1984      Citizen's Advisory Committee for a Transportation Museum makes a formal proposal to NJ Transit for a New Jersey Transportation Museum on the site of the ex-PRR engine terminal and freight yards. (Railpace)

- Aug. 21, 1984 Car ferry *Chief Wawatam* makes last run between Mackinaw City and St. Ignace, Mich.; operated by subsidiary of Michigan Northern Railway under state subsidy; St. Ignace dock collapses and is not repaired. (MichRR, Carferries.com)
- Aug. 24, 1984 Last runs of ex-DL&W d.c. MU cars from Hoboken; last train ties up at Gladstone at 8:52 PM. (Railpace)
- Aug. 27, 1984 NJ Transit service on the ex-DL&W electrified lines is handled by GP-40P diesels hauling dead "Jersey Arrow II" MU cars. (Railpace)
- Aug. 27, 1984 Deadline passes without a second round of SEPTA cuts, and the engineer shortage is being eased by new trainees. (Railpace)
- Aug. 28, 1984 NJ Transit inaugurates 25,000-volt a.c. electric traction on ex-DL&W Morris & Essex commuter lines. (AR)
- Aug. 31, 1984 Staten Island Railway Corporation incorporated in N.Y. as a designated freight operator for CSX between Cranford Jct. and St. George. (NYCorps)
- Aug. 31, 1984 Nippon Kokan Kabushiki Kaisha (Japan Steel) buys a half-interest in the National Steel Corporation from National Intergrupp, Inc. (Moody's)
- Sep. 1, 1984 Last run of free SEPTA shuttle between Suburban Station and Market East Station. (Railpace)
- Sep. 1, 1984 Washington Terminal Company becomes a wholly-owned subsidiary of the National Railroad Passenger Corporation (Amtrak, Moody's)
- Sep. 3, 1984 NJ Transit places "Jersey Arrow II" 25,00-volt a.c. MU cars in service on the Gladstone Line. (Railpace)
- Sep. 3, 1984 SEPTA begins running all Paoli Line trains through the Center City Commuter Connection to Market East Station. (SEPTA)
- Sep. 4, 1984 Last run of standard club and bar-lounge cars on Metro-North Commuter Railroad. (MrkrLmp)
- Sep. 6, 1984 Last run of a standard snack bar-coach (No. 3273) on Metro-North Commuter Railroad. (MrkrLmp)
- Sep. 9, 1984 SEPTA extends all Sunday Marcus Hook, Elwyn and Chestnut Hill West service from Suburban Station to Market East. (SEPTA)



- Sep. 10, 1984 Metro-North Commuter Railroad introduces “super express” service on the Harlem Line running non-stop between Grand Central Terminal and Katonah. (Grogan)
- Sep. 11, 1984 DOT announces it has reviewed 15 offers for Conrail and announces three finalists: Alleghany Corporation, Norfolk Southern, and group headed by hotel entrepreneur J. Willard Marriott.
- Sep. 11, 1984 Last run of NJ Transit E-8's and steam heat coaches on NY&LB train No. 5317, Newark-Bay Head. (CNJGroup)
- Sep. 13, 1984 NJ Transit operates "Farewell to the E-8's" trip between Hoboken and Bay Head. (CNJGroup)
- Sep. 17, 1984 Amtrak closes “NASSAU” Tower at Princeton Jct.; crossovers removed in Aug. (Railpace)
- Sep. 18, 1984 Pres. Reagan announces he will try to get voluntary reduction of steel imports from other countries for 5 years to reduce foreign companies' market share from 25% to 18%. (WrldAlmnc)
- Sep. 1984 LIRR tests BRE-Leyland railbus on the Oyster Bay Branch and between Jamaica and Long Island City on the Montauk Branch. (Railpace)
- Sep. 30, 1984 SEPTA opens a temporary station for Temple University at Columbia Avenue. (Railpace)
- Sep. 30, 1984 PCC Leasing Corporation merged into Pennsylvania Company. (Compt)
- Oct. 1, 1984 State of Michigan cancels operating contract with Michigan Northern Railway covering the former Grand Rapids & Indiana Railway lines between Grand Rapids and Mackinaw City, plus the Traverse City Branch and the former Ann Arbor Railroad between Alma and Yuma. (railroadmichigan.com)
- Oct. 5, 1984 Labor Dept. reports that unemployment held steady at 7.3% in Sep.; economy is slowing. (WrldAlmnc)
- Oct. 7, 1984 Amtrak and Conrail operate the *Susquehannock* fall foliage excursion between Philadelphia and Corning, N.Y., via Harrisburg and the ex-NYC Pine Creek line through the “Grand Canyon of Pennsylvania.” (Railpace)
- Oct. 12, 1984 Pres. Reagan travels over Chessie System between Dayton and Toledo

in *Heartland Express*, using old presidential private car *Ferdinand Magellan* loaned from Gold Coast Railroad Museum in Florida; first time the car had been used by a President in 31 years. (Withers)

- Oct. 1984 A Stamford city engineer finds that the floor beams of the new Stamford Transportation Center now under construction cannot support themselves, and the wrong grade of steel has been used; the building has to be demolished and redesigned. (NYT)
- Oct. 1984 Regional Transportation Authority completes the implementation of a decentralized structure with three semi-independent Service Boards; Northeast Illinois Railroad Corporation serves as the staff of the Rail Service Board. (RTA)
- Oct.? 1984 Conrail has abandoned the ex-CNJ Bethlehem Engine Terminal, although most of the buildings remain standing. (Railpace)
- Oct. 18, 1984 Nigeria breaks OPEC ranks and cuts oil prices by \$2 per bbl. (WrldAlmnc)
- Oct. 18, 1984 Former Penn Central attorney Robert H. Bierma (1912-1984) dies. (SSDI)
- Oct. 24, 1984 At a hearing called by Sen. Arlen Specter at Harrisburg, Conrail Executive VP of Finance & Administration Robert H. Platt says that the results of recent years indicate that Conrail can survive on its own, and the government should sell its stock to the public through an initial public offering (IPO); Conrail management opposes the sale being pushed by the DOT. (Gallamore)
- Oct. 26, 1984 Railroad Museum of Pennsylvania stages an exhibit of the paintings of PRR calendar artist Griff Teller. (KBell)
- Oct. 28, 1984 Amtrak places a through Chicago-Tampa car on *Capitol Limited-Silver Star*.
- Oct. 28, 1984 Amtrak restores *Bay State* on inside route between Boston and New Haven via Springfield after a nine year absence; also names all-mail trains *Fast Mail* No. 12, and adds rider coach, Washington to Boston, and *Mail Express* No. 13, with coach, Boston to New York; trains consist of a rider coach and four or five head end cars; *Virginian* inaugurated as a morning train from Richmond to New York, taking Corridor local passengers off the *Crescent*. (PTJ, MrkrLmp)
- Fall 1984 Amtrak eliminates last two grade crossings between Washington, D.C., and New Haven. (AR)

- Fall 1984 Mingo Jct. roundhouse demolished. (Railpace)
- Fall 1984 Robert Reid of McKeesport, Pa., ceases publication of *Rails Northeast* and *Pennsy Journal* after a flood in the Monongahela River destroys his collected materials that were stored in his basement. (prrfax)
- Nov. 1, 1984 New Jersey receives \$135 million grant for rail commuter service from Urban Mass Transportation Administration.
- Nov. 2, 1984 Last diesel-powered Metro-North Commuter Railroad commuter train leaves Brewster for Grand Central Terminal; completes Upper Harlem Division electrification project; dual-service FL-9's and second-hand coaches replaced by MU cars. (Railpace)
- Nov. 2, 1984 Conrail sells Poughkeepsie Bridge to Gordon S. Miller. (Mabee)
- Nov. 6, 1984 SEPTA holds closing ceremony for Reading Terminal at the end of the evening rush hour, ending 91 years of service; last regular trains are the 7:09 PM from Warminster inbound and 7:40 PM to West Trenton outbound; special NHRS last train departs at 7:50 PM for Lansdale; service suspended south of North Broad Street to permit connecting the Reading main line to the Center City Commuter Connection north of Spring Garden Street. (SEPTA)
- Nov. 6, 1984 Pres. Reagan wins a second term in a landslide over Democrat Walter Mondale (1928- ), who carries only the District of Columbia and his home state of Minnesota. (WrldAlmnc)
- Nov. 8, 1984 Banks cut prime rate from 12% to 11.75%. (WrldAlmnc)
- Nov. 10, 1984 Philadelphia Center City Commuter Connection completed and trains from former Reading lines run to Market East Station; cost \$330 million; SEPTA begins designating its commuter rail lines as "R" routes by pairing Reading and PRR lines; R1 is Airport-West Trenton; R2 Marcus Hook-Warminster; R3 West Chester-North Broad Street; R5 Paoli-Doylestown; R6 Ivy Ridge-Norristown; R7 Trenton-Chestnut Hill East; R8 Chestnut Hill West-Fox Chase; until the Airport Line opens, inbound West Trenton trains will be R3 and inbound West Chester-Elwyn trains R1; rush-hour express service restored on the Media-West Chester and Paoli Lines discontinued in July. (SEPTA)
- Nov. 11, 1984 On Sunday, SEPTA runs weekday "full dress rehearsal" for Center City Commuter Connection schedules. (SEPTA)
- Nov. 12, 1984 SEPTA formally dedicates Center City Commuter Connection with full

- weekday service. (SEPTA)
- Nov. 12, 1984 NJ Transit installs computerized ticket machines on non-PRR lines.
- Nov.? 1984 Amtrak resumes carrying first class storage mail between Boston and Washington; establishes special all-mail trains Mail-12, 13 & 15. (Railpace, )
- Nov. 16, 1984 SEPTA unexpectedly discovers deterioration of the Columbia Avenue Bridge on the ex-Reading main line just north of the entrance to the new Center City Commuter Connection; at about 11:00 PM, all service halted between North Broad Street and Market East; on the ex-PRR side, all but the Paoli Line trains terminate at Suburban Station, all but nullifying the benefits of the Center City Commuter Connection; bridge and Columbia Avenue Station are then demolished. (SEPTA)
- Nov. 16, 1984 Crosstie fire on the High Line west of 30<sup>th</sup> Street Station stops all SEPTA and Amtrak service through the upper level between 4:50 and 6:00 PM. (Railpace)
- Nov. 21, 1984 Two eastbound Paoli Line trains collide in Narberth Station; the first had overshot the platform and was backing up when rammed by the following express; 147 injured, 5 seriously. (SEPTA, Railpace)
- Nov. 24, 1984 A new Housatonic Railroad runs its first revenue excursion on ex-New Haven trackage from Canaan to New Milford, Conn., with 6 ex-Reading/SEPTA heavyweight main line coaches. (Railpace)
- Nov. 27, 1984 Banks cut prime rate to 11.25%. (WrldAlmnc)
- Dec. 1, 1984 SEPTA extends Marcus Hook, West Chester, Trenton and Chestnut Hill West Lines Saturday service to Market East Station. (SEPTA)
- Dec. 1, 1984 Amtrak runs two trains from West Point to the Army-Navy Game. (Railpace)
- Dec. 3, 1984 SEPTA extends weekday service on the Trenton and Chestnut Hill West Lines to Market East Station. (SEPTA)
- Dec. 5, 1984 Pres. Reagan submits proposed \$34 billion in cuts for the 1986 budget, including eliminating the Small Business Administration, the Jobs Corps, the Legal Services Corporation, and all federal subsidies for Amtrak and most mass transit subsidies. (WrldAlmnc)
- Dec. 7, 1984 Labor Dept. reports that unemployment fell to 7% in Nov. (WrldAlmnc)

- Dec. 10, 1984                    Conrail closes the ex-Reading yard at Manville, N.J. (Railpace)
- Dec. 13, 1984                    Canadian Transport Commission approves Conrail's proposed sale of Canada Southern, Detroit Tunnel and Niagara River Bridge to Canadian National Railways and Canadian Pacific Railway and eliminates rival proposals. (Tennant)
- Dec. 15, 1984                    Columbia Avenue Bridge is replaced and service from ex-Reading lines restored to Market East Station; a new station at Berks Street, closer to Temple University, is to replace the old Columbia Avenue Station. (SEPTA)
- Dec. 18, 1984                    “VAN” Tower at Logansport closed. (Strauch)
- Dec. 19, 1984                    Jones & Laughlin Steel, Inc., merged into the Republic Steel Corporation, both subsidiaries of LTV Corporation; Republic Steel Corporation is then renamed LTV Steel Company, Inc., which passes Bethlehem Steel Corporation as the second largest steel company. (Moody's, Seely, Warren)
- Dec. 27, 1984                    Last through Conrail freight train passes through Xenia en route to Columbus, Ohio. (Shell)
- 1984                                Renovation of Penn Station begins; architects Skimore, Owings & Merrill and Frank Gehry; the work soon hits a snag when asbestos is discovered in the ceiling, requiring sealing off sections one at a time for removal with \$2.4 million in additional cost. (NYT)
- 1984                                LIRR repurchases the Bay Ridge Branch from Conrail to rehabilitate it and preserve local freight service. (AR)
- 1984                                NJ Transit finally completes the changeover of the ex-DL&W electrification from DC to 25 kv. AC; “Arrow III” MU cars placed in service on DL&W lines. (Railpace)
- 1984                                Congress changes railroad tax accounting from the old regulatory ICC “betterment” accounting, under which parts of each capital outlay are treated as operating expenditures and other parts as replacement capital investments, to normal IRS tax accounting for depreciation; this enables the railroads to write down the book value of aging bridges, tunnels, etc., with tax savings of hundreds of millions. (Gallamore)
- 1984                                Conrail abandons line from Pemberton, N.J., to Fort Dix. (Kozempel - Fort Dix was abandoned earlier?)

- 1984 NJ DOT leases the ex-PRSL Cape May Branch to Cape May Seashore Lines. (NRHSBltn)
- 1984 Amtrak completes a \$10.4 million rehabilitation of Wilmington, Del., station; includes a new, Furness-style waiting room with a late 19<sup>th</sup> century industrial look under the tracks and cleaning and restoring the exterior details. (AR, NwsJrnl)
- 1984 Conrail removes rails from ex-PRR/Cumberland Valley Railroad between Carlisle and Shippensburg. (Watts)
- 1984 Conrail vacates the 1882 Master Mechanic's Building at Altoona, which will become part of the Altoona Railroaders Memorial Museum 14 years later. (altoonaworks.info)
- 1984 Conrail abandons the ex-PRR Williamsburg Branch between Hollidaysburg and Petersburg. (Railpace)
- 1984 Maryland DOT (later Maryland State Railroad Administration) adopts the service mark "MARC" (Maryland Rail Commuter) for its rail operations. (Harwood)
- 1984 Conrail removes the automatic signals on the old Pan Handle main line through Logansport; the line is operated by manual block by the Indianapolis dispatcher. (Strauch)
- 1984 Conrail upgrades ex-PRR line between Terre Haute and East St. Louis; upgrades Rose Lake Yard for improved handling of TOFC traffic.
- 1984 Skilken shopping mall in Cincinnati Union Station in financial difficulties. (CUT)
- 1984 Indiana & Ohio Railway begins operating between Monroe and Mason, Ohio; establishes a tourist operation under the name Indiana & Ohio Scenic Railway. (wiki)
- 1984 Court fixes the price of the old Madison Branch between Madison and North Vernon, Ind., as \$307,000 in condemnation brought by the City of Madison; becomes the city-owned Madison Railroad. (rivertorail)
- 1984 Head house of Chicago & North Western Railway terminal in Chicago razed; replaced by Citicorp Center high-rise office building completed in 1987 with first two floors devoted to Ogilvie Transportation Center; old Bush train shed remains. (Young)
- 1984 U.S. share of world steel production is only 11.8%, down from 20.1%

- in 1970. (Hoerr)
- 1984 United States Steel Corporation closes its Johnstown Works, formerly The Johnson Company, its Trenton wire rope plant, the Cuyahoga Plant near Cleveland, and the fabricating plants at Ambridge, Elmira and Shiffler. (Hoerr, Warren)
- 1984 United States Steel Corporation ends steel-making at its Clairton Works, although coke-making continues. (Hoerr)
- 1984 United States Steel Corporation sells its Robena and Dilworth coal mining complexes along the Monongahela River. (Warren)
- 1984? U.S. Justice Dept. blocks the sale of the National Steel Corporation to United States Steel Corporation. (Hoerr - verify)
- 1984 There are now only 1,753 iron and steel jobs in the Youngstown, Ohio, District, down from 26,250 in 1955. (Warren)
- Jan. 1, 1985 LIRR closes Elmhurst station on the Port Washington Branch. (Railpace)
- Jan. 1, 1985 Budd Company and its parent Thyssen AG spin off money-losing railroad car-building business to a new subsidiary, Transit America, Inc.; still has a backlog of 555 transit and commuter cars on order. (BuddCo, MrkrLmp)
- Jan. 1, 1985 Allegheny Southern Railroad ceases operation on ex-PRR line at Roaring Springs, Pa.; Everett Railroad begins operating Martinsburg-Sproul trackage. (Railpace)
- Jan. 2, 1985 Ross E. Rowland's American Coal Enterprises dedicates refurbished Chesapeake & Ohio Railway 4-8-4 No. 614 at Huntington, W.Va., in cooperation with CSX Corporation; reacting to the high cost of imported oil, Rowland plans to run tests to develop "ACE 3000," a new generation of coal-burning locomotives; No. 614 then travels to Charleston with 9 passenger cars and 16 hoppers. (Railpace)
- Jan. 4, 1985 Conrail management releases a plan commissioned from Morgan, Stanley & Co., Inc., for the sale of Conrail through an initial public offering (IPO) of common stock. (Gallamore)
- Jan. 4, 1985 ACE No. 614T begins unit coal train service Huntington to Hinton; tests continue through Jan. 29. (Railpace)
- Jan. 14, 1985 Former Northern Central line between York (Hydes) and New

- Freedom, Pa., reopens under lease from PennDOT to Stewartstown Railroad, which resumes service after a 12-year hiatus; the short section between Hydes and York has been operated by the Maryland & Pennsylvania Railroad since 1976. (Railpace, Gunnarsson)
- Jan. 1985 Because of the cold weather, Metro-North Commuter Railroad opens Grand Central Terminal to the homeless overnight, bringing increased crime, violence, and complaints from commuters. (NYT)
- Jan. 1985 U.S. Supreme Court upholds Special Court's valuation of CNJ; completes settlement for all property conveyed to Conrail; government pays \$1.9 billion vs. carrier claims of \$16 billion.
- Jan. 1985 Evergreen Branch of the LIRR is out of service. (Railpace)
- Jan.? 1985 In his state of the union address, Pres. Reagan states that taxpayers pay \$35 per Amtrak passenger and that it is time to end this federal subsidy. (Wilner - verify NYT)
- Jan. 16, 1985 Severe cold weather causes massive switch failures on SEPTA; "BROAD" Interlocking fails completely between 6:00 and 9:00 PM, halting all service between Suburban Station and 30<sup>th</sup> Street. (Railpace)
- Jan. 20, 1985 SEPTA bans smoking on all commuter trains and on the platforms at Market East and Suburban Stations. (Railpace)
- Jan. 21, 1985 Rensselaer Polytechnic Institute delivers the statue of A. J. Cassatt that formerly stood in Penn Station in New York to the Railroad Museum of Pennsylvania, where it is installed in the Railroad Hall. (KBell)
- Jan. 22, 1985 Morgan Stanley & Co., Inc. announces it will be consultant to Conrail management in its attempt to buy Conrail.
- Jan. 22, 1985 SEPTA announces that it is employing former Secretary of Transportation William Coleman to study its commuter rail operations. (Railpace)
- Jan. 23, 1985 Labor Dept. announces that the inflation rate in 1984 was 4%. (WrldAlmnc)
- Jan. 25, 1985 Goldman, Sachs & Co., U.S. DOT's adviser on the sale of Conrail, comes out in opposition to a public sale. (NYT)
- Jan. 29, 1985 Justice Dept. rules that Norfolk Southern's purchase of Conrail will violate antitrust laws; must divest certain lines to competing railroads.



- Jan. 29, 1985 Rail labor unions decide to support Alleghany Corporation's bid for Conrail. (NYT)
- Jan. 29, 1985 NJ Transit and the Atlantic City Improvement Authority reach agreement to restore rail passenger service to Atlantic City, including a new terminal and Convention Hall. (Railpace)
- Jan. 31, 1985 *Philadelphia Inquirer* reports that SEPTA rail operations are in the hands of people with no railroad experience and that many supervisors have failed operating rules tests. (Railpace)
- Early 1985 LIRR closes B-Yard, a 4-track yard at the west end of Penn Station, in order to build the connection to the John D. Caemmerer Yard. (MTA AR)
- Feb. 1, 1985 Labor Dept. reports that unemployment has increased to 7.3% in Jan. (WrldAlmnc)
- Feb. 4, 1985 Pres. Reagan submits a \$973.7 billion budget to Congress calling for a modest 1.5% overall increase with an increase in military spending offset by eliminating social programs, including the Jobs Corps, the Legal Services Corporation, the Small Business Administration, Amtrak funding and most mass transit subsidies. (WrldAlmnc)
- Feb. 4, 1985 LIRR begins work on the connection between Penn Station and the new West Side Storage Yard. (Railpace)
- Feb. 8, 1985 LIRR Pres. Robin H.H. Wilson resigns to return to become Pres. of Western Airlines; Bruce C. McIver named Pres. pro-tem. (NYT, Railpace)
- Feb. 8, 1985 Secretary of Transportation Elizabeth Dole awards Conrail to Norfolk Southern for \$1.2 billion subject to divestiture of certain lines to Guilford Transportation Industries, Inc., and the P&LE. (NYT, PTJ)
- Feb. 11, 1985 Conrail reports its fourth quarter net income fell 23.8%, from \$117.5 million in 1983 to \$89.6 million in 1984. (NYT)
- Feb. 11, 1985 Metro-North Commuter Railroad Pres. Peter E. Stangl announces that at the request of Mayor Ed Koch he will resume closing Grand Central Terminal at night at 1:30 AM; crime has increased since opening the station to the homeless in Jan.; the homeless continue to sleep in the station despite efforts to evict them. (NYT)
- Feb. 11, 1985 Norfolk Southern Corporation officials admit that its absorption of Conrail will cost 2,530 jobs and result in the abandonment of 2,000

- miles of line. (NYT)
- Feb. 13, 1985 Brotherhood of Railway & Airline Clerks breaks ranks and endorses a public sale of Conrail. (NYT)
- Feb. 15, 1985 Reps. John D. Dingell (1926- ), Democrat of Mississippi, and James J. Florio, Democrat of N.J., announce that they will send a letter to Transportation Secretary Elizabeth Dole not to include the Conrail sale in any Administration budget package sent to Congress. (NYT)
- Feb. 1985 Engineering firms of Parsons, Brinckerhoff, Quade & Douglas and Gannett Fleming, Inc., make a report to the Pennsylvania High Speed Rail Passenger Commission on the feasibility of high-speed passenger service between Philadelphia and Pittsburgh; current maximum is 6:30; upgrading the existing line by easing curves, including bypassing Horseshoe Curve with a viaduct across its mouth could reduce the time to 3:58; massive new alignments and tunnels could reduce this to 3:16 for steel rail or 2:36 for maglev; would require entirely new lines, mostly in open country, Paoli-Lancaster via Hoeny Brook, Lancaster-Middletown, Rockville-Huntingdon south of the Juniata Valley; Altoona-Johnstown south of Mule Shoe Curve, Johnstown-Greensburg south of existing line, and Greensburg-Turtle Creek north of existing line, includes the possibility of running via State College instead of Huntingdon. (Rept)
- Feb. 19, 1985 Trustees of the Milwaukee Road grant freight trackage rights over the North Joint Tracks between Peoria Street and Western Avenue, Chicago, to the Soo Line. (KRobbins)
- Feb. 21, 1985 Railway Labor Executives Association and Alleghany Corporation sign conditional agreement to sell labor's 12.5% share of Conrail to Alleghany, providing Alleghany is able to buy the government's share also. (NYT)
- Feb. 21, 1985 Pullman Transportation, Inc., renamed The Pullman Company (DirObsSec)
- Feb. 23, 1985 Reagan Administration defers \$30 million in federal funds for reopening the Philadelphia-Atlantic City line. (NYT)
- Feb. 27, 1985 Sens. Al Gore (1948- ) and Ernest F. Hollings (1922- ) announce their support for the Reagan Administration's plan to sell Conrail to Norfolk Southern Corporation. (NYT)
- Mar. 1, 1985 Three-year reconstruction of the Schuylkill Expressway begins. (Railpace)

- Mar. 3, 1985 SEPTA extends commuter service on Paoli line to Downingtown (last discontinued in Jan. 1983) with two rush hour round trips to coincide with the rebuilding of the Schuylkill Expressway; an additional westbound “limited” train is added between Center City and Paoli. (SEPTA, SeptaLines, Railpace)
- Mar. 3, 1985 Conrail removes track No. 2 of former PFW&C main line from service between Junction (Fort Wayne) and Plymouth, Ind. (GO)
- Mar. 7, 1985 Senate Budget Committee votes to continue subsidies for Amtrak. (NYT)
- Mar. 8, 1985 Labor Dept. reports that unemployment fell to 7.2% in Feb., then remains stationary. (WrldAlmnc)
- Mar. 9, 1985 Robert M. Corcoran of United States Steel Corporation and Sen. John Heinz say the sale of Conrail to Norfolk Southern Corporation will result in less competition. (NYT)
- Mar. 11, 1985 Mikhail Gorbachev (1931- ) is elected General Secretary of the Central Committee of the Communist Party of the Soviet Union; he hopes to end the economic and political stagnation that set in during the 1970s, but in pursuing his policies of *glasnost* (openness) and *perestroika* (restructuring), he eventually provokes the collapse of the edifice erected by Lenin and Stalin. (Service, WrldAlmnc)
- Mar. 12, 1985 Amtrak begins \$21.5 million redevelopment of Penn Station. (Mutual)
- Mar. 1985 SEPTA completes overhaul of “Silverliner” I & II MU cars. (AR)
- Mar. 18, 1985 LIRR begins renovations of its part of Penn Station. (NYT)
- Mar. 18, 1985 U.S. Supreme Court rules in favor of Amtrak management ceasing to honor railroad employee and retiree passes. (Wilner)
- Mar. 24, 1985 Conrail inaugurates TV-302, a second Los Angeles-Kearny double-stack train for American President Lines. (Railpace)
- Mar. 29, 1985 LIRR-New York Cross Harbor Railroad Bay Ridge Yard dedicated with special train run from Jamaica. (Railpace)
- Apr. 1985 Amtrak is studying removal of the electrification between Paoli and Harrisburg. (Railpace)
- Apr. 1985 USRA reports that Conrail will remain profitable for at least the next

four years.

- Apr. 1985 MBTA acquires 9 ex-Reading RDC's from SEPTA for service on its ex-Boston & Maine lines. (Railpace)
- Apr. 16, 1985 Wheeling-Pittsburgh Steel Corporation files for Chapter 11 bankruptcy. (Hoerr)
- Apr. 23, 1985 Standard Oil Company (Indiana) changes its name to Amoco Corporation, reflecting the name under which it has long marketed gasoline. (Moodys)
- Apr. 28, 1985 SEPTA begins service to Philadelphia International Airport operating as shuttles between North Broad Street and the three Airport Terminal platforms; rebuilt right-of-way includes parts of PRR 60th St. Branch and old PW&B main; an additional inbound "limited" train from Paoli is added to the morning rush hour. (SEPTA)
- Apr. 29, 1985 Budget Director David Stockman calls Amtrak a "mobile money-burning machine." (Wilner)
- Apr. 29, 1985 Delaware Otsego system acquires the former Staten Island Railroad Corporation (Cranford Jct.-St. George) from the Chessie System through its Staten Island Railway Corporation subsidiary (check NYCOrps for inc Ry). (Railpace)
- Apr. 30, 1985 Conrail sells Canada Southern Railway and Detroit River Tunnel Company and Niagara River Bridge to Canadian National Railway and Canadian Pacific for \$25.2 million. (Tennant)
- May 3, 1985 Mechanicsburg Museum Association celebrates the 150<sup>th</sup> anniversary of the Cumberland Valley Railroad with the first of a series of 8 excursions out of Mechanicsburg with George Hart's ex-Canadian Pacific 4-6-0 No. 972; first trip runs to Carlisle; trips of May 4, 5 & 12 run to Rockville Bridge, crossing on the ex-Reading Bridge to Harrisburg Station, and thence to Rockville on the east side of the river; May 10 runs to Lemoyne, May 11 to Carlisle, and May 13 to York (one way) to return the locomotive. (Railpace)
- May 3, 1985 Hanna Mining Company, once America's number two iron ore producer, renamed M.A. Hanna Company and begins to move out of iron ore, coal and minerals and into plastics. (Barnett, EncycClvIndHist)
- May 9, 1985 Suburban Station in Philadelphia is placed on National Register of Historic Places. (Kyriakodis)

- May 1985 LIRR completes trackwork revisions at Penn Station to permit access to the new John D. Caemmerer West Side Yard; "B" Yard is raised 12 feet to connect to the tracks leading to the new yard. (Railpace)
- May 1985 NJ Transit completes \$19.6 million rehabilitation of Newark Station.
- May? 1985 Conrail removes the crossing of the ex-Reading New York Branch and the ex-Lehigh Valley Railroad main at Port Reading Jct. (Manville); severs the old Bound Brook Route connection between the CNJ and Reading at Bound Brook Jct.; movements now use the CNJ-LV connecting track at Bound Brook Station. (Railpace)
- May 1985 Octoraro Railway now operates six days a week between Wilmington and Coatesville and Chadds Ford-Avondale, three times a week Avondale-Oxford, and twice a week as far as Nottingham and Sylmar as needed. (Railpace)
- May? 1985 Conrail and Chessie System establish new truck-competitive rates for box car shipments of building bricks, 9%-37% lower than truck rates. (Guide)
- May? 1985 Norfolk Southern Chairman & CEO Robert B. Claytor testifies to the Senate Judiciary Committee in support of Norfolk Southern's purchase of Conrail, claiming that it will increase competition. (Guide)
- May? 1985 Accomac-Northampton Transportation District commissioners are to sell the Eastern Shore Railroad (Pocomoke-Norfolk) by competitive bid. (Guide)
- May 17, 1985 LTV Steel Company, Inc., announces it will close most of its Aliquippa Works. (Hoerr)
- May 25, 1985 NJ Transit resumes Saturday *Pony Express* service between Newark and Monmouth Park grandstand through Aug. 31; resumes summer weekend *Seashore Express* service between Newark and Bay Head Jct. stopping only at Red Bank and Long Branch north of Asbury Park. (Railpace)
- June 6, 1985 Conrail inaugurates TV-400, Maersk Line double-stack container train to the ex-Erie Croxton Yard. (Railpace)
- June 8, 1985 National Railway Historical Society holds 50th anniversary convention at Lancaster, Pa.; operates steam excursion using ex-PRR Class D16sb No. 1223 and Class E7 No. 7002 and 10 cars from Strasburg Railroad in circle trip between Strasburg/Lancaster and Rockville Bridge via

- Columbia and return via Harrisburg; clocked at 69.5 MPH east of Middletown. (Cupper, KBell)
- June 12, 1985 ConnDOT FL9's repainted in New Haven McGinnis colors placed in service between New Haven and Grand Central Terminal. (Railpace)
- June 16, 1985 Philadelphia Chapter NRHS operates an excursion with 5 ex-Reading "Blueliner" MU cars on the West Trenton and West Chester lines. (Railpace)
- June 17, 1985 Conrail removes track No. 2 of former PFW&C main line from service between Plymouth and Wanatah, Ind., including all automatic block signals and "ROCK," "HAMLET" and "PLYMOUTH" Interlockings. (GO)
- June 18, 1985 Conrail operates its longest train to date; TV-300 with 71 cars, 10,250 feet long.
- June 18, 1985 Banks cut the prime rate from 10% to 9.5%, the lowest since 1978. (WrldAlmnc)
- June 1985 NJ Transit opens new Transportation Center (combined bus and rail station) at Asbury Park, occupying part of the old station site. (Railpace)
- June 1985 Penn Central Corporation surrenders Canada Southern Railway shares. (Tennant)
- June 22, 1985 Lycoming County Tourist Bureau sponsors another two-day "Susquehannock" excursion with Amfleet equipment from Philadelphia to Jamestown, N.Y. via Williamsport. (Railpace)
- June 25, 1985 Budget conference committee between the Democratic House and Republican Senate breaks up in a stalemate. (WrldAlmnc)
- June 27, 1985 Outbound SEPTA Paoli local sideswipes an empty Amtrak "Capitaliner" east of 30<sup>th</sup> Street Station at 8:20 AM, blocking rush hour service for about an hour; caused by improper design of new signal circuitry. (Railpace)
- Summer 1985 Conrail issues a special schedule for railfans and tourists showing the passing times of all trains at Horseshoe Curve at the request of the Altoona Chamber of Commerce. (Railpace)
- Summer 1985 Bellefonte Historical Railroad begins excursion service over the Nittany & Bald Eagle Railroad from Bellefonte to Dale Summit,

- Unionville and Curtin Village. (Railpace)
- July 1, 1985 SEPTA renames its Regional High Speed Division the Regional Rail Division; raises fares. (SEPTA, Railpace)
- July 3, 1985 Port Authority of Allegheny County (PAT) dedicates light rail service over former Panhandle bridge and Grant's Hill Tunnel in Pittsburgh with four days of free rides; south side trolleys are rerouted from the Smithfield Street Bridge to a new underground loop terminal at the Gateway Center, with several subway stops in the business district; revenue service begins July 7. (PittsPress)
- July 4, 1985 SEPTA's Regional Rail Division carries a record number of riders to and from holiday festivities in Center City; operates 29 extra trains, including a record 10-car train with standees on the Paoli Line. (SEPTA, SeptaLines, Railpace)
- July 12, 1985 Pittsburgh & Lake Erie Railroad commuter train makes last trip between Pittsburgh and College, Pa.; last non-authority commuter train in U.S. (Railpace)
- July 12, 1985 Bombardier Inc. announces that it will no longer manufacture its "HR" series freight locomotives inherited from ALCO but will concentrate on passenger and transit equipment. (Railpace, Steinbrenner)
- July 13, 1985 SEPTA's Broad Street Subway carries 25,000 to the international Live Aid Concert against world hunger at JFK Stadium. (SeptaLines)
- July 13, 1985 Blue Mountain & Reading Railroad begins tourist service over the ex-PRR Schuylkill Branch between Temple and South Hamburg; equipment includes leased ex-Canadian Pacific "Royal Hudson" No. 2839, 20 ex-DL&W MU trailers and two ex-Reading RDC's; Temple station is the relocated Reading station from Frackville, Pa. (Railpace)
- July 14, 1985 Bowie Racetrack, once a major source of PRR traffic, closes. (wiki)
- July 21, 1985 United Steelworkers of America strikes the Wheeling-Pittsburgh Steel Corporation when its bankruptcy trustees cut wages and drop its pension obligations, the union strikes, and the Monessen Plant is closed. (Hoerr, Warren, Seely)
- Aug. 1, 1985 Senate and House reach accord on a compromise \$967.6 billion budget for fiscal 1986, ending 6 months of deadlock; eliminates only one program, revenue sharing with state and local governments; military spending cut by \$137 billion; Amtrak suffers a 15% cut instead of being eliminated. (WrldAlmnc)

- ca. Aug. 1, 1985 Conrail abandons the ex-PCC&StL main line between Ogden Avenue and Western Avenue, Chicago. (KRobbins)
- Aug. 4, 1985 SEPTA implements the second fare increase in two months; budget problems put the “Silverliner V” design project on hold. (Railpace)
- Aug. 4, 1985 New York, Susquehanna & Western Rail\_\_ begins running Sea-Land land bridge double-stack container trains between Little Ferry and Buffalo in connection with the Burlington Northern, Chessie System and Delaware & Hudson; twice-weekly service runs via Conrail’s ex-Erie Southern Tier main line west of Passaic Jct. (Railpace)
- Aug. 1985 LIRR reaches agreement with Transit America, Inc., over defective third rail shoes on the M-3 cars, which were supposed to arrive in 1983. (MTA AR)
- Aug. 1985 Budd Company delivers the first two shells for “Viewliner” sleeping cars delivered to Amtrak’s Beech Grove Shops to have interiors installed; they are characterized by double rows of windows, so that upper and lower berths each have windows. (AR, Wilner)
- Aug.? 1985 Conrail completes reducing the old Middle Division to two tracks with CTC between Lewistown and Altoona. (Railpace)
- Aug. 23, 1985 PRR No. 7002 and No. 1223 operate on fan trip between Strasburg and Rockville Bridge for the NRHS national convention held at Lancaster. (Railpace, KBell)
- Aug. 23, 1985 Metro-North Commuter Railroad tests a train of its new Bombardier “Comet III” type push-pull cars on the Hudson Line. (Railpace)
- Aug. 24, 1985 Ex-Reading Class T-1 4-8-4 No. 2102 runs under its own power from Brownsville to Reading over the PRR main line and Lebanon Valley Branch for excursion service out of Reading. (Railpace)
- Aug. 26, 1985 BRE-Leyland railbus arrives in Philadelphia and begins testing of SEPTA; car stalls on the steep grades of the Airport Line and performs poorly on rough track; SEPTA has been considering the railbus for restored Fox Chase-Newtown and Norristown-Pottstown service on non-electrified trackage, neither of which comes to fruition. (Railpace)
- Aug. 27, 1985 LIRR places the first of 174 new Budd/Transit America M-3 MU cars in service on an early morning run from Babylon to New York; deliveries have been delayed by design problems with the third rail paddles, Transit America, Inc.’s financial shakiness and other



- difficulties. (Railpace)
- Aug. 28, 1985 Fire set by vagrants living in the underground storage tracks stops all service in and out of Grand Central Terminal between 5:45 AM and 4:00 PM; 16 out-of-service passenger cars destroyed, including 7 of the last Delaware & Hudson *Adirondack* cars. (Railpace)
- Aug. 29, 1985 St. Louis Union Station reopens as hotel and Rouse Company "festival marketplace" shopping mall. (PTJ)
- Sep. 1, 1985 A U.S.-French deep-sea submersible team discovers the wreckage of the *Titanic* in over 12,000 feet of water 500 miles south of Newfoundland; the ship had broken in two on sinking, and the center section had disintegrated, but the bow and stern sections are relatively intact, although wood has been eaten by marine organisms, and the steel is gradually rusting away; the discovery sparks new public interest in the disaster and spawns a blockbuster movie a few years later. (WrldAlmnc)
- Sep. 3, 1985 Allegheny Railroad Company, a subsidiary of Hammermill Paper Company, begins service over ex-PRR lines Erie-Irvine and Johnsonburg-Emporium, purchased from Conrail; Irvine-Warren and Kane-Johnsonburg, purchased from the defunct Irvine, Warren, Kane & Johnsonburg Railroad; and Warren-Kane purchased from PennDOT; only Irvine-Johnsonburg is in regular use. (Railpace)
- Sep. 3, 1985 First section of Pittsburgh subway placed in service. (HistPitts)
- Sep. 6, 1985 Labor Dept. reports that unemployment fell again in Aug. to 6.9%, the lowest since 1980. (WrldAlmnc)
- Sep. 10, 1985 First Budd /Transit America M-3 MU cars placed in service on LIRR. (MTA)
- Sep. 10, 1985 American Society of Civil Engineers presents its award for outstanding engineering achievement of 1985 to the Center City Commuter Connection in a ceremony at Market East Station. (SeptaLines)
- Sep. 14, 1985 Reading Company Technical & Historical Society runs the first of a series of revived "Iron Horse Rambles" between Reading and Harrisburg with Class T-1 No. 2102. (Railpace)
- Sep.? 1985 Conrail closes the Delair Bridge because of a fire; trains rerouted via Bordentown and Trenton. (Railpace)
- Sep. 1985 SEPTA tests the BRE-Leyland railbus for possible use on restored

Norristown-Pottstown service. (Railpace)

- Sep. 16, 1985 K4s No. 1361 removed from static display at Horseshoe Curve to the Railroaders Memorial Museum and replaced with GP9 No. 7048; State Rep. Rick Geist has persuaded L. Stanley Crane to have Conrail pick up the moving costs and has secured a state appropriation of \$250,000 to restore it to running condition; thus begins the ill-starred saga of No. 1361. (Railpace)
- Sep. 16, 1985 Dept. of Commerce announces that the U.S. has become a debtor nation for the first time since 1914. (WrldAlmnc)
- Sep. 24, 1985 First Maryland DOT (MARC) commuter cars shipped from the General Electric Company plant at Cleveland. (Railpace)
- Sep. 27, 1985 Electrical malfunction puts the Delair Bridge out of service for five days; trains detoured via Trenton and Bordentown. (Railpace)
- Sep. 27, 1985 Hurricane Gloria which had begun as a Category 4 storm brushes Cape Hatteras with winds about 100 MPH; by the time it makes landfall in central Long Island, it is downgraded to a Category 2; although wind damage is light, heavy rains drench the area between the coast and the mountains. (Schwartz)
- Sep. 27, 1985 Remnants of Hurricane Gloria flood SEPTA's Norristown Branch and take down catenary on the West Chester Branch west of Media; LIRR shut down east of Ronkonkoma and Patchogue. (Railpace)
- Sep. 30, 1985 SEPTA opens new Temple University Station at Montgomery Street, replacing the old ex-Reading station at Columbia Avenue destroyed during the bridge replacement program of 1984; the new station is served by the R5, R7 and Airport Lines with maximum 15-minute headway on weekdays; the station is replaced at a new location as part of the RailWorks project in 1993. (SEPTA)
- Sep. 30, 1985 U.S. automobile industry announces it has sold 15.6 million cars during the 1985 model year, surpassing the previous high in 1978. (WrldAlmnc)
- Oct. 15, 1985 United Steelworkers of America ends its strike against the Wheeling-Pittsburgh Steel Corporation; the Monessen Plant is closed. (Hoerr, Seely)
- Oct. 24, 1985 The Pullman Company renamed The Pullman-Peabody Company. (DirObsSec)

- Oct. 27, 1985 SEPTA restores four midday round trips between Elwyn and West Chester; hourly weekday evening and Saturday service on the West Trenton Line. (SEPTA)
- Oct. 27, 1985 Amtrak adds a second Washington-Springfield-Boston round trip by combining former mail train No. 13 with *The Bankers*. (Railpace)
- Oct. 31, 1985 United Transportation Union signs a new agreement with the railroads, surrendering (what?); opposed by the Brotherhood of Locomotive Engineers. (ble-t)
- Nov. 6, 1985 Dow Jones industrial average closes over 1,300 for the first time. (WrldAlmnc)
- Nov. 6, 1985 Chessie System begins detouring trains over Conrail's ex-PRR line between Conway and Harrisburg because of flood damage to the B&O and C&O lines caused by Hurricane Juan; continue until Nov. 10; Juan causes heavy flooding in the Potomac and James River watersheds. (Railpace)
- Nov.? 1985 LIRR closes "POND" Tower at Fresh Pond Jct. (Railpace)
- Nov. 1985 NJ Transit installs EZ Tic credit card vending machines at Penn Station, Newark and World Trade Center.
- Nov. 17, 1985 Philadelphia Chapter of NRHS runs an excursion with 3 ex-Reading "Blueliner" MU cars on the Warminster, Manayunk/Ivy Ridge and Chestnut Hill West lines. (Railpace)
- Nov. 23, 1985 Fort McHenry Tunnel opens, carrying I-95 under Baltimore Harbor between Canton and Locust Point, and creating an alternate north-south route to the congested Baltimore Harbor Tunnel of 1957 and greatly improving highway travel to Baltimore and Washington from the North. (cantoncommunity.org)
- Nov. 24, 1985 Tri-State Railway Historical Society runs a "Farewell to the CNJ" excursion with NJ Transit equipment from Newark to Phillipsburg and Easton; the old CNJ main line is subsequently cut west of Bloomsbury for construction of I-78. (Railpace)
- Nov. 27, 1985 Sea-Land Service, Inc., container terminal at Canton, Baltimore, sold to State of Maryland. (Schlerf)
- Dec. 6, 1985 Labor Dept. reports unemployment holding steady at 6.9%. (WrldAlmnc)

- Dec. 11, 1985 Dow Jones industrial average closes above 1,500 for the first time. (WrldAlmnc)
- Dec. 12, 1985 Pres. Reagan signs the Gramm-Rudman Act calling for a balanced budget by 1991; required the budget deficit for 1986 to be cut \$11.7 billion, with regular 4% cuts until 1991. (WrldAlmnc)
- Dec.? 1985 Conrail completes double tracking and resignaling of the ex-PRR Middle Division between Harrisburg and Altoona; all manned towers except "ROCKVILLE" have been closed. (Railpace)
- Dec. 1985 Allegheny Railroad buys former Philadelphia & Erie track, Emporium Jct.-St. Marys, from Conrail.
- Dec. 17, 1985 Pres. Reagan vetoes a bill limited the imports of textile and shoes; cheap imports from Asia have flooded the American market. (WrldAlmnc)
- Dec. 23, 1985 Pres. Reagan signs two farm bills revamping the system of farm subsidies and creating an agency to assume bad farm loans. (WrldAlmnc)
- Dec. 25, 1985 A homeless woman identified only as "Mama Doe" dies of pneumonia on a waiting room bench in Grand Central Terminal after guards allow her to move back into the waiting room at dawn. (NYT, Trager)
- 1985 LIRR closes the waiting room of the Flatbush Avenue Terminal. (NYT)
- 1985 LIRR places its first 72 M-3 MU cars in service. (MTA AR)
- 1985 LIRR acquires Conrail's Bay Ridge Branch from Fresh Pond Jct. to Bay Ridge for \$3 million provided by the State of New York; New York Cross Harbor Railroad establishes a new float bridge at the Brooklyn Army Terminal to reestablish car float connections with Conrail at Greenville. (Railpace)
- 1985 Last 28 of 142 M-3 MU cars placed in service on Metro-North Commuter Railroad. (MTA AR)
- 1985 Salem County Freeholders purchase the portion of the ex-PRSL Salem Branch below Swedesboro; operation contracted to LTK Engineering, Inc., as the West Jersey Short Line. (NRHSBltn, Railpace)
- 1985 World Financial Center opens west of the World Trade Center on filled land where the PRR's Cortlandt Street and CNJ's Liberty Street ferry terminals once stood. (Trager)

- c. 1985 Conrail rebuilds ex-PRR coal pier No. 124 in Philadelphia as modern transloading facility capable of loading ships of 70,000 tons capacity instead of 35,000 tons.
- 1985 Federal Railroad Administration approves 125 MPH speeds in Metroliner Service; regular trains in Northeast Corridor limited to 110 MPH.
- 1985 Railroad Museum of Pennsylvania acquires ex-PRR B60 baggage car and GP-9 No. 7006. (KBell)
- 1985? Amtrak establishes “Executive Sleeper” service overnight between New York and Washington. (AR - in FY 85)
- 1985 Amtrak operates the *Carolinian* briefly as a 403(b) train between New York and Charlotte via Richmond, which is later discontinued. (AR)
- 1985? Amtrak purchases the repair and maintenance facility at Bear, Del., replacing facilities leased at Bristol and Cornwells Heights, Pa., and Wilmington, Del. (AR - FY 85)
- 1985? Amtrak completes new coach yard and engine facilities at Ivy City, Washington. (AR in FY86)
- 1985 Bennett Levin of Juniata Terminal Company purchases and rebuilds ex-PRR business car No. 120, *Pennsylvania*. (Levin)
- 1985 Conrail removes the ex-PRR line between Horseheads and Watkins Glen, N.Y. (Gunnarsson)
- 1985 Conrail completes the removal of the second track of the old PFW&C main line between “COLSAN” (Bucyrus) and Clarke Jct. near Gary, Ind. (PennsyWest)
- 1985 “Alum Creek” and “East Columbus” Towers close on old Columbus & Newark Division. (PennsyWest)
- 1985 Railroad Yardmasters of America affiliates with the United Transportation Union. (utu.org)
- 1985 United States Steel Corporation closes its South Side Works at Pittsburgh. (Hoerr)
- 1985 LTV Steel Company, Inc., closes the former Jones & Laughlin Pittsburgh Works. (Hoerr)

1985 Corporate raider Carl J. Ichan buys control of Trans World Airlines. (Hoerr - verify)

Jan. 4, 1986 U.S. court calls off nationwide drug testing of railroad employees; unions are suing that it constitutes unreasonable search. (NYT)

Jan. 8, 1986 Labor Dept. reports that unemployment fell to 6.8% in Dec. 1985. (WrldAlmnc)

Jan. 9, 1986 LIRR assigns uniformed police to its trains for the first time in its history to deal with unruly passengers. (NYT)

Jan. 12, 1986 Last run of a Budd SPV-2000 railcar in Amtrak service between New Haven and Springfield. (Railpace)

Jan. 12, 1986 SEPTA makes several increases in service, including an additional two round trips to Downingtown, hourly off-peak and Saturday service on the R6 Ivy Ridge-Norristown Line. (SEPTA, Railpace)

Jan. 12, 1986 Amtrak reduces Keystone Service between Philadelphia and Harrisburg from 9 to 6 weekday round trips and eliminates 3 Saturday and 1 Sunday round trip; the eastbound *Valley Forge* now operates via 30<sup>th</sup> Street instead of the New York-Pittsburgh Subway with diesel power west of Philadelphia. (Railpace)

Jan. 15, 1986 Under the new Gramm-Rudman Law, the Office of Management & Budget orders federal agencies to make \$11.7 billion in spending cuts for fiscal 1986. (WrldAlmnc)

Jan. 1986 Amtrak cuts Chicago-Detroit service from 3 to 2 round trips.

Jan. 1986 Trains Unlimited of Waterloo, Iowa, purchases the ex-PRR *Keystone* "tubular" cars from SEMTA, which had never operated them in commuter service; they are delivered in June. (Railpace)

Jan. 1986 Pioneer Railroad Company, Inc. (later Pioneer Railcorp) incorporated in Iowa as a holding company for short line railroads. (PioneerRail)

Jan. 16, 1986 Morgan Stanley & Co. raises its bid for Conrail to \$1.4 billion. (NYT)

Jan. 22, 1986 Labor Dept. reports that inflation was only 3.8% in 1985. (WrldAlmnc)

Jan. 23, 1986 After pressure by Pres. Reagan, the Senate votes 90 to 7 to consider the sale of Conrail to Norfolk Southern Corporation. (NYT)

- Jan. 23, 1986 Crude oil prices have fallen to \$18.40 a bbl., down \$10 from Nov. 1985; warm weather and increased production and price-cutting by non-OPEC producers have led to an oversupply of oil. (WrldAlmnc)
- Jan. 24, 1986 Amtrak celebrates the 75<sup>th</sup> anniversary of Penn Station. (NYT)
- Jan. 25, 1986 SEPTA opens new Regional Rail Operations Center on the west side of the Concourse at Suburban Station. (AR, SeptaLines)
- Jan. 30, 1986 U.S. Senate defeats by a 56-37 vote a “killer amendment” to the Conrail sale bill which would have lifted Norfolk Southern Corporation’s immunity from antitrust prosecution. (NYT)
- Jan. 31, 1986 Three mail containers fall from a Conrail freight train at Iselin, N.J., blocking the Northeast Corridor. (NYT)
- Feb. 1, 1986 Providence & Worcester Railroad suspends freight service over the Northeast Corridor between Davisville and Westerly, R.I., leaving it passenger-only. (Railpace)
- Feb. 4, 1986 Senate passes bill to permit the government to sell its 85% interest in Conrail to Norfolk Southern Corporation for \$1.2 billion; however, House Energy & Commerce Committee Chairman John Dingell is opposed to the sale. (NYT, Gallamore)
- Feb. 5, 1986 Pres. Reagan submits a \$143.6 billion budget for fiscal 1987, increasing military spending by 12% and curtailing or eliminating 40 domestic programs. (WrldAlmnc)
- Feb. 6, 1986 Dow Jones industrials close over 1,600 for the first time, in response to rapidly falling oil prices and the promise of lower inflation. (WrldAlmnc)
- Feb. 6, 1986 Alexis Felix du Pont IV (1944-1986) is killed in a grade crossing accident with a SEPTA train near his home at Westtown, Pa., on the West Chester Branch. (NYT)
- Feb. 7, 1986 U.S. District Court rules the Gramm-Rudman Act is unconstitutional because the Comptroller-General, an executive appointee, is removable by Congress; the case is appealed to the Supreme Court. (WrldAlmnc)
- Feb. 7, 1986 Labor Dept. reports that unemployment fell to 6.6% in Jan., the lowest since Mar. 1980; it then rises slightly. (WrldAlmnc)
- Feb. 1986 Oil prices have fallen to \$15-16 per bbl. (WrldAlmnc)

Feb. 22, 1986 Former PRR personnel officer James W. Oram (1909-1986) dies at Newtown Square. (PhlInq)

Feb. 24, 1986 NJ Transit eliminates smoking cars to ease crowding in the non-smoking cars. (NYT)

Feb. 27, 1986 Dow Jones industrials close above 1,700 for the first time. (WrldAlmnc)

Mar. 1, 1986 NJ Transit announces fare increases ranging from 12 to 15%. (NYT)

Mar. 1, 1986 Numerous federal programs suffer an automatic 4.3% budget cut under the Gramm-Rudman Law. (WrldAlmnc)

Mar. 2, 1986 Chessie System's *Orange Blossom Special* extended from Wilmere Yard near Wilmington to South Kearny Yard, via Conrail from Park Jct. in Philadelphia. (Railpace)

Mar. 3, 1986 Further lane closures begin as part of rebuilding Schuylkill Expressway, raising ridership 14% on the Paoli Line and 5% on the Ivy Ridge Line. (SEPTA)

Mar. 3, 1986 International Brotherhood of Maintenance of Way Employees strikes the Maine Central Railroad over Guilford Transportation, Inc.'s job cuts. (Railpace)

Mar. 6, 1986 *New York Times* reports water dripping from leaking pipes in the Pan Am Building onto the platforms of Grand Central Terminal (NYT)

Mar. 7, 1986 Maine Central Railroad strikers begin picketing selected Boston & Maine sites, spreading the strike to other elements of the Guilford system. (Railpace)

Mar. 7, 1986 Federal Reserve Board cuts the discount rate from 7.5% to 7%, the lowest since 1978. (WrldAlmnc)

Mar. 12, 1986 Maine Central strike shuts down the Boston & Maine north side commuter service at Boston. (NYT)

Mar. 1986 Amtrak becomes largest passenger carrier between New York and Washington with 32% market share, passing Eastern Airlines, Inc. (AR)

Mar. 1986 Crude oil has fallen to \$11-12 a bbl. (WrldAlmnc)

Mar. 17, 1986 Three day strike begins on SEPTA's City Transit Division causing a



- 52% increase in ridership on the Regional Rail Division; extra cars placed in service. (SEPTA)
- Mar. 20, 1986      Dow Jones industrial average closes over 1,800 for the first time. (WrldAlmnc)
- Mar. 27, 1986      Huron & Eastern Railway, which will become a major regional short line, begins operating ex-C&O tracks between Bad Axe and Crosswell in Huron and Sanilac Counties in the “Thumb” area of Michigan. (wiki)
- Apr. 1, 1986      Crude oil prices fall under \$10 per bbl. (WrldAlmnc)
- Apr. 2, 1986      Metro-North Commuter Railroad orders removal of all coin lockers from Grand Central Terminal. (NYT)
- Apr. 2, 1986      61-day strike begins on SEPTA's Red Arrow Division causing an 18% increase in ridership on the Regional Rail Division. (SEPTA)
- Apr. 9, 1986      Conrail freight train carrying hazardous materials derails at Bowie, Md.; forces evacuation of 150 homes and stopping service on the Northeast Corridor. (NYT)
- Apr. 14, 1986      UTU leaves the AFL-CIO after the AFL-CIO charges it improperly tried to recruit members of other unions. (NYT)
- Apr. 1986      NJ Transit places rebuilt station at Jersey Avenue, New Brunswick, in service.
- Apr. 1986      Metro-North Commuter Railroad resumes construction of the Stamford Transportation Center after it has been redesigned by structural engineers Lev Zetlin Associates. (NYT)
- Apr. 16, 1986      Federal Reserve Board cuts the discount rate from 7% to 6.5%, the lowest since 1978. (WrldAlmnc)
- Apr. 21, 1986      Banks cut the prime rate from 9% to 8.5%; Dow Jones industrial average rises to a new high of 1,855.90. (WrldAlmnc)
- Apr. 23, 1986      Senate defeats Pres. Reagan's plan to eliminate 43 domestic programs. (WrldAlmnc)
- Apr. 23, 1986      Because of the Guilford Transportation Industries, Inc. strike, Amtrak cancels the *Montrealer* north of Springfield, after operating over the Central Vermont for a month. (Railpace)

- Apr. 26, 1986 Indianapolis Union Station reopens as a festival marketplace and hotel; part of train shed converted to a food court with life size statues of all-white "ghost people" representing former occupants; train shed also contains a 276-room Holiday Inn with 26 luxury suites housed in 13 Pullman cars; two tracks on south side still used by Amtrak with small station underneath. (Hetherington)
- Apr. 26, 1986 Overheating reactor core explodes at a nuclear power station near Chernobyl, Ukraine, contaminating the surrounding countryside and sending radioactive particles northwest over Poland and Scandinavia. (Service)
- Apr. 27, 1986 Amtrak cuts Harrisburg line service from 6 to 5 round trips. (Railpace)
- Apr. 27, 1986 Amtrak reroutes the *Cardinal* to ex-PRR/Monon/NYC route between Chicago and Indianapolis, joining the *Hoosier State*.
- Apr. 27, 1986 New SEPTA schedules; hourly off-peak service to Doylestown replaces a two-hour shuttle service between Lansdale and Doylestown, eliminating the change at Lansdale. (SEPTA)
- Apr. 27, 1986 Court orders Guilford Transportation Industries, Inc., sympathy strikers on the Boston & Maine commuter trains back to work. (NYT)
- Apr. 29, 1986 John Dingell, Chairman of the House Energy & Commerce Committee, announces his opposition to a sale of Conrail to Norfolk Southern and advocates a sale by public offering. (NYT)
- May 3, 1986 Eighteen rail unions sue Amtrak to bar drug and alcohol testing. (NYT)
- May 6, 1986 Transportation Secretary Elizabeth Dole asks Norfolk Southern Corporation to raise its bid for Conrail to \$2.27 billion. (NYT)
- May 6, 1986 Funds appropriated to turn Cincinnati Union Terminal into a "Heritage Center" housing the Cincinnati History Society and the Natural History Museum. (CUT)
- May 9, 1986 Norfolk Southern Corporation raises its bid for Conrail to \$1.9 billion. (NYT)
- May 9, 1986 NJ Transit dedicates a new station at Middletown, N.J., on the NY&LB.
- May 15, 1986 Guilford Transportation Industries, Inc., picketing spreads to Conrail, and the White House orders a 60-day cooling off period. (Railpace)

May 1986 K4s 4-6-2 No. 1361, formerly exhibited on Horseshoe Curve, enters Altoona Car Shops for restoration to running condition. (Loeb)

May 1986 Railroad Museum of Pennsylvania's *John Bull* replica is displayed at Expo '86 at Vancouver, British Columbia. (KBell)

May 1986 SEPTA closes Cresheim Valley Bridge on ex-PRR Chestnut Hill West Line because of deterioration. (AR)

May 1986 SEPTA completes renewal of first of 231 "Silverliner IV" MU cars as part of system-wide overhaul program; to be completed at the rate of one every two weeks. (AR)

May 1986 Brotherhood of Locomotive Engineers contract dispute submitted to binding arbitration. (ble-t)

May 1986 ICC approves the abandonment of the Montour Railroad. (Cole)

May 16, 1986 Pres. Reagan creates an Emergency Board to review the Guilford strike. (NYT)

May 18, 1986 PRR No. 7002 and No. 1223 operated on fan trip between Strasburg and 30th Street Station. (KBell)

May 19, 1986 Power failure blacks out Grand Central Terminal area for 18 hours; commuter service not affected. (NYT)

May 19, 1986 SEPTA suspends service between Elwyn and West Chester and substitutes shuttle buses because of poor track conditions. (Railpace)

May 19, 1986 Insurance crisis cripples short lines and main line steam excursion operators; Tuscola & Saginaw Bay and Hillsdale County lines in Michigan reopen after being closed for two days a/c bankruptcy of their insurance carriers.

May 21, 1986 Labor Dept. reports that the consumer price index (inflation) has fallen for the third consecutive month for the first time since 1949. (WrldAlmnc)

May 23, 1986 Fire in "JO" Tower in Penn Station at 8:00 AM disrupts travel on the Friday of the Memorial Day weekend; normal service resumes on Monday. (Railpace)

May 24, 1986 NJ Transit inaugurates seasonal weekend *Shore Express* between Newark and Bay Head Jct., stopping only at Red Bank, Long Branch and all local stops starting with Asbury Park. (Railpace)

- May 25, 1986 SEPTA places track no. 1 in service at Wayne Jct. Station permitting two northbound trains to use the station at once and increasing the efficiency of traffic flow. (SEPTA)
- May 27, 1986 SEPTA temporarily suspends service between Cynwyd and Ivy Ridge because of poor track condition; a shuttle bus is established between the ex-Reading Manayunk station and Ivy Ridge. (SEPTA)
- June 2, 1986 Amtrak inaugurates “Railfone” service in three cars of all “Metroliners” between New York and Washington. (NYT)
- June 2, 1986 SEPTA’s Red Arrow Division strike ends. (Railpace)
- June 6, 1986 Labor Dept. reports that unemployment rose slightly to 7.2% in May; the deflationary trend also stops. (WrldAlmnc)
- June 7, 1986 NJ Transit resumes Saturday *Pony Express* service between Newark and Monmouth Park Race Track through Aug. 30. (Railpace)
- June 8, 1986 Philadelphia Chapter of NRHS holds an excursion with 3 ex-Reading “Blueliner” MU cars, running on the Norristown and Airport Lines and at high speed to Parkesburg and return. (Railpace)
- June 9, 1986 LIRR opens second track between Syosett and Huntington. (Railpace)
- June 13, 1986 SEPTA restores two tracks between Allen Lane and Chestnut Hill after completing temporary repairs to the Cresheim Valley Bridge. (SEPTA)
- June 15, 1986 Old Providence Union Station closes; new Union Station, with 3 tracks and 2 high-level platforms, opens the following morning. (Railpace)
- June 1986 Federal Railroad Administration bans the hollow axles used on all 231 “Silverliner IV” cars, as well as their “Jersey Arrow” counterparts; all the cars have to be rotated out of service to have solid axles installed. (SeptaLines)
- June 19, 1986 Amtrak dedicates new Union Station in Providence, R.I., with a line relocation eliminating the former sharp curve. (Trains)
- June 19, 1986 Gimbels department stores on Herald Square in New York and at other locations close, and the chain is liquidated by its British owner, B.A.T. Industries. (Trager)
- June 27, 1986 Congress passes a joint budget resolution with \$995 billion in spending for fiscal 1987; military spending is cut, and many domestic programs

- are saved. (WrldAlmnc)
- June 29, 1986 Amtrak introduces the *Cape Codder* as a summer-only, weekend-only service between New York and Hyannis via Providence and Attleboro. (or 7/3 for rev. service?)
- June 30, 1986 Morgan Stanley & Co. group extends its \$1.4 billion bid for Conrail that was to expire July 1. (NYT)
- Summer 1986 Conrail removes one track from Rockville Bridge, leaving tracks 1 & 2 and 0 track at west end. (Copper)
- July 1, 1986 Conrail begins single-tracking the ex-Big Four main line between Galion and Bellefontaine. (Railpace)
- July 1, 1986 Seaboard System Railroad, Inc., (SCL + L&N) renamed CSX Transportation, Inc. (Moody's)
- July 2, 1986 Dow Jones industrial average peaks at 1,909.03; the four-year boom slows. (WrldAlmnc)
- July 3, 1986 Amtrak begins operating the *Cape Codder* weekends only between New York and Hyannis; first such direct service since the discontinuance of the old *Cape Codder* in Sep. 1964. (Railpace)
- July 5, 1986 NJ Transit inaugurates a second, Saturday-only *Shore Express* operating between Newark and Bay Head Jct. through Aug. 30. (Railpace)
- July 5-6, 1986 SEPTA operates extra service on the Trenton Line, including late night special trains for persons attending the Centennial celebration of the Statue of Liberty at New York. (SEPTA)
- July 6, 1986 SEPTA raises fares. (SEPTA)
- July 7, 1986 LIRR demonstrates an automatic ticket machine that takes credit cards at Penn Station. (NYT)
- July 7, 1986 U.S. Supreme Court upholds the District Court ruling that a provision of the Gramm-Rudman balanced budget act is unconstitutional because the Comptroller-General, who is to make the precise spending cuts in each department, can be removed by Congress. (WrldAlmnc)
- July 8, 1986 United States Steel Corporation renamed USX Corporation in a move to end its association with the dying steel industry. (Moody's)

July 10, 1986 Federal Reserve Board cuts the discount rate to 6%. (WrldAlmnc)

July 11, 1986 Amtrak opens new station in Altoona Transportation Center, and intermodal facility also service buses and cabs. (Railpace)

July 11, 1986 Federal judge orders Guilford Transportation Industries, Inc., to rehire with back pay 1,700 workers whose jobs were abolished after the Maine Central strike. (NYT)

July 12, 1986 NJ Transit summer-weekend-only *Bergen-Shore Express* between Suffern, N.Y., and Bay Head Jct.; first through service between former PRR and EL commuter lines; runs via West End and the Harrison Connection. (Railpace)

July 12, 1986 Cape Cod & Hyannis Railroad resumes seasonal service between South Braintree and Hyannis. (Railpace)

July 14, 1986 Industrial designer Raymond Loewy (1893-1986), who was the PRR's design consultant for almost 20 years, dies at Monte Carlo in Monaco. (NYT)

July 1986 Grand Central Partnership, a business group, pushes a plan to improve security and reduce the number of homeless in Grand Central Terminal. (NYT)

July 1986 NJ Transit has contracted with Bombardier to rebuild its "Jersey Arrow I" MU cars into non-powered coaches; cars are moved from the old Ford Yard at Mahwah on the ex-Erie main line to Barre, Vt. (Railpace)

July 1986 Amtrak upgrades its first-class "Metroclub" service with advance boarding at originating terminals and complimentary wine, coffee and meals. (AR)

July 17, 1986 LTV Corporation, the second largest U.S. steelmaker, files for Chapter 11 bankruptcy. (WrldAlmnc - parent co. or just steel??)

July 17, 1986 LTV Steel \_\_\_, the second largest U.S. steelmaker, files for Chapter 11 bankruptcy, even after labor cost reductions and terminating benefits for retirees. (Hoerr)

July 20, 1986 NJ Transit raises fares for the first time in three years. (AR)

July 24, 1986 ICC turns down pending merger of Santa Fe and Southern Pacific, bringing temporary halt to new rail mergers; orders Santa Fe Southern Pacific Corporation to divest itself of either the Santa Fe or the Southern Pacific. (NYT, Moodys)

- Aug. 1, 1986 United Steel Workers of America begin a record 184-day strike/lockout against USX Corporation alone over a \$2 per hour wage cut; unlike the long strike of 1959, it causes little disruption outside the plants and people directly affected. (Hoerr, Warren)
- Aug. 4, 1986 OPEC finally reaches an agreement on cutting oil production; prices jump from \$10-11 to \$15 per bbl. (WrldAlmnc)
- Aug. 9, 1986 In response to the Supreme Court ruling, Congress passes an amendment to the Gramm-Rudman Balanced Budget Act vesting the power to make mandatory budget cuts in the Office of Management & Budget. (WrldAlmnc)
- Aug. 11, 1986 LIRR begins drug and alcohol testing of operating employees after courts block further appeals. (NYT)
- Aug. 13, 1986 Reconstruction of Washington Union Station begins.
- Aug. 1986 SEPTA assigns the first 4 of 26 ex-Reading "Blueliner" MU cars to be rebuilt to the Paoli Line; the cars are refurbished and painted SEPTA's red-white-and-blue; the opening of the Center City Commuter Connection has caused an increased demand for cars. (SeptaLines - verify year)
- Aug. 20, 1986 Federal Reserve Board cuts the discount rate from 6% to 5.5%, the lowest since 1977. (WrldAlmnc)
- Aug. 22, 1986 Norfolk Southern Chairman Robert B. Claytor informs Secretary of Transportation Elizabeth Dole that they are withdrawing their \$1.9 billion offer for Conrail because of the impasse in the House, where Democrats have blocked enabling legislation. (NYT, Cinders)
- Aug. 22, 1986 SEPTA Chairman Lewis Gould threatens massive service cuts unless the state comes up with an additional \$25 million in subsidies. (Railpace)
- Aug. 23, 1986 Brotherhood of Locomotive Engineers Pres. John F. Systma defeated in his reelection bid by a rank-and-file enraged by the wages and hours settlement with the railroads; succeeded by Robert E. Delaney. (ble-t)
- Aug. 24, 1986 SEPTA establishes a platform at Ivy Ridge on the ex-Reading Norristown Line and discontinues shuttle bus service between Manayunk and Ivy Ridge. (SEPTA)
- Aug. 27, 1986 Congressional Budget Office reports that Conrail is worth more than \$3

- billion and is a viable enterprise. (NYT)
- Aug. 29, 1986 Amtrak issues a memo setting the eviction of “undesirables” from Penn Station as the number one priority of its railroad police. (NYT)
- Sep. 2, 1986 Metro-North Commuter Railroad and Amtrak change former New Haven electrification to 12,500V 60Hz, Woodlawn Jct. to New Haven and branches. (IA has last sections to be converted, New Rochelle-Harrison, 9/6/86, and Harrison-Cos Cob, 9/7/86)
- Sep. 2, 1986 Eastern Airlines, Inc. announces it will lay off 1,534 employees to cut losses. (WrldAlmnc)
- Sep. 4, 1986 Dow Jones industrial average peaks at a new high of 1,919.71. (WrldAlmnc)
- Sep. 5, 1986 Labor Dept. reports that unemployment has fallen to 6.7% in Aug. (WrldAlmnc)
- Sep. 11, 1986 Stock prices make a record fall of 86.61 points to 1,792.89 or a 4.61% decline. (WrldAlmnc)
- Sep. 11, 1986 Ashland Railway, owned by the Clayton Sand & Gravel Corporation, reopens the ex-CNJ Southern Division line between Lakehurst and Woodmansie, N.J. (Railpace)
- Sep. 12, 1986 Pres. Reagan creates an Emergency Board to settle the LIRR dispute. (NYT)
- Sep. 15, 1986 Conrail moves the last freight cars from Xenia to Dayton and abandons the ex-PRR Pan Handle main line between those points. (Shell)
- Sep. 1986 NJ Transit assumes operation of “Airlink” bus service between Pennsylvania Station, Newark, and Newark Airport; substitutes full-sized buses for mini-buses used by the previous contractor. (AR)
- Sep. 1986 SEPTA rolls out ex-Reading “Blueliner” MU car No. 9109, the first to receive an interior upgrade and new SEPTA paint scheme; 16 “Bluebirds” are still in use on rush-hour express trains on the Paoli, Media and West Trenton Lines. (SEPTA)
- Sep. 1986 Amtrak dedicates a new locomotive and car maintenance facility and commissary at Ivy City in Washington. (AR)
- Sep. 1986 Rumors circulate that corporate raider Carl J. Ichan is buying to get control of USX Corporation. (Hoerr)



- Sep. 17, 1986 House Energy & Commerce Committee approves proposal to sell government's 85% interest in Conrail through a public stock offering; minimum price \$1.7 billion; must use more than one investment banker, allowing Morgan Stanley & Co. to participate with DOT's advisor Goldman, Sachs; no purchaser may buy more than 7.5% of stock. (Cinders)
- Sep. 18, 1986 U.S. Dept. of Transportation approves Texas Air Corporation's purchase of Eastern Airlines, Inc., for \$676 million, providing it make concessions to Pan American World Airways, Inc. on the heavily traveled Northeast Corridor routes. (WrldAlmnc)
- Sep. 19, 1986 SEPTA discontinues passenger service between Elwyn and West Chester, Pa., because of track deterioration; shuttle buses established between Elwyn and West Chester. (SEPTA)
- Sep. 20, 1986 Baltimore and Washington Chapters of NRHS operate excursion from Washington to Salisbury, Md. (Cinders)
- Sep. 21, 1986 Electrical fire guts "B" Tower, controlling the lower level; closes Grand Central Terminal and disrupts service; limits access to lower level tracks for several days. (NYT)
- Sep. 22, 1986 Conrail begins operating the Alleghany Railroad, the ex-PRR line between Lock Haven and Erie via Emporium. (Railpace)
- Sep. 1986 CSX Corporation acquires Sea-Land Corporation, the largest U.S. ocean container line, for \$804 million. (Moody's)
- Sep. 27, 1986 Congress passes a sweeping tax reform bill; reduces the number of income tax brackets from 14 to 2, with a 28% maximum; eliminates deductions for state sales taxes and consumer credit debt; closes many tax loopholes used by the wealthy to shelter income. (WrldAlmnc)
- Oct. 1, 1986 Winchester & Western Railroad begins operating the ex-CNJ lines between Bridgeton and Norma, between Bridgeton and Mauricetown, and the ex-PRSL line between Millville and Dorchester; includes trackage rights over Conrail between Norma and Millville via "LANDIS"; the W&W is controlled by Unamin Corporation, which owns glass sand pits on the ex-CNJ Mauricetown Branch. (Railpace)
- Oct. 1, 1986 Pres. Reagan signs bill imposing a settlement on the 7-month strike of the maintenance of way forces against the Maine Central Railroad. (NYT)

- Oct. 6, 1986 Juniota Terminal Co., Inc., incorporated in Pa. by Bennet Levin for the purpose of repairing railroad rolling stock with a shop at B & Venango Streets in North Philadelphia; it will restore and operate a number of PRR pieces in private train and excursion service. (PaCorps, Railpace)
- Oct. 6, 1986 Corporate raider Carl J. Ichan announces that he has 9.8% of USX Corporation and offers \$31 per share to other stockholders. (Hoerr)
- Oct. 15, 1986 PRR-Penn Central records salvage project funded by the National Historical Public Records Commission concludes, having saved over 10,000 linear feet of records. (HM&L).
- Oct. 15, 1986 Railroad author and photographer Don Ball (1938-1986) dies of a heart attack at Norwalk, Conn., while en route to his home in Chester, Vt.; he never sees a finished copy of his last work, *The Pennsylvania Railroad: 1940's and 1950's*, which is waiting for him at home. (Cinders)
- Oct. 15, 1986 New York, Susquehanna & Western Rail\_\_ reopens its line from Butler to Sparta Jct.; in connection with the ex-Lehigh & Hudson River Railway it serves as a route for the Sea-Land double-stack trains, which are rerouted off the ex-Erie line between Campbell Hall and Passaic Jct. (Railpace)
- Oct. 1986 Pittsburgh & Lake Erie Railroad single-tracks most of its main line between McKeesport and New Castle Jct., Pa., and lowers speed limit to 25 MPH; B&O then begins rerouting most of its 20 daily freight trains via its old Pittsburgh & Western line. (Railpace)
- Oct. 17, 1986 Congress passes a \$576 billion appropriations bill for fiscal 1987, including cuts in military spending and restoring cuts in domestic programs. (WrldAlmnc)
- Oct. 17, 1986 Congress approves a \$11.7 billion deficit reduction package to meet the Gramm-Rudman targets; includes the public sale of the government's 85% stock interest in Conrail for \$2 billion and raising the federal debt ceiling to \$2.3 trillion. (WrldAlmnc)
- Oct. 19, 1986 PRR No. 7002 and No. 1223 operate on a fan trip between Strasburg and Rockville. (KrtBl)
- Oct. 22, 1986 Commerce Dept. announces that the economy grew at an annual 2.4% rate during the second quarter, reversing the slowdown in the first quarter. (WrldAlmnc)
- Oct. 25, 1986 Platforms of the elevated ex-Erie Railroad station at Elmira, N.Y., once used by the PRR, are demolished. (Railpace)

- Oct. 26, 1986 SEPTA permanently discontinues passenger service between Cynwyd and Ivy Ridge, Pa., because of deteriorated track. (SEPTA - LT Fri 10/24? - no! see above)
- Oct. 26, 1986 Philadelphia Chapter of NRHS runs farewell excursion with 3 remaining ex-Reading "Blueliners" to West Chester, operating at 15 MPH west of Elwyn, then back to Chestnut Hill East and Doylestown; last train to operate through to West Chester. (Cinders, Railpace)
- Oct. 26, 1986 *Capitol Limited* made an independent train between Washington and Chicago; downgrading of *Broadway Limited* begins; through Chicago-Tampa car on *Capitol Limited-Silver Star* discontinued. (Railpace)
- Oct. 27, 1986 LIRR closes stations at Pine-Aire and Republic; opens high-level platforms at Wynandanch and Brentwood; Deer Park station moved two miles to the east. (Railpace)
- Oct. 27, 1986 SEPTA begins conducting tests with MARC AEM-7 and Sumitomo coaches to evaluate possible purchases of push-pull equipment from Bombardier. (Railpace)
- Oct. 28, 1986 Ex-NYC Buffalo Central Terminal building sold at tax sale to Thomas J. Telesco for \$100,000. (Railpace)
- Oct. 28, 1986 Penn Central Corporation announces it will sell the Buckeye Pipe Line Company to Buckeye Partners, L.P. (NYT)
- Oct. 31, 1986 Pres. Reagan signs Conrail Privatization Act. (Watts - verify)
- Nov. 4, 1986 In midterm elections, Democrats win control of the Senate, 55-45, and increase their margin in the House. (WrldAlmnc)
- Nov. 4, 1986 Democrat Robert P. Casey (1932-2000) is elected Gov. of Pennsylvania, ending 8 years of Republican control of the State House; Casey's ability to appoint the 11<sup>th</sup> member of the SEPTA Board, shifts the balance of power there from the suburban Republicans to the city Democrats. (PhlInq, Railpace)
- Nov. 6, 1986 General Motors Corporation announces it will close 11 plants and shed 29,000 jobs. (WrldAlmnc)
- Nov. 12, 1986 U.S. DOT announces a short list of 12 brokerage houses from which it will select managers for the sale of Conrail to the public. (NYT)
- Nov. 14, 1986 Federal investigators charge arbitrageur Ivan F. Boesky with violating

insider trading laws; he is eventually fined \$100 million and barred from securities trading for life; the chilling effect of Boesky's prosecution prevents raider Carl J. Ichan from raising the money needed to complete his buyout of USX Corporation. (Hoerr)

- Nov. 15, 1986      GG1 No. 4859 in Loewy Brunswick Green livery dedicated as a stationary exhibit at Harrisburg Station. (Railpace)
- Nov. 1986      Amtrak purchases ex-PRR E44's Nos.4458-4465 from NJ Transit for work train service. (Railpace)
- Nov. 18, 1986      Conrail begins removing the old Lehigh Valley Railroad main line between Bowmanstown and Cementon; Lehighon-Bowmanstown is to follow. (Railpace)
- Nov. 20, 1986      U.S. DOT chooses Goldman, Sachs & Co. to lead a group of 6 investment banking houses to manage the sale of Conrail. (NYT)
- Nov. 25, 1986      Texas Air Corporation, headed by Frank Lorenzo, purchases Eastern Air Lines, Inc. (DirObsSec, wiki)
- Dec.9, 1986      Winchester & Western Railroad takes over operation of ex-PRR line between Williamsport, Md., and Winchester, Va., from Conrail. (Railpace)
- Dec. 12, 1986      "ROCKVILLE" Tower closed; "BANKS" Tower demolished. (Cupper)
- Dec. 13, 1986      Pres. Reagan issues a draft budget for the fiscal 1987/88 that proposes the sale of Amtrak's Northeast Corridor and cutting aid to urban mass transit by 50%. (NYT)
- Dec 14, 1986      Philadelphia Chapter of NRHS operates two repainted "Blueliners" on an excursion from Paoli to West Trenton and return. (Cinders)
- Dec. 1986      SEPTA completes overhaul of 10 of 23 "Silverliner II" MU cars. (AR)
- Dec. 1986      Former PRR "CLY" Tower donated to the Railroad Museum of Pennsylvania. (KBell)
- Dec.? 1986      LIRR completes West End Concourse at Penn Station, including exit to 33<sup>rd</sup> Street & 8<sup>th</sup> Avenue; 150-foot passage serves 4 platforms and is hung from the columns of the Farley Post Office. (Railpace, NYT)
- Dec. 1986      Keokuk Junction Railway (?) purchases 33.5 miles of former Toledo, Peoria & Western trackage from Keokuk, Iowa, and Warsaw, Ill., to La Harpe, Ill. (wiki)

- Dec. 18, 1986 GLI Bus Operation Holding Company incorporated in Delaware as the holding company for the Greyhound Bus system. (DelCorps)
- Dec. 19, 1986 Bombardier, Inc., acquires Pullman Technology, Inc., giving it all of Pullman's passenger car designs. (Moody's)
- Dec. 20, 1986 OPEC meeting concludes with an agreement to cut production by 1 million bbl. per day. (WrldAlmnc)
- Dec. 22, 1986 Delaware Otsego Corporation purchases the Rahway Valley Railroad. (Moody's)
- Dec. 23, 1986 Conrail completes the removal of the ex-Lehigh Valley Railroad main line between Spring Mill, one mile west of Cementon, and Bowmanstown. (Railpace)
- Dec. 31, 1986 Alleghany Corporation, the investment company once controlled by the Van Sweringen brothers and Robert R. Young, is liquidated. (DirObsSec)
- Dec. 31, 1986 Lehigh Coal & Navigation Company, founded in 1822, completes liquidation following the sale of its remaining assets. (DirObsSec)
- Dec. 31, 1986 Moor McCormack Resources, Inc., sells Pickands, Mather & Company, Inc., to Cleveland-Cliffs, Inc., in return for the latter's oil and gas reserves. (EncycClvlndHist)
- 1986 New contract with the Brotherhood of Locomotive Engineers eliminates the 100-mile basic day and establishes a lower pay scale for new hires. (ble-t)
- 1986 Michael W. Sonnenfeldt and David M. Fromer sell former Harborside Terminal for \$120 million, nearly five times what they paid for it in 1982. (NYT - verify from a 1986 issue)
- 1986 Lefrak Organization begins renting units in the 600-acre Newport high-rise complex built on the former Erie Railroad yards in Jersey City near the mouth of the Holland Tunnel. (NYT)
- 1986 Amtrak has shed 600,000-700,000 commuters in the Northeast by running fewer trains. (AR)
- 1986 Amtrak inaugurates the *Tidewater* as a second train between Boston and Newport News. (AR)

- 1986 Amtrak adds 73 new express and mail cars. (AR)
- 1986 SEMTA sells the ex-PRR *Keystone* tubular train set to the Chicago, Central & Pacific Rail\_\_ for projected weekend service between Chicago and Dubuque. (rlhsgroup)
- 1986 NJ Transit contracts to purchase 17 new cars and 147 rebuilt “Comet” cars; also to convert 30 out-of-service “Jersey Arrow I” cars into push-pull cab cars. (AR)
- 1986? NJ Transit builds high-level platforms at Linden and Edison stations. (AR - may be early 1987)
- 1986 Conrail begins running a Selkirk-Potomac Yard freight over CSX (ex-B&O) line between Philadelphia and Washington to reduce interference with Amtrak operations. (Harwood)
- 1986 Conrail tests the prototype of a self-unloading freight train in unit coal train service in Pennsylvania. (Guide)
- 1986 Albany Union Station reopens as "Northstar (sp?) Plaza" office building, headquarters of Norstar Bancorp.
- 1986 Conrail buys Royalton Branch (Harrisburg-Royalton freight tracks) from Amtrak and rebuilds to 50 MPH standard to obtain direct connection to the Port Road.
- 1986 Conrail installs CTC with double track and reverse signaling on Allegheny (old Middle) Division between Rockville and Altoona; operated from Altoona Dispatching Center.
- 1986? Conrail opens new Pittsburgh Division Dispatching Center at suburban Green Tree and vacates its ex-PRR Pittsburgh Station offices.
- 1986 Conrail abandons the ex-PRR Akron Branch between Warwick and Orrville, Ohio; remainder becomes the Akron Secondary between Hudson and Warwick. (Railpace)
- 1986 Railroad Museum of Pennsylvania purchases 11 of the 13 official PRR presidential portraits that once hung in the Board Room from the Penn Central Corporation; excludes Samuel V. Merrick, whose portrait was given to the family and which is later acquired separately, and A.J. Greenough, who was never painted in oils. (KBell, )
- 1986? RailAmerica, Inc., incorporated as a holding company for short lines; based in Jacksonville, Fla. (wiki - verify)

- 1986 Indiana & Ohio Railway acquires the line between Norwood and Brecon, Ohio. (wiki)
- 1986 Since 1982, the U.S. steel industry has incurred losses of \$12 billion, eliminated 40 million tons of capacity, and increased labor productivity by nearly 40%. (Warren)
- 1986 United States Lines \_\_, the last successor to the American Steamship Company of Philadelphia and of the International Navigation Company, declares bankruptcy. (Strouse - verify Moody's, DirObsSec)
- 1986 USX Corporation sells the site of its Homestead Works; also sells the Christy Point Works at McKeesport. (Warren, Hoerr)
- 1986 Bethlehem Steel Corporation ends shipbuilding at Sparrow's Point and exits the shipbuilding business. (Warren)
- 1986 Wheeling-Pittsburgh Steel \_\_ closes its Monessen Works. (Hoerr)
- 1986? Union Switch & Signal Company (?) closes its plant at Swissvale, Pa. (Hoerr - verify)
- 1986 A rejuvenated Ford Motor Company posts \$3.3 billion in profits, overtaking General Motors Corporation for the first time since 1924. (Hoerr)
- Jan. 1, 1987 MBTA ends operating contract with Guilford Transportation Industries, Inc., for Boston commuter service because of recent labor troubles; Amtrak assumes operation. (AR, Cinders)
- Jan. 1, 1987 Toronto, Hamilton & Buffalo Railway merged into CP Rail. (Cards)
- Jan. 1, 1987 An off-duty police officer is shot in the face on a crowded train in Penn Station when he asks five youths not to smoke in the non-smoking car. (NYT)
- Jan. 3, 1987 Arson fire destroys LIRR station at Plandome, N.Y. (Railpace)
- Jan. 4, 1987 Amtrak's *Colonial* collides with three Conrail locomotives at high speed at Chase, Md., where the tracks merge to cross the 2-track Gunpowder River Bridge; 16 killed and over 175 injured; Conrail engineer Ricky Gates had disregarded signals and run onto the main track ahead of the *Colonial* under the influence of drugs; increases pressure to remove Conrail freight trains from Northeast Corridor and for drug testing. (NYT)

Jan. 5, 1987            Pres. Reagan submits the nation's first trillion-dollar budget with more proposed cuts in domestic programs. (WrldAlmnc)

Jan. 8, 1987            Dow Jones industrial average tops 2,000 for the first time. (WrldAlmnc)

Jan. 9, 1987            Labor Dept. reports that unemployment fell in Dec. 1986 to 6.6%, the lowest since Mar. 1980. (WrldAlmnc)

Jan. 10, 1987           Government announces that the consumer price index rose only 2.5% in 1986; the lowest inflation rate in 37 years. (AmrcnDcda)

Jan. 15, 1987           National Transportation Safety Board recommends that all trains in the Northeast Corridor be equipped with automatic train stop. (NYT)

Jan. 15, 1987           Winchester & Western Railroad takes over operation of the Jersey Southern Railroad. (Railpace - see below)

Jan. 18, 1987           BLE begins an 11-day strike against the LIRR. (NYT, Railpace)

Jan. 19, 1987           Conrail completes a connecting track between Brown's Yard and the ex-Raritan River Railroad Gillespie Branch; former Raritan River Railroad taken out of service between Phoenix Switch in Sayreville and the NY&LB at South Amboy. (Railpace)

Jan. 20, 1987           Conrail and Burlington Northern announce first run-through of double-stack container train from Seattle to Croxton Yard near Jersey City without routing around Chicago gateway.

Jan. 20, 1987           Dow Jones industrial average tops 2,100 for the first time; stock prices rise an unprecedented 250 points in Jan. (WrldAlmnc)

Jan. 21, 1987           Labor Dept. reports that inflation in 1986 was only 1.1%, the lowest since 1961. (WrldAlmnc)

Jan. 22, 1987           A foot of snow falls at Philadelphia; downed wires halt SEPTA service on the Media, Marcus Hook and Airport Lines; snow creates additional headaches for commuters trying to cope with the struck LIRR. (Railpace, NYT)

Jan. 26, 1987           Second snowstorm hits Philadelphia although heavier towards the Jersey Shore. (Railpace)

Jan. 27, 1987           Congress approves legislation to impose a 60-day cooling-off period in the LIRR strike. (NYT)



- Jan. 28, 1987 Major SEPTA signal cable fails at Wayne Jct. at 5:53 PM, knocking out all service on the ex-Reading lines between 16<sup>th</sup> Street and Jenkintown. (Railpace)
- Jan. 31, 1987 LIRR resumes service after 11-day strike. (NYT)
- Jan. 31, 1987 Longest U.S. steel strike (184 days) against USX Corporation ends; the company agrees to install a continuous caster, the first in the Mon Valley, at the Edgar Thomson Works; however, it also terminates 3,700 workers effective Dec. 31, 1986. (HistPitts, Hoerr)
- Feb. 1, 1987 Parent company Ontario Midland Rail\_\_ terminates the Jersey Southern Railroad's lease of the ex-PRSL Seabrook Branch, and the Winchester & Western Railroad assumes operation. (NRHSBltn)
- Feb. 8, 1987 Stuart Thomas Saunders (1909-1987), last Chairman of PRR, dies at age 77 at Richmond, Va. (WwasW)
- Feb. 12, 1987 The Pullman-Peabody Company renamed The Pullman Company. (DirObsSec)
- Feb. 13, 1987 Goldman, Sachs & Co., First Boston Corporation, Merrill Lynch, Morgan, Stanley & Co., Inc., Salomon Brothers, and Shearson Lehman Brothers issue the prospectus for Conrail's initial public offering (IPO) of the government's 85% of the common stock; 15% of the common stock is held by employees under an employee stock ownership plan (ESOP), written into its enabling legislation by Sen. Russell Long ( - ); the underwriters call for a share price of \$22-26. (Gallamore)
- Feb. 1987 NJ Transit opens new station with high-level platforms at North Elizabeth, N.J.
- Feb. 23, 1987 LIRR station at Southampton College renamed Southampton Campus-Long Island University. (Railpace)
- Feb. 23, 1987 Two feet of wet snow falls in Philadelphia area. (Railpace)
- Mar. 1, 1987 Conrail leases Philadelphia Belt Line Railroad. (PBLRR)
- Mar. 2, 1987 Amtrak changes electrification of Hell Gate Bridge route between Bowery Bay (Queens) and New Rochelle from 12,000V 25Hz to 12,500V 60Hz.
- Mar. 12, 1987 Appeals court in New York City rules that police can no longer arrest people for loitering in the public areas of Grand Central Terminal, Penn Station, the Port Authority Bus Terminal and other transportation

- centers because they are “public places”; Mayor Ed Koch announces his support for a drive to evict homeless people from the terminals. (NYT)
- Mar. 13, 1987 Metro-North police arrest 24 people at Grand Central Terminal, supposedly for criminal activity, not loitering, citing the need to protect those working in the terminal from crime. (NYT)
- Mar. 14, 1987 Conrail closes “COLA” Tower at Columbia, Pa. (Railpace)
- Mar. 14, 1987 Amtrak discontinues the *Montrealer* north of Springfield, Mass., because of deteriorated track on the Boston & Maine Railroad, which has a maximum speed of 25 MPH; replaced by bus service between Springfield and Burlington, Vt.; the Boston & Maine Corporation insists that Amtrak’s share of the money for upgrading to 60 MPH is \$400,000 a year. (Railpace - 911 F.2d 743 has 4/5/87)
- Mar. 15, 1987 Greyhound Corporation divests its money-losing bus operation for \$215 million as Greyhound Lines, Inc., which establishes its headquarters in Dallas; the new owners are led by Fred Currey, a former executive with Continental Trailways, Inc. (Moody’s, greyhound.com, wiki)
- Mar. 1987 Conrail now operates Mail-3 and Mail-8 via the ex-Reading/Lehigh Valley route between Harrisburg and Kearny, N.J. (Railpace)
- Mar. 1987 GLI Operating Company renamed Greyhound Lines, Inc. (Moody’s)
- Mar. 18, 1987 Amtrak and Central Vermont Railway, Inc., agree that Amtrak will condemn the 48.8 miles of the Boston & Maine between Windsor and Brattleboro by power of eminent domain and then transfer it to the Central Vermont, which is to upgrade the line using \$3.1 million made available by Amtrak; on the same day, Amtrak offers the Boston & Maine \$1 million for the line, which the B&M refuses. (911 F.2d 743)
- Mar. 26, 1987 Conrail returned to private sector in largest stock offering in U.S. history; government sells its 85% at an initial offering price of \$28 per share or total \$1.65 billion; the stock closes at \$30.75; people who purchase at this prices and hold the shares for 10 years will triple their current dollar investment. (NYT, Gallamore)
- Mar. 30, 1987 Penn Central Corporation Chairman Carl F. Lindner also named CEO; Robert F. Walker named Pres. & Chief Operating Officer; Alfred W. Martinelli named Vice Chairman. (NYT)
- Mar. 31, 1987 Citibank and Chase Manhattan Bank raise their prime rate from 7.5%

to 7.75%. (WrldAlmnc)

Apr. 1, 1987 United States Railway Association is disbanded after the sale of Conrail. (NYT)

Apr. 1, 1987 State of New York phases out \$20 million annual subsidy for LIRR's Freight Division. (AR)

Apr. 2, 1987 Congress overrides Pres. Reagan's veto of a \$87.5 billion highway and transit bill that also allows states to raise the speed limit on Interstate highways to 65 MPH in rural areas. (WrldAlmnc)

Apr. 3, 1987 Labor Dept. reports that unemployment has fallen slightly to 6.5% in Mar. 1987. (WrldAlmnc)

Apr. 5, 1987 SEPTA increases the number of rush-hour trains to Downingtown from 4 to 6 round trips. (Railpace)

Apr. 6, 1987 Dow Jones industrial average closes over 2,400 for the first time. (WrldAlmnc)

Apr. 12, 1987 First fan trip for restored K4s No. 1361, Altoona to Bellefonte, with two ex-DL&W MU coaches and a Conrail business car carrying officials and L. Stanley Crane. (Railpace, Loeb)

Apr. 12, 1987 Last day of service for Michigan Northern Railway, which operated the former GR&I line north of Grand Rapids to Mackinaw City. (PennsyWest)

Apr. 12, 1987 Texaco Inc. files for Chapter 11 bankruptcy; with \$35.9 billion in assets, largest U.S. bankruptcy since 1980. (PhlInq, WrldAlmnc)

Apr. 1987 NJ Transit sends 3 ex-CNJ and 6 ex-PRSL RDC's to the MBTA for use as trailers in Boston commuter service. (Railpace)

Apr. 1987 Conrail begins rehabilitating portions of the New Holland Industrial Track, Columbia Secondary and York Secondary. (Railpace)

Apr. 21, 1987 Maryland Transportation Authority purchases Canton Development Company, including the former (?) Canton Railroad, to maintain rail access to state intermodal facility at Canton. (Schlerf)

Apr. 25, 1987 Norfolk & Western Railway restores Class A 2-6-6-4 No. 1218 to excursion service with a run between Roanoke and Bluefield. (Railpace)

- Apr. 26, 1987 Arson fire destroys the former Providence, R.I., Union Station, which was supposed to have been redeveloped for commercial purposes. (Railpace)
- Apr. 30, 1987 Baltimore & Ohio Railroad Company (B&O) extinguished after 160 years by merger into Chesapeake & Ohio Railway Company. (Moody's)
- Apr. 30, 1987 LIRR extends electrification from Hicksville to Bethpage on Main Line. (NYT)
- May 4, 1987 Ricky Gates, engineer of the Conrail locomotives in the Chase wreck, is indicted on 16 counts of manslaughter. (NYT)
- May 4, 1987 MBTA's Orange Line portion of the new Back Bay Station in Boston opens; it is the major part of the new structure; Orange Line also opens on 2 tracks in a 5-track cut along what had been the New Haven's elevated right of way between Back Bay and Forest Hills; old Orange Line elevated on Washington Street closes on Apr. 30. (Railpace, Barrett)
- May 7?, 1987 Amtrak suspends the *Montrealer* north of Springfield because of a dispute with the Boston & Maine Railroad over repairing its track. (NYT)
- May 8, 1987 Labor Dept. reports that unemployment fell to 6.2% in Apr. (WrlldAlmnc)
- May 14, 1987 Failure of an Amtrak substation in West Philadelphia at 5:15 PM halts all traffic between Suburban and 30<sup>th</sup> Street Stations, stalling 5 Amtrak trains and halting all SEPTA service for over two hours. (Railpace)
- May 15, 1987 Banks raise the prime rate from 8% to 8.25%. (WrlldAlmnc)
- May 1987 Ex-Lehigh Valley Railroad locomotive shop at Sayre, Pa., is demolished. (Railpace)
- May 22, 1987 NJ Transit runs a press special from Newark to Asbury Park with ex-CNJ *Blue Comet* observation car NJT-1 to publicize summer express service. (Railpace)
- May 22, 1987 Amtrak resumes weekend-only *Cape Codder* service. (NYT)
- May 23, 1987 NJ Transit resumes summer weekend *Bergen-Shore Express* service between Suffern and Bay Head Jct. with one round trip; inaugurates summer weekend-only *Hoboken-Shore Express* between Hoboken and Bay Head Jct., extending the service from Newark to Hoboken; also

operate weekend Newark-Monmouth Park *Pony Express* service during the racing season. (Railpace)

- June 3, 1987 Metropolitan Transportation Authority VP Daniel T. Scannell announces the Amtrak and the LIRR Boards have approved a draft agreement to operate Penn Station jointly; LIRR will get a 99-year lease on the lower level for \$45 million and make \$70 million in renovations, including air conditioning; Amtrak and LIRR will combine to build a \$90 million control center. (NYT)
- June 7, 1987 Metro-North Commuter Railroad assigns two SPV-2000 rail cars to Brewster-North Dover Plains service. (Railpace)
- June 13, 1987 Amtrak and Railroad Museum of Pennsylvania celebrate 85th anniversary of *The Broadway Limited*; historical equipment hauled by pseudo-No. 7002 meets *Broadway* at Paradise for photo op on June 13 and 14. (Trains, Railpace)
- June 1987 NJ Transit assumes responsibility for cleaning and maintaining its outbound trains at Penn Station from Amtrak. (AR)
- June 22, 1987 NJ Transit opens new Princeton Jct. station. (from Gallo book - see below)
- June 22, 1987 LIRR opens first phase of John D. Caemmerer coach yard on west side of Manhattan adjoining Penn Station to reduce deadheading equipment through East River tunnels; extends electrification from Bethpage to Farmingdale. (Railpace)
- June 22, 1987 LIRR closes "BETH" Tower at Bethpage. (Railpace)
- June 23, 1987 NJ Transit unveils a \$1.3 billion improvement plan, including the Secaucus Transfer Station between the Northeast Corridor and ex-Erie Lackawanna lines; the Kearny Connection to allow Morris & Essex trains to operate into Penn Station, and the Waterfront connection to allow train from the ex-PRR main line to operate to Hoboken; Bay Street Connection between the ex-Erie and ex-DL&W lines in Montclair; restoration of passenger service on the old NYC West Shore Line and to Ocean County over either the former PRR or CNJ. (Railpace, NYT)
- June 24, 1987 Voting on party lines, Congress passes a \$1 trillion budget for fiscal 1988 with no increase in military spending. (WrldAlmnc)
- June 30, 1987 PATH acquires ex-PRR passenger line bridge over the Hackensack River. (PtAuth)

June 30, 1987	ICC refuses to reopen the Santa Fe-Southern Pacific merger case, ordering the Santa Fe Southern Pacific Corporation to sell one of the railroads within two years. (Moody's, NYT)
July 2, 1987	Edwin P. Rome (1916-1987), former lawyer to the Penn Central Trustees, dies at Gladwyne, Pa. (Phllnq)
July 2, 1987	Labor Dept. reports that unemployment has fallen to 6%, the lowest since Dec. 1979. (WrldAlmnc)
July 3, 1987	NJ Transit adds a second summer weekend <i>Bergen-Shore Express</i> between Suffern and Bay Head Jct. (Railpace)
July 6, 1987	SEPTA announces a new round of fare increases. (Railpace)
July 10, 1987	Conrail begins tearing up the 3-mile ex-PRR Rochester Terminal Running Track between Scottville Road Yard in Rochester and Lincoln Park; last remaining part of the PRR's Rochester Division. (Railpace)
July 1987	ConnDOT plans to remove one of the four tracks on the ex-New Haven main line between South Norwalk and New Haven. (Railpace)
July 1987	Conrail is spending \$5.8 million to upgrade the ex-PRR line between Harrisburg and Buffalo. (Railpace)
July 1987	Guilford Transportation Industries, Inc. is seeking trackage rights over Conrail between Harrisburg and Hagerstown in order to remove its trains from the Port Road and Amtrak's Northeast Corridor between Perryville and Potomac Yard; would connect with CSX at Shippensburg and Norfolk Southern at Hagerstown. (Railpace)
July? 1987	Conrail and Norfolk Southern agree to tear up the ex-Erie Lackawanna Bison Yard in Buffalo, unused for several years; Conrail moved to Frontier Yard in the early 1980s. (Railpace)
July 1987	Greyhound Lines, Inc., purchases Trailways Commuter Transit, Inc., (formerly Continental Trailways, Inc.?) the largest member of the Trailways National Bus System, to become the largest U.S. nationwide intercity bus operator; this dismembers Trailways as a national intercity system and forces some of the smaller Trailways companies out of business or into charters and tours. (Moody's, greyhound.com, wiki)
July 24, 1987	Metro-North Commuter Railroad begins rebuilding the Park Avenue Tunnel. (NYT)

July 27, 1987	LIRR places Phase II of the West Side Yard in service. (Railpace)
July 31, 1987	Dow Jones industrial average tops 2,500 for the first time. (WrldAlmnc)
Aug. 3, 1987	Senate confirms Pres. Reagan's appointment of Alan Greenspan (1926-) to succeed Paul A. Volcker as head of the Federal Reserve Board. (Trager)
Aug. 6, 1987	Ann Arbor Railroad sells part of its line to the State of Michigan.
Aug. 6, 1987	Paul A. Volcker retires as Chairman of the Federal Reserve Board at the end of his second term. (WrldAlmnc)
Aug. 7, 1987	Labor Dept. reports that unemployment has fallen to 5.9%. (WrldAlmnc)
Aug. 1987	Conrail decides to bar all future steam excursions with the exception of a few already scheduled. (Railpace)
Aug. 13, 1987	Chicago West Pullman Transportation Company announces it will buy Pittsburgh & Lake Erie Railroad through a subsidiary, "PL&E Railco," which will operate non-union with less than one-third the number of employees. (HistPitts, Railpace)
Aug. 14, 1987	Public examiners endorse the SEPTA fare hike, effective Aug. 30, but SEPTA does not implement it because of opposition from its city Board members. (Railpace)
Aug. 15, 1987	NJ Transit opens new high-level-platform station at Princeton Jct.
Aug. 1987	Morrison-Knudsen completes the conversion of the first of the 33 remaining NJ Transit "Arrow I" MU cars of 1968 into unpowered "Comet I-b" coaches. (Railpace)
Aug.? 1987	Conrail and Santa Fe now operate transcontinental piggyback service between North Bergen, N.J., and Los Angeles in under 76:00. (Railpace)
Aug. 24, 1987	First rebuilt Amtrak French RTG "Turboliner," out of service since the late 1970s, runs from Albany to Grand Central Terminal; on leaving Grand Central on the return trip, the European style buffers and couplers cause a derailment on a tight curve in the terminal throat; Metro-North Commuter Railroad then bans the RTG "Turboliners" from its trackage unless the European couplers are replaced by American ones, ending Amtrak's plan to replace Amfleet trains on the

- Albany run with rebuilt “Turboliners.” (Railpace)
- Aug. 25, 1987 Dow Jones industrial average peaks at a new all-time high of 2,722.42; bear market begins. (WrldAlmnc)
- Aug. 27, 1987 Larry D. McFather elected Pres. of the Brotherhood of Locomotive Engineers, replacing Robert E. Delaney, who does not seek reelection. (ble-t)
- Aug. 27, 1987 USX Corporation closes its National Works at McKeesport, Pa. (HistPitts)
- Aug. 30, 1987 *New York Times* runs an article, “Penn Station: Tale of the Tired and Troubled,” depicting the hustlers, panhandlers and homeless who crowd the station after dark. (NYT)
- Aug. 31, 1987 Last run of a NJ Transit E8 in regular revenue service on train No. 5317 from Newark to Bay Head Jct. (Railpace)
- Aug. 31, 1987 Chesapeake & Ohio Railway Company merged into CSX Transportation, Inc. (Moody's)
- Sep. 1, 1987 NJ Transit installs cash ticket vending machines in Pennsylvania Station, Newark. (Gallo)
- Sep. 1, 1987?? Conrail merges the Mohawk & Hudson Division and New England Division to form the Albany Division with headquarters at Selkirk Yard. (Railpace)
- Sep. 3, 1987 Chicago Milwaukee Corporation, real estate successor to the Milwaukee Road, sells its half-interest in the North Joint Tracks between Peoria Street and Western Avenue to Metra, with Soo Line as operating agent; Metra uses the three northernmost tracks as its commuter main line, while Soo Line uses Track No. 4 for freight purposes with Conrail. (KRobbins)
- Sep. 4, 1987 Federal Reserve Board raises the discount rate from 5.5% to 6%. (WrldAlmnc)
- Sep. 9, 1987 LIRR opens new station at Wyandanch. (Railpace)
- Sep. 11, 1987 Timothy Mellon’s Springfield Terminal Railway Company assumes all main line operations of the Boston & Maine; after an unfavorable settlement of the Guilford Strike, Mellon has subleased the operation of Guilford’s branch lines to the ST for operation at short-line wage scales and work rules; he now extends it to main line operations at substantial



- wage reductions. (Railpace)
- Sep. 11, 1987 American European Express, Inc., incorporated in Delaware for the purpose of operating luxury cruise trains patterned on the revived tourist version of the famed *Orient Express* in Europe. (DelCorps)
- Sep. 13, 1987 NJ Transit runs a "Farewell to the E8's" excursion between Hoboken and Bay Head Jct. with 3 E8's and 7 lightweight steam heat coaches. (Railpace)
- Sep. 13, 1987 Last run of Amtrak's seasonal *Cape Codder* service between New York and Hyannis for the season. (Railpace)
- Sep. 14, 1987 LIRR extends electrification from Farmingdale to Brentwood. (Railpace)
- Sep. 1987 Pa. Legislature abolishes the Pennsylvania High Speed Commission by dropping its budget line. (Railpace)
- Sep. 1987 Chicago Milwaukee Corporation sells two Milwaukee Road commuter lines to the Regional Transportation Authority for \$67.9 million. (NYT)
- Sep. 17, 1987 Pittsburgh & Lake Erie Railroad struck over pending sale to Chicago West Pullman Corporation and plans to cut workforce by two-thirds as a non-union shop. (Railpace)
- Sep. 18, 1987 Amtrak dedicates its \$19 million renovation of Hartford Union Station. (NYT)
- Sep. 18, 1987 Bombardier, Inc., acquires the designs and equipment of Transit America, Inc., from Thyssen AG for \$17 million Canadian, adding all the Budd designs to those of Pullman and making it the sole passenger car builder in North America. (Moody's)
- Sep. 22, 1987 Philip Morris Company is revealed to have paid for full-page ads against the Metropolitan Transportation Authority's campaign to ban smoking on LIRR and Metro-North Commuter Railroad. (NYT)
- Sep. 25, 1987 ICC approves sale of the Pittsburgh & Lake Erie Railroad's rail property to the Chicago West Pullman Transportation Corporation. (Railpace)
- Sep. 26, 1987 K4s No. 1361 heads a fan trip between Vail and Bellefonte, running deadhead to and from Altoona. (Railpace)

- Sep. 27, 1987 First four cars of Bombardier push-pull equipment delivered to SEPTA. (Railpace)
- Oct. 1, 1987 Railroad Museum of Pennsylvania begins four-day celebration of “John Bull Days” to mark the Post Office’s release of a *John Bull* stamp. (KBell)
- Oct. 1, 1987 Former Secretary of Transportation Drew Lewis succeeds William S. Cook (1922-1992) as Chairman and CEO of the Union Pacific Corporation. (wiki)
- Oct. 3, 1987 SEPTA begins renewing all the switchwork and installing welded rail between the west end of Suburban Station and Spring Garden Street. (Railpace)
- Oct. 3, 1987 K4s No. 1361 heads two fan trips between Altoona and Bellefonte for the Altoona Railroaders Memorial Musuem. (Railpace)
- Oct. 5, 1987 Amtrak and MBTA commuter rail portion of the new Back Bay Station in Boston opens; Amtrak resumes service over the ex-New Haven main line between South Station and Readville, now cut to 3 tracks with bi-directional signals; intermediate stations at Ruggles Street, Forest Hills and Hyde Park; weekday shuttle service continues to operate between South Station and Fairmount on the Dorchester Line. (Railpace, Barrett)
- Oct. 6, 1987 Dow Jones industrial average falls 91.55 points on fears of higher interest rates. (WrldAlmnc)
- Oct. 7, 1987 Banks raise the prime rate from 8.75% to 9.25%. (WrldAlmnc)
- Oct. 9, 1987 U.S. District Court orders the Pittsburgh & Lake Erie Railroad strikers back to work. (Railpace)
- Oct. 13, 1987 Amtrak “Turboliner” borrowed from the New York-Albany run runs from Boston to New York in 3:44 in a test run sponsored by the Coalition of Northeastern Governors, who want faster service on the northern half of the Northeast Corridor. (NYT)
- Oct. 14, 1987 “Turboliner” returns from New York to Boston with several stops for press conferences; speeds up to 100 MPH; governors call for 3:00 service. (NYT)
- Oct. 14, 1987 Amtrak dedicates the rail portion of the new Back Bay Station in Boston. (Railpace)

- Oct. 15, 1987            Former LIRR \_\_ Frank Aikman, Jr. (1910-1987) dies. (SSDI)
- Oct. 15, 1987            Conrail closes the Frontier Yard engine house in Buffalo. (Railpace)
- Oct. 1987                Art installation by artist Red Grooms is displayed in the old Waiting Room area of 30<sup>th</sup> Street Station; first use of an Amtrak station for an art show. (NYT)
- Oct. 1987                Amtrak opens the first phase of its Centralized Electrification & Traffic Control System (CETC) at 30<sup>th</sup> Street Station, controlling trains between Washington and a point north of Wilmington; “WILMINGTON,” “DAVIS,” “EDGEWOOD,” “GROVE,” “BOWIE,” and “LANDOVER” Towers closed and functions absorbed by the Philadelphia dispatcher. (AR, Railpace)
- Oct. 1987                Amtrak introduces prototypes of “Viewliner” (2 sleepers and 1 diner) as new design to replace Heritage Cars in East; are tested on *Auto Train*. (Railpace)
- Oct.? 1987               Conrail sells the ex-Reading Shamokin Secondary, Sunbury to Mount Carmel, plus the remaining stub of the ex-PRR at Paxinos to the Joint Rail Authority of the Susquehanna Economic Development Association. (Railpace)
- Oct. 1987                SEPTA’s Operations Planning Dept. produces “A Master Rail Transportation Plan,” containing many extravagant projects, including connecting the ex-Reading Chestnut Hill and Fox Chase lines to the Broad Street Subway, conversion of the Cynwyd-Ivy Ridge Line to light rail connected to the Route 10 subway-surface line; development of a cross-suburbs transit line parallel to the Trenton Cutoff; extension of R-3 service from Elwyn to Wawa and R-5 from Downingtown to Atglen; and restoration of diesel service to Pottstown and Quakertown. (Railpace)
- Oct. 16, 1987            Dow Jones industrial average falls a record 108.35 on a record volume of 338.5 million shares. (WrldAlmnc)
- Oct. 19, 1987            "Black Monday" stock market crash; Dow Jones average falls 508 points or 22.6%, largest single drop ever, on a new record volume of 604.3 million shares; other major stock exchanges around the world register drops of 10-20%; the stock market has lost \$500 billion since its peak in Aug; boom of mid-1980s ends, but recovery occurs relatively quickly, and there is no recession; suggested causes of the crash are concern over the budget and trade deficits, the falling exchange value of the dollar, and runaway selling by computer trading programs. (NYT, WrldAlmnc)

- Oct. 19, 1987 LIRR formally dedicates the John D. Caemmerer West Side Yard. (Railpace)
- Oct. 19, 1987 MBTA reopens the Needham Branch, suspended since 1979. (Railpace)
- Oct. 20, 1987 Pres. Reagan assures the public that the economy is fundamentally sound; the New York Stock Exchange asks its members to stop automatic computer trading; Dow Jones industrial average posts a record one-day gain of 102.27 points on a new record volume of 608.1 million shares; market remains volatile. (WrldAlmnc)
- Oct. 21, 1987 NJ Transit opens Meadows Maintenance Facility on site of a portion of PRR Meadows Yard and engine terminal, replacing ex-CNJ locomotive shop at Elizabethport, ex-PRR South Amboy engine house, the light repair facility at the 1967 Harrison Yard, and ex-DL&W MU facility at Hoboken; layover of Raritan Valley Line and NY&LB trains terminating at Newark is moved from Harrison Yard to the Meadows Maintenance Facility; with the closing of the Elizabethport Shops, NJ Transit ends equipment movements over the lone track of the ex-CNJ main line between E'Port and Cranford Jct. (Railpace)
- Oct. 22, 1987 Banks cut the prime rate from 9.5% to 9%. (WrldAlmnc)
- Oct. 23, 1987 Herra Island at Pittsburgh, site of former PRR stock yards, renamed Washington Landing and ground broken for new \$130 million development of marina, stores and offices. (HistPitts)
- Oct. 25, 1987 SEPTA cuts rush-hour service on the ex-PRR Chestnut Hill West Line, which is out of service west of Allen Lane because of repairs to the Cresheim Creek Viaduct. (Railpace)
- Oct. 25, 1987 Amtrak reschedules the eastbound *Broadway Limited* to pass over Horseshoe Curve in daylight; "Amfleet" cars formerly on the *Broadway* are swapped for the Heritage cars formerly on the *Cardinal*. (Railpace)
- Oct. 25, 1987 Amtrak moves its Westchester County Northeast Corridor stop from Rye to New Rochelle. (NYT)
- Oct. 25, 1987 K4s No. 1361 heads two fan trips between Tyrone and Bellefonte. (Railpace - unclear if this came off)
- Oct. 26, 1987 LIRR opens last phase (Phase IV) of the John D. Caemmerer West Side Yard; now 31 tracks serving over 800 cars daily. (Railpace, AR)

Oct. 29, 1987 Property owners in a 50-block area around Grand Central Terminal announce that they have formed a “business improvement district” for improvements and better upkeep to be financed by a levy of 10 cents a square foot. (NYT, Roberts)

Oct. 31, 1987 Springfield Terminal Railway Company was to assume operation of all the lines of the Delaware & Hudson Railway, making it the operator of the entire Guilford Transportation Industries system; it is delayed at the last minute by the ICC under pressure from the unions. (Railpace)

Fall 1987 Traction motors removed from last “Metroliner” MU cars; some are rebuilt as cab cars for push-pull service to Harrisburg, Atlantic City, and in California.

Fall 1987 Metro-North Commuter Railroad begins rebuilding the Park Avenue Tunnel. (NYT)

Nov. 1, 1987 Blue Mountain & Reading Railroad operates an excursion from Hamburg, Pa. to Gallitzin with its E8's Nos. 5898 & 5706 in PRR Tuscan Red and pinstripes and 17 cars. (Railpace)

Nov. 4, 1987 Yorkrail, Inc. incorporated in Delaware. (DelCorps)

Nov. 5, 1987 Banks make a second cut in the prime rate from 9% to 8.75%. (WrlldAlmnc)

Nov. 8, 1987 SEPTA restores rush-hour cuts on the Chestnut Hill West Line after commuter protests. (Railpace)

Nov. 9, 1987 Conral announces that it will buy 30 General Electric B40-8 4,000 HP diesel locomotives. (NYT)

Nov. 12, 1987 NJ Transit receives first of 15 GP40FH-2 diesels. (Gallo)

Nov. 12, 1987 Roger Lewis (1912-1987), first Pres. of Amtrak, dies at Washington. (WwasW, Trains)

Nov. 12, 1987 UTU begins a wildcat strike against the Springfield Terminal Railway over lax safety and maintenance after the death of a veteran conductor in freight service. (Railpace)

Nov. 13, 1987 LIRR retires old Ronkonkoma coach yard and opens new 9-track MU car yard; “CI” and “RONKONKOMA” Block Stations closed and all operations between Hicksville and Greenport controlled from “DIVIDE” Tower at Hicksville. (Railpace)

- Nov. 14, 1987 Philadelphia Chapter, NRHS, operates a fan trip with the last ex-PRR “Pioneer III” MU cars, running to Elwyn, West Trenton and Paoli. (Railpace)
- Nov. 1987 Enola coaling station demolished. (Railpace)
- Nov. 1987 Derailment demolishes “DAY” Tower at the south end of Enola Yard; replaced by a trailer. (Railpace)
- Nov. 1987 Shore Fast Line assumes operation of the ex-CNJ line between Winslow Jct. and Landisville from Conrail. (Railpace)
- Nov. 16, 1987 LIRR opens new Ronkonkoma and Central Islip stations. (Railpace)
- Nov. 16, 1987 William F. Stead, formerly head of the San Francisco Municipal Railway, takes office as General Manager of SEPTA, replacing Joseph T. Mack (1925-2000), who resigns for health; on his first day in office he signs a generous raise and future severance package for Assistant General Manager Frank Wilson, who has been passed over for the top job; he later claims he was pressured to do so by the Republican Board members from the suburbs. (PhlInq, SEPTA)
- Nov. 21, 1987 U.S. DOT orders all freight trains using the Northeast Corridor to be equipped with automatic braking devices by July 1990. (NYT)
- Nov. 23, 1987 Stamford (Conn.) Transportation Center opens after long delays caused by a complete redesign. (NYT)
- Nov. 25, 1987 Electrical fire under Park Avenue halts Metro-North Commuter Railroad and Amtrak service on the eve of the Thanksgiving weeked for up to two hours. (NYT)
- Dec. 1, 1987 BLE begins a wildcat strike against the LIRR. (Railpace)
- Dec. 2, 1987 The Democratic city and state Board members of SEPTA protest to new General Manager William F. Stead that they were not informed of the raise for Frank Wilson; Stead then publicly states that Chairman Lewis F. Gould misled him; he demotes Wilson and makes Chuck Thomas, a respected African American manager, head of operations instead and announces he will appoint a woman as Deputy General Manager for Administration; this convinces the suburban Board members that Stead intends to side with the city faction, and they determine to get rid of him. (PhlInq)
- Dec. 3, 1987 New York Dock Railway dissolved. (NYCorps)

- Dec. 5, 1987 Amtrak operates last special trains to Army-Navy Game in Philadelphia; NJ Transit and SEPTA still run baseball specials to Veterans Stadium.
- Dec. 7, 1987 SEPTA Chairman Lewis F. Gould meets with the other suburban Republican members and discusses firing General Manager William F. Stead for insubordination; however they lack the votes to override the city's veto power and fire him outright. (PhlInq)
- Dec. 7, 1987 SEPTA begins limited revenue service with its Bombardier push-pull equipment; Amtrak has not cleared it for operation on the ex-PRR lines that it controls. (Railpace)
- Dec. 8, 1987 Pres. Reagan and Soviet Premier Mikhail Gorbachev sign an historic agreement by which both superpowers will eliminate all their intermediate range nuclear missiles. (WrldAlmnc)
- Dec. 10, 1987 At the SEPTA Board meeting, three suburban Republican members offer General Manager William F. Stead \$125,000 if he will resign; Stead refuses, and they lack the votes to fire him. (PhlInq)
- Dec. 10, 1987 Conrail becomes the first U.S. railroad in history to haul more than 1 million intermodal shipments in less than one year. (Railpace)
- Dec. 1987 Contractor for LIRR's Hillside Maintenance Complex defaults; LIRR assumes management. (AR)
- Dec. 1987 SEPTA receives first of 35 "Comet" push-pull cars from Bombardier; the first set is placed in service between Suburban Station and Downingtown without fanfare; they are the first new SEPTA commuter rail cars since the "Silverliner IV's" of 1974. (AR, SeptaLines)
- Dec. 16, 1987 Under almost daily pressure, SEPTA General Manager William F. Stead publicly agrees to resign in his dispute with Chairman Lewis F. Gould. (PhlInq)
- Dec. 17, 1987 SEPTA General Manager William F. Stead withdraws his resignation after meeting with Democratic Gov. Robert Casey at Harrisburg and obtaining Casey's promise to work towards removing Lewis F. Gould as SEPTA Chairman; there is speculation that Stead has aired a lot of SEPTA's dirty laundry in his meeting with Casey. (PhlInq)
- Dec. 18, 1987 Pa. Legislature names K4s Nos. 3750 and 1361 the state's official steam locomotives, and GG1 No. 4859 the official electric locomotive. (KBell)

- Dec. 18, 1987 Amtrak approves SEPTA's new Bombardier push-pull equipment for 100 MPH operation in both push and pull modes over its tracks. (Railpace)
- Dec. 19, 1987 A SEPTA Board meeting called to deal with General Manager William F. Stead is cancelled; in the afternoon, Stead flies to San Francisco, ostensibly for a Christmas vacation; however, he claims to have received a telephone call threatening him if he continues to ally himself with the city faction and is leaving town; he never returns and later makes a formal resignation. (PhlInq)
- Dec. 21, 1987 Lewis F. Gould, Jr., is forced to resign as SEPTA Chairman in the blowback from the William Stead affair, but remains on the Board. (PhlInq)
- Dec. 22, 1987 Pres. Reagan signs two bills implementing a Nov. agreement to reduce the federal deficit, calling for a \$33.4 billion reduction in fiscal 1988 and \$42.7 billion in 1989; these budget cuts would take the place of, and be less than the mandatory cuts required by the Gramm-Rudman Act, but provision is made for increasing fees and taxes on corporations and the wealthy. (WrldAlmnc - or 12/2? check)
- Dec. 22, 1987 SEPTA accepts delivery of the last Bombardier push-pull car, cab unit No. 2410; so far, only one set is in operation, rotating on different lines out of Penn Coach Yard; also accepts the last AEM-7 electric locomotive. (Railpace)
- Dec. 23, 1987 Democratic Congressman William H. Gray III (1941-2013) of Philadelphia calls on the Urban Mass Transit Administration to investigate SEPTA. (PhlInq)
- Dec. 28, 1987 LIRR extends electrified service to Ronkonkoma with two rush-hour round trips. (Railpace)
- Dec. 28, 1987 Robert J. Thompson of Chester County named acting Chairman of SEPTA. (PhlInq)
- Dec. 28, 1987 Santa Fe Southern Pacific Corporation agrees to sell the Southern Pacific Transportation Company to Phillip Anschutz's Rio Grande Industries, Inc., for \$1.8 billion. (NYT)
- Dec. 30, 1987 General Counsel James Kilcur named acting General Manager of SEPTA. (PhlInq)
- Dec. 31, 1987 PennDOT begins an investigation of SEPTA. (PhlInq)



- Dec. 31, 1987      The dollar falls to post-1945 lows against the mark and the yen. (WrldAlmnc)
- 1987      Penn Central Corporation moves its headquarters from Greenwich, Conn., to Cincinnati, Ohio. (PhlInq)
- 1987      LIRR opens West End Concourse at Penn Station, forming a direct link to the 8<sup>th</sup> Avenue subway. (AR)
- 1987      Melvin Simon & Associates open 1.2 million square foot Newport Center shopping mall on the site of the former Erie Lackawanna yards in Jersey City. (NYT)
- 1987      New Jersey trucking company owner Arthur Edward Imperatore (1925-) founds New York Waterways; reestablishes commuter ferry services on the Hudson River for the first time since 1967; the new ferries are diesel passenger launches that charge premium fares to passengers who wish to avoid crowds and unpleasant conditions at the Port Authority Bus Terminals and on the PATH lines. (Trager)
- 1987      Discovery of further deterioration causes SEPTA to close the Cresheim Valley Bridge on ex-PRR Chestnut Hill West Line for complete rebuilding. (AR)
- 1987      SEPTA discovers problems with the hollow axles of the "Silverliner IV" MU cars; imposes temporary speed restrictions while drive axles are replaced. (AR)
- 1987      Chicago Union Station Company signs an agreement with Rubloff, Inc., to build five office buildings on air rights along the Chicago River. (AR)
- 1987      Chessie System and Seaboard System merge to form CSX Transportation; permits run-through of Potomac Yard without yarding.
- 1987      Southbound hump at Potomac Yard closes. (Harwood)
- 1987      American Society of Civil Engineers designates Allegheny Portage Railroad a National Civil Engineering Landmark. (RLHS)
- 1987      United Railroad Historical Society of New Jersey, Inc., formed by the various railroad fan societies in the state to combine efforts in support of a state transportation museum. (Railpace)
- 1987      USX Corporation abandons the sites of its Duquesne and McKeesport

Works to Allegheny County. (Warren)

1987 USX Corporation sells its American Bridge Division to its management. (Moody's, Warren)

1987 USX Corporation sells its Geneva Steel Works and its Michigan Limestone Operations. (Moody's)

1987 The greater Pittsburgh area has lost 127,500 manufacturing jobs since 1979. (Hoerr)

1987 U.S. union membership has fallen to 18% of the non-farm workforce, down from a peak of 32.5% in 1953. (Hoerr)

Early Winter Conrail drops trackage rights over ex-PRR line between Columbus and Bucyrus, Ohio.

Jan. 1, 1988 NJ Transit receives first 7 of 20 Arrow-I MU cars converted into 15 unpowered Comet-1b coaches and 5 cab cars by Morrison-Knudsen. (Gallo)

Jan. 1, 1988 Conrail Pres. & Chief Operating Officer Stuart M. Reed resigns after being passed over to succeed L. Stanley Crane as Chairman. (NYT - when does Crane retire - title of Chairman dropped?)

Jan. 2, 1988 U.S. and Canada sign the North American Free Trade Agreement (NAFTA); helps foster long-distance intermodal trains. (TimeAlmnc, Gallamore - verify wiki? - NO just US & Canada)

Jan. 4, 1988 Frank Wilson, formerly Assistant General Manager of SEPTA, is named Senior Deputy Director of the Chicago Transit Authority. (PhlInq)

Jan. 5, 1988 Amtrak abandons the decaying Michigan Central terminal in Detroit in favor of a "temporary" "Amshack" station nearby.

Jan. 8, 1988 Labor Dept. announces that unemployment has fallen to 5.7% in Dec. 1987, the lowest since 1979. (WrlAlmnc)

Jan. 12, 1988 Virginia Retirement System forms RF&P Corporation as a holding company for its controlling interest in the Richmond, Fredericksburg & Potomac Railroad. (VaCorps, Moody's)

Jan. 15, 1988 Harrisburg Chapter NRHS, celebrates the 50<sup>th</sup> anniversary of the PRR electrification to Harrisburg at restored GG1 No. 4859 in Harrisburg station. (Railpace)

- Jan. 1988 SEPTA is now operating 3 Bombardier push-pull sets; 3 ex-Reading "Blueliner" sets remain in service. (Railpace)
- Jan. 1988 Conrail relaxes its ban on steam excursions. (Railpace)
- Jan. 18, 1988 LIRR begins full electric service from Brentwood to Ronkonkoma on Main Line; cuts running time to Penn Station from 1:37 to 1:11 and eliminates "change at Jamaica"; all through service east of Ronkonkoma to Yaphank, Riverhead and Greenport replaced by diesel-powered "scoots" from Ronkonkoma; improved service attracts many riders from the outer ends of the North Shore and Montauk lines; on the first day, the line attracts 2,000 new riders, and ridership more than doubles by the end of the year; at the same time, 12 new morning rush trains are added to the schedule with 10,240 more seats to Penn Station. (PTJ, AR)
- Jan. 20, 1988 Shamokin Valley Railroad Company incorporated in Pa. to assume operations of parts of the former PRR and Reading lines in the Sunbury-Shamokin-Mount Carmel area. (PaCorps)
- Jan. 20, 1988 Labor Dept. reports that inflation for 1987 was 4.4%, the highest since the 8.8% in 1981. (WrldAlmnc)
- Jan. 25, 1988 Amtrak ends MU operation of "Metroliner" equipment on the Philadelphia-Harrisburg run; cars are now towed by locomotives with pantographs raised for light and heat. (Railpace)
- Jan. 25, 1988 PennDOT requests additional documents in its probe of SEPTA, particularly regarding the purchase of 35 push-pull cars and 7 locomotives from Bombardier, Inc., and charges of a no-bid contract. (PhlInq)
- Jan. 28, 1988 U.S. Mass Transit Administration agrees to boundaries for its SEPTA investigation to avoid duplicating that of PennDOT; also agrees to help SEPTA find a more reliable funding base. (PhlInq)
- Jan. 29, 1988 Amtrak's northbound *Night Owl* collides with a ballast cleaner at Chester at 90 MPH; 25 injured; the operator at Marcus Hook had removed the blocking device from Track No. 2 and flees the scene after the accident; he is later found to have traces of marijuana in his system. (Railpace, NYT)
- Feb. 1, 1988 Amtrak converts all Philadelphia-Harrisburg runs from electric to diesel power because of loss of AEM7's in wrecks and terminates at the lower level of 30th Street Station instead of Suburban Station. (PTJ,

Railpace)

- Feb. 1, 1988 New phase of rebuilding the Schuylkill Expressway begins. (SeptaLines)
- Feb 1, 1988 *New York Times* reports that 400-500 homeless persons are living in Grand Central Terminal on any given night, of which 10% have lived there for a year or more. (NYT)
- Feb. 1, 1988 Chicago West Pullman Transportation Corporation sues to require the Pittsburgh & Lake Erie Railroad to honor its deal to sell its railroad. (Railpace)
- Feb. 2, 1988 75<sup>th</sup> anniversary of Grand Central Terminal celebrated; 8 skylights are uncovered for the first time since World War II. (Railpace, NYT)
- Feb. 2, 1988 Banks cut the prime rate from 8.75% to 8.5%. (WrldAlmnc)
- Feb. 15, 1988 Metro-North Commuter Railroad and LIRR ban all smoking on commuter trains in response to a Congressional directive; an LIRR passenger is arrested for kicking and slapping two trainmen who tell him to put out his cigarette. (Railpace, AR, NYT)
- Feb. 1988 MBTA restores commuter service between Attleboro and Providence with Rhode Island funding.
- Feb. 1988 Pittsburgh & Lake Erie Railroad opts to liquidate rather than settle with unions.
- Feb. 1988 New York Court of Appeals rules that law banning loitering in public transportation facilities is unconstitutional; blocks attempts to evict homeless from Grand Central Terminal and Penn Station. (Schlichting)
- Feb. 16, 1988 Conrail engineer Ricky Gates pleads guilty to manslaughter in the 1987 Chase, Md., wreck; under a plea bargain he is to spend up to 5 years in prison. (NYT)
- Feb. 16, 1988 Metro-North Commuter Railroad approves new \$8 million commuter station near Yankee Stadium. (NYT)
- Feb. 22, 1988 Virginia repeals its 74-year old law requiring a caboose (cabin car) on all over-the-road freight trains, effective July 1; this is the last working caboose law in the U.S., Montana's having been invalidated by the courts; clears the way for the replacement of cabin cars with "flashing rear-end devices" (FRED's) that monitor train air, etc. (Railpace)

- Feb. 24, 1988 Former U.S. Attorney J. Clayton Undercofler III (1940-2007) elected the new Chairman of SEPTA in a deal brokered by Gov. Casey; Casey also commits additional state funds for safety-related capital projects. (PhlInq, Railpace)
- Mar. 1, 1988 Conrail abolishes Northeastern Region, leaving three Regions as follows: Eastern (Albany, Philadelphia, New Jersey, and Harrisburg Divisions plus Southern Tier Dist.), Central (Allegheny, Columbus, Pittsburgh, and Southwestern Divisions), and Western (Buffalo, Chicago, Cleveland, and Dearborn Divisions); New England Division merged into Albany Division; Toledo Division renamed Dearborn Division; Youngstown Division abolished and divided among Cleveland, Allegheny, and Pittsburgh Divisions; Michigan Division abolished and divided between Dearborn and Chicago Divisions; Western Region is extended east from Buffalo to Syracuse; Southern Tier District transferred from the Northeastern Region to the Eastern Region. (Railpace)
- Mar. 1, 1988 Conrail appoints Richard D. Sanborn (1936-1989) as Pres. and Chief Operating Officer, replacing Stuart M. Reed, who resigns when passed over for the Chairmanship. (Railpace, NYT)
- Mar. 1988 SEPTA is now operating 5 Bombardier push-pull sets. (Railpace)
- Mar. 1988 Ex-PRR South Philadelphia Coal Pier 124, rebuilt with state and Conrail funds, is operating at only 40-50% of capacity, as export coal traffic falls and Baltimore enjoys cost advantages. (Railpace)
- Mar. 18, 1988 Former SEPTA Chairman Lewis F. Gould, Jr., announces his resignation from the Board to “devote more time to his family and law practice”; Gould has taken most of the heat for the William G. Stead fiasco. (AlltnMrngCall)
- Mar. 18, 1988 Vandals burn “JEFF” remote interlocking at the end of double track between 52<sup>nd</sup> Street and Wynnfield; Cynwyd service must run on the eastbound track in both directions between “JEFF” and 40<sup>th</sup> Street. (Railpace)
- Mar. 18, 1988 Ohio Central Railroad, Inc., incorporated in Ohio for the purpose of operating the former Wheeling & Lake Erie line between Warwick and Zanesville, Ohio. (OhioCorps, wiki)
- Mar. 18, 1988 Ohio Southern Railroad, Inc., incorporated in Ohio to operate the former (DT&I??) between Zanesville and South Gloucester, Ohio. (OhioCorps, wiki)

- Mar. 20, 1988 LIRR completes reverse signaling on the Port Washington Branch. (Railpace)
- Mar. 22, 1988 Demolition of ex-CNJ Elizabethport station complex begins. (Railpace)
- Mar. 24, 1988 CSX Transportation, Inc., discontinues freight trains Nos. 402-403 between Potomac Yard and Richmond via Orange and Gordonsville; all interchange between the former Chesapeake & Ohio Railway for Potomac Yard takes place at Acca Yard in Richmond; ends C&O's use of the Southern Railway between Alexandria and Orange. (Railpace)
- Mar. 29, 1988 Conrail engineer Ricky Gates is sentenced to 5 years in prison and fined \$1,000. (NYT)
- Mar. 31, 1988 Ricky Gates, who has already been sentenced on state charges, is indicted on federal charges of lying to investigators. (NYT)
- Apr. 1, 1988 Labor Dept. reports that unemployment fell to 5.5% in Mar. (WrldAlmnc)
- Apr. 3, 1988 *New York Times* runs an article, "So What's behind the Mess at Penn Station?" citing the temporary partitions and clutter caused by asbestos removal; homeless camping in the LIRR Concourse; contrasts this with other renovated stations in the Northeast Corridor. (NYT)
- Apr. 6, 1988 Amtrak's *Auto Train* makes first trip, reviving service dormant since 1981. (Mutual says restored 3 x wk 10/30/83 and d in 1984)
- Apr. 6, 1988 Deadheading eastbound Metro-North Commuter Railroad train on the New Haven line rear-ends another deadhead train that has stopped on a curve near Mount Vernon because of electrical problems; engineer of the following train is killed; tests on five employees, including the engineer, reveal traces of drugs. (NYT)
- Apr. 8, 1988 U.S. Court of Appeals upholds lower court ruling that the unions have a right to participate in negotiations when the new owner of a railroad does not intend to keep all the employees; blocks the purchase of the Pittsburgh & Lake Erie Railroad property by the Chicago West Pullman Transportation Corporation. (Railpace)
- Apr. 10, 1988 SEPTA suspends service on the Cynwyd Line and replaces it with a shuttle bus to Overbrook; two weekday and two Saturday evening trains extended from Paoli to Downingtown, providing departures as late as 9:15 PM. (Railpace)
- Apr. 14, 1988 Commerce Dept. reports that the trade deficit jumped from \$12.44

billion to \$13.83 billion during Mar.; Dow Jones industrial average drops 101.46 points to 2,005.64. (WrldAlmnc)

- Apr. 1988 New York Public Development Corporation announces that it will demolish the LIRR's Flatbush Avenue Terminal above ground to begin its Atlantic Terminal project. (NYT)
- Apr. 21, 1988 LIRR runs first piggyback test train for newsprint to *Newsday*. (Railpace)
- Apr. 23, 1988 Amtrak begins a two-day celebration of the 100<sup>th</sup> anniversary of Indianapolis Union Station with displays of equipment. (Guide)
- Apr. 24, 1988 Democratic presidential candidate Michael Dukakis travels on a five-car campaign train from Pittsburgh to Altoona and return. (Withers)
- Apr. 27, 1988 Six-car Spanish TALGO train arrives for testing on the Northeast Corridor for possible New York-Boston service; powered by a two-car Rohn RTG "Turboliner." (Railpace)
- Spring 1988 The worst drought in over 50 years strikes the northern Great Plains, the Southeast and parts of the Midwest; caused by a split in the jet stream that pushes precipitation to the north and south of the affected areas. (WrldAlmnc)
- May 6, 1988 Labor Dept. reports that unemployment fell to 5.4% in Apr., a 14-year low. (WrldAlmnc)
- May 9, 1988 LIRR opens new "LEAD" drawbridge over Reynolds Channel between Island Park and Long Beach. (Railpace)
- May 1988 German ICE (Inter-City Express) locomotive sets new world speed record of 253 MPH.
- May 11, 1988 Amtrak displays Bombardier LRC and Spanish RENFE Talgo train demonstrators at South Station, Boston, during tests on Northeast Corridor. (Railpace)
- May 11, 1988 Banks raise the prime rate from 8.5% to 9%. (WrldAlmnc)
- May 1988 SEPTA begins rebuilding the tracks through the upper level of 30<sup>th</sup> Street Station. (Railpace)
- May 16, 1988 Penn Central Management Company incorporated in Pa. (PaCorps)
- May 17, 1988 Commerce Dept. reports that the trade deficit fell to \$9.75 billion in

- Mar. (WrldAlmnc)
- May 23, 1988 "The Pennsylvania" apartments open in the rebuilt head house of Pennsylvania Station, Pittsburgh, that formerly housed Lines West, Central Region and Pittsburgh Division headquarters. (HistPitts)
- May 25, 1988 Ricky Gates pleads guilty to federal charges of lying to investigators in the matter of the wreck at Chase, Md. (NYT)
- May 27, 1988 Cape Cod & Hyannis Railroad begins last year of seasonal operation between Attleboro and Buzzards Bay; offers daily Cape Cod service for the first time in 25 years, connecting with Amtrak at Attleboro. (Railpace, NYT)
- May 27, 1988 Fire destroys the Elberon station on the NY&LB, including the North Jersey Coast Model Railroad Club and its unique collection of historical photos and documents originally assembled by longtime CNJ Southern Division Superintendent E. T. M. Carr, which occupies the second floor. (Railpace)
- May 28, 1988 New connection opens between the ex-Lehigh & Hudson River Railway and Erie Railroad at East Hall south of Maybrook; used by New York, Susquehanna & Western Rail\_\_ stack trains; reverse movement at Maybrook Yard ends. (Railpace)
- June 1, 1988 RF&P Corporation exchanges its shares for those of the Richmond, Fredericksburg & Potomac Railroad, converting it into a wholly-owned subsidiary. (DirObsSec, Moodys)
- June 9, 1988 Delaware & Hudson Railway begins detouring trains via its old main line through downtown Wilkes-Barre to permit the mining of culm under the Wilkes-Barre Connecting Railroad line; operation continues through mid-July. (Railpace)
- June 13, 1988 ICC arbitrator rules that the 31-week old strike by the UTU against the Springfield Terminal Railway is legal; orders Guilford Transportation Industries, Inc. to reinstate all 1,200 strikers with back pay and benefits. (Railpace)
- June 15, 1988 Norfolk Southern and Conrail establish run-through freight trains between Linwood, N.C., and Allentown, Pa., via Manassas Jct. and Hagerstown. (Railpace)
- June 15, 1988 ICC arbitrator rules that Guilford Transportation Industries, Inc., cannot implement the Springfield Terminal Railway labor contracts on the Delaware & Hudson Railway and must restore pre ST wage rates on its



- other properties. (Railpace)
- June 1988 Former SEPTA General Manager William F. Stead is deposed in San Francisco by lawyers from the U.S. Mass Transit Administration; he repeats his charges of mismanagement, poor safety and cronyism at SEPTA. (PhlInq)
- June 1988 Conrail abandons the Butler Secondary and “VO” Tower in Butler. (Railpace)
- June 20, 1988 Guilford Transportation Industries, Inc., precipitates the bankruptcy of the Delaware & Hudson Railway after the failure to get non-union work rules; the bankruptcy causes D&H service over the ex-PRR line into Enola Yard to become erratic. (Railpace, Gunnarsson)
- June 22, 1988 Pres. Reagan signs the Rail Safety Improvement Act of 1988 which includes provisions for the certifying and licensing of locomotive engineers that are unsatisfactory to the Brotherhood of Locomotive Engineers. (ble-t)
- June 23, 1988 Delaware Otsego’s New York, Susquehanna & Western Rail\_\_ is named designated operator of the Delaware & Hudson Railway; suspends service on the ex-PRR line from Wilkes-Barre through Sunbury to Enola and down the Port Road in favor of the ex-Lehigh Valley to Allentown, Reading and Philadelphia. (Railpace)
- June 23, 1988 NASA scientists report that the earth is warmer now than at any time in which modern records have been kept; they warn of “global warming” and the “greenhouse effect” created by the burning of fossil fuels increasing the amounts of heat-trapping carbon dioxide and methane in the atmosphere; the problem will intensify in coming decades. (WrldAlmnc)
- June 28, 1988 NJ Transit runs a special train to dedicate the extension of the NY&LB electrification to Long Branch. (Railpace)
- June 29 ,1988 Agriculture Dept. announces that prices for raw farm products have increased 7.3% this month alone because of the drought. (WrldAlmnc)
- June 30, 1988 Little Traverse Scenic Railway begins operating tourist service over the former Grand Rapids & Indiana Railway/Michigan Northern Railway line between Alanson and Bay View, Mich.; operates only two seasons. (railroadmichigan.com)
- July 1, 1988 Dennis F. Sullivan named Amtrak VP & Chief Operating Officer, replacing Henry R. Moore, retired. (Railpace)

- July 2, 1988 NJ Transit extends electrification from Matawan to Long Branch on NY&LB; ends engine change at South Amboy; last engine change takes place at 2:05 AM, as E60 No. 967 hands off Owl train No. 3301 to F40 No. 4120; South Amboy engine house closed; most trains now terminate at Long Branch with connecting Long Branch-Bay Head shuttles, plus through Newark-Bay Head service in rush hours; Monmouth Park racetrack train switched from Penn Station to Hoboken, with decrease in ridership. (Railpace, JRosenbaum)
- July 6, 1988 Amtrak announces that it will bring ex-NYC Empire Service trains into Penn Station via the West Side Freight Line and a new connection. (NYT)
- July 7, 1988 SEPTA Chairman J. Clayton Undercofler III (1940-2007) succeeds in talking Louis J. Gambaccini (1931- ), recently retired as Assistant Executive Director of the Port Authority of New York & New Jersey and now running a New York think tank, into accepting the post of General Manager of the troubled agency, despite his initial refusal. (PhlInq)
- July 8, 1988 PAT extends light-rail subway service to ex-PRR station in Pittsburgh, using the old Pan Handle right-of-way. (Railpace)
- July 8, 1988 Labor Dept. reports that unemployment declined to 5.2% in June, the lowest since May 1974, it then begins rising slightly. (WrldAlmnc)
- July 14, 1988 "B&P JUNCTION" Tower at Baltimore station and "PERRY" Tower at Perryville close. (Railpace)
- July 14, 1988 Banks raise the prime rate from 9% to 9.5%, the highest in two years. (WrldAlmnc)
- July 15, 1988 PATH opens Consolidated Maintenance Shop. (PtAuth)
- July 15, 1988 Roosevelt Raceway harness track on Long Island, once served by the LIRR, closes. (wiki)
- July 1988 NJ Transit's on time performance hits a new low with 25% of trains running late. (Railpace)
- July 1988 SEPTA begins taking each of the tracks on the upper level of 30<sup>th</sup> Street Station out of service for 10 days each to replace the tracks and rebuild the platforms and roof; new skylights are installed over the platforms in the Rodd-Bush train shed, and the slots over the tracks, originally for steam locomotive exhaust, are closed over. (SeptaLines)

July 1988	Conrail and Norfolk Southern Corporation reach agreement to operate run-through interchange of whole trains at the Hagerstown gateway to avoid Potomac Yard. (Railpace)
July 1988	Chicago West Pullman Corporation backs out of Pittsburgh & Lake Erie Railroad purchase deal.
July 1988	Ex-Florida East Coast Railway observation lounge car <i>St. Lucie Sound</i> , formerly the <i>Jersey Coast</i> club car on the NY&LB, now used in charter service out of Oakville, Ont. (Railpace)
July 17, 1988	Metro-North Commuter Railroad installs cab signals between Spuyten Duyvil and Croton-Harmon. (Railpace)
July 18, 1988	Ricky Gates is sentenced to 3 years in prison for obstructing the investigation into the 1987 Chase wreck. (NYT)
July 19, 1988	Buffalo & Pittsburgh Railroad, Inc., begins operating the former Buffalo, Rochester & Pittsburgh Railway, Buffalo to Eidenau and branches with trackage rights on CSX Transportation, Inc. to New Castle; B&P is a joint venture of Genesee & Wyoming Industries, Inc., and the Arthur T. Walker Estate Corporation, which have purchased the track from CSX. (Railpace)
July 21, 1988	Louis J. Gambaccini formally appointed Chief Operations Officer & General Manager of SEPTA. (SeptaLines)
July 24, 1988	LIRR cuts in new signal system between "NASSAU" and "DIVIDE" Towers. (Railpace)
Summer 1988	Penn Central Corporation vacates 1700 Market Street, its last office in Philadelphia other than the records center at 401 North Broad Street. (PhlInq)
Aug. 2, 1988	Pres. Reagan allows a Democratic plant-closings bill to become law without his signature; it requires plants employing more than 100 workers to give 60 day's notice of any shutdowns or layoffs affecting more than one third of the work force. (WrldAlmnc)
Aug. 3, 1988	SEPTA restores reduced service to Cynwyd on the R-6 Line with a hand switch at the site of "JEFF" Interlocking. (Railpace)
Aug. 4, 1988	ICC approves Amtrak's transfer of the 48.8-mile portion of the Boston & Maine Corporation between Windsor and Brattleboro to the Central Vermont Railway, Inc.; B&M sues on the grounds that the action is

seizure of private property without compensation. (911 F.2d 743 - see below)

- Aug. 5, 1988 Amtrak, MTA and LIRR formally sign agreement negotiated in 1987 for construction of a modern centralized control system for the tracks in and leading to Penn Station; Amtrak leases certain space in Penn Station for 99 years for \$44.4 million giving it greater control over the areas it occupies. (AR, NYT)
- Aug. 9, 1988 Federal Reserve Board raises the discount rate from 6% to 6.5% to stem inflationary pressures. (WrldAlmnc)
- Aug. 9, 1988 ICC orders the Central Vermont Railway, Inc., to transfer the Connecticut River line (Brattleboro-Windsor) from the Boston & Maine Corporation to Amtrak and then to itself for the payment of \$2.4 million. (Guide)
- Aug. 9, 1988 ICC approves Rio Grande Industries, Inc.'s purchase of the Southern Pacific Transportation Company from Santa Fe Southern Pacific Corporation for \$1.2 billion; merged company will be known as the Southern Pacific. (Guide, NYT - verify - Guide has 10/12!!!)
- Aug. 11, 1988 Banks raise the prime rate from 9.5% to 10%. (WrldAlmnc)
- Aug. 15, 1988 Delaware Otsego Corporation and UTU reach agreement permitting 3-man crews on ex-Delaware & Hudson Railway trains. (Railpace)
- Aug. 22, 1988 SEPTA resumes normal service through the upper level of 30<sup>th</sup> Street Station. (Railpace)
- Aug. 26, 1988 K4-s No. 1361 begins three days of excursions out of York, Pa. (Railpace)
- Aug. 29, 1988 Louis J. Gambaccini takes office as SEPTA General Manager at a record salary of \$180,000; Gambaccini is much more politically adroit than previous General Managers and succeeds in repairing the agency's image and improving its services, but generates resentment from local career management employees. (PhlInq, DeGraw)
- Sep. 5, 1988 Federal Home Loan Bank Board agrees to a \$2 billion bailout of the American Savings & Loan Association of Stockton, Calif., the fourth \$1 billion-plus rescue of a savings and loan in three weeks. (WrldAlmnc)
- Sep. 9, 1988 Track workers strike Metro-North Commuter Railroad at 4:00 AM; walkout is ended by court order seven hours later. (NYT)

Sep. 19, 1988 Sen. Daniel P. Moynihan claims that the Hell Gate Bridge is unsafe. (NYT)

Sep. 10, 1988 Guilford Transportation Industries, Inc., transfers the Connecticut River line between East Northfield, Mass., and Windsor, Vt., to the Central Vermont Railway, Inc. (Railpace)

Sep. 11, 1988 Former New Haven Pres. George Alpert (1898-1988) dies. (SSDI)

Sep. 11, 1988 Amtrak's weekend *Cape Codder* makes last run of the season between Hyannis and New York. (Railpace)

Sep. 1988 Cape Cod & Hyannis Rail\_\_ ends passenger service between Braintree and Hyannis; state fails to renew subsidy in 1989; the company sells its equipment. ( , Railpace)

Sep. 1988? Amtrak closes "COUNTY" Tower west of New Brunswick, N.J., and "PORTAL" Interlocking at the Hackensack River drawbridge. (Railpace)

Sep. 18, 1988 Amtrak increases "Metroliner" Service to 15 round trips..

Sep. 19, 1988 Demolition of "ROCKVILLE" Tower begins. (Copper)

Sep. 20, 1988 Wheeling & Lake Erie Railway merged into Norfolk & Western Railway. (Moody's)

Sep. 29, 1988 Washington Union Station reopens as a festival shopping mall with improved Amtrak facilities in the rear after a \$181 million restoration by the Union Station Redevelopment Corporation; redevelopment produces an 8% increase in ridership and \$10 million in extra revenue in 1989. (AR, NYT)

Oct. 1, 1988 Amtrak and 6 other Northeast railroads adopt common operating rules. (AR)

Oct. 1, 1988 Pioneer, Inc., (Railcorp?) acquires the operating lease of the West Jersey Short Line Railroad (Swedesboro-Salem, N.J.) from LTK Engineering, Inc.; operated as West Jersey Railroad. (Railpace)

Oct. 7, 1988 Ann Arbor Railroad (?) assumes operation of the former Michigan Interstate Railway lines. ? (Barnett)

Oct. 8, 1988 Conrail abandons the ex-NYC Corning Secondary between Jersey Shore and Wellsboro, Pa., the route through the "Grand Canyon" of

- Pine Creek, in favor of the ex-PRR Harrisburg-Buffalo line; last train operates on Oct. 7. (Railpace)
- Oct. 13, 1988 Rio Grande Industries, Inc., the holding company controlled by billionaire Phillip F. Anschutz (1939- ), purchases the Southern Pacific Transportation Company from the Santa Fe Southern Pacific Corporation through its subsidiary SPTC Holdings, Inc., for \$1.02 billion in cash. (Moody's)
- Oct. 15, 1988 Second wildcat strike of the United Transportation Union halts service on Metro-North Commuter Railroad. (NYT)
- Oct. 1988? High-level platforms placed in service at Elizabeth, N.J., station. (Railpace)
- Oct. 1988? Conrail and Agway, Inc., begin constructing a facility to handle imported fertilizer and Pier 122 in South Philadelphia. (Railpace)
- Oct. 17, 1988 LIRR reveals its \$73 million plan to renovate its part of Penn Station; to begin in Dec. 1989 and end in Nov. 1993 working only between 9:00 PM and 5:00 AM; expand area from 56,000 to 73,000 sq. ft.; are to remove 19 concessions from the main LIRR Concourse, including Nedicks, Howard Johnson's and the bookstore in order to widen it and rebuild the main boarding area; to run two north-south concourses to serve the tracks, one at the 7<sup>th</sup> Avenue end and one in the center of the building; new escalators and elevators for handicapped passengers. (NYT)
- Oct. 18, 1988 PRR No. 1223 sent from Strasburg Railroad to Seaford, Del., as part of Du Pont's celebration of the 50th anniversary of nylon, which is manufactured there. (KrtBll)
- Oct. 23, 1988 Seashore Lines Historical Society, Inc., places restored PRSL RDC No. M-407 in service between Swedesboro and Salem, N.J. (Railpace)
- Fall 1988 Train ferry *Chief Wawatam* towed to Sault Ste. Marie, Ont., and reduced to a barge. (MichRR)
- Nov. 4, 1988 Labor Dept. reports that unemployment has again fallen to 5.2% in Oct. (WrldAlmnc)
- Nov. 7, 1988 Amtrak signs a new contract with the U.S. Postal Service increasing the amount of mail to be carried on Amtrak passenger trains. (Railpace)
- Nov. 7, 1988 Conrail reopens the ex-New Haven bridge between Derby and Shelton, Conn., washed out in 1983. (Railpace)

- Nov. 8, 1988 VP George Herbert Walker Bush (1924- ) is elected Pres., defeating Gov. Michael Dukakis (1933- ) of Massachusetts by 53.4% to 45.6%; he is the first sitting VP to be elected Pres. in his own right since Martin Van Buren in 1836, and, ironically, suffers a similar repudiation in the next election; Bush is the grandson of Lines West official Samuel Prescott Bush (1863-1948). (WrldAlmnc)
- Nov. 15, 1988 Amtrak extends the *Palmetto* from Savannah to Jacksonville. (AR, Railpace)
- Nov. 15, 1988 ICC overrules part of the arbitrators findings in a decision that was postponed until after the election for political reasons; Guilford Transportation Industries, Inc., must engage in further arbitration of work rules, allowing it to continue operating under the Springfield Terminal Railway rules with some concessions to labor. (Railpace)
- Nov. 1988 Conrail closes "LEETONIA" Tower; it is later sold to the community. (Railpace)
- Nov. 19, 1988 Ex-PRR 4-4-2 No. 7002 hauls a special train from \_\_\_ to Gettysburg with Chief Justice William Rehnquist (1924-2005) among the guests to mark the 125<sup>th</sup> anniversary of Lincoln's Gettysburg Address. (KBell)
- Nov. 21, 1988 Conrail abandons the ex-Lehigh Valley Railroad main line between a point west of Greens Bridge in Phillipsburg and State Line Jct., Pa., just east of Easton in favor of the ex-CNJ line, the CNJ's Delaware River Bridge being in better shape; a new connecting track opens at Greens Bridge. (Railpace)
- Nov. 28, 1988 Norfolk Southern begins operating Road-Railers through the former Bison Yard at Buffalo off its ex-Nickel Plate line. (Railpace)
- Nov. 28, 1988 Banks raise the prime rate from 10% to 10.5%. (WrldAlmnc)
- Nov. 30, 1988 George D. Warrington named VP & General Manager of New Jersey Transit Rail Operations, Inc. (Railpace)
- Dec. 7, 1988 Judge John P. Fullam (1917-1988), who supervised the mammoth Penn Central bankruptcy case, dies. (SSDI)
- Dec. 11, 1988 SEPTA opens its new Frazer Repair Shop; through-running between Norristown and Cynwyd on the R-6 line is restored; one of three ex-Reading "Blueliner" sets and ex-PRR "Pioneer III" MU cars are withdrawn. (Railpace)

- Dec. 1988 SEPTA and Bombardier Inc. open the Frazer Maintenance Facility, consisting of a 5-track yard and a 55,000 sq. ft. maintenance building, which handles a locomotive and 5 cars as a unit; reached from Morrisville line at Glen Loch; leased to Bombardier Inc. for operation. (Bombardier)
- Dec. 11, 1988 New Archer Avenue subway opens to a new Jamaica Center rail-bus terminal at Archer Avenue; the two-track lower level carries a relocated Jamaica el line, while the two-track upper level carries the E train of the Queens Boulevard line; an intermediate station at Sutphin Boulevard is adjacent to the LIRR's Jamaica Station, creating a close subway connection for the first time. (NYC Transit Facts&Figs, TransitDigest)
- Dec. 12, 1988 Ex-Reading line between Locust Summit and Sunbury reopens as Shamokin Valley Railroad; owned by Richard Robey who also owns part of the ex-DL&W Bloomsburg Branch. ( , Gunnarsson - has buying ex-PRR Shamokin line - when inc.)
- Dec. 1988 Amtrak begins work on the first phase of renovating 30<sup>th</sup> Street Station. (NYT)
- Dec. 1988 Amtrak begins restoration of 30th Street Station; includes cleaning the exterior, renovation of main public spaces, development of a food court and shops on the south side of the building and a 400-space underground garage; undertaken in partnership with the Gerald D. Hines interests and 30<sup>th</sup> Street Limited, L.P.; Dan Peter Kopple & Associates, architects; financed by \$13 million Urban Development Action Grant and \$30 million in tax exempt bonds. (Amtk)
- Dec. 17, 1988 Conrail closes "ANACOSTIA" Tower in Washington, D.C.; it is later reopened but only to control the approach to the drawbridge. (Railpace)
- Dec. 19, 1988 Last trains operate over old Atglen & Susquehanna low-grade line between Columbia and Parkesburg. (Keystone)
- Dec. 20, 1988 Central Vermont Railway, Inc., and Amtrak hold a Golden Spike ceremony at Windsor, Vt., to mark the completion of rebuilding the ex-Boston & Maine Railroad between Windsor and Brattleboro, Vt. (Railpace)
- Dec. 22, 1988 Huron & Eastern Railway acquires CSX Transportation's Bad Axe Subdivision between Saginaw and Bad Axe, Mich. (wiki)
- Dec. 28, 1988 Sea-Land \_\_ shifts its double-stack trains from CSX to Conrail between Chicago and Buffalo for a saving of 12 hours. (Railpace)



- Dec. 28, 1988 N.J. Railroad & Transportation Museum Study Commission chooses Flemington as the site of the proposed museum by an 8-2 vote, based on the proximity to the Black River & Western Railroad tourist line. (Railpace)
- Dec. 30, 1988 Former PRR \_\_\_ Russell W. Talbot (1906-1988) dies of a heart attack at Bryn Mawr Hospital. (PhlInq)
- 1988 Lawyer and former PRR director C. Jared Ingersoll (1894-1988) dies at Newtown Square. (PhlInq - check date)
- 1988 Metro-North Commuter Railroad commissions Beyer, Blinder, Belle, architects, to prepare a study of Grand Central Terminal. (Schlichting)
- 1988 LIRR completes new 7<sup>th</sup> Avenue subway mezzanine at Penn Station. (AR)
- 1988 LIRR signs new 99-year lease with Amtrak for use of Penn Station, giving LIRR control of concessions on the LIRR Concourse and joint operation of East River Tunnels. (AR - may be 1987)
- 1988 LIRR completes reverse signaling between “HAROLD” and Jamaica and on the Port Washington Branch. (AR? - see 1990)
- 1988 LIRR begins work on a second pedestrian bridge at Jamaica Station with elevators for the handicapped and elderly. (AR)
- 1988 Last run of NJ Transit *Bergen-Shore Express*. (check NYT?)
- 1988? Amtrak places improved ticketing and passenger service facilities at Penn Station. (AR)
- 1988 Number of New York subway rush hour riders reaches 3.7 million, the highest since 1974. (TransitDigest)
- 1988 Sheraton Hotel in Penn Center at 17th Street & Kennedy Boulevard is demolished; site remains a parking lot for nearly 18 years. (PhlInq)
- 1988 Greyhound bus terminal adjacent to 6 Penn Center is demolished and replaced by the 54-storey Mellon Bank Center. (hiddencityphila.org)
- 1988 Norfolk Southern and Conrail relocate main north-south interchange from Potomac Yard to Hagerstown, Md., to remove more freight trains from the Northeast Corridor in the wake of the *Colonial* wreck; freight runs south via Roanoke or via Front Royal to ex-Southern main line at

Manassas.

- 1988 SEPTA acquires 35 Bombardier coaches (25 trailers and 10 cab cars) and 7 (AEM-7?) locomotives to operate in push-pull mode in trains of five cars. (first delivered 12/87 - Bombardier)
- 1988? MARC establishes commuter service between Baltimore and Perryville. (portdeposit.org - check)
- 1988 West Shore Railroad abandons ex-PRR line between the crossing of the ex-Reading line at "UR" Cabin in Lewisburg and Montandon Jct., including the ex-PRR bridge across the West Branch of the Susquehanna River. (Railpace)
- 1988 MBTA completes rehabilitation of South Station, Boston. (Barrett)
- 1988? Amtrak increases the frequency of the *Hoosier State* from tri-weekly to daily. (AR)
- 1988 K4s No. 1361 breaks an axle and drive bearing near York; placed in dead storage at Juniata Shops. (Mutual)
- 1988 Railroad Museum of Pennsylvania acquires ex-PRR H30 covered hopper car No. 255750 from Metro-North Commuter Railroad. (KBell)
- 1988 Ex-PRR bridge over Maumee River at Toledo razed. (Mutual)
- 1988 Terminal Railroad Association of St. Louis disposes of the Tunnel Railroad of St. Louis by donating it to the city for use in a light rail line. (Moody's)
- 1988 Former *Broadway Limited* observation car *Mountain View* changes hands. (Trains)
- 1988 American European Express, Inc., begins operating luxury cruise train service between New York and Chicago with cars attached to the *Cardinal*. (PTJ)
- 1988 Youngstown & Southern Railway ceases operating trains without ICC approval. (Cole)
- 1988 City of Richmond, Ind., sells the ex-PRR station to the Urban Enterprise Association. (pal-item.com)
- 1988 Bombardier Inc. sells the Montreal Locomotive Works to General Electric Company. (wiki)

- 1988 After over a century as an independent, the Brotherhood of Locomotive Engineers votes to affiliate with the American Federation of Labor. (ble-t)
- 1988 Wyoming surpasses West Virginia as the leading coal-producing state. (wiki)
- Jan. 1, 1989 L. Stanley Crane (1915-2003) retires as Conrail CEO, replaced by Richard D. Sanborn (1936-1989), formerly with the Seaboard System. (PhlInq - or 1988??)
- Jan. 1, 1989 Major regional and divisional reorganization at Conrail: all 3 regions abolished and entire level of management removed; 12 divisions consolidated into 6 divisions, each under a General Manager; Buffalo Division merged into Albany Division; New Jersey Division merged into Philadelphia Division; Allegheny Division merged into Harrisburg Division; Cleveland Division merged into Pittsburgh Division with HQ at Pittsburgh; Chicago Division merged into Dearborn Division; Columbus and Southwestern Divisions merged to form Indianapolis Division; surviving divisions are: Albany, Dearborn, Harrisburg, Indianapolis, Philadelphia and Pittsburgh; divisions abolished are: Allegheny, Buffalo, Chicago, Cleveland, Columbus, New Jersey, Southwestern. (Railpace)
- Jan. 5, 1989 PRR No. 7002 operates in Strasburg Railroad excursion service for the last time. (KrtBll)
- Jan. 9, 1989 Western Maryland Railway Company merged into CSX Transportation, Inc. (Moody's)
- Jan. 8, 1989 Toledo, Peoria & Western Railway Corp. incorporated in Delaware for the purpose of purchasing the ex-TP&W line from the Santa Fe. (DelCorps)
- Jan. 12, 1989 SEPTA holds ceremonies at Amtrak's Wilmington station to mark the upcoming restoration of commuter service to Wilmington. (SEPTA)
- Jan. 16, 1989 SEPTA restores local passenger service between Marcus Hook, Pa., and Wilmington, Del. (SEPTA)
- Jan. 1989 New York Regional Railroad Company, a subsidiary of CH Partners, Inc., acquires a controlling interest in the New York Cross Harbor Railroad & Terminal Company (?). (Railpace)
- Jan. 1989 Strasburg Railroad returns ex-PRR 4-4-0 No. 1223 and 4-4-2 No. 7002

to the Railroad Museum of Pennsylvania for static display because of worn boiler sheets. (KBell)

- Jan. 19, 1989 Labor Dept. announces that inflation remained at 4.4% in 1988, but well above the 1.1% of 1986. (WrldAlmnc)
- Jan. 23, 1989 Conrail operates the first double stack train in New England between Selkirk and Worcester, where it is turned over to the Providence & Worcester Railroad. (Railpace)
- Jan. 27, 1989 Dow Jones industrial average closes above 2,300 for the first time since the Oct. 1987 stock market crash. (WrldAlmnc)
- Jan. 30, 1989 Norfolk Southern completes a new direct connection between the Southern Railway's Harrisonburg Branch and the Norfolk & Western Railway's Hagerstown line at Riverton, Va., avoiding a runaround maneuver; facilitates direct running from the Southern main line to Conrail at the Hagerstown gateway. (Railpace)
- Feb. 1, 1989 Atchison, Topeka & Santa Fe Railway sells the former Toledo, Peoria & Western Railroad to short line operator Toledo, Peoria & Western Railway Corp. (Moody's)
- Feb. 3, 1989 New Toledo, Peoria & Western Railway Corp.(inc. 2/87? as TP&W Acquisition Corp.) takes over operation of old TP&W/PRR line between Logansport and Lomax, Ill. from Santa Fe; controlled by Gordon Fuller, former operating official of CNJ and NYC; tries to develop it as a bypass for time-sensitive container traffic. (Guide, Stringham)
- Feb. 6, 1989 Pres. Bush proposes to sell or close 350 troubled savings and loan associations through the issue of \$50 billion in government bonds. (WrldAlmnc)
- Feb. 10, 1989 Banks raise the prime rate from 10.5% to 11%, the highest level since 1984. (WrldAlmnc)
- Feb. 12, 1989 Newly-elected Conrail CEO Richard D. Sanborn (1936-1989) dies of a heart attack at the Greater Baltimore Medical Center at age 52. (NYT, WashPost)
- Feb. 1989 Conrail appoints Stanley E. G. Hillman, formerly trustee of the Milwaukee Road, as interim Pres. (Gallamore)
- Feb. 1989 SEPTA restores three of the five surviving "Pioneer III" MU cars to service on Bryn Mawr locals for two weeks. (Railpace)

- Feb. 1989 State of Massachusetts ends subsidy for Cape Cod & Hyannis Railroad passenger service between Boston and Cape Cod; Cape Cod & Hyannis then sells off its equipment. (Rlfn&RR, Railpace)
- Feb. 16, 1989 Canadian National Railways announces that it will close its yard at Fort Erie, Ont., and run its trains through to Conrail's Frontier Yard. (Railpace)
- Feb. 17, 1989 SEPTA issues its long-term plan, "Improving Mobility in Southeastern Pennsylvania; A Public Transportation Solution." (Rept)
- Feb. 18, 1989 Conrail demolishes the ex-New Haven 44-stall roundhouse at Cedar Hill, outside New Haven. (Railpace)
- Feb. 21, 1989 LIRR implements 3-minute headway between Jamaica and "HAROLD" Tower during the morning rush hour. (Railpace)
- Feb. 24, 1989 Federal Reserve Board raises the discount rate from 6.5% to 7%, the highest in almost three years. (WrldAlmnc)
- Feb. 26, 1989 LIRR places new interlocking at the east end of Jamaica in service; connects the main line with tracks into the new Hillside maintenance facility. (Railpace)
- Feb. 26, 1989 LIRR conducts clearance tests of the East River Tunnels for the possible use of double-decker cars. (Railpace)
- Feb. 27, 1989 MARC increases the number of round trips on the Northeast Corridor between Washington and Baltimore from 7 to 13; a new station has been placed in service at Bowie. (Railpace)
- Mar. 4, 1989 Eastern Air Lines, Inc. is shut down by a strike of the International Association of Machinists & Aerospace Workers over pay and benefit cuts; threaten to picket commuter rail facilities in New York, Philadelphia and Chicago; loss of the Eastern shuttle causes a surge in "Metroliner" ridership. (Railpace)
- Mar. 5, 1989 U.S. District Court issues a restraining order against International Association of Machinists & Aerospace Workers picketing at Penn Station and Grand Central Terminal; similar injunctions are obtained by SEPTA and METRA. (Railpace)
- Mar. 6, 1989 NJ Transit begins testing MARC AEM-7 No. 4900 on NY&LB as a possible replacement for the E-60. (Railpace)

- Mar. 7, 1989           MARC AEM-7 No. 4900 begins service on NJ Transit on the NY&LB. (Railpace)
- Mar. 8, 1989           New York, Susquehanna & Western Rail\_\_ begins operating K-Line double stack trains between Buffalo and Montreal via the Conrail Southern Tier to Binghamton and the Delaware & Hudson Railway. (Railpace)
- Mar. 9, 1989           Eastern Air Lines, Inc., files for Chapter 11 bankruptcy, five days after the start of a machinist's strike, although it manages to keep its Northeast Corridor shuttle operating; it is eventually liquidated. (NYT, WrldAlmnc)
- Mar. 10, 1989          Labor Dept. reports that unemployment has fallen to 5.1%, the lowest since May 1974. (WrldAlmnc)
- Mar. 1989              NJ Transit contracts with ABB Traction of Elmira, N.Y., to rebuild 100 "Jersey Arrow III" MU cars. (JCNews)
- Mar. 1989              SEPTA returns a third set of ex-Reading "Blueliners" to service to meet car shortages. (Railpace)
- Mar. 1989              SEPTA replaces PRR position light signals with Reading-type color lights between "ARSENAL" and Secane. (Railpace)
- Mar. 1989              Amtrak begins converting the ex-PRR position lights on the Northeast Corridor to color-position lights with greater intensity bulbs; first installation is at Principio, Md. (Railpace)
- Mar. 1989              Maryland grants the Chesapeake Railroad Company permission to reopen the ex-PRR line between Clayton, Del., and Easton, Md. (Railpace)
- Mar. 1989              Chicago Union Station Company sells surplus land for \$5.58 million. (AR)
- Mar. 24, 1989          The largest oil spill in U.S. history to date occurs when the tanker *Exxon Valdez* strikes a reef in Prince William Sound 25 miles from Valdez, Alaska; the captain is found to have high blood alcohol levels; within a week, the oil has spread 45 miles downwind. (WrldAlmnc)
- Mar. 26, 1989          Reformers win in the first multi-candidate parliamentary elections held in the Soviet Union since 1917. (WrldAlmnc)
- Mar. 28, 1989          Providence & Worcester Railroad dedicates its container terminal at Worcester, Mass. (Railpace)

- Mar. 31, 1989      Bombardier turns out the first of 104 “Horizon Fleet” coaches and dinettes for Amtrak, to be used in short-haul runs in the Midwest; the shells are similar to commuter coaches; the purchase is financed through the Canadian Export Development Corporation. (Railpace, Wilner)
- Mar. 1989      Amtrak receives the first of 50 “Horizon Fleet” coaches from Bombardier. (AR)
- Apr. 2, 1989      Metro-North Commuter Railroad reopens the north drawbridge at Devon, Conn., after a year of repairs; Waterbury shuttle service resumes running to Bridgeport instead of making connections at Milford. (Railpace)
- Apr. 2, 1989      Charles W. Hoppe, Senior VP of Booz-Allen & Hamilton, Inc., named Pres. of the LIRR, replacing Bruce McIver. (MTA AR)
- Apr. 6, 1989      NJ Transit Board votes to raise fares 12½% and impose massive service cuts effective July 1 unless the state provides additional funds to meet a rapidly growing deficit. (Railpace)
- Apr. 7, 1989      Philadelphia Court of Common Pleas blocks a 19% SEPTA fare increase set for Apr. 9. (Railpace)
- Apr. 7, 1989      Labor Dept. reports that unemployment fell in Mar. to 4.9%, the lowest since 1973 and tantamount to “full employment.” (WrldAlmnc)
- Apr. 10, 1989      Federal appeals court upholds lower courts in prohibiting sympathy strikes by the International Association of Machinists & Aerospace Workers against commuter railroads. (Railpace)
- Apr. 11, 1989      Amtrak displays its first “Horizon” coach at Washington. (Railpace)
- Apr. 12, 1989      SEPTA increased fares on the suburban and regional rail lines, as the injunction applies only to Philadelphia. (Railpace)
- Apr. 1989      NJ Transit moves Raritan Valley Line and NY&LB dispatching from the old CNJ office at Elizabethport to the main dispatching center at Hoboken Terminal. (Gallo)
- Apr. 1989      SEPTA returns the three “Pioneer III” MU cars to Bryn Mawr local service. (Railpace)
- Apr. 1989      Ex-PRR Greensburg, Pa., station is to be redeveloped as a restaurant. (Railpace)

Apr. 21, 1989 Dow Jones industrial average closes above 2,400 for the first time since the Oct. 1987 stock market crash. (WrldAlmnc)

Apr. 28, 1989 Last run of PAT-B&O commuter service between Grant Street, Pittsburgh, and Versailles. (Railpace, HistPitts)

Apr. 30, 1989 NJ Transit implements a 12½% fare increase. (Railpace)

May 2, 1989 Hungary begins tearing down its border fences with neutral Austria, the first actual breach in the Cold War “iron curtain”; tens of thousands of refugees stream from East Germany through Hungary to West Germany. (WrldAlmnc)

May 12, 1989 MTA finally retires its last graffiti-scarred subway train after completing a \$250 million program. (Trager)

May 1989 MTA completes modifications to the 8<sup>th</sup> Avenue Subway mezzanine at Penn Station. (MTA AR)

May 1989 Conrail closes the ex-PRR yard at Earnest, Pa., near Norristown, except for the auto-unloading facility and reopens the ex-Reading Abrams Yard west of Norristown; new “Ford” connection allows trains to run from the Trenton Cutoff directly onto the ex-Reading main line to points west. (Railpace)

May 1989 Conrail buys “HARRIS” Tower at Harrisburg from Amtrak. (Railpace)

May 1989 MARC increases the number of round trips on the ex-PRR Northeast Corridor between Washington and Baltimore from 13 to 15, offering service 15 hours a day. (Railpace)

May 1989 Amtrak sells its New Haven maintenance facility for \$15.2 million. (AR)

May 18, 1989 James A. Hagen ( - ), formerly VP-Marketing at CSX, becomes Conrail Chairman, President and CEO, replacing Richard D. Sanborn, deceased; he improves Conrail services in line with the Staggers Act deregulatory reforms. (Railpace, Gallmore)

May 19, 1989 Delaware & Hudson Railway Trustee Francis P. DiCello files papers calling for the sale of the property to the highest bidder, as it cannot be reorganized. (Railpace)

May 19, 1989 Dow Jones industrial average closes above 2,500 for the first time since the Oct. 1987 crash. (WrldAlmnc)



- May 21, 1989 SEPTA begins through-routing some Airport Line trains to the ex-Reading side; drops Saturday service to Cynwyd; adds 2 off-peak round trips to the Wilmington Line. (Railpace)
- May 22, 1989 Amtrak restores Philadelphia-Atlantic City service with special inaugural trains from New York and Washinton; revenue service begins May 23; uses ex-“Metroliners” as push-pull cab cars; New York trains change power and reverse direction at Frankford Jct.; run 4 round trips to New York and 4 from Philadelphia and 1 from Washington; restoration of service had been delayed by NIMBY protests from “Residents against the Gambler’s Express” or “RAGE”; service is handicapped by lack of tie-ins to the casinos and the need to pay \$5 for a bus between the station and the casinos. (Railpace - AR has 5/17 - incl 2 from NY and DC)
- May 25, 1989 Mikhail Gorbachev (1931- ) elected Pres. of the Soviet Union by the new parliament. (WrldAlmnc)
- May 1989 Cape Cod Railroad begins summer excursion service between Hyannis and Sandwich, Mass. (Railpace)
- May 29, 1989 Amtrak resumes *Cape Codder* service between New York and Hyannis, running east on Fridays and west on Sundays, but no Saturday runs as in 1988. (Railpace)
- May 30, 1989 NJ Transit Board discontinues seasonal bus and rail service to the Jersey Shore, including the *Bergen-Shore Express*, for the 1989 season because of a budget crisis. (Railpace)
- May 31, 1989 Maryland & Delaware Railroad ceases operation over the ex-PRR Chestertown, Centerville, Cambridge and Snow Hill branches on the Eastern Shore; State of Maryland takes over the operation. (Railpace)
- Spring 1989 Wheeling-Pittsburgh Steel Company (?) leaves Chapter 11 bankruptcy as the eighth-largest steel company. (Seely)
- June 4, 1989 Philadelphia Chapter NRHS operates an excursion with 5 “Blueliners” on the Chestnut Hill East, Wilmington and Norristown Lines. (Railpace)
- June 4, 1989 Derailment destroys Conrail’s “PACK” interlocking near Torrance, Pa.; freight and Amtrak trains detour over the Conemaugh line. (Railpace)
- June 5, 1989 Banks cut the prime rate from 11.5% to 11%. (WrldAlmnc)

- June 8, 1989 In a ceremony at the Weehawken Tunnel, Conrail agrees to sell the tunnel and ex-NYC right of way from North Bergen to NJ Transit for a light rail line; in return, the state will contribute to upgrading the former Erie Railroad Northern Branch between North Bergen and Marion Jct. for Conrail freights to run direct to Meadows Yard and via the ex-Erie Bergen Hill Tunnel to "NAVE" and the old National Docks-Lehigh Valley line to Oak Island Jct. (Railpace)
- June 11, 1989 Bay Colony Railroad operator George Bartholomew begins four-days-a-week summer passenger service as the Cape Cod Railroad between Buzzards Bay and Hyannis, partly replacing the Cape Cod & Hyannis Railroad service. (Rlfn&RR, Railpace)
- June 11, 1989 United Railroad Historical Society of New Jersey sponsors a trip from Newark to Flemington in support of the proposed state transportation museum; the New York, Susquehanna & Western Rail\_\_ executive train, pulled by two Morristown & Erie Railroad ALCO C430's carries dignitaries and guests over the Black River & Western Railroad to Lambertville for a fund-raising dinner; however, rising land prices in Flemington frustrate plans, and Phillipsburg refuses to be ruled out. (Railpace)
- June 15, 1989 SEPTA opens its Norristown Transportation Center, a new elevated terminal for the ex-Philadelphia & Western Railroad a block south of the 1931 terminal, with connecting stairs to the ex-Reading station and bus lines at grade. (Rlfn&RR, Railpace)
- June 15, 1989 Southeastern Pennsylvania Area Coalition for Transportation (ACT) formed to lobby for increased funding for SEPTA; meeting chaired by SEPTA Chairman J. Clayton Undercofler. (AR, SeptaLines)
- June 1989 The Communists are defeated in the first free elections held in Poland since World War II. (Service)
- June 21, 1989 U.S. Supreme Court rules, 5-4, in favor of the sale of the Pittsburgh & Lake Erie Railroad property to a subsidiary of Chicago West Pullman Corporation; does not need the approval of the unions when the sale is to a company owning no other railroad; increases the likelihood of the major railroads being able to spin off branches to new, non-union, short lines without elaborate labor protection. (Rlfn&RR)
- June 22, 1989 Heavy rains and flash floods halt service at Jenkintown and Bethayres on SEPTA's ex-Reading lines. (SeptaLines)
- June 22, 1989 Conrail resumes through service between New Haven and Selkirk via the Danbury Secondary following restoration of the bridge over the

- Housatonic River at Shelton. (Railpace)
- June 24, 1989 NJ Transit adds extra off-peak and weekend Long Branch-Bay Head shuttles are added for the summer resort business. (Railpace)
- June 27, 1989 SEPTA operates a special train to Harrisburg for the Southeastern Pennsylvania Area Coalition for Transportation to lobby for additional financing for SEPTA. (SeptaLines)
- July 1, 1989 New Jersey approves \$17.5 million in additional operating assistance to NJ Transit. (Gallo)
- July 14, 1989 SEPTA dedicates new Norristown Transportation Center; includes former Reading station with connection to a new station on the ex-Philadelphia & Western Railway high-speed trolley line above; old P&W station and section of elevated are retired. (AR)
- July 15, 1989 NJ Transit imposes service cuts, cutting off-peak service on the ex-CNJ Raritan Valley Line from hourly to every 90 minutes, and reducing off-peak and Saturday service on the ex-DL&W Morris & Essex Line. (Railpace)
- July 1989 EMD delivers two prototype F69PH-AC diesels with AC traction motors to Amtrak; sent to Pueblo for testing. (AR)
- July 1989 Ex-NYC Collinwood Shops near Cleveland are demolished to make way for a shopping mall. (Railpace)
- July 16, 1989 Metro-North Commuter Railroad establishes Sunday and holiday service on the Port Jervis Line with Bombardier push-pull equipment. (MTA AR)
- July 17, 1989 Amtrak restores *Montrealer* Nos. 60-61 via Central Vermont Railway from New London to East Northfield; first revenue run on July 18; the government has spent \$3.1 million to upgrade the former Boston & Maine Corporation line between Windsor and Brattleboro. (Railpace, Trains, 911 F.2d 743)
- July 24, 1989 Time Incorporated, the successor to Henry Luce's publishing empire, buys a 59.3% interest in Warner Communications, Inc., whose roots are the Warner Brothers movie studio, and changes its name to Time Warner Inc., creating what is at the time the country's largest media company. (Moody's)
- July 31, 1989 Harrah's Casino becomes the first in Atlantic City to provide bonuses to Amtrak passengers. (Railpace, AR)

- Aug. 4, 1989 SEPTA implements fare increases within Philadelphia after court ruling. (Railpace)
- Aug. 5, 1989 Two rebuilt ex-PRR *Keystone* tubular coaches and power car begin operating over Kalamazoo, Lake Shore & Chicago Railroad between Paw Paw and Lawrence, Mich., as the *Michigan Star Clipper Dinner Train*; four coaches remain in Iowa. (PennsyWest, PRR-FAX, Railpace)
- Aug. 9, 1989 Pres. Bush signs a bill providing \$166 billion over 10 years to rescue and restructure the savings and loan industry; creates the Resolution Trust Corporation to liquidate failing thrifts or convert them to commercial banks; having lost their monopoly of offering high interest to small savers to the big commercial banks, many savings & loans charged excessive interest and made risky loans to keep customers; most savings & loans disappear from the financial landscape. (WrldAlmnc, Samuelson)
- Aug. 1989 NJ Transit rebuilds the ex-PRR Princeton Branch. (Railpace)
- Aug.? 1989 Sugar Loaf & Hazleton Railroad ceases operations; ran ex-Lehigh Valley colliery lines between Harleigh Jct. and Gowen. (Railpace)
- Aug. 22, 1989 Conrail shifts its Selkirk-New Haven freight train from the Boston & Albany- Springfield-Hartford route to the Danbury Secondary. (Railpace)
- Aug. 24, 1989 Dow Jones industrial average reaches an new high of 2,734.64, completing the recovery from the Oct. 1987 crash. (WrldAlmnc)
- Aug. 24, 1989 A non-Communist prime minister is elected in Poland, although the Communists still control the military and police. (WrldAlmnc)
- Sep. 1, 1989 LIRR Pres. Bruce McIver resigns and is replaced by Peter Stangl as Pres. pro-tem. (Railpace)
- Sep. 12, 1989 LIRR suspends plans for track reconstruction at Jamaica Station. (Railpace)
- Sep. 13, 1989 PATH opens new street-level station building at Exchange Place, Jersey City with three 150-foot escalators to track level; replaces original elevator building just to the west. (PtAuth, KFrench)
- Sep. 14, 1989 NJ Transit runs a press train from Lindenwold to Atlantic City to promote new Atlantic City local service; ex-CNJ *Blue Comet*

- observation car NJT-1 carries the markers, its first trip to Atlantic City since 1941. (Railpace)
- Sep. 14, 1989 American President Lines dedicates a new intermodal yard with three gantry cranes at South Kearny, N.J. (Railpace)
- Sep. 1989 Delaware & Hudson Railway Rouses Point-Potomac Yard trains begin running through over the Norfolk Southern Railway to Linwood, N.C., bypassing Potomac Yard. (Railpace)
- Sep. 1989 Hungary allows East Germans to cross its borders to asylum in Austria. (Service - see above)
- Sep. 17, 1989 NJ Transit begins local train service with 11 round trips between Lindenwold and Atlantic City, connecting with PATCO line; trains deadhead to and from 30<sup>th</sup> Street for servicing; an Atlantic City-bound train running late at 80 MPH hits a car that has tried to run around the crossing gates at a Berlin grade crossing, killing the 27-year old driver and her 4-year old daughter, leading anti-rail forces to clamor for a 40 MPH speed limit in populated areas. (Railpace)
- Sep. 18, 1989 Maher Terminal opens a new container facility at Port Newark, N.J. (Railpace)
- Sep. 21-22, 1989 Hurricane Hugo makes landfall at Charleston, S.C., with sustained winds of 120 MPH, much higher than expected; instead of turning up the coast, it plows inland to eastern Ohio and down the Great Lakes and St. Lawrence River. (Schwartz)
- Sep. 24, 1989 Former PATrain F7's and 10 coaches leave Selkirk en route to ConnDOT for a revived *Clamdigger* commuter service between New Haven and New London. (Railpace)
- Sep. 25, 1989 Amtrak begins reconstructing Tracks 16-18 in Penn Station. (Railpace)
- Oct. 10, 1989 NJ Transit orders 50 "Comet III" coaches from Bombardier. (Railpace)
- Oct. 11, 1989 LIRR retires its last two ALCO C-420's, which are sent to Naporano for scrapping. (Railpace)
- Oct. 13, 1989 Dow Jones industrial average falls 190.58 points. (WrldAlmnc)
- Oct. 1989 Conrail and Norfolk Southern establish TrailVan TV233-TV234 between Kearny, N.J., and Atlanta via Manassas Jct. and the Hagerstown gateway. (Railpace)

- Oct. 1989 SEPTA Board increases General Manager Louis J. Gambaccini's salary to \$191,700, making him the highest-paid public official in Pa. and the highest-paid head of any U.S. transit system. (Railpace)
- Oct. 22, 1989 Arthur Edward Imperatore's Arpcorp Properties begins a revived ferry service between Hoboken Terminal and lower Manhattan during rush hours. (Railpace)
- Oct. 24, 1989 York Rail Logistics, Inc., incorporated in Delaware by the Genesee & Wyoming interests. (DelCorps)
- Oct. 25, 1989 Metro-North Commuter Railroad opens an employee training center on the 7<sup>th</sup> floor of Grand Central Terminal. (MTA AR)
- Oct. 26, 1989 PRR 4-4-0 No. 1223 operates in Strasburg Railroad excursion service for last time; retired to Railroad Museum of Pennsylvania. (KrtBll - see above)
- Oct. 27, 1989 Amtrak opens new ticket office on lower level of Pittsburgh Station; the head house is redeveloped as "The Pennsylvanian", a residential and commercial building. (Railpace)
- Oct. 28, 1989 Amtrak single-tracks the first section of the New Haven-Springfield line between North Haven and Meriden. (Railpace)
- Oct. 29, 1989 New York City Transit Authority begins subway service through the upper level of the 63<sup>rd</sup> Street Tunnel under the East River, on which construction had begun in 1969, by rerouting the F Train; line dead-ends at 21<sup>st</sup> Street/Queensbridge in Long Island City pending connection to the Queens Boulevard line; lower level for LIRR tracks remains unconnected. (Railpace, MTA)
- Oct. 29, 1989 Amtrak inaugurates three new non-stop "Metroliners"; one New York-Atlantic City round trip extended to New Haven. (AR)
- Fall 1989 Shamokin Valley Railroad completes the Reed Connection between the ex-PRR Paxinos Industrial Track and the ex-Reading Sunbury main line; ex-Reading line between Reed and Shamokin is scrapped; Shamokin Valley Railroad is a subsidiary of Dick Robey's North Shore Railroad; operates over Conrail trackage rights, Northumberland to Sunbury, ex-Reading from Sunbury to Reed and ex-PRR Reed to Shamokin; also operates to Mt. Carmel Jct. (which road?). (Railpace - check PaCorps)
- Nov. 2, 1989 Amtrak operates a test train into Philadelphia International Airport station; may extend either Harrisburg or Atlantic City trains there.

- (Cinders)
- Nov. 5, 1989 LIRR cuts in new signal system between Jamaica and "HAROLD."  
(Railpace)
- Nov. 7, 1989 Democratic Congressman James J. Florio ( - ) elected Gov. of New  
Jersey, defeating \_\_\_. (NYT)
- Nov. 9, 1989 Pa. Supreme Court orders SEPTA to roll back its city fare increase.  
(Railpace)
- Nov. 10, 1989 MBTA retires all Budd cars (rebuilt from RDC's) after the arrival of  
new cars from Bombardier. (Railpace)
- Nov. 11, 1989 Ex-PRR station at Monkton, Md., on the old Northern Central line  
dedicated as a state park visitors' center. (Railpace)
- Nov. 11, 1989 Berlin Wall is opened from East to West Berlin. (TimeAlmnc)
- Nov. 13-21, 1989 Conrail rebuilds the connection between the ex-Reading Lebanon  
Valley line and the ex-PRR at "CAPITOL" Interlocking at Harrisburg  
for 30 MPH speeds. (Railpace)
- Nov. 15, 1989 American European Express begins running luxury cruise train cars on  
the *Capitol Limited* between Washington and Chicago with a \$695 one-  
way fare. (AR, Railpace)
- Nov. 1989 Conrail removes automatic block signals and cab signals on the ex-  
PRR Delaware Extension between "PENROSE," which is now  
operated by the Philadelphia A Desk dispatcher, and "STADIUM,"  
which is closed and converted to hand switches. (Railpace)
- Nov. 1989 Conrail completes enlarging the clearances and tunnels on the ex-West  
Shore River Line between Selkirk and North Bergen for double stack  
trains. (Railpace)
- Nov. 17, 1989 Metro-North Commuter Railroad dedicates rebuilt station at Yonkers.  
(Railpace)
- Nov. 22, 1989 \$11.5 billion transportation appropriations bill signed; includes \$4  
million to repair Bush and Gunpowder Bridges on the Northeast  
Corridor. (Railpace)
- Dec. 2, 1989 ConnDOT runs test of former PATrain push-pull equipment between  
New Haven and Old Saybrook. (Railpace)

- Dec. 5, 1989 French TGV sets new world speed record of 299.7 MPH.
- Dec. 6, 1989 Conrail closes the ex-CNJ "STEEL" Tower at the east end of Allentown Yard; replaced by C.P. JU on the site of old "JU" Tower; controlled by the Lehigh Dispatcher at Elizabethport. (Railpace)
- Dec. 14, 1989 Cleveland Union Terminals Company merged into Penn Central Properties, Inc. (OhioCorps)
- Dec. 1989 SEPTA returns a second set of ex-Reading "Blueliners" to service. (Railpace)
- Dec. 1989 Ford Motor Company sells the Rouge Steel Company, the steel-making facilities at its River Rouge Works and gives up all water frontage and docks and about 45% of the original 2,000 acres; part of the trend to downsizing, greater automation, and replacing integration with outside contracting; although still Ford's largest facility, The Rouge will have shrunk to 600 acres and 6,000 employees by 2000, down from 2,000 acres and 100,000 employees at its peak in the 1930s. (Moody's, thehenryford.org)
- Dec. 1989 A non-Communist government takes power in Czechoslovakia. (Service)
- Dec. 17, 1989 SEPTA reopens Cresheim Valley Bridge on ex-PRR Chestnut Hill West Line, restoring service between Allen Lane and Chestnut Hill. (Railpace; AR)
- Dec. 18, 1989 Conrail demolishes the 1927 Lehigh Valley Railroad Oak Island Yard hump tower, which was build on shifting fill. (Railpace)
- Dec. 19, 1989 A new Wheeling & Lake Erie Railway Company is incorporated in Delaware. (DelCorps)
- Dec. 23, 1989 Conrail closes "VIRGINIA" Tower in Washington; controlled by the Harrisburg Division's dispatcher. (Railpace)
- Dec. 26, 1989 Conrail announces purchase of Pittsburgh & Lake Erie Railroad's one-third interest in Monongahela Railway; also purchases the P&LE's lines between McKeesport and Brownsville and McKeesport to Homestead.. (Mutual, Railpace)
- Dec. 28, 1989 NJ Transit opens a new eastbound station at Fanwood on the ex-CNJ Raritan Valley Line. (Railpace)
- Dec. 31, 1989 Eastman Kodak Company's lease in Grand Central Terminal expires,



and the huge Kolorama photo transparency on the east wall of the Concourse is removed. (Railpace - no! see 1990s)

- 1989 Presidential Emergency Board (PEB-219) permits two-person crews if a road freight is performing only limited switching service. (Gallamore)
- 1989 Amtrak begins three-month test of two "Viewliner" prototypes on *Night Owl*. (Mutual)
- 1989 Amtrak Pres. W. Graham Claytor testifies to Congress that Amtrak can achieve operating self-sufficiency by the year 2000, but only if it can be guaranteed a regular source of funds for capital improvements similar to the funds for highways and airports, and if it eliminate the constraints imposed by quasi-public status; Claytor believes that Amtrak can set adequate fares only if indirect subsidies to airports are ended and gasoline prices increased. (Gallamore - verify)
- 1989 SEPTA opens new MU car maintenance shop at Roberts Avenue on the Reading south of Wayne Jct., replacing the ex-Reading Wayne Jct. Shop. (AR)
- 1989 SEPTA extends commuter service on ex-PRR Main Line from Downingtown to Coatesville. (AR - fiscal 1988/89)
- 1989? Conrail markets its self-unloading train for bulk materials in New Jersey as "Conrail Conveyor Service." (Guide)
- 1989 Gordon S. Miller, now bankrupt, sells Poughkeepsie Bridge to his friend Vito Moreno of King of Prussia, Pa., for \$1. (Mabee)
- 1989 IRS ruling questions the tax-exempt status of railroad YMCAs in a case involving Conrail's Crestline YMCA; rules they are profit-making adjuncts to the railroad business and undercut commercial lodgings; railroad "Y's" have declined in recent years because of the bypassing of traditional crew change locations; the YMCA still maintains 13 facilities on Conrail and CSX. (Railpace)
- 1989 Eastern Air Lines, Inc., sells its Boston-New York-Washington shuttle to real estate developer Donald Trump, who operates it as Trump Shuttle. (wiki - verify NYT)
- 1989 Westinghouse Electric Corporation closes its East Pittsburgh Plant. (Hoerr - verify)
- 1989 USX Corporation transfers its Lorain Works to a 50-50 joint venture with the Kobe Steel Company of Japan. (Moody's)

