

PRR CHRONOLOGY
1976

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| Jan. 5, 1976 | Amtrak board authorizes purchase of Northeast Corridor from Penn Central rather than lease from Conrail. |
| Jan. 5, 1976 | Penn Central opens new TrailVan terminal at Newark, Del. (PR) |
| Jan. 5, 1976 | New Jersey Assembly defeats Gov. Byrne's plan for \$37 million supplemental budget appropriation to prevent cutbacks in rail and bus subsidy programs. (NYT) |
| Jan. 6, 1976 | SEPTA agrees to buy Reading's Newtown, Doylestown and Chestnut Hill Lines and Penn Central's Chestnut Hill, and West Chester Lines, which are not included in Final System Plan, plus 30th Street Station, for \$7 million; 80% to be paid by Urban Mass Transportation Administration and 20% by Pennsylvania. (NYT) |
| Jan. 15, 1976 | US DOT announces it is paying principal of \$50 million in Penn Central certificates falling due this day; Penn Central Trustees pay interest. (RyAge) |
| Jan. 16, 1976 | Amtrak assumes control of Penn Central's 12th Street coach yard and 16th Street locomotive shop at Chicago. |
| Jan. 18, 1976 | Amtrak assumes control of maintenance of equipment facilities at South Bay Yard and South Station, Boston. |
| Jan. 1976 | GE is sole bidder on 160 "Jersey Arrow II" (?) cars to reequip Erie Lackawanna commuter lines. (RyAge) |
| Jan. 1976 | MTA announces it will spend \$750,000 to retrofit doors on all 766 M-1 "Metropolitan MU cars. (RyAge) |
| Jan. 28, 1976 | Amtrak assumes operation of Penn Coach Yard and Race Street engine house at Philadelphia, plus equipment servicing facilities at Harrisburg, Detroit, Buffalo, and Rensselaer. |
| Jan. 31, 1976 | State of New Jersey cancels \$1 million annual contract payments to PRSL. |
| Feb. 1, 1976 | Penn Central has 8,478 route miles under slow orders. (RyAge) |
| Feb. 1, 1976 | Penn Central removes coin lockers from Grand Central Terminal. |

(Shappell)

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| Feb. 2, 1976 | PRSL applies to abandon all passenger service. effective Feb. 7. |
| Feb. 5, 1976 | President Ford signs Railroad Revitalization & Regulatory Reform Act (4R Act) calling for U.S. to invest \$2.1 billion in Conrail lines as a result of refusal of Chessie System, Inc., and Southern Railway to take 2,000 miles of bankrupt lines; Conrail will thus be about 17,000 miles; includes \$1.75 billion for track, signal and electrification improvements in Northeast Corridor, including electrification to Boston; USRA is to receive Conrail Series A preferred stock in return for government investment; bankrupts are to receive Series B preferred in return for properties; USRA is to name six directors and trustees of Series B to name five, plus President and Chairman; USRA is to serve as Conrail's banker for immediate future. (USRA, PR) |
| Feb. 1976 | C&O withdraws commitment to assume portions of former Erie Lackawanna Railway; USRA adopts fall-back plan of single "Big Conrail". (USRA) |
| Feb.? 1976 | Rebuilt Rahway, N.J., station opens; new eastbound head house and rebuild westbound platform. (PCPost) |
| Feb. 10, 1976 | Consolidated Rail Corporation (Conrail) files incorporation papers in Pennsylvania. (Moody's) |
| Feb. 11, 1976 | Amtrak assumes operation of Penn Station and Sunnyside Yard. |
| Feb. 11, 1976 | Penn Central postpones abandonment of 390 light-traffic line segments totaling 5,000 miles from Feb. 27 to April 1. |
| Feb. 12, 1976 | Conrail Chairman and CEO Edward G. Jordan announces there will be a single, unified Conrail, after C&O and Southern Railway withdraw their offers for assuming certain lines totaling about 2,000 miles. (PR, Guide) |
| Feb. 13, 1976 | ICC grants permission for PRSL to formally abandon Wildwood Branch, unused since June 1974. (PRRFAX) |
| Feb. 15, 1976 | Amfleet cars permanently assigned to the <i>Minute Man</i> , <i>Senator</i> , <i>Merchants Limited</i> and <i>Bicentennial</i> (a new train No. 168, Washington-Boston) and also on the <i>Murray Hill</i> southbound and the <i>New Yorker</i> northbound; Amfleet trains make run in 3:55 vs. 3:00 for "Metroliners"; "Metroliner" service reduced from 15 to 13 round trips as cars pulled for overhaul; one <i>Turbotrain</i> trip |

dropped between Boston and Providence; Boston-Washington round trips cut from 13 to 12; New York-Washington increased from 18 to 20; 8 stops added at Capital Beltway because of loss of parking spaces at Union Station to National Visitors' Center construction. (PTJ, RyAge, Guide)

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| Feb. 1976 | Pennsylvania Company sells 40,656 shares of Distribution International, Inc. (formerly Strick, Inc.) back to its management. |
| Feb. 1976 | Amtrak begins refurbishing Baltimore Station. (AmtkNews) |
| Feb. 1976 | Office of Northeast Corridor Development established in Federal Railroad Administration. (NAF) |
| Feb. 19, 1976 | At news conference, N.J. Gov. Brendan Byrne notes state may run out of transit subsidy money, resulting in cancellation of bus service and reductions in rail service. (NYT) |
| Feb. 24, 1976 | Amtrak assumes operation of Wilmington Shops. |
| Feb. 27, 1976 | D.T.I Enterprises, Inc. transfers its 60% interest in five surviving PRR equipment companies to Pennsylvania Company. (Compt) |
| Mar. 1, 1976 | Penn Central suffers 1,783 derailments in first two months of 1976; up 78% from Jan.-Feb. 1975. (RyAge) |
| Mar. 1, 1976 | Amtrak makes USARail pass available to U.S. citizens. |
| Mar. 1, 1976 | Reading Pres. Charles E. Bertrand named Amtrak's VP & General Manager of Northeast Corridor. (RyAge) |
| Mar. 3, 1976 | Conrail Chairman Edward G. Jordan announces structure of top management; draws from old companies, other railroads and from outside the railroad industry; reporting to Chairman Jordan are: Senior VP-Strategic Planning Leo F. Mullin (ex-McKinsey & Co.); Chief Financial Officer, VP & Treasurer Robert V. Wadden (non-railroad); VP-Public Affairs Donald J. Martin (ex-Scott Paper); VP-Government Affairs John L. Sweeney (private consultant); and Assistant VP-Executive & Organizational Development David R. McCarthy (ex-DOT). (PR) |
| Mar. 3, 1976 | Conrail operating structure announced: reporting to Pres. Richard D. Spence are: Senior VP-Operations A.M. Schofield (continuing from PC); VP-Marketing Welborn E. Alexander (continuing from PC); VP-Operations Planning & Control Carl M. Taylor (ex-Union Oil Co.); VP-Sales Ralph N. Cramer (continuing from PC); Assistant VP-Integration & Consolidation Robert H. Clement (ex- |

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

- Mar. 9, 1976** **USRA announces that D&H will be granted trackage rights from Sunbury to Potomac Yard and over ex-LV line between Pittston and Oak Island to provide competition for Conrail; also trackage rights over Erie Lackawanna line __. (RyAge)**
- Mar. 12, 1976** **USRA and Conrail sign financing agreement making \$2.026 billion available for operations and improvements.**
- Mar. 12, 1976** **Chessie System, Inc., announces it is withdrawing its offer to purchase parts of Erie Lackawanna Railway and Reading because of inability to reach satisfactory labor agreements; UTU in particular balked at signing new contracts with Chessie as could obtain more generous buyout provisions from Conrail.**
- Mar. 1976** **Report by Ford, Bacon & Davis, engineers, recommends restoring Rail commuter service between Pittsburgh and Derry on ex-PRR main line. (RyAge)**
- Mar. 22, 1976** **Michigan Northern Railway incorporated. (3/18, filed 3/22) (MichRRs)**
- Mar. 26, 1976** **Pres. Ford signs legislation changing state of incorporation for Conrail from Delaware to Pennsylvania and increasing the amount of securities it can issue. (NYT)**
- Mar. 26, 1976** **New York Stock Exchange announces it will delist 73 rail stock and bond issues, whose companies are to transfer assets to Conrail. (NYT)**
- Mar. 27, 1976** **Penn Central abandons freight service between Wassaic and Chatham on New York & Harlem line.**
- Mar. 28, 1976** **Last through freight operates over Bel-Del Branch, BL-6 from Wilmington to Phillipsburg; Conrail establishes alternate route via ex-Reading North Penn Branch to Bethlehem. (Lee)**
- Mar. 29, 1976** **First section of DC Metro opens for revenue service; Red Line between Rhode Island Avenue and Farragut North provides first**

efficient transit link between Union Station and business district;
Red Line north of Union Station follows B&O right of way.
(RyAge)

- Mar. 29, 1976** All employees moved from Indianapolis Union Station to Penn Central Building at 31 East Georgia Street. (Hetherington)
- Mar. 30, 1976** Canada Southern Railway pays out its \$9 million reserve fund as a special dividend to stockholders on the eve of Conrail's taking over the lease.
- Mar. 30, 1976** Changeover to Conrail begins at 5:00 PM in blocking eastbound freight on UP at North Platte, Neb.
- Mar. 31, 1976** During afternoon and evening, controls gradually shifted from operations centers of EL (Cleveland), LV (Bethlehem), and CNJ (Elizabethport) to Conrail center at Philadelphia.
- Apr. 1, 1976** Conrail goes into operation at 12:01 AM; Richard G. Jordan of USRA is first CR Chairman and CEO; Richard D. Spence, ex-VP-Operations of Southern Pacific, is President and COO.
- Apr. 1, 1976** Conrail Regional structure established with eight Regions, each under a General Manager: Metropolitan Region consisting of ex-NYC and NH commuter lines at New York; Northeastern Region with headquarters at New Haven consisting of ex-NH and NYC lines between Boston and Buffalo; Atlantic Region with headquarters at Newark consisting of former CNJ, LV and EL lines, plus Northeast Corridor between New York and Trenton and the ex-NYC River Line to Selkirk; Eastern Region with headquarters at Harrisburg consisting of all lines south of Sunbury, Allentown, Trenton and Winslow Jct. and east of Marysville; Central Region with headquarters at Pittsburgh consisting of ex-PRR lines between Marysville and Crestline/Dennison, Ohio, plus ex-EL from Hornell to Marion; Northern Region with headquarters at Detroit consisting of ex-NYC line from Niagara Falls to Elkhart via Detroit and remaining Michigan lines; Western Region with headquarters at Chicago and consisting of ex-NYC line between Buffalo and Chicago, plus ex-PRR lines between Crestline, Bradford and the Chicago terminal area; Southern Region with headquarters at Indianapolis consisting of all lines south and west of Crestline, Marion, Dennison and Bradford, plus the ex-NYC Columbus-Toledo line.
- Apr. 1, 1976** Conrail Divisional structure established: New England Region consists of New England Division (Boston), Mohawk-Hudson

Division (Utica), and Buffalo Division (Buffalo); Atlantic Region consists of: New Jersey Division (Elizabethport; ex-CNJ & LV), Hoboken Division (Hoboken; ex-EL), Lehigh Division (Allentown, ex-LV & Reading), Scranton Division (Scranton; ex-EL),; and Susquehanna Division (Hornell; ex-EL); Eastern Region consists of: Philadelphia Division (Philadelphia), Reading Division (Reading; ex-Reading), Chesapeake Division (Baltimore), and Harrisburg Division (Harrisburg); Central Region consists of: Allegheny Division (Altoona), Pittsburgh Division (Pittsburgh), Valley Division (Youngstown; ex-PC), and Mahoning Division (Youngstown; ex-EL); Northern Region consists of ____; Western Region consists of: Cleveland Division (Cleveland), Fort Wayne Division (Fort Wayne), Toledo Division (Toledo), and Chicago Division (Chicago); Southern Region consists of: Columbus Division (Columbus), Cincinnati Division (Cincinnati), and Southwest Division (Indianapolis).

- Apr. 1, 1976** Charles E. Bertrand, ex-CEO of Reading Company, becomes V.P. & General Manager of Northeast Corridor for Amtrak; Albert M. Schofield of Penn Central becomes Project Officer on Amtrak's Northeast Corridor Improvement Project.
- Apr. 1, 1976** Portions of Penn Central and other northeastern railroads conveyed to Conrail; Northeast Corridor (except Boston-R.I. line and New Haven-New Rochelle), Philadelphia-Harrisburg main line, New Haven-Springfield, Kalamazoo-Michigan City, 12 miles near Albany, N.Y., and PC's 50% share of Washington Terminal Company conveyed to Amtrak; Delaware & Hudson Co. acquires former PRR line between Wilkes-Barre and Sunbury, with trackage rights to Enola Yard.
- Apr. 1, 1976** P&LE becomes independent of Conrail; receives Conrail trackage rights Youngstown-Ashtabula to interchange with N&W and Youngstown-Shenango to interchange with B&LE. (McLean)
- Apr. 1, 1976** Conrail begins operation with about 17,000 route miles of the Final System Plan, plus decides to keep operating about 3,000 route miles of Light Density Lines; another 3,000 miles of Light Density Lines removed from service on Apr. 1, including LV west of Waverly, N.Y., and EL west of Marion, Ohio; \$300 million in federal matching funds to be made available over five years to help states subsidize Light Density Lines.
- Apr. 1, 1976** Conrail becomes largest U.S. rail commuter carrier; Baltimore-Washington, Chicago-Valparaiso, ex-Reading Philadelphia-Newark service, and Cleveland-Youngstown are not subsidized.

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| Apr. 1, 1976 | Conrail arranges with State of Virginia to keep Cape Charles-Little Creek car float service and line from Cape Charles to Pocomoke City operating; also agrees to keep most Light Density Lines on Delmarva Peninsula operating. |
| Apr. 1, 1976 | Lines abandoned and not conveyed to Conrail include: Kings Creek-Crisfield, Md.; Clayton-Smyrna, Del.; |
| Apr. 1, 1976 | SEPTA acquires non-Conrail lines in Philadelphia area, including Octoraro Branch, for \$4.2 million. |
| Apr. 1, 1976 | Black River & Western tourist railroad buys 3.5 miles of Bel-Del Branch at Lambertville, N.J., from Penn Central; Flemington-Three Bridges from CNJ. (Lee) |
| Apr. 1, 1976 | Michigan Northern Railway assumes operation of ex-PRR line between Grand Rapids and Mackinaw City, plus Traverse City Branch; one of first "spinoff" short lines. |
| Apr. 1, 1976 | Michigan State Highway Commission assumes operation of train ferry <i>Chief Wawatam</i> under lease from Mackinac Transportation Company. (MB) |
| Apr. 1, 1976 | Portions of Ann Arbor Railroad conveyed to State of Michigan and to Grand Trunk Western Railway. |
| Apr. 1, 1976 | Grand Trunk Western Railway acquires former PC Bay City-Saginaw-Midland line. |
| Apr. 1, 1976 | Toledo, Peoria & Western Railroad acquires ex-PRR line between Kenneth and Effner; Conrail retains portion between Kenneth and Logansport. (Stringham) |
| Apr. 1, 1976 | Illinois Terminal Railroad acquires ex-PRR line between Decatur (Maroa) and Peoria (Farmdale Jct.), Ill.; Olmsted-Cairo line taken out of service. |
| Apr. 1, 1976 | Penn Central Trustees move headquarters from 6 Penn Center, which becomes Conrail headquarters, to 1700 Market Street. |
| Apr. 1, 1976 | DT&I begins running into Cincinnati with trackage rights over Conrail from Springfield and S. Charleston, Ohio. |
| Apr. 1976 | Old P&E between Kane and Warren, Pa., sold to PennDOT; operated by Conrail. |

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| Apr. 1976 | Penn Central sells ex-PRR line between New Castle and Cincinnati via Richmond to N&W. |
| Apr. 2, 1976 | Pennsylvania Company reaches settlement agreement with group of banks led by Chemical Bank of a \$45.2 million loan in default since June 1970; settled for \$8.2 million cash and \$37 million new loan due in 1981. |
| Apr. 9, 1976 | Amtrak places first F40PH's into service. |
| Apr. 22, 1976 | Union Transportation Company ceases operations in N.J.; Conrail takes over service to Fort Dix. |
| Apr. 25, 1976 | <i>Empire State Express</i> rerouted via Niagara Falls and renamed <i>Niagara Rainbow</i> (adding stops in Canada? or 10/31/75?); <i>Silver Meteor</i> and <i>Champion</i> combined north of Jacksonville for the summer; schedules between New Haven and Boston lengthened by 15 minutes for track rehabilitation. (Guide, PTJ) |
| Apr. 29, 1976 | Southwest Ohio Regional Transit Authority withdraws from plan to adapt Cincinnati Union Terminal. (CUT) |
| May 1, 1976 | Penn Central freight train consisting of locomotive and four cars en route from Cadillac to Traverse City, Mich., derails; thieves had stolen 120 feet of rails for scrap. (NYT) |
| May 3, 1976 | Conrail announces a \$454.9 million program to upgrade rolling stock; Conrail owns 5,069 locomotives or 17.9% of U.S. total; 162,035 freight cars or 9.4% of total. |
| May 3, 1976 | Cincinnati School Board decides against moving School for the Creative & Performing Arts into Cincinnati Union Terminal. (CUT) |
| May 7, 1976 | Laurence J. Farley, formerly of RCA, named Conrail Senior VP-Finance. (PR) |
| May 8, 1976 | Auto-Train Corporation discontinues Louisville-Sanford service. |
| ca. May 1976 | Amtrak sells ex-PRR "tubular" <i>Keystone</i> cars to Southeastern Michigan Transportation Authority (SEMTA) for Detroit commuter service for \$80,000. (Trains) |
| May 1976 | Railroad Museum of Pennsylvania acquires pioneer PRR E-7 No. 4201 (ex-5901) for \$20,000; diesel had been hidden from scrapping program at Harrisburg by certain Penn Central employees until it |

could be preserved. (RRMP)

- May 15, 1976** East and West Coast sections of the *Floridian* revise to split at Jacksonville. (Guide)
- May 17, 1976** Canada Southern Railway elects a Conrail Board.
- May 19, 1976** Amtrak two of three "Turboliners" operating between Chicago and Detroit with Amfleet equipment; renamed *Wolverine* and *St. Clair*. (Guide)
- May 20, 1976** Amtrak assumes maintenance of Northeast Corridor.
- May 20, 1976** Conrail announces a nine-month, \$520 million program to upgrade track.
- May 24, 1976** LIRR increases service to the Hamptons and Montauk from 3 to 6 round trips and discontinues bus service (5 round trips) between Babylon and Montauk; buses could not handle resort crowds and are replaced by across-the-platform connection to diesel trains at Babylon; doubles number of bus trips between Babylon, Riverhead and Greenport. (NYT)
- May 28, 1976** Conrail elects first Board of 13 directors; five appointed by the voting trustees of the Series B stock given to the old companies; six by the USRA which holds Conrail debentures and Series A preferred stock; plus Chairman Jordan and Pres. Spence. (PR)
- May 28, 1976** Amtrak's first Rohr "Turboliner" delivered to US DOT high-speed test track at Pueblo, Colo. (RyAge)
- June 1, 1976** New York City Planning Commission approves amusement arcade in LIRR Concourse of Penn Station. (NYT)
- June 2, 1976** Former New Haven commuters' club that had used club car *Southport* to New Caanan begins using a customized Greyhound bus; State has discontinued club cars in spring with replacement by M-2 "Cosmopolitan" cars; was more concerned about elitism in travel arrangements. (NYT)
- June 3, 1976** Edgington Oil Company incorporated in Delaware as Pennsylvania Company subsidiary for purpose of acquiring company of same name in Long Beach, Calif. (PaCo)
- June 1976** Rohr Industries, Inc., announces it is exiting carbuilding business after Amtrak orders new "Turboliners" in France. (RyAge)

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| June 7, 1976 | Conrail transfers 1,800 maintenance-of-way employees to Amtrak for work on Northeast Corridor and other lines. |
| June 7, 1976 | Amtrak breaks ground for new "Turboliner" maintenance facility in Rensselaer, N.Y. (AmtkNews) |
| June 7, 1976 | Pennsylvania Company acquires the remaining 41% of Arvida Corporation for \$30.5 million. (AR) |
| June 8, 1976 | Amtrak announces it will test a French Alsthom-Francorail-MTE Class 21,000 C-C electric locomotive as possible replacement for GG1's; is used in 125 MPH service on <i>Trans-Europ Expresses</i>; test to begin in Jan. 1977. (RyAge) |
| June 10, 1976 | Fire breaks out in engine compartment of United Aircraft "TurboTrain" No. 51 at Waterford, Conn.; passengers delayed three hours, and train is withdrawn from service, leaving two trainsets operating. (Trains, PTJ) |
| June 13, 1976 | Amtrak holds inaugural ceremony for <i>The Colonial</i>, new through train between New York and Newport News, Va., via Richmond with Amfleet equipment; revenue service begins June 14; No. 450-451 discontinued between Charlottesville and Newport News, ending passenger service on old C&O line between Gordonsville and Richmond (AmtkNews, Guide) |
| June 14, 1976 | Conrail announces adoption of blue livery for locomotives with "wheel-on-rail" logo; drops internal capital ("ConRail") used by USRA in planning documents. (PR) |
| June 14, 1976 | Amtrak equips 2 of 3 Chicago-Detroit trains with Amfleet cars, and through trip between Detroit and Milwaukee discontinued. (Guide say 5/18-19) |
| June 15, 1976 | Amtrak increases coach fares by 5%. (Guide) |
| June 15, 1976 | Amtrak inaugurates <i>The Palmetto</i> No. 89-90, New York-Savannah, with Amfleet equipment. (AmtkNews) |
| June 17, 1976 | GE gas turbine-electric dual-service MU cars make first revenue run from Oyster Bay to Penn Station, eliminating the traditional "change at Jamaica"; break through a large banner stretched across the track as pass from non-electrified to electrified zone at East Williston; cars, along with second set built by ___, are to be tested for a year on LIRR, Hudson, Harlem and Port Jervis lines. |

(Trains, RyAge)

- June 27, 1976** Conrail establishes shuttle service over ex-Reading line between Philadelphia and Valley Forge for Bicentennial; runs through Sep. 11. (Shappell)
- June 28, 1976** Philadelphia Chapter of Pennsylvania Railroad Technical & Historical Society formed. (PRRTHS)
- July 4, 1976** U.S. celebrates Bicentennial; Conrail operates extra service to New York for spectators at "Operation Sail," a parade of the world's tall ships. (NYT, Shappell)
- July 4, 1976** National Visitors Center opens in Washington Union Station; new Amtrak waiting rooms created behind concourse.
- July 6, 1976** *American Freedom Train*, a traveling Bicentennial exhibit patterned on the earlier *Freedom Train* by railfan Ross Rowland, passes over Horseshoe Curve en route to Pittsburgh, powered by ex-Reading 4-8-4 No. 2102; stops opposite K4s No. 1361 and can't get started on grade; train is rescued by two Conrail diesels. (Trains)
- July 6, 1976** Robert K. Pattison, 54, named Pres. & General Manager of LIRR, replacing Walter Schlager, Jr., resigned for health. (NYT)
- July 1976** Swedish ASEA Class Rc4a B-B electric leased to Amtrak as X995 arrives at Port Elizabeth, N.J. (Trains)
- July 19, 1976** Test run of combined *Floridian/Auto-Train* leaves St. Petersburg for Chicago; train is too long to keep on schedule.
- July 29, 1976** Amtrak dedicates renovation of H.H. Richardson's New London, Conn., station after preservation battle; exterior is preserved but interior modernized. (Guide, AmtkNews)
- Aug. 1, 1976** International Eucharistic Council held in Philadelphia; Amtrak operates special trains to JFK Stadium on Aug. 8. (Shappell)
- Aug. 3, 1976** Former PRR Chairman James Miller Symes (1897-1976) dies at age 79 at nursing home in Feasterville, Pa. (RyAge)
- Aug. 4, 1976** Former LIRR Pres. Walter F. Schlager, Jr. (-1977) dies at Manhasset at age 58. (RyAge)
- Aug. 7, 1976** Conrail operates New York-Monmouth Park race train on

Saturdays through Sep. 11. (Shappell)

- Aug. 1976** **Budd Company unveils its SPV-2000 railcar as a successor to the RDC using "Metroliner"-type body shell. (RyAge - note none actually built at this point)**
- Aug. 25, 1976** **NJ DOT, Port Authority and FRA reach tentative agreement on \$10 million facelift for Penn Station, Newark. (NYT)**
- Aug. 29, 1976** **Southern Railway excursion headed by ex-SP Daylight No. 4449 arrives in Alexandria after overnight run from Atlanta; locomotive is being ferried to haul last leg of American Freedom Train from Alexandria to Miami. (Trains)**
- Aug. 30, 1976** ***American Freedom Train* begins three-day stop at Trenton, N.J. (NYT)**
- Aug. 31, 1976** **Amtrak agrees with Auto-Train Corporation to combine the *Floridian* with the Louisville Auto-Train beginning Oct. 31. (RyAge)**
- Aug. 31, 1976** **Amtrak breaks ground for new station at Cleveland. (RyAge)**
- Sep. 1, 1976** **Amtrak assumes Northeast Corridor dispatching from Conrail; all Boston South Side commuter operations to Providence, Needham, Franklin and Stoughton transferred for operating purposes to Amtrak's Northeast Corridor Region. (Humphrey)**
- Sep. 5, 1976** **Conrail runs Philadelphia-Harrisburg excursion behind GG1 No. 4800 "Old Rivets" in bicentennial paint scheme for NRHS national convention. (Trains)**
- Sep. 8, 1976** **Last two Amtrak United Aircraft "*TurboTrain*" sets make last revenue run New York-Boston because of mechanical problems. (PTJ)**
- Sep. 9, 1976** **Amtrak introduces the *Clamdigger*, New Haven-Providence local.**
- Sep. 17, 1976** **Pittsburgh Chapter of Pennsylvania Railroad Technical & Historical Society formed. (PRRTHS)**
- Sep. 18, 1976** **Rohr Industries's American-built version of French Turboliners begin two days of public displays at Empire Service cities.**
- Sep. 19, 1976** **Conrail freight derails in B&P Tunnel at Baltimore, blocking Northeast Corridor; some trains detoured via B&O line from Bay**

View. (NYT)

- Sep. 20, 1976** **Rohr *Turboliners* placed in service on Empire Service route between New York and Buffalo. (Trains)**
- Sep. 20, 1976** **Democratic candidates Jimmy Carter and Walter Mondale leave New York on 13-car *Democratic Whistlestop* for Chicago; Carter leaves the train at Pittsburgh, but Mondale and Rosalynn Carter continue to Chicago on Sep. 21. (Withers)**
- Sep. 24, 1976** **Pennsylvania Company purchases 80% of Edgington Oil Company, Inc., operator of an independent refinery and oil distribution system in Long Beach, Calif. for \$50 million. (AR, Moodys)**
- Oct. 1, 1976** **Amtrak assumes full operation of 30th Street Station. (AmtnkNews)**
- Oct. 5, 1976** **Amtrak begins first revenue road test of Swedish ASEA Rc4a electric locomotive on No. 174 *The Statesman*; later in month is assigned to No. 108-117, first time a locomotive-hauled train replaces original MU's on a "Metroliner" schedule. (Guide, PTJ)**
- Oct. 8, 1976** **Former PRR VP and General Counsel John Butler Prizer (1909-1976) dies at age 67. (WwasW)**
- Oct. 15?, 1976** **LIRR Director of Special Services Walter McNamara retires after 33 years of service; was responsible for developing East End parlor car service from 2 cars when joined in 1955 to 21 cars in 1976. (NYT)**
- Oct. 1976** **Urban Mass Transportation Administration awards \$400 million over five years to New Jersey for three projects: \$110 million to extend electrification of NY&LB, \$133 million to reequip and change voltage of Erie Lackawanna suburban electrification, and \$157 million for either PATH extension to Plainfield or upgrade of existing CNJ commuter service, the choice to be at discretion of local officials. (RyAge)**
- Oct. 22, 1976** **Demolition of Columbus Union Station Arcade begins at 6:00 PM on a Friday night, despite its being on the National Register of Historic Places. (Darbee)**
- Oct. 23, 1976** **Ohio Historical Society secures injunction against demolition of Columbus Union Station Arcade, but by this time only the north pavilion is left standing. (Darbee)**

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| Oct. 31, 1976 | Amtrak reroutes the <i>Adirondack</i> between Ballston Spa and Albany, N.Y., from via Mechanicsville to via Schenectady; number of <i>Metroliners</i> cut from 15 round trips to 14. (possibly 10/30/77 for Metro cut - check tt?) |
| Oct. 31, 1976 | Auto-Train Corporation resumes daily service between Louisville and Sanford by running nine cars on Amtrak's <i>Floridian</i> ; Amtrak returns <i>Floridian</i> to one-night-out schedule and abandons Louisville Union Station for Auto-Train station. (Guide, PTJ) |
| Nov. 1, 1976 | Amtrak begins using Auto-Train facility six miles south of town and vacates Louisville Union Station. (Trains) |
| Nov. 1976 | Howard Serig, founder of "Friends of the GG1" publicizes his campaign to repaint at GG1 in original Raymond Loewy livery in the "Turntable" column of <i>Trains</i> magazine. (Trains) |
| Nov. 1976 | <i>Southern Crescent</i> now operates in two sections: one with standard equipment and through cars between New York and Washington, and one with Amfleet equipment between Boston and Washington. (Guide) |
| Nov. 1976 | Amtrak places Amfleet equipment on five New York-Philadelphia "Clockers." (Guide) |
| Nov. 27, 1976 | Amtrak operates 5 special trains to Army-Navy Game at JFK Stadium. (Shappell) |
| Nov. 27, 1976 | Southern Railway's <i>Piedmont</i> No. 5-6 makes last run between Washington and Charlotte; ICC permitted discontinuance effective Nov. 24, but Southern continued through Thanksgiving weekend. (Trains, PTJ) |
| Dec. 9, 1976 | Illustrious PRR alumnus and railroad reformer John W. Barriger III (1899-1976) dies at St. Louis at age 77. (Trains) |
| Dec. 1976 | Unemployment still at 7.8%. |
| Dec. 15, 1976 | <i>Silver Meteor</i> and <i>Champion</i> restored as separate trains for the winter season; <i>Champion</i> rerouted from ex-ACL to ex-SAL route. |
| Dec. 17, 1976 | Penn Central Trustees file reorganization plan with U.S. District Court, under which holdings of Pennsylvania Company are to be core of reorganized Penn Central. |
| Dec. 24, 1976 | Conrail freight derails on Long Bridge, severing north-south connection. (PTJ) |

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| Dec. 26, 1976 | GG1 No. 913 and all five cars of No. 441, Washington section of <i>Broadway Limited</i> derail near Downingtown; 36 injured. (Trains) |
| 1976 | Conrail posts operating loss of \$205 million. (CR) |
| 1976 | Amtrak issues first five-year plan. |
| 1976 | Louisville Auto-Train and <i>Floridian</i> combined. |
| 1976 | Amtrak orders two Canadian LRC lightweight trainsets. (see 2/77) |
| 1976 | Mackinac Transportation Company discontinues Mackinaw City-St. Ignace car ferry; operation assumed by Straits Transit, Inc., which operated ferries to Mackinaw Island. |
| 1976 | Fidel Goetz dies; at his death, the German financier was still holding Penn Central's \$4 million and Penn Central had attached \$6 million worth of his American assets; SEC later brokers a settlement with Goetz's heirs by which \$1.125 million is returned to Penn Central. (Salsbury) |
| 1976 | <i>John Stevens</i> locomotive replica transferred from William Penn Memorial Museum in Harrisburg to Railroad Museum of Pennsylvania. (KB) |