

PRR CHRONOLOGY
1972

June 2005 Edition

- Jan. 1, 1972** Amtrak withdraws from Cleveland Union Terminal; *Lake Shore* makes Cleveland stop at a street crossing in the Flats District.
- Jan. 1, 1972** Merchants Trucking Company, New York Central Transport Company, New York Central Transportation Company, Inc. (Ind.), Penntruck, Inc., merged into Pennsylvania Truck Lines, Inc. under presidency of Denver Eyler, formerly of Southern Railway. (MB, PR)
- Jan. 1, 1972** PC establishes Intermodal Division as separate profit center in Sales & Marketing Dept. under Roy L. Hayes (formerly VP & General Manager of Excelsior Truck Leasing Co.) as Asst. VP-Intermodal; supervises 13 regional managers.
- Jan. 3, 1972** House Banking and Currency Committee staff releases its report on Penn Central bankruptcy; places most of blame on David Bevan and diversification program; report represents the Populist biases of Wright Patman, and no other committee members sign or endorse report; report calls for more stringent federal regulation of interlocking directorships, confinement of railroad companies to rail transportation, and other standard Populist notions.
- Jan. 3, 1972** CNJ and EL establish new pool freights between Elizabethport and Scranton via Lake Jct., N.J., to replace traditional interchange between the two roads at Taylor, near Scranton; undercuts the CNJ's traditional links with the Reading and Alphabet Route via Allentown Yard.
- Jan. 4, 1972** Philadelphia County District Attorney Arlen Specter announces he will charge Bevan, Hodge and Lassiter with diverting \$21 million from railroad in Executive Jet Aviation affair.
- Jan. 4, 1972** Judge Fullam rules that New Haven Trustees have lien on all former New Haven property except rolling stock in possession of Penn Central.
- Jan. 4, 1972** Amtrak discontinues the *Lake Shore* between New York and Chicago via Buffalo after only Ohio pays its share of the subsidy. (A-sheet)

- Jan. 5, 1972** LIRR announces a new fare structure including a 20% increase, zone method of fares, and elimination of 10-trip ticket.
- Jan. 5, 1972** Gen. Lassiter is arrested in Los Angeles on Specter's warrant; says will be defended by F. Lee Bailey.
- Jan. 6, 1972** Bevan, Hodge and Lassiter freed on \$50,000 bail each; Lassiter asserts there are no "missing funds".
- Jan. 6, 1972** East Coast dock strike ends with 33% increase over three years.
- Jan. 11, 1972** Reading and LV hold first of series of meetings over how to respond to new through route developed by EL and CNJ; talks eventually broaden into plans for consolidation or merger.
- Jan. 13, 1972** Number of *Metroliner* round trips increased from 12 to 13; New Haven-New London local service restored.
- Jan. 9, 1972** Wright Patman presses Justice Dept. to prosecute former Penn Central officials.
- Jan. 14, 1972** Penn Central Trustees make report to Judge Fullam on contracts: recommend affirming leases of New York & Harlem, Delaware Railroad, Erie & Pittsburgh; cancel leases of: Beech Creek; Caton & Loudon; Erie & Kalamazoo; Ft. Wayne & Jackson; Holyoke & Westfield; Kalamazoo, Allegan & Grand Rapids; New York Connecting Railroad; Mahoning Coal Railroad; North Brookfield Railroad; Shamokin Valley & Pottsville; Troy & Greenbush; Mahoning & Shenango Valley; also propose to cancel bond guarantees for most old PRR subsidiaries and Indiana Harbor Belt.
- Jan. 14, 1972** Date set for adjourned 1971 Penn Central Company annual meeting.
- Jan. 14, 1972** Seatrain Lines, Inc., begins "landbridge" container service between the West Coast and Europe via Houston or Weehawken; runs over Santa Fe, Southern Pacific and PC.
- Jan. 15, 1972** Amtrak introduces "mod" uniforms on Northeast Corridor; will extend system-wide by May 1; 12 red-white-and-blue designs include hot pants for hostesses and red berets for redcaps.
- Jan. 15, 1972** Pennsylvania Company resumes paying dividends on preferred stock.

- Jan. 16, 1972** *Turbo York Clipper* (westbound) renamed *Turbo Yankee Clipper* giving train same name in both directions. (tt)
- Jan. 18, 1972** PC inaugurates TV-51/TV-52, overnight piggyback run between 47th Street, Chicago and Detroit.
- Jan. 18, 1972** UTU announces that it is not willing to discuss crew consist case unless other unrelated questions pending before National Mediation Board are settled first by mediation in six separate locations; Penn Central agrees to concurrent, separate mediation of all issues in one location; Mediation Board supports railroad proposal.
- Jan. 20, 1972** Pres. Nixon, looking to Nov. elections, increases government spending to stoke boom, which then runs out of control by the end of the year. (Matusow)
- Jan. 21, 1972** UTU again demands of National Mediation Board that mediation proceed at six locations; Board orders meeting in one location.
- Jan. 21, 1972** MTA approves new LIRR fare structure, effective Jan. 29. (NYT)
- Jan. 21, 1972** Chicago Union Station Company leases air rights over property between Lake and Randolph Streets north of station. (ED)
- Jan. 23, 1972** Under pressure from Wright Patman, FBI enters investigation of Penn Central.
- Jan. 23, 1972** The *Floridian* is rerouted from the ex-NYC route between Chicago and Indianapolis to the ex-PRR route via Colehour Jct. and Logansport because of poor track; moved from Central Station to Union Station at Chicago. (Shappell) (also Florida split moved from Auburndale back to Jacksonville - same time??)
- Jan. 24, 1972** Penn Central appears before Mediation Board at Washington; UTU representatives are at the six other locations they are demanding; Board recesses mediation indefinitely.
- Jan. 26, 1972** PC completes doubling of Kearny TrailVan terminal to capacity of 170 cars and 1,400 trailers.
- Jan. 26, 1972** Penn Central Trustees announce sale of New York General Building (230 Park Ave.) and land under American Bank Building for \$45.6 million; Vanderbilt Concourse Building for \$4.1 million; land under Bankers Trust Building for \$6.5 million. (PR)

- Jan. 27, 1972** Railroads and UTU sign contract reached in Aug. 1971 granting 42% increase over 3.5 years; Pay Board later approves the increase, despite its inflationary potential.
- Jan. 28, 1972** New Haven-New London local passenger train makes last run; later revived by CTA.
- Jan. 28, 1972** West Jersey & Seashore resumes dividend payments.
- Jan. 1972** Rebuilt concourse opens at Chicago Union Station.
- Jan. 29, 1972** LIRR obtains restraining order against UTU strike set for midnight. (NYT)
- Jan. 29, 1972** MTA announces order for four-car train of gas turbine-electric cars to Garrett Corporation. (NYT)
- Feb. 1, 1972** National Mediation Board announces that mediation of crew consist case has failed and offers arbitration under Railway Labor Act.
- Feb. 1, 1972** One Penn Plaza, 57-story office building between 33rd & 34th Streets opposite Penn Station, receives certificate of occupancy, although less than half rented. (NYT)
- Feb. 2, 1972** PC inaugurates TV-29 piggyback train running nonstop between new terminal at Port Newark and Harrisburg; is 43rd TrailVan train. (PR)
- Feb. 3, 1972** Penn Central accepts arbitration of crew consist case.
- Feb. 1972?** Penn Central establishes run-through freights FB-3 and FB-4 between Frontier Yard, Buffalo, and DT&I yard at Flat Rock, Mich., which is a central distribution site for auto parts; cuts one day off transit time. (Guide)
- Feb. 7, 1972** One *Turbotrain* removed from New York-Boston to Washington-Parkersburg, W.Va. run as *Potomac Turbotrain* to placate Congressman Harley O. Staggers of West Virginia. (PTJ)
- Feb. 7, 1972** Charles S. Hill promoted from Controller to Assistant VP-Finance & Accounting; Norman J. Hill, Jr., promoted to Controller. (date of press release - prob. 2/1)
- Feb. 1972** PC establishes first unit train for soybeans from Decatur, Ill. to

Canton grain elevator in Baltimore.

- Feb. 15, 1972** Penn Central Trustees make interim report on reorganization planning to Judge Fullam; assert that Penn Central can be reorganized; predicated on cutting crew size and eliminating 9,800 unnecessary jobs and paring system from 20,000 miles to an 11,000-mile core.
- Feb. 16, 1972** Service and Equipment Sections of Marketing & Sales Dept. combined under H. Porter Morgan, Director-System Equipment & Service.
- Feb. 20, 1972** MTA unveils prototype "Cosmopolitan" MU car for New Haven commuter service at GE's Erie, Pa., facility. (NYT)
- Feb. 25, 1972** Penn Central petitions ICC to abandon Pittsburgh Station and reroute passenger service via Brilliant Branch with small station at Federal St.
- Feb. 29, 1972** Last revenue run of LIRR double-decker MU cars.
- Feb. 29, 1972** Pennsylvania Company and Great Southwest Corporation agree to fund unpaid balance of a \$10 million demand note held by Pennsylvania Company.
- Mar. 1, 1972** Ex-NYC line through downtown Schenectady abandoned and Amtrak trains rerouted over old West Shore line between Carman Jct. and Hoffmans.
- Mar. 1, 1972** Penn Central completes \$1.8 million modernization of Bay View Yard; increase to 27 classification tracks and add advance yard; increases capacity from 3,300 to 3,600 cars per day. (PR)
- Mar. 1, 1972** National Mediation Board announces that all procedures for hearing crew consist case are exhausted by refusal of UTU to accept arbitration; begins 30-day "status quo" period in which parties are supposed to arrange for arbitration.
- Mar. 1, 1972** Great Southwest Corporation restructures debt; extends maturity dates on over \$124 million of debt; grants scaled down stock warrants to European creditors; borrows \$8 million and repays \$2 million borrowed from the Pennsylvania Company in 1971.
- Mar. 1, 1972** Charles E. Cobb, Jr., named President and CEO of Arvida Corporation, replacing Brown Whatley, who is promoted to Chairman. (AR)

- Mar. 2, 1972** MTA begins building high-level platforms on New Haven Line. (NYT)
- Mar. 6, 1972** Amtrak discontinues use of ex-IC Central Station at Chicago and runs all trains into Union Station; *George Washington/James Whitcomb Riley*, *Panama Limited* and *Shawnee* rerouted. (3/5 is last day); brings all main line trains into single station for first time.
- Mar. 7, 1972** Penn Central sells its entire investment in Executive Jet Aviation, Inc., to management group headed by Bruce G. Sundlun for \$1.25 million; total loss to Penn Central about \$21 million.
- Mar. 8, 1972** ICC Bureau of Enforcement issues brief highly critical of Saunders for his income maximization policies.
- Mar. 15, 1972** Penn Central creditors, including New Haven Trustee Smith, question assertion Penn Central can be reorganized; urge that it be liquidated over one year beginning June 30.
- Mar. 15, 1972** Pres. Moore meets with UTU leaders in an attempt to start serious bargaining of crew consist case.
- Mar. 16, 1972** Penn Central informs UTU that it unilaterally cut crew sizes starting Apr. 1 after procedures under Railway Labor Act fail; will eliminate 6,000 unnecessary assignments, mostly through attrition, with savings of \$97.5 million per year at current levels; UTU threatens retaliation if Penn Central attempts to impose cuts.
- Mar. 16, 1972** Fred R. Shafer of Pennsylvania Truck Lines appointed Assistant VP-Mail & TrailVan Operations, replacing William F. Kirk, retired. (PR)
- Mar. 17, 1972** Penn Central Trustees petition court to sell 64 acres on Detroit River for Detroit Renaissance Center for \$10.6 million.
- Mar. 20, 1972** Penn Central discontinues passenger service between Dover Plains and Chatham, N.Y., on New York & Harlem line; trains are discontinued at midday immediately upon receipt of approval, stranding passengers who traveled south in the morning. (NYT)
- Mar. 20, 1972** Penn Central announces that Beech Grove will repair 25 passenger cars per month for Amtrak; all freight car repairs will be transferred to Altoona/Hollidaysburg on May 5.
- Mar. 20, 1972** Philadelphia auctioneers Samuel T. Freeman & Co. begin three-

day auction of former PRR General Office Library and memorabilia collection in 30th Street Station; items sold include some models from 1893 World's Columbian Exposition; Pennsylvania Historical & Museum Commission is among biggest purchasers; ex-Pres. Walter S. Franklin attends; auction raises \$114,360, well under Trustees' projection of \$250-500,000. (PC Post, NYT)

- Mar. 22, 1972** Penn Central discontinues local service between Providence and Westerly, R.I.
- Mar. 23, 1972** Penn Central announces it has reached agreement with 49 of 53 banks to transfer stock of Pennsylvania Company in return for debt forgiveness; banks will cancel \$287 million of \$300 million loan made in 1970 and loan Penn Central an additional \$150 million for equipment. (NYT)
- Mar. 23, 1972** Penn Central and UTU begin joint conferences on crew consist case.
- Mar. 24, 1972** Penn Central Trustees announce \$284.5 million operating loss for 1971, down from \$325.7 million in 1970.
- Mar. 29, 1972** National Mediation Board terminates joint conferences after UTU rejects all Penn Central offers in crew consist case.
- Mar. 31, 1972** Penn Central Trustees file report on company's contracts; have reviewed 176,000 agreements; will disaffirm a number of important leases.
- Mar. 31, 1972** Presidential Emergency Board appointed barring strikes set by UTU (crew consist case) and sheet metal workers.
- Mar. 31, 1972** CNJ abandons lease of Lehigh & Susquehanna Railroad, its Pennsylvania Division, and withdraws most equipment worth salvaging; LV assumes operation on a temporary basis next day.
- Apr. 1, 1972** Assistant VP-Marketing James R. Sullivan appointed Senior Assistant VP-Planning Coordination to take charge of reducing route miles, reporting to James A. McDonald, who is promoted to VP-Staff (in charge of reorganization planning); J.M. Gilmore promoted to General Manager-Passenger Operation; John K. Shoemaker promoted to General Manager-Philadelphia Commuter Area, replacing Gilmore; R.K. Patterson named General Manager-Metropolitan Region, replacing Shoemaker. (PR, Guide)

- Apr. 1, 1972** Penn Central Trustees file preliminary reorganization plan with District Court; reorganization will be impossible without outside assistance; based on cutting number of employees and route miles; commuter service to be assumed by public authorities or discontinued by Jan. 1, 1973; increase of freight traffic; to consolidate into a single company under a \$2.2 billion mortgage; common stock to be issued to creditors and owners of subsidiary companies.
- Apr. 4, 1972** Penn Central announces approval of sale of Columbus Union Depot site to Convention Center Building Commission for \$5.7 million; deal is not closed until 1973. (MB, PR)
- Apr. 5, 1972** Judge Fullam considers Penn Central request for \$44.6 million capital budget for 1972; includes improvements to north-south lines in Midwest and enlargement of Elkhart, Buckeye, Enola, Waverly, Warner (Monroe), Hawthorne, Stanley (Toledo) and Detroit Yards.
- Apr. 7, 1972** PC and Sea-Land Service, Inc., announce "mini bridge" trains; cut 6 days from all-water route between Europe and West Coast; containers run Port Newark to Oakland and Los Angeles via Santa Fe (Streator connection) in regular trains.
- Apr. 9, 1972** *New York Times* publishes the results of its own investigation of the Goetz affair with conclusions somewhat different from those of the Patman Report and assigning equal guilt to the Rosenbaum brothers.
- Apr. 10, 1972** Testimony begins in crew consist case.
- Apr. 10, 1972** Penn Central suspends off-peak service on New Canaan Branch to install high-level platforms.
- Apr. 12, 1972** SEC begins investigation into diversion of \$4 million in Penn Central funds by Fidel Goetz.
- Apr. 12, 1972** Enclosed pedestrian bridge opens linking Penn Station, Newark, with Gateway Center office and shopping complex.
- Apr. 15, 1972** *Florida Special* makes last run between Miami and New York. (A-sheet)
- Apr. 19, 1972** VP-Sales & Marketing-Staff George R. Wallace named VP-Marketing, replacing James A. McDonald. (date of press release)

- Apr. 19, 1972** **Lehigh & Hudson River Railway files for Chapter 77 bankruptcy due to Penn Central's diversion of traffic from the Poughkeepsie Bridge route.**
- Apr. 1972** **Seatrain Lines expands landbridge service between Far East and East Coast and Gulf Coast ports.**
- Apr. 24, 1972** **Bowing to Price Commission, ICC suspends average 5% rate increase set for May 1.**
- Apr. 26, 1972** **William H. Moore named "Railroad Man of the Year".**
- Apr. 30, 1972** **Amtrak discontinues *The Keystone* between New York and Pittsburgh and *National Limited* placed on daylight schedule across Pennsylvania; *National Limited* given a separate tri-weekly Washington-Harrisburg section (coach and baggage car) via the Port Road; *George Washington/James Whitcomb Riley* discontinued between Boston and Washington; number of *Metroliners* increased from 13 to 14 round trips with hourly service between 6:00 AM and 6:00 PM, but non-stop *Metroliner* discontinued; number of conventional New York-Washington round trips cut from 10 to 7; No. 193 (formerly No. 401) discontinued between Newark, Del., and Washington and 2 MP54's assigned; *Night Owl* inaugurated, restoring overnight sleeper service between Boston and Washington; one of four New York-Albany round trips discontinued on Empire Service and one of three New York-Buffalo round trip cut back to Syracuse; additional *Metroliner* service made possible by using 12 cars originally built for Philadelphia-Harrisburg service. (PR, Guide)**
- Apr. 30, 1972** **SEPTA drops train names of *Harrisburger* and *Philadelphian* on Harrisburg line. (tt)**
- Apr. 30, 1972** **Penn Central removes 12.1 miles of "Post Road Connection" - old Boston & Albany main line east of Greenbush; passenger trains forced to make reverse movement over Hudson River Connecting Railroad between Hudson Division and Castleton Cutoff. (Shappell - N.B. passenger service not restored until fall 1975?)**
- Spring 1972** **Amtrak completes purchase of 286 diesel and 30 electric used locomotives from railroads; leases an additional 10 electrics with options to buy. (AmtkNews)**
- May 1, 1972** **Director-Industrial Development Vincent J. Floyd named Assistant**

VP-Sales & Marketing-Staff on staff of A. Paul Funkhouser; Otto W. Pongrace, formerly Director-Industrial Development at New York, given system-wide jurisdiction over industrial development; title of R.D. Walker changed from Director-TOFC & Mail Services to Director-Intermodal & Mail Services. (PR, Guide)

- May 1, 1972** **General Manager-Passenger Operations Frank S. King resigns to become VP-Operations of Amtrak; Jay M. Gilmore appointed General Manager-Passenger Operations, replacing King, (press rel. 7/22 - guide reports King's appt. in 4/72 issue)**
- May 2, 1972** ***Broadway Limited* becomes Amtrak's first completely refurbished train; matched red-white-and-blue equipment with ex-B&O observation lounge cars makes first trip.**
- May 5, 1972** **First of three unit trains of modular homes leaves General Electric at King of Prussia, Pa., en route to Indianapolis; runs over Reading to Harrisburg; two other trains sent to Seattle.**
- May 9, 1972** **Philadelphia courts order Bevan and Hodge held for grand jury on charges of fraud.**
- May 9, 1972** **Dr. Joseph W. Simpson appointed Director-Medical Services, replacing Robert J. Freedy, resigned.**
- May 12, 1972** **Judge Fullam approves transfer of Hudson and Harlem Lines to MTA effective June 1; revises contract provides for equipment and improvements to revert to Penn Central if project fails.**
- May 14, 1972** ***Turbotrain* taken off Washington-Parkersburg run and displayed at Transpo 72 at Dulles Airport; then returned to New York-Boston run.**
- May 14, 1972** **Railroads and sheet metal workers reach agreement granting wage increase of 42% over 3.5 years from Jan. 1, 1971.**
- May 15, 1972** **Saunders files deposition with ICC Bureau of Enforcement presenting his view of the events leading up to the bankruptcy; charges that Bevan invented term "maximization of earnings"; defends diversification program and blames collapse on the 1969-70 recession, stagflation, passenger deficits and delays in obtaining rate relief from ICC; says that Penn Central was not mismanaged but unmanageable.**
- May 16?, 1972** **Penn Central Trustees serve notice will disaffirm New Jersey commuter contract as do not receive adequate reimbursement for**

costs.

- May 16, 1972** U.S. Attorney C. Melone in Philadelphia announces grand jury probe of fraud and conspiracy charges against Bevan, Hodge and Lassiter.
- May 19, 1972** PC Trustees withdraw notice to disaffirm contract with New Jersey Commuter Operating Authority on understanding it will expire on Dec. 31, 1972 and be renegotiated.
- May 21, 1972** Princeton "dinky" cut from two MU cars to one.
- May 22, 1972** N.Y. State Supreme Court holds hearing on Penn Central's suit to have Grand Central Terminal removed from landmark status; New York planners and politicians appear in opposition.
- May 22, 1972** U.S. Supreme Court refuses to hear appeals from N.Y. and N.J. over state and local taxes owed by Penn Central and from minority bondholders to intervene in reorganization.
- May 25, 1972** Saunders testifies before federal grand jury in Philadelphia.
- May 25, 1972** Penn Central announces it will lease another 1,500 new freight cars, bringing total for year to 2,350.
- May 1972** Formal dedication of new Chicago Union Station concourse.
- May 31, 1972** Judge Fullam rules that Penn Central must pay \$5.6 million in retroactive wage increases that were frozen by wage and price controls in 1971.
- June 1, 1972** MTA takes lease of Grand Central Terminal and Hudson and Harlem commuter lines to Poughkeepsie and Dover Plains, N.Y., from Penn Central through May 31, 2062; MTA and Connecticut DOT lines out of Grand Central designated Metropolitan Region of Penn Central. (Shappell - Metro Region formed in 1970!!)
- June 1, 1972** Penn Central reorganizes Safety Dept.
- June 1, 1972** MTA Chairman William Ronan elected Vice Chairman of Port Authority; seen as victory for advocates of PA becoming more involved with rail transit.
- June 2, 1972** PATH places first of 45 Class PA-3 cars from Hawker Siddeley Canada Ltd. in service; first U.S. order for foreign transit cars. (PA)

- June 5, 1972** US DOT announces \$4.15 million grant to City of Philadelphia for planning for Center City Commuter Connection. (SEPTA)
- June 6, 1972** PC and Reading begin experimental helicopter surveillance to cut vandalism in Philadelphia-Wilmington area under grant from Federal Railroad Administration.
- June 7, 1972** Penn Central inaugurates JE-1/EJ-2 between Elkhart and Jackson via Battle Creek and Kalamazoo.
- June 7, 1972** Reading Trustees discuss merger plans with representatives of LV, CNJ, and L&HR.
- June 8, 1972** New Haven commuter train derails under Waldorf-Astoria Hotel, striking abutment and tunnel wall; 19 injured. (NYT)
- June 10, 1972** LIRR and BLE reach agreement granting large pay increase in return for eliminating many traditional work rules; all employees will now work a straight 8-hour day. (NYT)
- June 10, 1972** Last trips of *Keystone* (New York-Pittsburgh), *Night Cap* (New York-Washington), and *Patriot* (Boston-New York and Washington-Boston). (Guide has *Keystone* 4/30)
- June 11, 1972** Amtrak establishes national standardized fare structure.
- June 11, 1972** Transcontinental coach and sleeper service restored via Kansas City on *National Limited*-Santa Fe route to Los Angeles; *Champion* discontinued for summer season and St. Petersburg section added to *Silver Meteor* at Savannah; *Silver Meteor* renamed *Meteor* and extended to Boston; *Carolina Coast* inaugurated between New York and Savannah as summer-only train on ex-ACL route.
- June 11, 1972** Commuter trains begin stopping at Metropark, N.J, station and old stations at Colonia and Iselin closed.
- June 11, 1972** New York Dock Railway reopens in South Brooklyn, using rail connection with LIRR in place of car floats, which only three railroads still offer. (NYT)
- June 12, 1972** Amtrak restores overnight Boston-Washington coach and sleeper service with *Night Owl*. (Guide)
- June 14, 1972** John Hancock Life Insurance Company withdraws from Institutional Investors Penn Central Group.

- June 17, 1972** **Men in employ of Pres. Nixon's reelection campaign caught breaking into Democratic Party headquarters in the Watergate complex in Washington.**
- June 19, 1972** **Tropical Storm Agnes makes landfall in Florida and heads north through Georgia and the Carolinas. (PC Post)**
- June 19, 1972** **Penn Central Trustees apply to court to approve sale of 95.66% of Pennsylvania Company common stock to 49 of 53 banks in return for cancellation of \$287 million in debts and \$150 million in new equipment financing.**
- June 19, 1972** **Penn Central applies to court for permission to proceed with sale of 146 miles of right of way to MBTA; includes Riverside-Framingham, Boston-Rhode Island line, and many Old Colony lines. (NYT)**
- June 19, 1972** **MTA orders additional 50 "Metropolitan" MU cars from GE for Hudson and Harlem Lines; to be built at Budd plant in Philadelphia. (NYT)**
- June 20, 1972** **Tropical Storm Agnes moves out to sea off Virginia, then picks up energy and turns inland. (PC Post)**
- June 21, 1972** **Tropical Storm Agnes comes ashore again, crossing New York, looping south of Pittsburgh, and heading east to the Susquehanna Valley; Harrisburg-Buffalo main line cut at 8:28 AM. (PC Post)**
- June 21, 1972** **N.J. legislation changes name of Port of New York Authority to Port Authority of New York & New Jersey. (PA)**
- June 22, 1972** **Remnants of Tropical Storm Agnes hit a cold front and stall over central Pennsylvania and southern New York two days; dumps 10-12" of water on Washington-Baltimore area, temporarily putting Northeast Corridor out of service; rains continue through June 23 as storm moves directly up Susquehanna River watershed; Agnes causes a total of 117 deaths and over \$3.1 billion in damages; most destructive storm until Hurricane Andrew in 1992. (NYT, PC Post, Cupper)**
- June 22, 1972** **Pennsylvania Company announces a net loss for 1971 of \$86.5 million after writing off \$98.8 million by revaluation of assets, mostly Great Southwest.**
- June 22, 1972** **Hurricane Agnes causes highest floods to date in Susquehanna**

River watershed; flood crest at Harrisburg a record 32.57 feet, vs. 30.33 feet in 1936; Elmira Branch between Williamsport and Southport, N.Y., Wilkes-Barre Branch between Sunbury and Wilkes-Barre, and Northern Central between York and Cockeysville, Md., badly damaged and taken out of service; only Wilkes-Barre Branch reopens; total damage \$15.4 million to plant and \$3.3 million to equipment; 25 PC bridges destroyed. (PR, PubAff, Cupper)

- June 23, 1972 Floods breach dikes at Wilkes-Barre, covering downtown and PRR's Buttonwood Yard; 100,000 people evacuated; freight train CSB-7 dispatched from Buttonwood before flood rises, but derailed by bridge washout at South Danville. (PC Post)
- June 25, 1972 LIRR discontinues Sunday-only passenger train on spur to Kings Park (Mental) Hospital on Port Jefferson Branch. (NYT)
- June 26, 1972 Erie Lackawanna files for Chapter 77 bankruptcy after flood damage from Hurricane Agnes. (Grant)
- June 26, 1972 LIRR implements new timetable eliminating change at Jamaica for many riders but imposing it on others; shortens some running times and simplifies departure times from branch terminals; disruption of familiar commuting patterns brings many complaints. (NYT)
- June 27, 1972 East-west service resumes through Harrisburg with diesels, as electrification still out of service; *Broadway Limited* restored from detour over NYC; sinking detected in center of Shocks Mills Bridge, which is closed; crews return to Buttonwood Yard, which has been under 20 feet of water for 5 days; York, Pa., yard reopens. (PR, Cupper, PC Post)
- June 29, 1972 First container arrives at Seattle from Greenock, Scotland, via Seatrain Lines, PC and Burlington Northern; first land bridge shipment between Europe and Pacific Northwest.
- June 30, 1972 Service resumes over Port Road. (PR)
- July 1, 1972 Penn Central restores service between Harrisburg and Buffalo. (PR)
- July 1, 1972 Penn Central and UTU reach interim agreement on crew case, eliminating only 285 jobs over four months; UTU demands increased pay for remaining members, nullifying any savings to

Penn Central.

- July 1, 1972** Penn Central increases fares 23% on Hudson and Harlem Lines. (NYT)
- July 2, 1972** Center 6 of 28 spans of Shocks Mills Bridge over Susquehanna on Low Grade Line finally collapse in early AM after being weakened by floods. (PubAff, Cupper)
- July 7, 1972** Penn Central announces it will lease 100 2,000 HP locomotives from GM and 50 2,250 HP locomotives from GE along with 402 special box cars from North American Car Corporation. (PR, Guide)
- July 8, 1972** Pres. Nixon announces three-year grain sale agreement with Soviet Union.
- July 12, 1972** Judge Fullam grants Penn Central permission to reduce freight crews from four to three; cuts of 6,000 jobs to be phased in over a one-year period; Penn Central posts notices imposing first cuts as of Apr. 26.
- July 1972** A.M. Schofield appointed VP-Reorganization Planning; David Kelso McConnell appointed Administrative Officer to the Trustees. (Guide - check)
- July 13, 1972** Raymond C. Lepley appointed Treasurer, replacing John H. Shafer, retired. (date of press release)
- July 19, 1972** Railroads and UTU sign new agreement for elimination of firemen by attrition; union finally ends 35-year fight to retain firemen's jobs.
- July 20, 1972** Penn Central Trustees announce cancellation of death benefits under Voluntary Relief Dept. for remaining 458 members.
- July 21, 1972** Penn Central and UTU sign temporary arrangement permitting reduction of 285 crews from two to one brakeman as an experiment while bargaining continues.
- July 21, 1972** Lightning knocks out all power on New Haven Line between Mount Vernon and New Haven during evening rush; 60,000 commuters delayed up to 1 hour; many are trapped in sweltering cars whose air conditioning and doors are rendered inoperative. (NYT)

- July 24, 1972** LV files reorganization plan calling for consolidation with Reading and CNJ and elimination of duplicate trackage and services; envisions creation of a "Middle Atlantic Railway Company" or MARC.
- July 26, 1972** New traffic agreement relocates PC-D&H interchange from Wilkes-Barre to Schenectady with same division of rates.
- July 26, 1972** Penn Central announces creation of Real Estate Reorganization Board headed by Lee Champion, a New York real estate consultant, to advise on disposition of real estate.
- July 27, 1972** PC furloughs 1,000 employees because of flood losses.
- July 27, 1972** N.J. DOT announces 20-year state transportation master plan, dependent upon passage of bond issue in Nov.; projects include new Hudson River tunnel to terminal at 48th Street and 8th Avenue, connections between Penn Central and EL in Meadowlands. (NYT)
- July 28, 1972** Last run of Amtrak No. 193 between Wilmington and Newark, Del.; cut back to Philadelphia-Wilmington. (A-sheet)
- Summer 1972** Increasing ridership forces Amtrak to continue leasing cars from the railroads; negotiates lease-to-buy agreements for over 200 additional cars. (AmtkNews)
- Aug. 2, 1972** Pres. Moore reports to Senate Commerce Committee on impact of floods; notes loss of Shocks Mills Bridge has cost company 75% of operating capacity; cites loss of \$10 million in revenue, damage to road and equipment at \$16.8 million, and operating expenses increased by \$19.7 million. (PC Post)
- Aug.? 1972** Amtrak adds two cars to United Aircraft "TurboTrains", increasing number of seats from 144 to 240. (Guide)
- Aug. 6, 1972** SEC issues, 2-vol., 800-page report on Penn Central; criticizes Saunders on income maximization, Bevan on his use of commercial paper, and both for withholding information; raises question of whether 15 Penn Central officials used insider information when they disposed of their stock before the bankruptcy; new SEC Chairman William Casey uses Penn Central case to seek to expand jurisdiction of SEC; wants railroads brought under SEC regulation in place of ICC regulation of railroad securities. (NYT, Salsbury)
- Aug. 8, 1972** Last \$15 million of \$100 million government loan of Jan. 1971

exhausted to meet payroll and expenses from Hurricane Agnes.

- Aug. 9, 1972** Penn Central announces sale of Barclay Hotel to Western International Hotels for \$21.8 million. (NYT)
- Aug. 9, 1972** Soviet Union completes purchase of 19 million tons of U.S. grain, including a quarter of the wheat crop, for \$1.25 billion; world grain production falls by over 40 million tons in 1972 because of droughts in Soviet Union, China, India and Africa, effects of El Nino, and U.S. reductions to raise the price of corn in an election year; leads to world food shortages and inflation in 1973. (Matusow)
- Aug. 11, 1972** Penn Central reports first half net loss of \$125 million, including \$19 million from damage in Hurricane Agnes.
- Aug. 11, 1972** "Launching" ceremony held at North Bergen for first "inter-continental" land bridge unit train, New York-Los Angeles-Japan, via Seatrains Lines, Inc., PC and Santa Fe; 120 containers on TV9S; inaugurates two "land bridge" trains; one between Europe and West Coast and one between Japan and East Coast.
- Aug. 12, 1972** Last U.S. ground troops withdrawn from Vietnam.
- Aug. 14, 1972** David Bevan breaks long silence and issues public statement denying charges that he misled public for personal gain while the railroad was failing.
- Aug. 15, 1972** New Haven Trustee Richard Joyce Smith recommends that Penn Central Company apply for Chapter 10 bankruptcy and ask for appointment of disinterested trustee; says he will vote against Swiss franc loan refinancing plan and not vote for directors.
- Aug. 15, 1972** Total Penn Central employment at 82,328, down from 95,772 in June 1970.
- Aug. 1972** "Paint Our Station" group gives Wilmington, Del., station a facelift in a garish green and orange 70's paint scheme. (DelTdy)
- Aug. 17, 1972** Former PRR President Walter S. Franklin (-1972) dies at Northeast Harbor, Maine at 88. (WwasW)
- Aug. 20, 1972** ICC examiner approves Penn Central petition to abandon Mackinac Transportation Company car ferry; opposed by state and local groups.

- Aug. 24, 1972** Penn Central Company holds delayed annual meeting for 1971; in stormy five-hour session, refunding plan is approved by 6-to-1 margin; slate of 10 directors elected, including Andrew Allen, who is leader of opposition to refunding plan and who has delayed annual meeting through courts; Allen, a 61-year old investor from Palm Springs who had recently acquired 165,000 shares, wants to settle franc loan for as little as a half cent on the dollar; results of election not tabulated until Aug. 25; stockholders approve refinancing of 247 million Swiss franc loan. (MB, NYT)
- Aug. 25, 1972** ICC approves request of Providence & Worcester to resume independent operation over objections of Penn Central. (Guide)
- Aug. 28, 1972** Over 50,000 commuters stranded in Grand Central when third rail fire breaks out in tunnel during evening rush; last commuters finally board trains at 4:40 AM. (NYT)
- Aug. 29, 1972** Gen. Lassiter surrenders to detectives in Philadelphia; released on \$50,000 bail.
- Aug. 31, 1972** Dissident Penn Central Company stockholders file in federal court to block refinancing plan on grounds information in proxy was inadequate, call a new annual meeting, and place company assets in hands of a receiver.
- Aug. 31, 1972** PC restores Chemung River bridge at Corning. (PR)
- Sep. 7, 1972** Welborn E. Alexander named Senior Traffic Officer-Automotive, replacing Thomas B. Graves, resigned. (date of press rel.)
- Sep. 10, 1972** Amtrak discontinues New York-Kansas City-Los Angeles coach, retaining sleeper; *Meteor* renamed *Silver Meteor*.
- Sep. 11, 1972** 600-series locals resume service to Harrisburg after electrification restored from Hurricane Agnes, replacing buses from Lancaster. (PR)
- Sep. 11, 1972** *Carolina Coast* makes last run between Savannah and New York.
- Sep. 15, 1972** PC inaugurates "Ship-a-Train" service between Kearny and Chicago in under 24 hours; unit container trains of 30 or more cars booked by a single shipper; further saving if book return movement within 3 days. (PR)
- Sep. 1972** SEPTA signs 99-year lease of Penn Central's Philadelphia area commuter facilities.

- Sep. 18, 1972** Penn Central restores a Wilkes-Barre connection with D&H as per ICC order, using DL&W between Northumberland and Wilkes-Barre.
- Sep. 20, 1972** PATH lays cornerstone of new Journal Square Transportation Center; Port Authority announces it will spend \$12.3 million to rehabilitate Penn Station, Newark. (NYT)
- Sep. 21, 1972** Penn Central rescinds decision to cancel Voluntary Relief Dept. payments to 458 retirees.
- Sep. 25, 1972** Consultants Wyer, Dick & Co. submit viability study based on cutting route miles to either 15,000 or 11,000; find that 11,000-mile system can become profitable in 1975, but 15,000-mile system can become profitable in 1974.
- Sep. 25, 1972** Penn Central begins customer relations training for passenger train crews on New Jersey lines.
- Sep. 26, 1972** New York's World Trade Center officially dedicated. (PA)
- Sep. 29, 1972** Last run of last leg of Amtrak No. 193 (ex-No. 401) between Philadelphia and Wilmington. (A-sheet)
- Sep. 29, 1972** Amtrak restores *Montrealer/Washingtonian* on Washington-Montreal route via New Haven and Springfield. (A-sheet)
- Oct. 1, 1972** Penn Central Trustees make second interim report to Judge Fullam; system to be reduced from 20,000 miles to 15,000 miles, not 11,000 miles projected earlier, as with higher wage rates, the 11,000 miles cannot generate enough revenue to meet fixed charges; urge expedited abandonment procedures, as ICC has approved only 685.5 miles of 2,410.8 requested; for first time, broach possibility of some sort of government assistance short of nationalization, including government ownership of rights-of-way, government ownership of part of the freight car fleet, and loan guarantees; also suggest breaking Northeast Corridor into separate railroad.
- Oct. 4, 1972** ICC approves average rate increase of 2.5% instead of 4-10% asked; railroads must also give up 2.5% surcharge.
- Oct. 6, 1972** Amtrak expands second DOT Turbotrain to five cars; adds second round trip of Turbotrain between New York and Boston as *Manhattan Turbo*, plus three Boston-Providence trips, opening

- former deadheads to Providence maintenance facility to revenue service. (PTJ)
- Oct. 1972?** Reading Pres. C.E. Bertrand calls for merger of Reading, CNJ, LV and L&HR as "Northeast National Railway System." (Guide)
- Oct. 13, 1972** Judge Fullam orders Penn Central to negotiate with Providence & Worcester Railroad for its independence and report on Nov. 10. (Guide)
- Oct. 13, 1972** MTA announces introduction of "Cosmopolitan" cars on ex-New Haven lines will be indefinitely delayed because of technical problems. (NYT)
- Oct. 1972** Southern Railway purchases platform and Concourse area of Cincinnati Union Terminal for yard expansion. (CUT)
- Oct. 19, 1972** Angry New Haven commuters stranded in Mount Vernon by breakdown that blocks local tracks form human barricade to force an express to stop and pick them up. (NYT)
- Oct. 25, 1972** St. Louis Car Company goes out of business. (or just stops carbuilding)
- Oct. 26, 1972** Penn Central raises New Jersey interstate commuter fares (except NY&LB) by 5.5%; had applied for a 10% increase Aug. 1971.
- Oct. 27, 1972** Judge Fullam stays sale of Park Avenue properties at request of creditors on grounds they are essential to protect long-term financial security.
- Oct. 28, 1972** Amtrak vacates Cincinnati Union Station in favor of small facility at suburban River Road; first entirely new Amtrak station opens Oct. 29. (CUT)
- Oct. 29, 1972** New York-Boston *Turbotrain* service increased to two round trips on weekdays with *Manhattan Turbo* and *Yankee Clipper Turbo* replacing *Turbo Yankee Clipper*; deadhead run to Providence maintenance facility opened to revenue service as Boston-Providence *Turbo*; *Floridian* made a separate train south of Jacksonville and 6 hours cut from schedule; one round trip added to Philadelphia-Harrisburg service.
- Fall 1972** Amtrak exercises purchase options on 137 more second-hand cars. (AmtkNews)
- Nov. 1, 1972** Metropolitan Region begins reporting directly to VP-Operations

like other regions instead of to System General Manager-Passenger Operations.

- Nov. 1, 1972** James T. Sullivan (ex-NYC) named Chief Engineer, replacing Charles E. Defendorff, retired after 36 years of service.
- Nov. 2, 1972** Penn Central signs agreement for independent operation of Providence & Worcester effective Dec. 30, ending a four-year dispute.
- Nov. 2, 1972** Amtrak orders first new diesel locomotives, 40 3,000 HP, C-C EMD SDP40F's. (AtkNews)
- Nov. 3, 1972** Federal court denies Allen's bid to overturn Penn Central Company refinancing deal; says proxy contained an accurate description of plan.
- Nov. 7, 1972** New Jersey voters defeat \$650 million transportation bond issue. (NYT)
- Nov. 7, 1972** Great Southwest Corporation settles management contract made with Angus Wynne and R.C. Baker, et al., in 1969 by payment of \$208,000.
- Nov. 9, 1972** PRR abandons remainder of Kinkora Branch.
- Nov. 14, 1972** Indiana PSC becomes first state regulatory agency to approve Penn Central's FACTerminal (Freight Agency Coordination Terminal) system; consists of an integrated computerized billing system with hubs at Boston, New York, Philadelphia, Baltimore, Pittsburgh, Buffalo, Cleveland, Columbus, Detroit, Indianapolis, Chicago and East St. Louis; Indianapolis hub becomes operational; approvals in other states take two years.
- Nov. 15, 1972** MTA Chairman Ronan and Gov. Cahill jointly announce five-year, \$650 million interstate rail projects, including rail line to Kennedy Airport, extension of PATH to Plainfield, 48th Street tunnel, and connections between PC and EL in Meadowlands; projects are contingent upon overturning 1962 covenant with Port Authority bondholders that prevents use of further Port Authority funds for rail transit. (NYT)
- Nov. 1972** Dow Jones industrial average tops 1,000 for first time.
- Nov. 20, 1972** Penn Central Trustees announce will produce reorganization plan on Apr. 1, 1973.

- Nov. 20, 1972** U.S. DOT announces first test of maglev (magnetic levitation) car capable of reaching 300 MPH.
- Nov. 22, 1972** Penn Central creditors urge a reorganization plan that is based upon substantial government aid; without it can only keep company alive through trusteeship.
- Nov. 30, 1972** Arbitrator announces failure to reach solution in Penn Central crew consist case.
- Nov. 30, 1972** LIRR shut down by strike of 5,000 non-operating employees demanding a 36% pay increase. (NYT)
- Dec. 1972** Massachusetts Governor Francis Sargent announces shift from emphasis on highways to mass transit; urges \$70 million appropriation as first step in rehabilitating Boston commuter rail lines. (Humphrey)
- Dec. 12, 1972** SEC orders Butcher & Sherrerd to suspend trading for 10 days and establish \$350,000 fund to restore losses of customers trading in Penn Central as penalty for violating securities laws in its transactions in Penn Central stock in 1961-70. (NYT)
- Dec. 13, 1972** In response to complaint by Chief Justice Warren Burger, Amtrak bans cigar and pipe smoking in first-class *Metroliner* cars.
- Dec. 15, 1972** *Champion* restored for the winter and St. Petersburg cars removed from the *Silver Meteor*; *Silver Meteor* discontinued between Boston and New York; *Vacationer* inaugurated as winter-only New York-Miami train via ex-SAL route; *Valley Forge* established Boston-Philadelphia (westbound only).
- Dec. 21, 1972** MTA places "Metropolitan" cars in service on Hudson Line for first time. (NYT)
- Dec. 22, 1972** Judge Fullam approves new Penn Central crew consist rules calling for one conductor and one brakeman rather than two brakemen effective Jan. 12, 1973.
- Dec. 22, 1972** Amtrak introduces "Le Pub" piano bar car on *Montrealer* for ski vacation traffic.
- Dec. 27, 1972** Subcommittee on Surface Transportation of Senate Committee on Commerce, Vance Hartke Chairman, releases its report on Penn Central; is generally more even-handed than the other government

reports, blaming the bankruptcy on structural conditions rendered worse by bad management, not on diversification or big dividends; suggests the creation of a Northeast Transportation Authority to bring all Northeastern railroads under public ownership. (Rept)

- Dec. 27, 1972** Judge Fullam approves three-month postponement of \$5.1 million in wage increases required under union contracts scheduled for Jan. 1, 1973; railroads cites cash flow crisis.
- Dec. 28, 1972** Penn Central announces it will begin cutting certain crews from three to two on Jan. 12.
- Dec. 28, 1972** Amtrak announces that it will buy the two United Aircraft TurboTrains (now leased), purchase the two 4-car United Aircraft "TurboTrains" owned by Canadian National Railways, and lease two French RTG TurboTrains. (AmtrakNews,)
- Dec. 28, 1972** N.J. Gov. Cahill signs two bills approving \$650 million in transit improvements to be built by Port Authority, including airport rail links; one bill lifts 1962 covenant limiting Port Authority involvement to PATH, but bonds issued prior to 1962 are to remain under covenant until retired in 2007; hence Port Authority plans to spend federal funds, not its own income. (NYT)
- Dec. 28, 1972** Judge Fullam accepts resignation of W. Willard Wirtz as Penn Central Trustee.
- Dec. 29, 1972** Last run of PRSL passenger service between Wildwood Jct. and Wildwood, N.J. (tt)
- Dec. 1972** Wholesale grain prices rise 21% in one month; shortage of feed grain also leads to shortage of meat. (Matusow)
- Dec. 1972** Bear market begins on Wall Street.
- 1972** Amtrak extends more Northeast Corridor trains from New York to Boston to avoid expenses and poor service at Sunnyside Yard; delays on former New Haven disrupt service on former PRR.
- 1972** Track abandoned Cape Jct.-Kiptopeke, Va., and Lewes-Rehoboth, Del.