

**PRR CHRONOLOGY
1971**

June 2005 Edition

- late 1970/1971** Penn Central converts 22 old New Haven standard MU cars to coaches operated with GG1's to compensate for delays in receiving Jersey Arrows and need to move MP54's to Philadelphia service to cover shortages; project of M.E. Dept. over protests of NJDOT; operate one train to New Brunswick and one to Trenton; a third push-pull train is made up of a GG1 with 8 rebuilt MP54's; power for train light and heat taken from pantograph of power cars of which usually two per train; cars are worn out and prone to mechanical and electrical failures, bringing complaints from commuters.
- Jan. 1, 1971** National Railroad Passenger Corporation organized with eight incorporators appointed by Pres. Nixon; David W. Kendall, Chairman. (Amtk)
- Jan. 1, 1971** MTA and Connecticut Dept. of Transportation acquire former New Haven commuter lines between Woodlawn Jct., N.Y., and New Haven, New Canaan, Danbury, and Waterbury, Conn., plus 97 MU cars built in 1954; Penn Central operates service for \$100,000 annual fee for five years with right to extend for 11 additional five year periods ending in 2030. (, Shappell)
- Jan. 1, 1971** J. Bruce Addington, now Assistant VP-Operations on Southern Railway, named VP-Operation to replace R.G. Flannery, resigned to follow Perlman to Western Pacific; Secretary Bayard H. Roberts retires and is replaced by Robert W. Carroll, formerly of NYC; Chief Mechanical Officer James H. Heron retires after 34 years service and is replaced by John M. McGuigan; VP-Finance Jonathan O'Herron resigns to take position with Lazard Freres & Co. (NB: O'Herron's resignation announced in 12/1970)
- Jan. 1, 1971** Free transfer service between railroad stations at Chicago dropped, and charges imposed for the transfer of luggage. (A-sheet)
- Jan. 5, 1971** West Jersey & Seashore ends dividend payments because of failure of Penn Central.
- Jan. 8, 1971** Pres. Nixon signs bill authorizing DOT to guarantee up to \$125

million in trustees' certificates for bankrupt railroads.

- Jan. 10, 1971** Penn Central cuts New York-Washington parlor cars to New York-Philadelphia on *The President* (southbound) and *The Legislator* (northbound). (A-sheet)
- Jan. 11, 1971** Penn Central Transportation Company applies for federal guarantee of \$110 million in trustees' certificates under Emergency Rail Services Act; Trustee G.P. Baker says there is a "reasonable prospect" of restoring company in 3-5 years.
- Jan. 12, 1971** Board of Managers of Indianapolis Union Railway discusses future of Union Station; too expensive to renovate or demolish head house; resolve to sell as is and move to a small ticket office in the train shed. (MB)
- Jan. 13, 1971** Judge Fullam approves issue of \$100 million in trustees' certificates.
- Jan. 15, 1971** Judge Anthony Augelli appoints Penn Central Assistant VP-Passenger Operations Robert D. Timpany as Trustee for CNJ, replacing lawyer John E. Farrell with an experienced railroader as the price of continued state aid; however, Augelli rejects Gov. Cahill's choice of Penn Central VP-Operations Administration H.C. Kohout; Timpany proceeds to turn the CNJ into the neutral terminal line that the PRR and Penn Central have wanted it to be since the 1920s; even CNJ's employee timetables reformatted along Penn Central lines.
- Jan. 1971** Great Southwest Corporation writes down its net worth from \$157 million to \$50 million; Penn Central's paper loss is about \$40 million.
- Jan. 1971** SEPACT II issues final report; a plan for Philadelphia regional rail system in 1975.
- Jan. 1971** Penn Central acquires first of 15 ex-DL&W main line coaches, most built for 1949 *Phoebe Snow*, for commuter service.
- Jan. 1971** LIRR gas turbine car tests end; reveal problems with engine; plans for large fleet of electric-turbine cars eventually shelved.
- Jan. 18, 1971** DOT and United Aircraft Corporation sign \$3.8 million contract to continue Turbotrain service for two years; trains are to be modified to reduce noise and vibration and have two cars added to each set.

- Jan. 20, 1971** Penn Central announces that shippers' complaints have decreased by 75% since Sep. 1970. (PR)
- Jan. 21, 1971** Penn Central contracts for NJDOT to purchase and PC to rehabilitate 16 Pullman coaches from Santa Fe and 5 AC&F coaches from L&N; to be rebuilt with 108 seats for N.J. commuter service.
- Jan. 24, 1971** Investigations reveal that Penn Central purchased a three-year \$10 million insurance policy from Lloyd's of London costing \$305,000 to protect directors and top officers from charges of wrongdoing in June 1969. (copy in 1969)
- Jan. 24, 1971** LIRR train derailed by switch deliberately set for Pilgrim State Hospital spur at Brentwood; 37 injured, 1 fatally. (NYT)
- Jan. 28, 1971** DOT announces final Railpax city pair end points; system greatly expanded from preliminary version; will run 165 trains a day vs. 366 now operating; additions include Washington-Harrisburg connection for *Broadway Limited*. (Amtk, NYT)
- Jan. 29, 1971** Penn Central applies to Pennsylvania PUC to increase Philadelphia commuter fares by 10% effective Mar. 1.
- Jan. 30, 1971** Last day of passenger service at Penns Neck station on Princeton Branch. (A-sheet)
- Feb. 1, 1971** *Turboservice* relocated from Grand Central Terminal to Penn Station for across-platform connection with *Metroliner*. (A-sheet)
- Feb. 1, 1971** Penn Central begins operating new marine terminal at Port Newark-Port Elizabeth built by Port Authority and leased to PC for 20 years.
- Feb. 1, 1971** William R. Devine, formerly VP & Comptroller of Southern Railway, named VP-Finance & Accounting, replacing Jonathan O'Herron, resigned in Jan. 1971 to take a position with Lazard Freres & Co. (press rel. in 1970)
- Feb. 2, 1971** Pennsylvania Company elects new Board making management independent of Penn Central Transportation Company for first time. (AR)
- Feb. 3, 1971** Victor H. Palmieri of Great Southwest named President & CEO of Pennsylvania Company, replacing Samuel H. Hellenbrand who

- returns to Penn Central Transportation Company. (AR)
- Feb. 4, 1971** **Restaurant and Maintenance of Way unions reach agreement with railroads calling for 43.6% wage increase over three years. (NYT)**
- Feb. 4, 1971** **Penn Central begins operating the "Baggage Car", an MPB54 fitted up as a bar car, on the Paoli line; serves coffee in morning and cocktails in evening in lieu of bar carts. (PR)**
- Feb. 4, 1971** **Albert M. Schofield named Assistant VP-Passenger Operations, replacing R.D. Timpany resigned to be Trustee of CNJ. (date of press release)**
- Feb. 4, 1971** **N.J. Gov. Cahill urges Port Authority to build new rail tunnel under Hudson River at 48th Street. (NYT)**
- Feb. 5, 1971** **Last run of PRSL passenger service between Camden (12th & Federal Sts.) and Millville; Nos. 758-769 to Glassboro and Nos. 773-756 to Millville. (tt)**
- Feb. 9, 1971** **SEPTA endorses Penn Central's proposed commuter fare increase and extends its purchase of service agreement through June 20, 1971.**
- Feb. 9, 1970** **Walt Disney Productions sues Goldman, Sachs & Co. for deception in selling Disney \$1.5 million in Penn Central commercial paper in Feb. 1970. (NYT)**
- Feb. 10, 1971** **Penn Central Trustees issue "Preliminary Report Concerning Premises for a Reorganization" calling for 40% reduction in route-miles; propose "equitable compensation" for any employee who loses job or earnings in return for railroad's freedom to reassign employees. (PR)**
- Feb. 10, 1971** **Joseph M. Ostrow named Assistant VP-Planning Coordination, replacing A.M. Schofield; Director-Planning & Special Projects Michael D. Sims promoted to Assistant VP-System Development, replacing Ostrow. (PR)**
- Feb. 11, 1971** **Former Texas Gov. John Connally is sworn in as Secretary. of the Treasury with orders from Nixon to bring unemployment down before 1972 election. (Matusow)**
- Feb. 11, 1971** **Judge Fullam authorizes Trustees to pay \$50 million in retroactive wage increases and payroll taxes.**

- Feb. 11, 1971** ICC reopens hearings on Southern Divisions Case. (ICC)
- Feb. 11, 1971** Eastern railroads announce plan to add surcharge of \$10 per car on freight originating in New York, Ohio and Indiana to force those states to repeal their full crew laws.
- Feb. 14, 1971** Clerks union and railroads reach agreement calling for 43.6% increase over 3.5 years. (NYT)
- Feb. 14, 1971** Rep. Patman announces his staff findings against Bevan in the matter of Penphil Company.
- Feb. 15, 1971** Richard C. Johnston named General Mechanical Superintendent-Locomotive, replacing James J. Wright, who resigned after losing authority over research program. (PR)
- Feb. 16, 1971** Lloyd's of London sues Penn Central to rescind \$10 million policy insuring 71 directors and officers against liability for improper conduct; charges all insurance companies misled by Bevan.
- Feb. 1971** Edge Moor and Bay View Yards being rebuilt as flat switching yards.
- Feb. 1971** New shop being built at Sunnyside Yard to service *Metroliners* and Jersey Arrows.
- Feb. 1971?** Penn Central petitions to abandon Mackinac Transportation Company ferry; explores sale of Cape Charles carfloat operation to Virginia Port Authority.
- Feb. 24, 1971** Several banks holding \$7 million in Swiss franc notes of Penn Central International, N.V., sue in federal court on grounds that notes were sold under false pretenses.
- Feb. 25, 1971** Penn Central Company announces refunding plan for \$59 million Swiss franc notes of Penn Central International, N.V., which mature June 1; to be refunded into new 15-year notes with no interest for five years, convertible into Penn Central Company stock at \$7.15 per share; noteholders are in a position to throw the Penn Central Company (holding company) into bankruptcy.
- Feb. 25, 1971** U.S. District Court for Southern District of Texas approves settlement with Penn Central Company returning stock of Southwestern Oil & Refining Company and Royal Petroleum Corporation to its former owners.

Feb. 26, 1971 Penn Central Trustees file plan to abandon a total of 83 line segments totaling 819 miles.

Mar. 1, 1971 Penn Central begins routing freight for Long Island via Hell Gate Bridge to eliminate car floating in New York harbor; first step in elimination of labor-intensive floating operations; all LIRR car-floating discontinued.

Mar. 2, 1971 Pres. Moore admits that Penn Central is still "treading water". (PR)

Mar. 3, 1971 Penn Central begins construction of high-level platforms for M-1 cars on Hudson and Harlem Lines. (NYT)

Mar. 4, 1971 Thirteen major life insurance companies reveal they hold \$500 million in Penn Central bonds and notes now worth 20 cents on the dollar.

Mar. 5, 1971 Pennsylvania Company announces that it has rejected Cerro Corporation's offer to acquire its holdings of Great Southwest Corporation.

Mar. 6, 1971 Penn Central eliminates eight off-peak and weekend local passenger trains between Boston and Providence.

Mar. 8, 1971 Penn Central places "Baggage Car" bar car on one morning round trip on the Media Line and one evening trip on the Paoli Line as did no morning business on Paoli Line; will also remain open in Suburban Station during the rush hour. (PR)

Mar. 9, 1971 Penn Central has first meeting with a group of bankers to explore cancellation of \$300 million in debts in return for stock of Pennsylvania Company.

Mar. 10, 1971 Alfred V. Martinelli named Senior VP and COO of Pennsylvania Company. (date of press rel.)

Mar. 10, 1971 Study shows that there is no need for a new Hudson River rail tunnel; ex-PRR tunnel is used at only half of capacity; urges building connections to route EL trains into Penn Station. (NYT)

Mar. 10, 1971 Penn Central Trustees sue in U.S. District Court for Delaware to recover the \$4 million appropriated by Fidel Goetz by attaching his holdings in corporations incorporated in Delaware.

Mar. 11, 1971 Congressman Patman issues Part IV of his report dealing with the

- theft of \$4 million by Fidel Goetz and demanding an investigation.
- Mar. 11, 1971** **Pennsylvania Company Board reports to Penn Central Trustees; notes that simplest means of divestiture would be a simple sale of Pennsylvania Company stock; this would keep Pennsylvania Company intact as a profitable business.**
- Mar? 1971** **Philadelphia District Attorney Arlen Specter begins investigation of possible criminal violations in Penn Central collapse.**
- Mar. 1971** **Interest rates begin increasing; in response, the Federal Reserve Board increases the money supply to rate of 10% per year, the fastest since World War II; however, the public, fearing hard times ahead, hoards money, stalling recovery; interest rates begin falling until fall below European rates. (Matusow)**
- Mar. 15, 1971** **Penn Central Trustees report to U.S. DOT that their goal is to sell off all non-transportation assets.**
- Mar. 15, 1971** **Penn Central establishes Automotive Dept. within Sales & Marketing Dept. under Thomas B. Graves Assistant VP-Automotive. (PR)**
- Mar. 15, 1971** **Philadelphia Division merged into Harrisburg Division with headquarters at Harrisburg.**
- Mar. 1971** **James M. Leonto named Assistant General Manager-Passenger Services to handle customer relations in Metropolitan Region.**
- Mar. 1971** **Pennsylvania Company advances \$12 million in working capital to Great Southwest Corporation to keep it afloat.**
- Mar. 15, 1971** **Director of Industrial Engineering John H. Hildenbiddle named Executive Representative in Public Affairs Dept., replacing Charles I. Ingersoll, resigned. (PR)**
- Mar. 15, 1971** **Penn Central ends trackage rights over LV between Wadsworth Jct. and Lackawanna, N.Y.**
- Mar. 17, 1971** **ICC defends its actions in approving Penn Central merger; blames failure on internal and external forces beyond the ICC's control. (NYT)**
- Mar. 18, 1971** **Assistant VP-Passenger Operations A.M. Schofield named VP-Reorganizational Planning to assist Trustees in developing plan for reorganization under Chapter 77; Frank S. King promoted from**

General Manager-Philadelphia Commuter Area to General Manager-Passenger Operations to replace Schofield. (PR)

- Mar. 18, 1971** U.S. Attorney announces that over 270 Penn Central box cars have been found repainted on property of La Salle & Bureau County Railroad, an Illinois short line; cars had been stolen by manipulating Penn Central records.
- Mar. 20, 1971** Gov. Rockefeller calls for \$2.5 billion transportation bond issue; projects include electrification to Brewster and Port Jefferson and connecting LIRR to 63rd Street tunnel. (NYT)
- Mar. 22, 1971** DOT announces specific routes of Railpax Basic System; no service to Maine, N.H., Vt., Ark., S.D. and Wyo.; Cleveland and other large cities to lose service. (NYT)
- Mar. 22, 1971** Judge Fullam grants Trustees' request to extend deadline for filing a reorganization plan to Sep. 22.
- Mar. 22, 1971** J. Grant Robbins named General Manager-Philadelphia Commuter Area, replacing Frank S. King. (date of press release)
- Mar. 22, 1971** LIRR begins five-day experiment, replacing its 18 bar cars with portable bar units to eliminate problems collecting tickets in bars. (NYT)
- Mar. 23, 1971** Penn Central announces it will curtail freight car repairs at Beech Grove Shops in retaliation for Indiana's failure to repeal its six-man Full Crew Law. (PR)
- Mar. 23, 1971** Judge Fullam approves lease of 1,000 new boxcars from ACF Industries to alleviate car shortage.
- Mar. 23, 1971** ICC permits eastern and western railroads to raise rates by 3.5% on 15 days notice.
- Mar. 24, 1971** Archibald DeB. Johnson elected President, Chairman & CEO of Penn Central Company replacing Gaylord P. Harnwell, who resigns; Harnwell say he completed main task which was arranging refunding of Swiss franc loan; four directors, mostly connected with Pennsylvania banks and manufacturing companies, also resign. (PR)
- Mar. 25, 1971** Dr. Robert J. Freedy named Director-Medical Services, replacing Dr. Stanley J. Cyran, resigned to take a position with General Electric. (date of press release)

- Mar. 25, 1971** P&LE settles with Penn Central by agreeing to pay PC \$400,000 cash, plus \$3.66 million in payment of 1969 tax claims. (McLean)
- Mar. 29, 1971** Congressman Patman issues Part V of his report charging nine banks and investment companies with dumping Penn Central stock before the bankruptcy on the basis of inside information gained from bank officers who are Penn Central directors; Chase Manhattan, one of the banks in question, issues a public denial that it made sales based on inside information. (Rept)
- Mar. 29, 1971** Eastern railroads file for an additional 14% rate increase.
- Mar. 29, 1971** Ex-NH New London-Worcester trains resume using Union Station at Worcester; NH station at Madison Street closed Mar. 28; diverted to own station "several years ago."
- Mar. 31, 1971** Penn Central cuts Ladies' Day fares between New York and Washington by 20%. (PR)
- Apr. 1, 1971** VP-Personnel Ferdinand L. Kattau retires after 46 years service; position abolished and supervision of personnel given to John J. Maher, who is given title of VP-Administration for Labor Relations and Personnel. (PR)
- Apr. 1, 1971** Penn Central begins offering hot sandwiches to *Metroliner* coach passengers; cuts meals in Metroclub from \$3.50 to \$2.00; adds \$2-\$4 surcharge on Metroclub fares to raise above fare for conventional parlor cars. (PR)
- Apr. 1, 1971** Penn Central signs agreement with NJ DOT to rebuild Trenton Station; includes replacement of 1890 station building and modernization of platforms and passenger bridge.
- Apr. 3, 1971** Penn Central cuts weekend excursion fares between New York and Washington by 20% or 40% off regular price as part of Northeast Corridor Demonstration Project; makes similar cuts on Harrisburg and Empire Service. (PR)
- Apr. 4, 1971** On suit brought by dissident stockholders, U.S. District Court orders Penn Central to cancel the purchase of the Southwestern Oil & Refining Company and the Royal Petroleum Corporation.
- Apr. 5, 1971** Penn Central retains engineering firm of Day & Zimmermann to conduct valuation of all property for reorganization planning.

- Apr. 8, 1971** Penn Central files in court requesting return of 277 box cars stolen by Diversified Properties Company and Magna Earth Enterprises and hidden on La Salle & Bureau County Railroad; cars had been disguised as part of an order of 466 bad order cars sold by equipment trustee to Diversified Properties in Jan. 1970; defendants blame chaotic Penn Central recordkeeping.
- Apr. 8, 1971** Penn Central Trustees file suit against David Bevan, Charlie Hodge, W.R. Gerstnecker, Penphil Company, and the brokerage house of F.I. du Pont, Glore Forgan, Inc., on their using their official positions for personal enrichment at Penn Central's expense.
- Apr. 11, 1971** Bevan's attorneys issue a statement denying charges and saying he is being made the scapegoat for Penn Central's failure.
- Apr. 12, 1971** Judge Fullam approves second phase of Penn Central abandonment program; 63 lines totalling 667.2 miles.
- Apr. 13, 1971** Penn Central announces it is willing to pay Amtrak \$52.4 million to take over its passenger service; first railroad to announce its exit fee, which is to be 50% of 1969 passenger loss.
- Apr. 17, 1971** LIRR introduces a new form of ticket not easily counterfeited; has large week number and sex of holder; with current non-punch system, many riders avoid paying fare. (NYT)
- Apr. 19, 1971** National Railroad Passenger Corporation changes its trade name from Railpax to Amtrak and adopts red white and blue "headless arrow" logo designed by Lippincott & Margulies, corporate image consultants.
- Apr. 19, 1971** ICC issues its preliminary report on Penn Central failure, noting excessive dividends paid 1963-69.
- Apr. 20, 1971** Penn Central Trustees drop plan to finance Amtrak exit fee by issuing \$15 million in trustees' certificates after creditors object to creation of more debt.
- Apr. 21, 1971** Pres. Nixon names eight directors of National Railroad Passenger Corporation, six of whom were incorporators; new appointees are Roger Lewis of General Dynamics and Secy. John Volpe. (Amtk)
- Apr. 22, 1971** Boards of N&W and C&O formally withdraw their merger plan.
- Apr. 23, 1971** Penn Central files with District Court to discontinue remaining 27

"Clockers", Nos. 22, 23, 176 & 177 in New Jersey, 17 runs between Philadelphia and Harrisburg, 7 bus trips between Lancaster and York, and 8 Chatham trains as intercity rather than commuter service.

- Apr. 26, 1971** ICC begins hearings into Penn Central mismanagement in Washington.
- Apr. 26, 1971** I.A. Bader files private antitrust suit against Penn Central Company and Penn Central Transportation Company for mismanagement seeking \$3.6 billion in punitive damages.
- Apr. 28, 1971** Penn Central announces it will not transfer 400 jobs from Beech Grove to Altoona after consultation with Indiana Senator Vance Hartke and local officials. (PR)
- Apr. 28, 1971** Roger Lewis (1912-1987) elected Pres. and Chairman of Amtrak. (Amtk)
- Apr. 30, 1971** Last runs of Penn Central passenger trains between Baltimore and Harrisburg via York, Harrisburg and Buffalo, Cincinnati and Chicago via Richmond, Cleveland and Indianapolis on ex-NYC line, Danbury and Pittsfield; also *Cincinnati Limited*, *Manhattan Limited*, *Pennsylvania Limited*, *The Admiral* (eastbound only), *The Juniata*, the former *Fort Pitt* (Pittsburgh-Chicago, westbound only), *The Federal* (overnight train between Boston and Washington), No. 351-352 (Detroit-Chicago), the *Gulf Coast* (New York-Jacksonville), and the *Palmland* (New York-Columbia, S.C.). (tt)
- Apr. 30, 1971** Last runs of New York & Pittsburgh RPO, Boston & New York RPO, remaining portion of Buffalo & Chicago RPO over Michigan Central. (Kay)
- May 1, 1971** National Railroad Passenger Corporation (Amtrak) assumes most long-distance passenger operations in U.S. with severe cuts in service; 182 trains continue and 178 discontinued; retains *Broadway Limited* as sole New York-Chicago train on 17-hour schedule, unnamed former "*Spirit of St. Louis*" (New York-St. Louis-Kansas City: combined with *Broadway* east of Harrisburg), *The Duquesne* (New York-Pittsburgh local), and *Silver Meteor* (east coast), *Champion* (west coast) and *Silver Star* (both coasts) on Florida run; "*Spirit of St. Louis*" extended to Kansas City over Missouri Pacific and Washington through cars restored; Harrisburg-Washington through cars shifted from Northern Central route to "Port Road" via Columbia and Perryville; Chicago-Detroit service (ex-NYC) reduced from 5 to 2 round trips;

The South Wind restored as a through train north of Louisville and placed on a daily schedule for first time, operating via ex-IC/NYC route between Chicago and Indianapolis via Kankakee and Lafayette, east and west coast cars split at Auburndale rather than Jacksonville, carries ex-SCL domed sleeper; through sleeper established between New York and Los Angeles via SouRy-Southern Pacific route; number of *Metroliner* round trips increased from 7 to 9; 2 night trains dropped from Empire Service route leaving 3 round trips New York-Buffalo and 4 round trips New York-Albany; Southern Railway among few railroads that elect not to join Amtrak and continue own passenger trains; first Amtrak public timetables are put together in haste and often drop train names; in contrast, *Official Guide* carries over names from old railroads until first thorough Amtrak system timetable issued in Nov.

- May 1, 1971 Implementation of Amtrak cuts number of trains using Dayton Union Station from four round trips to one; effective May 1, mail trains No. 10-11 do no work at Dayton. (MB)
- May 1, 1971 President Moore issues six-month report; notes has reduced the number of Assistant VP's from 39 to 21. (PR)
- May 2, 1971 Dearborn Station, Chicago, closes and Amtrak/Santa Fe trains rerouted to Union Station. (Shappell)
- May 3, 1971 Senate confirms Pres. Nixon's appointments to Amtrak Board. (Amtk)
- May 3, 1971 SEPTA extends one commuter round trip from Paoli to Downingtown as a test as suburbanization spreads into Chester County. (A-sheet; tt has 5/24?)
- May 4, 1971 In testimony to Senate, Institutional Investors Penn Central Group threatens to begin liquidating bonds and notes if government continues to make more loans to railroad; fears new loans will supersede old bonds' first lien.
- May 6, 1971 Amtrak announces it will restore passenger train on NYC route to Chicago and Detroit-Toledo connection, after states agree to pay 2/3 of cost.
- May 6, 1971 Southern governors and railroads appeal Southern Divisions Case to U.S. Supreme Court. (ICC)
- May 10, 1971 Amtrak restores an unnamed New York-Chicago passenger train

via ex-NYC route under Section 403 (b), which allows Amtrak to operate additional routes if states contribute two-thirds of funding.

- May 1971** Senate Committee on Commerce authorizes its staff to prepare a study of Penn Central and the other Northeastern railroads to discover which problems are amenable to legislative solutions.
- May 13, 1971** BLE reaches agreement with railroads for 42% increase over 3.5 years in return for major concessions on work rules.
- May 14, 1971** LIRR takes delivery of last four of order of 620 M-1 Metropolitan cars. (NYT)
- May 15, 1971** Govs. Rockefeller and Cahill announce that Port of New York Authority will build rail links to Kennedy Airport and to Newark Airport. (NYT)
- May 17, 1971** Amtrak adds train (later *The Bay State*) between Philadelphia and Boston via Springfield, restoring service on the "Inside Route" with 403 (b) state funding.
- May 17, 1971** Brotherhood of Railroad Signalmen begin strike at 6:01 AM, shutting down all U.S. railroads for two days: LIRR continues to operate, except into Penn Station; Ringling Bros. Circus moves animals and equipment through Lincoln Tunnel under their own power after strike strands circus train in Kearny Yard. (NYT)
- May 18, 1971** Pres. Nixon signs emergency legislation ordering signalmen back to work; grants 13.5% interim pay increase. (NYT)
- May 19, 1971** Most rail service back to normal. (NYT)
- May 19, 1971** Railroads name three directors of Amtrak: Louis Menk of Burlington Northern, William H. Moore of Penn Central, and William J. Quinn of Milwaukee Road. (Amtk)
- May 23, 1971** Penn Central opens new southbound platform on main line at Jersey Avenue Station, New Brunswick. (press release)
- May 20, 1971** Penn Central Trustees announce \$107.6 million loss for first four months of 1971; assert downward trend has been stopped. (PR)
- May 24, 1971** Penn Central reaches agreement in principle with 53 banks which hold \$300 million in loans to PC made in 1969; in return for canceling those loans and advancing an additional \$150 million for rolling stock, banks are to be given the Pennsylvania Company and

all its non-rail assets.

- May 24, 1971** New York State repeals its Full Crew Law.
- May 25, 1971** LIRR places first push-pull train in service on diesel lines; made of former MP72 MU cars converted to T72 trailers with converted Alco FA or EMD F units as control cabs on rear ends. (Keystone)
- May 25, 1971** Amtrak notifies Michigan it will not establish Detroit-Toledo service because of condition of track.
- May 28, 1971** Annual meeting of Penn Central Company set for this date postponed; caused by inability of Great Southwest to produce a financial statement; meeting is necessary to ratify refunding of Swiss franc loans.
- June 1, 1971** U.S. Supreme Court in 5-4 decision gives federal judges broad discretion to use anti-strike injunctions against rail unions that have made all reasonable efforts to resolve disputes without recourse to strikes.
- June 1, 1971** VP-Real Estate & Taxes Samuel H. Hellenbrand retires after 30 years service; replaced by Francis J. Gasparini as VP-Real Estate; Tax Dept. placed under VP-Finance William R. Devine.
- June 1, 1971** Penn Central Company fails to meet maturity of \$50.25 million Swiss franc loan.
- June 1, 1971** Southern Railway switches *Piedmont* from overnight to day schedule and adds TOFC cars south of Alexandria; ends connection from northbound *Piedmont* to Penn Central; former *Birmingham Special* becomes *Lynchburg Special* a day train carrying TOFC cars from Alexandria to Carolinas; coaches deadheaded south of Lynchburg. (PTJ)
- June 2, 1971** Penn Central advertises sale of Grand Central Terminal properties worth over \$1.2 billion, including air rights over the Terminal itself and excepting only Pan Am Building and Waldorf-Astoria Hotel; calls for bids through Kuhn, Loeb & Co. closing Oct. 15.
- June 2, 1971** C.I. West Virginia Corporation, a Manor Real Estate subsidiary, dissolved. (MB)
- June 7, 1971** Penn Central estimates 1971 loss will be \$240 million, \$52 million more than previous estimates. (PR)

June 7, 1971 Penn Central informs UTU it intends to unilaterally eliminate all restrictions on crew size eff. July 15 and reduce crews to three men in freight service.

June 7, 1971 Jay McD. Gilmore named General Manager-Philadelphia Commuter Area, replacing J. Grant Robbins, named General Manager-Northeastern Region. (date of press release)

June 10, 1971 Pres. Nixon meets with heads of 11 major railroads to discuss industry problems; railroads present their "ASTRO" program for rate relief and federal credit to purchase new equipment. (NYT)

June 14, 1971 New Jersey approves compact authorizing \$210 million for rail line to Kennedy Airport and \$200 million for PATH extension to Newark Airport and Plainfield. (NYT)

June 15, 1971 VP-Public Affairs A. Paul Funkhouser named Senior VP-Sales & Marketing; supervises Edward G. Kreyling, now named VP-Marketing; Assistant VP-Coal & Ore George R. Wallace; and Assistant VP-Automotive Thomas B. Graves; reorganization allows Kreyling to concentrate on marketing, which is his specialty. (PR)

June 15, 1971 Walter L. Butz named General Manager of Intercity Passenger Service in Passenger Operation Dept., replacing Jay McD Gilmore, named General Manager of Philadelphia Commuter Area. (PR)

June 16, 1971 Penn Central settles with Diversified Properties, Inc. for return of 352 stolen box cars.

June 18, 1971 Great Southwest Corporation finally releases 1970 statement showing net loss of \$143 million. (NYT, AR)

June 19, 1971 Penn Central cuts TrailVan Plan II-1/2 and Plan III rates by 6% in attempt to halt decline in piggyback traffic. (PR)

June 20, 1971 Gov. Rockefeller signs N.Y. law providing for Port Authority to build rail line to Kennedy Airport. (NYT)

June 21, 1971 U.S. District Court refuses to bar New Haven from obtaining a preferential lien on Grand Central Terminal properties. (NYT)

June 28, 1971 MTA orders 200 more M-1 cars for LIRR and ex-NYC commuter lines. (NYT)

Summer 1971 Penn Central suspends off-peak trains between North White Plains and Brewster to permit installation of high-level platforms for M-1

- cars on Harlem Line.**
- Summer 1971** **Six Flags Over Mid-America theme park opens near St. Louis.**
- ca. July 1971** **U.S. interest rate falls below European rates; flood of Eurodollars that came into U.S. in 1969 returns to Europe, leading to shortages of short-term capital. (Matusow)**
- July 2, 1971** **PATH operates last train from Hudson Terminal; closed to permit changing track connections to new World Trade Center Station further west. (PA)**
- July 6, 1971** **PATH opens new station under World Trade Center located west of old station in Hudson Terminal, which is closed to permit demolition and replacement by World Trade Center buildings; new station features longer platforms and air conditioning, but all traffic is concentrated in one large bank of escalators in the center of the station, whereas Hudson Terminal had multiple exits. (PA, NYT)**
- July 8, 1971** **Train derails in Grand Central Terminal during morning rush, striking pillar; 1 killed, 18 injured. (NYT)**
- July 9, 1971** **Empty LIRR train being run by Penn Central crew to yard rams LIRR train in Penn Station during evening rush; 53 injured. (NYT)**
- July 12, 1971** **Amtrak begins operating through coaches between Washington and Chicago and between Newport News and Chicago via ex-C&O *George Washington* and ex-PC *James Whitcomb Riley*. (PTJ)**
- July 12, 1971** **Amtrak discontinues stop at Englewood Station in Chicago.**
- July 15, 1971** **Federal Reserve raises discount rate to fight inflation, but slowing recovery. (Matusow)**
- July 16, 1971** **UTU begins strike against UP and Southern; eventually includes 8 other roads; Penn Central reportedly lays off 6,000 workers in crew restructuring. (NYT)**
- July 19, 1971** **William J. Taylor named Legislative Counsel to Penn Central Trustees; will take over Washington office of Public Affairs Dept. and will concentrate on liaison with federal government; Taylor will also keep former job of VP-Governmental Affairs of Illinois Central; VP-Public Relations William A. Lashley named VP-Public Affairs and will run Philadelphia office, concentration on liaisons**

- with state and local governments as well as public relations. (PR)
- July 19, 1971** **South Tower of World Trade Center topped out. (Gillespie)**
- July 1971** **MTA installs first high-level platforms on ex-NYC commuter lines at 125th Street Station in New York. (NYT)**
- July 26, 1971** **Talks between railroads and UTU collapse over issue of extending crew runs beyond traditional 100-mile divisional limits.**
- July 27, 1971** **House Committee on Interstate & Foreign Commerce issues report on Penn Central bankruptcy.**
- July 27, 1971** **Private antitrust suit against Penn Central amended to increase damages to \$6.3 billion.**
- July 28, 1971** **Trade figures released showing U.S. trade balance going from surplus to first annual deficit since 1893.**
- July 29, 1971** **Railroad and UTU leaders summoned to White House to resume bargaining; Nixon, hoping for union support in 1972 election, lets unions garner big increases, boosting inflation. (Matusow)**
- July 29, 1971** **Amtrak marks three-millionth *Metroliner* passenger with elaborate ceremony.**
- July 31, 1971** **Monon merged into Louisville & Nashville Railroad. (Trains)**
- Aug. 1, 1971** **Nixon Administration stops threatened steel strike by brokering a 15% per year increase, increasing inflationary pressures. (Matusow)**
- Aug. 1, 1971** **LIRR reduces the number of smoking cars from 50% to no more than two per train in response to rider preferences. (NYT)**
- Aug. 2, 1971** **Railroads and UTU sign agreement ending 18-day strike; railroads win acceptance of some interdivisional runs; UTU gets 42% increase over 3.5 years. (NYT)**
- Aug. 2, 1971** **Following precedent established with Penn Central, Congress authorizes \$250 million in loan guarantees to bail out Lockheed Aircraft Corporation.**
- Aug. 3, 1971** **Indianapolis Mayor Richard G. Lugar announces plan to save and restore Union Station. (Hetherington)**

- Aug. 4, 1971** N.J. Commuter Operating Agency approves 10% fare increase on Penn Central main line effective Sep. 1; denies increase on NY&LB because of poor service unless corrected within six months; requires that 10% of increases be spent on service improvements.
- Aug. 9, 1971** Emergency Loan Guarantee Act, designed to prevent failure of Lockheed Corporation, provides for federal guarantee of loans to businesses deemed essential.
- Aug. 9, 1971** Last manual crossing gates in Northeast Corridor at Aberdeen, Md., replaced by automatic gates.
- Aug. 10, 1971** Penn Central receives first of 1,251 new 100-ton covered hoppers from Pullman-Standard.
- Aug. 12, 1971** *New York Times* poll finds most LIRR riders think service has improved; top speed raised from 60 MPH to 80 MPH; still problems with M-1 cars. (NYT)
- Aug. 14, 1971** City of Philadelphia announces \$17 million plan to build transit link to Philadelphia International Airport; expect to begin in 18 months.
- Aug. 15, 1971** Under pressure from Congressional Republicans, Pres. Nixon does an about-face and announces his "New Economic Policy"; ends the conversion of dollars into gold; the dollar is allowed to float against foreign currencies rather than being fixed at \$35 per ounce; announces a 90-day freeze on wages and prices, a 10% border tax on imports, a tax cut to create jobs, and spending cuts to fight inflation; actually, inflation was already subsiding and recovery was underway; Nixon's intervention produces a severe boom-and-bust cycle running through the rest of the decade; price freeze unthinkingly fixes heating oil prices at their traditional summer lows, ending incentives to production and creating shortages by winter of 1972-73. (Matusow)
- Aug. 15, 1971** John J. Flood named to new post of Director-Hotels Administration in Real Estate Dept. to supervise four ex-NYC hotels in New York City. (PR)
- Aug. 16, 1971** In response to Nixon's program, Dow rises 32 points, greatest one-day rise to that time. (Matusow)
- Aug. 17, 1971** Penn Central Trustees petition Judge Fullam for permission to sell 1 million shares of Madison Square Garden Corporation; could raise about \$2.9 million.

- Aug. 17, 1971** Judge Fullam approves third phase of Penn Central abandonment plan; 98 lines totaling 1,129.8 miles.
- Aug. 17, 1971** GE makes low bid for 214 new MU cars for SEPTA, but SEPTA declines to make award as other bids too close.
- Aug. 1971** Amtrak completes purchase of its basic fleet of 1,275 cars, including 24 RDCs and 49 *Metroliners*, from 13 railroads. (AmtkNews)
- Aug. 25, 1971** Penn Central sells ex-PRR business car No. 120, *Pennsylvania*, to New York lawyer George Pins, who sparks a rebirth of private car ownership. (Pins)
- Aug. 26, 1971** First unit train shipment of modular houses leaves Levitt Building Systems, Inc., in Battle Creek, Mich., en route to Seattle; sponsored by HUD's "Operation Breakthrough" for cheaper housing. (PR)
- Aug. 27, 1971** Penn Central announces use of second generation "Lexan" MR-4000 polycarbonate for car windows; has better clarity and resistance to chemicals and abrasives than earlier "Lexan." (PR)
- Aug. 29, 1971** First prefabricated section of 63rd Street tunnel lowered into trench dug at bottom of East River; MTA vows that "some kind of train" will be running by July 4, 1976. (NYT)
- Aug. 31, 1971** Penn Central Trustees file report regarding labor negotiations to change work rules with Judge Fullam; notes projected wage increases over 1969 levels have escalated from \$73.9 million in 1971 to \$410.73 million in 1975; work rules changes proposed by Emergency Board No. 178 do not offset these costs; therefore, Penn Central must 1) eliminate firemen and brakemen, 2) secure repeal of Ohio and Indiana Full Crew Laws, 3) make deep job cuts not required by safety or service.
- Sep. 1, 1971** Penn Central begins overnight TrailVan service between Harlem River Yard in New York and South Boston. (PR)
- Sep. 1, 1971** MBTA opens extension of Red Line "T" (subway) to Quincy over ex-New Haven Old Colony right-of-way. (Humphrey)
- Sep. 2, 1971** Penn Central offers 335-acre former West Shore terminal at Weehawken for sale. (PR)
- Sep. 8, 1971** Amtrak leases 12 additional *Metroliner* cars from Budd Company.

(AmtnNews)

- Sep. 8, 1971** Amtrak begins operating Washington-Chicago sleeper on *George Washington* and *James Whitcomb Riley*.
- Sep. 7, 1971** International Utilities Corporation sells its 500,000 shares of Penn Central Company, incurring a loss of over \$8.65 million.
- Sep. 1971** Arvida Corporation amends its 1961 management contract with Stockton, Whatley, Davin & Co. to be subject to cancellation on 90-day notice.
- Sep. 10, 1971** Penn Central announces it is ending conferences with UTU to try to resolve crew consist case. (PR)
- Sep. 13, 1971** Penn Central inaugurates overnight TrailVan service between New York, Rochester and Buffalo. (PR)
- Sep. 15, 1971** US DOT issues report calling for major improvements in Northeast Corridor; to spend \$500 million to permit 2:00 New York-Washington and 2:45 New York-Boston times. (NYT)
- Sep. 15, 1971** First 80 of 128 M-1 Metropolitan@ MU cars placed in service on Harlem Line; first train of six cars leaves North White Plains at 8:09 AM; cars were purchased by Port Authority and leased to Penn Central under New York State car program. (NYT)
- Sep. 15, 1971** Clerks union Pres. Dennis proposes local and system-wide labor-management councils on Penn Central to handle grievances; Langdon supports plan but says it must include arbitration machinery.
- Sep. 17, 1971** Penn Central Trustees file second report on reorganization with Judge Fullam; call for abandonment of 167 lines totaling 1,928.4 miles or 9% of system; request second extension for filing a reorganization plan until Mar. 22, 1972, as do not have adequate figures on revenue and expenditures.
- Sep. 17, 1971** Judge Fullam rejects proposal to sell Madison Square Garden Corporation shares.
- Sep. 18, 1971** Severe thunderstorms cause flooding in Chester Creek; Octoraro Secondary damaged and taken out of service between Wawa and Chadds Ford. (PRRFAX)
- Sep. 22, 1971** New York & Harlem resumes dividend payments.

- Sep. 23, 1971** **Pennsylvania Company finally issues 1970 statement; posts net loss of \$246 million vs. \$87.6 million profit in 1969; has written off \$20 million in goodwill for Great Southwest, \$41 million in goodwill for Buckeye Pipe Line Company.**
- Sep. 29, 1971** **Trustee Jervis Langdon reports Penn Central badly hurt by fall-off in steel loadings; urges development of short, fast piggyback trains operating overnight between cities 200-400 miles apart.**
- Oct. 1, 1971** **Penn Central Trustees urge repeal of Ohio Full Crew Law.**
- Oct. 1, 1971** **Amtrak opens Chicago Central Reservation Office. (Shappell)**
- Oct. 1, 1971** **United Mine Workers begin 57-day strike.**
- Oct. 1, 1971** **Fifty-seven day dock strike begins; hits all ports simultaneously for first time.**
- Oct. 4, 1971** **Penn Central inaugurates TV-22A between Harrisburg and Baltimore. (PR)**
- Oct. 8, 1971** **Three shop craft unions agree to 42% increase over 3.5 years.**
- Oct. 8, 1971** **New York & Harlem Railroad sues to block sale of Park Avenue real estate.**
- Oct. 12, 1971** **U.S. Supreme Court dismisses further action on Southern Divisions Case as moot, rejecting arguments of southern railroads and governors; entire proceedings have taken 12 years. (ICC)**
- Oct. 15, 1971** **Penn Central receives bids on 22 parcels at Grand Central.**
- Oct. 15, 1971** **Malfunction of traction motor prompts temporary speed limit on *Metroliners* of 80 MPH; lifted Oct. 18.**
- Oct. 15, 1971** **Penn Central completes its share of track and signal improvements for bringing Rock Island into Chicago Union Station, including connection at Englewood.**
- Oct. 16, 1971** **N.J. Senator Harrison Williams announces New Jersey has received federal grant of \$8.5 million to buy 25 second-hand long-distance coaches for Penn Central's NY&LB service.**
- Oct. 17, 1971** **Indianapolis Union Railway approves city's offer of \$196,666 for Union Station head house. (MB)**

Oct. 18, 1971 **Adelphia University begins offering business administration courses on LIRR morning and evening commuter trains; riders can earn a master's degree in two years. (NYT)**

Oct. 18, 1971 **Indianapolis Union Railway officials meet with city in hope of getting it to buy rest of Union Station. (MB)**

Oct. 1971 **Penn Central reduces operating ratio to 88.06%, down from 91.76% in 1970. (PR)**

Oct. 1971 **SEPTA contracts with General Electric for 144 new MU cars.**

Oct. 23, 1971 **Amtrak asks Congress for \$170 million operating subsidy over two years; losing \$150 million a year; with fewer trains, deficit per train is actually higher than for private railroads in 1969.**

Oct. 25, 1971 **First tenant moves into Gateway III office building at Chicago Union Station.**

Oct. 26, 1971 **Penn Central contracts with State of New Jersey for new headhouse and rebuilding passenger bridge at Trenton.**

Oct. 27, 1971 **Judge Fullam approves extension for filing reorganization plan.**

Oct. 29, 1970 **Penn Central Company finally announces net loss of \$425.96 million for 1970.**

Nov. 1, 1971 **Penn Central operates first pulpwood unit train between Hammermill Paper Company pulping mills at Erie and Lock Haven, serving pulpwood logging operations en route. (PR)**

Nov. 1, 1971 **Amtrak begins used car refurbishment program; 801 cars overhauled by June 1, 1974 at cost of \$70.7 million. (AmtkNews)**

Nov. 1, 1971 **Amtrak opens own ticket office at Chicago Union Station. (Shappell)**

Nov. 1, 1971 **Dominic C. Costanzo named Assistant VP-Taxes, replacing William C. Antoine, resigned. (PR)**

Nov. 2, 1971 **New York State voters defeat Gov. Rockefeller's proposed \$2.5 billion transportation bond issue by large margin; delays or kills many rail projects. (NYT)**

Nov. 9, 1971 **ICC suspends requested rate increases for duration of Phase I of**

Nixon's wage-price freeze.

- Nov. 12, 1971 Last run of SEPTA rush hour service to Downingtown; not restored until 1985. (tt)
- Nov. 12, 1971 Rock Island informs Penn Central that it won't vacate La Salle Street Station until it gets a satisfactory offer for the building; actually hesitates to move because of low-cost office space.
- Nov. 13, 1971 Last trips of *Afternoon Congressional* (eastbound only), *Midday Congressional* (westbound), *Legislator* (eastbound), *President* (westbound), *Representative* (eastbound), *Mount Vernon* and *Embassy* between New York and Washington. (tt)
- Nov. 13, 1971 Coal strike settled on basis of 16% increase in first year.
- Nov. 14, 1971 Nixon Administration begins Phase II of wage and price controls; establishes Federal Pay Board and Federal Price Commission; sets maximum wage increases at 5.5% and maximum price increases at 2.5%. (or 11/13?)
- Nov. 14, 1971 Amtrak issues first full-fledged timetable and institutes major renaming and renumbering program; the former "*Spirit of St. Louis*" becomes the *National Limited* (old B&O name) and separated from *Broadway* between New York and Harrisburg; *The Duquesne* renamed *The Keystone*; *The South Wind* renamed the *Floridian* and changed from one night out to two nights out; the New York-Buffalo-Chicago train becomes the *Lake Shore*; Chicago-Detroit trains named *Wolverine* and *Saint Clair*; *George Washington/James Whitcomb Riley* becomes *James Whitcomb Riley* westbound and *George Washington* eastbound; *Southern Crescent* and *Riley/Washington* extended to Boston; *Metroliner* service increased from 9 to 12 round trips with one trip extended to New Haven and one running non-stop New York-Washington; New York-Boston service increased from 9 to 11 round trips, and Boston-Washington trains from 3 to 6 round trips; *Turboservice* renamed *Turbo Yankee Clipper* (eastbound) and *Turbo York Clipper* (westbound); a number of old New Haven names restored for New York-Boston trains, including *Free State*, *Bunker Hill* and *Valley Forge*; through St. Louis-Milwaukee service established - first time trains run through Chicago Union Station; last Philadelphia-Washington local No. 401, New Haven-New London locals discontinued. (PTJ,) (hadn't 401 been renumbered 193? and already disc?)
- Nov. 14, 1971 New Metropark station opens for Amtrak trains at Iselin, N.J., in

Northeast Corridor; located at intersection of Garden State Parkway; additional 41 New York-Trenton trains begin stopping at main line platform (southbound only) at Jersey Avenue, New Brunswick.

- Nov. 14, 1971** Amtrak admits that less than half its trains run on time; in Northeast Corridor, 14% of trains run average of 37 minutes late.
- Nov. 15, 1971** Penn Central Trustees announce intent to sell six parcels at Grand Central: the New York General (now Helmsley) Building, the Vanderbilt Concourse Building, and the two parcels each under the Bankers Trust Building and the Manufacturers Hanover Trust Building; bids on all other parcels are rejected.
- Nov. 15, 1971** U.S. Supreme Court in 4-3 decision orders ICC that it must protect workers in rail mergers, although it does not want to do so.
- Nov. 16, 1971** Signalmen sign new contract calling for 46% increase over 3.5 years.
- Nov. 18, 1971** Trustee Jervis Langdon, in letter to Senator Hartke, notes Penn Central may need as much as \$500 million over next few years; will also require an unconventional reorganization plan that reduced company to profitable "core".
- Nov. 18, 1971** At request of UTU, National Mediation Board intervenes in crew consist dispute with Penn Central.
- Nov. 19, 1971** Judge Fullam blocks contract with MTA for takeover of suburban Hudson and Harlem Line service out of Grand Central; objects to 60-year lease of right of way for nominal \$1 per year as wasting assets.
- Nov. 22, 1971** Penn Central discontinues local service between New London and Westerly, R.I. (eff. date)
- Nov. 23, 1971** Dissident Penn Central Company stockholders file suit to block annual meeting set for Nov. 29 over objections to Swiss franc refunding plan. (NYT)
- Nov. 23, 1971** Reading Company files for Chapter 77 bankruptcy.
- Nov. 29, 1971** Penn Central Company Chairman Archibald DeB. Johnson announces that meeting is postponed for five days because of restraining order from U.S. District Court; further postponements follow, and meeting is not finally held until Aug. 24, 1972. (MB)

- Nov. 30, 1971** **Indianapolis Union Railway Board retires Capitol Avenue Coach Yard and remote control of Kentucky Avenue switches. (MB)**
- Dec. 1, 1971** **Penn Central and Reading ask SEPTA for 12% fare increase.**
- Dec. 1, 1971** **Assistant VP-Coal & Ore George R. Wallace named VP-Sales & Marketing-Staff; Charles Wolfinger named Assistant VP-Coal & Ore. (PR)**
- Dec. 1, 1971** **Amtrak cuts New York-New England one-way fares by up to 22% for six month experiment to attract motorists. (Amtk)**
- Dec. 1, 1971** **NJ DOT holds ceremony at Trenton to mark start of new station project and beginning of demolition of old station.**
- Dec. 2, 1971** **U.S. District Court justice Joseph S. Lord enjoins Penn Central Company from holding its annual meeting until further order. (NYT, MB)**
- Dec. 6, 1971** **Mediation of crew consist case begins in Philadelphia.**
- Dec. 6, 1971** **Auto-Train Corporation begins service between Lorton, Va., and Sanford, Fla, with base fare of \$190 one-way for car and up to four passengers; cars are carried in auto racks while passengers ride in refurbished long-distance cars rendered surplus by Amtrak.**
- Dec. 7, 1971** **Penn Central advertises for bids on 115 acres of old Penn Central Park property along Allegheny River between 10th and 21st Streets in Pittsburgh; Penn Central had been unable to acquire more than 85% of tract and unified development plan abandoned.**
- Dec. 9, 1971** **Penn Central Trustees notify Senate Subcommittee on Surface Transportation that they have drawn down \$75 million of the \$100 million emergency loan created by the Emergency Rail Transportation Act of 1970 and will not need the remaining \$25 million until the first quarter of 1972 and should weather the first quarter without need of further aid. (PR)**
- Dec. 9, 1971** **SEC charges Great Southwest Corporation for violating securities laws by overstating its earnings for 1968-69 by allocating profit entirely to the first date of a transaction regardless of whether cash in hand.**
- Dec. 10, 1971** **Pres. Nixon signs tax cut to stimulate economy, which is actually already improving. (NYT, Matusow)**

- Dec. 1971** Temporary PATH station opens facing Journal Square, permitting demolition of 1929 station for new Transportation Center.
- Dec. 1971** Commonwealth of Massachusetts agrees to acquire 145 miles of Penn Central right of way in Boston area to protect existing and future commuter service; deal finally closed in Jan. 1973. (Humphrey)
- Dec. 12, 1971** Austin J. Tobin (-1978) announces his retirement as Chairman of the Port Authority; was under constant pressure from Gov. Cahill to expand PATH. (NYT, Gillespie)
- Dec. 13, 1971** New York Dock Railway ceases freight operations along Bush Terminal area of South Brooklyn waterfront, leaving about 300 shippers without service; had been dependent on car float interchange with railroads in New Jersey. (NYT)
- Dec. 17, 1971** Amtrak restores *Florida Special* for winter season on fastest-ever 23:45 minute schedule, running non-stop between Richmond and Winter Haven; *Silver Star* and *Floridian* combined south of Jacksonville; *Silver Meteor* moved to ex-ACL route; *Champion* and *Silver Meteor* extended from New York to Boston.
- Dec. 18, 1971** Group of Ten major industrialized nations agree that U.S. will devalue the dollar from \$35 to \$38 per gold ounce and drop the 10% surcharge on imports; Germany and Japan are to raise the value of the yen and mark against the dollar. (Matusow)
- Dec. 18, 1971** LIRR opens new \$1.2 million power control room at Jamaica, governing all electrified trackage.
- Dec. 19, 1971** Penn Central Company doubles Board to 10 directors to placate dissident stockholders who are blocking vote on refunding plan; all directors will stand for election when meeting can be held.
- Dec. 20, 1971** ICC releases its second report on Penn Central collapse; charges Bevan with conflict of interest in investing in same securities as he buys for Penn Central pension plan; blames collapse on failure to manage operation after merger. (ICC)
- Dec. 20, 1971** Government lifts 10% surcharge on imports.
- Dec. 20, 1971** Penn Central restores off-peak service between North White Plains and Brewster.

- Dec. 21, 1971** Penn Central announces sale of air rights to 350 Park Avenue (Manufactures Hanover Trust Building) to Manufacturers Hanover Trust for \$3.35 million. (PR)
- Dec. 1971** U.S. public resumes spending, particularly for housing, where lower interest rates spur a pent-up demand; economic boom begins running into 1973. (Matusow)
- Dec. 28, 1971** B.C. Juell named President of Great Southwest Corporation; Victor H. Palmieri remains as GSW Chairman. (date of press release - eff. 3/1/1972?)
- 1971** Tri-State Transportation Commission renamed Tri-State Regional Planning Commission, reflecting change to more generalized planning functions after new authorities take responsibility for transportation.
- 1971** SEPTA builds new eastbound station at Narberth.
- 1971** Pennsylvania Company changes Arvida from a passive seller of real estate to an active developer of its properties, constructing housing developments, recreational facilities, etc. (AR)
- 1971** Great Southwest Corporation sells 16,000 acres of California real estate, reducing debt on that account from \$59 million to \$12 million; liquidates I.C. Deal Companies, Inc., its Dallas apartment-construction subsidiary. (AR)
- 1971** Washouts result in abandonment of Octoraro Branch between Wawa and (Chadds Ford?), reached only by detour over Reading. (PRRTHS)