

**PRR CHRONOLOGY
1973**

June 2005 Edition

- Jan. 1, 1973** MBTA begins subsidizing Boston-Framingham commuter service after Penn Central is allowed to discontinue it. (Humphrey)
- Jan. 1, 1973** Penn Central Trustees arrange new commuter contract with NJ DOT covering full costs.
- Jan. 2, 1973** Penn Central Trustees inform Judge Fullam that without government assistance for improvements, reorganization by 1976 is no longer possible; also files report stating it may ask to end New Jersey commuter service if there is no increase in subsidy.
- Jan. 3, 1973** Pres. Nixon orders screening of all airline passengers to prevent hijackings and terrorists.
- Jan. 5, 1973** Penn Central and UTU representatives meet to avert strike called for Jan. 12 over cuts in crew size.
- Jan. 6, 1973** Striking LIRR non-operating unions offer to cut wage demands from 28% to 26%. (NYT)
- Jan. 6, 1973** Sixty-year old woman killed when she falls between platform and moving train in Penn Station. (NYT)
- Jan. 8, 1973** Gov. Rockefeller sends Legislature his mass transit bill calling for \$260 million for Kennedy Airport line, \$240 million for PATH extension to Plainfield, and \$150 million for Meadows connections between EL and Penn Central. (NYT)
- Jan. 9, 1973** In annual message to Legislature, N.J. Gov. Cahill proposed a single transit agency for N.J. that would apply profits from three toll highways to mass transit.
- Jan. 9, 1973** UTU agrees to 30-day strike postponement.
- Jan. 9, 1973** LIRR strike talks deadlock again and are suspended. (NYT)
- Jan. 9, 1973** News media report that Nixon Administration is planning for an Amtrak budget of under \$100 million for 1973/74 vs. \$170 million for 1972/73; would force cancellation of many long-distance trains.

(NYT)

- Jan. 10, 1973** Penn Central Trustees inform Judge Fullam of severe cash crisis; may have to halt all operations by end of Feb.
- Jan. 11, 1973** Pres. Nixon announces Phase III of his "New Economic Policy"; lifts wage and price controls on everything but food, health care and construction; with price controls lifted, refiners switch to making heating oil to counter shortages, leading to a gas shortage the following summer. (Matusow)
- Jan. 11, 1973** Dow Jones industrials hit new high of 1,052.
- Jan. 15, 1973** Federal Reserve raises discount rate to 5%, starting rise of interest rates.
- Jan. 17, 1973** Secretary of Labor-designate P.J. Brennan announces has arranged for LIRR strikers to return to work effective Jan. 19 for 90 days to allow talks to continue; will receive 6% increase retroactive to Jan. 1, 1972. (NYT)
- Jan. 17, 1973** Trustees of Reading, CNJ and LV meet in Philadelphia to discuss merger.
- Jan. 20, 1973** Penn Central carries 3,080 passengers on special trains from New York to Washington for one of last big anti-Vietnam War rallies.
- Jan. 20, 1973** LIRR reopens after seven-week strike, longest yet against a commuter railroad; service is subject to delays caused by accumulation of rust on tracks; first passengers get free ride on 12:10 AM to Jamaica. (NYT)
- Jan. 22, 1973** LIRR resumes full service; ridership down 25-30% and management expects 10% to abandon use of LIRR permanently. (NYT)
- Jan. 23, 1973** Vietnam cease-fire agreement initialed in Paris; becomes effective when signed on Jan. 27, ending direct U.S. combat role.
- Jan. 24, 1973** Victor H. Palmieri named Chairman of Buckeye Pipe Line Company, replacing George Patterson, resigned after 30 years. (PR)
- Jan. 1973** Amtrak buys the two United Aircraft *Turbotrains* from US DOT High Speed Ground Transportation Project for \$2.8 million; increase from 3 to 5 cars. (AmtkNews)

- Jan. 1973** Penn Central sells MBTA 146 miles of active and abandoned right-of-way around Boston, including Riverside-Framingham (ex-Boston & Albany), Boston-Rhode Island line (ex-Boston & Providence), all other ex-New Haven commuter lines and much Old Colony trackage. (Humphrey - this is closing date)
- Jan. 29, 1973** Penn Central announces it will lease 114 new freight locomotives from GM to replace 120 locomotives now beyond the point of economical repair.
- Feb. 1, 1973** Penn Central Trustees say will need \$600-800 million over next three years to rehabilitate railroad.
- Feb. 1, 1973** Penn Central Company issues \$67.4 million in new 7-1/2% notes to refund \$64 million Swiss franc loan of 1969; loan is secured by 35% of stock of Penn Central Transportation Company.
- Feb. 1, 1973** SEPTA establishes own ticket office at entrance to upper level at 30th Street Station, permitting Amtrak to assume exclusive use of main ticket office. (Shappell)
- Feb. 2, 1973** Freighter strikes bridge over Chesapeake & Delaware Canal, cutting all service to Delmarva Peninsula.
- Feb. 3, 1973** Providence & Worcester Railroad cancels lease to Penn Central and resumes operation as an independent carrier after long legal dispute with Penn Central.
- Feb. 5, 1973** Penn Central Trustees announce will apply to abandon 5,000 of 20,000 route-miles.
- Feb. 6, 1973** Penn Central opens expanded Flexi-Flo terminals at DeWitt (Syracuse) and Hammond, Ind.
- Feb. 8, 1973** Penn Central imposes reduction in size of crews; all trainmen now entitled to lifetime job protection will retain it, and others will receive protection equal to seniority up to six years; 28,000 UTU members strike at 12:01 AM and shut down Penn Central including all Amtrak and commuter service north of Washington and east of Pittsburgh; alternate Amtrak transportation provided by bus and plane.
- Feb. 8, 1973** In early evening, Congress passes joint resolution imposing 90-day moratorium on crew reductions, ending UTU strike and creating a breathing space during which new laws may be passed to preserve

railroad service in the Northeast; orders DOT to come up with preliminary plan for Northeastern railroads in 45 days; begins direct government involvement in solving Northeast rail crisis.

- Feb. 9, 1973** Penn Central establishes special run-through detour freight service between Enola and Portsmouth and Cape Charles, Va., via RF&P and SCL.
- Feb. 9, 1973** Penn Central restores full service; first LIRR train resumes service to Penn Station at 12:36 AM.
- Feb. 10, 1973** Senate Commerce Committee staff releases report on Penn Central; suggests quasi-public Northeast Transportation Authority to operate bankrupt railroads.
- Feb. 12, 1973** U.S. devalues the dollar by 10% against the mark and 20% against the yen; official price raised from \$38 to \$42.22 per ounce; second devaluation in 14 months; dumping of dollars on world markets continues. (Matusow)
- Feb. 12, 1973** ICC begins hearings on bankrupt northeastern railroads with view to combining them into a viable system.
- Feb. 12, 1973** Pennsylvania Company announces it will apply to ICC to drop requirement that it divest itself of N&W stock.
- Feb. 13, 1973** Penn Central Trustees petition court for permission to suspend any passenger service that remains unsubsidized by Sep. 1, 1973, and to abandon 5,000 of 20,000 route-miles.
- Feb. 13, 1973** ICC orders northeastern railroads to report by Mar. 15 on progress of reorganizations.
- Feb. 1973** DOT gives United Aircraft *Turbotrains* to Amtrak. (Mutual - elsewhere is note of purchase fm Amtk source)
- Feb. 1973** Demolition of Cincinnati Union Terminal platforms begins. (CUT)
- Feb. 20, 1973** Patrick B. McGinnis (1904-1973), former President of New Haven and Boston & Maine, dies.
- Feb. 21, 1973** Penn Central Transportation Company reports 1972 net loss of \$222.8 million.
- Feb. 26, 1973** Chessie System, Inc., incorporated as holding company for C&O/B&O system.

- Feb. 27, 1973** **Senators Vance Hartke of Indiana and Lowell Weicker of Connecticut introduce bill creating a federal corporation to take over 30,000 miles of northeastern railroads, rehabilitate and charge user fees to other railroads shipping over them.**
- Feb. 28, 1973** **Senate Surface Transportation Subcommittee under Vance Hartke begins hearings on plight of northeastern railroads.**
- Mar. 1, 1973** **European central bankers suspend currency operations in the dollar.**
- Mar. 1, 1973** **VP-Legal Administration Basil Cole resigns to return to private practice; Paul R. Duke promoted to General Counsel-Legal Dept. and Carl Helmetag, Jr., to General Counsel-Reorganization.**
- Mar. 2, 1973** **Gov. Milton Shapp, appearing before Congress, calls for division of Penn Central into two or three railroads to increase competition.**
- Mar. 2, 1973** **Foreign exchange markets close because of massive sale of dollars.**
- Mar. 6, 1973** **Judge Fullam orders Trustees to submit a plan either for reorganization or liquidation by July 2 after Trustees report a huge \$23.1 million loss for Jan. 1973; notes line's assets have already eroded by about \$500 million and present practices cannot be allowed to continue beyond Oct. (NYT)**
- Mar. 6, 1973** **LV Trustees J.F. Nash and R.C. Haldeman petition Judge Fullam to shut down by Oct. 1, as reorganization is impossible without federal aid.**
- Mar. 6, 1973** **Price controls reimposed on petroleum products.**
- Mar. 9, 1973** **N&W Pres. John P. Fishwick suggests government nationalize Penn Central's Northeast Corridor line for passenger service only, rerouting freight to other lines.**
- Mar. 13, 1973** **Railroads and non-operating unions agree to 18-month contract calling for 4% increase in wages and 6.7% in fringe benefits; Penn Central, LIRR, and other northeast bankrupts not party to agreement.**
- Mar. 14, 1973** **Senate approves amendment to highway bill that for the first time would allow states to spend part of their share of Highway Trust Fund on rail transit projects; also authorizes \$3 billion for construction and \$800 million for operation of rail projects.**

- Mar. 15, 1973** LIRR passenger train crashes into standing locomotive at Lake Ronkonkoma; 1 killed, 26 injured. (NYT)
- Mar. 16, 1973** New Haven Trustee Smith ask Judge Fullam to rule that Penn Central be shut down on Oct. 1. (NYT)
- Mar. 16, 1973** Nixon Administration asks Congress for \$300 million in additional loan guarantees to fund rehabilitation of Amtrak through 1978; plans 14% reduction in route mileage. (NYT)
- Mar. 16, 1973** U.S. and Europeans agree to let the dollar float and abandon fixed exchange rates, ending the international monetary system established at Bretton Woods. (NYT)
- Mar. 19, 1973** European foreign exchange markets reopen with Common Market currencies in joint float against the dollar.
- Mar. 20, 1973** Penn Central reports Feb. loss of \$22.6 million. (NYT)
- Mar. 21, 1973** New York State Human Rights Division holds fourth day of hearings on complaint by Carol Wagner, a schoolteacher, that she was not hired as a trainman because she is a woman, not because she is only five feet tall. (NYT)
- Mar. 23, 1973** Twenty-two former Penn Central officers and directors have agreed to settle 18 suits brought by stockholders for mismanagement; includes undisclosed amount of cash and rights to \$10 million Lloyd's insurance policy. (NYT)
- Mar. 23, 1973** James McCord, one of the convicted Watergate burglars, indirectly implies Nixon Administration involvement, beginning the Watergate scandal.
- Mar. 24, 1973** In report to Congress, ICC recommends merging all six bankrupts into a single federal system funded by a 1% tax on all freight transportation.
- Mar. 26, 1973** Secy. of Transportation Claude Brinegar recommends a single reduced northeastern rail system managed by a federally-chartered private company coupled with drastic cutbacks in ICC regulation, the opposite of ICC's own proposal.
- Mar. 26, 1973** Amtrak orders 15 GE E60CP 6,000 HP C-C electric locomotives to replace GG1's; to be capable of 120 MPH operation. (AmtkNews)
- Mar. 28, 1973** Penn Central inaugurates PV-4, new direct freight between South

Philadelphia and Selkirk, bypassing Morrisville.

- Mar. 29, 1973** Administration freezes prices on beef, pork and lamb to combat shortage-induced runaway meat prices.
- Mar. 29, 1973** Justice Dept. asks Judge Fullam to dismiss Trustees' petition asking for permission to settle \$287 million debt to 49 banks; as government will play major role in reorganization.
- Mar. 31, 1973** Penn Central Trustee Jervis Langdon calls for a national railroad holding company.
- Mar. 1973** "Great Inflation" begins; administration economists had assumed that the economy had been operating at 85% capacity and kept stimulating the boom of 1971-73; in fact, economy was operating at full capacity; ballooning consumer demand outruns supply, particularly of some raw materials, and shortages develop; combines with natural food shortages, prices rise; inflation in first quarter reaches 8.7%, double that of first quarter 1972. (Matusow)
- Apr. 1, 1973** Penn Central trustees submit reorganization plan.
- Apr. 1, 1973** Senior Traffic Officer-Automotive Welborn E. Alexander promoted to Assistant VP-Automotive.
- Apr. 1, 1973** Railway Carmen begin two-month strike against PATH; 214 carmen stop transportation for 100,000 commuters; PC operates extra shuttle service between Newark and New York.
- Apr. 2, 1973** Penn Central inaugurates RR-1/RR-2, new non-stop fast freight between Reading's Rutherford Yard near Harrisburg and Conway.
- Apr. 4, 1973** Penn Central proposes that Congress relieve railroads of local real estate taxes and provide 25% of maintenance costs for all transportation modes.
- Apr. 4, 1973** Port Authority holds official dedication ceremony for World Trade Center, although lower levels are not entirely completed. (PA AR, NYT)
- Apr. 8, 1973** Broad Street Subway extended from Snyder Avenue to Pattison Avenue. (Cox)
- Apr. 9, 1973** Secretary of Labor Peter J. Brennan reports to Congress that bargaining between the UTU and Penn Central is continuing, but that the UTU will agree to no concessions other than the abolition

of 285 jobs by attrition agreed to in 1972.

- Apr. 9, 1973** N.J. Legislature approves \$3 million subsidy to keep Penn Central commuter service operating through June 30.
- Apr. 11, 1973** LIRR admits that many male trainmen do not meet 5'-7" height requirement; demotes short trainmen to other jobs. (NYT)
- Apr. 13, 1973** Penn Central opens a new short connection linking Bay Ridge Yard with Bush Terminal Railroad operated by New York Dock Railway and a new marine terminal being built by the City of New York, allowing them to receive and forward cars via the New York Connecting Railroad; previously New York Dock Railway was accessible only by car float, which most railroads are now abandoning. (NYT)
- Apr. 14, 1973** New Jersey Legislature passes \$4.16 million railroad subsidy; Gov. Cahill uses threat of withholding subsidy to force CNJ into merger negotiations with LV and Reading.
- Apr. 14, 1973** Queens residents begin opposition to Kennedy Airport rail line through their communities.
- Apr. 15, 1973** Amtrak opens new Northeast Reservations Center in Bensalem, Pa.; handles all reservations except New York City.
- Apr. 15, 1973** Pennsylvania Company pays first of five quarterly dividends left in arrears since 1970.
- Apr. 16, 1973** Penn Central reports first quarter loss of \$55.2 million.
- Apr. 16, 1973** First demonstration run of new "Cosmopolitan" MU cars from Stamford to Grand Central for Gov. Rockefeller and other dignitaries; commuters trapped in stalled trains in Park Avenue tunnel for up to two hours watch in anger as VIP special speeds by them; cars go into regular service same day, almost two years behind schedule.
- Apr. 16, 1973** Penn Central withdraws the Cape Charles carfloat *Capt. Edward Richardson* because of major leaks; limits shipments to cars of under 110 tons on remaining small barge.
- Apr. 16, 1973** Judge Fullam refuses to approve Penn Central's settlement with 49 banks for exchange of Pennsylvania Company stock for debt forgiveness and \$150 million in new equipment financing.

- Apr. 18, 1973** LIRR and non-operating unions reach tentative agreement ending possibility that strike will resume; settle on basis of 26% pay increase over 30 months.
- Apr. 18, 1973** Public meeting at Wanamakers sponsored by Greater Philadelphia Chamber of Commerce endorses Center City Commuter Connection; real estate and business interests support project in hope of bringing suburban shoppers to new mall to be developed on East Market Street; most residents and newspapers oppose project as wasting money on suburbanites that could be spent on improvements to buses and subways within city. (SEPTA)
- Apr. 1973** Port Authority dedicates twin towers of World Trade Center. (NYT)
- Apr. 20, 1973** House passes \$20 billion highway bill but rejects Senate amendments to provide diversion of funds to rail transit.
- Apr. 21, 1973** Bridge over Chesapeake & Delaware Canal reopens at night, while repairs continue during day; lift span is still inoperable, restricting traffic on the canal.
- Apr. 24, 1973** ICC approves Penn Central request to abandon Pittsburgh station providing does so within one year; Panhandle tunnel is to be utilized by proposed Port Authority Skybus system.
- Apr. 25, 1973** Brotherhood of Railway & Airline Clerks presents proposal to House of Representatives calling for nationalization of northeastern railroads at liquidation value.
- Apr. 25, 1973** Union Depot Company (Columbus) Board approves sale of Union Station to city for \$1.5 million; is to be replaced by a convention center with small station facility within building; demolition is not begun until 1977. (MB, Trains)
- Apr. 26, 1973** Penn Central announces it will implement two-man crews on June 9.
- Apr. 28, 1973** Last trips of *Colonial* (Boston-Washington) and *Turbo* (Boston-Providence).
- Apr. 29, 1973** Amtrak discontinues the *Vacationer*; *Floridian* again combined with *Silver Star* south of Jacksonville; *Champion* extended to Boston; *Bay State* cut from Boston-Philadelphia to Boston-New Haven on Inside Route and RDC's assigned, including former *Roger Williams* cab units; *The Patriot* restored, Boston-

Washington; most parlor cars removed from New York-Philadelphia "Clockers." (, Trains)

- Apr. 30, 1973** Judge Fullam hears Penn Central proposal for New Jersey to reimburse it for \$500,000 spent on commuter service since Jan. 1.
- Apr. 1973** *Mutual Magazine* stops carrying PC press releases and publicity articles and becomes strictly a member's magazine.
- May 1, 1973** UTU signs new contract with railroads on same terms reached by Clerks in March.
- May 3, 1973** First Pittsburgh Corporation offers \$90 million for Penn Central's 92.6% interest in P&LE.
- May 4, 1973** Sears Tower near Chicago Union Station topped out at 1,454 feet, surpassing the World Trade Center as world's tallest building. (Gillespie)
- May 7, 1973** Panic flight from the dollar on world currency markets begins, sparked by rumors of increased inflation and Nixon's resignation; continues through mid-July; fall of the dollar amounts to a third devaluation; makes U.S. agricultural exports cheaper, leading to more domestic shortages and more inflation.
- May 7, 1973** Penn Central opens new automobile terminal at Earnest, Pa.
- May 7, 1973** Judge Fullam orders Trustees to file with ICC to abandon Cape Charles carfloat service.
- May 7, 1973** Survey of Valpo local commuters at Chicago; 28% favor a 100% fare increase to keep service; 37% favor abandonment rather than pay higher fare; 34% undecided.
- May 8, 1973** Penn Central Trustees testify to House Committee that will be forced to liquidate if no further federal aid forthcoming by Oct.; reorganization will require \$500 million-\$1 billion in aid; call for Amtrak to take over Northeast Corridor and Philadelphia-Harrisburg lines.
- May 9, 1973** New Haven Line commuter train derails at Branchville, Conn.; 1 killed, 3 injured.
- May 10, 1973** Penn Central Trustees decline offer of First Pittsburgh Corp. to purchase Penn Central's stock in P&LE.

- May 10, 1973** Gov. Rockefeller signs bill authorizing Port Authority to begin Kennedy Airport rail link and extension of PATH to Plainfield via Newark Airport and Elizabeth; connections of EL lines with Penn Central to reach Penn Station; total cost \$650 million, of which Port Authority is to put up \$250-300 million.
- May 1973** World food shortages continue, as does dumping of dollars in favor of gold and falling stock prices.
- May 17, 1973** Senate Watergate Committee begins hearings.
- May 21, 1973** Penn Central restores electrification between Frankford Jct. and Pavonia Yard.
- May 22, 1973** Penn Central resumes work on Shocks Mills Bridge; to reopen by Sep. 1.
- May 25, 1973** Penn Central decides to defer implementation of two-man crews indefinitely; cash drain from wage increases and Hurricane Agnes leave it in no position to sustain a long strike.
- May 25, 1973** U.S. DOT sends bill to Congress to create a private Northeast Railroad Corporation and provide \$40 million in start-up funds; DOT would designate core system and rest could be abandoned on 60 days notice.
- May 29, 1973** Fire breaks out in locomotive stalled in Park Avenue tunnel during evening rush; power shutdown stops all traffic in and out of Grand Central for over six hours; fire not finally extinguished until locomotive is towed out of tunnel; over 40 overcome by smoke and other injuries.
- May 30, 1973** Port Authority begins preliminary soil tests on extension of PATH to Plainfield; design contract awarded to Gibbs & Hill.
- May 31, 1973** In testimony to Senate Surface Transportation Subcommittee, Penn Central Trustees reject DOT's plan to reorganize railroads with private capital; say must have government aid to keep operating beyond 1973.
- May 31, 1973** PATH and Carmen sign new contract settling 61-day strike on basis of 19.3% compound increase.
- June 1, 1973** Pennsylvania Company signs five-year management contract with Victor Palmieri & Co., Inc.

- June 2, 1973** **New York State unveils transportation master plan calling for high-speed rail service between New York and Buffalo.**
- June 5, 1973** **Penn Central Trustees petition Judge Fullam for permission to apply for \$17,3 million in federal loans to cover expenses incurred in relation to Hurricane Agnes, including \$13.5 million already spent.**
- ca. June 1973** **Penn Central and SEPTA reach understanding by which SEPTA will acquire all Philadelphia commuter equipment and lease it back to PC, which will run the trains as a contractor.**
- June 7, 1973** **LV and U.S. DOT petition court to fix date for LV's liquidation.**
- June 7, 1973** **Temporary Bridgeport, Conn., station opens 3 blocks east of old depot.**
- June 8, 1973** **Northbound commuter express crashed into rear of local stopped at Mount Vernon station; 1 killed, 119 injured.**
- June 9, 1973** **Penn Central opens separate New Jersey commuter ticket windows at Penn Station; Amtrak maintains separate windows for long distance trains. (Shappell)**
- June 10, 1973** **Amtrak receives first of 150 GM SDP40F diesels.**
- June 11, 1973** **Penn Central Company announces 1972 loss of \$2.5 million and \$11.3 million for first quarter of 1973.**
- June 11, 1973** **Terminal Railroad Association of St. Louis authorizes sale of Union Station.**
- June 11, 1973** **B&O and Western Maryland apply to ICC to grant WM trackage rights over 184 miles of B&O west of Cherry Run and to abandon its own line.**
- June 12, 1973** **ICC approves 5% increase in freight rates.**
- June 13, 1973** **Nixon Administration implements 60-day retail price freeze, but exempts farm products, which were the primary cause of inflation; move only serves to crush small agricultural processors between soaring costs for farm products and fixed retail prices.**
- June 14, 1973** **U.S. Court of Appeals in Philadelphia reverses lower court ruling that would have allowed Penn Central to sell four Midtown Manhattan properties for \$15 million.**

- June 15, 1973** **B&O, C&O and Western Maryland Railway made subsidiaries of newly-formed Chessie System, Inc.**
- June 15, 1973** **Reading Trustees informs court they will petition to liquidate if Congress does not act by Nov. 23.**
- June 17, 1973** **Amtrak inaugurates *Carolina Special* as summer-only weekend train between New York and Jacksonville via ex-SAL route.**
- June 1973** **Penn Central wins *Modern Railroads'* Golden Freight Car Award for achievement in railroad marketing in 1972.**
- June 23, 1973** **Federal court rules that ICC must obtain environmental impact statements before holding hearings on rail abandonments.**
- June 25, 1973** **Penn Central Company notifies Penn Central Trustees that continued rail operations are wasting the value of the estate and amounts to public seizure of property without compensation.**
- June 28, 1973** **New Haven Trustee Smith files a proposed reorganization plan for Penn Central with the ICC which envisions paying all creditors in full; plan calls for splitting Penn Central into a "core railroad", which would remain in the private sector, a Northeast Corridor passenger operation to be paid for by government, and the liquidation of the remaining 6,000 track miles by a third company.**
- June 29, 1973** **Penn Central Trustees file plan with Judge Fullam calling for termination of all services over 10 weeks beginning Oct. 31, 1973, unless government aid is forthcoming by Oct. 1; working capital is exhausted; cannot be reorganized by conventional means; no progress on track and crew reduction or commuter subsidies; if government aid obtained by Oct. 1, will continue operations for another 12 months; calls for new holding company to hold proceeds of liquidation and non-rail assets with its securities to be issued to creditors.**
- July 1, 1973** **Amtrak drops extra-fare charge on *Turboservice*.**
- July 1, 1973** **Penn Central has 6,257 miles of line under slow orders.**
- July 2, 1972** **Nixon Administration curtails export of soybeans, a leading U.S. export.**
- July 2, 1973** **In hearing before Judge Fullam, Penn Central notes that it would have to be liquidated if it does not receive government aid as**

working capital will be exhausted in the first quarter of 1974; N.Y., N.J., and Pa. officials urge 90-day delay pending hearings by Congress.

- July 2, 1973** Amtrak announces it will discontinue the *National Limited* and *Floridian* effective Aug. 2.
- July 2, 1973** Penn Central begins closing Grand Central Terminal between 1:30 and 5:30 AM for first time because of problems posed by vagrants; nine trains using the terminal during those hours are discontinued.
- July 3, 1973** Judge Fullam orders PC to file for liquidation with ICC over objections of states and gives ICC deadline of Oct. 1, 1973 to act.
- July 3, 1973** Penn Central Trustees file reorganization plan with ICC.
- July 7, 1973** Neighborhood residents voice opposition to MTA's plan for a new LIRR terminal at 48th Street and 3rd Ave. and urge connection from new 63rd Street tunnel to Grand Central Terminal.
- July 11, 1973** Federal Railroad Administration awards PC \$17.3 million loan for flood repairs.
- July 11, 1973** Nixon Administration sends Congress amendments to its northeastern railroad bill adding an additional \$85 million in interim payments to keep bankrupt railroads operating.
- July 12, 1973** U.S. Court of Appeals in Philadelphia rejects plea of Gov. Shapp to delay filing reorganization plan with ICC.
- July 12, 1973** United New Jersey Railroad & Canal Company files for Chapter 77 bankruptcy. (PR)
- July 14, 1973** Fourteen Penn Central subsidiaries file for Chapter 77 bankruptcy after Penn Central stops rental payments: Beech Creek; Cleveland, Cincinnati, Chicago & St. Louis Railway ("Big Four"); Cleveland & Pittsburgh; Connecting Railway; Delaware Railroad; Erie & Pittsburgh; Michigan Central; Northern Central; Pennel Company, Philadelphia & Trenton; Philadelphia, Baltimore & Washington; Pittsburgh, Fort Wayne & Chicago; Pittsburgh, Youngstown & Ashtabula; Union Railroad of Baltimore. (PR)
- July 16, 1973** Sen. Hartke of Indiana introduces own bill for reorganizing northeastern railroads.
- July 17, 1973** Gov. Cahill meets with representatives from towns along NY&LB

to hear complaints about unsafe track and frequent delays.

- July 17, 1973** **Reading Pres. Charles E. Bertrand announces that C&O has sold its 1.27 million Reading shares to three Chicago investors at 10 cents a share, ending the historic ties between the Reading and B&O systems dating back to 1880.**
- July 18, 1973** **Nixon Administration announces it will lift price controls for all sectors except food and health care by Aug. 12 and for beef by Sep. 12; will phase out remaining controls by Apr. 1974; to be replaced by mandatory linkage in which price increases must be equal to cost increases; food prices soar immediately. (NYT, Matusow)**
- July 19, 1973** **House Transportation Subcommittee rejects administration's northeastern railroad bill and pursues own plan to grant \$2 billion in government-backed bonds and other subsidies.**
- July 20, 1973** **ICC orders Amtrak to continue operating *National Limited* and *Floridian* for another four months, pending investigation.**
- July 20, 1973** **United Aircraft Corporation Turbotrain being readied for delivery to Amtrak, sideswipes a freight train and derails in Lachine Yard, just minutes into a test run from Montreal to Brockville; \$2 million train bursts into flames and is totally destroyed; 11 injured. (NYT)**
- July 20, 1973** **Gov. Rockefeller proposes a \$3.5 billion transportation bond issue to finance highway and transit improvements over two years. (NYT)**
- July 23, 1973** **Penn Central announces net loss of \$100 million for first half of 1973. (NYT)**
- July 26, 1973** **Gov. Rockefeller reveals details of his transportation program, including Second Ave. Subway in New York City, new Flatbush Ave. terminal for LIRR, 400 gas turbine commuter cars. (NYT)**
- July 26, 1973** **Gov. Cahill approves \$440,000 for repairs to NY&LB.**
- July 27, 1973** **Senate passes Hartke's bill providing for \$210 million in federal funds for northeastern railroads; \$125 million to pay off federally-guaranteed loan made to Penn Central in 1970 and now in default.**
- July 28, 1973** **Senate passes bill providing \$115.5 million for Amtrak, including \$10 million to keep *National Limited* and *Floridian* running.**
- July 29, 1973** **PATH fare increased from 30 cents to 50 cents in wake of**

settlement of carmen's strike.

- Aug. 1, 1973** Trustee Jervis Langdon announces that Penn Central is dropping plan to sell \$1 billion of non-rail assets and will develop them instead.
- Aug. 1, 1973** MBTA extends commuter subsidies to Sharon on the ex-New Haven main line and Canton Center on the Stoughton Branch. (Humphrey)
- Aug. 1, 1973** Concourse of Cincinnati Union Terminal severed from rest of building to permit passage of high freight cars; demolition of Concourse begins, to create new Southern Railway intermodal yard. (Trains, CUT)
- Aug. 3, 1973** Congress ends prohibition on using money from Highway Trust Fund for mass transit.
- Aug. 3, 1973** ICC approves 3% interim freight rate increase.
- Aug. 3, 1973** Shocks Mills Bridge reopens with new nine-span steel girder-on-concrete pier center section at cost of \$7.5 million; Low Grade line reopens and detours over Main Line and through Harrisburg end. (PR, Cupper)
- Aug. 7, 1973** New Jersey DOT delivers 16 second-hand passenger cars for use on main line trains, relieving shortage of *Jersey Arrows*.
- Aug. 7, 1973** LIRR opens track elevation through Amityville, Copiague and Lindenhurst.
- Aug. 7, 1973** Two 5-car French Turboliners built by ANF-Frangeco for French National Railways arrive in U.S. at Port Elizabeth, N.J.; leased to Amtrak.
- Aug. 8, 1973** ICC suspends PATH fare increase pending investigation.
- Aug. 10, 1973** First French Turboliner makes run from Newark to Chicago.
- Aug. 11, 1973** Amtrak takes delivery of first two leased RTG French Turboliner units; are leased for 18 months with option to buy for use on Midwest corridor lines, particularly Chicago-St. Louis and Chicago-Milwaukee.
- Aug. 12, 1973** Phase IV wage and price controls in effect.

- Aug. 13, 1973** ICC opens hearings on Penn Central liquidation; Trustee Jervis Langdon notes estate is eroding at the rate of \$200 million per year; admits that even if cut to 11,000 miles, Penn Central would not be profitable; of this 11,000 miles, 2,800 have slow orders; an 11,000-mile system would need \$365 million for repairs, \$451 million for a 15,000-mile system, plus ordinary repairs of \$200-225 million per year; rehabilitation would take eight years.
- Aug. 13, 1973** Penn Central receives \$16.4 million of \$17.7 million FRA loan to reimburse for money spent on flood repairs through Aug. 31.
- Aug. 13, 1973** Pres. Nixon signs compromise \$23 billion highway bill allowing cities to spend up to \$200 million on buses in fiscal 1975 and after July 1, 1975, can use part or all of \$800 million for rail transit as well; authorizes \$1 billion for transit construction but drops \$800 million for operating subsidies.
- Aug. 13, 1973** Former Mechanical Engineer Carleton K. Steins dies at Rosemont, Pa., at 82.
- Aug. 14, 1973** Former PRR VP Warren R. Elsey dies at Sarasota, Fla., at 80.
- Aug. 15, 1973** Wheat hits \$5 a bushel on Chicago exchange, up from \$1.69 a year earlier; panic in wholesale food markets on rumors of further crop failures; retail food prices jump 6% in one month and severe beef shortage develops. (Matusow)
- Aug. 15, 1973** U.S. ends all military action in Vietnam.
- Aug. 15, 1973** Port Authority files letter of intent with Tri-State Regional Planning Commission; will seek \$147 million in federal funds or 2/3 cost for PATH extension to Plainfield.
- Aug. 15, 1973** *Manhattan Turbo* renamed *Manhattan*; *Yankee Clipper Turbo* renamed *Yankee Clipper* on New York-Boston run.
- Aug. 16, 1973** Penn Central opens new 1/2 mile connection between PRR and P&LE lines at Mahoningtown, Pa.; permits operation on both sides of river between New Castle and Youngstown and direct service between Conway and Gateway Yards; ex-PRR Haselton Yard downgraded.
- Aug. 16, 1973** Work begins on moving 14 Winold Reiss murals depicting industries of Cincinnati from Concourse of Cincinnati Union Terminal to Greater Cincinnati Airport. (CUT)

- Aug. 1973** Because of delays in finalizing SEPTA agreement and state's failure to grant adequate funds for SEPTA, Penn Central begins planning to cease all Philadelphia commuter service.
- Aug. 1973** First train of mobile homes shipped by rail in U.S. leaves Horseheads, N.Y., with 25 homes for Granite City, Ill.; being returned from Agnes victims to HUD storage.
- Aug. 22, 1973** Penn Central opens TrailVan terminal at Valleyfield, Que., near Montreal.
- Aug. 24, 1973** Penn Central completes presentation of liquidation plan to ICC.
- Aug. 27, 1973** New Haven Trustee Smith testifies to ICC that he will push for liquidation if his reorganization plan is not accepted.
- Aug. 28, 1973** U.S. Court of Appeals rules in case brought by CNJ that bankruptcy judges cannot unilaterally order discontinuance of passenger service; must obtain permission of state regulatory agencies.
- Sep. 1, 1973** Second train with 32 mobile homes leaves Mechanicsburg, Pa. for Atlanta via Cincinnati.
- Sep. 3, 1973** Last run of *Carolina Special*.
- Sep. 4, 1973** Penn Central asks Federal Railroad Administration for exemption from new track safety standards set for Oct. 16; does not have \$59 million needed to bring lines into compliance; about 18% of Penn Central trackage will not meet new standards.
- Sep. 5, 1973** ICC imposes stricter regulation on disclosures required by railroad and trucking companies when issuing new stock, with particular emphasis on conglomerate or non-transportation linkages.
- Sep. 1973** LIRR begins installing welded rail on Port Jefferson Branch.
- Sep. 8, 1973** LIRR reassigns 75 engineers and trainmen who do not meet new physical requirements established in wake of Carol Wagner ruling.
- Sep. 10, 1973** Pres. Nixon, in message to Congress, says administration is willing to provide \$125 million over 18 months to aid northeastern railroads.
- Sep. 13, 1973** ICC concludes hearings on Penn Central reorganization plan.

- Sep. 13, 1973** ICC authorizes rate increase of 1.9% on Oct. 1 and a further increase of 0.7% on Jan. 1 to offset higher retirement contributions.
- Sep. 14, 1973** Penn Central holds second auction of 1,527 items of dining car china and silver from PRR, NYC, NH and Pullman Co. at Samuel T. Freeman Co. in Philadelphia.
- Sep. 24, 1973** Judge Fullam sets Oct. 12 as hearing date on possible Penn Central liquidation.
- Sep. 25, 1973** Union Depot Company (Columbus) closes sale of Union Station to city for convention center; company continues to operate station for over (?) three years until city can float bond issue for building convention center; plan is now to build new station on Penn Central land east of 4th Street. (MB)
- Sep. 26, 1973** Secy. of Transportation Brinegar announces that Nixon Administration will support Sen. Hartke's bill providing \$85 million in emergency funds to prevent liquidation of Northeast railroads and R.G. Shoup's House bill that would have federal government reorganize bankrupts into a single rail system.
- Sep. 27, 1973** Sen. Hartke announces his staff will seek compromise with House over legislation to reorganize northeastern railroads.
- Sep. 28, 1973** Labor and management agree in principle on job protection provisions for 105,000 employees of northeast bankrupts; successor company would inherit all existing union contracts; persons laid off because of consolidation would be reimbursed from a \$200 million fund established by the U.S. Treasury.
- Oct. 1, 1973** ICC asks Judge Fullam to reject liquidation of Penn Central; ICC believes can continue operating through 1974.
- Oct. 1, 1973** Amtrak takes over operation of ticket office at 30th Street Station. (AmtkNews)
- Oct. 1, 1973** LIRR revises schedules to take advantage of M-1 cars' higher speed.
- Oct. 3, 1973** Congress passes bill providing for first-time federal operating subsidies of \$800 million for mass transit.
- Oct. 4, 1973** Gov. Cahill approves further \$568,000 for repairs to NY&LB in 1974.

- Oct. 6, 1973** **Egypt and Syria attack Israel in Yom Kippur War.**
- Oct. 9, 1973** **New Haven Trustee Smith and institutional creditors of Penn Central inform Judge Fullam that they will contest any further borrowing to keep Penn Central operating; plan to ask for termination of proceedings under Chapter 77 and go to a straight equity receivership and proceed with liquidation.**
- Oct. 11, 1973** **ICC rejects PATH fare increase.**
- Oct. 12, 1973** **Judge Fullam rules that cash situation is such that Penn Central can keep operating.**
- Oct. 12, 1973** **Amtrak orders first new equipment, 57 "Amfleet" cars from Budd based on *Metroliner* design; also 70 additional SDP40F's and 11 E60CP's.**
- Oct. 15, 1973** **New Federal Railroad Administration imposes new minimum track standards take effect at midnight; under these rules, 6,901 track-miles or 18% of Penn Central is substandard. (Trains)**
- Oct. 15, 1973** **U.S.. Supreme Court refuses to permit Bethlehem Steel and U.S. Steel to refuse payment for Penn Central freight services to recoup the \$3.4 million and \$723,000 which Penn Central owes them for materials furnished.**
- Oct. 15, 1973** **Ann Arbor Railroad, subsidiary of DT&I, enters Chapter 77 bankruptcy. (Trains has 10/16!)**
- Oct. 15, 1973** **New U.S. Customs House opens as part of World Trade Center. (PA AR)**
- Oct. 1973** **Penn Central Company acquires control of Mayret Corporation in N.J. (Compt)**
- Oct. 16, 1973** **PC implements detours and supervision of temporary operation over substandard lines; portions of Manayunk, Media/West Chester and Chestnut Hill lines are limited to 15 MPH pending repairs; *James Whitcomb Riley* stranded in Indiana, when track it is on officially become unsafe; within 24 hours, FRA issues waivers for freight trains, which may operate at 6 MPH, and calls for repairs to begin in 30 days. (Trains)**
- Oct. 16, 1973** **Amtrak reroutes the *James Whitcomb Riley* between Chicago and Cincinnati from the ex-NYC route via Kankakee and Lafayette to the ex-PRR route via Logansport, Indianapolis, Richmond and**

Hamilton after Federal Railroad Administration declares track unsafe.

- Oct. 16, 1973** Federal Railroad Administration grants Penn Central certain exemptions from new rules on freight branch lines; no exemption for passenger lines; orders all main lines upgraded within 30 days; 2,789 route miles shut down by ruling; states soon complain that shutdowns may become permanent and decry impact on local economies.
- Oct. 16, 1973** Arab oil states raise prices substantially.
- Oct. 17, 1973** Eleven Middle Eastern oil producers impose an embargo on oil shipments to the U.S. in retaliation for U.S. rescue of Israel in the Yom Kippur War; "Energy Crisis" begins; embargo touches off 16-month recession; worst downturn since 1937; embargo comes on top of declining U.S. production and man-made shortages caused by Nixon's experiment in price controls. (Matusow, NBER)
- Oct. 17, 1973** House approves compromise funding bill for Amtrak that will preserve system through the summer of 1974; saves *National Limited* and *Floridian*.
- Oct. 1973** Second Canadian National "Turbotrain" arrives in U.S.; Amtrak purchases from United Aircraft for \$2.45 million. (AmtrakNews)
- Oct. 1973** Boom of 1971-73 crests with 4.6% unemployment.
- Oct. 19, 1973** Banks led by First National City Bank petition Judge Fullam for permission to sell Pennsylvania Company stock held as collateral for Penn Central loans; no ruling made on this request before the end of 1974.
- Oct. 19, 1973** Philadelphia D.A. Arlen Specter announces he will file new charges against Bevan, Hodge and Lassiter.
- Oct. 20, 1973** "Saturday Night Massacre" as Pres. Nixon fires Watergate Special Prosecutor Archibald Cox, and top two Justice Dept. officials resign in protest.
- Oct. 22, 1973** Arab-Israeli war ends with cease-fire and Israel still in possession of territories occupied in 1967 war.
- Oct. 23, 1973** In wake of "Saturday Night Massacre", House Judiciary Committee begins considering impeachment of Pres. Nixon.

- Oct. 23, 1973** N&W announces it will oppose any attempt by southern or western railroads to invade the Northeast by buying all or parts of the bankrupt railroads. (NYT)
- Oct. 28, 1973** Amtrak increases *Metroliner* service from 14 to 15 hourly round trips; reduces *Turbotrain* service from two round trips to one; discontinues the *Champion* north of Washington; *Valley Forge* inaugurated as through Harrisburg-New York train and *Broadway Limited* stops carrying local passengers between New York and Lancaster.
- Oct. 28, 1973** Penn Central establishes new 5:05 PM Trenton express, stopping only at Rahway and Princeton Jct. to serve growing number of commuters in farther suburbs.
- Oct. 30, 1973** House Commerce Committee adds \$250 million job protection provision to House bill for northeast rail reorganization over objections of Nixon Administration.
- Oct. 31, 1973** MTA completes high-level platforms on West Hempstead Branch; last LIRR electric line to be so equipped; permits assignment of "Metropolitan" cars to all electric lines.
- Oct. 31, 1973** Federal court in Chicago sentences two Penn Central railroad policemen to two years in prison for violating civil rights of seven hoboes they beat and otherwise abused after finding them trespassing in a rail yard.
- Nov. 1, 1973** NY DOT and Amtrak stage demonstration run of French Turbotrain between New York and Albany to drum up support for Gov. Rockefeller's transportation bond issue. (- AmtkNews says this is ex-CN Turbo, press runs 10/31-11/1 - then placed in NY-Bos service)
- Nov. 1, 1973** Amtrak pilot train runs over C&O line from Hammond, Ind., to Cincinnati, including Cheviot Hill, to explore alternate, non-Penn Central, route for *James Whitcomb Riley*. (Trains)
- Nov. 2, 1973** Penn Central establishes new freight car distribution center at Logansport, Ind.
- Nov. 3, 1973** Pres. Nixon signs bill increasing federal aid to Amtrak by \$407 million saying his objections are now overshadowed by Energy Crisis.
- Nov. 6, 1973** New York voters reject Gov. Rockefeller's \$3.5 billion

transportation bond issue by large margin, killing or indefinitely postponing many projects; MTA Chairman William Ronan predicts that fares may rise by as much as 70%.

- Nov. 6, 1973** Arlen Specter defeated in bid for reelection as Philadelphia District Attorney; ends his prosecution of Bevan, Hodge and Lassiter.
- Nov. 7, 1973** Pres. Nixon announces "acute energy shortage" and imposes a variety of voluntary and mandatory conservation measures.
- Nov. 8, 1973** House passes bill sponsored by Brock Adams of Washington and Richard G. Shoup of Montana; would create a non-profit Federal National Railway Association to reorganize the six bankrupts into a pared-down system, and a Northeast Rail Corporation to manage it; government would provide \$85 million in interim funds and \$1 billion in guaranteed loans for overhauling railroads.
- Nov. 12, 1973** U.S. Supreme Court upholds new ICC rules streamlining rail abandonment process under which any segment carrying less than 34 carloads per mile a year may be abandoned.
- Nov. 14, 1973** Congress passes Emergency Petroleum Allocation Act; Nixon administration places burden on private vehicles by reducing gasoline consumption by 15%; administration bungles allocation, leading to severe shortages on East Coast and full supplies in Mountain States.
- Nov. 14, 1973** MTA agrees to subsidize Erie Lackawanna commuter service between Suffern and Port Jervis.
- Nov. 15, 1973** Administration announces Pres. Nixon will veto House railroad reorganization bill as wasting taxpayers' money, particularly the \$250 million allotted to labor protection.
- Nov. 16, 1973** Trustee Jervis Langdon urges that Congress set minimum value for new Northeast Rail Corporation shares that are to be issued to bankrupts in return for property.
- Nov. 1973** Three-year expansion of early 1970s ends; contraction begins.
- Nov. 20, 1973** Amtrak raises one-way fare between Boston and New York from \$9.90 to \$11.00 and other Northeast Corridor fares proportionately.
- Nov. 21, 1973** Penn Central announces a \$5.8 million net operating profit for Oct. 1973; only third profitable month since bankruptcy.

- Nov. 26, 1973** **Stock market drops 29.05 points; sharpest drop since 1962.**
- Nov. 1973** **Dow Jones averages falls 14.0% for month in wake of oil shortages.**
- Nov. 1973** **MTA completes high-level platforms at all commuter stations on Hudson, Harlem and New Haven Lines in Westchester County.**
- Dec. 1, 1973** **Ex-PRR Comptroller Elmer Hart dies at Bala Cynwyd at age 90.**
- Dec. 2, 1973** **New PATH station opens in Journal Square Transportation Center; station is built over lengthened platforms of old station, but unlike old station is open to the air and has no heat. (NYT, PA AR)**
- Dec. 7, 1973** **Civil Aeronautics Board orders all airlines to end air express service by June 1974; REA Express, Inc., which has shifted a large part of its business to air, is ordered to operate as a freight forwarder. (NYT)**
- Dec. 8, 1973** **Penn Central announces that beginning Dec. 16 it will add on average one coach to each train to accommodate riders switching from automobiles because of gas shortages.**
- Dec. 10, 1973** **Penn Central establishes new energy conservation unit under Thomas P. McGuinness, Director-Energy Conservation.**
- Dec. 10, 1973** **Gen. Olbert F. Lassiter, founder of Executive Jet Aviation, Inc., dies.**
- Dec. 11, 1973** **Senate passes its version of a Northeast railroad reorganization bill; is more generous with interim operating funds and sets no ceiling on loan guarantees.**
- Dec. 1973** **Trainshed of Louisville Union Station demolished. (Trains)**
- Dec. 14, 1973** **Amtrak restores *Vacationer* for winter New York-Miami run via ACL route; *Silver Star/Floridian* discontinued south of Jacksonville.**
- Dec. 16, 1973** **LIRR begins offering half-fares on Sundays to attract automobile riders. (NYT)**
- Dec. 17, 1973** **Ice storm hits New York area coating surfaces with over an inch of ice; shuts down LIRR as third rails and cars freeze; 240,000 passenger delayed up to 10 hours, many trapped in trains whose**

doors, light and heating systems are unable to operate; delays continue for three days; New Haven's New Caanan Branch shut down for three days by ice on rails and catenary; GG1's required to tow "Metroliners" for several days. (NYT, Trains)

- Dec. 19, 1973** House and Senate agree on compromise version of the Shoup-Adams rail reorganization bill; sets cap on loan guarantees at \$1.5 billion and \$558.5 million on operating funds.
- Dec. 22, 1973** Government imposes nationwide 55 MPH speed limit as energy saving measure.
- Dec. 27, 1973** ICC issues detailed rules for quality of inter-city rail passenger service; operators must provide 24-hour reservation service, free meals and lodging for passengers stranded by missing connections, food service on all runs of two hours or more, access for handicapped; rules to take effect Apr. 1, 1974.
- Dec. 27, 1973** Inter-Agency Task Force issues report on New York-New Jersey commuter service; recommends direct service from Erie Lackawanna to Penn Station via new connections at Kearny and Secaucus; also recommends delaying a new 48th Street rail tunnel under the Hudson leading to a new midtown terminal at 50th St. & Broadway with a possible connection to the terminal under 3rd Avenue between 48th & 53rd Streets being proposed by the MTA for the LIRR; new line would cost \$836 million.
- 1973** Clean Air Act has cut Penn Central coal traffic from 96.6 million tons in 1969 to 79 million tons in 1973.
- 1973** Great Southwest Corporation posts first profit since 1969; \$68,000.
- 1973** Pennrec Company incorporated in Delaware as subsidiary of GSC/Six Flags Corporation; owns Great Adventure, Inc., and Stars Hall of Fame, Inc.
- 1973?** New Trenton, N.J., station opens on site of old; modern headhouse replaces old 1890 building; passenger bridge completely rearranged and given new exterior finish. (no - 1973)
- 1973** Most of headhouse of South Station, Boston, demolished; Northwest corner is finally spared after efforts by preservationists. (Humphrey)