

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

By Christopher T. Baer

1973

April 2015 Edition

All data subject to correction and change

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| 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 N.J. DOT covering full costs. |
| Jan. 1, 1973 | City of Philadelphia closes the Grays Ferry Bridge, which has become a death trap with motorists frequently going through the guard rails into the river. (Phllnq) |
| Jan. 2, 1973 | Penn Central Trustees inform Judge Fullam that without government assistance for capital improvements and new equipment, reorganization by 1976 is no longer possible; wage increases have totaled \$700 million since the bankruptcy; also files report stating it may ask to end New Jersey commuter service if there is no increase in subsidy. (Trains,) |
| Jan. 3, 1973 | Pres. Nixon orders screening of all airline passengers to prevent hijackings and terrorists. |
| Jan. 4, 1973 | Government approves Western Union Telegraph Company's plan to develop a nationwide communications satellite system. (AmrcnDcds) |
| Jan. 4, 1973 | Congressional Democrats vote to cut off funds for the Vietnam War. (AmrcnDcds) |
| 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 the platform and a 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. 8, 1973 Judge Fullam holds a hearing on the Penn Central Trustees' plan to sell their stock in Madison Square Garden for \$4 million, plus \$5.2 million in an escrow fund of rentals paid by the Garden since July 16, 1970; the proceeds are to be split between Penn Central and the Provident National Bank, which hold notes issued by the Pennsylvania Tunnel & Terminal Railroad, owner of the land under Penn Station and the Garden. (PhlInq)
- 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. (NYT)
- Jan. 9, 1973 UTU agrees to 30-day strike postponement, after Penn Central Trustees promise to delay implementation of reduces crews. (PhlInq)
- 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 a severe cash crisis; may have to halt all operations by end of Feb.
- Jan. 10, 1973 Penn Central Trustee Jervis Langdon goes to Washington to lobby DOT for aid to avert a shutdown; wants to sell either one track or all of Northeast Corridor to DOT for \$500 million; DOT says its maximum value is \$100 million. (RyAge)
- Jan. 11, 1973 Amtrak switches "Metroliner" reservations to its Central Reservations Control. (AR)
- 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; prices begin rising rapidly; with price controls lifted, refiners switch to making heating oil to counter shortages, leading to a gas shortage the following summer. (Matusow, Samuelson)

- Jan. 11, 1973 Senate Democrats create a Select Committee on Presidential Campaign Activities headed by Sam Ervin (1896-1985) of North Carolina to investigate Watergate and other “dirty tricks” against the Democrats in the last election. (AmrcnDclds, HistoryPlace)
- Jan. 11, 1973 Dow Jones industrials peaks at a new high of 1,051.70 in response to the end of price controls; a bear market begins, affecting all major industrialized countries, the Dow then falls erratically and within two years loses nearly half its value; the stagnation of the mid and late-1970s is setting in. (NYT, wiki)
- Jan. 12, 1973 Penn Central postpones phasing out 5,700 trainmen’s jobs for 30 days at the request of the Dept. of Labor. (Trains)
- Jan. 15, 1973 Federal Reserve raises the discount rate to 5%, starting a rise of interest rates.
- Jan. 15, 1973 Amtrak removes distinctive ex-Seaboard “Sun Lounge” cars from *Silver Meteor*. (Cinders)
- Jan. 1973 The west wing of South Station, Boston, is razed; tracks 1-7, formerly used by the Boston & Albany Railroad, have been removed. (Trains)
- Jan. 1973 A GG1-hauled train of 8 ex-New Haven MU cars has returned to rush hour service between New York and New Brunswick; the Trenton GG1 train has been cut from 8 to 6 MP54's. (Cinders)
- Jan. 17, 1973 Secretary of Labor-designate Peter J. Brennan (1918-1996) announces he 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. 19, 1973 LIRR strikers return to work; nine Alco switchers suffer cracked engine blocks because of idleness; LIRR borrows five GP-7's from Bangor & Aroostook for freight service. (Trains)
- 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. 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. (NYT,

AmtkNews)

- Jan. 22, 1973 LIRR resumes full service; ridership down 25-30% and management expects 10% to abandon the use of the LIRR permanently. (NYT)
- Jan. 22, 1973 DOT test cars begin 5 days of tests on the New Haven with Stemmann and Faiveley pantographs to investigate pantograph damage and power interruptions when "Metroliners" run through to New Haven. (WatsonPapers)
- Jan. 23, 1973 Amtrak assumes operation of the Fields Point, Providence, Turbo Maintenance Facility and buys the two United Aircraft "TurboTrains" from US DOT High Speed Ground Transportation Project for \$2.8 million; increase from 3 to 5 cars. (AR, AmtkNews)
- Jan. 23, 1973 Pres. Nixon announces that a Vietnam cease-fire agreement has been initialed in Paris; becomes effective when signed on Jan. 27; U.S. is to withdraw from Vietnam in 60 days, and North Vietnam is to return all prisoners of war, ending the direct U.S. combat role. (AmrcnDclds)
- Jan. 24, 1973 Pennsylvania Company Board authorizes the sale of Dec. 28, 1968 warrants to purchase 375,000 shares of Strick Inc. for about \$500,000. (MB)
- Jan. 24, 1973 Victor H. Palmieri named Chairman and CEO of Buckeye Pipe Line Company; Donald R. Merriman remains Pres. (AR, PR)
- Jan. 27, 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. (MBTA, Humphrey)
- Jan. 29, 1973 Penn Central announces it will lease 114 new 2,000 HP freight locomotives from GM to replace 120 locomotives now beyond the point of economical repair. (PR)
- Feb. 1, 1973 Penn Central Trustees tell Judge Fullam they will need \$600-800 million over the next three years to rehabilitate the railroad; the options are a subsidy, a joint venture, or outright sale of the road to the government. (PhlInq, USRA)
- Feb. 1, 1973 Penn Central Company issues \$67.4 million in new 7½% notes to refund \$64 million Swiss franc loan of 1969; loan is secured by 35% of the stock of the Penn Central Transportation Company.

- Feb. 1, 1973 SEPTA establishes its own ticket office at the entrance to the upper level at 30th Street Station, permitting Amtrak to assume exclusive use of the main ticket office. (Shappell)
- Feb. 2, 1973 Freighter strikes Penn Central bridge over Chesapeake & Delaware Canal, cutting all service to the Delmarva Peninsula; one sailor killed; some traffic is detoured over the Cape Charles-Little Creek ferry. (PhlInq, PCPost)
- 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; holds inaugural ceremony at Woonsocket, R.I.. (Guide, Trains, Cinders)
- Feb. 4, 1973 Washington Metropolitan Area Transit Authority completes the assumption of the operation of the last independent bus lines in the Washington Metropolitan Area; all services are being integrated as "Metrobus." (Metrobus the first 15 years)
- Feb. 5, 1973 Penn Central Trustees announce they will apply to abandon 5,000 of 20,000 route-miles; the Trustees unveil a map showing 5,000 of 20,000 route-miles slated for abandonment; has applied to the ICC to 3,000 miles, but the ICC has so far approved less than 800 miles; among the candidates are the Elmira & Williamsport, South Danville-Wilkes-Barre, the Northern Central between Cockeysville and York, the Philadelphia & Erie between Johnsonburg and Warren, the Erie & Pittsburgh between Jamestown and Girard Jct., the Cleveland & Marietta south of Newcomerstown, the Cleveland, Akron & Cincinnati between Orrville and Columbus, the Little Miami between Xenia and Cincinnati; Circleville-Morrow, Bradford-New Paris, Richmond-Ridgeville, Portland-Decatur, Richmond-New Castle, Ellwood-Kokomo, Ben Davis-Knightsville, Frankfort-Waveland, Guion-Terre Haute, Decatur-Farmdale, Logansport-South Bend, Denver-Columbia City, and the GR&I from Kendallville to Vicksburg and north of Cedar Springs. (NYT, Trains)
- Feb. 5, 1973 21 cars of a 118-car westbound freight derail on the Brandywine River viaduct at Downingtown, Pa.; one hopper car falls into the river, and three box cars are left hanging over the side; 1,500 residents are evacuated because of sulphuric acid and nitric acid fumes. (PhlInq)
- Feb. 6, 1973 One track reopens through Downingtown at 7:27 AM and a second at 8:10 AM. (PhlInq)
- Feb. 6, 1973 Penn Central opens expanded Flexi-Flo terminals at DeWitt (Syracuse) and Hammond, Ind. (PR)

- Feb. 7, 1973 Representatives of the five-country area call for a gas tax to raise the \$1.4 billion needed by SEPTA over the next 6 years. (PhlInq)
- 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. (PR, NYT, AmtkNews)
- Feb. 8, 1973 In the early evening, Congress passes a joint resolution imposing a 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 a preliminary plan for Northeastern railroads in 45 days; begins direct government involvement in solving Northeast rail crisis; DOT assigns the task of preparing a plan to Federal Railroad Administrator Joseph W. Ingram, a former NYC official. (NYT, PhlInq)
- Feb. 8, 1973 Providence & Worcester Railroad signs a contract with the UTU eliminating craft distinctions, permitting three-man crews and eliminating the 100-mile service limit in exchange for a guaranteed wage for each of its 20 operating employees. (Cinders)
- Feb. 9, 1973 Penn Central establishes special run-through detour freight service between Enola and Portsmouth and Cape Charles, Va., via Richmond, Fredericksburg & Potomac Railroad and Seaboard Coast Line Railroad to serve the Delmarva Peninsula. (PR)
- Feb. 9, 1973 Penn Central restores full service; first LIRR train resumes service to Penn Station at 12:36 AM. (NYT)
- Feb. 9, 1973 UTU Pres. A.H. Chesser asks Congress to fire the Penn Central Trustees and replace them with a Federal Manager. (PhlInq)
- Feb. 9, 1973 Amtrak begins assigning a folk guitarist to “LePub” lounge car on the *Montrealer/Washingtonian*. (AmtkNews)
- 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 the requirement that it divest itself of its Norfolk & Western Railway stock. (PR)
- Feb. 13, 1973 Penn Central Trustees petition Judge Fullam for permission to suspend any passenger service that remains unsubsidized by Sep. 1, 1973, and to abandon 5,000 of 20,000 route-miles. (NYT)
- Feb. 13, 1973 ICC orders northeastern railroads to report by Mar. 15 on progress of reorganizations.
- Feb. 15, 1973 Coast Guard orders Penn Central to begin immediate clean-up of obstructions to the Chesapeake & Delaware Canal resulting from a collision of a boat with its lift bridge; Penn Central replies it has no money. (Trains)
- Feb. 1973 Penn Central accounts for 37,010 of 48,626 Amtrak passengers this month; New York-Philadelphia "Clockers" have the highest passenger loadings. (Trains)
- Feb.? 1973 Penn Central demands that Amtrak fully compensate it for its \$32.5 million annual passenger loss or it will terminate Amtrak service on Sep. 1, 1973. (Trains)
- Feb. 1973 Demolition of Cincinnati Union Terminal platforms begins. (CUT)
- Feb. 1973 CNJ has two trains of 13 rebuilt ex-Burlington Northern lightweight coaches in service on the NY&LB between Harrison and Bay Head Jct.; eventually 35 BN coaches will replace an assortment of CNJ heavyweights and ex-Rock Island and Missouri Pacific lightweights that have worn out in service; cars are left painted and lettered in the old Great Northern *Empire Builder* livery or in BN green or "Big Sky Blue," some still lettered for the *Empire Builder*; railfans dub the trains the "Jersey Builders." (Cinders, Trains)
- Feb. 20, 1973 PRSL Board retires Gibbsboro freight station. (MB)
- Feb. 20, 1973 Patrick B. McGinnis (1904-1973), former President of New Haven and Boston & Maine, dies of a heart attack at Cincinnati. (RyAge)

Feb. 21, 1973 Penn Central Transportation Company reports 1972 net loss of \$222.8 million. (PR)

Feb. 25, 1973 Penn Central Trustees, Pennsylvania Company, U.S. DOT and creditor banks reach an agreement; DOT agrees to guarantee \$13.01 million in trustees' certificates in return for a lien on Penn Central's rail assets. (MB)

Feb. 26, 1973 Chessie System, Inc., incorporated as a holding company for C&O/B&O system. (Moody's)

Feb. 27, 1973 Senators Vance Hartke (1919-2003) of Indiana and Lowell Weicker (1931-) of Connecticut introduce a 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 the plight of northeastern railroads.

Mar. 1, 1973 European central bankers suspend currency operations in the dollar. (Matusow)

Mar. 1, 1973 VP-Legal Administration Basil Cole (1920-2002) resigns to return to private practice; Paul R. Duke (1929-2003) promoted to General Counsel-Legal Dept. and Carl Helmetag, Jr. (1914-1987), to General Counsel-Reorganization. (PR)

Mar. 1, 1973 Pennsylvania Company declares a 1.1% dividend, payable Apr. 15, and another one in arrears since Oct. 15, 1970. (MB)

Mar. 2, 1973 Gov. Milton Shapp, appearing before Congress, calls for division of Penn Central into two or three railroads to increase competition. (PhlInq)

Mar. 2, 1973 Amtrak Reservations Control assumes control of all space assignments. (AR)

Mar. 2, 1973 Foreign exchange markets close because of massive sale of dollars. (Matusow)

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 1. (NYT, Trains)

- Mar. 6, 1973 Lehigh Valley Railroad Trustees John F. Nash and R.C. Haldeman petition Judge Fullam to shut down by Oct. 1, as reorganization is impossible without federal aid. (Trains)
- Mar. 6, 1973 Price controls reimposed on petroleum products. (Matusow)
- Mar. 7, 1973 N.Y. Assembly approves a bill for a high-speed rail link between Penn Station and Kennedy Airport. (NYT)
- Mar. 9, 1973 Norfolk & Western Railway Pres. John P. Fishwick suggests the government nationalize Penn Central's Northeast Corridor line for passenger service only, rerouting freight to other lines.
- Mar. 11, 1973 CBS's *60 Minutes* with reporter Mike Wallace airs "Is This Any Way to Run a Railroad," a piece on the *James Whitcomb Riley* highlighting poor service and decayed track; show provides a platform for Sen. Vance Hartke (the footage is shot in his state of Indiana) and his bill for federal purchase of railroad rights of way. (RyAge, Trains)
- 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. 14, 1973 Southbound "Metroliner" struck by a work train at Tuxedo, Md.; 12 injured; first major accident to a "Metroliner" in over four years of operation. (RyAge)
- Mar. 15, 1973 LIRR passenger train crashes into standing locomotive at Lake Ronkonkoma; 1 killed, 26 injured. (NYT)
- Mar. 1973 Amtrak begins carrying first class mail in trains between Boston and Washington. (AmtkUpdate)
- Mar. 1973 City of Bridgeport, Conn., receives a \$2 million federal urban mass transportation grant for a new station on the Northeast Corridor line. (Headlights)
- Mar.? 1973 CNJ now has 14 Burlington Northern coaches in service, and all are now assigned to the NY&LB; still has 42 old coaches in two Raritan and two Bay Head trains; may transfer 26 Santa Fe coaches from the Erie Lackawanna to the NY&LB when new push-pull trainsets arrive.

(MrkrLmp)

- Mar? 1973 Boston & Maine, Delaware & Hudson, Lehigh Valley, Reading and B&O begin new run-through freight between Portland, Me., and Potomac Yard via Allentown, Reading and Philadelphia. (Cinders)
- Mar.? 1973 Emmons Industries, Ltd., purchases the Maryland & Pennsylvania Railroad short line. (Cinders)
- Mar. 16, 1973 New Haven Trustee Richard J. Smith asks Judge Fullam to rule that Penn Central be shut down on Oct. 1. (NYT)
- Mar. 16, 1973 Following a report to Congress by Secretary of Transportation Claude S. Brinegar (1926-2009), the Nixon Administration asks Congress for \$300 million in additional loan guarantees to fund the rehabilitation of Amtrak through 1978; plans 14% reduction in route mileage. (NYT, AmtkNews)
- 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. 18, 1973 Westbound *Broadway Limited* derails in a snowstorm at East Palestine, Ohio; 1 killed and 19 injured. (PhlInq)
- Mar. 19, 1973 European foreign exchange markets reopen with Common Market currencies in joint float against the dollar. (Matusow)
- Mar. 20, 1973 Penn Central reports Feb. loss of \$22.6 million. (NYT)
- Mar. 20, 1973 Amcorp National Services, Inc., successor to the Union News Company, files for Chapter 11 bankruptcy; it operates the once-famous Oyster Bar in Grand Central Terminal, which in recent years, has become little more than an ordinary coffee shop. (NYT, ny.eater.com)
- 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 by LIRR because she is a woman, not because she is only five feet tall. (NYT)
- Mar. 22, 1973 ICC hearing rules against Penn Central's application to abandon the ex-Northern Central Railway main line between Cockeysville, Md., and York, Pa. (Gunnarsson)
- 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 W. McCord (1924-), one of the convicted Watergate burglars, informs U.S. District Court Judge John J. Sirica (1904-1992) that he is being pressured to remain silent, indirectly implying Nixon Administration involvement, beginning the Watergate scandal that will result in Nixon's resignation. (HistoryPlace)
- 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 S. Brinegar issues the DOT's plan for the northeastern railroads; 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. (RyAge)
- Mar. 26, 1973 Senate passes Resolution S-59 which authorizes more emergency funding for the bankrupt railroads but orders the DOT and the ICC to prepare analyses and recommendations to Congress. (Gallamore)
- Mar. 26, 1973 Amtrak orders 15 General Electric E60CP 6,000 HP C-C electric locomotives to replace GG1's on a one-for-one basis; to be capable of 120 MPH operation; GE underbids Electro-Motive Division, which is the licensee for the Swedish builder ASEA AB, by \$20,000 per unit; ironically, the E60CP will prove an expensive failure and be replaced by the EMD-ASEA "Swedish Meatballs." (AmtkNews, Trains)
- Mar. 28, 1973 Penn Central inaugurates PV-4, new direct freight between South Philadelphia and Selkirk, bypassing Morrisville. (PR)
- Mar. 29, 1973 Administration freezes prices on beef, pork and lamb to combat shortage-induced runaway meat prices. (Matusow)
- Mar. 29, 1973 Justice Dept. asks Judge Fullam to dismiss the Penn Central Trustees' petition asking for permission to settle \$287 million debt to 49 banks; as government will play major role in reorganization.
- Mar. 29, 1973 United Steelworkers of America sign a no-strike pledge in their 1974 contract negotiations and also agree to binding arbitration; in return, the union gets an automatic 3% per year increase; however, union locals are freed to strike over local grievances, and the automatic 3% wage increases and cost of living adjustments are to be exempt from arbitration. (Hoerr)

- Mar. 29, 1973 Last U.S. combat troops leave Vietnam. (Trager)
- Mar. 30, 1973 Pickands, Mather & Company, Inc., reincorporated in Del. (Barnett)
- Mar. 31, 1973 Penn Central Trustee Jervis Langdon calls for a national railroad holding company.
- Mar. 1973 The "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 In an interview with the *New York Times*, Penn Central Trustee Jervis Langdon accuses the other railroads of taking advantage of Penn Central's plight, note only one instance of another railroad offering help or suggestions. (RyAge)
- 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; Penn Central borrows ex-Kansas City Southern coaches Nos. 270-279 from CNJ for a New York-Trenton rush hour train; this releases three 5-car "Jersey Arrow" MU trains for extra shuttle service between Newark and New York to serve CNJ passengers. (NYT, Cinders)
- Apr. 2, 1973 Penn Central inaugurates RR-1/RR-2, new non-stop fast freight between Reading's Rutherford Yard near Harrisburg and Conway. (PR)
- Apr. 3, 1973 Diamond Shamrock Corporation sells the iron mining and shipping company Pickands, Mather & Company of Cleveland to Moore McCormack Resources, Inc. (Moody's)
- 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 Judge Fullam directs Penn Central to apply for a new basis of compensation from Amtrak. (Amtk AR)

- Apr. 4, 1973 Port Authority holds an official dedication ceremony for the World Trade Center, although the lower levels are not entirely completed. (PA AR, NYT)
- Apr. 8, 1973 Broad Street Subway extended from Snyder Avenue to the sports complex at Pattison Avenue. (SEPTA)
- 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. 9, 1973 Pittsburgh, Youngstown & Ashtabula Railway authorizes construction of a connection with the Pittsburgh & Lake Erie Railroad at New Castle, Pa.; authorizes suing Pennsylvania Company for unpaid rent if not paid by May 10. (MB)
- Apr. 11, 1973 LIRR admits that many male trainmen do not meet the 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; a ceremonial train with Mayor John V. Lindsay moves over the new track, after which, it remains unused for lack of traffic. (NYT)
- Apr. 14, 1973 New Jersey Legislature passes \$4.16 million railroad subsidy; Gov. Cahill uses threat of withholding subsidy to force the CNJ into merger negotiations with the Lehigh Valley Railroad and Reading.
- Apr. 14, 1973 Queens residents begin opposition to the Kennedy Airport rail line through their communities. (NYT)
- Apr. 15, 1973 Amtrak opens new Northeast Reservations Center in Bensalem, Pa.; originally handles reservations for the Philadelphia-Wilmington area; Amtrak Reservations & Ticketing System (ARTS) becomes operational. (AR, AmtkNews)
- Apr. 15, 1973 Pennsylvania Company pays first of five quarterly dividends left in arrears since 1970. (AR)

- Apr. 1973 New Trenton, N.J., station completed on site of the old; a bland modern head house replaces the old 1890 building; passenger bridge is completely rearranged and given a new exterior finish. (TrntnTms)
- Apr. 1973 Pan-Technology Consulting Corporation reports to Amtrak on the Northeast Corridor; upgrading will cost \$550 million. (Condit)
- Apr.? 1973 American Association of Passenger Traffic Officers dissolved after Amtrak withdraws financial support. (Trains)
- Apr. 16, 1973 Penn Central reports a first quarter loss of \$55.2 million.
- Apr. 16, 1973 House Committee on Interstate & Foreign Commerce, Rep. Harley O. Staggers of W.Va., Chairman, begins hearings on the northeast railroad crisis. (RyAge)
- Apr. 16, 1973 First demonstration run of new M-2 "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 the VIP special speeds by them; two 4-car sets go into regular service same day, almost two years behind schedule; last 1930-era New Haven MU cars retired; M-2's replace last ex-New Haven EP-5 "Jet" electric locomotives later in the year. (NYT, Cinders, Trains)
- 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 the remaining small barge.
- Apr. 16, 1973 Judge Fullam refuses to approve Penn Central's settlement with 49 of the 53 banks for the exchange of 4.9 million shares (95%) of Pennsylvania Company stock for in return for the forgiveness of its \$300 million debt and \$150 million in new equipment financing at this time; Penn Central must retain the Pennsylvania Company shares until after it files its reorganization plan; the settlement agreement of 1972 is terminated. (AR, PhlInq)
- Apr. 17, 1973 Last ex-New Haven heavyweight MU cars retired. (MrkrLmp)
- Apr. 18, 1973 LIRR and non-operating unions reach tentative agreement ending the possibility that the 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. 20, 1973 House passes \$20 billion highway bill but rejects Senate amendments to provide diversion of funds to rail transit. (NYT)
- Apr. 21, 1973 Bridge over Chesapeake & Delaware Canal reopens at night for partial rail service, while repairs continue during the day; lift span is still inoperable, restricting traffic on the canal. (PhlInq)
- Apr. 24, 1973 ICC approves Penn Central request to abandon Pittsburgh station providing it does so within one year; Panhandle tunnel is to be utilized by proposed Port Authority "Skybus" people-mover 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. 25, 1973 U.S. Parole Board denies parole to Francis N. Rosenbaum in the Chromecraft rocket launcher fraud case. (NYT)
- Apr. 26, 1973 Penn Central announces it will implement two-man crews on June 9.
- Apr. 27, 1973 Reading petitions ICC for inclusion in C&O/B&O. (Trains)
- 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; *The Patriot* restored, Boston-Washington; parlor cars removed from New York-Philadelphia "Clockers" except for Nos. 202-219 (AmtkUpdate, Trains, Cinders)
- Apr. 29, 1973 Amtrak Baltimore, Capital Beltway and Washington reservations switched into the Bensalem Reservations Office. (AR)

- Apr. 29, 1973 Last section of the Third Avenue El between 149th Street and Gun Hill Road in the Bronx closes. (Trager)
- 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. 30, 1973 In order to distance himself from the unraveling Watergate scandal, Pres. Nixon forces the resignation of four top aides, H.R. Haldeman (1926-1993), John D. Ehrlichman (1925-1999), Attorney General Richard Kleindienst (1923-2000) and presidential counsel John Dean (1938-). (History Place)
- Apr. 1973 *Mutual Magazine* stops carrying PC press releases and publicity articles and becomes strictly a members' magazine, ending a relationship begun in 1915. (Mutual)
- May 1, 1973 UTU signs new contract with railroads on same terms reached by Clerks in March.
- May 1, 1973 Amtrak celebrates its second birthday with cake ceremonies at Washington Union Station and Chicago Union Station and public displays of refurbished equipment. (AmtrakUpdate)
- May 2, 1973 Former Allegheny Corporation Chairman Allan Price Kirby (1892-1973) dies at home in Harding Township, N.J., after suffering a second stroke on May 1. (RyAge, NYT)
- May 3, 1973 First Pittsburgh Corporation offers \$90 million for Penn Central's 92.6% interest in the Pittsburgh & Lake Erie Railroad.
- May 4, 1973 Last run of Amtrak experimental Washington-Parkersburg, W.Va., *Potomac Special* service. (Trains, Zimmermann)
- May 4, 1973 Sears Tower (Willis Tower since 2009), located on the east bank of the Chicago River near Chicago Union Station, is topped out at 1,454 feet, surpassing the World Trade Center as world's tallest building; it holds the record for about 25 years. (Gillespie, wiki)
- May 6, 1973 Remaining Mid-Atlantic reservations switched into the Bensalem Reservations Office. (AR)
- 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. (Matusow)

- May 7, 1973 Penn Central opens a new automobile terminal at Earnest, Pa. (PR)
- 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. (PassDept)
- May 7, 1973 Amtrak begins "temporary" service over old B&O line between Washington and Cumberland, Md., with the *Blue Ridge*, subsidized by W.Va. and Md. (AmtrakUpdate, Zimmermann)
- 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. (NYT)
- May 10, 1973 Penn Central Trustees decline offer of First Pittsburgh Corp. to purchase Penn Central's stock in the Pittsburgh & Lake Erie Railroad.
- May 10, 1973 Gov. Rockefeller signs a bill authorizing the Port Authority to begin the Kennedy Airport rail link and extension of PATH to Plainfield via Newark Airport and Elizabeth; connections of Erie Lackawanna lines with Penn Central to reach Penn Station; total cost \$650 million, of which Port Authority is to put up \$250-300 million. (NYT)
- May 10, 1973 A group of commuters from beyond Paoli who uses Harrisburg trains No. 600 & 602 threaten a fare boycott because of chronic lateness and delays. (PhlInq)
- May 13, 1973 Amtrak New England reservations switched into the Bensalem Reservations Office. (AR)
- May 14, 1973 U.S. Circuit Court of Appeals for the District of Columbia reverses the lower court and rules that the National Association of Railroad Passengers and Potomac Passengers Association do have legal standing to sue Amtrak over discontinuances; this opens the possibility of numerous small groups litigating to retain a particular passenger train or level of service; Amtrak appeals to the Supreme Court. (justitia.com, 475 F.2d 325)

- May 1973 Penn Central applies to ICC to abandon its Cape Charles-Norfolk car float service on the grounds it has no money to overhaul or replace the *Captain Edward Richardson*. (Trains)
- May 1973 CNJ now has 25 ex-Burlington Northern cars for four of the five NY&LB trains; 10 ex-Kansas City Southern coaches taken from CNJ Hampton run temporarily and run to Trenton, deadheading to Philadelphia for turning. (MrkrLmp)
- May 1973 Jersey Coast Club operating on a CNJ train to Bay Head Jct. now owns the ex-Florida East Coast 1947 Budd observation *St. Lucie Sound* in place of its old heavyweight CNJ coach. (Cinders, MrkrLmp)
- May 1973 Former PRR VP Herman H. Pevler retires as Board Chairman of the Norfolk & Western Railway. (AR)
- May 1973 World food shortages continue, as does dumping of dollars in favor of gold and falling stock prices.
- May 16, 1973 Delaware River Port Authority turns down the proposal for a branch of the PATCO high-speed line to Woodbury. (PhlInq)
- May 17, 1973 Senate Watergate Committee begins public televised hearings under the chairmanship of the folksy, avuncular Sen. Sam Ervin of North Carolina. (WrldAlmnc)
- May 20, 1973 Delaware Valley Regional Planning Commission endorses a high-speed rail line between Center City and Philadelphia International Airport. (PhlInq)
- May 21, 1973 Penn Central restores electrification between Frankford Jct. and Pavonia Yard taken out of service in 1967. (WJNRHS)
- May 21, 1973 A wheel falls off a 1927-vintage LIRR "Ping-Pong" P54 coach at the end of an 8-car diesel train bound from Speonk to Hunters Point Avenue east of Woodside at about 9:00 AM; the car derailed; 38 passengers injured and trains delayed up to 1½ hours. (NYT, Cinders)
- May 22, 1973 Penn Central resumes work on Shocks Mills Bridge; to reopen by Sep. 1.
- May 23, 1973 Pennsylvania Company sells \$500,000 Norfolk & Western Railway 4-5/8% convertible debentures to Salomon Brothers for net proceeds of \$367,500. (MB)
- 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. (PhlInq)

- May 24, 1973 Pennsylvania Company declares a 1.1% quarterly dividend and another in arrears since Jan. 15, 1971. (MB)
- May 25, 1973 US 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 25, 1973 Harvard law professor Archibald Cox (1912-2004) is named Watergate Special Prosecutor. (AmrcnDcnds)
- May 29, 1973 Fire breaks out in ex-NH EP-5 "Jet" locomotive No. 4971 stalled in Park Avenue tunnel during evening rush; power shutdown stops all traffic in and out of Grand Central for over six hours; fire is not finally extinguished until the locomotive is towed out of the tunnel; over 40 overcome by smoke and other injuries; leads to the last six "Jets" being banned from Grand Central; four are put in storage and Nos. 4973 and 4977 are regeared for freight service and used briefly in pusher service on the ex-PRR lines, but are retired in 1975; all are scrapped in 1979-80. (NYT, Trains, PCRRer)
- 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. (NYT)
- June 1, 1973 Pennsylvania Company signs five-year management contract with Victor Palmieri & Co., Inc. (AR)
- June 2, 1973 New York State unveils transportation master plan calling for high speed rail service between New York and Buffalo. (NYT)
- June 3, 1973 N.J. Gov. William T. Cahill, the driving force behind the PATH extension and greater involvement by the Port Authority in New Jersey transit services, is defeated for reelection in the Republican primary by right-winger Charles Sandman (1921-1985). (NYT)
- 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 Lehigh Valley Railroad and U.S. DOT petition court to fix date for LV's liquidation; cannot continue without federal aid and seeks to shut down by Oct. 1. (LV, RyAge)
- 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. (NYT)
- June 8, 1973 Civil Aeronautics Board refuses to act on the complaint of REA Express, Inc., against other companies using the term "Air Express" on the grounds that REA Express, Inc., has failed to produce evidence of actual confusion among consumers. (507 F2d 42, OpenJurist)
- 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 3,000-HP General Motors SDP40F diesels; they are placed on Washington-Florida trains and on long-distance trains west of Chicago; the design is based on the SD-40 freight locomotive. (AmtkUpdate, Wilner)
- June 10, 1973 Amtrak New York Central reservations office switches to ARTS system. (AR)
- June 11, 1973 Penn Central Company announces 1972 loss of \$2.5 million and \$11.3 million for first quarter of 1973. (NYT)
- June 11, 1973 Terminal Railroad Association of St. Louis authorizes sale of Union Station.
- June 11, 1973 B&O and Western Maryland Railway 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 Responding to rising prices, the 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. (Matusow, Samuelson)

- 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, Chesapeake & Ohio Railway and Western Maryland Railway are made subsidiaries of newly-formed Chessie System, Inc. (Moody's)
- June 15, 1973 Reading Trustees file a preliminary plan with the court with two options, federal aid, or they will petition to liquidate on or before Nov. 23, if Congress does not act. (Rdg, RyAge)
- June 1973 Former *Roger Williams* "Hot Shot" RDC cab units Nos. 140 and 141 reassigned from commuter service to the Boston-Springfield-New Haven *Bay State*. (Trains)
- June 1973 With the end of the PATH strike, N.J. DOT returns ex-Kansas City Southern coaches Nos. 270-279 to service on the CNJ main line; cars keep old numbers but are repainted B&O blue with a yellow letterboard; built by Pullman-Standard in 1965, they are the last pre-Amtrak passenger cars built in the U.S. (Trains)
- June 17, 1973 Amtrak inaugurates *Carolina Special* as summer-only weekend train between New York and Jacksonville via ex-Seaboard Air Line route.
- June 18, 1973 Penn Central Trustees recommend that major leased lines whose rent has been in default since June 21, 1970, file for Chapter 77 bankruptcy. (MB)
- June 1973 Penn Central wins *Modern Railroads'* Golden Freight Car Award for achievement in railroad marketing in 1972.
- June 22, 1973 Canadian National Railway restores three 9-car United Aircraft "TurboTrains" to Montreal-Toronto service after extensive modifications. (Trains)
- June 22, 1973 Amtrak places the first of its 150 new SDP40F C-C, 3,000-HP diesels in service on the *Super Chief* at Chicago Union Station. (Trains)
- 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 26, 1973 Two of the Canadian National Railway "TurboTrains" suffer breakdowns en route, and all three are removed from service again. (Trains)
- June 27, 1973 Penn DOT purchases the Penn Central line between York and New Freedom, Pa., for \$85,000 to preserve access to the Stewartstown Railroad. (Gunnarsson)
- June 28, 1973 Pennsylvania Company Board authorizes advancing \$1 million to Penn Towers, Inc., to permit it to pay taxes and refurbish its building; reports that the Lehigh Valley Railroad has petitioned the court to liquidate. (MB)
- June 28, 1973 New Haven Trustee Richard J. 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. (NYT)
- 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.
- June 29, 1973 Boards of Penn Central leased lines meet to consider filing bankruptcy petitions. (PaCo MB)
- June 29, 1973 Westinghouse R&D "Metroliner" No. 816 is reported at West Mifflin, Pa., ready to return to Wilmington Shops. (WatsonPapers)
- June 30, 1973 Bethlehem Steel Corporation closes the Cornwall Ore Mine near Lebanon, Pa., worked since Colonial times. (BethStl)
- July 1, 1973 ICC assumes jurisdiction over Amtrak. (Trains)
- 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 1, 1973 Amtrak begins package express service with three plans, Amtrak Priority Express, Amtrak Economy Express and Amtrak Custom Express; by the end of the year, it has 250 business clients. (AR, RyAge)

July 2, 1973 Nixon Administration curtails export of soybeans, a leading U.S. export. (Matusow)

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 files to discontinue the *National Limited* and *Floridian* effective Aug. 2. (PTJ)

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. (NYT)

July 2, 1973 Banks raise the prime rate to 8%. (AmrcnDeds)

July 3, 1973 Judge Fullam orders Penn Central to file for liquidation with the ICC over the objections of states and gives the ICC a 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. (NYT)

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. Milton Shapp to delay filing a Penn Central reorganization plan with ICC.

July 12, 1973 United New Jersey Railroad & Canal Company files for Chapter 77 bankruptcy. (PR)

- July 13, 1973 In testifying before the Senate Watergate Committee staff, former White House aide Alexander Butterfield (1926-) reveals that Pres. Nixon has bugged the White House to record his conversations for posterity; he repeats his story before the full Committee on July 16; the tapes now become the focus of the investigations. (WrldAlmnc, wiki)
- 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. Vance Hartke of Indiana introduces his own bill for reorganizing northeastern railroads.
- July 16, 1973 ICC examiner refuses the Penn Central's application to abandon the ex-Northern Central Railway main line between Cockeysville, Md., and the Pennsylvania state line; the situation is not resolved until it is left out of the USRA Final System Plan in 1975. (Gunnarsson)
- 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 (1915-1978) announces that the Chesapeake & Ohio Railway 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 for Chicago area service, 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, RyAge)
- July 20, 1973 Gov. Rockefeller proposes a \$3.5 billion transportation bond issue to finance highway and transit improvements over two years. (NYT)
- July 22, 1973 A 12-car MU train entering Suburban Station suffers brake failure and crashes into the bumping block. (PhlInq)
- July 22, 1973 Ross Rowland stages a fan trip between Hoboken and Scranton with ex-Nickel Plate 4-8-2 No. 759 as a preview of his plans for a new American Freedom Train that will tour the country with exhibits as part of the Bicentennial. (PhlInq)
- July 23, 1973 Penn Central announces net loss of \$100 million for first half of 1973. (NYT)
- July 26, 1973 Pennsylvania Company Board reports that rail subsidiaries of Penn Central are to file separate bankruptcy petitions. (MB)
- July 26, 1973 Gov. Rockefeller reveals details of his transportation program, including Second Avenue 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 Sen. Vance 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.
- July 31, 1973 Democratic Rep. Robert F. Drinan (1920-2007) of Mass. introduces a resolution calling for Pres. Nixon's impeachment. (AmrcnDcnds)
- Aug. 1, 1973 Trustee Jervis Langdon announces that Penn Central is dropping the plan to sell \$1 billion of non-rail assets, especially its Park Avenue real estate, and will develop them instead. (PR)
- 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 the rest of the building to permit passage of high freight cars; demolition of Concourse begins, to create new Southern Railway intermodal yard. (Trains, CUT)
- 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 ex-Santa Fe passenger cars for use on Penn Central main line trains, relieving the shortage of "Jersey Arrows."
- Aug. 7, 1973 LIRR opens track elevation through Amityville, Copiague and Lindenhurst. (MTA AR, NYT)
- Aug. 7, 1973 Two 5-car French "Turboliners" built by ANF-Frangecco for French National Railways arrive in U.S. at Port Elizabeth, N.J.; leased to Amtrak for 18 months by ANF-Frangecco. (PCPost, Amtk AR)
- Aug. 8, 1973 ICC suspends PATH fare increase pending investigation.
- Aug. 8, 1973 Civil Aeronautics Board again refuses to act on the amended complaint of REA Express, Inc., against other companies using the term "Air Express" on the grounds that REA Express, Inc., has failed to produce evidence of actual confusion among consumers; REA appeals to the Federal courts. (507 F2d 42, OpenJurist)
- Aug. 10, 1973 First French "Turboliner" makes run from Newark to Chicago over Penn Central.
- Aug. 11, 1973 Amtrak takes delivery at Chicago of first two RTG French "Turboliner" units leased from ANF-Frangecco; are leased for 18 months with option to buy for use on Midwest corridor lines, particularly Chicago-St. Louis and Chicago-Milwaukee. (AmtkNews, Trains)
- Aug. 12, 1973 Two cars of a 10-car empty MU train being run into Suburban Station for a later departure derail and telescope. (PhlInq)
- Aug. 12, 1973 Phase IV wage and price controls in effect, ending the 60-day freeze on

most items; inflation resumes and by 1974 is at double-digit levels.
(Matusow, Samuelson, NYT)

- 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 Federal Highway Act of 1973, 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; act permits the use of fund from the Interstate Highway Trust Fund for rail projects; cities may apply funds that would have built Interstate Highways in cities to be used for transit instead. (NYT)
- Aug. 13, 1973 Former Mechanical Engineer Carleton K. Steins (1891-1973) dies at Rosemont, Pa., at 82. (Mutual)
- Aug. 14, 1973 Former PRR VP Warren Robert Elsey (1893-1973) dies at Sarasota, Fla., at 80. (Mutual)
- 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. 15, 1973 Last 1925-era BMT cars on the Staten Island Rapid Transit Railway replaced by R-44 subway cars. (MTA AR)

- Aug. 1973 Penn Central announces it will acquire 125 tri-level auto racks from Paragon Division of Portec, Inc., and 100 bi-levels for minivans from Whitehead & Kales Company. (Guide)
- Aug.? 1973 Penn Central realigns the S-curve south of the Elizabeth, N.J., station for better superelevation. (Trains)
- Aug. 1973 All 35 ex-Burlington Northern coaches are now in service on CNJ trains on the NY&LB; 10 ex-Santa Fe coaches have been moved from the Erie Lackawanna Railway lines to the CNJ and 16 more temporarily assigned to the Penn Central to replace cars destroyed in accidents; the first batch of second-hand lightweights purchased for the CNJ (ex-Rock Island Nos. 300-316) are retired as worn out and are being scrapped. (Cinders)
- Aug. 1973 T.F. Meehan, Jr., named Assistant VP-Special Investigations. (Guide)
- Aug. 1973 City of New York takes title to the Bush Terminal land, which it leases to the New York Dock Railway. (NYT)
- Aug. 16, 1973 Penn Central opens new 0.5 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. (PR)
- Aug. 16, 1973 Work begins on moving 14 Winold Reiss murals depicting industries of Cincinnati from the Concourse of Cincinnati Union Terminal to the Greater Cincinnati Airport. (CUT)
- Aug. 17, 1973 Lift bridge over the Chesapeake & Delaware Canal reopens for full service. (PhilInq)
- 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. (PR)
- Aug. 22, 1973 Penn Central opens TrailVan terminal at Valleyfield, Que., near Montreal. (PR)
- Aug. 24, 1973 Penn Central completes presentation of liquidation plan to ICC.
- Aug. 24, 1973 All "Metroliner" ticketing switched to the Central Reservations Office

- and Ticketron system abandoned. (AR)
- Aug. 25, 1973 Penn Central resumes service on the old Wilkes-Barre line between Sunbury and Buttonwood, restoring connection with the Delaware & Hudson. (RyAge)
- Aug. 27, 1973 New Haven Trustee Richard J. Smith testifies to ICC that he will push for the liquidation of Penn Central 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.
- Aug. 30, 1973 Pennsylvania Company declares a 1.1% quarterly dividend, plus another in arrears since Apr. 15, 1971. (MB)
- Sep. 1, 1973 Second train with 32 mobile homes leaves Mechanicsburg, Pa. for Atlanta via Cincinnati. (PR)
- Sep. 3, 1973 Last run of Jacksonville-Boston *Carolina Special* Nos. 89-90. (Amtk, Guide)
- Sep. 3, 1973 AFL-CIO head George Meany denounces Pres. Nixon's economic policy. (AmrcnDcnds)
- 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. 4, 1973 Pennrec, Co. incorporated in Delaware as subsidiary of GSC/Six Flags Corporation; owns Great Adventure, Inc., and Stars Hall of Fame, Inc. (DelCorps,)
- 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. 5, 1973 Amtrak opens refurbished Springfield, Mass., station. (AR)
- Sep. 1973 LIRR begins installing welded rail on Port Jefferson Branch. (NYT)
- Sep. 8, 1973 LIRR reassigns 75 engineers and trainmen who do not meet new physical requirements established in wake of Carol Wagner ruling. (NYT)

- Sep. 10, 1973 Pres. Nixon, in message to Congress, says administration is willing to provide \$125 million over 18 months to aid northeastern railroads. (NYT)
- Sep. 10, 1973 Amtrak replaces rear-end observation car on the *Broadway Limited* with a mid-train sleeper-lounge. (Cinders)
- 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 Company at Samuel T. Freeman Co. in Philadelphia. (PhlInq)
- Sep. 1973 Amtrak upgrades Empire Service with 15 refurbished coaches. (Cinders)
- Sep. 1973 Amtrak sues the Washington Terminal Company and its owning railroads over what it claims are excessive charges for the use of the terminal. (AR)
- Sep. 1973 Great Southwest Corporation purchases Redbird Industrial Park, Inc., at Dallas for \$4 million. (Moody's)
- Sep. 17, 1973 United Auto Workers of America signs a new 3-year contract with Chrysler Corporation calling for only a low 5% increase in the first year. (AmrenDcde)
- Sep. 19, 1973 ICC rules that Amtrak must pay Penn Central rent on the Northeast Corridor should be based on fully allocated cost plus 7.5% return on investment on 39.7% of the historical cost less depreciation; would increase Amtrak's bill from \$40 million a year to \$80-100 million; on non-corridor routes, Amtrak is to pay on an avoidable cost basis with no return-on-investment factor; Amtrak files for reconsideration. (AR, Trains)
- Sep. 19, 1973 Delaware River Port Authority votes 10-3 to give approval and priority to a branch of the PATCO high-speed line from Camden to Glassboro. (PhlInq)
- Sep. 24, 1973 Judge Fullam sets Oct. 12 as hearing date on possible Penn Central liquidation.

- Sep. 24, 1973 ICC rules that Amtrak should pay Penn Central \$26 million more than the current \$40 million per year for the use of its tracks. (RyAge)
- Sep. 25, 1973 Union Depot Company (Columbus) closes sale of Union Station to the city for a convention center; company continues to operate the station for over (?) three years until the city can float a bond issue for building the convention center; plan is now to build new station on Penn Central land east of 4th Street. (MB)
- Sep. 26, 1973 Secy. of Transportation Claude S. 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. Vance Hartke announces his staff will seek compromise with the 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.
- Sep. 28, 1973 Amtrak stages a press run of ANF-Frangeco RTG (*rame a turbine a gaz*) "Turboliner." (Trains)
- 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 Three-year U.S. DOT Northeast Corridor Demonstration Project ends. (Watson)
- Oct. 1, 1973 LIRR revises schedules to take advantage of M-1 cars' higher speed.
- Oct. 1, 1973 Amtrak places French "Turboliners" in service between Chicago and St. Louis; adds the Chicago-St. Louis *State House* as a 4-3 (b) train. (RyAge, Zimmerman)
- Oct. 3, 1973 Amtrak takes deliver of United Aircraft Corporation TurboTrain TMT-4, previously operated on the Canadian National Railways; rebuilt with third rail shoes for operation into Penn Station. (AR)

- 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. 5, 1973 Chessie System, Inc., Board deposes Chairman & CEO Cyrus S. Eaton (1883-1979) and replaces him with Pres. Hays T. Watkins (1926-); John W. Hanifin (1921-2008) is promoted to Pres., replacing Watkins. (NYT)
- Oct. 6, 1973 Egypt and Syria attack Israel in the Yom Kippur War, striking on the holiest day in the Jewish liturgical calendar, when most Israelis are occupied with religious devotions. (WrldAlmnc)
- 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. (Phllnq)
- Oct. 10, 1973 Philadelphia District Attorney Arlen Specter (1930-) announces he will seek new indictments against Bevan, Hodge and Lassiter. (NYT)
- Oct. 10, 1973 VP Spiro T. Agnew (1918-1996) resigns after pleading no contest to income tax evasion in return for the dropping of charges he took kickbacks as Gov. of Maryland. (AmrcnDclds)
- Oct. 11, 1973 ICC rejects a PATH fare increase. (NYT)
- Oct. 12, 1973 Judge Fullam rules that cash situation is such that Penn Central can keep operating. (PCPost)
- Oct. 12, 1973 Amtrak orders first new equipment, 57 "Amfleet" cars from Budd, based on the "Metroliner" design; also 70 additional SDP40F's and 11 E60CP's. (AmtkNews)
- Oct. 12, 1973 Pres. Nixon rushes weapons and supplies to Israel, following moves by the Soviet Union to resupply the Arab states; U.S. supplies permit Israel to rally and mount devastating counterattacks, occupying all of Sinai and crossing the Suez Canal into Egypt proper. (wiki)
- 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 the Detroit, Toledo & Ironton Railroad, and indirectly of the Pennsylvania Company, enters Chapter 77 bankruptcy. (PaCo AR, Barnett)
- 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 Penn Central 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 becomes 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 6,901 miles of freight branch lines, providing a maximum speed limit of 8 MPH is enforced; 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. (RyAge, PTJ)
- Oct. 16, 1973 Saudi Arabia, the Gulf States, Iran and Iraq announce they will raise crude oil prices by 70% to \$5.11 a barrel and cut production by 5% with staged cuts continuing into the future; the market price of crude advances almost immediately from \$3 to \$12 by the end of the year; oil prices do not fall significantly until 1986. (wiki)
- Oct. 17, 1973 OPEC ministers recommend using oil as a weapon in the Yom Kippur War and embargoing shipments to supporters of Israel. (wiki)
- 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 purchased from United Aircraft for \$2.45 million. (AmtkNews)
- Oct. 1973 Boom of 1971-73 crests with 4.6% unemployment.
- Oct. 19, 1973 The 53 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. (AR)
- Oct. 19, 1973 Pres. Nixon asks Congress for \$2.2 billion in aid to Israel. (wiki)
- Oct. 19, 1973 Eleven Middle Eastern oil producers impose an embargo on oil shipments to the U.S. in retaliation for the 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. oil production and man-made shortages caused by Nixon's experiment in price controls. (WrldAlmnc, Matusow, NBER)
- Oct. 20, 1973 "Saturday Night Massacre" as Pres. Nixon fires Watergate Special Prosecutor Archibald Cox, who has been attempting to force the production of the White House tapes as evidence; Attorney General Elliott Richardson (1920-1999) and Deputy Attorney General William French Smith (1932-) refuse to carry out the firing and are themselves fired. (HistoryPlace)
- Oct. 23, 1973 In the wake of the "Saturday Night Massacre," the House Judiciary Committee begins considering the impeachment of Pres. Nixon. (AmrenDcnds)
- Oct. 23, 1973 Norfolk & Western Railway 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. 24, 1973 Yom Kippur war ends with a cease-fire and Israel still in possession of all Arab territories occupied in the 1967 war. (WrldAlmnc)
- Oct. 26, 1973 ICC suspends its Sep. 19 order fixing compensation that Amtrak must pay Penn Central. (Amtk AR)
- Oct. 28, 1973 Amtrak increases "Metroliner" service from 14 to 15 hourly round trips, making hourly service from 6:00 AM to 8:00 PM; reduces "TurboTrain" service from two round trips to one and drops extra fare; 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. (PTJ, WatsonPapers)

- 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 M-1 "Metropolitan" cars to all electric lines and retirement of older MU cars. (MTA AR, NYT, Cinders)
- 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. (NYT)
- Nov. 1, 1973 NY DOT and Amtrak stage demonstration run of ex-CN "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 Chesapeake & Ohio Railway line from Hammond, Ind., to Cincinnati, including Cheviot Hill, to explore an alternate, non-Penn Central, route for *James Whitcomb Riley*. (Trains)
- Nov. 1, 1973 MTA agrees to subsidize Erie Lackawanna Railway commuter service between Suffern and Port Jervis; air conditioned diesel trains are to be provided by NJ DOT. (MTA AR)
- Nov. 2, 1973 Penn Central establishes new freight car distribution center at Logansport, Ind. (PR)
- Nov. 3, 1973 Pres. Nixon signs Amtrak Improvement Act increasing federal aid to Amtrak by \$407 million saying his objections are now overshadowed by Energy Crisis; act increases federal loan guarantees from \$200 million to \$500 million and increases federal appropriations; Secy. of Transportation is to designate at least one new route per year, although such routes may be discontinued after two years; gives Amtrak preference over freight traffic; ICC given jurisdiction over quality of service provided to Amtrak by the freight railroads; compensation that

Amtrak is to pay the railroads must be limited to avoidable costs and factor in the quality of service; this has the effect of nullifying the ICC's order awarding Penn Central an additional \$40 million; Amtrak may also condemn property needed for passenger service, subject to compensation to be set by the ICC. (NYT, AmtkNews, Amtk AR, Wilner)

- Nov. 5, 1973 Arab oil states announce a 25% cut in production. (wiki)
- 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 J. Ronan predicts that fares may rise by as much as 70%. (NYT)
- Nov. 6, 1973 Democrat Brendan Byrne (1924-) elected Gov. of New Jersey, defeating conservative Republican Charles Sandman by over 2 to 1; Gov. William T. Cahill's defeat in the primaries ends his campaign to force the Port Authority to pay for rail transit projects, particularly the PATH extension to Plainfield. (Sobel, Doig)
- Nov. 6, 1973 Arlen Specter is defeated in his bid for reelection as Philadelphia District Attorney; this ends his prosecution of Bevan, Hodge and Lassiter. (Salsbury)
- Nov. 7, 1973 Pres. Nixon announces an "acute energy shortage" and imposes a variety of voluntary and mandatory conservation measures.
- Nov. 8, 1973 House passes a bill sponsored by Brock Adams (1927-2004) of Washington and Richard G. Shoup (1923-1995) 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; the ruling shifts the burden of proof from the railroads to protesters and is considered a defeat for Pa. Gov. Milton Shapp. (RyAge, PhlInq)
- Nov. 12, 1973 Arguments before the U.S. Supreme Court in the case of *National Railroad Passenger Corp. v. National Association of Railroad Passengers* on the right of advocacy groups like the NARP to sue Amtrak over discontinuances and service levels. (414 US 453)

- Nov. 14, 1973 Congress passes Emergency Petroleum Allocation Act; Nixon administration places burden on private vehicles by reducing gasoline consumption by 15%; administration bungles the allocation, leading to severe shortages on the East Coast and full supplies in the Mountain States. (Matusow)
- Nov. 14, 1973 Delaware Valley Regional Planning Commission approves extending the PATCO high-speed line from Lindenwold to West Berlin. (PhlInq)
- Nov. 14, 1973 Public hearing at the Brandywine River Museum in Chadds Ford on SEPTA's proposition to but the ex-PRR Octoraro Branch between Wawa, Pa., and Colora, Md., out of service since a flood in 1971. (PhlInq)
- Nov. 14, 1973 MTA agrees to subsidize that part of the 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. (NYT)
- Nov. 15, 1973 PRSL Board retires Egg Harbor passenger station. (MB)
- Nov. 15, 1973 Penn Central reopens 2.26 miles of the Quarryville Branch with \$130,000 paid by the Quarryville Area Shippers Association to build a 1,700-foot connecting track from the Quarryville Branch to the Atglen & Susquehanna Branch. (PhlInq)
- Nov. 15, 1973 PRR business car No. 90, originally built in 1913 for Samuel Rea, is moved from the New Hope & Ivyland Railroad to Fort Washington, Pa., where it is to become part of the Coach Inn. (PhlInq)
- Nov. 1973 Recession officially begins, lasting until Mar. 1975; the worst downturn between the end of World War II and the recession of the early 1980s. (NBER)
- Nov. 16, 1973 Trustee Jervis Langdon urges that Congress set minimum value for new Northeast Rail Corporation shares which are to be issued to bankrupts in return for property.
- Nov. 16, 1973 Pres. Nixon signs a bill for the construction of the Trans-Alaska Pipeline to bring much-needed oil from Alaska's North Slope to the port of Valdez. (AmrenDcds)
- 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. 27, 1973 Robert B. Watson reports that General Electric “Metroliners” Nos. 862 and 867 are now at Wilmington Shops awaiting settlement between Penn Central and DOT; the two “R&D” cars have been rebuilt at the Erie Plant with dynamic braking resistors and air intakes moved to a large roof blister; trucks are redesigned, higher horsepower motors and regearing improve acceleration at a cost of reducing top speed from 160 MPH to 130 MPH; are to be tested for 30,000 miles starting on Dec. 17, after which DOT will decide whether or not to rebuild the other cars; Westinghouse R&D car No. 816 is at Wilmington Shops awaiting parts and will be testing in January, while No. 815 is still at West Mifflin. (WatsonPapers, Trains, Headlights)

Nov. 27, 1973 Pres. Nixon signs the Emergency Petroleum Allocation Act imposing price, production and marketing controls. (wiki)

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. (MTA AR)

Nov. 30, 1973 Ford Motor Company lays off 2,500 workers because of falling sales. (AmrcnDcnds)

Dec. 1, 1973 Ex-PRR Comptroller Elmer Hart (1883-1973) dies at Bala Cynwyd at age 90. (Mutual)

Dec. 1, 1973 “WORKS” Interlocking remoted from “ALTO” Tower at Altoona. (Loeb)

Dec. 2, 1973 New PATH station opens in Journal Square Transportation Center; station is built over lengthened platforms of the old station, but unlike the old station, it is open to the air and has no heated waiting room; an open light well over the escalators creates terrific updrafts in winter, much like the open wells in the old Penn Station before they were roofed over. (NYT, PA AR)

Dec. 3, 1973 Amtrak opens a city ticket office at 17th & Market Streets at the street level of Penn Center. (Phllnq)

- Dec. 4, 1973 Increasing oil shortages result in cancelled airline flights; truckers blockade key highways to protest rising fuel costs. (AmrcnDcds)
- Dec. 5, 1973 ICC denies Amtrak's motion to dismiss the proceedings brought by Penn Central to change the method of compensation. (AR)
- Dec. 5, 1973 Massachusetts law permits using revenues from the whole state to pay part of MBTA's operating costs. (MBTA)
- Dec. 6, 1973 Senate Committee on Commerce reports favorably on Rail Service Act of 1973. (Rept)
- Dec. 6, 1973 Brig. Gen. Olbert F. Lassiter (1918-1973), founder of Executive Jet Aviation, Inc., dies of a brain tumor in Rome with Arlen Specter's charges against him still pending. (NYT)
- Dec. 6, 1973 Rep. Gerald R. Ford (1913-2006) of Mich. is sworn in as VP, replacing Spiro T. Agnew, whose resignation has been forced by indictment for corruption while Gov. of Maryland. (WrldAlmnc)
- Dec. 7, 1973 Delaware Valley Regional Planning Commission discloses that there will be no extension of the PATCO high-speed line to Moorestown Mall before 1979. (PhlInq)
- Dec. 7, 1973 Civil Aeronautics Board orders all airlines to end air express service by June 1974; R E A 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 of 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. (PR)
- 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; head house receives a facelift. (Trains)
- Dec. 14, 1973 Amtrak restores *Vacationer* for winter New York-Miami run via ACL route; *Silver Star/Floridian* discontinued south of Jacksonville. (PTJ)
- Dec. 14, 1973 Amtrak places a second United Aircraft "TurboTrain" in service as the

Shoreliner. (Cinders)

- Dec. 15, 1973 A section of New York City's West Side Elevated Highway near Gansesvoort Market collapses under the weight of a truck; the entire highway is closed and eventually removed; a long struggle ensues between proponents of a depressed Interstate highway called Westway, and opponents who charge it will impair access to the river and want the money spent on public transit; eventually, West Street is converted to a boulevard at grade, the removal of shipping from the Hudson River piers ending the congestion that characterized it since the 19th century. (Trager)
- Dec. 16, 1973 LIRR begins offering half-fares on Sundays to attract automobile riders. (NYT)
- Dec. 17, 1973 Ice storm hits the 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 Canaan Branch is shut down for three days by ice on the rails and catenary; GG1's are required to tow "Metroliners" for several days; the ice storm later serves as the backdrop for an Ang Lee movie of the same name set in New Canaan. (NYT, Trains)
- Dec. 17, 1973 Amtrak inaugurates the Chicago-Champaign *Illini* as a 403 (b) train. (Zimmermann)
- Dec. 18, 1973 Frustrated in his hopes for higher national office, New York Gov. Nelson A. Rockefeller resigns and is succeeded by Lt. Gov. (Charles) Malcolm Wilson (1914-2000); combined with the economic downturn, this ends many of the big public works projects, including rail improvements, begun at Rockefeller's initiative. (Trager, Sobel)
- 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. 25, 1973 Arab oil states cancel an additional 5% cut in supplies to pro-Israel nations set for Jan. 1974. (wiki)
- 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. (NYT, AmtkNews)

- 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.
- Dec. 28, 1973 General Motors Corporation lays off 86,000 workers because of falling sales of heavy, gas-guzzling American cars. (AmrcnDeds)
- Dec. 31, 1973 Dow Jones industrial average closes at 850.86, down from 1020.02 at the end of 1972. (Trager)
- 1973 Penn Central closes the New Haven station building, leaving only a tunnel to the platforms. (NYT)
- 1973 Amtrak gives 30th Street Station its first complete interior cleaning since the 1930s at a cost of \$33,000. (AR)
- 1973 Amtrak reequips the Boston-Washington *Merchants Limited* with entirely refurbished Heritage Fleet equipment; becomes the best Northeast Corridor conventional train. (Zimmermann)
- 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. (AR)
- 1973 MTA and ConnDOT order an additional 100 M-2 "Cosmopolitan" MU cars for the New Haven Line. (MTA AR)
- 1973 Most of the head house of South Station, Boston, demolished; Northwest corner is finally spared after efforts by preservationists. (Humphrey)
- 1973 Work begins on new railroad station and parking garage behind Washington Union Station. (Harwood)
- 1973 Rail Development, Incorporated, incorporated in Pa. as a short line operator; parent of the Octoraro Railway. (Railpace - verify PaCorps)
- 1973 Seaboard Coast Line Industries, Inc., completes 100% stock control of the Louisville & Nashville Railroad; begins operating all of its railroad

subsidiaries with unified management under the title “Family Lines.”
(Trains)

- 1973 Florida East Coast Railway is the first to eliminate cabooses and replace them with a “flashing rear-end device” (FRED), which eventually becomes the industry standard. (RRMPA)
- 1973 U.S. steel production peaks at 150 million tons, then falls sharply under foreign competition. (Warren)
- 1973 Peak year for Bethlehem Steel Corporation, with 23.7 million tons of raw steel and 16.6 million tons of steel products shipped, but return on income is only 4.9%. (Warren)
- 1973 Crane Co., which has purchased the CF & I Corporation in 1969, closes the former Roebling wire rope works at Trenton. (Zink)