

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

By Christopher T. Baer

1974

April 2015 Edition

All data subject to correction and change

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| Jan. 1, 1974 | LIRR removes second man from the cabs of passenger diesels. |
| Jan. 1, 1974 | Southern Railway acquires the Norfolk Southern Railway, running from Norfolk to Charlotte and Greensboro, N.C., gaining a superior line to Hampton Roads. (BDavis) |
| Jan. 2, 1974 | President Nixon signs Regional Rail Reorganization Act of 1973 (3R Act); establishes U.S. Railway Association (USRA) to develop a plan for retaining viable portions of northeastern rail network to be operated by a federally-funded Consolidated Rail Corporation (Conrail), which is to be up and running on Jan. 1, 1976; establishes a Rail Services Planning Office in the ICC; sets up three-judge Special Court to oversee separate bankruptcies and rule on valuation of properties taken for Conrail; act permits Pittsburgh & Lake Erie Railroad, which is still solvent, to stay out of Conrail; non-Conrail purchasers of bankrupt lines must work out labor issues before making purchases. (USRA) |
| Jan. 2, 1974 | Pres. Nixon signs legislation establishing a nationwide 55MPH speed limit to conserve gasoline; the projected saving is greatly overstated, and the states are intentionally lax in enforcement. (AmrcnDcnds) |
| Jan. 2, 1974 | Discussions between Pres. William H. Moore and Trustees Baker and Richard C. Bond over the future course of Penn Central in the wake of the 3R Act; Moore is fired. (NYT) |
| Jan. 2, 1974 | Amtrak announces substantial ridership increases in Nov.-Dec, 1973 because of gas shortages; "Metroliners" up 30%, regular Northeast Corridor trains up 37%, Empire Service 30%, NY-Fla. 26%, NY-Chicago 13%; also notes poor on-time performance of "TurboTrains". |

- Winter 1974 To meet energy crisis, Amtrak scours country for additional cars; finally buys 113 cars. (AmkNews)
- Winter 1974? Santa Fe Pres. John Reed withdraws Amtrak's permission to use the names *Super Chief* and *Texas Chief* because the quality of service "no longer reflects credit on the Santa Fe"; the *Super Chief* becomes the *Southwestern Limited* and the *Texas Chief* the *Lone Star*. (Zimmermann - verify date)
- Jan. 3, 1974 PRSL discontinues passenger service on the Wildwood Branch. (PCRR - see 1973!!)
- Jan. 3, 1974 Miami section of the *Floridian* No. 93 is the last train to use the 1919 Jacksonville Terminal station; had required back-up moves ever since through passenger service on the Florida East Coast Railway was halted by strike in 1963; new Amtrak station opens 4 miles from downtown. (Trains, PTJ)
- Jan. 4, 1974 Penn Central announces that William Harreld Moore has "relinquished" his job as President & CEO, citing his failure to obtain regulatory reform, reduce crew size, abandon lines and offload commuter losses and different route to be taken under 3R Act; at same time, Jervis Langdon resigns as Trustee to become Pres.; Trustees commend Moore for "spectacular" achievements; Moore continues to collect a \$165,000 salary under his 5-year ironclad contract dating from Sep. 1, 1970; the press spreads rumors of a showdown between the traditional railroaders Moore and Langdon and the lawyers led by Robert W. Blanchette. (NYT, PhInq, Trains, RyAge)
- Jan. 4, 1974 In a sign of the 70s, a federal judge orders the reinstatement of two LIRR conductors fired in Aug. 1973 for wearing long hair. (NYT)
- Jan. 6, 1974 Amtrak restores a second "TurboTrain" round trip. (, NYT - see 12/14/73)
- Jan. 6, 1974 U.S. returns to Daylight Savings Time in midwinter because of the Energy Crisis, but forcing most people to travel to work or school before sunrise. (NYT)
- Jan. 9, 1974 Judge Fullam sets hearings for Mar. 25 on question of whether Penn Central is to be reorganized under the 3R Act.
- Jan. 9, 1974 U.S. Supreme Court reverses the Circuit Court of Appeals ruling that let the National Association of Railroad Passengers sue Amtrak over service abandonments; Justice William O. Douglas dissents, following his consistent New Deal philosophy that the courts exist to protect the

“little guy”; he holds that the purpose of the Amtrak law was to “protect the railroad passenger,” not to preserve the most viable passenger service from extinction; he calls Amtrak a “for-profit corporation,” and holds that the courts are the citizen’s only safeguard against business or bureaucratic “absolutism”; the Court’s ruling limits suits against Amtrak to those brought by the Attorney General or by employees seeking redress; this ends the practice of appealing passenger service cuts to state regulatory agencies or the ICC; now the only way to affect service levels is to lobby Congress, so that all Amtrak service and route decisions become politicized. (414 US 453, RyAge, Wilner)

- Jan. 11, 1974 Judge Fullam permits Penn Central to comply with 4% wage increase; approves appointment of Jervis Langdon as fourth and last President of Penn Central Transportation Company and Robert W. Blanchette as Trustee to replace Langdon. (PhlInq)
- Jan. 11, 1974 Trailer Train Company forms subsidiary American Rail Box Car Company, later Railbox Company, in Delaware to build and lease a box car pool to meet U.S. shortage of box cars. (DelCorps,)
- Jan. 15, 1974 Democrat Brendan T. Byrne (1924-) inaugurated as Gov. of New Jersey. (NYT)
- Jan. 1974 Penn Central issues an unusual public relations movie called *Penn Central 1974*, aimed at convincing Congress, shippers, et al., that it is not crying wolf in proclaiming its bankrupt state; movie shows derailments, slow orders, cars rocking dangerously on spongy track, etc., as well as some scenes of good service, all narrated by actual employees; most "good" scenes are on ex-NYC and most "bad" scenes on ex-PRR or New Haven. (Trains - doesnt have date!!)
- Jan. 1974 Penn Central has to hold 295 trains for power, vs. 135 in Jan. 1973; outlawed crews who have been in service for 12 hours cost \$420,000, vs. \$256,000 in Jan. 1973; is having more than 20 derailments a day costing over \$2.3 million. (Trains)
- Jan. 1974 Price of diesel fuel is up 53% since Oct. 1973.
- Jan. 1974 *Official Guide of the Railways*, published monthly since 1868, becomes bi-monthly and freight only; a separate passenger edition is added later. (Trains)
- Jan.? 1974 Canadian National Railway returns one United Aircraft “TurboTrain” to Montreal-Toronto service. (Trains)

- Jan. 18, 1974 Israel agrees to withdraw from captured Egyptian territory west of the Suez Canal. (wiki)
- Jan. 19, 1974 Ex-PRR General Solicitor Windsor F. Cousins (1900-1974) dies at University of Pennsylvania Hospital in Philadelphia at age 73. (RyAge)
- Jan. 21, 1974 Penn Central Trustees tell Judge Fullam that the Three R Act supersedes their 1972 memo of understanding with SEPTA for operating the commuter service and demand that SEPTA pay the rent. (PhlInq)
- Jan. 21, 1974 Pres. Nixon decides to target inflation rather than unemployment and thus triggers the Great Recession, the worst downturn between the 1930s and the early 1980s; traditional economic thinking had focused on coping with problems of demand since the 1930s and proves counterproductive in dealing with problems of supply that characterize the 1970s, including natural and man-made shortages. (Matusow)
- Jan. 21, 1974 GE unveils first of 20 M-2 "Cosmopolitan" MU cars with bar car configuration. (NYT)
- Jan. 23, 1974 Reading Trustee Richardson Dilworth (1898-1974) dies. (AR)
- Jan. 25, 1974 New Haven Trustee Richard J. Smith files in U.S. District Court to challenge the constitutionality of the 3R Act on the grounds it denies due process to Penn Central's creditors; the New Haven Trustees hold \$124 million in secured debts of PC, including \$35 million in defaulted bonds. (NYT)
- Jan. 25, 1974 Twelve banks and insurance companies holding \$800 million in Penn Central securities file in U.S. District Court in Philadelphia to challenge constitutionality of 3R Act.
- Jan. 26, 1974 *New York Times* reports on ICC investigation of President Moore's misappropriation of company funds; Penn Central notes that he had company employees work on his house but later reimbursed the company, and the sum was less than \$1,000; not a factor in his resignation. (NYT)
- Jan. 26, 1974 Federal judge orders LIRR to reinstate second man in cab of passenger diesels pending negotiations with BLE. (NYT)
- Jan. 29, 1974 Penn Central Company joins suit to declare 3R Act unconstitutional. (PhlInq)
- Jan. 31, 1974 Independent truckers strike to protest increased fuel prices and reduced

- speed limit. (NYT)
- Early 1974 Fort Street Union Depot in Detroit razed. (Trains)
- Feb. 1, 1974 US DOT publishes *Rail Service in the Midwest and Northeast Region*, also known as the "Red Line Report", a preliminary report on rail consolidation, retaining only those segments which generate a specified minimum of carloadings; finds 15,575 of 61,184 route miles are unprofitable and should be considered for abandonment; shippers, localities and politicians attack the plan; would eliminate 37% of railroads in Indiana, 34% in New York, 17% in New Jersey. (Rept)
- Feb. 1, 1974 United States Railway Association (USRA) incorporated as a government corporation to handle the transition to Conrail under 3R Act; made an independent corporation to isolate it from political pressures; ICC's power over mergers and abandonments ceded to USRA in respect to bankrupts; of the 11-member USRA Board, 3 are government officials - the Secretaries of the Treasury and Transportation and the Chairman of the ICC; the others are drawn from management, labor, shippers and banks; in creating the USRA, Congress shows it does not trust the U.S. DOT, which has been pressing for liquidation of the bankrupt railroads. (USRA, Gallamore, Trains)
- Feb. 1, 1974 Senior VP-Operation J. Bruce Addington resigns because of a heart condition; Albert M. Schofield promoted from VP-Reorganization Planning to Senior VP-Operation; posts of Assistant VP-Operations-East and Assistant VP-Operations-West abolished; Richard B. Hasselman promoted from Assistant VP-Transportation to VP-Transportation; Nelson A. Sharfman of Wyer, Dick & Co. appointed VP-Reorganization Planning; Charles T. Popma appointed to emeritus position on Schofield's staff; Benjamin J. Gordon appointed Chief Engineering Officer replacing Popma; Assistant VP-Operations East & West abolished and regional General Managers report directly to Schofield; Edward L. Claypole made Assistant VP on Hasselman's staff; Edward P. Frasher named Assistant VP-Passenger; Ernest R. Varalli named Assistant VP-Budget Planning; George F. Daniels named Assistant VP-Labor Relations.
- Feb. 1, 1974 New organization in Sales & Marketing Dept.: Assistant VP-Sales & Marketing Vincent J. Floyd named Assistant VP-Industrial Development; Assistant VP-Automotive Welborn E. Alexander named Assistant VP-Sales & Marketing, replacing Floyd; Malcolm S. Sanders named Senior Traffic Officer-Automotive.
- Feb. 1, 1974 Former Assistant VP-Purchases John S. Fair (1905-1974) dies at Bryn

- Mawr Terrace nursing home. (Mutual, RyAge)
- Feb. 4, 1974 Penn Central places first "Cosmopolitan" bar cars in service on New Haven Line. (NYT)
- Feb. 4, 1974 Boston & Maine __ petitions court to remain under the Bankruptcy Act and not become a part of Conrail.
- Feb. 6, 1974 House grants Judiciary Committee broad powers to investigate Pres. Nixon's involvement in the Watergate affair. (NYT)
- Feb. 7, 1974 Penn Central releases 1973 financial statement; posts \$172.5 million loss vs. \$222.8 million in 1972. (PR)
- Feb. 8, 1974 Snowstorm snarls Northeast Corridor traffic; all "Metroliners" again have to be pulled by GG1's; 4 "Metroliners" have now been rebuilt with roof blisters for relocated electrical gear. (Cinders)
- Feb. 8, 1974 Robert H. Smith promoted to Chief Engineer-MofW, replacing Benjamin J. Gordon. (PR)
- Feb. 9, 1974 Fifteen cars of a 68-car northbound freight derail at Frankford Jct. at 4:15 PM, blocking all four main line tracks; one track opened at 6:30. (SEPTA)
- Feb. 11, 1974 Secretary of State Henry Kissinger announces a plan to make the U.S. energy-independent. (wiki)
- Feb. 12, 1974 Penn Central Trustees apply to US DOT for \$11.1 million in emergency aid to cover cash shortfall projected by end of March.
- Feb. 12, 1974 Outbound Trenton express sideswipes inbound Trenton local entering Suburban Station in the tunnel at 19th Street at 5:20 PM; 12 injured. (SEPTA)
- Feb. 15, 1974 Penn Central tests first prototype of RailPac auto carrier at Ford's Wayne, Michigan, Plant; tri-level rack covered with steel mesh attaches to regular TOFC flat cars. (PR)
- Feb. 15, 1974 Penn Central begins exercising grace periods for \$7.8 million in loan and equipment trust payments falling due. (PR)
- Feb.? 1974 DOT United Aircraft "TurboTrain" No. 52-53 has logged 1 million miles. (Trains)
- Feb. 1974 Third United Aircraft "TurboTrain" set No. 56-78-79-57 arrives from

- Canada and tested in Chicago-St. Louis service. (Trains)
- Feb. 1974 Penn Central experiences 1,179 derailments from deteriorating track during the month, up sharply since Sep. 1973. (PhlInq)
- Feb. 1974 “HOMER” Interlocking placed in service at Altoona. (altoonaworks.info)
- Feb. 20, 1974 SEPTA “Silverliner IV” MU cars No. 9002, 9010 and 9018 towed from Wayne Jct. to Penn Central for test runs between New Brunswick and Trenton. (SEPTA, MrkrLmp)
- Feb. 21, 1974 SEPTA unveils General Electric “Silverliner IV” MU car No. 9018, built for the Reading. at Suburban Station; the name “Silverliner” is unveiled as well, and the earlier batches of cars become known as “Silverliner” I-III; SEPTA order is for 130 cars (Nos. 270-399) for Penn Central and 14 (Nos. 9018-9031) for Reading; cars seat 129 with 3-2 seating; use same car body as NJ DOT's "Jersey Arrow II" cars except NJ cars have center sliding doors for high-level platforms; on SEPTA cars, the doors are filled with a window panel and the space occupied by four pairs of facing seats; the 14 Reading and 34 Penn Central cars are single MU's, and 96 Penn Central cars (Nos. 304-399) are married pairs; unlike earlier “Silverliners,” cars have both pneumatic and dynamic braking; air inlets and braking resistors are housed in a roof blister; full delivery will permit retirement of last MP54's. (SEPTA, PhilaMetroliner)
- Feb. 21, 1974 ICC suspends proposed general freight rate increase, but permits increases on export grain and grain products.
- Feb. 1974 The American Automobile Association (AAA) reports that 20% of American gas stations have no fuel. (wiki)
- Feb. 22, 1974 Pres. Nixon orders drawdown of gasoline inventories to end gas lines, which disappear within a month. (Matusow)
- Feb. 22, 1974 J.A. Angert resigns as Penn Central Purchasing Agent. (MB)
- Feb. 23, 1974 New York attorney George Pins runs his first public excursion to the Mardi Gras with ex-PRR business car No. 120 *Pennsylvania* and heavyweight Pullman *Clover Colony*. (Trains)
- Feb. 25, 1974 U.S. Supreme Court declines to review lower court ruling giving Penn Central Trustees control over pension system and limiting payments to former officers to \$50,000 per year.

Feb. 26, 1974 Arthur Dee Lewis (1918-2008), former Pres. of Eastern Airlines, named consultant to the United States Railway Association. (USRA)

Feb. 1974 Penn Central suffers 1,179 derailments for month.

Mar. 1, 1974 Three-judge Special Court created within the federal judiciary to have special jurisdiction and expedite lawsuits involving reorganization of the bankrupt Northeastern railroads under the leadership of Appellate Judge Henry J. Friendly (-). (Gallamore)

Mar. 1, 1974 Maryland DOT begins subsidizing B&O commuter service between Baltimore, Washington and Brunswick, covering one-half of cost; Penn Central's Baltimore-Washington commuter service remains unsubsidized until at least 1975.

Mar. 1, 1974 Penn Central Trustees exercise grace periods on \$3 million in equipment obligations coming due today. (PR)

Mar. 4, 1974 Pa. Gov. Milton J. Shapp claims that the federal government's rail abandonment plan will cost the state 56,000 jobs. (PhlInq)

Mar. 4, 1974 Lehigh Valley Railroad Trustee John F. Nash notes that his cash position is so poor, LV must halt operations unless it receives \$8 million in federal grants.

Mar. 5, 1974 Indianapolis Union Railway Board reports it is near closing with Union Station Associates for sale of Union Station head house. (MB)

Mar. 6, 1974 MTA and CTA announce they will purchase 100 more M-2 "Cosmopolitan" MU cars to replace the last of the old New Haven equipment in electrified territory. (NYT)

Mar. 6, 1974 Pennsylvania Railroad Historical & Technical Society incorporated in Pennsylvania as a non-profit corporation, successor to Pennsylvania Research & Information Association. (PRRTHS)

Mar. 7, 1974 MTA opens new Croton-Harmon station on the Hudson Line. (MTA AR)

Mar. 12, 1974 Pa. PUC testifies before the ICC that the proposed abandonments of 1,450 miles of railroad will have "devastating effects." (PhlInq)

Mar. 1974 Trainshed of Louisville Union Station demolished. (See above)

Mar. 14, 1974 Amtrak reports Jan. 1974 ridership figures: *Metroliners* up 28% over 1973, regular Corridor trains 46%, NY-Florida, 60%.

- Mar. 15, 1974 Penn Central has 8,475 miles under slow orders, vs. 6,286 miles in 1973; almost 5,000 miles are main line track. (Trains)
- Mar. 15, 1974 B&O closes its Mount Clare Shops in Baltimore after 144 years. (Trains)
- Mar. 15, 1974 Black Mesa & Lake Powell Railroad opens between coal mines and the Navajo Power Station; first railroad to be powered by 50,000-volt a.c. electrification and semi-automated operation; uses six 6,000 HP locomotives built by General Electric Company. (Marshall)
- Mar. 1974 Ground broken for conversion of Washington Union Station into National Visitor Center; to be finished by the Bicentennial in July 1976; garage has been cut back from 4,000 cars to 1,200 cars, and bus terminal dropped. (Harwood)
- Mar.? 1974 Port Authority of Allegheny County (PAT) takes over B&O's Pittsburgh-McKeesport commuter service; is to use two E-8 powered push-pull trains to replace B&O's 5 RDC's. (Trains)
- Mar. 17, 1974 Pair of SEPTA's General Electric "Silverliner IV" MU cars makes test run on Penn Central Chestnut Hill Branch. (Trains, SEPTA)
- Mar. 17, 1974 World-famous Philadelphia architect Louis I. Kahn (1901-1974) dies in a Penn Station men's room of a heart attack; he has just completed a grueling trip from Bangladesh where he was supervising his last commission and was about to return to his home in Philadelphia. (PhlInq)
- Mar. 17, 1974 Part of Terre Haute, Ind., evacuated following leakage of vinyl chloride gas from derailed Penn Central freight train. (NYT)
- Mar. 18, 1974 Judge Fullam orders Penn Central to prepare to end Philadelphia commuter service on Apr. 1, 1974 unless SEPTA makes settlement of \$5.75 million in overdue rent by Mar. 27. (PhlInq)
- Mar. 18, 1974 Pres. Nixon names Edward G. Jordan (1929-2001), a California insurance executive, Pres. of the United States Railway Association. (USRA)
- Mar. 18, 1974 Arab oil embargo officially ends following Henry Kissinger's shuttle diplomacy between Israel and Egypt; once the embargo ends, businesses begin borrowing to expand, causing a credit crisis; prime rate rises from 8.75% in Mar. to 10.25% in Apr. 1974. (Matusow)

- Mar. 19, 1974 Boston & Maine __ sponsors an three-day inspection tour behind ALCO PA's from Rigby Yard in Portland, Maine, to Potomac Yard to promote a B&M-D&H-LV-Reading-B&O freight route utilized by symbol freights NE-84 and NE-87. (Trains)
- Mar. 19, 1974 Chicago-area voters approve creation of the Regional Transportation Authority by narrow margins; measure passes in the city, but not in the suburbs. (Young)
- Mar. 20, 1974 Philadelphia District Attorney F. Emmett Fitzpatrick, who has replaced defeated Arlen Specter, announces he is dropping fraud charges against Charles J. Hodge and David Bevan for lack of evidence. (NYT, Salsbury)
- Mar. 26, 1974 MTA reports that half-fare Sundays have increased ridership by 61% on Penn Central and 49% on LIRR.
- Mar. 25, 1974 Judge Fullam begins hearings on Trustees' proposal to reorganize under 3R Act; the Penn Central Trustees tell Fullam that they will be unable to reorganize as a money-making business in a reasonable time. (PhlInq)
- Mar. 27, 1974 New York State Human Rights Commissioner rules that LIRR's 5'-7" height limit for train crews is illegal discrimination because it bars 95% of female applicants. (NYT)
- Mar. 27, 1974 Penn Central Trustees tell Judge Fullam of their plan to end SEPTA commuter service. (PhlInq)
- Mar. 28, 1974 ICC refuses to hold open hearings on alleged misconduct of ex-Pres. Moore; approves Robert W. Blanchette (1932-2001) as Trustee, replacing Jervis Langdon. (NYT)
- Mar. 29, 1974 Joseph L. Castle named co-trustee of the Reading Company, replacing Richardson Dilworth, deceased. (Rdg)
- Apr. 1, 1974 Jervis Langdon, Jr. (1905-2004), becomes President & CEO of Penn Central Transportation Company to manage transition to Conrail. (NYT)
- Apr. 1, 1974 Trustees exercise grace period on \$10.8 million of equipment obligations due today; available cash is down to \$15.7 million. (PR)
- Apr. 1, 1974 "ROSE" Interlocking remoted from "ALTO" Tower at Altoona. (Loeb)
- Apr. 1, 1974 Wage and price controls are lifted in 165 industries. (AmrcnDcnds)

- Apr. 3, 1974 Trustees present report on reorganization planning to Judge Fullam; state that they will recommend reorganization under the 3R Act (i.e., into Conrail) providing certain conditions met by the July 1, 1974 deadline set by the act; want further assurance that the Penn Central Estate will receive fair compensation, either by an amendment to the Act or a Supreme Court ruling that can recover additional compensation through the courts; otherwise will recommend an equity receivership without compulsory conveyance to Conrail. (Trains, PhlInq)
- Apr. 3, 1974 Between 2:00 PM and 10:00 PM, 148 tornadoes touch down in 13 states from Mississippi to Ohio; 330 killed and 5,484 injured; worst hit is Xenia, Ohio, where a tornado cuts a swath up to a half mile wide and 32 miles long passing through the center of town; 33 killed and 1,150 injured; the town never completely recovers. (AmHist)
- Apr. 4, 1974 Penn Central Trustees apply to US DOT for \$40 million grant under 3R Act to continue operations.
- Apr. 4, 1974 SEPTA announces it has settled with the Penn Central Trustees over money owed for leasing the commuter operation. (PhlInq)
- Apr. 4, 1974 FRA offers to pay \$5.9 million of PC equipment obligations due in April under same terms as it paid \$10.8 million for Feb. and March.
- Apr. 8, 1974 B&O Transportation Museum closes for major repair work. (Trains)
- Apr. 9, 1974 Penn Central Trustees complete filing motions to intervene in four suits challenging the constitutionality of the 3R Act as confiscation without proper compensation; brought by New Haven Trustees, Penn Central Company, Manufacturers Hanover Trust and a group of five insurance companies and seven banks who are creditors of Penn Central.
- Apr. 10, 1974 Penn Central Company sues federal government in the U.S. Court of Claims for \$280 million; claim Congressional resolution requiring railroad to keep operating through 1973 is taking property without compensation. (PhlInq)
- Apr. 10, 1974 Judge Fullam revises order to allow Penn Central to reopen SEPTA negotiations.
- Apr. 1974 PATH Administration Building opens at Journal Square Transportation Center. (PA AR)
- Apr. 1974 Port Authority applies for federal funds to build PATH extension to

Plainfield.

- Apr. 1974 SEPTA places first of 14 "Silverliner IV" MU cars for Reading lines in service. (SEPTA)
- Apr. 15, 1974 Pennsylvania Company pays last of five dividends in arrears since 1970. (AR)
- Apr. 15, 1974 Pres. Nixon lifts wage and price controls on food retailers and wholesalers. (AmrcnDcnds)
- Apr.? 1974 Amtrak assumes formal jurisdiction over 200-series "Clockers" and 600-series Harrisburg trains, which are finally ruled to be "intercity." (Trains)
- Apr. 1974 David P. Morgan and J. David Ingles publish a photo essay in *Trains* entitled "Fallen Flags"; the term catches on as a label for longstanding railroad companies being erased by bankruptcy or merger. (Trains)
- Apr. 17, 1974 Gov. Malcolm Wilson orders New York State to buy Penn Central's 118-mile Adirondack Branch within the limits of Adirondack State Park.
- Apr. 17, 1974 After Teamsters Union pickets close its TrailVan terminals, Penn Central and Pennsylvania Truck Lines, Inc., announce they will drop their plan to shift union jurisdiction over terminal employees from the Teamsters to the Brotherhood of Railway & Airline Clerks. (PhlInq)
- Apr. 18, 1974 With former N.J. Gov. William T. Cahill out of office, MTA Chairman and Rockefeller general factotum William J. Ronan (1912-) is unanimously elected Chairman of the Port Authority of New York & New Jersey in a move seen as portending a greater commitment to mass transit on the part of the Authority. (NYT, Doig)
- Apr. 19, 1974 Court hearings on new Amtrak contract for 1973-75; calls for payment of \$134.5 million a year to PC or an increase of \$10-12 million, with penalties for excessive delays or poor service.
- Apr. 22, 1974 Norman J. Hull promoted to VP & Controller, replacing VP-Finance & Accounting William R. Devine retired to consulting position; Manager-Special Studies Bernard M. Reager named Director-Planning Coordination to work on transfer of property under 3R Act. (date of press release)
- Apr. 29, 1974 "MAPS" (Material Accounting & Purchasing System) inaugurated at System Data Centers. (PR)

- Apr. 30, 1974 Congress allows federal wage and price controls to expire; creates another supply shock to the economy as everyone rushes to raise prices, and inflation soars. (Matusow)
- Apr. 30, 1973 Judge Fullam approves Trustees' petition for \$18 million DOT grant to cover cash shortfall.
- Apr. 30, 1974 Pres. Nixon names Arthur D. Lewis to be Chairman of the United States Railway Association. (USRA)
- Apr. 30, 1974 N.J. Gov. Brendan Byrne signs bill repealing the 1962 bi-state covenant barring Port Authority from using surplus funds for mass transit; similar bill pending in New York. (NYT)
- Apr. 30, 1974 Bankruptcy court rules that Erie Lackawanna Railway is reorganizable under Chapter 77.
- Apr. 30, 1974 *Floridian* derails at Winnemac, Ind., because of deteriorated track. (AmtkNews)
- May 1, 1974 Judge Anthony G. Augelli rules CNJ is not reorganizable under Chapter 77 and must liquidate or go into Conrail.
- May 1, 1974 Court rules that Ann Arbor Railroad is not reorganizable under Chapter 77 and arranges for transfer to Conrail. (RyAge)
- May 1, 1974 Test run of "AutoTrak", Amtrak's answer to Auto-Train, arrives in Sanford, Fla.; Amtrak plans to offer service between Indianapolis and Kissimee, Fla. (Trains)
- May 1, 1974 Amtrak opens its Brighton Park Turbo Maintenance Facility near Chicago for Turbo trains used in Midwest Corridor services. (Zimmermann)
- May 2, 1974 Judge Fullam rules that Penn Central and Lehigh Valley Railroad are not reorganizable under Chapter 77 and must liquidate or join Conrail; Judge J. William Ditter makes a similar ruling on the Reading; bankruptcy judge in Boston holds that Boston & Maine Railroad is reorganizable; Judge Fullam also rules that the United New Jersey Railroad & Canal Company, the Cleveland, Cincinnati, Chicago & St. Louis, the Cleveland & Pittsburgh, the Connecting Railway, the Delaware Railroad, the Michigan Central, the Northern Central, the PB&W, the Philadelphia & Trenton, the Pittsburgh, Youngstown & Ashtabula, the PFW&C and the Union Railroad Company of Baltimore are all reorganizable as income-producing properties. (RyAge, AR, PR)

- May 2, 1974 ICC issues report in opposition to DOT plan to abandon about 25% of rail route-miles in Northeast and Midwest.
- May 2, 1974 Liberal Democratic Senators Walter Mondale (1928-) and Hubert Humphrey (1911-1978) introduce a bill to block all railroad abandonments for two years pending a federal study.
- May 2, 1974 SEC brings civil charges of fraud against Penn Central Company, its subsidiaries, and former directors and officers; defendants include Saunders, Bevan, Goetz, Francis N. Rosenbaum, Joseph H. Rosenbaum, Angus Wynne, Peat, Marwick, Mitchell & Co., et al.; charges include making false and misleading statements to investors and stockholders and diversion of funds; the SEC demands the return of the \$4 million taken in Liechtenstein and that Bevan “disgorge” the profits he made on pre-bankruptcy sales of the Penn Central stock. (NYT, PhlInq)
- May 2, 1974 Goldman, Sachs & Co. signs consent decree with SEC, which alleges fraud and misrepresentation in sales of Penn Central commercial paper. (NYT)
- May 2, 1974 David L. Yunich (1917-2001), retired Vice Chairman of R.H. Macy & Co. department stores, succeeds William J. Ronan as Chairman of the MTA; starts commuting by car instead of by Penn Central. (NYT)
- May 3, 1974 Penn Central begins two days of tests of the upgraded General Electric “Metroliner” R&D cars Nos. 862 & 867 on the test track up to 125 MPH; Amtrak is still debating whether to proceed with the program, which is behind schedule. (WatsonPapers)
- Spring 1974 Ex-PRR Polk Street freight warehouse in Chicago demolished.
- May 7, 1974 Penn Central begins the first test runs of the upgraded Westinghouse “Metroliners” Nos. 815-816 between “COUNTY” and “MILLHAM” at speeds up to 125 MPH. (WatsonPapers)
- May 7, 1974 Joseph L. Castle named co-trustee of the Reading Company, replacing Richardson Dilworth, deceased. (AR)
- May 8, 1974 Fire from sparks from passing freight train damages eastern end of Poughkeepsie Bridge; tracks are twisted from the heat; not repaired, as Penn Central routes all New England traffic via the old Boston & Albany line. (Trains, Mabee)
- May 8, 1974 Penn Central freight OV-8 rams the lowered concrete counterweight of the Cuyahoga River drawbridge in Cleveland; engineer and fireman

killed and bodies of both locomotives crushed and sheared off above the frames, which pass under the counterweight and fall into the river; operator at “DB” Tower had failed to countermand a radio order to proceed, when he raised the bridge, and the train crew followed the radio command rather than the signals. (Trains)

- May 9, 1974 Democrat-controlled House Judiciary Committee begins impeachment hearings against Pres. Nixon. (WrldAlmnc)
- May 10, 1974 Franklin National Bank of New York cancels dividend, first major bank to do so since the early 1930s. (Matusow)
- May 12, 1974 Federal Reserve orders loans to bail out Franklin National Bank of New York, but soon resumes its tight-money policy. (Matusow)
- May 14, 1974 N.J. PUC begins hearings on threats to safety posed by deteriorated conditions on NY&LB. (NYT)
- May 14, 1974 Gov. Brendan Byrne signs bill providing \$55.7 million to electrify NY&LB between South Amboy and Red Bank. (NYT)
- May 15, 1974 Penn Central applies to the USRA for \$275 million in interim financial assistance for plant and equipment expenses. (USRA)
- May 15, 1974 Responding to public pressure, the Delaware River Port Authority approves \$114,500 for a study for extending the PATCO high-speed line from Lindenwold to Atco and branches to Gloucester and Moorestown. (PhlInq)
- May? 1974 Amendment to 3R Act exempts Pittsburgh & Lake Erie Railroad from being included in Conrail. (Trains)
- May 1974 Amtrak carries the nine millionth “Metroliner” passenger. (WatsonPapers)
- May 18, 1974 First rebuilt General Electric “Metroliner” R&D cars Nos. 862 & 867 tested between New Brunswick and Trenton at 150 MPH for Amtrak and DOT officials; some electrical gear relocated from underneath floor to blister on roof to prevent overheating. (WatsonPapers,)
- May 19, 1974 Penn Central establishes Northeast Corridor Region consisting of Eastern Region passenger lines (Shappell), effective Aug. 1.
- May 19, 1974 New LIRR timetable adds 47 weekday trains with fewer changes at Jamaica. (Cinders)

- May 19, 1974 Southbound *Washingtonian* renamed *Montrealer*; westbound *George Washington* renamed *James Whitcomb Riley*; *Valley Forge* extended to Boston on weekends; *National Limited* begins running "subject to delays" because of bad track west of Pittsburgh; weekend service between New York and Boston increased with introduction of *The Bostonian* between New York and Boston (Fri. & Sun.), *The Knickerbocker* between Boston and New York (Sun.), and *The Mayflower* between Washington and Boston (Fri.); the *Bunker Hill* northbound and *Quaker* southbound are renamed *New Englander* in both directions. (PassDept, AmtkNews)
- May 19, 1974 Amtrak adds refurbished pub lounge cars to the *Broadway Limited* and *Silver Star*; adds dining cars to certain Northeast Corridor trains, including *Southern Crescent*, *Bostonian*, *Knickerbocker*, *Senator* and *New Englander*. (AmtkNews)
- May 19, 1974 Amtrak issues a redesigned Form A "All America" schedule and Form B Northeast Corridor, Form C Midwest and Form D West Coast schedules. (AmtkNews)
- May 20, 1974 LIRR begins major schedule changes, including zone changes; increases the number of weekday trains from 665 to 714 and speeds up most runs; improvements made possible by replacement of older equipment by 770 "Metropolitan" cars; last non-air conditioned cars retired; 1960s MU cars have motors removed for diesel push-pull service; new multi-colored train destination signs and public address speakers installed at Penn Station. (MTA AR, NYT)
- May 20, 1974 CNJ restores passenger service between Hampton and Phillipsburg, N.J., abandoned with the Aldene Plan in Apr. 1967; two rush hour and one midday trip operating from Penn Station, Newark. (tt, Trains)
- May 1974 Penn Central ships modules for 175-room Marriott motel from East Rochester to Bloomington, Minn. in three unit trains. (press rel. is 5/9)
- May 24, 1974 Penn Central Trustees and institutional investors file separate briefs with Judge Fullam asking Chapter 77 proceedings be terminated, opening the way to liquidation.
- May 24, 1974 Auto-Train Corporation begins Louisville-Florida service three times a week. (Trains, Key)
- May 26, 1974 Three-judge Federal Special Court rules that the 3R Act is unconstitutional because companies are not reimbursed for losses incurred while Conrail is pending and cannot abandon service or sell assets to other railroads. (Trains - or later? - see 6/25)

May 28, 1974 Amtrak establishes an Adequacy of Service Bureau for complaints. (AmtkNews)

May 29, 1974 Penn Central Trustees file for \$1.76 million in FRA funds to repair Poughkeepsie Bridge.

May 30, 1974 Pres. Nixon nominates the remainder of the Board of the United States Railway Association. (USRA)

May 30, 1974 Penn Central receives first of 200 new Flexi-Flo air pressure covered hoppers.

May 30, 1974 13 of 14 cars of *Floridian* derail near Wicamac, Ind., north of Logansport; 20 injured. (Trains)

May 31, 1974 U.S. DOT approves Amtrak's acquisition of six new ANF-Frangeco "Turboliners" for \$17 million. (AmtkNews)

June 1, 1974 Penn Central extends Northeast Corridor Region to include passenger routes on Northeastern Region (ex-New Haven lines). (Shappell - see 8/1, no NEC Region earlier)

June 2, 1974 *New York Times* survey finds most LIRR riders now satisfied with improvements made since 1966. (NYT)

June 2, 1974 SEPTA increases service to Elwyn from 26 to 43 trains per day by extending local service from Media. (SEPTA)

June 3, 1974 Penn Central creditors and stockholders sue in U.S. District Court in Philadelphia to have 3R Act declared unconstitutional.

June 3, 1974 U.S. DOT announces that it has approved Amtrak's acquisition of 200 "Amfleet" cars based on the Budd "Metroliner" body shell, and six 5-car French "Turboliners," but has rejected 14 "Turboliners" for New York-Boston service, as it believes that the line can be electrified in 3 to 5 years. (RyAge)

June 3, 1974 Pennsylvania Company exchanges 80,000 shares of Norfolk & Western Railway common for \$10.4 million in N&W convertible debentures; this is the final exchange of N&W stock called for by the 1964 ICC ruling; Pennsylvania Company still owns 249,389 shares of N&W common. (AR)

June 4, 1974 ICC approves 10% freight rate increase in *Ex Parte* 305, but on condition that the money be used only for road and equipment

improvements and to cover the increased cost of supplies other than fuel. (, Trains)

- June 1974 After ICC rate increase, Penn Central stops showing its *Penn Central 1974* movie. (Trains)
- June 5, 1974 Amtrak orders an additional 200 Amfleet cars from Budd. (AmtkNews)
- June 5, 1974 Waynesburg & Washington 2-6-0 No. 4 moved from Greene County Fairgrounds to the Greene County Historical Society Museum two miles east of Waynesburg. (Koehler)
- June 6, 1974 PRSL embargoes freight from the Wildwood Branch because of the poor condition of the drawbridge. (PCRR)
- June 6, 1974 Frank L. Manganaro promoted from Manager-Environmental Control to new post of Director-Environmental Control & Energy Conservation under General Mechanical Superintendent-Engineering & Research E. Thomas Harley. (date of press release)
- June 6, 1974 Penn Central freight train derails inside mile-long Haverstraw Tunnel on ex-West Shore line; chemical fire breaks out in derailed tank cars that burns for three days before finally being extinguished with water cannons. (NYT)
- June 10, 1974 U.S. Supreme Court declines to review a lower court decision blocking the effort of Penn Central Trustees to seize Goetz's American assets in retaliation for his refusal to release Penn Central's \$4 million held in Liechtenstein. (NYT)
- June 11, 1974 Union Station Associates begin rehabilitation of head house of Indianapolis Union Station; subsequent inflation causes project to die a slow death. (Hetherington)
- June 13, 1974 Amtrak signs first interline ticketing agreement with Greyhound. (Zimmermann)
- June 14, 1974 Amtrak and Penn Central begin testing all four upgraded "Metroliner" cars between Wilmington and Landover. (WatsonPapers)
- June 16, 1974 New York Gov. Malcolm Wilson (-) signs a bill repealing the 1962 covenant that prevents Port Authority from using surpluses on mass transit; notes Port Authority has no excess funds and must raise tolls on bridges and tunnels to subsidize transit; bondholders vow they will seek to have the law declared unconstitutional. (NYT, Doig)

- June 16, 1974 Milwaukee Road ends electric service on its Mountain Division between Harlowton, Mont., and Avery, Idaho, leaving Penn Central with only extensive main line, non-commuter electrification. (Trains)
- June 17, 1974 U.S. Supreme Court rules that bankruptcy judges cannot settle counter-claims between creditors and debtors by simply setting them off against each other.
- June 17, 1974 *Floridian* derails at Greenswood, Ind., because of deteriorated track. (AmtkNews)
- June 17, 1974 CNJ resumes operation of a Saturday Race Train between Raritan and Monmouth Park because of the Energy Crisis; train makes a reverse movement to and from West 8th Street, Bayonne, long a major source of racetrack patrons. (tt)
- June 18, 1974 George Pierce Baker (1903-1995), former Dean of the Harvard Business School, resigns as Penn Central Trustee because of age; replaced by John H. McArthur (1934-), also of the Harvard Business School.
- June 19, 1974 Federal appeals court upholds lower court ruling requiring ICC to include environmental impact review as part of abandonment applications in suit brought by four states to delay or block abandonments.
- June 19, 1974 Milwaukee Road abandons its last electrification on its Rocky Mountain Division, 440 miles between Harlowton, Mont., and Avery, Idaho. (Trains)
- June 20, 1974 10% freight rate increase goes into effect. (RyAge)
- June 21, 1974 Amtrak purchases 6 French RTG “Turboliners”, including the two then being leased. (Zimmermann)
- June 22, 1974 Amtrak completes test runs of the four upgraded “Metroliner” cars as a single set. (WatsonPapers)
- June 24, 1974 Amtrak orders 25 GE 3,000 HP, C-C P30CH “Pooch” diesel locomotives; they suffer operating problems and shortage of parts. (Zimmermann, Wilner)
- June 24, 1974 Last freight train on PRSL Wildwood Branch removes all cars. (PRRFAX)
- June 24, 1974 Philadelphia Mayor Frank Rizzo announces a \$30 million federal grant

for the Airport Line; grants for all area transit projects total \$85 million. (PhlInq)

- June 25, 1974 U.S. District Court Judge John P. Fullam holds the third section of Three R Act unconstitutional in a suit brought by Penn Central institutional investors (*Connecticut General Insurance Co. v. Blanchette*), blocking the implementation of Conrail; USRA appeals. (USRA, Gallmore)
- June 26, 1974 Pa. Gov. Milton J. Shapp proposes a federal trust fund for northeastern railroads in the first of three days of ICC hearings on abandonments under the Three R Act. (PhlInq)
- June 27, 1974 Amtrak completes its ARTS nationwide computerized ticketing and reservations. (Zimmermann)
- June 27, 1974 Senate confirms appointments of United States Railway Association Board. (USRA)
- June 28, 1974 CNJ reorganization Judge Anthony Augelli rules Three R Act is an unconstitutional seizure of property without proper compensation. (NYT)
- June 30, 1974 B.N. Whitmire becomes Pres. of the Brotherhood of Locomotive Engineers, replacing C.J. Coughlin. (ble-t)
- Summer 1974 In response to the gas crisis, CNJ inaugurates the *Mermaid* as a weekend service running between Raritan and Bay Head Jct.; the train is a push-pull consist of ex-Missouri Pacific cars sandwiched between two locomotives; the train runs to West 8th Street, Bayonne, and back to Elizabethport to offer the first direct service between Bayonne and the shore since 1967, but this makes the route too indirect, and the service ends at the end of the summer. (Railpace)
- Summer 1974 SEPTA places the first of 130 “Silverliner IV” MU cars for the Penn Central lines in service. (SEPTA)
- July 1, 1974 Judge Fullam rules that Penn Central and Lehigh Valley Railroad should not join Conrail as the compensation provisions of the Three R act are unfair to owners. (NYT)
- July 1, 1974 Amtrak returns the four upgraded “Metroliner” cars to revenue service on train No. 100. (WatsonPapers)
- July 1, 1974 State of New York agrees to grant \$4.13 million to purchase and refurbish road and equipment for Delaware & Hudson Railway’s

- passenger service. (AR)
- July 1, 1974 U.S. Court rules that the Ann Arbor Railroad can be reorganized. (RyAge)
- July 1, 1974 Judge J. William Ditter rules that Reading can be reorganized if it transfers nearly all of its rail property to Conrail. (AR, NYT)
- July 1, 1974 Great Adventure, a 500-acre theme and safari park, opens in Jackson Township, Ocean County, N.J.; later owned by Penn Central subsidiary Six Flags, Inc. (NYT, Miller)
- July 2, 1974 Reading and Ann Arbor Railroad brought under the jurisdiction of the USRA. (RyAge)
- July 2, 1974 Sen. Hugh Scott announces that DOT will fund a high-speed rail line from Center City Philadelphia to airport. (NYT)
- July 3, 1974 Former Assistant VP-Transportation Adolph Mosby Harris (1907-1974) dies at Bryn Mawr Hospital; interment at churchyard of Church of the Redeemer. (Mutual, tombstone)
- July 5, 1974 Penn Central trustees announce they will appeal decree of U.S. District Court to Supreme Court.
- July 5, 1974 *National Limited* derails in Pennsylvania, injuring three employees. (Trains)
- July 9, 1974 *Preamble Express* leaves Boston on four month trip to 76 cities to arrange 1975-76 tour of *American Freedom Train*, a project of broker-steam enthusiast Ross Rowland that aims to copy the *Freedom Train* of the 1940s for the Bicentennial; combine and three coaches are ex-Reading cars last used on ___. (Trains)
- July 11, 1974 House passes \$200 million Amtrak subsidy and prohibits discontinuing any trains for one year.
- July 11, 1974 United States Railway Association Board sworn in: Arthur D. Lewis of Eastern Airlines, Secretary of Transportation Claude S. Brinegar, Secretary of the Treasury William E. Simon, ICC Chairman George M. Stafford, Gale B. Aydelott representing AAR, Frank H. Blatz representing cities, ex-PRR employee James E. Burke representing labor, Samuel B. Payne of Morgan Stanley & Co. representing the financial community, ex-Gov. William W. Scranton representing states, and William K. Smith of General Mills representing shippers. (USRA)

- July 11, 1974 United Aircraft Corporation announces that it will exit the train business after Amtrak selects French "Turboliners".
- July 13, 1974 Amtrak stages press runs for four upgraded "Metroliner" cars between New Brunswick and Trenton; GE had rebuilt cars No. 862 and 867; Westinghouse cars No. 815 and 816; main feature was a roof pod with dynamic brake coils and cooling air intakes; original design placed both under cars where they caused extreme heat and dirty cooling air; top operating speed reduced to 130 MPH; modifications cost \$500,000 per car vs. original construction cost of \$450,000; first test run hits 127 MPH, second 125 MPH and third 152 MPH; did not fix rough riding quality of trucks. (Trains, WatsonPapers)
- July 15, 1974 Senate confirms Arthur D. Lewis (1918-2008) as Chairman of United States Railway Association. (USRA)
- July 1974 ICC grants a 10% rate increase but specifies that the money is to be used to repair deferred maintenance and capital improvements. (Hoogenboom)
- July 16, 1974 Penn Central places the largest computer-controlled CTC system in the U.S. in service on the Pittsburgh Division; system developed by Union Switch & Signal Division of Westinghouse Air Brake Company controls all interlockings between Pittsburgh and Conpitt Jct., Jacks Run and Corliss, Port Perry and the Brilliant Branch; permits abandonment of 62 miles of third track; costs \$4.1 million; to be fully completed by Dec. 31, 1975; in fact, it is not completed until ca. 1976. (PCPost, CR)
- July 1974 Prime rate hits 12%, a new high.
- July 1974 New Jersey begins \$1.3 million track rehabilitation of NY&LB. (NYT)
- July 18, 1974 Four-car *Preamble Express* of ex-Reading equipment arrives in Pittsburgh to check the route and security for the projected Bicentennial *American Freedom Train*. (PCRR)
- July 19, 1974 Cleveland Union Terminals Company announces it is terminating negotiations for the sale of the terminal building.
- July 22, 1974 ICC ratifies John H. McArthur as Penn Central Trustee, replacing George P. Baker.
- July 22, 1974 U.S. DOT relents under pressure from Sen. Vance Hartke and permits Amtrak to buy seven new "Turboliners" for New York-Boston service; are to be built by Rohr Industries of Chula Vista, California, based on

- the French design but slightly wider and higher and with a first-class section with 23 parlor seats; to have third-rail shoes for use at Grand Central Terminal; also approves an option for seven additional sets. (RyAge, AmtkNews, Zimmermann)
- July 22, 1974 LIRR makes schedule adjustments, including six new trains, to meet complaints of overcrowding and too frequent stops on branch lines.
- July 22, 1974 Last run of Amtrak *James Whitcomb Riley* over ex-PRR route between Cincinnati and Chicago via Richmond, Indianapolis and Logansport; last passenger train over ex-PRR line between Richmond and Cincinnati. (AmtkNews)
- July 24, 1974 U.S. Supreme Court rejects Pres. Nixon's claim of executive privilege and orders him to turn over the potentially-incriminating White House tapes to the Watergate Special Prosecutor Leon Jaworski. (WrldAlmnc)
- July 25, 1974 Harry J. McNally resigns as Penn Central Assistant VP-Real Estate. (MB)
- July 25, 1974 Lock Haven, Pa., freight station destroyed by fire. (PCRR)
- July 25, 1974 MTA Chairman David L. Yunich, Mayor Abraham Beame, and Gov. Malcolm Wilson break ground on the southern extension of the 2nd Avenue Subway at 2nd Avenue & 2nd Street. (MTA AR)
- July 26, 1974 Amtrak orders seven "Americanized" 5-car "Turbotliners" from Rohr Industries of California. (Zimmermann)
- July 27, 1974 House Judiciary Committee approves the first bill of impeachment against Pres. Nixon for obstruction of justice; two other bills follow. (HistoryPlace)
- July 29, 1974 Trump Enterprises, Inc., arranges to buy 100 acres in ex-NYC 60th Street Yard and 44 acres in the 30th Street Yard in New York City for \$100 million; developer Donald J. Trump hopes to build "Television City", a cluster of very tall high-rises at 60th Street. (NYT)
- July 29, 1974 SEPTA extends Reading suburban electrification from Hatboro to Warminster. (SEPTA)
- July 29, 1974 Ex-Chairman Stuart Saunders files a consent decree without admitting or denying SEC charges that he violated the anti-fraud provisions of federal securities laws. (NYT)
- July 30, 1974 House defeats bill for \$800 million in federal aid to mass transit.

- July 30, 1974 Terminal Railroad Association of St. Louis sells Union Station to a developers' syndicate for \$2.5 million.
- July 30, 1974 House Judiciary Committee completes its recommendation that the House impeach Pres. Nixon on three counts. (WlrdAlmnc)
- July 31, 1974 MTA Chairman David Yunich announces the MTA will complete a study in six months to see if LIRR should be brought into Grand Central Terminal or a new terminal at 3rd Avenue and 48th Street. (NYT)
- July 31, 1974 Oyster Bar restaurant on lower level of Grand Central Terminal closes with no warning at 4:00 PM; operated by Union News Company and successors since 1913. (NYT)
- Aug. 1, 1974 Penn Central establishes Northeast Corridor Region covering Boston-New Haven, New Rochelle-Washington, and Philadelphia-Harrisburg, with a headquarters at Philadelphia; Jay M. Gilmore named General Manager-Northeast Corridor Region, reporting directly to Assistant VP-Passenger Edward P. Frasher; region also controls movements of freight trains over these primarily passenger lines. (PR)
- Aug. 1, 1974 Welborn E. Alexander promoted from Assistant VP-Sales & Marketing to new post of Assistant VP-Reorganization-Staff, reporting directly to Trustees; James E. Musselwhite promoted from Director-Pricing to Assistant VP-Pricing; U. William Cunitz promoted from Director-Public Relations & Advertising to VP-Public Relations & Advertising. (PR)
- Aug. 1, 1974 Amtrak reroutes *Floridian* and *James Whitcomb Riley* from ex-PRR lines Chicago-Logansport-Indianapolis-Cincinnati and Indianapolis-Louisville one day before FRA condemns track for 67 of 419 miles between Chicago and Louisville as unsafe and bars all traffic; *Floridian* rerouted to C&EI/L&N via Terre Haute and Evansville; *James Whitcomb Riley* rerouted to C&WI/C&O between Chicago and Cincinnati. (AmtkNews)
- Aug. 1, 1974 Penn Central Trustees exercise grace period for \$17 million in equipment obligations due today. (PR)
- Aug. 1, 1974 Amtrak takes over ticket offices and marketing of Dayton Union Station, Columbus Union Station and Indianapolis Union Station. (MB)
- Aug. 2, 1974 Penn Central VP-Marketing George R. Wallace (1919-1974) is killed in an accidental fall from the platform of a moving New York-

Philadelphia train near Tacony. (PR)

- Aug. 5, 1974 One of the newly-released Watergate tapes, the so-called “smoking gun” tape, proves that Pres. Nixon had ordered a cover-up of the Watergate burglary as early as June 23, 1972; Nixon’s Congressional supporters abandon him, once it becomes clear that he has been lying to them. (HistoryPlace)
- Aug. 5, 1974 Amtrak introduces the *Adirondack* No. 68-69 as a 403 (b) train between New York and Montreal over old NYC/D&H/CP route using ex-D&H equipment; combined with *Empire State Express* south of Albany. (AmtkNews, PTJ - Zimmermann has 8/6)
- Aug. 6, 1974 Penn Central restores most freight service on ex-PCC&StL line between Chicago and Louisville via Logansport after emergency repairs; Amtrak trains remain on new routes. (AmtkNews)
- Aug. 7, 1974 ICC approves formation of American Rail Box Car Company as a subsidiary of Trailer Train Company; will create a nationwide box and flat car pool with net earnings to be shared by member railroads.
- Aug. 8, 1974 Pres. Richard M. Nixon goes on television to announce that he will resign at noon the next day to avoid impeachment over the Watergate scandal. (NYT)
- Aug. 9, 1974 VP Gerald R. Ford (1913-2006) sworn in as Pres. (NYT)
- Aug.? 1974 N.J. DOT places new cars in service on NY&LB. (are these BN cars on CNJ trains? - NO - not in NYT - may be second lot of Jersey Arrows?)
- Aug. 1974 Interest rates begin to decline, but the recession grows. (Matusow)
- Aug. 11, 1974 Last run of racetrack service between Philadelphia and Delaware Park at Stanton. (PassDept)
- Aug. 11, 1974 U.S. DOT test car with linear induction motor and Budd trucks hits 256 MPH on the Pueblo Test Track. (Trains)
- Aug.? 1974 U.S. DOT approves \$59.6 million grant to New York and Connecticut to buy 100 new M-2 “Cosmopolitan” MU cars to replace 97 “Dashboard” cars built in 1954. (Cinders)
- Aug.? 1974 Railroaders Memorial Museum, Inc., begins a fund-raising campaign to establish a museum at Altoona. (Cinders)
- Aug. 1974 Reading posts its first monthly profit since bankruptcy. (RyAge)

- Aug. 1974 Preliminary work begins on the section of the 63rd Street Tunnel in Manhattan between Park & 5th Avenues. (MTA AR)
- Aug. 1974 New York City buys the track, locomotive and marine equipment of the Bush Terminal in Brooklyn. (NYT)
- Aug. 17, 1974 New York Mayor Abraham Beame (1906-2001) orders permit for Penn Station-Kennedy Airport line to cut through 3,000 feet of Forest Park in Queens. (NYT)
- Aug. 18, 1974 Frederic C. Dumaine (1902-1997) of Amoskeag Corporation proposes to the ICC that all New England railroads and the Delaware & Hudson be merged into a unified system.
- Aug. 20, 1974 Penn Central Trustees file brief with three-judge court in Washington supporting Judge Fullam's ruling that Penn Central should not be reorganized under the Three R Act.
- Aug. 20, 1974 House approves six-year urban mass transportation bill but Ford Administration succeeds in having it cut from \$20 to \$11 billion to reduce its inflationary impact; bill permits federal funding of operating expenses and not just capital improvements for the first time. (NYT)
- Aug. 20, 1974 Pres. Ford nominates former New York Gov. Nelson A. Rockefeller to be VP. (WrldAlmnc)
- Aug. 23, 1974 PRSL retires the entire Atlantic City Race Track Branch at Pomona. (MB)
- Aug. 24, 1974 Last run of CNJ Race Train service to Monmouth Park from Raritan and Bayonne; Penn Central and successors perform all race train service hereafter. (tt)
- Aug. 26, 1974 Connecticut General Insurance Company and other Penn Central stockholders file with U.S. Supreme Court to overturn lower court ruling that 3R Act is unconstitutional.
- Aug. 26, 1974 Aviation pioneer and onetime PRR consultant Charles A. Lindbergh (1902-1974) dies on the island of Maui in Hawaii, having devoted his last years to environmental and conservation issues. (Berg)
- Aug. 28, 1974 Great Southwest Corporation announces a first half loss of \$21.7 million vs. \$6 million in 1973; blames foreign exchange losses, high interest rates, and worsening conditions in mobile home industry. (AR)

- Sep. 1, 1974 Penn Central abandons 13.4 miles of old NYC main line through downtown Schenectady; Amtrak service rerouted via Carman Branch, West Shore line and Hoffmans Branch. (Shappell)
- Sep. 1, 1974 FL9s replace last five ex-Cleveland Union Terminals P-motors on Amtrak trains between Grand Central Terminal and Harmon; run as straight electrics and turn over trains to E-units at Harmon. (Railfan)
- Sep. 3, 1974 United States Railway Association requests Congress to amend the 3R Act to extend deadlines for Preliminary and Final System Plans by 120 days and increase their operating budget from \$26 million to \$40 million. (USRA)
- Sep. 5, 1974 Assistant VP-Reorganization-Staff Welborn E. Alexander to VP-Marketing replacing George R. Wallace, deceased. (date of press release)
- Sep. 5, 1974 Pittsburgh Mayor Peter Flaherty recommends a Penn Central site between Fort Duquesne Boulevard and Penn Avenue for the site of a new Pittsburgh convention center. (HistPitts)
- Sep. 6, 1974 Amtrak operates a six-car *Continental Congress Special* with "Metroliner" equipment. (WatsonPapers)
- Sep. 8, 1974 Pres. Gerald R. Ford issues a full pardon to former Pres. Nixon; although there is no evidence of a prior deal, Ford's popularity collapses, and he becomes something of a lame duck. (WlrdAlmnc)
- Sep. 9, 1974 Amtrak unveils its five-year plan calling for \$1 billion for track upgrades; includes \$29 million to allow 110 MPH on the whole Northeast Corridor and \$45 million to allow 80 MPH on the Keystone Line. (PhlInq)
- Sep. 9, 1974 Oyster Bar restaurant at Grand Central Terminal reopens under new management as a more upscale operation; operated by Jerome Brody (1922-2001) and Joe Baum, cofounders of Restaurant Associates, Inc., which is also the proprietor of the Rainbow Room at the top of the RCA Building, the Four Seasons in the Seagram Building, and the campy Forum of the Twelve Caesars; he restores the policy of only serving fresh seafood. (NYT, Trager, ny.eater.com)
- Sep. 10, 1974 MTA announces it will build high-level platforms at 11 stations on ex-NYC commuter lines. (NYT)
- Sep. 11, 1974 Justice Dept. prosecutor C. Oliver Burt gets federal grand jury indictments in Philadelphia against David C. Bevan, William

- Gerstnecker the Rosenbaum brothers, Fidel Goetz and First Financial Trust on 23 counts of mail and wire fraud, conspiracy and misapplication of funds in the \$4 million Liechtenstein affair and also with fraudulently inflating earnings prior to the bankruptcy; Bevan says the charges are preposterous and that he is being made a scapegoat for the Penn Central bankruptcy; the trial is delayed until 1977 as all are to be tried simultaneously before the same jury. (NYT, Phllnq, Salsbury)
- Sep. 11, 1974 Amtrak adds ticket clerks at Canton and Lima, Ohio, and Battle Creek and Niles, Mich. (AmtkNews)
- Sep. 11, 1974 Striking crewmen force the *France*, the last great traditional Atlantic liner, to anchor off Le Havre on what proves its last eastbound crossing from New York for the French Line; the French government is no longer willing to pay the massive subsidy to keep it running and the maritime unions are protesting the decision to withdraw the ship next Oct.; the passengers have to be taken ashore in lighters, and the *France* is laid up for nearly 6 years before becoming the Norwegian Caribbean Line's cruise ship *Norway*. (NYT, wiki)
- Sep. 14, 1974 MTA receives \$3 million to improve tracks between Mastic and Speonk and \$1 million to convert 20 MU cars into regular coaches.
- Sep. 14, 1974 Last revenue run of ex-Erie Stillwell coaches on Hoboken-Port Jervis trains; states of New York and New Jersey jointly finance new lightweight equipment. (Railfan)
- Sep. 15, 1974 Amtrak announces that it has sent its five-year plan to U.S. DOT and Congress; calls for buying 235 high-level long-distance cars, 200 single-level cars and 25 locomotives. (AmtkNews)
- Sep. 15, 1974 Amtrak introduces the *Blue Water* as a 403 (b) train between Chicago and Port Huron, Mich., via Penn Central/Grand Trunk Western route through Battle Creek. (AmtkNews, PTJ, Shappell)
- Sep. 1974 Work on National Visitor Center stops after Amtrak sues because it is dissatisfied with the size and design of the new station facilities; station is redesigned and Congress appropriates more money, but all work on the parking garage over the tracks stops. (Harwood)
- Sep.? 1974 USRA publishes alternatives to a single Conrail, including several large systems, a Conrail-plus-terminal roads, controlled liquidation of the bankrupts, separate companies to own the tracks and operate trains, or a single-system East combining bankrupt and solvent lines. (Trains)
- Sep. 1974 MTA begins installing high level platforms on the 11 ex-NYC stations

- on the Harlem and Hudson lines in New York City. (MTA AR)
- Sep. 1974 Illinois Central Railroad's vacant Central Station at 12th Street in Chicago is demolished. (Trains)
- Sep. 16, 1974 MTA begins subsidizing the Suffern-Port Jervis segment of the Erie Lackawanna Railway's commuter operation under an agreement signed Nov. 14, 1973, after bankruptcy court approval; first modern air-conditioned trains owned by the State of New Jersey begin running to Port Jervis. (MTA AR)
- Sep. 18, 1974 Delaware River Port Authority announces that its study will recommend a branch of the PATCO high-speed line to Gloucester. (PhlInq)
- Sep. 20, 1974 Gov. Milton Shapp, running for reelection, proposes a \$12.9 billion national railroad trust fund in lieu of mergers or Conrail, to be funded by a 5% surcharge on freight revenue. (RyAge, NYT)
- Sep. 20, 1974 1,000th "Ship-a-Train" leaves 47th Street, Chicago, for New York. (PR)
- Sep. 20, 1974 Groundbreaking held for Battery Park City in N.Y., a complex of apartments and shops built on land filled partly with spoil from the World Trade Center excavation on the site of the old finger piers and ferry terminals used by the PRR, CNJ, NYC, Lehigh Valley Railroad and various shipping lines. (Trager)
- Sep. 21, 1974 Allen J. Greenough (1905-1974), last President of PRR dies of cancer at St. Luke's Hospital, New York, at age 69. (NYT, Trains)
- Sep. 23, 1974 David C. Bevan pleads not guilty to fraud charges in the \$4 million Liechtenstein affair. (NYT)
- Sep. 25, 1974 Amtrak makes rerouting of *James Whitcomb Riley* to C&O permanent and adds stops at Peru, Muncie and Richmond; *Floridian* returns to regular route. (AmtkNews, Trains)
- Sep. 30, 1974 Three-judge Special Court set up under the 3R Act overrules the bankruptcy courts and holds that the 3R Act provides fair compensation; orders Penn Central, Lehigh Valley, Reading and CNJ to go into Conrail under the 3R Act; rules that the USRA and not the ICC is to control discontinuances and abandonments. (AR, USRA)
- Sep. 30, 1974 Great Southwest Corporation sells Richardson Homes Corporation, a mobile home builder, which has suspended operations. (AR, Moodys)

- Oct. 3, 1974 First Railbox box car delivered. (Trains)
- Oct. 6, 1974 Amtrak GG1 No. 925 develops bearing failure while on westbound *Broadway Limited* near Leaman Place, Pa.; in lieu of being towed dead to Harrisburg, is towed to Strasburg Railroad shop on Oct. 8 for repairs. (Railfan, Trains)
- Oct. 7, 1974 ICC rules that Penn Central and other distressed railroads may use income from the 10% rate increase of June 1974 to meet operating expenses and not on capital improvements as originally ordered.
- Oct. 7, 1974 William R. Gerstnecker, Francis N. Rosenbaum and Joseph H. Rosenbaum plead not guilty in federal court in Philadelphia on charges of fraud in the \$4 million Liechtenstein affair. (NYT)
- Oct. 7, 1974 PRSL Board retires last part of the ex-Reading Baltic Avenue Branch in Atlantic City. (MB)
- Oct. 8, 1974 Penn Central opens new locomotive maintenance training center at Juniata Shops. (altoonaworks.info)
- Oct. 8, 1974 Pres. Ford asks for \$84.9 million in additional operating funds for Amtrak.
- Oct. 8, 1974 Penn Central places first 10 of 70 "Jersey Arrow II" MU cars, built by General Electric, in service between New York and South Amboy; order is intended to permit retirement of last MP54's by fall of 1975, but many survive into the Conrail era. (RyAge)
- Oct. 8, 1974 MBTA adopts deep purple and silver as color scheme for its commuter rail cars and locomotives. (MBTA)
- Oct. 8, 1974 Strasburg Railroad repairs Amtrak GG1 No. 925 set off the westbound *Broadway Limited* at Leaman Place with a hot box on Oct. 6; was towed into Strasburg by the SRR's 44-tonner.
- Oct. 8, 1974 Franklin National Bank of New York declared insolvent; largest U.S. bank failure to that date. (Trager has 9/8)
- Oct. 8, 1974 Pres. Ford presents his Whip Inflation Now (WIN) program to Congress; Federal Reserve Board Chairman Arthur Burns admits that the economy has entered a recession; the recession cuts inflation from 12.2% in 1974 to 4.9% in 1976, but at the cost of 9% unemployment by May 1975. (NYT, Samuelson)

- Oct. 9, 1974 Jury orders Goldman, Sachs & Co, to give three investors who purchased \$3 million in Penn Central commercial paper on their recommendation in 1970 their money back; trial shows that Goldman, Sachs had full knowledge of the shaky condition of Penn Central. (NYT)
- Oct. 9, 1974 New York State announces it will subsidize a sixth train between New York and Albany under 403 (b) plan.
- Oct. 12, 1974 Atlantic City Improvement Association calls for \$10 million in state funds to build a high-speed rail line between Philadelphia and Atlantic City.
- Oct. 15, 1974 U.S. Supreme Court refuses to review lower court ruling that prevented Penn Central Trustees from selling unmortgaged real estate and securities to obtain working capital.
- Oct. 15, 1974 John J. Dawson appointed Penn Central Comptroller, replacing Norman J. Hull, Jr. (MB)
- Oct.? 1974 Last trains operate over Eads Bridge at St. Louis and track removed from the lower level; assignment of large, heavy SDP40F diesels to *National Limited*, the last train using the bridge, results in its rerouting to the McArthur Bridge. (Trains, Jackson)
- Oct. 1974 Inflation peaks at 12.2%. (NYT)
- Oct. 17, 1974 Congress passes \$7.1 billion bailout of the Railroad Retirement system over Pres. Ford's veto.
- Oct. 1974 Urban Mass Transportation Administration asks Port Authority and N.J. DOT to recalculate the cost of the PATH extension to Plainfield. (NYT)
- Oct. 19, 1974 N.J. DOT announces \$2.7 million program to upgrade existing CNJ main line and \$1 million for NY&LB. (NYT)
- Oct. 20, 1974 Port Authority announces it is delaying its plan to extend PATH to Plainfield in light of state's new program to rebuild the CNJ; Democrat Brendan Byrne, unlike Gov. Cahill, was willing to commit state funds rather than use the Port Authority; Port Authority was willing to participate only if all costs were passed along to the federal government; as a result, the PATH extension is shelved, and the state becomes more involved with upgrading the existing railroads. (NYT)
- Oct. 1974 Severe economic collapse begins, and recession deepens, lasting into

1977.

- Oct. 22, 1974 Labor Dept. announces that inflation in Sep. 1974 reached an annual rate of 12.1%, the highest since 1947. (NYT)
- Oct. 23, 1974 Solicitor-General Robert H. Bork (-) argues the government case that the Three R Act is constitutional before the U.S. Supreme Court. (NYT)
- Oct. 25, 1974 Consolidated Rail Corporation (Conrail) incorporated in Delaware pursuant to 3R Act of 1973 for the purpose of purchasing and rehabilitating viable portions of bankrupt Northeast railroads. (DelCorps)
- Oct. 25, 1974 Amtrak orders 35 additional Amfleet cars. (Zimmermann)
- Oct. 27, 1974 Ex-NH Dorchester Branch added to Northeast Corridor Region. (Shappell)
- Oct. 27, 1974 Amtrak inaugurates a sixth New York-Albany train, the *Washington Irving*, partly funded by State of New York. (PTJ)
- Oct. 28, 1974 ConnDOT dedicates new MU car maintenance shop at New Haven. (MTA AR)
- Oct. 29, 1974 Pres. Ford signs bill appropriating \$200 million for Amtrak operations in fiscal 1975 and increasing its loan guarantee limit from \$500 million to \$900 million; the bill gives priority to increasing speeds on the Northeast Corridor.
- Oct. 29, 1974 Congress bans discrimination in hiring based on gender or marital status. (AmrcnDcnds)
- Oct. 30, 1974 Amtrak extends *Empire State Express* No. 63-64 from Buffalo to Detroit over old Canada Southern line but without stops in Canada; renamed *Niagara Rainbow*; service is designed to drum up support for New York's \$250 million railroad bond issue; revenue service begins on Oct. 31. (Trains, Shappell, PTJ)
- Oct. 30, 1974 Penn Central announces that it will resume college recruitment for supervisory and middle management positions in engineering, transportation, sales, marketing, finance, accounting and systems development. (PR)
- Oct. 31, 1974 Amtrak discontinues last New York-Philadelphia parlor cars on No. 202-219.

- Fall 1974 Amtrak begins a class repair program on 25 "Metroliner" cars at Wilmington Shops; the "Metroliners" have logged over 11 million miles and are suffering mechanical fatigue; out of service rate has increased to 29.1% from 18% in early 1973; Amtrak hopes to be able to keep enough "Metroliners" running until it makes a final decision on whether to replace them entirely; however, the repair program bogs down with only 3 cars overhauled in 15 months. (WatsonPapers)
- Nov. 1, 1974 New organization in Marketing Dept.: pricing and marketing functions, previously separate, now combined and organized in five "modules" based on major traffic categories, viz., consumer products, metals, chemicals, construction materials, and agricultural products; each module is headed by a Director reporting to VP-Marketing Welborn E. Alexander. (PR)
- Nov. 1, 1974 Penn Central's FACTerminal system becomes effective in Connecticut. (PCPost)
- Nov. 5, 1974 Democrats increase their majorities in Congress in reaction to Watergate and the economy in their biggest sweep since the Johnson landslide of 1964. (NYT)
- Nov. 5, 1974 Democrat Hugh L. Carey (-) elected Gov. of New York over incumbent Malcolm Wilson, ending 20 years of Republican rule. (Trager)
- Nov. 5, 1974 New York voters approve \$250 million rail transportation bond issue, including funds for upgrading Empire Service with "Turbotrains" and bringing NYC line trains into Penn Station via West Side Freight Line; New Jersey voters defeat \$100 million bond issue to buy rail lines threatened with abandonment. (NYT, AmtkNews)
- Nov. 5, 1974 Great Southwest Corporation announces it has arranged to defer payment of \$4.25 million debt principal to Nov. 15; is in technical default.
- Nov. 6, 1974 SEPTA agrees to purchase Schuylkill Valley Lines, Inc., operating buses in the far northwestern suburbs. (SEPTA)
- Nov. 7, 1974 Judge Fullam orders Penn Central Company desist from pushing claims for erosion of assets against government.
- Nov. 7, 1974 ACF Industries, Inc. delivers first of 10,000 50-foot boxcars to American Railroad Box Car Company ("Railbox"), a new subsidiary of Trailer Train Company; order is designed to help alleviate a national

box car shortage.

- Nov. 9, 1974 Maureen Shoreys, a 38-year old former nun, becomes first woman to enter LIRR's engineer-training program. (NYT)
- Nov. 1974 General Electric outshops first of 26 E60CP 6,000 HP C-C electric locomotive as Amtrak's replacement for GG1's. (Trains)
- Nov. 11, 1974 Nationwide coal strike begins, further decreasing Penn Central's income; because of holiday weekend, work stoppage actually begins on Nov. 9. (NYT)
- Nov. 13, 1974 United States Railway Association files first annual report; notes is studying the following options to see if Penn Central's operating problems indicate limitation on size of Conrail: 1) a single Conrail; 2) a single Conrail with neutral terminal companies in New York and Philadelphia regions with access granted to all carriers; 3) Conrail as a terminal railroad east of Albany and Harrisburg with a reorganized Penn Central operating points west; 4) a two-system East based around separating the old NYC and PRR lines. (USRA)
- Nov. 13, 1974 Southern Railway Pres. W. Graham Claytor (1912-1994) proposes dividing the bankrupts into two systems, one east of Albany and Harrisburg, which will require subsidies to cope with high terminal and commuter costs, and one west of those points. (NYT)
- Nov. 14, 1974 American Freedom Train Foundation's four-car *Preamble Express* concludes 76-city transcontinental tour at Providence, R.I.; General Motors Corporation, Pepsico, Inc., Kraft Foods, and Prudential Insurance have agreed to contribute \$1 million each to the project. (Railfan)
- Nov. 15, 1974 Penn Central FACTerminal (Freight Agency Coordinated Terminal) system placed into service in Pennsylvania, completing system after two years; has 12 centers and 128 field locations; shippers can call a toll-free number 24 hours a day; billing and paperwork formerly done at freight stations is now computerized at 12 centers; agents are no longer tied to freight stations and become traveling sales representatives. (PCPost)
- Nov. 15, 1974 William J. Dixon (1918-), formerly a colleague of Jervis Langdon's on the B&O and President of Rock Island, named Penn Central's VP-Staff, reporting to Trustee Langdon. (PR)
- Nov. 15, 1974 Amtrak increases passenger fares an average of 10%. (PTJ, AmtkNews)

- Nov. 15, 1974 Railroad file with the ICC for a 7% rate increase. (RyAge)
- Nov. 1974 Penn Central posts a new loss for the month of \$26.6 million, up from \$11.4 million in Nov. 1973; operating ratio up from 79.27 to 86.17; steel strike, falling sales by U.S. automakers, and rising inflation have reversed recovery from bankruptcy. (Trains)
- Nov. 1974 Amtrak Board approves the purchase of Penn Central's Beech Grove Shops for a central site for car maintenance. (AR)
- Nov.? 1974 Amtrak buys 29 coaches, 20 baggage cars and 16 other cars from Penn Central; most are to receive heavy repairs at Beech Grove. (Cinders)
- Nov.? 1974 Penn Central retires last Class P-2 electric locomotives after they are replaced on Amtrak trains between Grand Central Terminal and Croton-Harmon by FL-9s. (Trains)
- Nov.? 1974 MTA withdraws last two heavyweight cars, commuter club cars, from its ex-NYC and New Haven lines; replaced by MU No. 1037 and coach No. 2179 rebuilt for club service. (Cinders)
- Nov.? 1974 New York cancels about half of its transit projects because of galloping inflation, including the lower-level LIRR tracks in the 63rd Street Tunnel and the new LIRR Transportation Center at 48th Street & 3rd Avenue. (Cinders)
- Nov. 1974 SEPTA opens a refurbished station at Malvern. (SEPTA)
- Nov. 1974 Significant layoffs begin in many industries as the recession deepens. (AmrcnDcnds)
- Nov. 18, 1974 In confirmation hearings for his patron Nelson A. Rockefeller to become VP, Port Authority Chairman William J. Ronan declares that there was no "sinister purpose" to the \$625,000 in gifts he has received from Rockefeller. (WrldAlmnc)
- Nov. 18, 1974 MTA officials preview General Electric's turbine cars at Erie, Pa. (RyAge)
- Nov. 20, 1974 Amtrak President Roger Lewis announces he will step down as soon as a successor can be named; the law caps his salary at \$60,000 vs. \$160,000 or more offered to heads of transit authorities. (NYT, RyAge)
- Nov. 20, 1974 Justice Dept. brings an antitrust suit to break up the legalized telephone monopoly of the American Telephone & Telegraph Company.

(WrldAlmnc)

- Nov. 22, 1974 Labor Dept. announces that inflation in Oct. was running at an annual rate of 12.2%, the highest since 1947; real wages have declined 6.2% since 1973. (NYT)
- Nov. 23, 1974 Jones & Laughlin Steel Corporation merged into LTV Corporation, formerly Ling-Temco-Vought, Inc. (DirObsSec)
- Nov. 26, 1974 Pres. Ford abandons his anti-inflation budget of under \$300 billion because of the growing recession; submits a new budget of \$302 billion. (NYT)
- Nov. 26, 1974 Pres. Ford signs bill providing \$11.8 billion in mass transit funding over six years. (NYT)
- Nov. 28, 1974 In a turnabout, Pres. Ford announces that fighting recession must be given equal priority to fighting inflation. (WrldAlmnc)
- Nov. 30, 1974 Last runs of Philadelphia-Springfield mail train No. 16-17; No. 17 becomes last non-Amtrak train to operate over Hell Gate Bridge. (Shappell)
- Nov. 30, 1974 Amtrak carries 2,979 passengers in 5 Army-Navy Game specials, 3 from New York and 2 from Washington. (AmtkNews)
- Dec. 1, 1974 Penn Central discontinues use of Flexi-Van equipment in mail service in favor of conventional TOFC equipment. (Shappell, PCRR)
- Dec. 1, 1974 LIRR passenger Dr. Robert S. Donnenfeld is dragged to his death after getting his leg caught in an M-1 "Metropolitan" car door at Huntington Station; raises concern about automatic door design; family sues for \$10 million, but eventually settles out of court for \$1.2 million in 1980. (NYT)
- Dec. 2, 1974 Old Saybrook Bridge on the Shore Line closes for repairs to Dec. 6; bus shuttles are used, except for Nos. 171-172, which is rerouted via Springfield. (PCRR, AmtkNews)
- Dec. 3, 1974 Penn Central petitions Judge Fullam to draw on \$30 million in federal assistance under 3R Act to preserve service levels into the first quarter of 1975; traffic has declined by 2-3% in first 10 months of 1974, but accelerates to 16.3% decline in Nov. 1974 because of recession and inflation.
- Dec. 5, 1974 U.S. Circuit Court of Appeals for the Second District refuses to

- overturn the Civil Aeronautics Board's refusal to hear 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)
- Dec. 6, 1974 24-day coal strike ends with a new United Mine Workers contract granting an increase of 18% over three years. (WrldAlmnc)
- Dec. 6, 1974 Labor Dept. reports that unemployment in Nov. was 6.5%, the highest since 1961; at the news, the Dow Jones industrial average bottoms for the year at 577.6, the lowest since Oct. 26, 1962, having lost nearly half its value since Jan. 1973 because of inflation and high interest rates; U.S. securities markets do not return to Jan. 1973 levels in real terms until Aug. 1993. (NYT, Samuelson, wiki)
- Dec. 6, 1974 Federal Reserve reduces discount rate from high of 8% to 7.5%.
- Dec. 9, 1974 Penn Central Trustees invoke grace period to defer payment of equipment obligations because of severe cash shortage. (PR)
- Dec. 1974 Great Southwest Corporation closes Japanese Village at Buena Park, Calif., for lack of business. (AR)
- Dec. 12, 1974 Panel of railroad chief engineers tells the U.S. DOT that it will take \$4.6 billion over 8 years to restore Penn Central's track to standard. (PhlInq)
- Dec. 13, 1974 *Miamian* inaugurated as the last winter-only New York-Miami train. (AmtkNews)
- Dec. 15, 1974 An Amtrak General Electric E-60 electric locomotive tests between Philadelphia and Washington at 80 MPH. (PCRR)
- Dec. 1974 Penn Central reports worst carloadings since the 1968 merger; is back to losing \$1 million a day. (Trains)
- Dec. 16, 1974 In *Connecticut General Insurance Co. v. Blanchette*, the U.S. Supreme Court, by a 7-2 vote, overrules Judge John P. Fullam in Philadelphia and holds that 3R Act is not an unconstitutional seizure of property; creditors of the bankrupt railroads are entitled to sue in claims courts to contest compensation awarded under the 3 R Act; suit was brought by New Haven Trustees and other Penn Central creditors; Justices William O. Douglas and Potter Stewart dissent; Douglas charges allowing creditors to pursue claims will inflate the cost of Conrail to the taxpayers to \$10-12 billion and be a windfall for the old owners, "a

- lawless maneuver of gigantic proportions.” (NYT, Gallamore)
- Dec. 17, 1974 Senate Commerce Committee kills Pres. Ford's Surface Transportation Bill; would have reduced regulation and made available \$2 billion in loan guarantees. (NYT)
- Dec. 1974 Unemployment hits 7.1%, the highest in 13 years. (NYT)
- Dec. 1974 Lehigh Valley Railroad receives eight GE U23B's, first locomotives for Northeast bankrupts to be financed by USRA. (Railfan)
- Dec. 1974 Approaches to the Big Four bridge across the Ohio River at Louisville are demolished; main span is left in place; all traffic now uses the PRR bridge. (Trains)
- Dec. 17, 1974 Penn Central announces that only a few of the 1,500 employees laid off because of the coal strike have been recalled. (PR)
- Dec. 18, 1974 Auto industry imposes massive layoffs in face of Japanese competition.
- Dec. 18, 1974 Pres. Ford christens 23-car *American Freedom Train* at Alexandria prior to its 1975 departure on an \$18 million, two-year tour of 76 cities with bicentennial exhibits, including historic vehicles and George Washington's copy of the Constitution. (Railfan)
- Dec. 19, 1974 Penn Central Company Chief Counsel David Berger announces that the Penn Central Company stockholders will sue the government for compensation for property taken for Conrail. (PhlInq)
- Dec. 19, 1974 Penn Central, CNJ, PRSL and Erie Lackawanna request 25% intrastate commuter fare increase in New Jersey. (NYT)
- Dec. 19, 1974 Former N.Y. Gov. Nelson A. Rockefeller sworn in as the new, unelected, VP in the Ford Administration. (WrldAlmnc)
- Dec. 20, 1974 Judge Fullam authorizes Penn Central Trustees to obtain \$30 million in funds through Three R Act; cites projected cash shortfall of \$85.4 million by Feb. 1975. (PhlInq)
- Dec. 20, 1974 Arthur D. Lewis, Chairman of USRA, is named Chairman of Board of Incorporators of Conrail. (PR, USRA)
- Dec. 21, 1974 Penn Central and its real estate developer sue to have the historic landmark designation removed from Grand Central Terminal. (NYT)
- Dec. 1974 Cash flow crisis begins for Penn Central because of the recession.

- Dec. 30, 1974 N.J. Commuter Operating Authority announces \$1.68 million subsidy to Penn Central and \$140,000 to PRSL over next two months.
- Dec. 30, 1974 N.Y. DOT announces it has reached agreement with Penn Central to repair the Poughkeepsie Bridge; \$750,000 cost is to be split by PC and the state. (Railfan)
- Dec. 30, 1974 *New York Times* notes that most motorists who turned to public transportation during the Energy Crisis have returned to their cars. (NYT)
- Dec. 30, 1974 Hudson & Manhattan Corporation liquidated. (DirObsSec)
- Dec. 31, 1974 New England Transportation Company discontinues trucking operations.
- 1974 Inflation rate hits 12.1%; up from 8.4% in 1973.
- 1974 Peak year for “Metroliner” ridership; 2,493,601; falls in 1975 with introduction of similar “Amfleet” cars at lower fares on regular trains.
- 1974 Amtrak removes dining car from *Merchants Limited*; last full dining car on a Northeast Corridor train except for those continuing north or south (only Montrealer??). (Zimmermann)
- 1974 LIRR studies extension of electrification from Huntington to Port Jefferson. (MTA AR)
- 1974 LIRR now has 19 demotored FA or F units in service as “cab/power cars” and 90 demotored MU cars in push-pull service on its diesel lines; an additional 33 coaches and 4 cab cars have been authorized. (MTA AR)
- 1974 Regional Transportation Authority (RTA) created in Illinois to channel subsidies and perform overall planning for Chicago’s commuter railroads. (RTA)
- 1974 Pennsylvania Company creates new subsidiaries; Penn Orlando Company; Penn Arlington, Inc., created to buy 65 acres in Texas from Great Southwest Corporation for \$2.06 million as a means of advancing its working capital. (AR)
- 1974 Pennsylvania Company creates subsidiary Pennrec Company to handle its theme park and entertainment operations; its subsidiary, Penn Orlando Company, develops the Stars Hall of Fame wax museum in

Orlando. (AR)

- 1974 Bombardier Ltd. secures its first rail transit contract to manufacture 423 cars for the Montreal subway system; the Energy Crisis has caused the snowmobile market to collapse, and the company repositions itself to use its facilities to manufacture railcars. (bombardier.com)
- 1974 Crane Co., which has purchased the CF & I Corporation in 1969, closes the former Roebling wire works at Roebling, N.J.; it is reopened briefly by local owners in 1981-82. (Zink)
- 1974 Bethlehem Steel Corporation razes the old company town of Sparrow's Point, Md., once served by the PRR, in order to construct the large new L-Furnace. (SIA Newsletter)