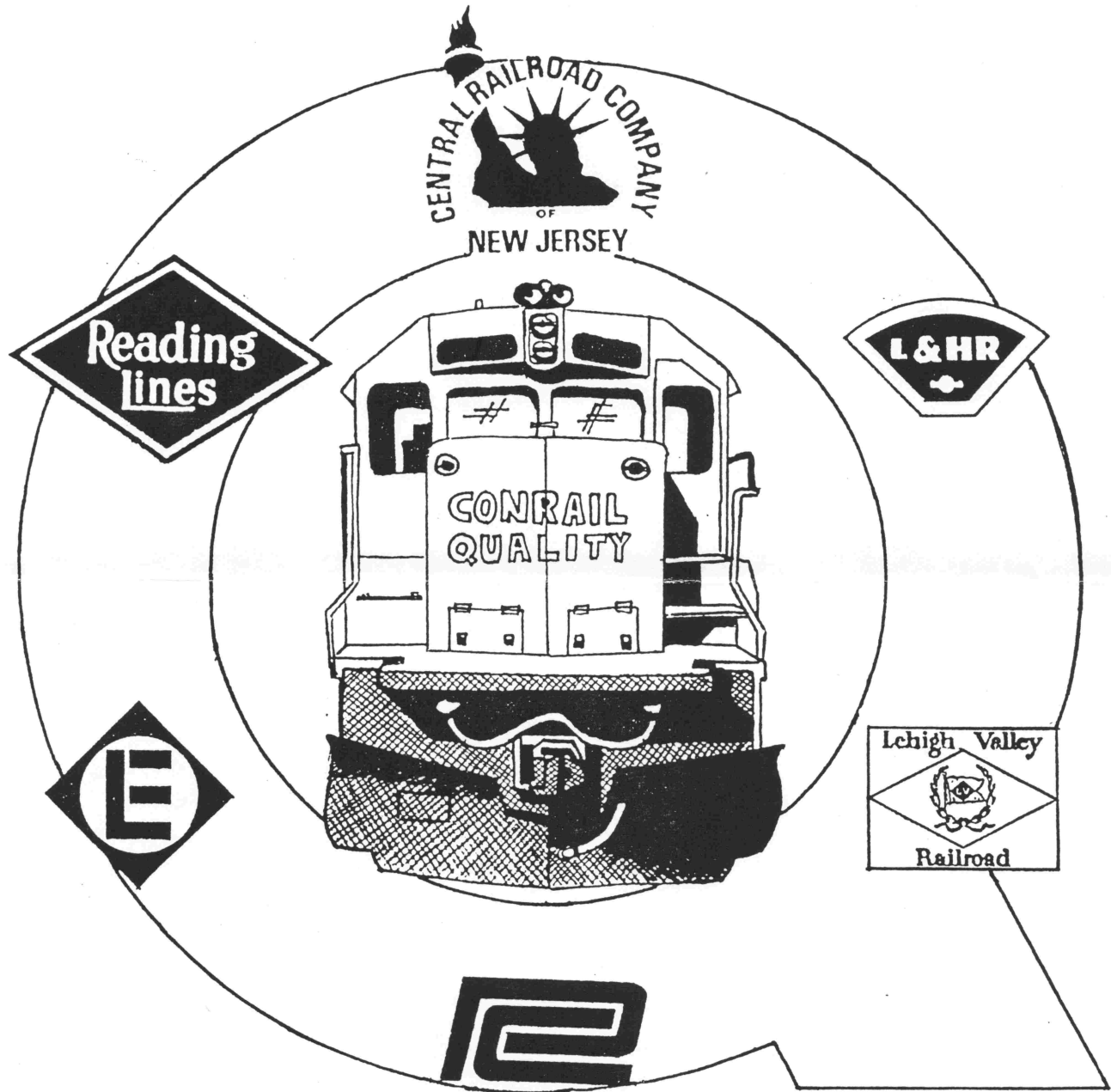


ConRail®



HISTORICAL SOCIETY, INC.

"THE FORM D"

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2
Conrail M/W Equipment Roster: By The CHSI Staff

<u>EQUIPMENT NUMBER</u>	<u>ORIGINAL NUMBER</u>	<u>DATE BUILT</u>	<u>CAR CLASS</u>
45421	CR 544059	12/50	TIE
45422	PRR 364638	12/50	TIE
45423	PRR 363980	12/29	TIE
45424	CR 559675	12/49	TIE
45425	CR 544316	6/50	TIE
45426	CR 543865	1/49	TIE
45427	CR 544266	5/50	TIE
45428	CR 543837	12/48	TIE
45429	PRR 363519	11/48	TIE
45430	PRR 365928	7/50	TIE
45431	PRR 365642	5/50	TIE
45432	CR 543846	12/48	TIE
45433	CR 544044	1/50	TIE
45434	PRR 363413	11/48	TIE
45435	CR 544156	3/50	TIE
45436	PRR 364381	2/49	TIE
45437	CR 543889	1/49	TIE
45438	PRR 365864	6/50	TIE
45439	PRR 363658	12/48	TIE
45440	CR 548006	2/49	TIE
45441	CR 551401	2/49	TIE G31H
45442	PRR 365243	3/50	TIE
45443	PRR 365154	3/50	TIE
45444	PRR 364702	4/49	TIE
45445	CR 544416	8/50	TIE
45446	PRR 363053	6/43	TIE
45447	PRR 364800	1/50	TIE
45448	CR 543906	1/49	TIE
45449	CR 543779	11/48	TIE
45450	PRR 365389	4/50	TIE
45451	CR 544137	3/50	TIE
45452	PRR 365927	7/50	TIE
45453	CR 544397	8/50	TIE
45454	PRR 363872	1/49	TIE
45455	CR 548126	2/50	TIE
45456	CR 544293	5/50	TIE
45457	CR 543792	12/48	TIE
45458	CR 544064	1/50	TIE
45502	PRR 474383	8/34	WRFLT
45503	RDG 9457	10/41	TID
45504	RDG 9462	10/41	TID
45505	NYC 4820	9/11	MST
45507	NYC 24005	1/49	TID
45508	NYC 24154	1/59	WST
45509	NYC 24133	2/56	TID
45511	LV 10213	6/03	SUP
45512	LV 97608	10/13	ID
45513	LV 11302	6/59	ID
45514	ERIE 53030	3/21	TOOL
45518	DLW 16616	6/27	MAT
45520	LV 28665	6/17	SUP
45521	PRR 474103	6/34	ID
45703	PRR 826	12/22	WRTCA
45705	RDG 90685	12/14	WRT
45706	RDG 591	5/27	RI
45707	RDG 7263	1/20	GON

<u>EQUIPMENT NUMBER</u>	<u>ORIGINAL NUMBER</u>	<u>DATE BUILT</u>	<u>CAR CLASS</u>
45708	NYC 4807	3/11	WRT
45710	NYC 9036	2/14	WRT
45717	PRR 7908	2/26	WRTCA
45718	LV 1553	6/17	TOOL
45724	PRR 5385	1/23	WRTCA
45903	PRR 4495	11/26	WRKDR
45907	NH 953	4/49	WRD
45908	PRR 1104	2/27	WRCLR
45910	ERIE 473028	?/13	SLP
45911	LV 1002	6/17	TOOL
45912	LV 1554	6/17	WRC
45914	ERIE 947	12/25	SLP
46101	EL 133	7/41	CAB
46106	EL 140	7/41	CAB
46127	PC 19302	4/19	CAB
46128	PC 19313	8/27	CAB
46132	PC 19383	12/16	CAB
46133	PC 19293	6/23	CAB
46137	PC 19283	6/17	CAB
46141	PC 19172	4/23	CAB
46142	PC 19109	7/17	CAB
46152	PC 19330	2/17	CAB
46161	PC 19163	8/23	CAB
46163	PC 19326	5/16	CAB
46168	PC 19590	5/17	CAB
46202	NYC 632431	2/26	WRPTK
46208	NYC 631225	2/26	WRPTK
46209	NYC 636996	10/26	TLPR
46210	NYC 632362	2/26	TLPR
46211	NYC 633387	5/26	TLPR
46212	NYC 633980	4/26	TLPR
46213	NYC 41202	8/60	WRPTK
46214	PRR 360968	7/16	WRGON
46215	PRR 343125	1/41	TLPR
46216	NYC 628300	5/25	WST
46217	NYC 628835	6/25	WRPTK
46218	NYC 634433	7/63	WST
46219	NYC 643825	8/42	WRPTK
46220	PRR 343312	1/41	WRPTK
46221	NYC 643362	7/42	WRPTK
46222	NYC 637914	10/26	WRPTK
46223	NYC 628372	6/25	WRPTK
46225	PC 544290	8/53	WRPR
46226	PRR 615080	5/59	WRPR
46802	NYC 606615	5/28	MST
46803	NYC 635876	10/26	WST
46805	EL 15326	1/41	WRTR
46806	PRR 474513	9/34	WRTR
46807	LV 11310	6/59	SUP
46810	NYC 631276	5/26	MST
46812	ERIE 14504	7/30	TOOL
46901	LV 27021	6/42	WRPR
46952	LV 29587	8/35	TIE
46990	PRR 5435	1/33	WRELK
46991	ERIE 221	8/50	TOOL
47001	NYC 9196	4/47	STOR

**FEATURES:
Railfanning Berea Ohio.**

By Tim Frey

"Conrail, Cleveland West, Ohio, milepost 186, track one, no dragging equipment" echoes out of all the scanners of the railfans of Berea, Ohio. Soon, an air horn blows for the crossing just east of the interlocking. Within seconds, a westbound double stack train behind three screaming C40-8's blasts through the interlocking at 55 mph. This is just one of the many times that this scenario is repeated day after day at Berea. Berea, Ohio which is 194 rail miles west of Buffalo, NY, is located about 15 miles southwest of the city of Cleveland. Here, Conrail's New York to Chicago line splits with the "Big Four" line to Columbus, Indianapolis, and St. Louis. Also, the "Short Line", a belt line around Cleveland that serves as an alternate route to the "Lakefront Line" and as a shorter route to the Pittsburgh Line, joins the main here. This junction provides for an excellent location to watch trains and listen to local chatter on the scanner.

There are three dispatchers that a railfan at Berea can listen to, plus the Berea Tower operator. The "Lakefront" dispatcher on frequency 160.800, controls trackage from Berea Tower east to Collinwood yard, plus the "Short Line". To the west of Berea, the "Toledo East" dispatcher, on frequency 160.980, controls all the way west from Berea Tower to Toledo, Ohio, a distance of about 87 miles. The "Columbus Line" dispatcher on frequency 160.800, controls the "Big Four" line from Berea Tower all the way to Marion, Ohio, a distance of more than 100 miles. On frequency 161.070, one can here the operations of Rockport yard, located about four miles east of Berea, where many trains passing east or west set off or pickup. In addition to the information presented by the dispatchers and Berea Tower, who controls the interlocking, there are three detectors to be aware of. "Cleveland West" is located eight miles east of Berea Tower, and provides a warning for westbound trains off the Lakefront Line. "Olmstead Falls", which is about six miles west of Berea Tower, warns of eastbound trains, and "Columbia" which is also about six miles west of Berea Tower gives you warning of trains coming up off the Columbus Line. There are no detectors located on th Short Line.

As for foreign power running through Berea, on can see any type of unit from any road at any time. Foreign roads that can be expected to be seen on the average week/weekend, would be UP/CNW, ATSF, BN, CSXT, NS, and SP. TV 556 (a run-through SP train from Long Beach, CA, to Croxton, New Jersey), runs once a week and is just about guaranteed solid SP power from SD45T-2 tunnel motors to SD45R's. But of course lets not forget that just about every train you see pass Berea Tower will have CR units on them. Railfanning Berea is easy. With a large parking lot right off Depot St., you can pull right in, relax and enjoy railroading at its finest with no one to bother you.

And Remember: DO NOT GO DOWN INTO THE INTERLOCKING OR THE TOWER!, for Conrail and Berea police both patrol this area on a regular basis and WILL NOT TOLERATE TRESPASSERS! Have respect and consideration for the locals at Berea, for they would not like a fence erected which would block their view of the passing trains. As the following train schedule shows, you could see about 20-30 trains in daylight hours. In addition to the normal daily freights, many extras, loaded coal trains, and empty hopper trains will run, but due to their unpredictable schedules, they can run at any time. Also, many of the trains can run early or late from their normal scheduled times, which could add more trains that would pass you in daylight hours.

Scheduled Trains of Berea
By Tim Frey

No.	Train Symbol	Time	Description
1.	# 30	00:05	Capitol Limited (Daily)
2.	BRSE	00:10	Belt Railway Chicago-Selkirk (Daily)
3.	MAIL 9	00:25	Kearny-Chicago (Mon-Tues)
4.	TV-99	00:25	Boston-Chicago (Wed-Fri)
5.	TV-LA	00:30	N. Bergen-Los Angeles/ATSF (Wed-Sun)
6.	TV-9	00:40	Boston-Chicago (Wed-Sun)
7.	TV-9C	01:10	Cleveland-Chicago (Mon only)
8.	TV-263	01:15	Croxtton-Chicago (Sat only)
9.	TV-555	01:15	Syracuse-Chicago (Sun only)
10.	ML-460	01:45	Indianapolis-Cleveland (Daily)
11.	BRPI	02:10	Chicago/BRC-Pittsburgh (Daily)
12.	TV-55	02:10	Cleveland-St. Elmo/UP (Wed-Sun)
13.	SESL-D	02:15	Selkirk-E. St. Louis (Wed only)
14.	# 48	02:25	Lake Shore Limited (Daily)
15.	TV-203	02:30	Kearny-Chicago (Sun only)
16.	KACI-D	02:45	Kankakee, Ill-Oak Island, NJ (Mon only)
17.	ML-452	03:00	Columbus-Selkirk (Mon-Fri)
18.	NPSE	03:00	North Platte/UP-Selkirk (Daily)
19.	TV-24	03:20	Chicago-Boston (Tues-Thurs)
20.	# 29	03:40	Capitol Limited (Daily)
21.	ML-440	03:40	Sterling, MI-Doremus (Daily except Mon)
22.	ML-401	03:45	Dormeus Ave.-Toledo (Daily)
23.	BUTO	04:20	Buffalo-Toledo (Daily)
24.	ML-403	04:45	Metuchen-Columbus (Wed-Sun)
25.	TOMY	05:00	Toledo-Twinsburg (Daily)
26.	ML-470	05:00	Toledo-Selkirk (Tues-Sat)
27.	TV-2	05:00	Chicago-Kearny (Daily)
28.	INSE	05:15	Indianapolis-Selkirk (Daily)
29.	PRPI	05:30	Chicago/CNW-Pittsburg (Daily)
30.	TV-202	05:35	Chicago-Kearny (Tues-Sun)
31.	RR-231	06:15	Rochester-Crestline (Tues-Thurs, Sat)
32.	TV-556	06:15	Chicago/SP-Croxtton (Wed only)
33.	ELSE	07:00	Elkhart-Selkirk (Daily)
34.	TTEL	07:15	Tarrytown, NY-Elkhart (Tues-Sun, as needed Mon)
35.	# 49	07:25	Lake Shore Limited (Daily)
36.	BUCO	07:30	Buffalo-Columbus (Daily)
37.	TV-14	07:30	Chicago-Boston (Daily)
38.	TV-12	08:00	Chicago-Kearny (Daily)
39.	LMTO	08:30	Linden/Metuchen-Toledo (Wed-Sun)
40.	PITO	08:30	Pittsburgh-Toledo (Mon & Tues)
41.	ELBU	09:00	Elkhart-Buffalo (Daily)
42.	ML-433	09:00	Framingham, MA-Toledo (Thurs-Mon)
43.	TV-22	09:10	Chicago-Baltimore (Tues-Sun)
44.	OIIH-D	09:15	Oak Island-Chicago/IHB (Wed)
45.	TV-204	09:40	Chicago-Elizabethport, NJ (Daily)
46.	COSE	09:45	Columbus-Selkirk (Daily)
47.	TOPI	10:50	Toledo-Pittsburgh (Daily)

48.	PIBR	11:00	Pittsburgh-Chicago/BRC (Daily)
49.	STPI	12:20	Sterling, MI-Pittsburgh (Mon-Fri)
50.	TV-10	12:20	Chicago-N. Bergen (Daily)
51.	COCL	12:40	Columbus-Cleveland (Sun-Fri)
52.	ELPI-A	12:45	Elkhart-Pittsburgh, first section (Daily)
53.	RR-232	13:00	Crestline-Rochester (Tues-Thurs, Sat)
54.	TV-590	13:10	Chicago-Croxtton (Wed only)
55.	SLSE-D	13:15	E. St. Louis-Selkirk (Tues only)
56.	TV-6	13:15	E. St. Louis-Boston (Tues-Sun)
57.	SEEL	13:30	Selkirk-Elkhart (Daily)
58.	TV-100	13:30	Chicago-Boston (Tues-Thurs)
59.	TV-1H	14:40	Harrisburg-Chicago (As needed)
60.	MAIL 8	14:50	Chicago-N. Bergen, NJ (Daily)
61.	PIEL	15:30	Pittsburg-Chicago (Daily)
62.	MAIL 8M	15:35	Chicago-Morrisville, PA (Daily)
63.	TV-11	16:10	Kearney-Chicago (Tues-Sun)
64.	ELPI-B	16:30	Elkhart-Pittsburgh, second section (Daily)
65.	BUEL	16:45	Buffalo-Elkhart (Daily)
66.	TV-1	17:20	Morrisville-Chicago (Daily)
67.	SEIN	17:30	Selkirk-Indianapolis (Tues-Sat)
68.	TOMT	18:15	Toledo-Metuchen, NJ (Daily)
69.	PIPR	18:30	Pittsburg-Chicago/CNW (Tues-Sun)
70.	TV-7	18:55	Boston-Chicago (Tues-Sun)
71.	TV-5C	19:45	Cleveland-Columbus (Sun only)
72.	ML-450	20:00	Columbus-Cleveland (Daily)
73.	TV-5	20:15	Boston-E. St. Louis (Tues-Sat)
73a.	PIPR	20:30	Pittsburgh-Chicago/CNW (Mon only)
74.	MYTO	20:45	Twinsburg-Toledo (Mon-Sat)
75.	BUIN	21:00	Buffalo-Indianapolis (Wed-Mon as needed Tues)
75a.	SEIN	21:00	Selkirk-Indianapolis (Sun-Mon)
76.	TV-61	21:00	Allentown-Chicago (Tues-Sat)
77.	TV-550	21:05	Chicago/BN-Syracuse (Tues only)
78.	TV 80	21:15	Chicago-N. Bergen (Thurs only)
79.	INBU	21:30	Indianapolis-Buffalo (Daily)
80.	TV-201	21:45	Kearny-Chicago (Tues-Fri)
81.	TV-13	22:05	Boston-Chicago (Tues-Fri)
82.	TV-551	22:20	Syracuse-Chicago (Tues only)
83.	TV-553	22:20	Syracuse-Chicago (Thurs only)
84.	ML-421	22:40	Niagra Falls-Chicago (Tues-Sun)
85.	MAIL 9H	22:55	Harrisburg-Chicago (Tues-Sat)
86.	MAIL 9	23:00	Morrisville-Chicago (Tues-Sat)
87.	TV-261	23:00	Croxtton, NJ-Chicago (Tues-Fri)
88.	TV-207	23:10	Port Newark-Chicago (Tues-Sat)
89.	TV-200	23:20	Chicago-Kearny (Tues, 19:35 Wed)
90.	TV-500	23:35	Chicago-Syracuse (Tues & Sat)

Effective as of July 22, 1995

Railfanning Conrail's Boston & Albany Line

Part 3: Westfield to MP-110.

By Fred Schaefer

In Part 2 of railfanning Conrail's B&A, we left off in the area of Sikes Street and RT.20 with Little George's Restaurant on the northside by the tracks and the Big Y Supermarket on the southside of the intersection. Continuing west on Rt.20, you will cross into Westfield, Ma. Just as you turn with the bend in the road, look for a pull off on the leftside of the road. This is a paved turnaround and parking area for the Westfield River which flows nearby. Looking across from this parking spot (northside of Rt.20) you should see some ballast cars sitting on the siding located here. This is known as Lane's Quarry, which is owned and operated by the Lane Construction Co. New England has been blessed with excellent construction materials found in the many Traprock ridges through out this part of the country. The specifications for this stone is the same as used for road building and Portland cement application. Crusher-Run Stone should consist of sound, tough, durable broken stone. Stone used by the railroads should be able to pass through a 50mm square mesh sieve, up to 63mm (2" to 2½"). This stone is ideal for sub-grade and railbed application because it locks together, yet allows for water to drain through and can easily be handled by dumping out of ballast cars in small amounts and groomed into place by track machines used in roadbed surface work.

Between March and November is the primetime for loads of ballast leaving Lane's Quarry. Empty ballast cars may return as an extra or as of late have been returning on SENE. A local out of West Springfield will usually spot the cars. Loads are often seen sitting on the siding with huge surge piles of stone in the background with conveyor belts behind them. Some loads will also be tied down at the siding in Springdale, which is about 1 mile west of the quarry. Movement of these ballast trains are unpredictable at times. During the week days is when these loads tend to be moved. A W/B freight may stop and pickup some ballast cars, or lite engines may be called from Boston, Framingham, or West Springfield to haul a ballast train. There was a time when Conrail hauled stone out of the Tilcon plant located in Wallingford, Ct. Railfans could get two ballast trains a day over the hill, one from Lane's Quarry, the other from Tilcon. Conrail gave up handling stone out of Redds Gap (Wallingford), which was the start of their pullout of CT. If the train gods are with you, you may get a solid ballast train and some cars picked up by a W/B, which puts on a great show on the hill. This area around the quarry is OFF LIMITS! and should only be viewed from the parking area below. Photos and video are not the greatest because of the brush and trees along the main, although one can see what is sitting around there or what the local is switching. Best time for viewing is in the fall when the leaves are on the ground.

Continuing west on Rt.20, the railroad remains in sight behing a number of small businesses. Just pass Walmart you come to a light. This is Union St. which will put you on the northside of the tracks. After you turn right onto Union St., there's a bridge where the main passes over this road. Off to the right is a small parking space where you can turn into quickly if something is coming while your making a move. Further up Union St. on the left is Williams Riding Way Rd. AKZE Salt is located here with huge sugarleafed piles of salt covered with polyethylene sheets secured with old tires. AKZE receives cars on a regular basis with as many as 10-12 cars at a time. There's grade crossings here on Williams Riding Rd., which you can set up on the southside with a shot. There is also a dirt road which takes you up in

where Springdale sidings are located. Light is good here in the morning for eastbounds, and westbounds later in the afternoon. The track here is pretty straight allowing you to see the signals when their lit at CP-107. The DED detector at MP 103 comes in strong along with a detector located at MP 115 which reads out as "Russell", although this DED may come in broken up at times. Moving on, we will continue west on Union St. to a split in the road. Bear to the left, than take a quick right onto Pochassic Rd. At the light, this road is Rt,10/202. You can continue on Union st. and pass under the railroad bridge here and take a right, but this intersection can be tough onto Rt.10/202.

This happens to be the only spot where trucks can pass under the Conrail bridge here due to the low clearance on Rt.10/202. It's easier to take Pochassic Rd. to the light. To get to CP-107, make a left onto Rt.10/202 south and go under the bridge and look for a driveway on the right. Turn in this driveway which looks like a park. You are now track level with both signals to your right and the diamond where the Pioneer Valley RR crosses the Conrail mainline on your left. The light is good here all day with eastbounds in the morning being lit properly, and westbounds from noon time on. On the other side is the former Westfield station which has been turned into offices. The building has been restored quite nicely. Conrail interchanges with the PV RR with a connecting track on the northwest side of the diamond on track 1. The local can be found almost daily switching out cars for the PV., This is a ideal spot to be set up in because of being in the middle of the two DED's at MP 103 and MP 115. You can hear anything coming in both directions. track 1 used to be called the Running track after Conrail single tracked parts of the B&A in the early 80's. CTC was added to this stretch between CP-100 and CP-109 in late 93, early 94.

The drive over to CP-109 from CP-107, exit from the park-like area to the left. Rt.10/202 during the day can be awful busy with traffic, so be careful when turning left out of the area around CP-107. Go under the bridge then at the light turn left on to Pochassic Rd. Go up the hill and over a bridge that crosses over the PV RR line into their yard. At the top, go right around the rotary and bear all the way to the left. There's three roads off this traffic circle, so you want the one that is closest to the mainline, This road is still called Pochassic Rd. Drive down this road for about one mile until you come to one of those CTC shacks. You can park in an opening near the switch at CP-109. The equipment in this area is overgrown with heavy brush, so you may end up driving by it first. Being on the northside of the tracks means the light is on the southside. There is no room to set up because the Westfield River is right along side the tracks in this area. If you are lucky, a shot of a eastbound can be had early in the morning when the sun is right over the tracks from the east. As the morning progresses, the sun swings over to the river side. You can however walk east along the tracks for about 250ft. and come to a hill on the left side(north).

The ground is soft with alot of cinders along the right of way. In this spot you are slightly elevated above the trains as they pass by. You can still get a front lit shot and the shadow isn't bad either. All the DED detectors come in good here. There's also a base station antenna located here. Eastbounds can be seen from quite aways as they approach CP-109. It is double track territory from CP-92 to CP-109. From here west it is single track to CP-123. Continue driving west on Pochassic Rd. following it all the way to the end. There's a driveway to a bankrupt quarry located here. Watch for any heavy trucks coming out of here. Take the road to the left, which ends at a farmers

cornfield. This is also posted "NO TRESPASSING" with a homemade sign nailed to a tree. You can set up around the crossing and catch anything westbound by looking down the track towards CP-109 which is about a half mile or so. Looking to the west, eastbounds pass under the massive I-90 highway bridge which spans the Westfield river. The bridge can be worked into a shot using a telephoto lens. If you are the adventures type, you can walk along the old track 1 right of way. There are some good spots up by the bridge area where you can set up off the tracks. The only problem being is that your on the wrong side because the sun is on the southside of the tracks.

The river runs right along the tracks in this area. You can however shoot from across the river by driving back on Rt.20. To do this, follow Pochassic Rd. back to Rt.10/202 and make a right onto Rt.10/202 south. Drive until you see a sign for Rt.20 west(it is across from the Mobile station) make a right and follow Rt.20 until you come to the I-90 bridge. Rt.'s 10/202 and 20 make up some of the center of town, so watch your speed through here. These are not roads for chasing anything. Back to the bridge, you'll see a parking lot near the bridge and a dirt road which takes you down by the river. There is usually a few vehicles parked here because of the excellent trout fishing that the river offers. Here you can get a shot of something passing by. This area is best for photography in the fall when the line is open more.

Next we will travel through Russell, Woronaco, Huntingdon, and Chester.

DO YOU REMEMBER WHEN?

Conrail, Pennsylvania Plan Improvements To Coal Pier

The State of Pennsylvania and Conrail have agreed on a project to improve Greenwich Coal Pier 24 in Philadelphia, Pa, the major coal-handling pier in the state, at a cost of \$26.5 million. Under the agreement, which will require approval of the General Assembly, ownership of the pier would be transferred to the state, which would issue general obligation bonds to produce the funds for the improvements. Conrail would lease the property from the state at a rate which would recover all costs of the project, and after the bonds were retired the property would revert to Conrail's ownership. The improvement program would nearly triple the coal-handling capacity of the pier -- from the present 3.5 million tons a year to 10 million -- and would be completed by the summer of 1982. (Locomotive Engineer; Aug. 15, 1980)

CONRAIL NEWS: "The Form D Reads"

Conrail Is Generating Steam As A Takeover Target

What else can happen to the newly tumultuous railroad business after this year's two huge takeovers? More takeovers. Next stop: maybe Conrail. People familiar with the thinking of Norfolk Southern say the cash-rich Norfolk, Va., railroad is looking for the right opportunity to bid for Conrail, which dominates Northeast rail freight and has a near-lock on rail-freight access to New York City. One factor is when the two railroads discussed a deal last year, industry people say Conrail demanded \$90 a share and NS balked at the offer. Another factor is CSXT which doesn't want to be surpassed by the NS. Industry people say the two held talks last year to divide Conrail and talks broke down because CSXT wanted half, including New York access.

Splitting Conrail's Northeast franchise would reduce its value, making NS reluctant to pay a fat premium so far. But eventually, some analysts think, CSXT of Richmond, Va., and NS might come to a compromise. Norfolk Southern's strategy is to wait for third-quarter earnings, hoping CR disappoints Wall Street, people in the industry say. Then if Conrail stocks fall to say, \$60 dollars a share, NS could offer a 25% premium without looking like a skinflint. But Merrill's Mr. Lloyd doubts profit will disappoint at Conrail, which has slashed costs. He says NS might have to open bidding at \$75 dollars a share and go higher. Thomas Galvin of C.J. Lawrence Deutsche Bank says Conrail shares could fetch \$80 to \$85 dollars a share.

Conrail's Response:

As in the past, Conrail continues to decline comment on rumors and speculation, like that presented by the WSJ article. The fact of the matter is: Conrail's current Strategic Business Plan calls for Conrail to remain independent company and Conrail's Board of Directors endorses that plan as a way to bring increasing value to the company's shareholders.

DIVISION NEWS.

----- H A R R I S B U R G -----

Reading Line

At MP 19.7 the automatic signal 192-E on No. 2 track has had an advance approach aspect added to the signal. The following signals are out of service and removed: No. 2 track signal 92-E at MP 9.6, No. 2 track signal 122-E at MP 12.7, No. 2 track signal 152-E at MP 15.8, and No. 1 track signal 91-W at MP 9.6.

Harrisburg Line

All freight trains now arriving at CP-CAPITAL will immediately contact the train dispatcher to ascertain whether the train will be held. A new trailing point switch on No. 1 track for Rohm and Hass Co. has been installed but is not yet in service.

Pittsburg Line

The crossover switch at "SF" has been removed. No. 3 track between "MG" and "SF" is now designated the No. 3 Industrial track, ABS rules applied.

----- P H I L A D E L P H I A -----

Reading Line

Automatic Block signals E-252 located at MP 25.2 and E-282 located at MP 28.4 which govern eastward movements on No. 2 track are now removed from service.

Trenton Line

Maximum speeds on No. 1 and No. 2 track have been changed in the following locations on the Trenton Line between: CP-NEWTOWN JCT and MP 6.3; passenger 60, freight 40, MP 6.3 and MP 6.5; passenger 40 and freight 40, MP 6.5 and MP 7.2; passenger 60, freight 40, MP 7.2 and Olney; passenger 40, freight 40, Olney and CP-CRESCENT; passenger 60, freight 40, CP-CRESCENT and CP-CHELTENHAM JCT.; passenger 50, freight 40.

Northern Branch

Southward trains arriving into Croxton yard must not accept a signal displayed at CP-CROXTON for movement from the Croxton Running track, Upper Drill Running track, or Croxton yard lead until a crew member confirms with the train dispatcher that the signal displayed is for their train.

C&F Secondary

DCS station "TOWN" has been relocated east to MP 11.5.

Chemical Coast Secondary

PD automatic interlocking is redesignated CP-PD and is now controlled by the Branch Line dispatcher. Northbound interlocking signal remains at present location and is controlled by the train dispatcher. The southbound interlocking signal has been relocated 375 feet north of its present location and is also controlled by the train dispatcher. Southbound facing point hand operated switch which governs movement to the connection and Port Reading Secondary has been converted to an interlocking switch and is equipped for dual control.

Delmarva Secondary

Speed for freight trains has been changed to 30 mph between the following locations: Alley and MP 63.9 and MP 66.0 and Jack. are 30 mph.

Port Reading Secondary

The PD automatic interlocking has been redesignated CP-PD and is now controlled by the Branch Line dispatcher. Westbound interlocking signal will remain at its present location and also be controlled by the train dispatcher. The eastbound interlocking signal has been relocated 375 feet west of its present location and is controlled by the train dispatcher. The eastbound distant signal has been relocated 8180 feet west of its present location and is capable of displaying an approach restricting and an approach clear. Eastbound facing point hand operated switch governing movement to the connection track and Chemical Coast Secondary has been converted to a interlocking switch and is equipped for dual control operation.

CR LOCOMOTIVE NEWS:

SD60I's Outshopped:

5646 out on 8-7-95 5647 out on 8-11-95 5648 out on 8-17-95

NJT GP40-2(ex CR 3196 GP40) outshopped on 8-11-95

CR 9325(SW1200) has been sold to the Florida Rock Industrial on 8-1-95.

"Quality" repaints:

1617,96(GP15-1), 3388, 3403(GP40-2), 6365, 6457, 6514(SD40-2), 6556(C30-7a)), 7710, 7881, 82, 7921(GP38), ,8108(GP38-2), 9554(SW1500)

C30-7's to be leased to Union Pacific: 535, 540, 543, 549, 554, 560, 565, 566, and 567.

CR Locomotive Update

As of 8-18-95, the total amount of locomotives owned by Conrail was 2,127. 1,932 units being on the road and 195 units working yards. The total amount of Conrail units on lease is 25 road locomotives and 3 yard locomotives. Conrail units in storage included 196 road units and 26 yard units. The total of Conrail units awaiting retirement are 2. The following is a listing of all units stored serviceable at various yards system wide.

Units stored at Altoona, Pa., Total 43

SD40 - 802, 803, 811, 814, 6275, 86, 6301, 06, 20, 34, 48, 54
 MT4 - 1000, 01, 02, 05, 07, 08, 10, 11, 13, 14, 15, 16, 17, 19, 20, 23
 GP10 - 7516, 58, 72, 73, 74, 75, 82, 86, 87, 89, 94, 95

Units Stored At Enola, Pa., Total 34

GP40-2 - 3283, 85, 3368
 B36-7 - 5012, 13, 15, 21, 28, 29, 50, 52, 54, 56
 B40-8 - 5060, 68, 79, 83
 C39-8 - 6010, 18, 20
 C36-7 - 6624, 26, 36
 GP10 - 7517, 19, 45, 76, 83, 84, 85, 88, 96, 97
 GP38 - 7725

Units Stored At Conway, Pa., Total 34

MT4 - 1009, 12, 21
 GP40-2 - 3287, 90, 3302, 15, 73
 B36-7 - 5002, 07, 08, 10, 11, 14, 18, 30, 37, 43, 44, 47, 48
 B40-8 - 5069, 71, 72, 74, 75, 76
 C39-8 - 6021
 C30-7 - 6601, 02, 03, 04
 C36-7 - 6620, 37

Units Stored At Collinwood, OH, Total 7

C39-8 - 6004, 07
 C40-8 - 6035, 44, 49
 GP10 - 7529

Units Stored At Big Four, IN., Total 33

GP40-2 - 3282, 86, 3303, 35, 66, 90
 B36-7 - 5005, 06, 09, 16, 24, 26, 42, 46, 51, 55, 59
 B40-8 - 5062, 73, 76, 82, 84, 87
 C39-8 - 6001, 12, 15, 19
 C36-7 - 6621
 GP10 - 7513, 15, 91, 96

Units Stored At Selkirk, NY., Total 68

GP40 - 3264
 GP40-2 - 3295, 98, 3333, 34, 59, 60, 62, 63, 83, 3402
 B36-7 - 5003, 04, 20, 22, 23, 25, 27, 31, 32, 33, 34, 35, 36, 38, 39, 40, 49, 53, 57
 B40-8 - 5061, 63, 64, 65, 66, 67, 70, 77, 78, 80, 81, 85, 86
 C39-8 - 6002, 05, 06, 08, 09, 11, 13, 14, 17
 SD40 - 6279, 6314, 36

C36-7 - 6639
 U23C - 6900
 SD40-2 - 6973
 GP10 - 7520, 22, 23, 24, 28
 SW1500 - 9541, 73, 83, 89, 9600

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WISH YOU COULD HAVE SEEN IT!
A compilation of foreign sightings on Conrail.

CCPI 9 - CR 5598(SD60I), BN 8096(SD40-2), CNW 6931(SD40-2), at Allentown, Pa., on 7-29-95. (Doug Wetherhold)
 ELPI 0(A) - CT 6076(C40-8W), CR 6460(SD40-2), BN 9543(SD70MAC), CR 1696(GP15-1), at Berea, OH, on 7-30-95. (Tim Frey)
 PRPI 2 - CR 6459(SD40-2), SP 7476(SD45R), SP 8499(SD40T-2), CR 6101, 6115(C40-8W), at Berea, OH, on 8-2-95. (Tim Frey)
 SPL703 - CR 6142(C40-8W), UP 6288(SD60M), UP 9044(C36-7) at Rochester, Pa. on 8-5-95.
 PRPI 5 - UP 5074(SD50*), CNW 7002(SD50), at Berea, OH, on 8-5-95. (Tim Frey. Note UP unit 5074 is Ex CNW 7014)
 UFY668 - CR 5642, 5643(SD60I), at Lewistown, Pa. on 8-5-95.
 ATPI 4 - CR 3367(GP40-2), CR 7882(GP38), CRL 526, 519(C30-7), at Leatsdale, Pa., on 8-5-95.
 PRPI 4 - UP 5074(SD50), CNW 7002(SD50), at Berea, Ohio, on 8-5-95.
 SFEL 4 - ATSF 5071, 5190(SD40-2), ATSF 515(B40-8W) at Porter, IN., on 8-5-95.
 CNSE 4 - CN 5319 (SD40-2), CN 5214(SD40), at Selkirk, NY., on 8-5-95.
 WDT012 - CR 6953(SD38), CR 1018(MT-4), CR 9506(SW1500), at Toledo, OH., on 8-5-95.
 ELBU 6 - UP 2505, 2503(C30-7), CR 6449(SD40-2), CR 6767(SD50), Rochester & Southern 103(GP40), at Berea, Ohio, on 8-6-95. (Tim Frey)
 TOPI 6 - ATSF 685, 663(C44-9W), at Berea, Ohio, on 8-6-95. (Tim Frey)
 NLIN 9 - CR 6771(SD50), UP 4300(SD40-2), UP 5003(SD50), at Indianapolis, IN, on 8-9-95.
 UOR 96 - NS 8676(C39-8), NS 8788(C40-8), at Solvay, NY, on 8-9-95.
 MAIL 3 - CR 6169(C40-8W), CR 6437(SD40-2), NS 8635(C39-8), at Reading , PA, on 8-9-95.
 WICE 12 - CR 6629, 6623 (C36-7) at Conway, Pa., on 8-9-95.
 UTM 95F - BN 5040, 5122 (C30-7), BN 7215(SD40-2), at Elkhart, IN, on 8-9-95.
 FWEL 9 - CR 8148, 8144, 8147 (GP38-2), at Elkhart, IN, on 8-9-95.
 KAEL OX - UP 4293(SD40-2), at Elkhart, IN, on 8-9-95.
 NPSE 8 - CNW 7016(SD50), UP 4257(SD40-2), CR 6702(SD50), at Dewitt, NY, on 8-10-95.
 COSE 9 - CR 6582(C30-7a), CR/LMS 726(C40-8W), ATSF 5174(SD40-2), at Savannah, NY, on 8-10-95.
 TV 207 - CNW 8044(SD60), UP 3843(SD40-2), at Erie, Pa., on 8-10-95. (Tim Frey)
 XNS 198 - NS 6586, 6619 (SD60), at Toledo, OH, on 8-10-95.
 TV556 - SP 7419(SD45R), SP 7340(SD40R), at Berea, OH., on 8-10-95.
 COSE 1 - CR 6159(C40-8W), UP 5001(SD50), CR 9559(SW1500), UP 3602(SD40-2), at Erie, Pa., on 8-11-95
 XWB 49 - 5581, 5582 (SD60I), at Conway, Pa., on 8-12-95.
 MOPI 1 - CR 5575(SD60I), CR 5500(SD60M), at Conway, Pa., on 8-12-95.
 TTEL 2 - CR 2022, 2816, 1996 (B23-7), at Buffalo, NY., on 8-12-95.
 KAEL 2 - GTW 6423(GP40-2), GTW 5729(GP38-2), at Elkhart, IN., on 8-12-95.

PREL 2 - CNW 6935(SD40-2), UP 3593(SD40-2), NS 8813(C40-9), CR 6472(SD40-2), at Porter, IN., on 8-12-95.
 PIEL 2 - CR 6779(SD50), ATSF 5826(SD45-2), ATSF 5062(SD40-2), ATSF 801(C40-8W), CR 1671(GP15-1), at Elyria, OH., on 8-12-95.
 COIN 2 - CR 6191(C40-8W), CR 5638(SD60I), CR 6052(C40-8W), CR 7917(GP38), CR 6050(C40-8W), CR 8065(GP38-2), at Indianapolis, IN., on 8-12-95.
 LMTO 0 - CR 5587(SD60I), CR 6259(C40-8W), CR 1003(MT-4), CR 6930(SD38), at Toledo, OH., on 8-12-95.
 ELSF 2 - ATSF 663, 685 (C44-9W), ATSF 5066(SD40-2), ATSF 6399(B23-7), at Elkhart, IN., on 8-12-95.
 UNW 617 - UP 9148, 9198 (C40-8), UP 9559(C41-9W), at Wheatfield, IN., on 8-12-95.
 UXC 382 - CR 6053, 6190, 6258, 6055 (C40-8W), at Enola, Pa., on 8-12-95.
 KAOI 3D - ATSF 5356(SD45R), ATSF 5851(SD45-2), at Elkhart, IN., on 8-13-95.
 USS 357 - CR 6623(C36-7), CR 3369, 3398(GP40-2), CR 2030(B30-7R), at Conway, Pa., on 8-19-95.
 SFEL 8 - ATSF 507(B40-8W), ATSF 2961, 2948(GP35R) at Porter, IN, on 8-19-95.
 SEIN 9 - CR 6030(C40-8), UP 9536(C41-8W), UP 3139(SD40-2), at Rochester, NY, on 8-19-95
 TV204X - CR 5572(SD60M), SP 7419(SD45R), UP 3602(SD40-2), at Selkirk, NY, on 8-20-95.

CSXT: NEWS AND HAPPENINGS.

CSXT caboose 904094 has been repainted into a bright orange (Pumpkin) scheme for use in maintenance of way service. The following CSXT units have been deleted from the locomotive roster:

1938 (U18B) on 7-6-95	3122 (B23-7) on 7-6-95
1951 (U18B) on 6-13-95	3123 (B23-7) on 7-6-95
1967 (U18B) on 7-6-95	3124 (B23-7) on 7-6-95
3116 (B23-7) on 7-6-95	3125 (B23-7) on 7-6-95
3115 (B23-7) on 7-6-95	3126 (B23-7) on 7-6-95
3117 (B23-7) on 7-6-95	3127 (B23-7) on 7-6-95
3118 (B23-7) on 7-6-95	3128 (B23-7) on 7-6-95
3119 (B23-7) on 7-6-95	3294 (U23B) on 7-6-95
3120 (B23-7) on 7-6-95	4256 (GP30M) on 6-13-95
3121 (B23-7) on 7-6-95	4266 (GP30M) on 6-13-95
	5727 (U36B) on 7-6-95

The following units have been added to the "Pumpkin" roster:
 1981(U18B) to 9505 2159(GP38) to 9653 6579(GP40) to 9701

CSXT 2 is now on the roster which makes the official number of CW44AC units 115. (All above news courtesy of The Bull Shhet)

CSXT Purchases 40% Of Indiana Short Line

CSX Transportation has purchased 40 percent of the stock in Indiana Rail Road Co. and proposed purchasing an additional 40 percent of the fast-growing short line's stock. Tom Hoback, who formed Indiana Rail Road in 1986 to acquire 117 miles of track in southern Indiana, will continue to head the carrier. Prior to completion of the initial stock sale last week, he held all of the short line's stock. Hoback declined to disclose terms of the transaction or release financial information about the privately-held Indiana Rail, whose tracks run from Indianapolis to Newton, Ill.

CSXT's Proposed Renumbering Of Automotive Business Unit Trains

The following trains have had their "R" prefix changed to a "Q"

R209 to Q209	R210 to Q210	R212 to Q212	R214 to Q214
R272 to Q272	R280 to Q280	R220 to Q220	R221 to Q221
R226 to Q226	R228 to Q228	R229 to Q229	R249 to Q249
	R250 to Q250	R268 to Q268	

The following trains have had their symbols changed:

Q376 becomes Q276	Q378 becomes Q278	Q380 becomes Q280
Q382 becomes Q282	Q394 becomes Q294	Q396 becomes Q286
R450 becomes Q250	Q451 becomes Q251	R458 becomes Q258
Q513 becomes Q201	Q519 becomes Q203	R566 becomes Q206
	Q571 becomes Q233	Q575 becomes Q235

CSXT trains Q381 and Q383 will now be combined at Cumberland, Maryland, and operate as Q383. 381 will now originate at New Castle, Pa., after traffic from Q383 is separated into two trains.

Train symbols in the 200 series which are assigned to non-automotive units are proposed to be changed as follows:

R220(METALS) to become K586	R221(METALS) to become K587
R250(CONSUMER) to become K450	R280(CHEMICAL) to become K502

MISC. RAILROAD NEWS:

MK Rail Seeks Buyer

MK Rail put itself on the buying block, citing a decision by Morrison Knudsen to sell its 65% stake in MK Rail, according to the Wall Street Journal. The locomotive-parts maker said it has hired Wasserstein Perella & Co. and CS First Boston to coordinate the sale. The company also said that its President and C.E.O., Michael Farrel, and its Executive Vice President, Thomas Reinecke, resigned. "We chose the timing of our resignations in order to assist the company in an orderly transition throughout the sale process and protect the interests of the company, its employees and shareholders," Farrel said. MK Rail, which also provides locomotive fleet maintenance, has been struggling, stung by losses overseas and on customer contracts. MK Rail posted a first-quarter loss of \$8.1 million, or 47 cents a share, compared with net income of \$1.5 million, or 12 cents a share, a year earlier.

BN Studies Older, Unused Routes To Cut Delays, Congestion

Burlington Northern Railroad, already is considering reopening its Stampede Pass line to relieve congestion, and is thinking of laying 109 miles of new track from Ellensburg to Lind, Wash., on an old Milwaukee Road line that is now a nature trail. BN, soon to be merged with ATSF acknowledged in May that it was suffering delays due to rising volume on its Transcontinental stack trains. That is the main reason BN is looking to reopen Stampede Pass to ease congestion on its main east-west line into Washington.

Union Pacific To Acquire Southern Pacific

Forging the nation's largest railroad, Union Pacific Corp. agreed to purchase Southern Pacific Rail Corp. for \$3.9 billion or \$25 a share in cash and stock. The combined railroad would be a powerhouse in the western two-thirds of the nation, with 35,000 miles of track operating in 25 states and annual revenue of \$9.5 billion. UP said that after completing the transaction, which is subject to a final agreement and regulatory approval, it would slash \$500 million in annual expenses from the combined operations. "When completed, this transaction will deliver major benefits for customers," said Drew Lewis, UP's Chairman and Chief Executive Officer. "The combined system will be able to offer new services that neither UP nor SP can offer on its own.

END OF TRAIN DEVICE:

R E M E M B E R !

Send all stories, questions, sightings, and suggestions concerning the newsletter to: Tim Howerter/Editor
402 N. 5th St.
Emmaus, Pa. 18049

Address all membership dues, business related questions, and other correspondence to: Conrail Historical Society Inc.
P.O. Box 38
Walnutport, Pa. 18088-0038

Have all material sent to the editor by the 22nd of each month.

THE CONRAIL HISTORICAL SOCIETY INC NOTES:

Always use **SAFETY**, and **OBEY** all **RULES**, and **LAWS** when railfanning; Remember, no train photography, or video, is worth more than the value of **LIFE!!!!!!!!!!**



CONRAIL HISTORICAL SOCIETY, INC.
P.O. BOX 38
WALNUTPORT, PA 18088-0038

RICHARD D. HUGHES
P.O. BOX 961
DOVER, NH 03821-0961

