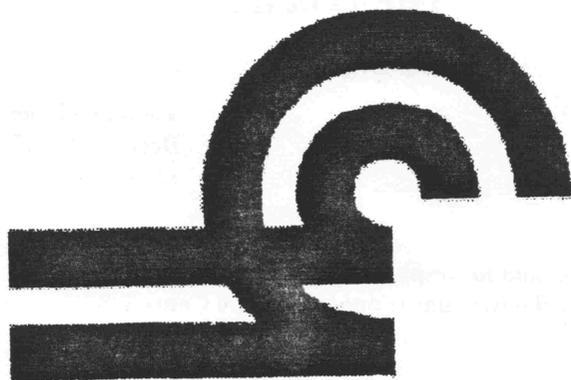
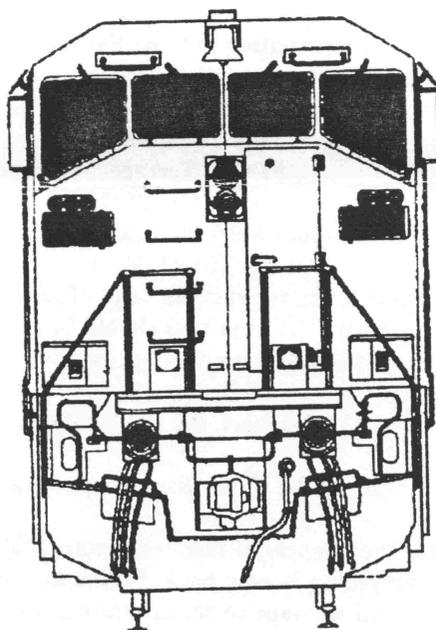


# CONRAIL



## Historical Society, Inc.



## “The Form D”

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# CONRAIL HISTORICAL SOCIETY, INC.

## "THE FORM D"

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From the Chief Dispatchers Desk

I want to apologize to the entire society for the lateness of this newsletter. Major computer problems caused the issue to be "lost" in space. At this moment in time everything is now back on line and hopefully we can move on. We will be at the Amherst Train Show on January 31-Feb. 1 and we hope to see as many of the members as possible. We are planning many things for the coming year. Our membership is growing by leaps and bounds but we still need your renewals as soon as possible. Again I ask that you give us any information from your area. We have been getting alot of information from members from all over the Conrail system and beyond. Again, I wish you a very prosperous and safe year and hope to see as many of you as possible at trackside.

**IS CONRAIL THAT BAD ?**

**(Editor's note) This article is based on investors touring the Conrail system. does this sound like a system that could have stood on its own? (Editor's bold face)**

CSX Trip-Investment Highlights of Conrail portion of the trip: Day one focused on the implementation and revenue growth potential of the CRR merger, Day 2 was an up-date from John McKelvey -Chief Financial Officer of Conrail on the status of Conrail as well as a seminar on coal. It was determined that Conrail's productivity is peaking and service is at an all-time high. Some background: CSX continued its multi-day Greenbrier analyst trip. The overall tone of the meeting was very positive-CSX is very confident that it can methodically, carefully implement the Conrail merger and seemingly with the new, growth-oriented franchise vault to the top of the railroad world. Day One focused on the implementation and revenue growth potential of the Conrail merger, Day Two concerned unit presentations, an update on Conrail from John McKelvey-Chief Financial Officer and a seminar on coal. Its final analysis? Conrail keeps setting records!! Their operating ratio dropped almost three points in the nine-month segment, to a by far best ever 78.9%, "despite" revenues led by a surge (11%) in intermodal (despite the UPS strike). These numbers point to the value of the intermodal-and Conrail's in-general-franchise. The record is pretty impressive. Safety improved dramatically (derailments down 50%, lost days down 24% YTD, etc.) Conrails productivity is peaking, and service is at an all time high. One motivating factor, aside from pride, is that 99% of Conrail employees are interested to some degree in further railroading ( CSX or NS) employment. Conrail is going out with a lot of class. (Bloomberg, Randy Kotuby)

**NYC ASKS FEDERAL GOVERNMENT TO REJECT CONRAIL DEAL**

The administration of New York City mayor Rudolph Giuliani has asked the Surface Transportation Board to reject the proposed purchase of Conrail. Guiliani says the proposed deal is bad for competition in the rail freight industry and bad for the city. the mayor says that rather than ending the "domination of the region's rail freight market" by one carrier-Conrail- the sale would just replace one monopoly with another. CSX spokesman Robert Gould denied Giuliani's charges saying "Shippers in the New York City area will have a much different level of service than exists

today." Goulds said the CSX's agreements with other rail lines will give New York shippers access to a much wider range of services than they would have had with Conrail. The New York City Economic Development Corporation has submitted a filing with the Surface Transportation Board, charging that the deal does not provide the city with competitive rail freight service on the Hudson Line. The Hudson Line is the main link connecting New York City with Albany and Northern New England. The city's concern is that because CSX will face competition in Northern New Jersey from Norfolk Southern, businesses will attempt to avoid using New York City rail freight yards by trucking freight across the Hudson River to New Jersey. Giuliani says that will hurt local economic development and add more trucks to the region's highways, creating more wear and tear and more pollution. (UPI. CNW 4400)

**CONRAIL GARBAGE TRAIN BEGINS RUNNING**

The "maiden" voyage of the new dedicated garbage/solid waste train, jointly operated by Norfolk Southern and Conrail began operations on November 16. OPNS-6 departed Oak Island with 8 loads and 14 empty garbage containers. Conrail B36-7 5019 did the honors up to Harrisburg, PA, where additional power was added to shuttle it to Hagerstown. The train went by Hersey at 11:29 ET and for that particular moment, Hersey lost that "Sweetest Place on Earth" smell and appeal!!!. The train is to resume a normal schedule from hence forth, operating two each way a week, with extras called as necessary. (Kevin Burkholder, CNW 4400)

**IRONY APLENTY IN CONRAIL MERGER**

Norfolk Southern Chairman and Chief Executive Officer David Goode recently called for an end to the irony besetting the attempt by his company and CSX to win approval of their dual takeover and carve-up of Conrail. The irony that he was referring to was the fact that the recent service and safety nightmares of Union Pacific, and a few safety problems encountered of late by CSX, were slowing approval of the restructuring of the Eastern railroads, which in turn was delaying realization of the benefits and possibly even threatening a service breakdown in the East.

Consider:

—While the carve-up is being promoted as benefiting the public by diverting a million

trucks a year from highway to rail intermodal service and introducing competition into what has been Conrail's monopoly territory—arguably the two biggest benefits of the restructuring to the public—some major intermodal players are protesting that the deal is structured to deny them the benefits of competition.

—Some major shippers feel the intermodal diversion is so overstated that it will shrink the already slim profit margin for intermodal service, sending their shipping costs soaring.

—Some of the major beneficiaries from the introduction of competition into Northern New Jersey and New York think the plan for the "Shared Asset Area" there will produce operational chaos.

—That concern doesn't bother politicians from nearby areas who want their districts included in the Shared Asset Area.

APL and J.B. Hunt, joined by numerous steamship lines and a handful of intermodal marketing companies are protesting Article II, Section 2.2 (c) of the transaction agreement, a seemingly innocuous provision stating that all Conrail contracts in force at the time of the closing of the acquisition shall remain in effect through their stated term with NS and CSXT. However, the section further provides, in APL's interpretation, that "NS and CSX, who are competitors, will allocate the responsibilities for serving customers under contract to Conrail between them as they see fit and without shippers consent." Such a result would violate antitrust laws in any normal circumstance, argued APL, and it further disadvantages current Conrail contract holders by denying them the benefits of competition now open to nonholders who have the advantage of playing CSXT and NS off against one another in negotiating new contracts. Section 2.2 "goes against the whole grain of what's been publicized and what's been said about NS and CSX increasing competition," said Paul Bergant, vice-president-marketing and general counsel for J.B. unt. "We want the board to clarify, but as we read our contract, we'll decide how our is business split up." One of NS and CSX's principal arguments for their acquisition of Conrail is that it will create competition where none has existed. This is the most compelling public interest benefit of this transaction," wrote Thomas R. Brown, president of Riss Intermodal in a letter supporting APL. "It would be a cruel irony to deprive APL—of full and meaningful access to this new and competitive environment. The section 2.2 issue might be of concern to any

that view themselves as both customers of and competitors to NS and CSX, and the section poses problems in non-intermodal areas as well. Eastman Kodak for example, the biggest non-utility coal user on Conrail, frets that CSXT's assumption of a Conrail contract covering movement of 8,000 to 9,000 carloads through 2001 will deny it the benefits of competition between CSXT and NS, which could link with shortline Rochester & Southern to serve Kodak's Rochester, NY plant.

But the section poses particularly prickly problems for APL, which competes internationally with CSX corporate family members: Sea-Land Service and CSX Intermodal. APL is asking that the provision be over ridden and that it have the right to negotiate new contracts with NS and CSXT. APL Stacktrain Services and CSX Intermodal stand as No. 1 and No. 2 among stacktrain operators that resell rail service on national networks. It is already the case that when APL wants to discuss anything with CSX Transportation, the railroad defers to sister subsidiary CSX Intermodal. APL competes with Sea-Land in offering combined ship and stacktrain service between the Pacific Rim and Conrail's Northeast U.S. territory. According to APL, the two companies together command market shares upwards of 30 percent for any number of high-value, time sensitive commodities moving between the Far East and the Northeast U.S. The prospect the CSXT would simply take over a large portion of APL business now handled by Conrail leaves Alan C. Courtney, director of customer processes for the Stacktrain Group of APL Land Transport Service, 'incredulous,' according to an STB submission. "It is as if United Air Lines were abruptly told that all its services east of Chicago, to New York, Philadelphia, Boston, Washington, etc. would from now on be flown by pilots from American, with American Airlines to provide all terminal services, baggage handling, food service and special meals, aircraft towing, and de-icing, control tower services and aircraft maintenance," wrote Courtney. "Were that to come to pass, it is a sure bet that, if United is No. 1 in any of those markets, it wouldn't be six months from now." APL fears that the "most favored-nation" status it enjoys with Conrail, taken to its logical conclusion in a two-railroad Northeast, would lead to the absurd requirement that CSXT and NS coordinate rates, with each possibly holding a veto over any rate change by the other.

APL is concerned that CSX would have every means to favor its own traffic over APL's with later cut-offs at origin and earlier availability's at destination, with smoother and faster interchanges in Chicago, with better coordinated "toupee and fillet" services necessary to serve the still clearance-challenged Baltimore and Boston, and with preferential handling at South Kearny, NJ. Despite falling with the New Jer-

sey Shared Asset Area, South Kearny, the major intermodal facility, is designated for operation solely by CSX. While NS is to have access to the portion of that yard that APL leases from Conrail, APL fears the yard will be managed by CSXI, 'a competitor with conflicting needs of its own.' Ironically, at least one stack train operator, "K" Line owned Rail Bridge, finds itself with little choice but to demand access to service from CSXT. Rail-Bridge has leased the E-Rail facility south of South Kearney from Conrail since 1988 and invested "millions" in improvements there, but that yard is currently designated for service only from NS, which the company says puts it at a disadvantage to APL, which will enjoy dual service at South Kearney, and users of other dual-served terminals. The company told the STB it was in the same position as a 2-to-1 shipper, since the carve-up had the effect of "making everyone else a 1-to-2-shipper." But the competition for intermodal business between CSXT and NS will just produce ruinously low intermodal rates, argued the Chemical Manufacturers Association and the Society of the Plastics Industry in their joint opposition to the whole deal. "It is well known that intermodal traffic, which is by definition subject to competition from trucks, generates relatively low per-car revenues," submitted the CMA and SPI. "It would be surprising in the extreme if motor carriers didn't fight back. This would drive rail intermodal rates even lower." The two questioned NS's ability to deliver the \$240 million, or 53 percent, of the new revenue if foresees from diversion of traffic from highways and CSXT's ability to achieve \$159 million in such business, 50 percent of new revenue produced from its acquisition. 'Failure to build revenue from intermodal will cause rates to increase for other commodities,' especially chemicals and plastics, argued CMA and SPI. The two also questioned the ability of CSXT and NS to run all new trains made necessary by the new business even as they were cutting jobs and reducing the size of their locomotive fleets. "In the real world execution is never faultless," said the two groups.

The Port Authority of New York and New Jersey also sought to differentiate between the real and the abstract. "Conceptually, the Port Authority appauls the intermodal competition that the transaction would provide," but the port said it harbored "real doubt (that NS and CSXT) can provide efficient and effective service." The Port Authority naturally focused on the north New Jersey Shared Asset Area, which it said "was developed in the heat of intense business negotiations without regard to operating problems involved." The SAA concept, the authority argued, would produce conjection and a breakdown in rail services in the region that would "strike waterborne commerce the hardest and cause diversion of substantial amounts of that traffic to competing ports." Almost precision rail service holds special importance to the

port because, while rail capacity in the region has been decreased by Conrail and would be difficult to expand, the port has plenty of excess capacity with which it hopes to grow international business by 5 percent per year well into the future. But the concept of the Shared Asset area is so frightening and presents such operational risks that a group of New York City, Long Island and Connecticut representatives, led by Rep. Jerrold Nadler, a Democrat representing portions of Manhattan and Brooklyn, want it extended to their districts." To achieve a Nadler-term service improvement in the city, on Long island, in Westchester County and in southern New England, we demand that a cross-harbor float operation and a core system of rail lines and terminals east of the Hudson be included in (as the petition called the SAA) the Joint Facilities Railroad," two dozen members of Congress petitioned. The Connecticut officials, in a separate filing, asked that the Nutmeg state be included in the shared asset area. Connecticut, along with its representatives who signed the Nadler petition, also asked that NS be allowed to operate RoadRailer service on the Northeast Corridor into Connecticut. In a 150-page operating plan specifically for the shared asset area filed in late October, NS and CSX attempted to counter port authority concerns about congestion and service breakdowns in the shared asset area by pointing out that Conrail, the shared asset operator, would perform switching and dispatching for the SAA, but would not itself act as a carrier. Further, CSXT and NS would not each be attempting to duplicate Conrail service in the area—a source of concern over congestion—but together would replicate that service.

The State of New York and the New York City Economic Development Corp., of course, are holding out for a second carrier east of the Hudson, where CSX is designated to be the successor to Conrail. A recurring theme of their filings, much like that of Rail-Bridge, is the idea that those that continue to have service from a single carrier will be disadvantaged in competition with shippers, some nearby, that suddenly gain service for two carriers they can play off against one another.

The Housatonic Railroad, a 161-mile shortline had a different view from its service area in western Connecticut, Massachusetts and eastern New York State. They contend that NS will be plenty close, too close for the Housatonic. That line is concerned that the enhanced competition west of the Hudson will hurt it by creating "artificial intermodal competition." The line interchanges 5,000 inbound and 750 outbound carloads a year with Conrail at Pittsfield, MA, a point CSX will inherit. But NS's haulage rights agreement with CP Rail effectively brings NS within 45 miles of the Housatonic's Railroad's line and the NS's acquisition of the Southern Tier line gives it the

option to build an intermodal facility at Maybrook, NY, on 15 miles beyond the western terminus of the Housatonic. (Traffic World, CNW 4400)

## CONRAIL TASK FORCE RECOVERS THE GOODS

An estimated \$1.5 million worth of stolen property was recovered by members of a special investigation task force in Hudson County, NJ. The work of the task force led to the arrest of an individual in the crimes. The task force, organized in May of this year and made up of investigators from the county's Prosecutor's Office and the Conrail Police Department, was investigating a rising number of cargo theft incidents occurring in the county. On Monday, November 10, a burglary occurred at Conrail's North Bergen Yard. Electronic equipment was taken from containers there. The Conrail police were able to locate a van they believed to be used in the burglary. At that point they initiated a surveillance of the van. Later that day, a man attempted to drive off in the van and was arrested. In the van were electronic organizers and camcorders worth \$50,000 to \$75,000 from a previous theft from another facility. Task force officers were able to identify several storage facility containers used by the man to store stolen property until it could be sold. A search of those facilities yielded stolen merchandise that could be directly tied to a number of burglaries and thefts from shipping containers that occurred in the recent past. Among the goods were electronic video games, VCR's, camcorders, designer clothing, computer equipment, sneakers, furniture, perfumes, CD players, sporting equipment and other items. Those goods were estimated to be worth \$1.5 million. This was one of the largest single recoveries of stolen merchandise in recent history according to the Prosecutor's Office. In fact, it took two trailers to remove the goods. Some of the task force officers worked 36 hours straight to recover the stolen goods. (Conrail News Wire, CNW 4400)

## CONRAIL GIVES TRACKAGE RIGHTS TO BUFFALO AND PITTSBURGH RAILROAD

Conrail has agreed to grant bridge trackage rights to Buffalo & Pittsburgh Railroad, Inc. (B&P), described as follows:

1. Conrail's Olean Secondary between the B&P/Conrail connection at milepost 408.8 at Carrollton, NY and milepost 395.0 at Olean, NY the connection with Conrail's Buffalo Line, including that portion of Conrail's track known as the North West Connection Track (connection between Conrail's Olean Secondary and its Buffalo Line), a distance of approximately 13.8 miles.

2. Conrail's Buffalo Line between milepost 69.4 at CP North Olean, and mile post 5.7 CP-GJ, a distance of approximately 63.7 miles;

3. Conrail's Ebenezer Secondary between milepost 5.7 (connection with Conrail's Buffalo Line) and milepost 0.4 (connection with Conrail's Chicago Line, within CP-Draw), a distance of approximately 5.3 miles.

4. Conrail's Chicago line between milepost 1.7 (connection with Conrail's Ebenezer Secondary) and mile post 1.77 (connection with B&P), a distance of approximately .07 of a mile.

5. Conrail's transco Wye (connection with Conrail's Bison Runner), a distance of approximately .6 of a mile.

The total combined distance of the trackage rights is approximately 83.47 miles. B&P was expected to commence operations on or after the November 24, 1997 effective date. The purpose of the proposed trackage rights is to allow B&P to shift overhead traffic from a roughly parallel line that is in need of rehabilitation. (CNW4400)

## STB APPROVES BUILDING OF CONNECTING TRACKS

The Surface transportation Board cleared the way for CSX and Norfolk Southern to take more immediate advantage of their purchase of Conrail if the transaction passes regulatory muster. The board approved the purchaser's proposal to build seven short connecting tracks totaling less than four miles that could move freight between their own lines and current Conrail customers. NS and CSX filed the applications to build the connectors in June, after the firms decided the more immediate reward from moving traffic soon after the approval of their purchase was greater than the risk the STB would reject their application next summer. In previous merger cases, carriers such as Union Pacific have chosen to wait until their merger cases are approved before capital improvement projects are launched. The total cost of the connecting tracks is estimated at \$10 million. CSX's projects include construction at Crestline, OH, Porter, IN, (Near Chicago), Sidney, OH, and Greenwich, OH. The Sidney and Greenwich projects would tie together major CSX and Conrail routes, such as the CSX Detroit-Cincinnati Line and the Conrail St. Louis-Cleveland Line at Sidney, and the CSX Chicago-Pittsburgh Line the crosses Conrail's St. Louis-Cleveland line at Greenwich. NS projects include a new connection with Union Pacific at Sidney, IL, to expedite chemical shipments from the southwest to current Conrail customers in the Northeast. NS also plans connections between its tracks and Conrail lines at

Alexandria, IN in the southern part of the state, and in the north central Ohio community of Bucyrus. (Journal of Commerce)

## CONRAIL'S LAST MOTIVE POWER PURCHASE

The last Conrail locomotive order which was originally for 30 SD80MAC's has been split up and changed as follows: CSX will now receive 15 SD70MAC's that will carry Conrail road numbers 4130-4144 which will ship in March of 1998, while Norfolk Southern will now receive 24 SD70's that will carry Conrail road numbers 5655-5678 which will ship in June of 1998. The units will be painted in full Conrail livery and both groups of locomotives will be assembled at the Juniata Locomotive Shops in Altoona, PA. If the acquisition of control of Conrail is approved, the 15 AC-powered SD-70's will become the property of CSX and the 24 DC-powered SD-70's will be owned by Norfolk Southern. (Kevin Burkholder, Bernard Ente)

## CONRAIL DERAILMENT

Conrail train Mail-9X-13 derailed in Kendallville, IN on December 13. The train with units 5604 and 5505 was traveling westbound on track one on the Chicago Line. It derailed the rear 11 cars at 02:40 EST blocking both main tracks. One unit from R.J. Corman and two units from Hulcher were dispatched to the scene to clear the mess. Mail 9X-13 departed the scene minus the rear 11 cars at 05:25. Train TV-22-14 was detoured via the Marion Branch, and combined trains TV-10/TV-10B and TVLA-3 detoured via the Detroit Line and Michigan Lines. Amtrak trains 29 and 49 were routed to Norfolk Southern at Butler, IN. The derailment led to trains lining up in both directions waiting their turn for open track. Westbound trains included: TV-203, Mail-9, PIEL-3B, PIEL-3A, TV-61, TV-9, BUHE-3, STEL-3, UDM-92G, PIPR-3, TV-263, TV-207, ALEL-3, TV-555, SEEL-3A, CLHE-4, TV-79X and GLM-47. Eastbound trains were: TV-2M, NPSE-3, ELST-4, TV-78, TV-204, ELBU-4, SPL-803, UWE-54A, Mail-8, PRPI-5X and TV-220. (Kevin Burkholder, Trains R Us)

## NEW ORE TRAIN

Conrail has begun operating a new taconite ore train over the Harrisburg, Pittsburgh and Chicago Line. The new symbol, ZSS originates at Philadelphia-Greenwich Yard and terminates at the Pine, IN USS plant. The taconite had been moving via the Great Lakes and now has a circuitous routing. The taconite originates in the Minnesota iron range and is shipped to Philadelphia. (Kevin Burkholder, Trains R Us)

## OFFICE CAR SPECIAL TRAIN SCHEDULE

Conrail has taken it upon themselves to revise the schedule of the OCS trains and blitzed the entire eastern half of the system. Included in their travels was the Buffalo Line (twice), the Southern Tier, the Montreal Secondary, the Chicago Line, the Boston Line, the River Line, the Trenton line, the Harrisburg Line, the Pittsburgh Line and Amtrak from Philadelphia to Harrisburg. Here was the revised schedule that was followed.

<b>November 23-24</b>				Harrisburg	AR	07:45	2	Boston	AR	14:00	1	
<b>OCS-101</b>				Harrisburg	LV	08:00	2	Boston	LV	16:00	1	
Altoona	OR	21:00	1	Thorndale	PS	09:15	2	CP-SK	AR	22:00	1	
Harrisburg	PS	23:35	1	Philadelphia-30th	AR	10:00	2	CP-SK	LV	22:15	1	
Abrams	AR	03:30	2	Philadelphia-30th	LV	11:00	2	Kearny	AR	03:15	2	
Abrams	LV	07:00	2	Philadelphia	AR	11:15	2	Kearny	LV	03:30	2	
Harrisburg	AR	09:15	2	Philadelphia	LV	11:20	2	Lane	PS	03:45	2	
Harrisburg	LV	13:30	2	CP-River	PS	11:50	2	Philadelphia-Zoo	AR	05:15	2	
Renovo	AR	13:40	2	Abrams	TE	12:30	2	Philadelphia-Zoo	LV	05:20	2	
Renovo	LV	13:40	2	<b>November 29 and 30</b>				Philadelphia-30th	AR	05:35	2	
Keating	PS	14:00	2	<b>Not Operated</b>				Philadelphia-30th	LV	07:00	2	
Buffalo	TE	18:30	2	<b>December 1 and 2</b>				Thorndale	PS	08:00	2	
								Harrisburg	AR	09:15	2	
								Harrisburg	LV	09:30	2	
								Cannon	PS	09:55	2	
								Altoona	TE	12:30	2	
<b>November 25</b>				<b>OCS-103</b>				<b>Special thanks to Kevin Burkholder for this information.</b>				
<b>OCS-301</b>				Abrams	OR	07:00	1					
Buffalo	OR	06:00	1	Harrisburg	AR	09:15	1					
Bison	PS	06:20	1	Harrisburg	LV	10:15	1					
Horn	PS	08:50	1	Renovo	AR	14:15	1					
Gang Mills	PS	09:55	1	Renovo	LV	14:25	1					
Binghamton	AR	12:05	1	Keating	PS	14:45	1					
Binghamton	LV	12:15	1	Buffalo-Frontier	AR	19:15	1					
Port Jervis	AR	16:30	1	Buffalo-Frontier	LV	19:30	1					
Port Jervis	LV	16:30	1	CP-291	AR	22:15	1					
Hillburn Crossover	PS	17:45	1	CP-291	LV	22:30	1					
Suffern	PS	18:00	1	Massena, NY	AR	03:30	2					
HX Tower	PS	19:00	1	Massena, NY	LV	03:45	2					
Kearny	AR	19:35	1	Adirondack Jct.	TE	07:30	2					
Kearny	LV	19:50	1	<b>December 1</b>								
Lane	PS	20:10	1	<b>OCS -104</b>								
Philadelphia-Zoo	AR	21:30	1	<b>1 unit/Business Car 1</b>								
Philadelphia-Zoo	LV	21:35	1	Harrisburg	OR	11:00	1					
Philadelphia-30th	TE	21:50	1	Cannon	PS	11:25	1					
<b>November 26-not operated</b>				Altoona	TE	14:00	1					
<b>November 27-28</b>												
<b>OCS-102</b>								<b>December 3</b>				
Philadelphia-30th	OR	08:00	1					<b>OSC-302</b>				
Kearny	AR	09:50	1	Adirondack Jct.	OR	07:00	1					
Kearny	LV	09:55	1	Massena	AR	10:40	1					
Selkirk	AR	14:05	1	Massena	LV	10:55	1					
Selkirk	LV	14:20	1	CP-291	PS	15:55	1					
Dewitt	PS	16:50	1	Dewitt	AR	16:15	1					
Buffalo-Frontier	AR	19:35	1	Dewitt	LV	17:15	1					
Buffalo-Frontier	LV	19:40	1	Selkirk	TE	20:00	1					
CP-97	PS	21:40	1					<b>December 4</b>				
CP-1	AR	22:25	1					<b>OCS-303</b>				
CP-1	LV	22:30	1									
Conway	AR	01:40	2	Selkirk	OR	08:00	1					
Conway	LV	01:55	2	CP-SM	PS	08:30	1					
Altoona	PS	05:10	2	West Springfield	PS	11:00	1					
Cannon	PS	07:20	2									

## REVISED SCHEDULE CHANGES

In order to provide for more reliable multi-level movements the following ML trains have had their schedules or blocking changes effective November 24, 1997. The following trains are effected: ML-403, ML-405, ML-433 and SETO.

### ML-405 SCHEDULE CHANGE TO FOLLOW TVLA DOREMUS AVENUE TO SELKIRK DAILY

#### ML-403 METUCHEN TO COLUMBUS MONDAY THROUGH FRIDAY SATURDAY AND SUNDAY AS REQUIRED

Metuchen	LV	22:00	1
Linden	AR	23:20	1
Linden	LV	23:59	1
Lane-NJ	PS	00:30	2
Stock-NJ	AR*	01:00	2
Stock-NJ	LV	01:15	2
CP-Croxtton	PS	02:15	2
CP-SK-NY	PS	09:15	2
Selkirk-NY	AR*	10:00	2
Selkirk-NY	LV	14:30	2
CP-296-NY	PS	18:30	2
Buffalo-Seneca	AR*	22:00	2
Buffalo-Seneca	LV	00:01	3
CP-97-NY	PS	03:00	3
Cleveland-Collingwood	AR*	04:30	3
Cleveland-Collingwood	LV	05:30	3
Berea	PS	06:16	3
CP-80-OH	PS	08:00	3
Columbus-Buckeye	AR	11:30	3

#### GENERAL NOTES

**Metuchen:**

Cutoff for receipt of multi-level traffic 17:00, Day 1. Takes cars classified:

1. Selkirk, loaded multi-levels; 2. Selkirk, Empty multi-levels

**Linden:**

Cutoff for receipt of empty auto parts and multi-level traffic 17:00, Day 1. Takes cars behind Block 1 Classified: 1. Selkirk, loaded multi-levels; 2. Selkirk, empty multi-levels. Selkirk (Top End) Train classified on arrival. Block 1 connects to ML-403, Day 2 and subsequent trains. Block 2 connects to ML-403, Day 3 and subsequent trains. Takes cars classified: 2. Columbus, multi-levels; 3. Columbus-Buckeye; and 4. Honda, Multi-levels.

**Buffalo (Seneca)**

Cutoff for receipt of auto parts traffic from South Buffalo Railway 12:01, Day 2. Connects from ML-421, Day 2. Takes cars classified: 1. Columbus-Buckeye (Includes Auto parts); 2. Columbus, Multi-levels Cleveland (collingwood) takes cars behind Block 1 Classified: Columbus, Multi-levels, Columbus (Buckeye) Blocks 1, 2 and 3 connect to COCS Q, Day 3 and Subsequent Trains. Block 4 connects to WSHO-40 Day 4.

Doremus Avenue	LV	11:00	1
CP-Coxton	PS	11:30	1
Ridgefield Heights	AR	12:30	1
Ridgefield Heights	LV	13:30	1
CP-SK	PS	19:00	1
Selkirk	AR	19:30	1
Selkirk	LV	20:00	1
Selkirk-TE	AR	20:30	1

#### General Notes

**Doremus Avenue**

Cutoff of receipt of multi-level traffic at Port Newark (FAPS) 14:00, Day 0. Cutoff for receipt of multi-level traffic at Port Jersey (Greenville) 14:00, Day 0. Block 1 includes connection from Port Jersey (Greenville), Day 0 via YPOI-21. Takes cars classified: 1. Selkirk, loaded multi-levels; 2. Selkirk, multi-levels Ridgefield Heights (Auto Terminal) takes cars classified: 2. Selkirk, multi-levels Selkirk set off Block 2 for connection to YASE -17, Day 2 & subsequent trains. Selkirk-TE Connects to ML-403, Day 2 and subsequent trains.

### ML-433 DAILY FRAMINGHAM TO STERLING

Framingham	LV	21:45	1
Westboro	AR	22:15	1
Westboro	LV	23:15	1
West Springfield	AR	02:00	2
West Springfield	LV	03:00	2
CP-150-MA	PS	05:25	2
CP-SM-NY	PS	06:45	2
Selkirk	AR*	07:15	2
Selkirk	LV	18:45	2
CP-296-NY	PS	22:00	2
Buffalo-Seneca	AR*	02:30	3
Buffalo-Seneca	LV	04:00	3
CP-5-NY	PS	04:25	3
CP-97-NY	PS	06:45	3
Cleveland-Collingwood	AR*	08:30	3
Cleveland-collingwood	LV	08:45	3
Berea	PS	09:30	3
Fairlane	AR	10:15	3
Fairlane	LV	11:00	3
Toledo-Airline	AR*	13:15	3
Toledo-Airline	LV	13:30	3
Alexis	PS	14:00	3
Detroit-River Rouge	AR	16:00	3
Detroit-River Rouge	LV	16:30	3
Detroit-Livernois	AR	17:00	3
Detroit-Livernois	LV	18:00	3
West Detroit	PS	18:15	3
Detroit-North Yard	AR	19:00	3
Detroit-North Yard	LV	19:45	3

## GENERAL NOTES

ML-433: Added time at Selkirk to allow same day classification of traffic, along with blocking revision.

**Framingham**

Takes cars classified: 1. Selkirk, multilevels.

**Westboro**

Takes cars classified: 1. Selkirk, multilevels.

**West Springfield**

Connects from ML-439, Day 1. Takes cars classified 1. Selkirk, Multilevels as required.

**Selkirk**

Train switched on arrival for connection to ML-433, Day 2 and subsequent trains. Takes cars classified: 3. Detroit-Livernois; 4. Detroit-North Yard (includes multi levels).

**Buffalo (Seneca)**

Cut-off for receipt of auto parts from SB23:00, Day 1. Cut-off for receipt of steel traffic from SB 20:30 Day 1. Set off block 3 for connection to ML-421, Day 3. Takes cars behind block 3 classified: 3. Detroit-Livernois (includes auto parts and steel); Detroit-North Yard (includes multi-levels).

**Fairlane**

Connects from MYTO, Day 2. Takes cars classified: 2. Detroit-River Rouge. Set-off Block 2 for connection to YDRR-30, day 3 and subsequent trains. Detroit (livernois) set off Block 3 for connection to WDWA-44, Day 4 and subsequent trains. Takes cars classified: 4. Detroit-North Yard, set off Block 4 for connection to STPI, Day 4 and subsequent trains. Takes cars classified: 1. Sterling, connects to YDWS-04, Day 4 and subsequent trains.

**SETO  
SELKIRK TO TOLEDO  
DAILY**

Selkirk	LV	19:45	1
CP-RJ	PS	20:15	1
CP-296-NY	PS	00:15	2
Buffalo-Seneca	AR*	04:45	2
Buffalo-Seneca	LV	06:16	2
CP-5-NY	PS	06:45	2
Cleveland-Collinwood	AR*	11:15	2
Cleveland-Collinwood	LV	11:30	2
Cleveland-Rockport	AR	12:15	2
Cleveland-Rockport	LV	13:15	2
Berea	PS	13:45	2
Fairlane	AR	14:45	2
Fairlane	LV	15:45	2
Sandusky	PS	16:30	2
CP-Oak	PS	18:15	2
Stanley Tower	PS	19:30	2
Toledo-Stanley	AR	20:15	2

Revised blocking instructions.

**Selkirk**

Takes cars classified: 1. Fairlane, multi-levels; 2. Chicago, multi-levels; 3. Toledo-Stanley (includes multi-levels and auto parts).

**Buffalo (Seneca)**

Set-off Block 2 for connection to ML-421, Day 3. Takes cars behind Block 1 classified: 1. Fairlane, multi-levels; 3. Toledo-Stanley (includes multi-levels and auto parts).

**Cleveland (Rockport)**

Cut-off for receipt of auto traffic from Brook Park 18:00, Day 1. cut-off for receipt of auto traffic from PAMA 22:00, Day 1. Takes cars behind Block 1 classified: 1. Fairlane; 3. Toledo-Stanley; Fairlane set off block 1 for connection to YDFA-04, Day 3 and subsequent trains. Toledo (Stanley) connects to YDAL-11, Day 3 and subsequent trains.

## MORE SCHEDULE CHANGES

In order to effect operating efficiencies for core traffic the following symbols have been withdrawn as of November 17, 1997. they are PGAL, ALPG, WPAB60 and WPED 61. These trains have been replaced with the following new symbols trains: EDAL, ALED, and WPAB76. At the same time, the blocking instructions of ALCS has also been adjusted.

**EDAL  
EDGEMOOR TO ALLENTOWN  
TUESDAY THROUGH SATURDAY**

Edgemoor	LV	09:01	1
Abrams	AR	05:00	1
Abrams	LV	06:30	1
Allentown	AR	10:00	1

## General Notes

**Edge Moor**

Take cars classified: 1. Conway, 2. Abrams, 3. Allentown.

**Abrams**

Set off Blocks 1 and 2. Block 1 connects to OIPI A, Day 1. Block 2 connects to YPAB-22, Day 1 and subsequent trains. Takes cars classified 3. Allentown.

**Allentown**

Connects to ALBU, Day 2 and subsequent train.

**ALED**  
**ALLENTOWN TO EDGE MOOR**  
**DAILY**

Allentown	LV	20:30	1
Abrams	AR	00:01	2
Abrams	LV	01:30	2
Edge Moor	AR	06:30	2

**General Notes**

This symbol was established to operate from Allentown to Edge Moor.

**Allentown**

Takes cars classified: 1. Edge Moor; 2. Philadelphia- Greenwich (includes West Falls); 3. Abrams and 4. Stoney creek.

**Abrams**

Set off bcks 2 and 3. Block 2 connects to WPAB-76, Day 2. Block 3 connects to WPAB-20, Day 2 and subsequent trains. Takes in Block classified 1. Edge Moor and 4. Stoney Creek.

**Edge Moor**

Block 1 connects to YPED-30, Day 2 and subsequent trains. Block 2 connects to WPED-09, Day 2.

**WPAB-76**  
**ABRAMS TO PHILADELPHIA, GREENWICH**  
**AND RETURN**  
**DAILY**

Abrams	OR	04:00	1
Abrams	LV	06:00	1
Philadelphia-Greenwich	AR	08:30	1
Philadelphia-Greenwich	LV	09:30	1
Philadelphia- West Falls	AR	10:30	1
Philadelphia- West Falls	LV	11:30	1
Abrams	AR	14:00	1

**General Notes**

WPAB-76 goes from South Philadelphia truned established from Abrams to Philadelphia-Greenwich and return.

**Abrams**

Takes cars classified: 1. Philadelphia-Greenwich connects tp YPSP-21, Day 1 and subsequent trains. Takes cars clasifed 1. Swedeland-UMP; 2. Abrams; 3. Philadelphia-West Falls; and 4. Allentown.

**Philadelphia (West Falls)**

Set off Block 3 for connectionto YPMV-31, Day 1 and subsequent trains. Takes cars behind Block 2, classified: 2. Abrams and 4. Allentown.

**Abrams**

Block 1 connects to YPAB-01, Day 2. Blocok 2 connects to ALED, Day 2 and subsequent trains. Block 3 connects to EDAL, Day 2.

**ALCS**  
**ALLENTOWN TO ROCKY MOUNT, NC**  
**DAILY**

Allentown	LV	14:00	1
Alburtis	PS	14:50	1
CP-Phoenix	PS	18:45	1
Abrams	AR	19:15	1
Abrams	LV	21:30	1
Philadelphia-Belmont	AR*	22:30	1
Philadelphia-Belmont	LV	23:30	1
Philadelphia-Park Jct.	PS	23:59	1
Baltimore-CSXT	AR	05:00	2

**General Notes**

Blocking instrutions revised.

**Allentown**

Takes cars classified: 1. CSXT-richmond and 2. CSXT-Rocky Mount.

**Abrams**

Takes cars behind block 1 classified: 2. CSXT-Rocky Mount

**Baltimore**

Train delivered to CSXT on arrival. Departs as CSXT R413 05:15, Day 2. Note: Train operates over CSXT between Park junction and Baltimore as CSXT Z413. CSX power connects to CSAL, Day 2.

**CONNECTICUT SOUTHERN NEWS**

CSO now has 6 Conrail engines (2008-20130 and is running 2 trips a day to Manchester, CT from Hartford yard. The engines are due to be painted in a new Red and Black paint scheme as soon as funds can be obtained. This shortline is transporting freight that originates in West Springfield Yard and Cedar Hill Yard in North Haven, CT. They distribute the cars to East Hartford, Windsor, Manchester, Windsor Locks and Suffield, CT. Business for them has increased dramatically to the tune of about 500 more cars per month since Conrail sold the business to them. Just last moth alone they have to over over 400 grain cars after Thanksgiving that were clogging the Hartford Yard. Each of their trains also uses an Operation Lifesaver caboose on their movements. The CSO is part of the RailTex conglomerate. They are a non-union railroad and are very friendly to railfans.(CNW4400)

**SOME INTERESTING SIGHTINGS**

December 08, 1997;  
13:15- Inbound D&H 556 CP-5679, SSW 9676; CP 5425, 5-DSP/6-COTC/44 mixedfreight  
15:15-NYSW 258- NS 8573; NS 8979; 14 DSP/10 Spines/30-COFC  
16:35- Outbound D&H 555 CP-5576, CP 5643, CP 8249, CP 1116; 15 DSP/34 COFC/ 5 boxcars  
17:05- Outbound D&H 555, CP 5576, CP 5425, SSW 9676; 56 mixed freight.  
17:25/17:45 TV-202, UP 6741, UP 4287, UP 6326; 150 DSP/1 spine  
20:25- Inbound D&H 390 CP-5940, HATX 506, CP- 5746; 50 CP/SO0 Grain cars (Mike Collins, Bernard Ente)

**DECEMBER FOREIGN POWERS SIGTHINGS  
ON CONRAIL'S BOSTON AND ALBANY DIVISION**

<b>DATE</b>	<b>TIME</b>	<b>LOCATION</b>	<b>RAILROAD</b>	<b>UNIT #</b>	<b>SYMBOL</b>
12-04-97	1500	WESTBORO,MA	UP	3260	ML-482
12-04-97	2155	FRAMINGHAM, MA	UP	3260	ML-433
12-05-97	0615	SELKIRK, NY	MRL	204	ML-482
12-05-97	0904	BOSTON, MA	UP	2002	TV-10B
12-05-97	2002	SELKIRK, NY	UP	3101	TV-24
12-06-97	0415	BOSTON, MA	UP	3101	TV-24
12-06-97	0715	WEST SPRING, MA	UP	3556	TV-9
12-06-97	1659	SELKIRK, NY	UP	3101	ENG-301
12-08-97	0219	SELKIRK, NY	NS	6655	TV-10B
12-08-97	1107	SELKIRK, NY	NS	6655	TV-10B
12-08-97	2120	BOSTON, MA	NS	6655	TV-5
12-09-97	0730	SELKIRK, NY	UP	652	TV-13
12-10-97	0415	SELKIRK, NY	UP	8066	ML-482
12-10-97	1643	FRAMINGHAM, MA	UP	8066	ML-482
12-10-97	2333	BOSTON, MA	UP	8066	TV-13
12-12-97	2204	SELKIRK, NY	UP	5062	TV-10B
12-12-97	2350	SELKIRK, NY	UP	3541	TV-100
12-13-97	0535	BOSTON, MA	UP	5062	TV-10B
12-13-97	0535	BOSTON, MA	UP	3541	TV-10B
12-13-97	2345	BOSTON, MA	UP	5062	TV-5
12-13-97	2345	BOSTON, MA	UP	3541	TV-5
12-14-97	1210	BOSTON, MA	CSXT	9009	TV-10B
12-14-97	1932	BOSTON, MA	CSXT	9009	TV-5
12-20-97	1215	FRAMINGHAM, MA	NS	6671	ML-482
12-21-97	0300	FRAMINGHAM, MA	NS	6671	ML-433
12-21-97	0915	SELKIRK, NY	NS	6671	ML-433

**THANKS TO "TRAINS R US" FOR  
THIS INFORMATION**

## ALTOONA, PA SHOP REPORT

### CONRAIL LOCOMOTIVES AT JUNIATA LOCOMOTIVE SHOP

1680 GP-15-1 major repairs  
3286 GP40-2 major repairs-wreck damage  
3294 GP40-2 major repairs-engine/capital overhaul  
3301 GP40-2 major repairs-wreck damage  
3333 GP-40-2 major repairs-engine/capital overhaul  
5024 B36-7 major repairs-engine  
5036 B36-7 major repairs-engine/fire damage  
5534 SD60I major repairs-wreck damage  
6057 C40-8W power assembly change out  
6058 C40-8W major repairs-wreck damage  
6073, 6079, 6086, 6091, C40-8W power assembly change-out  
6097 C40-8W major repairs-engine  
6146 C40-8W major repairs-wreck damage  
6152 C40-8W major repairs-engine  
6277 C40-8W major repairs-wreck damage  
6376, 6397, 6399, periodic maintenance  
6442 SD40-2 major repairs-engine  
6550 C30-7A major repairs-engine  
6551 C30-7A major repairs-generator  
6612 C32-8 major repairs-engine/broken crankshaft  
6700, 6701 SD50 major repairs-engine/capital overhaul  
6832 SD50 major repairs-engine  
6843 SD60 major repairs-wreck damage  
6979 SD40-2E major repairs-wreck damage  
8068 GP38-2 major engine repair

### LOCOMOTIVES CURRENTLY STORED SERVICEABLE

9401 SW-1001 Enola, PA  
9503 SW-1500 Conway, PA  
9504 SW-1500 Enola, PA  
9553 SW-1500 Conway, PA  
9585 SW-1500 Enola, PA  
9594 SW-1500 Enola, PA  
9600 SW-1500 Selkirk, NY

### INSOURCING PROGRAM

Conrail is currently performing the following contract work on the following locomotives at the Juniata Locomotive Shops

CN 2534 C44-9W wheel change out  
CR 7687 GP38 coupler/gear train repairs  
CRL 543 C30-7 hold for joint inspec-

tion  
CRL 545 C30-7 high-voltage grounds  
CRL 562 C30-7 inspect and qualify  
GECX 583, 587, and 592 C30-7's inspect and qualify  
Housatonic 18 80-ton renumber to 99  
New Jersey Transit 4122, 4125, 4127, and 4128 F40PH-2's HEP modifications  
Nittany & Bald Eagle 1804 GP-10 for sale  
NS 3818 B36-7 "Columbia Project"  
Pandrol-Jackson 141 GP## major repairs

### LOCOMOTIVES CURRENTLY LEASED OUT

This list is effective as of December 2, 1997

700 Series C40-8W-s  
Units 700-714 to Union Pacific  
Units 715-19, 721, 724, 726-735 and 738 to Canadian National

1600 Series GP15-1's  
Unit 1607 Country Mark

6000 Series C39-8's  
Units 6001, 6005, 6006, 6008, 6009, 6020, 6021, 6026, 6027, 6028, to BNSF

6400 Series SD40-2's  
6425-6427, 6429, 6425, 6430, 6433-6435, 6438-6444, 6448, 6450, 6452, 6453, 6459, 6461, 6466, 6470, 6472, 6479, 6482, 6484, 6492, 6499, and 6513 to Canadian National

6500 Series SD40-2  
6513 to Canadian National

6600 Series C36-7's  
6643 to Michael's Contracting

6600 Series SD45-2's  
6654 to Union Pacific  
6655, 6656, 6657, 6659, 6661-6666 to Canadian National

7600 Series GP38  
7683 to AAR-Pueblo, CO

7900 Series GP38  
7904 Tropicanna

9400 Series SW-1001  
9403 Q.B.T.

9500 Series SW-1500  
9558 Ait School  
9582 Midwest Steel  
9590 Maherport

**Special Thanks to Trains "R" Us for this information**

### CSX BOSTON LINE TRAIN SYMBOLS PART 1

(TENTATIVE LIST FROM THE CSX OPERATING PLAN)

Q109 Boston, MA to Bedford Park, IL  
Q110 Bedford Park, IL to Boston, MA  
Q112 Chicago, 59th St. to Boston, MA  
Q113 Boston, MA to Chicago, 59th St.  
Q114 Bedford Park, IL to Boston, MA  
Q115 Boston, MA to East St. Louis, IL  
Q116 East St. Louis, IL to Boston, MA  
Q117 Boston, MA to Bedford Park, IL  
Q118 Chicago, 59th St. to Worcester, MA  
Q119 Worcester, MA to Chicago, IL 59th  
Q195 Boston, MA to Atlanta-Hulsey, GA  
Q196 Atlanta-Hulsey, GA to Boston, MA

### AUTOMOTIVE

Q264 Collinwood, OH to Framingham, MA  
Q277 Framingham, MA to Serling, ML  
Q294 W. Springfield, MA to Ayer, MA  
Q295 Ayer, MA to W. Springfield, MA

### MERCHANDISE

BOSE Boston, MA to Selkirk, NY  
FRSE Framingham, MA to Selkirk, NY  
NESE Barber Station, MA to Selkirk, NY  
SEBO Selkirk, NY to Boston, MA  
SEFR Selkirk, NY to Framingham, MA  
SENE Selkirk, NY to Barber Station, MA  
SEWO Selkirk, NY to Worcester, MA  
WOSE Worcester, MA to Selkirk, NY

**Thanks to Trains "R" US**

**APPLICATION FOR MEMEBERSHIP**

**NAME:** \_\_\_\_\_

**ADDRESS:** \_\_\_\_\_ **CITY:** \_\_\_\_\_ **ZIP:** \_\_\_\_\_

**MEMBERSHIP IS \$25.00/YEAR \$30.00 IF PAYING BY CREDIT CARD, VISA, MASTERCARD, DISCOVER, OR AMERICAN EXPRESS**

12-97  
RICHARD D HUGHES  
PO BOX 961  
DOVER NH 03821-0961



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