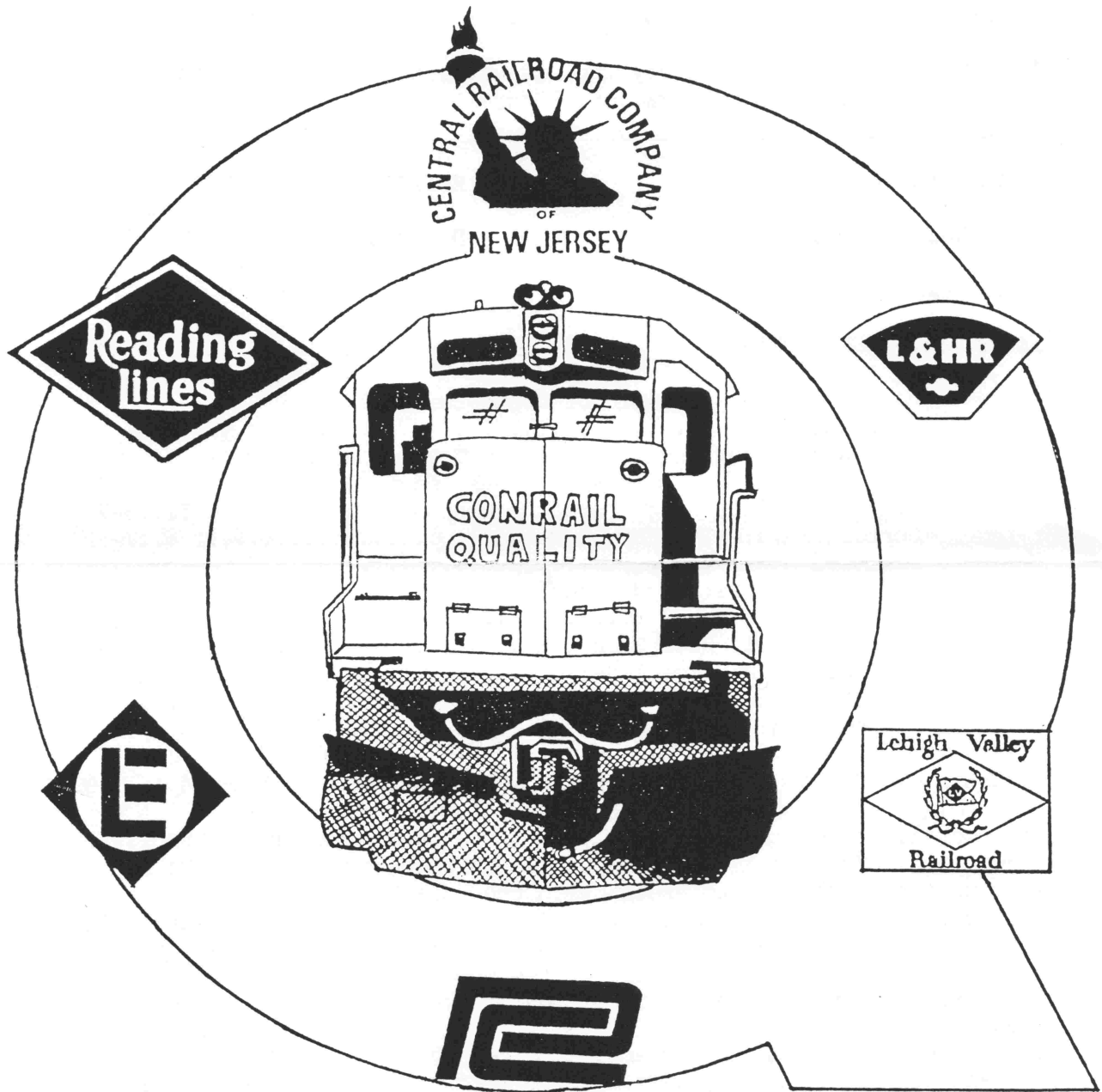


# ConRail®



HISTORICAL SOCIETY, INC.

"THE FORM D"

VOLUME 1

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JULY

1995

ConRail Historical Society Inc.

"THE FORM D"

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**CONRAIL HISTORICAL SOCIETY INC. MEETING PLANNED FOR OCTOBER 14-15, 1995**

The Conrail Historical Society Inc. will be participating in the 1995 Altoona Rail Fest in Altoona, Pennsylvania on October 14-15. We are looking for volunteers to assist with the Rail Fest and with the Historical Society information booth. No experience is necessary. The C.H.S.I. will also be holding their October meeting at a location to be announced at a later date. Some of the weekend festivities planned for Sat-Sun: At Juniata Shops 1 SD60I locomotive on display, 1 Conrail road freight locomotive that is available in new "Quality" paint, and 2 freshly painted Commercial Overhaul Locomotives (if available) will be on hand for photagraphing only. If commercial units are not available, then two other Conrail units will be used. Also 1 Business Train Locomotive (E8 4022) with Business cars 27 and 10 attached, will be parked along the Power Plant for photagraphing, and a walkthrough tour of the business cars only. At the Museum, Conrail's Operation Lifesaver display will be on hand plus a locomotive simulator. Also on display will be 1 CR caboose on the museum siding, and three to four recently painted freight cars, plus much much more. Volunteers will receive free access to museum events and be able to go over to the festivities at Juniata Shops. Please read and fill out enclosed info. sheet and mail back A.S.A.P Hope to see you all there. (C.H.S.I.)

**A WALKING TOUR OF ALLENTOWN'S OLD RAIL LINES  
PART II**

In the last issue, we began a walking tour of Allentown's old rail lines. Today we will continue this tour by crossing Lehigh Street and LVT at grade and then crossing the Little Lehigh on a deck bridge. I suspect this is the original bridge due to the way the girders are constructed, although I am not absolutely certain. At one time, there was a large industrial complex here, including one of Mack Truck's original plants and Hersh Hardware Manufacturing Company. These buildings were razed before World War II. During the 1950's, this area served as a junk yard. There were two sidings in use then. To the left or south was Yeager Furniture Company siding and another was in an enclosed scrap yard with the name Sofransky and Sons on the building. The Yeager Furniture Company was operating in the 50's but I don't remember seeing great activity there, although I do recall an occasional box car in their yard. Once I remember seeing a hopper car at their boiler room. There also was a beer distributor in the first building west of the bridge just south of the track. They often spotted refrigerator cars at this building and more than likely these cars contained beer. The cars were of the older iced type because the drip tubes were almost always at the same spot, and track and ties were white with dried brine. The train crews used to tie down their train on this stretch of track and take their lunch at Laudenslagers Restaurant on Lehigh Street (next to Yeager's Furniture Company) or across the street at the Sherman Hotel. Almost all of the buildings were torn down in the early 70's and the track removed. You can still find some building foundations and several ties marking the old right of way.

As we proceed west, just before going under the 8th Street Bridge, the new Barber alignment joins the older right of way. The branchline goes under the 8th Street Bridge and swings to the right. A short distance beyond the bridge was a building foundation which I have since found out was a brickyard. Today it is covered over by a parking lot formerly belonging to Mack Truck. The track now runs along the bank of the Little Lehigh. Just before crossing S. 10th Street, there was a switch that came off to the left that was the lead track into Traylor Engineering Company, which is now part of Fuller Company. I also want to mention that the 10th Street Bridge over the Little Lehigh was one of the first bridges that used pre-stressed concrete beams instead of steel. Traylor Engineering Company, as I'll call it, made rock crushing machinery and rotary kilns for the quarry and cement industry. They have a rather large track arrangement in and out of the plant and use their own switches to move cars around. Once I saw a Valley switcher pushing a flatcar into the building. It may have been a heavy machine tool that the small yard switcher could not shove up the slight grade into the plant. Traylor was one of the major customers on the branch. Today it is the only customer left, and there are not many car loadings from the plant.

After passing the Traylor plant, the line still is adjacent to the creek and directly across from the Allentown Waterworks. There was a long siding that ran well past the 15th Street Bridge. Off this siding was another one for the water works. This track crossed the creek on a short deck bridge and ran next to the flood wall. Coal was delivered in hopper cars for the water works boiler house, which supplied steam for engines that drove hi-lift pumps. These boilers were fired by anthracite coal. The last load of coal was delivered in August of 1951 and the steam pumps were removed in November of 1952. There was also a loading dock behind the filter plant where aluminum sulfate and carbon black were delivered by rail.

Just before going under the 15th Street Bridge, there was a connection from the Reading Mack Truck branch. Continuing under this bridge, the line still adjacent to the Little Lehigh curves slightly to the right. As we approach S. 17th Street, to our left was the Linde Air Products Company. The plant opened in the late 20's and manufactured acetylene gas. In later years, they discontinued the acetylene operation, but repackaged ethylene oxide from tank cars into smaller cylinders for consumer use. Seeing one or two tank cars on

their siding was very common until the mid-eighties when the operation closed down. Across the tracks between the creek and the branchline was a fairly large manufacturing building at one time. I don't know what was made there, but some "oldtimers" from that area called it the "Paint Mill". In any event, it burned to the ground in the early 50's and not a trace remains.

Moving west, we come to a curved pile trestle which crossed the Little Lehigh. The history of this bridge is confusing, in that it looks like it is the original construction, but once while fishing along the creek, I took refuge under it during a thunderstorm and while sitting out the storm saw a metal plate affixed to a piling that read SOUTHERN WOOD PRESERVING COMPANY A.R.E.A. STANDARDS 1926.

We now come to what was for many years Reichard's Fertilizer Company. They located at this site early in this century and were known locally as the "Bone Mill". They manufactured fertilizer from renderings shipped in from farmers and slaughterhouses and also produced tallow and possibly did some tanning of hides. They shipped many carloads of fertilizer products and were a lucrative customer of the L.V.R.R. While watching trains return from the branch at Lehigh Street, I could tell the cars that came from Reichard's because they were often covered with white powder. Later, the plant became a part of the Lebanon Chemical Company and was used primarily for warehousing. In March of 1995 all the old buildings were razed and I believe the rest of the plant was abandoned.

A little further west, the line curved to the right or north. In this area, some years back, the Allentown Street Department had a blacktop plant, and it is likely that loads of asphalt and stone were shipped by rail. This area is now covered by the Lawrence Street extension. After crossing Mosser Street, there was a warehouse for the Hawk Flour Mill Company, a wholesale food supplier. The warehouse is relatively new and received cars from the LV well into the late 70's. As the track goes north along S. 20th Street we pass an old coal yard, that closed down in the late 50's. Little trace remains. A short distance beyond this was the siding that went to United Materials bulk concrete plant. They received many carloads of bulk cement and occasionally a carload of calcium chloride which they added to the concrete batch mix for pouring in freezing weather. In later years, most of the "salt" was shipped in by truck. Behind the United Materials plant is the abandoned Ziegenfus Quarry. I am not too familiar with the history of this quarry, but I think the concrete plant siding originally went there.

Just before the tracks crossed S. 20th Street, there was a short siding. It was probably a public siding as I used to see WAG Line boxcars spotted there quite often in the early 60's. The thing that really caught my attention about these cars was that they were wooden, outside braced, 40 foot cars of the X-29 configuration. Also, Hertz Supply Company, whose warehouse was at 19th & Walnut Streets, used to get soil pipe and fittings in gondola cars at this siding. After crossing S. 20th Street, the track curved to the left. There was a large warehouse at this location years ago, but it burned down some years back. The track then crossed Union Street and ran parallel to Union Terrace Pond. Even today, you can still see the profile of the right of way.

We now come to Walnut Street. This was an interesting area years ago. Just before crossing Walnut Street today, on the right there is a health food store. It originally was the office of the Allentown/Reading Traction Company. There also was a power house and maintenance yard here and likely they received their coal from LVRR. After crossing Walnut Street, we come to Wentz Memorial Company which was established at this location in 1913. Flat cars arrived here carrying large slabs and blocks of granite and marble which were made into cemetery stones. In the 50's, just west of the Wentz Company on Hamilton Street, a plant called Enamelstrip was established there with a siding that came off the branch. At this location in 1902, 30 inch cast iron pipe was unloaded for the pipeline that ran from Schantz's Spring near Cedarbrook to the Allentown Waterworks.



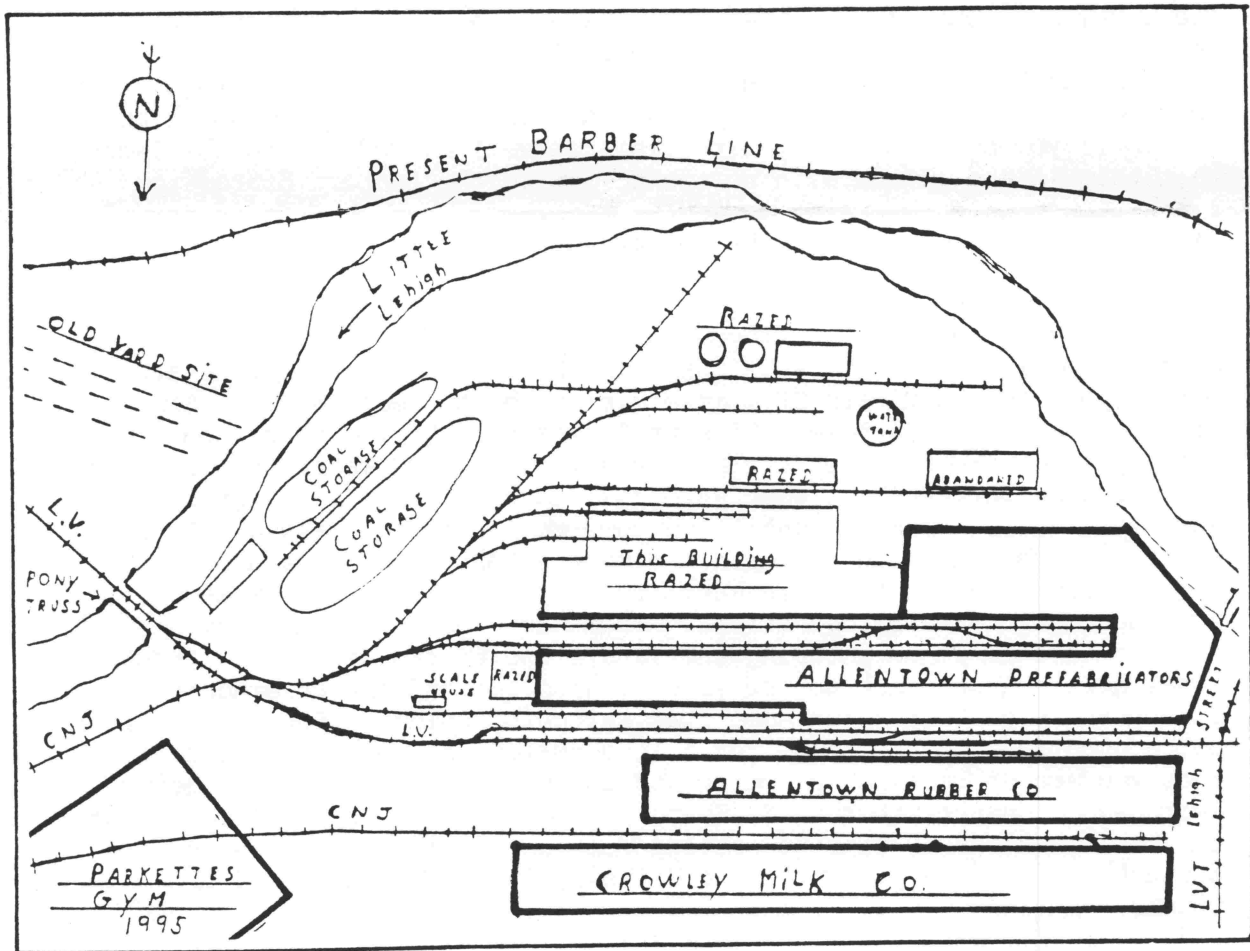
A short distance after crossing Hamilton Street, the track curved left. After crossing N. 20th Street, there was a coal dock that served Yeager Coal Company. The line continued west to what is now the Allentown Parks Department maintenance building. At one time, this building was a two story silk mill and what do you think happened to it? You guessed it, the second story burned off in the mid 30's. From all indications this was the end of the branchline.

In the early 1900's the LVRR considered constructing a beltline to connect with their West End branch near 17th and Liberty Streets but the cost of the right of way and construction due to great difference in grade and lack of potential customers caused them to cancel the project.

The Barber branch was a little over three miles in length, and despite the fact that during every major flood in the area over two-thirds of the line was under water, it provided LVRR with many years of lucrative traffic.

I'm taking a month off to check out mainline traffic and scout the cement belt for future articles, but check the August issue for a continuation of our walking tour when we will explore the L & NE Allentown branch. See you then.

Leon J. Gossman



WIRE MILL COMPLEX 1953

**FEATURE:****Railfanning Conrail's Boston & Albany: Part II  
Springfield, MA to Westfield, MA.****By Fred Schaefer.**

Continuing our railfanning tour of the Boston & Albany (Boston Line), we cross the Conn. River into West Springfield, MA where Conrail has an active presence. CP-99 controls all movements at the east end of the yard. The interlocking is located just west of the bridge that carries the main line over the Conn. River. On the westend, CP-100 handles any movements needed there, located between Second St. and River St. in West Springfield. All these are remotely controlled by the Berkshire Dispatcher in Selkirk, NY. At the northeast end of the yard, the intermodal facility is located with UPS and other trailers coming and going during the day and night. Conrail also operates a Bulk Materials Transfer and Storage Facility on the southside of the yard between Windsor St. and Sears Way. Coal is shipped in and stored on site until needed, then transported by trailer dump to parts unknown. To the right (east of) from this facility is the crew lobby where the yardmaster is located along with idling motive power. On the north side (west of the van terminal) across from the bulk facility is where some M/W machines are usually found along with two flangers used for snow removal. A sanding rack is also located here. The best place for the railfan to watch trains is at the westend of the yard at the end of Sears Way Rd. The major routes in the area are 147, I-90, I-91, Rt20, and Rt5. From the south (Conn.) take I-91 north to exit 3, veer to the left and cross over I-91. Continue west over the South End bridge (crosses over the Conn. River) you are now on Rt5. Continue north on Rt5 until you come to Rt147 exit. This is well marked due to the fact that this is one of the main routes to get to the Eastern States Exposition located on Rt147 in West Springfield. At the end of the exit, go all the way around the rotary watching for the sign marked 147 Memorial Ave.

Stay on Memorial Ave. until you come to Baldwin St., make a right turn at the stoplight and follow Baldwin all the way to Rivers St. Just before you come to Rivers St., make a right on to Sears Way. Coming from the north (I-90) take I-91 south to exit 13 Rt5. Follow Rt5 south until you come to the exit for Rt20 west. Take Rt20 west, this is Park St. Go west on Park St., when Rt20 goes to the right, stay straight on Park St. Follow Park St. until you come to River St. Make a left onto River St., go under Conrail main and make a left onto Baldwin St., then a quick left again onto Sears Way. The yard can be seen from Memorial Ave. near Union and Bridge street. From here you can see anything passing through CP-99 entering the yard. The tracks are above street level here. A entrance to the yard is also located off of Windsor Street where you can watch some flat switching being performed. It is not a good idea to stay here for a long period of time due to the fact that you are on railroad property and in an area where cars are being switched. On the other hand, Sears Way Rd. is very good. Here trains can be viewed safely without setting foot on the tracks. This is also the entrance to the yard with the driveway on the southside of the tracks.

This road takes you past the Bulk Facility and down to the lobby. Here is where the power from SESP/SPSE is tied up as with the power for the local jobs. Conrail is very tolerant of railfans in this area. Just stay off the tracks and do not climb on the equipment. Parking at the end of Sears Way is on the left and is also where the local railfans are usually parked. If something interesting is in the area, such as a GP38

(for they are a rare species in these parts) you will see that the "locals" will be checking it out. Using this area as a central spot to sit and wait for anything approaching from the east is good because if they have work to do, they will pull down to CP-100 and tie onto any additional cars. This makes it possible to get good headend shots in the open. Two detectors can be picked up on the radio (160.800) "Wilbraham" to the east and "West Springfield" at MP 103 which both come in very strong. To observe the yard from the northside, is possible by driving from Sears Way to River Street, then make a right on River Street passing under the main. Take a right turn onto Park Street and look for Western Ave. Make a right turn and follow Western Ave. making a right hand turn onto Bliss Street. This will take you trackside right across from the parking area at Sears Way Rd. The tracks are slightly elevated here along with the sun in your face. The road ends at a truck terminal, so watch for those big rigs coming out of there.

The intermodal area can be seen by going back to Bliss Street then to Western Ave. and taking a right onto Western Ave. Follow this out all the way, and make a right at the end of this road and the yard will come into view. Bear to the left, and this is Day Ave. On the right side around the corner, you can see the van terminal and the gates where the trailers enter. DO NOT ENTER THIS AREA, IT IS OFF LIMITS TO UNAUTHORIZED PERSONNEL! With eight trains scheduled to stop and perform work here (TV7, TV13, TV9, TV5 westbounds and TV6, TV10B, TV24, TV14 eastbounds, make this a busy place. You can view the area where the first trailers are grounded and the equipment that is used to do this. If you hear something coming from the east, follow Day St. out to Union St. and make a right. Follow Union St. south passing under the mainline, making a right turn onto Bridge St. Your now back near CP-99 on the southside of the tracks. One other location to check out is the grade crossing at Front Street. To get there, drive from Sears Way to River St., make a right onto River Street and go to the lights at the intersection of Park St. and South Blvd. Proceed through the light onto South Blvd.

This will take you to Rt.20 (Westfield St.), make a left onto Rt.20. Follow Rt.20 until you come to Second St., then make a left at the light onto Second St. Go down the hill and you will see the tracks in front of you. To the left is one grade crossing along with an old railroad building that is still standing (Emmanuel Babtist Church). At the other end of Front St. is the second grade crossing. By parking in the driveway on the southside of the tracks, you can catch anything departing the yard at CP-100. There is a good size business with warehouses located in this area so when in the driveway, stay parked by the tracks and away from the buildings. It may not be possible to catch an eastbound here unless you know well in advance that he is near because after the train clears the detector at MP 103, it is about a mile before it comes into view, it does not let you have enough time to set up if you are driving from the yard, due to heavy traffic on South St. and Westfield St. (RT.20). One can park in the church parking lot if it is empty. The times when I have been here, nobody has said anything to me about parking here to watch trains.

Continuing our visit, we head back to Westfield St. (RT.20) driving west the railroad leaves out of your sight for about 1 mile. If something is heard on the radio, you can duck in by the DED located at MP 103. To get there, on Rt.20 you will cross a bridge that spans the tracks. After crossing over it, make a left onto Charles St. About 500 ft. on the left you'll see a clearing where the detector is located. The tracks here are pretty straight. Between the bridge and Dewey St.,

there's a rockcut where the line bends into a more westerly direction. By parking near the billboard in the open lot, you can work your way to a spot along the ledge. This isn't the greatest of spots but worth mentioning. If the yard has trains performing work, the Berkshire dispatcher will tell a eastbound to hold at the "CC Board", a set of signals that governs movements into the yard. These are located at MP 102 between the DED and MP 101 where Front St. is located. Track 1 through this area used to be called the Running track up until last year when Conrail wired this for CTC application. Continuing west on RT.20, the tracks come into view for a short ways. At the light the line crosses over Sikes St., and on the left is a Big Y supermarket. If you are planning on camping further up the line, this is the place to stop and pickup the necessities you might need. On the corner of Sikes St. and Rt.20, Little George's Diner is open early in the morning and through part of the day. Some times the crews will stop here if they have to wait for an eastbound to clear the single track at CP-109. Just west of here is Westfield Town line and where Conrail draws the stone used in their many track programs that take place during the Spring, Summer, and Fall.

### CONRAIL NEWS: "The Form D Reads"

#### **Conrail To Lay Off 140 Employees At Altoona Shops**

Job cuts were announced at Conrail's Altoona Shops. Beginning in July, a total of 140 employees will be laid off -- 90 at the Juniata Locomotive Shop and 50 at the Hollidaysburg Car Shop. Decreasing traffic levels have necessitated the layoffs which are expected to be temporary. Lower traffic levels mean fewer trains with fewer cars. Fewer people are needed to service the railroad's equipment. If traffic levels increase, it is possible that some or all of the employees affected will be called back to work. Conrail's SD60I locomotive building project will not be affected by the layoffs. (Conrail)

#### **Locomotive Shutdown (Or how to save \$2.2 million dollars)**

One of the most significant areas of savings that can be achieved during the year is in fuel costs. To improve fuel economy Conrail has implemented a "Locomotive Shutdown Policy". Conrail consumes 300,000,000 gallons of diesel fuel annually. Those who operate and schedule locomotives can dramatically decrease the amount of fuel CR uses. By shutting down locomotives that are not required for immediate service we can save between 700,000 to 750,000 gallons per month. These potential volumes equate to \$2,200,000 dollars a year and that benefits everybody at Conrail. (Conrail)

#### **Conrail Completes \$3.2 Million Modernization At Collinwood Facility**

On Thursday, July 13, 1995 Conrail celebrated the completion of a \$3.2 million modernization of its Collinwood yard in Cleveland, Ohio. The project equips the yard to handle more multi-level rail cars which carry new vehicles from their assembly points in the Midwest to central distribution facilities across the United States. Located along Conrail's Chicago Line, one of the busiest on the Conrail system, Collinwood yard is ideally situated for this new facility. The changes enable Conrail to "flat-switch" the multi-level cars, creating trains

quickly without risk of damage to the new vehicles. The yard has been the eastbound hub for Conrail's Multi Level Network since it was established in 1992 to reduce shipment damage, improve transit times and make more efficient use of the specialized rail cars used to transport new vehicles.

#### Improvements

Improvements to the yard include: the extension of four tracks to allow for the assembly of new trains while others are arriving and departing the yard, and the installation of new signals and track crossovers to increase operational flexibility. Flat-switching uses locomotives to move cars gently at low speeds to the right track for their destination. In the past, most rail traffic moved through yards where freight cars are pushed to the top of a hump and rolled downhill through speed-controlled devices to the appropriate track. This system is efficient and effective, but inappropriate for new vehicles which could sustain damage. (News courtesy of Randy Kotuby)

#### Clearance Project To Be Delayed?

Conrail and CP Rail Systems are looking at the possibility of upgrading clearances between CP-TITUS and CP-BELT (Pottsville Line) as an alternative route for the Reading Belt Line. This would require undercutting the tracks under Washington St., Walnut St., and Elm St. overpasses. Double stack service could be delayed until fall of 95 if this additional work should take place. (The Colebrookdale Local)

#### DIVISION NEWS.

#### ----- D E A R B O R N -----

The gross weight on the Chicago Line (Berea to CP-502) is 315,000 lbs.

#### Amtrak Line:

Elm Street MP 211.8 and Schwark Road MP 212.5 was changed to read CP-211 to CP-213 and also Washington Park MP 227.38 and Center Street MP 228.5 was changed to read CP-226 to CP-228.

#### Chicago Line:

Permanent speed changes for Passenger, TV-Trains, and Freight trains have been changed on the controlled siding between MP 503.5 - MP 505.1 to 10 mph. Radio communication between Berea and CP-285 changed as follows: Radio channel 1 (AAR channel 46; 160.800) changed to Road channel 4 (AAR channel 58; 160.980). Radio alarm detectors will broadcast on Road channel 4 (160.980). CO and DB bridges will operate over Road channel 4 (160.980). Radio base "Channel Change" sign posts installed at Berea and CP-285. Due to increase in vehicular traffic in Olmstead Falls, Ohio at Lewis Road; MP 196.1 and at Columbia Road; MP 196.4, trains must no longer block these crossings unless emergency situations exist. The track speed on the Lorain running track between MP 0.5 (just north of State Route 20) and MP 6.6 (N/S Yard) was upgraded to 15 mph. Radio base communication in Toledo, Ohio at Stanley yard and Yard K have been changed from Road channel 2 (AAR channel 64; 161.070) to road channel 3 (AAR channel 50; 160.860) Radio base communication between CP-285 and Nasby, Ohio and between Alexis and CP-289 and associated Branch and secondary tracks under the control of the Toledo Yard dispatcher have been changed from Road channel 2 (AAR channel 64; 161.070). Radio base "Channel Change" signs have been installed at CP-285, Nasby, CP-8 on Toledo Brach, Alexis on Detroit Line, and Stanley Tower.



All tracks in Toledo C.U.T. have a speed restriction placed on them as follows: Passenger-15 mph, Freight-10 mph. At South Bend-Lydick, the hand operated (Mohawk) switch, trailing point for eastward movements, on No. 2 track at MP 438.7 is permanently removed from service. The dwarf signal on the siding track at CP-491 which governs eastward movements off the siding, is changed from a right handed to a left handed signal. The engine restrictions at Midwest Steel-Burns Harbor are cancelled. The following is the high car detector announcement on the Belt Railway connection: End of train no defects message "Conrail high car detector CP-509 Chicago, Illinois - No defects total axle count - over" Alarm message: One two-second alert tone followed by "Conrail high car detector CP-509 Chicago, Illinois, Belt railway connecting track clearance defect rear axle - over". End of train alarm message: "Conrail high car detector CP-509 Chicago, Illinois, Belt Railway Connecting track clearance defect, first high car rear axle, second high car rear axle, third high car rear axle, total axle count, over". If detector alerts train, it must stop and not proceed until orders are received from the BRC dispatcher.

#### Detroit Line:

Radio communication between Alexis, Ohio and CP-289 have been changed as follows: Road channel 1 (AAR channel 46; 160.800) changed to Road channel 2 (AAR channel 64; 161.070). Radio base "Change Channel" sign has been installed at Alexis.

#### Kalamazoo Branch

The crossing diamond between CP-18 and CP-DOWLING has been permanently removed and Fourth Street automatic interlocking is redesignated CP-FOURTH STREET, and is now controlled by the Kankakee dispatcher. The Dearborn interlocking signal which governs southward movements has been relocated 200 feet south, back-to-back and is a left-handed signal. Hand thrown electric lock switch was installed on the Kalamazoo Branch at MP 28.7, and has a facing point for southward movements to Continental Can, Fonda, and Weyerhouser Industries. The hand operated electric lock switch, facing point for northward movements to East yard has been permanently removed from service.

#### Miami Cut Branch:

At CP-OAK interlocking, the Acme lead track is out of service.

#### Porter Branch:

At CP-TOLLESTON, the railroad crossing at grade has been permanently removed from service and is now straight railed for the Porter Branch.

#### Carrothers Secondary track:

The siding track between MP 77.5 and 74.0 is out of service. Engine restrictions at Woodville on all tracks are now cancelled.

#### Fort Wayne Secondary:

The maximum gross weight for the Fort Wayne Secondary has been changed to 286,000 lbs. The switch located at MP 316,7 connecting No. 2 track to 11 lead is now in service. No. 7 track in yard has been removed from service. No. 11 track in the yard is now in service and is the only route through the yard for Triple Crown. The portion of the Fort Wayne Secondary track between Selby MP 363.0 and Valpo MP 424.6 was sold to and is now under the Control of the Norfolk Southern railroad.



## Lansing Secondary:

Between MP 0.4 and 33.4 on the single track, the speed has been changed to 25 mph. The north passing track switch Mason at MP 26.0 and the switch to Industry at MP 34.9 on single track are spiked and out of service.

## Lincoln Secondary:

The Lincoln Secondary track between MP 119.0 and Carelton MP 116.4 is permanently out of service. MP 119.0 is now designated "End of track"

## Streator Secondary:

The RR Donnelly track 818 has been shortened and will now only hold 9 cars.

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

## Reading Line:

The maximum speed for trains from Alburdis to CP-BLANDON have been changed as follows: Track No. 1 from signal 221W to signal 111W - 50mph. Signal 111W to CP-BLANDON - 30 mph. Track No. 2 from CP-BLANDON to signal 102E - 30 mph. Signal 102E to signal 222E - 40 mph. Signal 222E to Alburdis - 35 mph. At CP-BLANDON, the following home signals have been relocated; home signal governing eastward movements on single track has been relocated 690 feet eastward. The dwarf signal governing westward movements on No. 2 track has been relocated 240 feet westward. Westbound signal on No. 1 track at CP-BLANDON has been changed from a three arm signal to a two arm signal.

## Lurgan Branch:

A new home signal for eastward movements on No. 1 track at CP-LEES CROSSROADS, which is a three arm signal has been relocated to the left side of No. 1 track, and moved 55 feet east of its former location. East bound signal for eastward movements on No. 2 track which is a two arm signal, has been moved 55 feet east of its former location. A facing point switch for westward moves at MP 35.7 was installed and will serve the Lane Co.

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

## Harrisburg Line:

Effective 6:01 P.M. Thursday, July 13, 1995; The facing point interlocked crossover switch governing northward movements from Harrisburg Line single track to the Trenton Line No. 2 track was removed at CP-RIVER. A new crossover switch has been installed 300 feet east of the former location.

## Reading Line:

Automatic block signals E-241 (distant signal to Alburdis, Pa.) located at MP 24.5, E-271 located at MP 27.5, E-301 located at MP 30.4, and E-321 located at MP 32.5 which govern westward movements on No. 1 track were removed from service. The automatic block signal E-261 which is located at MP 26.1 becomes the new distant signal to Alburdis.

## ----- P I T T S B U R G H -----

The maximum combined weight for freight cars and their loads is 286,000 lbs on the Fort Wayne line, west of CP-ALLIANCE.

## Cleveland Line News:

On the Cleveland Line, between Bayard and Home, a DCS station, MOULT is established at MP 58.0 Rave interlocking station is now closed, and is now designated CP\_RAVE which is controlled by the Cleveland Line dispatcher. The radio alarm high car detector at MP 121.7 on the Cleveland line was removed from service.

## Conemaugh Line News:

On the Conemaugh Line between CP-BEALE and CP-ACME, a hand operated facing point switch for eastward movement from single track to Lampus Block Industrial track was installed at MP 61.2. At CP-HERR, the interlocking switch leading from No. 101 track to the Heinz lead was removed from service.

## Fort Wayne Line News:

On the Fort Wayne line, at CP-BELL the automatic block signal governing westward movement on No 2 track at MP 5.0 was removed from service. Home signals governing eastward movement on No. 1 track, No. 2 track, and No. 3 track has been changed from position light signals to color light signals. Trains operating on No. 1 track and No. 2 track between East Conway and CP-CONWAY must now sound their bell continuously. An interlocking equipped with dual control switches, designated CP-ENON, was installed on No. 1 track and No. 2 track at MP 45.3 between CP-WOOD and CP-LUM and is under the control of the Cleveland Line dispatcher. Home signals governing eastward movements on No. 1 track and No. 2 track were installed at MP 45.4. Home signal governing westward movements on No. 1 track was installed at MP 45.2 and is located to the left of No. 1 track. A home signal governing westward movements on No. 2 track was installed at MP 45.2. The maximum speed for TV and freight trains between CP-WOOD and CP-LUM on No. 1 and 2 tracks between MP 49.5 and MP 51.5 is changed to 50 mph.

The home signal governing eastward movements on No. 1 track at CP-MANS was changed to a color light signal and relocated east 270 feet onto a ground mast. The home signal governing eastward movements on No. 2 track was changed to a color light signal and relocated east 270 feet onto a ground mast to the left of No. 2 track. The home signal governing eastward movements on the Industrial track and interlocked switch for eastward movements from the Industrial track to No. 2 track was removed.

## Meadville Line:

Between the PA-NY State Line and MS, the DCS station Column was relocated from MP 13.2 to MP 58.3. The interlocked switch at MP 149.5 leading from single track to the Industrial track lead at CP-HUBBARD has been removed.

## Waynesburg Southern:

Between CLIFF and LACK, the block limit sign reading LACK has been relocated north to MP W25.9. The single track between MP W25.9 and MP 27.3 end of track, has been redesignated the Blacksville Industrial track, and is controlled by the MGA dispatcher. The maximum authorized speed on the Federal Running track between MP R4.5 and MP R5.9 has been changed to 10 mph.

## Mon Line:

The following home signals at CP-OAK have been changed from position light signals to color light signals: The home signal governing northward movements on No. 1 track, the home signal governing northward movements on No. 2 track and relocated to the left of No. 2 track onto a

ground mast, the home signal governing southward movements on No. 1 track, No. 2 track, and Runner track.

#### Short Line:

The 131st Street Industrial track was removed from service between MP 0.2 and end of track. A derail has been installed at MP 0.2.

#### Youngstown Line:

Center Street non-interlocked railroad crossing at grade redesignated CP-HASELTON, and is controlled by the CSX "AT" train dispatcher who is located in Jacksonville Florida. Home signals governing southward movements on the Youngstown Line single track and the Graham Running track have been installed 150 feet north of the diamonds. All trains must approach CP-HASELTON prepared to stop unless a proceed aspect is clearly observed. Trains stopped at CP-HASELTON will contact the CSX train dispatcher on radio channel 14 ( ). Between Harbor yard and West yard, train and yard crews must use road channel 1 (160.800) or yard channel 2 (161.070) to contact the Harbor yardmaster.

#### Freedom Secondary:

The Freedom Secondary track between WAR, MP 160.5 and MP 161.1 has been re-designated the Freedom Industrial track. The Freedom Secondary track between MP 161.1 and KENT, MP 190.0 has been removed from service.

#### Koppel Secondary:

Southward trains must now stop at Koppel Steel if train is to be held at CP-WOOD.

#### Randall Secondary:

Between CP-ERIE crossing and RAND, a DCS station designated PHIL has been established.

### TRAIN SCHEDULES: Additions and Deletions

#### Additions:

TV99      TV100

In order to provide new intermodal service, Conrail has established trains TV99 and TV100. TV99 (Boston to Chicago, Tues-Thurs) leaves Boston-TV at 0500 hrs day 1, pass West Springfield 0830, arrive Selkirk 1200 hrs, leave at 1230, arrive Buffalo-Frontier 1915, leave at 1920, pass Berea 0025 day 2, arrive Chicago-Englewood-TV at 0800 hrs day 2. TV100 (Chicago to Boston, Tues-Thurs) leaves Chicago-Englewood-TV at 0400 hrs day 1, arrive Toledo-TV at 1030, leave at 1115, pass Berea 1330, pass CP- 296-NY 2155, pass CP-SM at 0220 day 2, pass West Springfield 0545, arrive Boston-TV at 0900 hrs day 2. TV10B now originates at Selkirk, yard daily except Sunday's. Leaves Selkirk 0300 hrs day 1, pass CP-150-MA 0715, arrive Springfield-TV -715, leave 0815, arrive Worcester-TV 1000, leave at 1100, arrive Boston-TV at 1230 hrs day 1. ML480 will now depart from Selkirk yard before TV10 due to the work added at Dewitt, NY., to TV10's schedule.

ML482 has had his schedule slightly adjusted to the following: Leaves Cleveland-Collinwood at 1300 hrs day 1, pass CP-296-NY at 2030, arrive

Selkirk 0045, leave at 0115, arrive West Springfield 0530 hrs day 2, leaves at 0630, arrive Westboro at 1000, leave at 1100, arrive Framingham 1130 hrs day 2. SEBO is now schedule to leave Selkirk at 0500 hrs day 1, pass CP-150-MA 0715, arrive Westboro 1245, leave at 1335, arrive Framingham 1415, leave at 1500, arrive Boston-Beacon Park 1545 hrs day 1. SESP now leaves Selkirk at 2030 hrs day 1, pass CP-150-MA at 2240, arrive Pittsfield 2245, leaves at 0045 hrs day 2, arrives at West Springfield at 0330 hrs day 2.

### CR LOCOMOTIVE NEWS:

#### CR Units Retired:

The following units were retired on 5-30-95: **SW900's** 8632, 8637, 8711, 8712, 8714, 8720; **SW1200's** 9315, 9316, 9318, 9320, 9324, 9335, 9338, 9341, 9342, 9350, 9352, 9355, 9357, 9360, 9369, 9380, 9381; **SW9's** 8959, 8989, 9017, 9022, 9095, 9121, 9128, 9140; **U23C** 6914.

The following units have been Re-Retired on 6-22-95: **GP40's** 3003, 3201, 3203, 3209, 3214, 3215, 3219, 3266, 3270, 3271. CR 3050 was put to rest on 5-30-95. **C30-7** 6608 was re-retired on 6-22-95. Put to rest on 5-30-95 were **GP35's** 2275 and 2308. May they all rest in peace?

### Insourcing News

#### Quality Repaints

1104 (MT-6), 3326 (GP40-2), 6059 (C40-8W), 6364, 67, 84, 98, 6514 (SD40-2), 6654 (SD45-2), 6560, 70 (C30-7a), 6743, 59 (SD50), 6956 (SD38), 6977 (SD40-2M), 7710, 7907, (GP38), 8079, 8132, 8265 (GP38-2).

The first U23B for the P&W 2210 ex CSXT 3315, was shipped out on 6-27-95.

NJT 4300 (GP40-2) ex Conrail 3189 (GP40), was outshopped on 7-12-95 minus flared radiators and H.E.P.

One of two Nittany & Bald Eagle GP8's 1602 (ex Conrail 5405/chopped nose) was outshopped from Juniata with a very impressive paint scheme on 7-12-95.

Mississippi Export 95 (ex CSXT GP40 6671) was outshopped 7-11-95 with a very sharp paint scheme.

Eyesores ATSF 7400, 7402 (B39-8's) which have been lying around the Altoona shops for the past couple of years have finally met the torch. After everything salvageable was removed, they were finally cut up and put to rest.

Ex Housatanic GE 80 tonner is to be painted into CR "Quality" for their lease program.

### SD60I Update

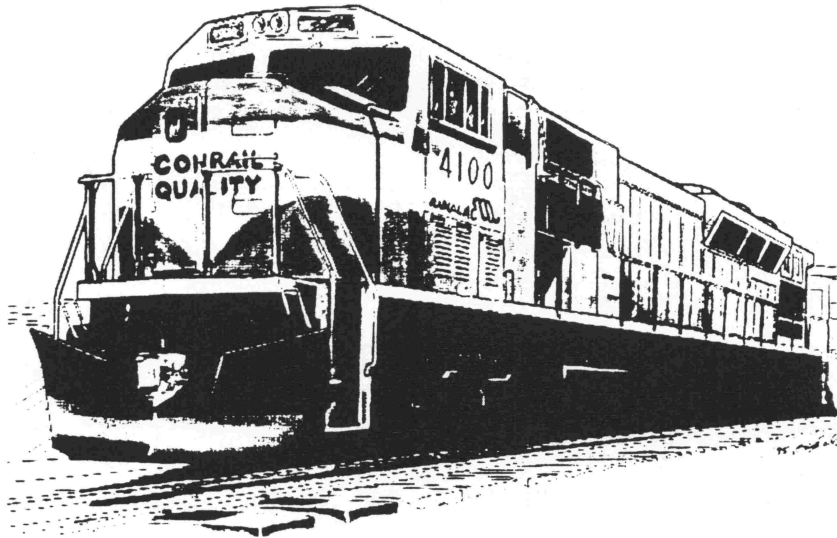
#### London Ontario SD60MI's

5624 outshopped on 5-31-95 5629 outshopped on 6-20-95  
5628 outshopped on 6-28-95

Juniata Built SD60I's  
 5640 outshopped on 6-22-95 5641 outshopped on 6-29-95  
 5642 outshopped on 7-6-95 5643 outshopped on 7-12-95  
 5644 outshopped on 5-31-95

\*Note\* All the above news by H.I.M. None of the above information can be copied or used by any other publication other than the Form D, without permission by H.I.M.

**A Sign Of Changing Times  
 The First Look At Conrail's SD80MAC's.**



Conrail's first SD80MAC's are only 3 months away from being ready for service, and set to arrive in October sometime. These 5000 horsepower mammoths will come with a new paint scheme for Conrail. The long carbody that will house GMGL's 20 cylinder 710 G3B diesel engine will still be in Conrail Blue, and with the "Quality" canopener still located on the sides. The new kick to the paint scheme is that it will have a "White Face" similar to the now famous BN SD70MAC's, but in blue and white instead of green and cream. Some of the other features that the new locomotives will have will be the whisper cabs that are now on the SD60I's, an EM 2000 microprocessor control system, and a first for Conrail locomotives; Siemens AC traction style equipment, and HTCR radial trucks. The most noticeable feature on these locomotives which will take us back in time is the "Flared" radiators which will be on the carbody similar to the SDP45's. Come October we will all have something new to look forward to that will break up the boring consists of C40-8W's or C40-8W's and SD60I's that are common power today. The Form D will keep you up to date with all the happenings on the SD80MAC's in upcoming issues. (Tim Howerter)

**WISH YOU COULD HAVE SEEN IT!**

**A Compilation Of Foreign, And Unique Sightings On Conrail.**

ML440 - CR 6465 (SD40-2), CR 5534 (SD60M), NS 7103 (GP60), at Binghamton, NY, on 6-22-95. (Mike Collins)  
 PIBU 5 - CR 5514 (SD60M), NS 8785 (C40-8), CR 6969 (SD40-2M), at Buffalo, NY, on 6-26-95. (Mike Collins)  
 BUEL 6 - CR 6115 (C40-8W), CNW 8509 (C40-8), CNW 8602 (C44-8W), CR/LMS 738 (C40-8W), at Buffalo, NY, on 6-26-95. (Mike Collins)  
 TV3 - LMS 750 (C40-8W), LMS 720 (C40-8W), CR 5629 (SD60I), at Emmaus, PA, on 6-30-95. (Doug Wetherhold) GRIN 1 - CR 6810 (SD50), NS 8675 (C39-8), ATSF 665 (C44-9W), CR 5540 (SD60M), at Anderson, IN, on 7-1-95.

PIHO 1 - UP 4159 (SD40-2), UP 2502 (C30-7), UP 4275 (SD40-2), UP 4307 (SD40-2), at Crestline, OH, on 7-1-95.  
 INEL 1 - CR 5639 (SD60I), CR 6175 (C40-8W), SP 7830 (B30-7), at Elkhart, IN, on 7-1-95.  
 STEL 0 - BN 7194 (SD40-2), BN 5556 (C30-7), at Toledo, OH, on 7-1-95.  
 JCS 16 - BN 8085 (SD40-s), BN 4074 (B30-7A[B]), at Elkhart, IN, on 7-1-95.  
 ELSF 2 - 10 ATSF units: 500 (B40-8W), 665 (C44-9W), 815 (C40-8W), 2313 (GP38R), 2337 (GP38R), 2716 (GP30R), 5016 (SD40R), 5211 (SD40-2), 6356 (B23-7), at Porter, IN, on 7-2-95.  
 TV203 - CSXT 5899 (B36-7), SP 8360 (SD40T-2), at Gulf Summit, NY, on 7-8-95.  
 ELTO 8 - CR 5595 (SD60I), CR 5548 (SD60M), CR 7715 (GP38), CR 9558 (SW1500), at Toledo, OH, on 7-8-95.  
 NLPI 7 - UP 9105 (C40-8), UP 3641 (SD40-2), UP 4139 (SD40-2), at Rochester, PA, on 7-8-95.  
 DH558X - CR/LMS 700 (C40-8W), CR 6171 (C40-8W), SOO 6057 (SD60), SOO 6045 (SD60), at Allentown, Pa. on 7-9-95. Note\* Power was going light to Philadelphia to pick up an 891 coal train delivered by CSXT, to go to a cogeneration plant in Connecticut. (Brian  
 BAL 163 - CR 6638, 6634, 6626 (C36-7's) at Enola, Pa., on 7-15-95.  
 AATO 5 - CR 5586, 5585 (SD60I's) at Toledo, Ohio, on 7-15-95.  
 TOEL 4 - CR/LMS 755 (C40-8W), CR 6108 (C40-8W), CR 7713 (GP38), CR 6953 (SD38), CR 1018 (MT-4), at Alexis, Ohio, on 7-15-95.  
 SFEL 2 - ATSF 4023 (GP60), 325 (GP60B), 3803 (GP40X), 2031 (GP7R), at Porter, IN, on 7-23-95.  
 KAOI 3D - ATSF 820 (C40-8W), CR 6220 (C40-8W), at Elkhart, In, on 7-23-95.  
 PIEL 3 - CR 6040 (C40-8), BN 5519 (C30-7), ATSF 9522 (SF30C), at Toledo, OH., on 7-23-95.  
 COTO 2 - GTW 6423 (GP40-2), GTW 5729 (GP38-2) at Toledo, Ohio, on 7-23-95.  
 ML401 - CR 6769 (SD50), UP 9332 (C40-8), CR 6194 (C40-8W), at Binghamton, NY, on 6-23-95.  
 SRCO 3 - NS 7049, 7076, 7063 (GP50), at Cincinnati, OH, on 7-23-95.

### CSXT: NEWS AND HAPPENINGS.

#### **CSXT Pumpkin Update**

As of June 25, CSXT has renumbered ten locomotives for use in dedicated maintenance of way service. They are painted bright orange with black lettering. Recent renumberings include: GP38 units 2100 and 2120 (renumbered 9650 and 9651 respectively), and GP40 unit 6582 (renumbered 9700). CSXT is purchasing a minority interest in the Paducah & Louisville Railway in Kentucky, formerly a part of the Illinois Central. PAL operates 307 route miles, has 86 locomotives, 1316 freight cars, and 300 employees. CSXT will hold three of the seven seats on the board. Present local management will continue to operate the railroad. (The Bull Sheet)

### MISC. RAILROAD NEWS:

#### **Merger Finalized!**

Well its final! On Thursday July 20, 1995 two big names became one. ATSF and Burlington Northern merged together to form the biggest railroad enterprise in history. The I.C.C. approved the merger on a 4-0 vote. The merger should have a big impact on other railroads and economical growth. With this newly formed Corporation comes a wide spread of trackage in the neighborhood of 35,000 plus miles. (Tim Howerter)



## CP Rail System To Launch Second Venture

CP Rail System has launched its second joint venture aimed at speeding carload shipments between Montreal and a number of southern and eastern US destinations. CPRS and CSXT have introduced the Capitol Express Service which offers shippers access to a streamlined north-south corridors as a result of interline agreements between the partner carriers. (News Courtesy Of Fred Schaefer)

### **Business "Blooms" For PB&NE.**

**By Jim Gavin**

Since May, 1995, the PB&NE has been receiving some peculiar cars from Steelton and Highspire via Conrail. The cars carry hot ingots from Bethlehem Steel's Harrisburg facility to the Bethlehem, Pa. plant. The steel company calls these ingots "Blooms". The blooms are in a solid state, but they are hot enough to be rolled and shaped. Conrail's on time delivery of the blooms is essential. If it takes Conrail too long to deliver the blooms, the hot shipment would cool too much for rolling. The flat cars being used were originally PB&NE 600 series cars. They have been modified by having the blocking removed from the decks and a silver insulated removable cover installed on top. The flats now carry BFIX reporting marks (Beth. Forge). Currently the cars leave Harrisburg on train PIBE in two's. This will be increased to four cars, and eventually eight at a time will be delivered when Beth Forge can handle them. The plant is laying a new track for unloading these hot cars.

### **RR MODELING:**

#### **Modeling RDG Sand Hopper.**

**By Doug Wetherhold**

In this article, we will build and paint an HO scale version of a class LOFX covered hopper used by the Reading Company to haul locomotive sand. First however, a little background information on the prototype cars might be helpful. In the mid-1960's, 15 cars from class LOF were modified by the Reading Co. shop forces to haul dry sand for locomotives. The entire group of cars were numbered 93531-93548 (excluding 93541, 93542, and 93546), and received class LOFX (the X signified equipment used in non-revenue service). All 15 cars received the later RDG cream with green speed lettering paint scheme. Ten out of the 15 still sport the full RDG paint and speed lettering as of 6-1-95.

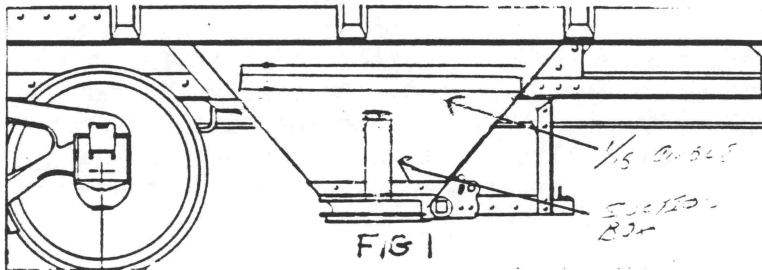
#### **Getting Started.**

Now on with the actual model. In HO scale, the closest cars are the 2 bay covered hoppers made by Atlas or Model Die Casting (Roundhouse). Only minor modifications will have to be made to these cars to produce an accurate model. Begin by assembling the cars according to the manufacturers instructions (except for the trucks, couplers, and roofwalk). On the Roundhouse car, what I had done was to superglue the car frame to the body and then glue the discharge gates to the hopper bays. By doing this, it's possible to eliminate the unsightly screws that are used to hold the car together. Be sure to test fit the frame first, since it may be necessary to file the frame thinner so that it will fit between the hopper bays.

## Modifications.

Modifications to the carbody itself includes addition of a rib to the center of the car, filling in the area between the slope sheets and ladders on the sides of the car and the addition of a suction box to each of the hopper bays. To add the rib, first cut and glue a 8 scale foot length of 1x8 strip to the center of each side of the car. Next, add an 8 foot length of 2x3 over the 1x8. The filler patch at the slope sheets is a short piece of 2x3 filled to match the angle of the slope. The suction boxes were used to suck the sand out of the cars and into a sand tower. These are made by first cutting 4 pieces of 6x6 strips to 1½ feet in length. Next, drill one end of each piece to accept the head of a small nail or pin. These pins will represent hose connections. Attach these pieces to the hopper bays with the pin ends up. Finally, cut 4 pieces of 1/16" angle to 5½ feet in length and attach to each hopper bay as shown in Figure 1.

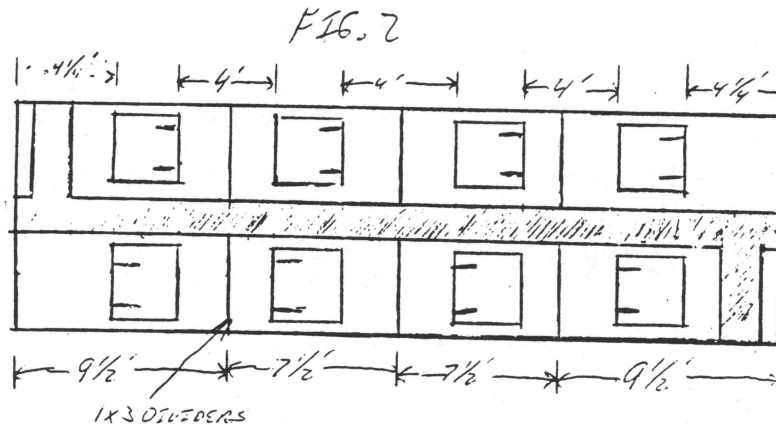
Figure 1



Turning to the roof, the hatches are not correct and will have to be replaced with square ones. Begin by covering the existing holes by cutting overlays of .015" plastic. The overlays will provide a smooth roof without

added time, and also work great for filling in the holes. Now glue the hatches, roofwalk, and strips of 1x3" plastic to the roof as shown in Figure 2.

Figure 2



## Painting.

Now for paint. First spray the entire car with white or light grey primer. At this point, there might be surface imperfections. Sand or fill as required then re-primer. Paint for this car is obtained by mixing reefer white and reefer yellow. Since the exact shade of paint on these cars varied greatly according to age and lighting conditions, it is best to mix paint to match the photos of a specific car. After the paint has dried, apply decals. Next, spray the car with a flat finish to hide the decal film. Finally, add the trucks and couplers of your choice and your new covered hopper is ready to become an interesting and vital addition to your engine terminal.

## Material List.

MDC or Atlas 2 bay covered hopper  
 Detail Associates #6212 square hatches  
 Evergreen #8103 1x3 strip, #8108 1x8 strip  
 #8203 2x3 strip, #8606 6x6 strip  
 Plastruct #102 1/16 angle  
 small pins, reefer white and reefer yellow paint  
 Microscale #87-380 or Herald King #H-506 RDG  
 covered hopper decals.

**R E M E M B E R !**

Send all stories, questions, sightings, and suggestions concerning  
 the newsletter to: Tim Howerter/Editor  
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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!!!!!!!!!!**

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