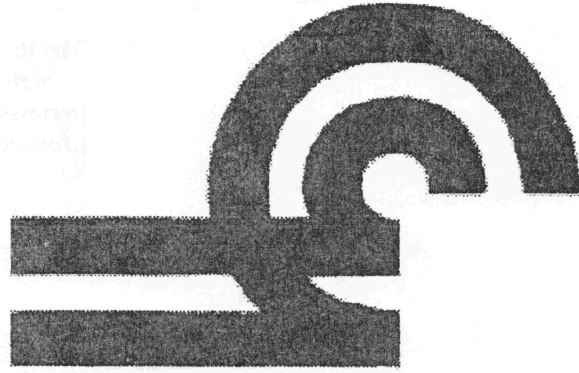
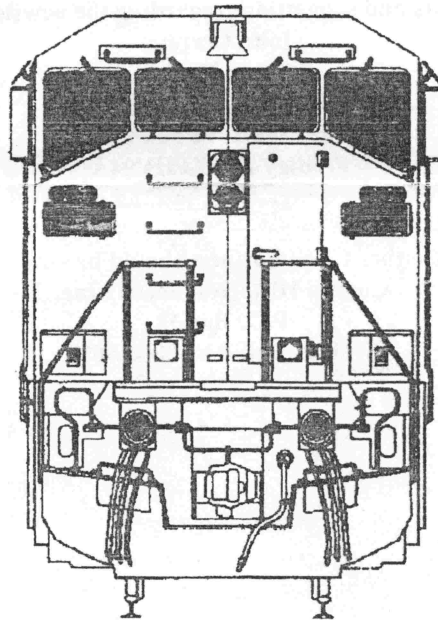


CONRAIL



Historical Society, Inc.



“The Form D”

Volume 3

Issue 7

JULY 1997



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CONRAIL HISTORICAL SOCIETY INC.

"THE FORM D"

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Deadline for material is the 22nd of the month

All other CHSI business should be sent to:
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SQUEEZE PLAY

On April 12, of this year Norfolk Southern and CSXT were already storing units at Buckeye Yard. NS unit 8551(C39-8) and CSX unit 7699 (C40-8W) look like they are already squeezing Conrail unit 6432 (SD40-2) out of its own yard. A premonition of things to come?



On April 20, 1997 a Conrail train is passing Scotio Tower in downtown Columbus, Ohio

PHOTO CREDITS DAVE PIETRY

SOCIETY RUMBLINGS

BULLETIN!!!!!!!

As we go to press a major announcement. We now have Conrail System #5 timetables for sale. All five divisions as well as the system wide timetable. These will definitely be the last one that Conrail will print. Pricing is located in the back of the publication. We also have limited amounts of number 2 as well as number 3. We also have a complete set of #4. Please use the order blank in the back of the publication for ordering your timetables!!!!

MEMBER LISTINGS

It has come to my attention that there have been members that have not gotten their monthly issues on a timely fashion or in some cases their names have been removed and not received their issues at all. For all of that inconvenience I do apologize. Please if there is a problem, **DO NOT SEND YOUR COMPLAINTS TO THE P.O. BOX.** Send them directly to me at my address that is located in each and every month's issue on page two. You can either contact me by phone, fax, or e-mail. It is much quicker to get to me and I can get to the root of the problem and find out just what happened. In this age of computers it is very easy to blame the computer, however, sometimes you have to blame the operator. For this I take responsibility. Please keep you editor informed of any changes in address or misspelling of your names.

BOAT CRUISE IN THE FALL

October 4, SATURDAY: HUDSON RIVER RAILFAN CRUISE from Hoboken to Poughkeepsie and return, sponsored by the Conrail Historical Society. The boat will depart sharply at 9 AM and return at approximately 5 PM. You will view CR, Amtrak, MNCR and historic riverside sights at the height of the fall foliage season. The fare is \$50 dollars. Send check payable to CRHSI and SASE to Kermit Geary Jr., Box 38, Walnutport, PA 18088. For Information please call (610) 767-3782 evenings.

Some general notes about this trip: This is the first railfan-oriented cruise up the Hudson River in many, many, years. Our cruise ship, the spacious Sea Queen II, can comfortably carry about 100 passengers. A snack bar aboard the ship provides coffee, hot dogs, soft drinks and pastries. This will not be your standard river cruise. The captain is prepared to nose in close to shore to set up excellent photo opportunities of any approaching Metro-North, Amtrak, or Conrail (NS/CSX) trains. We will have the schedules, scanners, binoculars, etc., and will be fully prepared. Maps and historical information will be provided. Historical railroad locations such as the Write Railroad's original starting point at Piermont will be viewed and discussed. We will turn around at the Poughkeepsie Bridge, one of the most famous railroad bridges in the world. Again ticket price is \$50 on a first-come-first serve basis. Our cruise that we sponsored during the weekend of April 12 turned away approximately 80 people so please get your money in as soon as possible. Hope to see you aboard ship October 4th!

PHOTO SUPPLY OPPORTUNITIES

Unique photo opportunity for any photographer that takes more than 1 roll of pictures a year. A program that allows you to pay one price for replacement film for the rest of your life. The ability to get free film, 8 x 10 pictures at tremendously reduced rates as well as other different photo options. Contact John Cerreta for more details of this exciting program.

PHOTOS WANTED

We are presently gearing up to use photos in the monthly issue. If you have any pictures that you would like to submit for publication please do so. We ask that the pictures should be prints either color or black and white and that they should be at least 4 x 6 or larger. Any pictures that are not used will be returned to the person that submitted them. Please when submitting a picture to us, give us as much background on the print so that when it is used we can put a nice caption under the print to describe just what it is all about and where it was shot. The better the description the better for us when we make our selections for the month.

AND FINALLY.....

I want to thank the membership for all the help that they have been giving to us. You are sending us more and more information that we can use in the publication, as well as a more diverse group from all parts of the country. Our membership is growing each and every month and I hope that we can count on you for your continued support. As always, please do not hesitate to send comments be they good or bad to us, so that we can improve the quality of the publication. Again thank you for your continued support. Have a safe and happy summer.

Sincerely,

John Cerreta

SELKIRK YARD TO REMAIN VITAL TO MERGER

CSX's plan for revamping rail service across the nation will retain Selkirk rail yard as an important freight hub. Both state officials and unions had worried that major changes in the nation's rail system could diminish the role of the major switching and storage facility that Conrail had maintained at Selkirk. CSX told New York state officials that they had planned to invest \$12 million in capital improvements at Selkirk yard. (Julie Smith, Fred Schaefer).

CONRAIL STARTS NEW TV TRAIN

Effective as of 06-02-97 Conrail began running a new TV train. The train symbolized TV-55s will run Tuesday thru Saturday on the following schedule:

Syracuse, NY	1200
Buffalo, NY	1600
Cleveland, OH	2130
Galion, OH	0100-2nd day
Columbus, OH	0300

This train takes Indianapolis, Cleveland, and Columbus TOFC, COFC, and Double stacks. (Kodi Martin)

CONRAIL BEING SUED BY CROSS HARBOR

Capping a long-running dispute, the New York Cross Harbor Railroad has brought a federal lawsuit alleging antitrust, breach of contract and breach of fiduciary violations by Conrail. The suit seeks a total of \$901 million in damages. The Cross Harbor charged Conrail with conduct counter to public policy and aimed at creating a monopoly for rail transport in the Northeast, restructuring trade and "unlawfully and intentionally stifling competition and snuffing its vigor."

While refusing to comment on the specifics of the litigation, a Conrail spokesman said, "Conrail is dismayed by this action as we have gone out of our way to support and preserve New York Cross Harbor Railroad." Cross Harbor officials said the suit was unrelated to the takeover of Conrail by Norfolk Southern and CSX Corp. The Cross Harbor itself could play a role in that case, though, since the railroad provides the only rail freight link across the Hudson River between northern New Jersey and New York south of Albany. The city of New York, in particular, would like to see heightened competition on the east-

ern side of the Hudson, where CSX alone is now slated to take over all of Conrail's operations. The Cross Harbor operates a total of only 12 miles of trackage in Greenville, NJ and Brooklyn, NY. The railroad connects those two points with two carfloats, track-equipped barges that can carry 12 cars. Tugboats propel the carfloats on their 45-minute, 2.5-mile voyages between the float structures for transferring cars from barge to regular tracks in Greenville and Brooklyn. The Cross Harbor leases Conrail-owned facilities and track at Greenville, where it also connects with Conrail. It connects with the Long Island Railroad and what is now the New York & Atlantic Railway, the freight concessionaire for the LIRR, in Brooklyn. The Cross Harbor can serve as a bridge carrier for traffic moving between Conrail and the NY&A. Conrail also can bridge traffic between northern New Jersey and New York and southern New England points via the Cross Harbor and the NY&A, using a connection with the NY&A at Fresh Pond on Long Island. The suit charges that Conrail has used a variety of illegal means, including predatory pricing and discriminatory control of the interchange at Greenville, to cause cars to be routed 300 miles around the Cross Harbor through Conrail's Selkirk yard at Albany, a detour Cross harbor claims adds a week to a car's transit time. Cross Harbor's interchange with Conrail is now "about a dozen cars a day." Cross Harbor feels that Conrail and Cross Harbor could interchange a minimum of 20,000 carloads per year. Because of this, the shortlines' revenue has declined from \$250,00 in the late 80's to little more than \$30,000 currently. The misdeed alleged by Cross Harbor include the charge that "agents of Conrail have disseminated false information accusing plaintiff (Cross Harbor) of having ties with organized crime." That accusation apparently stemmed from efforts by the Franco brothers, major players in the New York-New Jersey municipal solid waste business, to gain control of the Cross Harbor in a financial dispute with the railroad's president and part-owner Robert Crawford. That dispute, however, ended a year ago with the Francos dropping any claim to ownership. In addition to offering predatory and preferential rates for shippers to move freight on Conrail through Albany, the suit charges that "Conrail has maliciously and willfully disregarded third-party customer bills of lading which dictate that the desired route of travel shall include New York Cross Harbor Railroad system." The suit continues that Conrail has accused the Cross Harbor cash flow problems by withholding hundreds of thousands in interline settlements. Conrail has

withheld Cross Harbor divisions in a dispute over car hire charges that Cross Harbor says result from a shipper's failure to pay demurrage charges. Cross Harbor seeks \$1 million in damages for contract violations, \$100 million in compensatory damages and \$500 million in punitive damages for violation of fiduciary duties, and \$100 million, tripled to \$300 million, in antitrust damages, as well as injunctive relief from the alleged illegal practices. (CNW 4400)

CONRAIL ACQUISITION COULD BOOST JERSEY FREIGHT BUSINESS

With the acquisition of Conrail, CSX and Norfolk Southern have big plans for expanding rail-freight business in New Jersey. The railroads say this bodes well for consumers, who should see lower prices as shipping costs are reduced when goods are carried to market by less expensive trains. Fewer trucks on the highways should also mean less congestion for drivers. Direct rail connections at the General Motors plant in Linden will mean up to 6,000 fewer truck trips per year as pickups destined for the Southeast are instead shipped by rail. The state of New Jersey is particularly pleased that, after two decades of domination by Conrail, New Jersey will now be a crossroads of competition. (Newark Star Ledger)

CONRAIL MAY SURVIVE AS A RAILROAD

Recent concerns expressed by Delaware Valley shippers, in and around the Philadelphia area, has resulted in "assurances" by a CSX rep that both access and competition which benefit its customers will be paramount. It was indicated that both NS and CSX "would probably" create a joint switching road in the area and probably could be called CONRAIL!! Although specific details are still lacking, the new CONRAIL would provide switching services within the Delaware Valley bounded on the north by Morrisville and south just north of Wilmington. Critical points within Philadelphia have yet to be announced. Provisions for covering "joint" south Jersey operations are also unclear....perhaps CONRAIL would service this area. Stay tuned!!!!(Chas)

GAINS ANTICIPATED BY CONRAIL BREAKUP

Gains of nearly \$1 billion a year and cuts of 2,000 railroad jobs are projected under two

rail carrier's proposal to break up Conrail and challenge the trucking industry. CSX and Norfolk Southern expect to lure more than 1 million truckloads of freight off the highways and onto rail cars by offering better connections and fewer bottlenecks on Conrail's lines. Operational improvements are to save \$544 million a year, while growth in traffic would yield \$445 million in additional income after three years. The railroads said the 2,000 jobs that would be eliminated over three years represent 3 percent of the nearly 73,000 positions at the three railroads. Another 2,300 positions would change locations. Pennsylvania, Ohio and Michigan are among states slated to lose jobs overall, while Florida, Georgia and Virginia face job gains. Major cuts in management and clerical positions are slated in Philadelphia, Conrail's headquarters. The railroads hope to recoup their investments by recapturing some of the freight traffic lost to trucks since World War II. They are counting on reaching more markets on their own routes, avoiding costly and time-consuming interchanges between railroads. For example: CSX shipments of citrus fruits from Florida now must switch tracks near Philadelphia before continuing on Conrail lines into Northeastern markets, adding a day to the journey. After the merger, the shipment could reach Boston or upstate New York without interruption. (Bernard Ente)

CONGRESSMAN'S DISTRICT WINS NEW JOBS

Republican congressman Bud Shuster's district is gaining jobs in the Conrail take-over. While the rest of the state is losing more than 2,800 jobs, central Pennsylvania is getting a shot in the arm with 161 new jobs transferred into the region from the Conrail sale. While Pennsylvania's biggest cities are bracing for the loss of more than 2,800 jobs from the sale of Conrail, a much different picture is emerging in the gritty town of Altoona. Represented by powerful Congressman Bud Schuster, the Altoona area is slated for a windfall of 161 new railroad jobs as the Conrail deal goes through. Nearly half of the 6,113 jobs abolished and transferred in the planned Conrail sale will come from Philadelphia, site of a major operating hub and the carrier's customer service center. Mr. Schuster, one of the most powerful transportation leaders in the House, has said for months he would closely watch the proposed break-up of Conrail. Major railroad repair shops are located in the Altoona area, and Mr. Schuster has been concerned about the loss of jobs. Based on specifics of the deal, Mr. Schuster's concerns seem to have been addressed. The Altoona area, rather than being hurt, figures to

pick up about 161 new jobs. The deal, as laid out by CSX and Norfolk Southern, will cost Philadelphia 1,080 management jobs and 875 transfers. Pittsburgh faces 407 lost jobs and 448 transfers. NS said the company chose to beef up operations at the under-utilized Altoona facilities because the shops "fit in with their system." Announcing the terms of the deal in his district on June 21, Rep. Schuster said he was giving the NS-CSX agreement his support, provided NS commits to a multimillion dollar investment in Altoona and Hollidaysburg, the nearby community where the repair shops are located. Philadelphia business leaders are concerned about the city's ability to absorb such losses. Other officials say they are pinning hopes for a reversal of mitigation of the job losses on 11th hour talks being pursued by Mayor Ed Rendell and Sen. Arlen Specter, R-PA—an effort viewed in Washington as a long shot. Conrail overhauled 333 locomotives and 5,000 cars in the Altoona area last year, but officials estimate at least one-third more business could be accommodated. CSX is contributing to Altoona's good fortune by agreeing to send 1,000 freight cars and 195 locomotives to the area's shops for repairs during each of the next three years. That agreement is reflected in a June 17 letter from CSX Transportation President A.R. "Pete" Carpenter to NS Senior Vice President Steve Tobias. Earlier this year, Mr. Schuster hosted an elaborate tour of the Altoona rail shops and area for top brass from CSX and NS. The campaign to attract jobs included a letter-writing campaign by area school children. He also conducted a Nov. 19 hearing about the Conrail case, where he said the fate of the Altoona shops "will be a major concern for us." "Congress could choose to become involved in the case later, since Conrail was granted special job-related concessions in the past federal legislation." In addition to promising the transfer of 140 union posts and 21 managers to Altoona, the \$67 million NS is investing will be earmarked for capital improvements on buildings still in use after 108 years. Conrail has more than 1,450 people working at facilities in the Altoona area today. Coupled with hundreds of train crew members based in Altoona, Conrail is the largest employer in the region. The NS plan included \$60 million for locomotive truck overhaul and wheel replacement and \$7 million for material handling and miscellaneous upgrades. The 140 union slots include 67 machinists, 45 electricians and 28 workers from other crafts. NS also pledges to expand efforts to "in source", or bring work into the shops. About 10% of Altoona area shop jobs are for work that is "in-sourced" from locomotive manufacturers, transit operators, rail suppliers and foreign railroads, according to Conrail offi-

cial. All transfers into Altoona are coming from NS's Pegram shop in Atlanta, which will be closed because of "manpower needs." "Atlanta comes out ahead since the Georgia city is gaining 359 new management jobs to offset the loss of 161 jobs to Altoona. The NS operating plan identifies Hollidaysburg as the new home for programmed repairs to freight cars. Those repairs are now done at locations in Ohio, Illinois, and West Virginia that will be closed. There is some potential risk for the Altoona area, since NS says that a wheel shop in Hollidaysburg or a similar facility in Knoxville, TN will be closed at an indefinite future date. (Bernard Ente, CNW4400)

OPERATION LIFESAVER VISITS INDIANA AND OHIO

Public safety officials from Indiana and Ohio were aboard special passenger trains through two states. The trips were on Tuesday and Wednesday (July 8 and 9) to emphasize the need for greater public safety awareness at railroad-highway crossings. The trip was sponsored by Conrail and the Indiana and Ohio Operation Lifesaver organizations. The Indiana Operation Lifesaver train on July 8 had invited guests from Indianapolis, Greencastle and Terre Haute, IN and Casey IL before returning to Indianapolis. The Ohio Lifesaver train on Wednesday, July 9 operated round trip from Crestline with stops at Bucyrus, Upper Sandusky and Dunkirk, OH. In Indiana, the number of accidents last year declined nearly 20 percent to 217, but 26 people were killed and 80 injured. In Ohio, accidents declined nearly 25 percent to 239, but 14 people were killed and 61 injured. (Conrail News Wire)

CONRAIL WORKERS WORRY ABOUT THEIR JOBS

For union workers at Conrail's corporate headquarters in Center City, and many others elsewhere, a long struggle to keep their company alive is coming to a bitter end. People who agreed to countless changes in work rules and job cuts and even marched on Washington to help save their company say they are now reaching the end of the line, just a few years shy of retirement. A total of 372 union jobs will be lost at 2001 Market Street as those union jobs will be abolished or transferred to distant cities such as Atlanta and Jacksonville where they might well be abolished in a year or two. Some workers have learned firsthand that their chances of finding new jobs that pay anywhere near what they've made at Conrail are virtually nil. There is also sadness among their 1,493 management counterparts whose

jobs will be either transferred or terminated, over the pending purchase and breakup of Conrail. But management's grief is softened by bonus and severance packages that, at the very least will allow them to pursue finding new jobs at an easy pace. Seventy-nine vice presidents will walk away with more than \$1 million apiece. Conrail officially refuses to comment on the matter. Sources at all three railroads involved, however, say managers are doing extremely well because for years they elected to take part of their pay in company stock, which fetched a record price in the recent sale. Unlike locomotive engineers, conductors, train dispatchers and those that maintain the tracks and signals, whose numbers are once again growing with increased rail traffic, the clerical and administrative worker's days appear to be numbered here and throughout the industry. It would appear that the Philadelphia Conrail workers shouldn't have to worry. Under a provision in railroad law called the "New York Dock agreement," they could get the equivalent of six years' pay if they lose their jobs as a result of an ownership change. Pennsylvania will lose 2,500-plus jobs due to the Conrail breakup, at least 1,865 of them in the Philadelphia area. NS and CSX say the number in their official plan includes about 350 who have already retired or quit their Conrail jobs. Mayor Rendell and Gov. Ridge are still trying to reduce it in behind-the-scenes negotiations with CSX and Norfolk Southern. U.S. Sen. Arlen Specter and U.S. Rep. Robert Borski, both influential members of Congress on transportation issues, are expressing dismay and asking tough questions in letters from Washington. Many details about what the future holds for Conrail's union workers are the subject of current negotiations—for example, where they will be on the union seniority lists when they go to work for CSX and Norfolk Southern. Will they be the first to go when the next wave of technology is implemented or the corporate belts get tightened to pay Conrail's record \$10.3 billion purchase price? Only time will tell. (Philadelphia Inquirer, Carl Perleman, Bernard Ente)

CONRAIL SUBMITS REMEDICATION PLAN

Following a week of discussion with the Pennsylvania Department of Environmental Protection over how to proceed with the investigation and remediation of the Hollidaysburg Reclamation Plant, Conrail, submitted its plan to address the environmental concerns at the Hollidaysburg site to ensure that public health and the environment are protected. As backgrounds, on June 23, the Pennsylvania Attorney General's office initiated an on-site inves-

tigation, including excavations, of the Hollidaysburg Reclamation Plant. This investigation concluded on June 26, and to date, the Attorney General's office has not released any results of conclusions of this investigation. Following the Attorney General's release of the site to Conrail on June 26, Conrail took immediate action to stabilize the areas that were excavated, and began identifying and segregating the materials that were excavated. Because the scope and extent of remediation is unknown at the present time by either the DEP or Conrail, Conrail intends to proceed cautiously, but quickly, to determine what precisely needs to be done at the Hollidaysburg site. In the interim, Conrail will do the following: 1) Undertake measures to control dust dispersion at the site by using water spray tanker trucks. Conrail will also develop a dust control plan; 2) Increase security at the site to prevent unauthorized entry; 3) Implement appropriate erosion and sedimentation controls to minimize the potential for storm water to carry sediments from the site to off-site surface water bodies; 4) Continue to identify and remove containers and materials, along with contaminated soils and liquids keeping the DEP fully apprised of the progress; 5) Prepare and implement a groundwater monitoring system; and 6) Assess current practices at the Hollidaysburg Reclamation Plant to identify the solid wastes that are generated at the site and to ensure that such solid wastes are appropriately classified and managed. While Conrail is performing the interim steps outlined above, the company will also conduct a remedial investigation at the site, taking into account the allegations of illegal dumping. Conrail will also use as guidance in preparing the work plan for this remedial investigation the Act 2 Technical Guidance Manual prepared by the DEP to assist companies in designing technical investigations and remediations. With the commencement of the Attorney General's investigation last month, Conrail has sought to work cooperatively with all agencies involved in responsibly addressing the environmental issues at the Hollidaysburg Reclamation Plant. Regardless of the course the DEP chooses in this matter, Conrail remains committed to performing a thorough investigation remediation of those conditions in accordance with applicable laws and in a manner that protects the environment. (Randy Kotuby, Bloomberg)

MAERSK HONORS CONRAIL

Maersk announced that Conrail has been awarded the Maersk Quality Vendor Award for 1996. The award is based on overall excellence in on-time performance, customer service, problem resolution, equipment avail-

ability, and responsiveness. This is the fourth year in a row that Conrail has been recognized by Maersk. In fact, no other railroad has ever been so recognized by Maersk, as Conrail has won every year since the award was first presented in June 1994. (Randy Kotuby, Bernard Ente, CNW4400)

CSX/CONRAIL FILE EXEMPTION

CSX and Conrail have filed a notice of exemption to construct a connection track between two Conrail main lines. The connection will extend approximately 1,507 feet between approximately milepost 75.4 on Conrail's North-South main line between Greenwich, OH and Indianapolis, IN and approximately milepost 188.8 on Conrail's East-West main line between Pittsburgh and Fort Wayne, IN. (CNW 4400)

CONRAIL/D&H TRACKAGE RIGHTS

As the merger takes place there are many changes that are taking place. Trains #555 and #556 are back on the Reading & Northern's Lehigh Line. Track work is completed so the rerouting is no longer needed. StL&H crews are supposed to begin work on the Sunbury Line in the middle of July in preparation for the increased traffic coming this way after the Conrail break-up. Some of the NS traffic details were revealed in the STB filing and the StL&H's plans were in their petition from improved access and expanded trackage rights filed with the STB. Initially NS is saying 4-6 trains per day via the Sunbury Line 2-4 general freights and 2 intermodals. This is on top of StL&H's projected 6 trains per day (new trains #154/#155, along with #555/#556 and #557/#558). #154/#156 are solid daily NS trains, tentatively scheduled to run between Enola and Albany/Mechanicville, NY #555/#556 will (if StL&H gets the trackage rights and access they want) operate daily between Baltimore and Montreal. #557/#558 will operate daily between Philadelphia and Toronto. #265/#266 will be extended to Binghamton and operate daily (via Lehigh Line) to Oak Island. This means you could, on an average day a year from now, see 14 to 16 trains a day throughout Scranton. North of Binghamton on the D&H that number rises to 16 to 18 trains per day. Traffic over the Southern Tier will reportedly be a minimum of 18 trains per day and east of Binghamton a minimum of 10 trains per day. (Sam Botts)

THE NORFOLK SOUTHERN OPERATING PLAN

Editor's Note: With all the information that is out there in regards to just what everybody is thinking will happen here is an article that goes into detail as to just what and how Norfolk Southern intends to do with the rails that they get from the merger. Special thanks goes to Carl Perelman for this information.

Norfolk Southern's operation and integration of Conrail lines with the existing NS system will result and enhance rail competition and will improve rail efficiency throughout the East. The restructuring of rail systems will build upon two carrier competition between Norfolk Southern and CSX Transportation that has thrived in the Southeast for two decades. The increase in transportation efficiency also will be two-fold, because Norfolk Southern and CSXT each will try to outperform the other in the marketplace with safer, faster, and more reliable rail transportation services.

Norfolk Southern will invest more than \$700 million in construction and improvement projects to allow seamless movement of freight between Conrail routes operated by NS and the current NS system and better connections with other railroads, such as Union Pacific and Illinois Central. This integration of routes is the key to delivering more competition coupled with more and better single system service. Under the Operating Plan, the number of rail shipments that will move by one railroad rather than two will greatly increase. This improved efficiency is particularly important for service sensitive intermodal and automotive customers. Rail users throughout the country will benefit because most rail freight crosses regional boundaries. In the East and Midwest, shippers will be able to expand their market reach, while customers will be able to choose from more suppliers. In addition, the restructuring will eliminate more than one million truck trips from eastern and midwestern highways each year—diverting 589,000 truckloads annually to Norfolk Southern alone. Highway traffic congestion, fuel consumption, accidents, and pollution will be reduced, and highway maintenance costs will decline.

For coal producers, the Operating Plan shows that the new Norfolk Southern System will provide direct access to many more customers. Coal volume moving between current NS lines and NS-operated Conrail lines will grow from 4 million tons in 1996 to an estimated 12 million tons in several years and even greater amounts in the future.

For intermodal customers, single line routings will significantly improve speed and reliability on lines linking current Norfolk Southern markets in the Southeast and Midwest with current Conrail northeastern markets. For example, new service will be added along Norfolk Southern's new Shenandoah Route, which connects New York, Philadelphia, and Pittsburgh to Norfolk Southern points in the Southeast and to the West via New Orleans. Transit times between the Southeast and Northeast will be reduced through more efficient routings, and additional corridors will be cleared to allow doublestack container service.

For automobile manufacturers, the new Norfolk Southern System will speed delivery of new vehicles to dealers over new single system routes. More than 19,000 carloads of new vehicles and more than 21,000 carloads of parts will gain single line routing under the Operating Plan. The Norfolk Southern System is designed to move 90 percent of available vehicle traffic in dedicated trains, reducing transit time and damage.

For chemical customers, most of which provide their own railcars, the Norfolk Southern System service network will improve equipment utilization by eliminating costly delays in transferring shipments between Norfolk Southern and Conrail. Assuming a 24-hour service improvement for only the 18,000 carloads of chemicals traffic interchanged between NS and Conrail in 1996, these customers could save an estimated \$360,000 in annual equipment costs.

SYSTEM ROUTES WILL ALSO BE IMPROVED

The New Norfolk Southern System will add or improve three service routes to link the Northeast and the Midwest:

THE PENN ROUTE: This route will be the shortest rail route between northern New Jersey and Chicago. More than \$300 million will be invested during the first three years of operation of the New Norfolk Southern System for substantial clearance and capacity improvements for traffic growth, particularly for intermodal and automotive traffic. New auto terminals will be built in the Philadelphia and Baltimore areas, and intermodal terminals will be built, expanded, or improved in northern New Jersey, the Philadelphia area, Pittsburgh, Harrisburg (Rutherford), and Allentown, Pennsylvania, and Baltimore.

THE SOUTHERN TIER ROUTE: This route will integrate Conrail's Southern Tier Line across New York State with Norfolk Southern's existing Buffalo-Cleveland line. This new route will be an important New Norfolk Southern System doublestack route into the New York metropolitan area market and will provide access to connecting carriers serving New England. Norfolk Southern will invest approximately \$35 million during the first three years of operation, making the route more efficient. These improvements will be much needed, because the Operating Plan projects that the New Norfolk Southern System will run eight through trains per day on this route, in addition to CP/St. Lawrence & Hudson and New York, Susquehanna & Western operations that now use and will continue to use the Southern Tier Line under existing trackage and haulage rights.

THE SOUTHWEST GATEWAY ROUTE: This route will connect Norfolk Southern's Kansas City line with Conrail lines at Vermilion, OH and Butler, IN for connection with the Penn Route. This new route will bypass the congested Chicago and St. Louis gateways. Norfolk Southern will invest more than \$55 million in the route during the first three years of operation for capacity improvements and new connections. Connections at Sidney, IL with Union Pacific and at Tolono, IL with Illinois Central will offer competitive service for heavy petrochemical

and other flows between the Northeast and southwestern and Gulf coast states.

FOUR ROUTES WILL SPUR IMPROVED SERVICE

Four major New Norfolk Southern System routes will spur improved service between the Northeast and Southeast:

THE PIEDMONT: This route will connect these regions using two corridors north of Manassas, VA. One leg via Allentown and Harrisburg, PA and Hagerstown, MD, will carry freight between the Southeast and the Philadelphia area; it also will be the clearance route for doublestack and multilevel (vehicle) traffic. The second route will use Amtrak's Northeast Corridor via Baltimore, Wilmington, DE and Philadelphia for southeastern traffic and for Triple Crown Roadrailer service. New Roadrailer terminals will be built along this route in Philadelphia, Baltimore, and Charlotte, NC.

THE SHENANDOAH ROUTE: This route will handle northeastern traffic via Harrisburg, PA Roanoke, VA and Knoxville and Chattanooga, TN to Atlanta and via the New Orleans and Memphis gateways to the West. More than \$33 million will be invested in this route for sidings as well as doublestack clearances between Front Royal and Roanoke, VA. This route parallels Interstate 81, and the New Norfolk Southern System expects to draw significant general merchandise and intermodal freight from trucks to rail service on this route. Coal between Central Appalachian coal fields and the Northeast also will move via this route.

THE MID-SOUTH ROUTE: This route will extend from Chicago, Detroit, Cleveland, and Pittsburgh to the Southeast via Cincinnati. Most of this route already is cleared to handle domestic doublestack traffic, and planned capital investments will provide the remaining clearance, add track capacity, and expand intermodal terminals at Cincinnati and Columbus, OH. This route will be particularly beneficial to automotive customers expected to more heavy volumes of time-sensitive traffic.

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CSXT'S MASTER PLAN

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Company officials said the plan they have will bring effective rail-truck competition to the Northeast and vastly expand direct, single-line rail service throughout the eastern half of the United States. The plan, gives shippers more options for freight movements to and from major markets in the East. It includes \$488 million in capital improvements to track connections and facilities at key locations throughout the CSX system and details service enhancements and more the \$500 million of public benefits that will result from CSX's expanded route network. The operating plan also details \$410 million in net revenue gains and cost savings that are expected to result from cost savings and \$146 million is from net revenue gains. These projections represent increases from earlier estimates of \$165 million and \$75 million, respectively. The higher projections are due to more detailed analysis of Conrail operations and the expected synergies and growth opportunities that are consolidated CSX and Conrail operations will produce. CSX will reach every major market east of the Mississippi River with single-line service and create vast new opportunities for more efficient and reliable rail freight movements. The CSX operating plan designates 12 service routes that will link major geographic regions and traffic gateways throughout its 23,000 route-mile system with fast and efficient single-line service. The service routes and connections are designed to facilitate flows of key commodities, such as coal, steel, autos, grain, wood, paper products, chemicals, minerals, general merchandise and intermodal traffic. The more efficient route network will reduce delays, switching and interchange of freight rail cars between different railroads and speed service to customers. Transit time reductions on one to two days will

Local Conrail Train Schedules

Watertown, NY	WAWT-12	1000	Mon-Fri	Emeryville, NY & Return Pulaski, NY & Return Carthage, NY & Return
	WAWT-10	1200	Mon-Fri	
	WAWT-20	2230	Sun-Thur	
West Albany, NY	WAWA-01	0900	Mon-Fri	West Albany, NY & Return
Woodard, NY	WAWO-10	1200	Mon-Fri	Liverpool, NY & Return
Worcester, MA	WAWR-02	1100	Daily	Framingham, MA & Return
Boston Beacon Park, MA	YABP-01	0730	Mon-Fri	Yard & Industrial
	YABP-32	1530	Mon-Fri	Yard & Industrial
	YABP-60	2330	Mon-Fri	Yard & Industrial
Buffalo Frontier, NY	YAFY-39	0100	Mon-Fri	Yard & Industrial
	YAFY-14	0830	Mon-Fri	Yard & Industrial
	YAFY-18	0900	Sun-Fri	Yard & Industrial Interline SVC Agreement
	YAFY-20	2000	Sun-Fri	Yard & Transfer
	YAFY-38	2330	Daily	Yard & Industrial
Buffalo Kenmore, NY	YAKE-11	0830	Mon-Sat	Yard & Industrial
	YAKE-17	1100	Mon-Fri	Yard & Industrial
	YAKE-25	1615	Mon-Fri	Yard & Industrial
Buffalo Ohio St, NY	YAOS-11	0800	Daily	Yard & Industrial
	YAOS-21	1700	Daily	Yard & Industrial
Buffalo Seneca, NY	YABS-35	0130	Daily	Yard & Industrial
	YABS-13	0930	Daily	Yard & Transfer
	YABS-24	1600	Mon-Fri	Yard & Industrial
	YABS-23	2000	Daily	Yard & Transfer
Dewitt, NY	YADE-37	0100	Mon-Sat	Yard & Industrial
	YADE-19	0645	Tues-Sat	Yard & Industrial
	YADE-19	0730	Sun-Mon	Yard & Industrial
	YADE-36	0830	Sun-Fri	Yard & Industrial
	YADE-26	1630	Mon-Fri	Yard & Industrial
	YADE-27	1800	Mon-Fri	Yard & Industrial
Elmira, NY	YAEL-01	0900	Mon-Fri	Yard & Industrial
Framingham, MA	YAFR-30	1300	Sun-Thur	Yard & Industrial
Niagara Falls, NY	YANF-32	0100	Mon-Fri	Yard & Industrial
	YANF-10	0900	Sun-Fri	Yard & Industrial
	YANF-13	0900	Sun-Fri	Yard & Industrial
	YANF-14	1130	Daily	Yard & Industrial Interline SVC Agreement
	YANF-22	1900	Daily	Yard & Industrial
Oak Point, NY	YAOP-17	0800	Sun-Fri	Yard & Industrial
	YAOP-27	1630	Mon-Fri	Yard & Industrial
	YAOP-29	1630	Mon-Fri	Yard & Industrial
	YAOP-37	2359	Sun-Thur	Yard & Industrial
Rochester, NY	YARO-13	0900	Mon-Fri	Yard & Industrial
	YARO-18	1030	Mon-Fri	Yard & Industrial
	YARO-23	1700	Mon-Fri	Yard & Industrial

Local Conrail Train Schedules

Selkirk, NY	YASE-35	0330	Sun-Thur	Yard & Industrial
	YASE-11	0830	As Needed	Yard & Transfer
	YASE-18	0900	Mon-Fri	Yard & Industrial
	YASE-17	0930	Tues-Sat	Yard & Industrial
	YASE-40	1200	Sat & Sun	Yard & Industrial
	YASE-28	1800	Daily	Yard & Industrial
	YASE-27	1900	Mon-Fri	Yard & Industrial
West Springfield, MA	YAWS-20	0830	Sun	Yard & Industrial
	YAWS-10	0900	Mon-Fri	Suffield, MA & Return
	YAWS-20	2130	Mon-Thur	Yard & Industrial
	YAWS-30	2359	Mon-Fri	Yard & Industrial
Worcester, MA	YAWR-90	0900	Sun & Mon	Yard & Industrial
	YAWR-01	1100	Mon-Fri	Yard & Industrial
	YAWR-33	2359	Mon-Fri	Yard & Industrial

THE NORFOLK SOUTHERN OPERATING PLAN

Editor's Note: With all the information that is out there in regards to just what everybody is thinking will happen here is an article that goes into detail as to just what and how Norfolk Southern intends to do with the rails that they get from the merger. Special thanks goes to Carl Perelman for this information.

Norfolk Southern's operation and integration of Conrail lines with the existing NS system will result and enhance rail competition and will improve rail efficiency through the East. The restructuring of rail systems will build upon two carrier competition between Norfolk Southern and CSX Transportation that has thrived in the Southeast for two decades. The increase in transportation efficiency also will be two-fold, because Norfolk Southern and CSXT each will try to outperform the other in the marketplace with safer, faster, and more reliable rail transportation services.

Norfolk Southern will invest more than \$700 million in construction and improvement projects to allow seamless movement of freight between Conrail routes operated by NS and the current NS system and better connections with other railroads, such as Union Pacific and Illinois Central. This integration of routes is the key to delivering more competition coupled with more and better single system service. Under the Operating Plan, the number of rail shipments that will move by one railroad rather than two will greatly increase. This improved efficiency is particularly important for service sensitive intermodal and automotive customers. Rail users throughout the country will benefit because most rail freight crosses regional boundaries. In the East and Midwest, shippers will be able to expand their market reach, while customers will be able to choose from more suppliers. In addition, the restructuring will eliminate more than one million truck trips from eastern and midwestern highways each year—diverting 589,000 truckloads annually to Norfolk Southern alone. Highway traffic congestion, fuel consumption, accidents, and pollution will be reduced, and highway maintenance costs will decline.

For coal producers, the Operating Plan shows that the new Norfolk Southern System will provide direct access to many more customers. Coal volume moving between current NS lines and NS-operated Conrail lines will grow from 4 million tons in 1996 to an estimated 12 million tons in several years and even greater amounts in the future.

For intermodal customers, single line routings will significantly improve speed and reliability on lines linking current Norfolk Southern markets in the Southeast and Midwest with current Conrail northeastern markets. For example, new service will be added along Norfolk Southern's new Shenandoah Route, which connects New York, Philadelphia, and Pittsburgh to Norfolk Southern points in the Southeast and to the West via New Orleans. Transit times between the Southeast and Northeast will be reduced through more efficient routings, and additional corridors will be cleared to allow doublestack container service.

For automobile manufacturers, the new Norfolk Southern System will speed delivery of new vehicles to dealers over new single system routes. More than 19,000 carloads of new vehicles and more than 21,000 carloads of parts will gain single line routing under the Operating Plan. The Norfolk Southern System is designed to move 90 percent of available vehicle traffic in dedicated trains, reducing transit time and damage.

For chemical customers, most of which provide their own railcars, the Norfolk Southern System service network will improve equipment utilization by eliminating costly delays in transferring shipments between Norfolk Southern and Conrail. Assuming a 24-hour service improvement for only the 18,000 carloads of chemicals traffic interchanged between NS and Conrail in 1996, these customers could save an estimated \$360,000 in annual equipment costs.

SYSTEM ROUTES WILL ALSO BE IMPROVED

The New Norfolk Southern System will add or improve three service routes to link the Northeast and the Midwest:

THE PENN ROUTE: This route will be the shortest rail route between northern New Jersey and Chicago. More than \$300 million will be invested during the first three years of operation of the New Norfolk Southern System for substantial clearance and capacity improvements for traffic growth, particularly for intermodal and automotive traffic. New auto terminals will be built in the Philadelphia and Baltimore areas, and intermodal terminals will be built, expanded, or improved in northern New Jersey, the Philadelphia area, Pittsburgh, Harrisburg (Rutherford), and Allentown, Pennsylvania, and Baltimore.

THE SOUTHERN TIER ROUTE: This route will integrate Conrail's Southern Tier Line across New York State with Norfolk Southern's existing Buffalo-Cleveland line. This new route will be an important New Norfolk Southern System doublestack route into the New York metropolitan area market and will provide access to connecting carriers serving New England. Norfolk Southern will invest approximately \$35 million during the first three years of operation, making the route more efficient. These improvements will be much needed, because the Operating Plan projects that the New Norfolk Southern System will run eight through trains per day on this route, in addition to CP/St. Lawrence & Hudson and New York, Susquehanna & Western operations that now use and will continue to use the Southern Tier Line under existing trackage and haulage rights.

THE SOUTHWEST GATEWAY ROUTE: This route will connect Norfolk Southern's Kansas City line with Conrail lines at Vermilion, OH and Butler, IN for connection with the Penn Route. This new route will bypass the congested Chicago and St. Louis gateways. Norfolk Southern will invest more than \$55 million in the route during the first three years of operation for capacity improvements and new connections. Connections at Sidney, IL with Union Pacific and at Tolono, IL with Illinois Central will offer competitive service for heavy petrochemical

and other flows between the Northeast and southwestern and Gulf coast states.

FOUR ROUTES WILL SPUR IMPROVED SERVICE

Four major New Norfolk Southern System routes will spur improved service between the Northeast and Southeast:

THE PIEDMONT: This route will connect these regions using two corridors north of Manassas, VA. One leg via Allentown and Harrisburg, PA and Hagerstown, MD, will carry freight between the Southeast and the Philadelphia area; it also will be the clearance route for doublestack and multilevel (vehicle) traffic. The second route will use Amtrak's Northeast Corridor via Baltimore, Wilmington, DE and Philadelphia for southeastern traffic and for Triple Crown Roadrailer service. New Roadrailer terminals will be built along this route in Philadelphia, Baltimore, and Charlotte, NC.

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be achievable on many routes. Many routes parallel interstate highways along the Atlantic Seaboard and between the Midwest and the South. Integrating the CSX and Conrail systems will provide shippers with a real alternative to trucks by extending single-line service to new areas, thereby reducing inefficiencies in the system that require shippers to use more than one railroad. The plan also envisions agreements with Western railroads that will further enhance efficiency by moving rail cars and entire trains through interchange points with fewer delays.

THE 12 SERVICE ROUTES

1. **NORTHEASTERN GATEWAY:** Chicago to Boston and New York via Cleveland, Buffalo and Albany.
2. **EASTERN GATEWAY:** Chicago to the Mid-Atlantic coast via Pittsburgh.
3. **ALTERNATIVE CHICAGO GATEWAY:** Fort Wayne-Cleveland: Chicago to Cleveland via Fort Wayne, IN and Crestline, OH.
4. **ST. LOUIS GATEWAY:** St. Louis to the Northeast via either Cleveland and Albany, or Pittsburgh and Cumberland, MD.
5. **MICHIGAN-CHICAGO GATEWAY:** Detroit and Toledo to Grand Rapids, MI and Chicago, IL.
6. **MEMPHIS GATEWAY:** Memphis to New England via Cincinnati and Cleveland, and to the Mid-Atlantic coast via Cincinnati.
7. **ATLANTIC COAST:** Boston to Miami via Cincinnati and Atlanta.
8. **MICHIGAN-FLORIDA:** Detroit to Miami via Cincinnati and Atlanta.
9. **CHICAGO GATEWAY-SOUTHWEST:** Chicago to Miami via Nashville, Birmingham and Montgomery, AL.
10. **CENTRAL:** Southeast Coast to Detroit, Chicago and St. Louis via Huntington, WV and Cincinnati.
11. **HEARTLAND:** Nashville to Detroit and Cleveland via Terre Haute, IN and Indianapolis, IN.
12. **NEW ORLEANS GATEWAY:** New Orleans to New York via Atlanta and Richmond.

CSX officials said that the streamlined Eastern rail system will allow the company to compete more effectively for freight now transported over the road by trucks. The system will provide shippers with faster transit times, more efficient en route handling, and freight cars moving in larger blocks or groups of cars.

CSX SPECIALIZED NETWORKS

The CSX operating plan also includes specialized networks for automotive traffic, intermodal freight and coal. These networks are:

1. **AUTO NETWORK:** The auto industry's production and distribution needs will be served by a network that will move 83 percent of CSX's finished vehicle traffic in dedicated, multi-level trains. CSX will operate finished vehicle hubs in rail facilities at Cleveland, Cincinnati, and Chicago; will have direct access to assembly plants at East Liberty and Marysville, OH and Linden and Edison, NJ; and serve existing Conrail auto ramps in New Jersey, Massachusetts and New York. CSX will offer single-line service to seven of the East Coast largest vehicle ports.
2. **INTERMODAL NETWORK:** Single-line service on key intermodal service routes will create additional volumes of intermodal freight, enabling CSX to offer new or more efficient routings and eliminate extended drayage in several markets. New or expanded intermodal facilities are planned at Cleveland, Chicago, Philadelphia and the New York/New Jersey area. Expanded intermodal facilities in Chicago will allow direct rail-to-rail interchange with UP and BNSF for transcontinental traffic. Intermodal traffic now trucked north of Philadelphia can be diverted to rail. Significant opportunities for expanded rail handling of intermodal traffic include Chicago to Columbus, OH and Cincinnati to Cleveland.
3. **COAL NETWORK:** CSX will offer more single-line routings, expanding the market reach of coal producers to western New York, New England, southern Maryland and the Baltimore piers. CSX also will serve the mining regions of Pennsylvania and West Virginia on the routes of the Monogahela Railway, thus expanding market opportunities for coal producers in this region. Also, CSX will gain access to Ashtabula, OH for coal moving to points on the Great Lakes.

MAJOR CAPITAL INVESTMENTS AND ECONOMIC AND SOCIAL BENEFITS

To fully capture the opportunities created by the acquisition, CSX plans to invest \$488 million in capital improvements at key locations along the system. These enhancements include track connections with other railroads, expanded yard facilities, and mainline improvements. Specific examples include: 1) Upgrading of the CSX main line between Chicago and Greenwich, OH; 2) Expansion of yard facilities at Willard, OH; 3)

on the Atlantic Coast Gateway service route; 5) New and expanded intermodal facilities at Chicago, Cleveland and Philadelphia; 6) Major improvements to yard and fueling facilities in New York including Buffalo and Selkirk.

CSX expects to provide added economic development opportunities throughout the Eastern United States, particularly in areas served by Conrail. During the last five years, CSX has helped more than 500 companies locate or expand along its network. The plan will enhance local and state economies with opportunities to develop more business and create new jobs. It will bring to communities the attendant benefits of a stronger rail transportation network, including less highway congestion and better air quality due to greater competition with the trucking industry. Finally, it will accommodate additional freight traffic without impairing the safety or efficiency of existing passenger or commuter service on the lines CSX owns or over which it operates.

CONRAIL SALE SENDS NEW YORK SUSQUEHANNA & WESTERN RAILWAY STOCK SOARING

Tiny New York, Susquehanna & Western Railroad—the “Susie Q”— is one of the nation’s hottest stocks, and it’s got nothing to do with its shipping business. Shares of Delaware Oswego Corp, the railroad’s parent, have risen as high as 22 from 7 55/64 since October 15, the day CSX Corp. said it would buy Conrail. The Susie Q, which owns 300 miles of track including a direct route into the New York City area, sits in the middle of CSX and Norfolk Southern, two bigger competitors who will either buy it or bypass it. The prospects that the Susie Q will be bought out has driven the shares higher. Potential buyers want the Susie Q for reasons ranging from a desire to compete better in the Northeast to keeping federal regulators from objecting to the Conrail sale on anti-competitive grounds. One way or another, the Susie Q’s future depends on the outcome of the Conrail breakup. If Conrail is divided between Norfolk Southern and CSX and neither buys Delaware Oswego, the little railroad could lose 40 percent of its revenue in one day. That’s the amount it now gets from CSX to move CSX’s trains between Buffalo, NY and New York City. If the Conrail breakup is approved by federal regulators, CSX will own a parallel line and will presumably move the freight to its own track, bypassing the Susie Q and depriving it of its revenue. Other possibilities are that Norfolk Southern will buy it to better compete with CSX or that a Canadian rail company will buy it for better access to New York. The good news would be if a larger carrier was prepared to pay a premium to acquire the Susie Q otherwise if no one purchased it it would revert to being a little short-line railroad without much business. After reaching a high of 22 in early June, Delaware Oswego's stock has been trading around 18, as investors await the outcome of the Conrail acquisition. Investors certainly can’t be enthralled with the performance of the railroad. Delaware Oswego lost 49 cents a share during 1996, as its gross revenue dipped to \$32.3 million, down from \$34.5 million in 1995. And its first quarter of 1997 showed that income was down more than 6 percent from the previous year. In addition to its 300 miles of track, which includes the only direct route into the Port of New York & New Jersey that isn’t owned by Conrail, the NYS&W owns the right to travel over track owned by Conrail between Buffalo and Binghamton, NY. Because of that line, and Conrail’s near monopoly grip on greater New York, CSX had been paying Delaware Oswego to move its trains full of freight containers between Buffalo and New York. Those CSX trains account for 40 percent of the company’s revenue.

Other possible suitors include Canada’s primary carriers. CN already has tracks to Buffalo, while CP operates the Delaware & Hudson Railway over some of the same Conrail track that the NYS&W utilizes between Buffalo and Binghamton, buying the Susie Q would bring CP into the New York City market much more directly. The Canadian carriers have already raised concerns over how the Conrail sale will affect their businesses; bringing their trains directly into New York might allow them to better compete with CSX and Norfolk Southern. CP plans to ask federal regulators for relief, unless the railroad is able to come to an agreement with CSX and Norfolk Southern. CP is looking at several options to get directly into New York, including asking for trackage rights over Conrail’s lines from Albany. Both CP and CN would not discuss any details or moves as to their interest in the Susie Q and Norfolk Southern declined comment in regards to the purchase of the Susie Q. (Howard Abramson, Randy Kotuby, Bloomberg)

TOP 100 CONRAIL ACCOUNTS

RANK	ACCOUNT	UNITS	REVENUE	RANK	ACCOUNT	UNITS	REVENUE
1.	GM	178,279	242,956,272	11.	AM HONDA	40,067	51,109,833
2.	CONSOL INC.	233,782	234,465,869	12.	DUPONT	24,658	48,256,992
3.	FORD	110,370	156,457,655	13.	WIER STL	66,973	44,508,540
4.	UPS	220,543	139,023,815	14.	ADMCO	28,478	44,496,647
5.	CHRYSLER	69,379	101,840,204	15.	CYAM COAL	42,106	43,751,128
6.	BETH STEEL	96,263	100,312,450	16.	CARGIL	32,929	40,077,314
7.	U.S. POSTAL	86,619	81,906,984	17.	J.B. HUNT	93,318	39,609,312
8.	APL	189,085	74,781,106	18.	PEA. COAL	41,904	37,249,749
9.	USX	77,161	69,280,417	19.	NYSE&G	27,565	35,075,517
10.	PP&LCO	68,837	65,294,870	20.	OPCO	17,734	34,946,865

21.	HUB TERM	58,332	34,801,556	61.	RESTLCO	21,410	14,513,111
22.	LTV STL	30,192	33,241,539	62.	NATINTER	22,314	14,455,372
23.	PELCPW	37,346	31,648,930	63.	CONGRA	11,296	14,445,346
24.	INT PAPER	23,709	31,395,443	64.	CPCINC	7,247	14,310,714
25.	GP	23,981	28,573,748	65.	OLINCORP	7,614	13,937,242
26.	DET EDISON	50,842	28,383,509	66.	CUNCOOP	15,756	13,876,021
27.	WH STL	46,296	26,845,130	67.	CENSOYA	11,573	13,820,147
28.	NMP	21,276	24,784,693	68.	KODAKCO	10,840	13,770,613
29.	UC	9,779	24,615,396	69.	PPGINDST	8,010	13,617,469
30.	MASERK	60,869	23,743,450	70.	STAELY	7,807	13,560,583
31.	AM&CI	19,700	22,763,398	71.	HYNDAI	34,169	13,489,027
32.	CSX	66,844	22,753,889	72.	CONFREGT	19,834	13,325,016
33.	MOBIL	11,069	21,988,917	73.	TRIPCROWN	79,797	13,264,444
34.	CHAM INT	15,176	21,654,586	74.	GENTERM	11,536	13,241,596
35.	ANHEUSER	8,493	20,933,405	75.	GENCHEM	6,341	13,020,551
36.	EXXON CO.	10,193	20,753,592	76.	DANACORP	7,858	12,916,117
37.	STONE CON	19,413	20,251,267	77.	SUNCOM	7,020	12,846,092
38.	NIPS	39,925	19,349,113	78.	PBSCOAL	22,952	12,644,729
39.	HIGHPE	15,260	19,133,828	79.	COORS	6,817	12,605,045
40.	UDD CO.	10,932	18,503,288	80.	WEHECO	10,724	12,548,305
41.	RAILBRCO.	49,695	18,280,280	81.	GE	7,419	12,319,703
42.	DOW CHEM	7,333	18,086,679	82.	BOSIE	8,160	12,096,768
43.	EVERGREEN	46,080	18,043,284	83.	INTEK	20,434	11,896,341
44.	AT&SF	37,970	17,953,091	84.	STANSLAG	33,335	11,832,752
45.	CLE& ILL	24,324	16,867,061	85.	BASFCORP	4,772	11,725,758
46.	SCHNEIDER	37,007	16,596,210	86.	TOYOTA	6,659	11,589,634
47.	ALLIANCE	25,540	16,425,812	87.	NU	12,407	11,561,386
48.	R&PCOAL	16,998	16,418,019	88.	TRCOAL	10,357	11,537,717
49.	HANNACO	26,955	16,304,035	89.	NUCOR	10,966	11,522,400
50.	PECOENCO	11,391	15,874,624	90.	METEDISON	8,561	11,157,903
51.	ONTHYDRO	15,432	15,807,884	91.	SHELL	6,846	11,140,692
52.	UNIMCORP	13,408	15,604,539	92.	FORCITY	8,635	11,012,800
53.	FLORCORP	16,376	15,562,131	93.	FMC	5,281	10,981,499
54.	PGCORP	10,950	15,331,864	94.	HMAALTD	5,071	10,908,346
55.	OOCLINC	33,857	15,023,228	95.	CENEX	25,219	10,643,641
56.	OSK LINES	37,480	14,994,768	96.	ATELCE	8,473	10,598,896
57.	INSTLCO	24,321	14,966,313	97.	MOLDOK	16,787	10,262,048
58.	RRDONNEL	12,048	14,768,528	98.	CHEVRON	4,466	10,262,048
59.	DP&L	17,527	14,689,292	99.	MAZDA	5,571	9,945,312
60.	AMACORP	11,503	14,686,736	100.	GOENCO	4,840	9,905,611

Conrail Historical Society, Inc.
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AL-3			Albany Div Timetable #5	\$6.00	
PH-3			Philadelphia Div Timetables #5	\$6.00	
PIT-3			Pittsburgh Div Timetables #5	\$6.00	
DB-3			Dearborn Div Timetables #5	\$6.00	
IN-3			Indianapolis Div Timetables #5	\$6.00	
HQ-3			System Timetable #5	\$4.00	
PH-2			Philadelphia Div Timetable #2	\$3.00	
HQ-2			System #2	\$2.00	
Fre-Sch			System Wide Freight Schedules	\$5.00	
TV/Mail			System Wide Intermodel Schedules	\$3.00	
Multi			System Wide Multi-Levels/Unit Trains	\$2.00	
Bos			Boston Line Freight Schedules	\$2.00	
Chi			Chicago Line Freight Schedules	\$5.00	
Riv			River Line Freight Schedules	\$2.00	
Pitt			Pittsburgh Line Freight Schedule	\$5.00	
Ind			Indianapolis/Columbus Line Fre Sch	\$3.00	
CRM			Car Reporting Marks Booklet	\$5.00	
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Shipping Time, 1-4 weeks
on most items.

Sales tax	
SHIPPING & HANDLING	
TOTAL COST	

Revised Schedules Boston Line

TV-5

Boston, MA to East St. Louis, IL
Revised 06/02/97
COFC/TOFC/Double Stacks and Multi-levels
Operates Monday through Saturday

Operates Monday through Thursday

Beacon Park-TV, MA	Lv.	20:00 ET
Worcester-TV, MA	Ar.	21:10 ET
Worcester-TV, MA	Lv.	21:35 ET
West Springfield-TV, MA	Ar.	23:30 ET
West Springfield-TV, MA	Lv.	00:30 ET
CP-150 - MA	Ps.	02:05 ET
CP-SM	Ps.	03:45 ET
Selkirk, NY	Ar.	04:00 ET*
Selkirk, NY	Lv.	04:15 ET
Syracuse-TV, NY	Ar.	08:10 ET
Syracuse-TV, NY	Lv.	09:40 ET
CP-296-NY	Ps.	10:05 ET
Buffalo-Frontier, NY	Ar.	13:20 ET*
Buffalo-Frontier, NY	Lv.	13:25 ET
CP-5 - NY	Ps.	13:50 ET
Cleveland-TV, OH	Ar.	17:40 ET
Cleveland-TV, OH	Lv.	19:30 ET
Berea, OH	Ps.	20:15 ET
Crestline, OH	Ar.	21:45 ET*
Crestline, OH	Lv.	21:50 ET
Columbus-TV, OH	Ar.	01:00 ET
Columbus-TV, OH	Lv.	02:00 ET
Ridgeway, OH	Ps.	03:30 ET
Indianapolis-TV, IN	Ar.	07:00 CT*
Indianapolis-TV, IN	Lv.	08:30 CT
East St. Louis-Exermt, IL	Ar.	13:05 CT
East St. Louis-Exermt, IL	Lv.	13:20 CT

Operates Friday

Beacon Park-TV, MA	Lv.	20:00 ET
Worcester-TV, MA	Ar.	21:10 ET
Worcester-TV, MA	Lv.	21:35 ET
West Springfield-TV, MA	Ar.	23:30 ET
West Springfield-TV, MA	Lv.	00:30 ET
CP-150 - MA	Ps.	02:05 ET
CP-SM - NY	Ps.	03:45 ET
Selkirk, NY	Ar.	04:00 ET*
Selkirk, NY	Lv.	04:15 ET
Syracuse, NY	Ar.	08:10 ET
Syracuse, NY	Lv.	11:40 ET
CP-296 - NY	Ps.	12:05 ET
Buffalo-Frontier, NY	Ar.	17:20 ET*
Buffalo-Frontier, NY	Lv.	17:25 ET
CP-5 - NY	Ps.	17:50 ET
Cleveland-TV, OH	Ar.	19:40 ET
Cleveland-TV, OH	Lv.	21:30 ET
Berea, OH	Ps.	22:15 ET
Crestline, OH	Ar.	23:45 ET*
Crestline, OH	Lv.	23:50 ET
Columbus-TV, OH	Ar.	03:00 ET*
Columbus-TV, OH	Lv.	04:00 ET
Ridgeway, OH	Ps.	05:30 ET
Indianapolis-TV, IN	Ar.	09:00 CT*
Indianapolis-TV, IN	Lv.	10:30 CT
East St. Louis-Exermt, IL	Ar.	15:05 CT

East St. Louis-Exermt, IL	Lv.	15:20 CT
East St. Louis-TV, IL	Ar.	15:30 CT

Operates Saturday

Beacon Park-TV, MA	Lv.	22:00 ET
Worcester-TV, MA	Ar.	23:10 ET
Worcester-TV, MA	Lv.	23:35 ET
West Springfield-TV, MA	Ar.	00:30 ET
West Springfield-TV, MA	Lv.	01:30 ET
CP-SM - NY	Ps.	05:45 ET
Selkirk, NY	Ar.	06:00 ET*
Selkirk, NY	Lv.	06:15 ET
CP-296 - NY	Ps.	09:30 ET
Buffalo-Frontier, NY	Ar.	13:00 ET*
Buffalo-Frontier, NY	Lv.	13:15 ET
CP-5 - NY	Ps.	13:40 ET
Cleveland-TV, OH	Ar.	17:10 ET
Cleveland-TV, OH	Lv.	21:30 ET
Berea, OH	Ps.	22:15 ET
Crestline, OH	Ar.	23:45 ET*
Crestline, OH	Lv.	23:50 ET
Columbus-TV, OH	Ar.	03:00 ET*
Columbus-TV, OH	Lv.	04:00 ET
Ridgeway, OH	Ps.	05:30 ET
Indianapolis-TV, IN	Ar.	09:00 CT*
Indianapolis-TV, IN	Lv.	10:30 CT
East St. Louis-Exermt, IL	Ar.	15:05 CT
East St. Louis-Exermt, IL	Lv.	15:20 CT

TV-9

Worcester, MA to Chicago, IL
COFC/TOFC

Operates Tuesday through Friday

Worcester-TV, MA	Lv.	04:20 ET
West Springfield-TV, MA	Ar.	06:00 ET
West Springfield-TV, MA	Lv.	07:15 ET
Selkirk, NY	Lv.	11:05 ET
CP-296 - NY	Ps.	15:00 ET
Buffalo-Frontier, NY	Ar.	18:15 ET*
Buffalo-Frontier, NY	Lv.	18:20 ET
CP-5 - NY	Ps.	18:45 ET
Cleveland-TV, OH	Ar.	22:35 ET*
Cleveland-TV, OH	Lv.	23:59 ET
Berea, OH	Ps.	00:40 ET
Toledo-TV, OH	Lv.	03:45 ET
CP-421 - IN	Ps.	06:45 ET
Elkhart-Fuel Pad, IN	Lv.	06:05 CT
Chicago-Englewood-TV, IL	Ar.	09:00 CT

TV-9 continued

Operates Saturday

Worcester-TV, MA	Lv.	04:20 ET
West Springfield-TV, MA	Lv.	07:15 ET
Selkirk, NY	Ar.	10:50 ET*
Selkirk, NY	Lv.	11:05 ET
CP-296 - NY	Ps.	15:00 ET
Buffalo-Frontier, NY	Ar.	18:15 ET*
Buffalo-Frontier, NY	Lv.	18:20 ET

Revised Schedules Boston Line

CP-5 - NY	Ps.	18:45 ET
Cleveland-TV, OH	Ar.	22:35 ET
Cleveland-TV, OH	Lv.	00:15 ET
Berea, OH	Ps.	00:55 ET
CP-421 - IN	Ps.	06:45 ET
Elkhart-Fuel Pad, IN	Ar.	06:15 CT*
Elkhart-Fuel Pad, IN	Lv.	06:20 CT
Chicago-Englewood-TV, IL	Ar.	09:15 CT

Operates Tuesday through Saturday

Worcester-TV, MA	Lv.	11:15 ET
Barber Station	Ps.	11:45 ET
Ayer, MA	Ar.	13:00 ET*
Ayer, MA	Lv.	13:30 ET
Waterville, Me	Ar.	01:30 ET

TV-10B

Selkirk, NY to Boston, MA
Revised 10/22/96
COFC/TOFC
As required from Chicago
Daily from Selkirk

Chicago-Englewood-TV, IL	Lv.	03:30 CT
Elkhart-Fuel Pad, IN	Ar.	06:15 CT
Elkhart-Fuel Pad, IN	Lv.	06:25 CT
CP-421 - IN	Ps.	07:40 ET
Toledo-TV	Ar.	11:00 ET*
Toledo-TV, OH	Lv.	12:00 ET
Berea, OH	Ps.	14:30 ET
Cleveland-TV, OH	Ar.	15:15 ET
Cleveland-TV, OH	Lv.	16:15 ET
CP-97 - PA	Ps.	18:00 ET
CP-5 - NY	Ps.	20:05 ET
Buffalo-Frontier, NY	Ar.	20:30 ET*
Buffalo-Frontier, NY	Lv.	20:45 ET
CP-296 - NY	Ps.	23:15 ET
Dewitt, NY	Ps.	00:59 ET
Selkirk, NY	Ar.	03:15 ET*
Selkirk, NY	Lv.	04:00 ET
CP-SM - NY	Ps.	04:50 ET
CP-150, MA	Ps.	06:20 ET
West Springfield-TV, MA	Ar.	08:15 ET
West Springfield-TV, MA	Lv.	09:15 ET
Worcester-TV, MA	Ar.	11:00 ET
Worcester-TV, MA	Lv.	12:00 ET
Beacon Park-TV, MA	Ar.	14:00 ET

TV-100

Chicago, IL to Boston, MA
Revised 03/10/97
TOFC

Operates Tuesday through Thursday

Chicago-Englewood-TV, IL	Lv.	04:00 CT
Elkhart-Fuel Pad, IN	Ar.	06:30 CT
Elkhart-Fuel Pad, IN	Lv.	06:40 CT
CP-421 - IN	Ps.	07:55 ET
Toledo-TV, OH	Ar.	10:30 ET*
Toledo-TV, OH	Lv.	11:15 ET
Berea, OH	Ps.	13:30 ET
Cleveland-Collinwood, OH	Ar.	14:15 ET
Cleveland-Collinwood, OH	Lv.	14:45 ET
CP-5 - NY	Ps.	18:30 ET
Buffalo-Frontier, NY	Ar.	19:05 ET*
Buffalo-Frontier, NY	Lv.	19:10 ET
CP-296 - NY	Ps.	22:05 ET
Selkirk, NY	Ar.	01:40 ET*
Selkirk, NY	Lv.	01:50 ET
CP-SM - NY	Ps.	02:20 ET
CP-150 - MA	Ps.	03:45 ET
West Springfield, MA	Ps.	05:45 ET
Worcester, MA	Ps.	07:50 ET
Beacon Park-TV, MA	Ar.	09:00 ET

TV-95

Waterville, Me to Worcester, MA
Revised 01/06/97
TOFC/COFC
Operates Monday through Friday

Waterville-TV, Me	Lv.	18:00 ET
Ayer, MA	Ar.	05:00 ET*
Ayer, MA	Lv.	05:30 ET
Barber Station	Ps.	06:45 ET
Worcester-TV, MA	Ar.	07:15 ET

TV-96

Worcester, MA to Waterville, Me
Revised 01/06/97
TOFC/COFC

ML-433

Framingham, MA to Sterling, MI
Revised 01/29/97
Multi-Levels/Auto Parts/TOFC
Daily

Framingham, MA	Lv.	21:45 ET
Westboro, MA	Ar.	22:15 ET
Westboro, MA	Lv.	23:15 ET
West Springfield, MA	Ar.	02:00 ET
West Springfield, MA	Lv.	03:00 ET
Pittsfield, MA	Ps.	05:25 ET
CP-SM - NY	Ps.	06:45 ET
Selkirk, NY	Ar.	07:15 ET*
Selkirk, NY	Lv.	16:45 ET
CP-296 - NY	Ps.	21:05 ET
Buffalo-Frontier, NY	Ar.	00:55 ET*
Buffalo-Frontier, NY	Lv.	01:00 ET
Buffalo-Seneca, NY	Ar.	01:30 ET

Revised Schedules Boston Line

Buffalo-Seneca, NY	Lv.	03:00 ET
CP-5 - NY	Ps.	03:25 ET
Cleveland-Collinwood, OH	Ar.	07:30 ET*
Cleveland-Collinwood, OH	Lv.	07:45 ET
Elyria, OH	Ar.	08:55 ET
Elyria, OH	Lv.	09:25 ET
Fairlane, OH	Ar.	09:45 ET
Fairlane, OH	Lv.	10:30 ET
Toledo-Airline, OH	Ar.	12:45 ET*
Toledo-Airline, OH	Lv.	13:00 ET
Alexis, OH	Ps.	13:30 ET
River Rouge, MI	Ar.	15:30 ET
River Rouge, MI	Lv.	16:00 ET
Detroit-Livernois, MI	Ar.	16:30 ET
Detroit-Livernois, MI	Lv.	17:30 ET
West Detroit	Ps.	17:45 ET
Detroit-North Yard, MI	Ar.	18:30 ET
Detroit-North Yard, MI	Lv.	19:15 ET
Sterling, MI	Ar.	20:00 ET

Toledo-Emerald Ave, OH	Lv.	10:45 ET
CP-421 - IN	Ps.	14:30 ET
Elkhart, IN	Ar.	14:00 CT

BOSE

Boston, MA to Selkirk, NY
Revised 02/28/97
Manifest Freight
Operates Monday and Tuesday

Boston-Beacon Park, MA	Lv.	02:45 ET
Worcester, MA	Lv.	06:20 ET
CP-SM - NY	Ps.	12:00 ET

ML-438

West Springfield, MA to Ayer, MA
Effective 02/21/96
Multi-Levels
Operates Daily

West Springfield, MA	Lv.	10:00 ET
Worcester, MA	Ps.	12:40 ET
Barber Station, MA	Ps.	13:00 ET
Ayer, MA	Ar.	14:00 ET

ML-439

Ayer, MA to West Springfield, MA
Effective 02/21/96
Multi-Levels
Operates Daily

Ayer, MA	Lv.	15:00 ET
Barber Station, MA	Ps.	16:00 ET
Worcester, MA	Ps.	16:30 ET
West Springfield, MA	Ar.	19:00 ET

BOEL

Boston, MA to Elkhart, IN
Revised 02/28/97
Manifest Freight
Operates Wednesday through Saturday
Monday and Tuesday as required from Selkirk

Boston-Beacon Park, MA	Lv.	02:45 ET
Worcester, MA	Lv.	06:20 ET
CP-SM - NY	Ps.	12:00 ET
Selkirk, NY	Lv.	15:00 ET
Dewitt, NY	Ar.	19:00 ET
Dewitt, NY	Lv.	20:00 ET
CP-296 - NY	Ps.	20:30 ET
Rochester, NY	Ar.	22:50 ET
Rochester, NY	Lv.	23:35 ET
Buffalo-Frontier, NY	Ar.	01:00 ET*
Buffalo-Frontier, NY	Lv.	01:15 ET
Erie, PA	Ar.	03:45 ET
Erie, PA	Lv.	04:30 ET
CP-97 - PA	Ps.	04:55 ET
Berea, OH	Ps.	07:30 ET
Toledo-Emerald Ave, OH	Ar.	10:30 ET*

RAILROAD NEWS FOR JULY

CSX BATTLES LOCOMOTIVE ENGINEERS UNION

CSX headed to court on June 20 seeking a permanent injunction to prevent any work stoppage by members of the BLE. About 4,500 union engineers walked off the job before a restraining order had been put into effect. The death of an engineer in Scary, WV on June 7 was the last straw in ongoing employee concerns. The engineer was killed when his chemical train hit a coal train. (CNW 4400)

DART'S BIRTHDAY

DART Rail, the nation's newest light rail system, which carries about 30,000 commuters each weekday, is marking its first birthday. DART introduced its first 11 miles of light rail to Dallas on June 14, 1996. It added 6 miles to the system last January and a final 3-mile section about six weeks ago. The 20-mile light rail system makes about 700,000 passenger trips per month. It cost \$848.8 million and was completed on time and on budget. (CNW 4400)

SAFETY OFFICIALS SAY TRAIN CRASH SHOWS NEED FOR VOICE RECORDERS

Federal transportation safety investigators say the locomotive cabs of trains should be equipped with voice recorders like those found in aircraft cockpits. This recommendation grew out of a National Transportation Safety Board probe of a fatal crash near Silver Spring, MD in February, 1996 that involved a Maryland commuter train and an Amtrak train bound for Chicago. Investigators believe the MARC train crew members may have been distracted and failed to act in response to a signal about 2.6 miles from the accident site that was cautioning the train operators to reduce speed in preparation for a stop. An engineer operating another MARC train operating in the opposite direction on an adjacent track said he heard train 286's engineer acknowledge the signal in question, near the Kensington station via radio. However, the other engineer said he could not tell what signal train 286's engineer thought he perceived—a caution signal or a clear-to-proceed signal—because of sound interference caused by another audio message. Investigators say a locomotive cab recorder would enable them to reconstruct the chain of events leading up to the crash with the conversation between MARC train 286's conductor and the engineer. CSX would support a new requirement for locomotive cab voice recorders. Many railroads, including CSX already voluntarily

record communications between their dispatchers and engineers on the tracks. (Jennifer Thomas, Randy Kotuby, Bloomberg)

CSX SETS UP TRAINING CLASSES

CSX says it will hire about 500 new conductors yearly until the year 2002. In an attempt to save costs in doing this, the company recently privatized the training of potential new hires. This breaks with the industry standard of hiring "off the street" and providing full on-the-job-training. CSX has begun this process by contracting universities to offer courses in Freight Railroad Conductor Training. The idea is to provide the railroad with a qualified pool of potential employees ready from entry level jobs. Students are charged \$3,750 for tuition, testing, and application fees, in addition to travel costs and room and board for the eight week course. Several universities, including the University of Florida-Jackson, have received funding from CSX to run the schools, which will not only train workers, but also will conduct background checks on those who apply. The course is also designed to weed out those people who are unable to endure working conditions on the railroad. Completion of the course does not guarantee a job with CSX. The worker will be a "leg up" on other applicants for the \$35,000-\$50,000 a year job. (Kay Sedam, CNW 4400)

DISPATCHER ERROR BLAMED FOR TEXAS CRASH

A dispatcher's error at Union Pacific's headquarters in Omaha led to the fatal head-on crash of two freight trains in Texas according to a federal report obtained by the Omaha World Herald. The newspaper reported that a Federal Railroad Administration official described the events that led to the accident. Four people died and two were injured when the two Union Pacific trains slammed into each other on a stretch of single track in Devine, about 30 miles southwest of San Antonio. The "preliminary investigatory findings," show that a dispatcher authorized a southbound train's crew to enter a stretch of track without telling the crew to first wait for the arrival of a northbound train on the same track. The northbound train was to pull off at a side track to let the southbound train through. Instead, the southbound train proceeded 13 miles past the siding and struck the northbound train. The dispatcher entered the correct orders in the railroad's computer dispatcher system, but the dispatcher's radio communication authorized the southbound train to proceed without wait-

ing for the other train. (Omaha World Herald)

ILLINOIS CENTRAL TO BID FOR MEXICAN RAIL LINE

Illinois Central Corp. plans to submit a bid in later summer or early fall for the southeast portion of the Mexican railway system, a 3,000-mile track linking Veracruz with Mexico City. If an offer is accepted, the road could capitalize on the growing trade predicted between Mexico and the United States under the North American Free Trade Agreement. The company's joint venture partners in a bid would be Grupo Acerero del Norte, a conglomerate formed in 1991 with mining, steel, chemical, and energy interests, and Penoles, a long established metals mining and chemical manufacturing company. Outsiders have estimated the southeast part of Mexico's rail system will sell for \$50 to \$150 million. Illinois Central would have a 49% interest in it. Acquiring the Mexican rail line would enable IC to bring products on its own tracks to the Gulf of Mexico, load the railcars onto barges and take them to Veracruz, where they would be put onto the rail line. IC previously expressed interest in the northeast portion of the railroad, but chose not to submit a bid. That section, which connects Mexico City and Laredo, TX was sold for \$1.4 billion to a joint venture of Kansas City Southern Industries and Transportacion Maritima Mexicana Sa, Latin America's largest transportation company. (Chicago Sun Times)

RAILROADS MOVING MORE TONNAGE

Freight volume on U.S. railroads increased for both intermodal and carload traffic for the week ending June 21 in the following areas:

1) intermodal 105,451 containers, up 9.6 percent from last year's totals of 96,204; 2) trailers increased by 8.5 percent from 160,247 last year to 173,842 loads this year; 3) Carload freight which does not include intermodal increased 1.8 percent from 338,272 last year to 344,474 this year; 4) Ton-miles rose 2 percent to 26.1 billion from 25.6 billion a year ago. The ton-mile, a measure of freight transportation, is one ton of freight hauled one mile. Other increases were: crushed stone 20.3 percent increase with 21,203 carloads as compared to 17,618 carloads from the same period last year. Lumber was up 12.7 percent to 5,891 from 5,225 a year ago, and in metals and related products, which rose 7.9 percent with 13,022 carloads from 12,074 carloads last year. Farm products excluding grain which rose 17.8 percent to 1,939 carloads, metallic

ores which rose 4.7 percent to 21,450 and motor vehicles and equipment, which were up 4.5 percent to 13,022. Declines of 10.2 percent in all "other" carloads to 5,601 followed by a 7.6 percent fall in grain to 20, 513 from 22, 191. (AAR Weekly)

NS WEIGHS BUILDING NEW YARD IN BALTIMORE

Norfolk Southern is considering construction of a \$5 million railyard adjacent to Dundalk Marine Terminal. The yard would make the transfer of cargo between trains and ships more efficient and boost competitiveness at struggling Port of Baltimore. Improvements in the way containers are moved from one type of carrier to another are part of the discussions concerning Norfolk Southern's and CSX's proposed split-up of Conrail. The new yard would replace Conrail's yard two miles from the Dundalk terminal. Such a facility near the 574-acre terminal would be similar to the Intermodal Container Transfer Facility currently operated by CSX Corp. at nearby Seagirt Marine Terminal (CNW 4400)

CONGRESSIONAL REPORT CALLS FOR OVERHAUL OF AMTRAK

Nearly three decades after Amtrak was created by federal mandate, a Congressional panel issued a report that recommends introducing competition into the nation's passenger rail service. Contending that Amtrak faces probable bankruptcy with the next six to twelve months if no action is taken, the report urged Congress to "dramatically restructure" the way in which inter-city passenger rail service is organized and operated. The blue-ribbon panel, appointed in March by House Transportation Committee Chairman Bud Shuster, was asked to come up with an emergency plan to address the financial condition of inter-city rail service. While Congress is under no obligation to heed the panel's recommendations, the proposed changes, if adopted, could eventually lead to complete transformation in U.S. passenger rail service. Under the plan, Amtrak would effectively be split into two separate entities, one owned and funded by the federal government and charged with maintaining rail infrastructure, and the other responsible for running passenger trains. By 2002, federal operating subsidies would be withdrawn as routes are opened up for competition. The report does not call for a return to pre-Amtrak era standards, as some privatization advocates have argued, when passenger service was almost entirely in the hands of nearly two dozen

freight railroads. Instead the panel adopted a more moderate approach that stresses the importance of federal money to fund railroad infrastructure, while allowing for the gradual introduction of competition. The report did not clearly define who would be eligible to compete on passenger service routes, but it suggested that state and local governments, in addition to private companies, could play a role. Until federal operating subsidies are scrapped, funding for passenger service should continue at a level somewhere between the Clinton administration's request of \$342 million and Amtrak's request of \$387 million. Permanent support for capital costs should be maintained at about \$750 million annually, the report said, though both private and state/local funding might eventually contribute to capital expenditures. (CNW4400)

CSX PLANS MAJOR CHICAGO EXPANSION

After filing their joint application with Norfolk Southern in regards to the Conrail merger, CSX has announced a major expansion of the Chicago area to help out Illinois shippers. The plan includes more than \$70 million in capital investments for the Chicago area in the form of track upgrades, expanded yards, terminals and related facilities. The plan gives Illinois shipper access to several key CSX routes that will improve rail freight service to nearly every market in the East and South. This expanded access will come from the routes CSX plans to acquire from Conrail. Illinois will be served by six key CSXT service routes that will offer enhanced service to the East and South. These routes are:

NORTHEASTERN

GATEWAY SERVICE ROUTE-Chicago to Cleveland, Boston and New York.

EASTERN GATEWAY

SERVICE ROUTE- Chicago to Pittsburgh, Washington, Baltimore and Philadelphia.

ST. LOUIS GATEWAY

SERVICE ROUTE- St. Louis to Pittsburgh, Cleveland and the East Coast via Vandalia and Effingham.

MICHIGAN-CHICAGO

SERVICE ROUTE- Chicago to Grand Rapids and Detroit.

CHICAGO

GATEWAY-SOUTHEAST SERVICE

ROUTE- Chicago to Nashville, Miami via Danville and Terre Haute, IN.

ALTERNATE CHICAGO

SERVICE ROUTE- Chicago to Cleveland via Fort Wayne, IN.

Under the CSXT plan, the Northeastern and Eastern corridors will provide two high-capacity routes between Illinois and the East. Rail customers will benefit from the St. Louis gateway route, which is 100 miles shorter and 24 hours faster than existing CSXT lines to the East. Benefits provided by the new routes to Illinois include:

— Illinois grain producers will gain access to new markets in the South.

—The state's coal producers will be able to reach a greater number of electric utility customers in the Eastern states.

Direct benefits to the Chicago area include:

—Approximately \$31 million will be spent in the Chicago area to upgrade track, improve connections to other railroads and modernize yard facilities.

— An additional \$39 million is earmarked for intermodal projects.

—Development of a major intermodal facility at an inactive yard near 59th Street to handle traffic originating and terminating in Chicago and to improve the interchange of intermodal shipments with other railroads.

— Expansion of intermodal facilities at Bedford Park - 71st Street and Harlem Avenue, Bedford Park and Forest Hill (at Western Avenue and 71st Street in Chicago) yards.

—Reduction of the current volume of track transfer of rail freight shipments between railroad yards in Chicago.

The expanded rail system includes benefits for key commodity groups that make up a majority of rail freight traffic: coal, steel, automotive, grain, wood, paper products, chemicals, minerals and general merchandise traffic. Routes and connections were designed with customers in mind to facilitate commodity flows to expanded market areas created by the acquisition. CSXT's Chicago-Greenwich, OH main line will be upgraded and double-tracked to create a world-class, high capacity corridor

between the Midwest and East Coast. A route from Chicago to Cleveland via Fort Wayne, IN will be acquired from Norfolk Southern and used for trains carrying bulk commodities such as grain and coal. CSXT's operating plan is not expected to have an adverse impact on commuter passenger operations in the Chicago area. The only projected route abandonment in Illinois is a 29-mile Conrail line from Danville to Paris, Chrisman and Paris will continue to receive rail service via other CSXT routes. No freight customers will lose rail service. (Bernard Ente, CNW4400)

INCREASE FLEXIBILITY OF TRAIN CREW ASSIGNMENTS IMPLEMENTED

The first major shift in rail traffic to faster and more efficient routes as part of the Union Pacific/Southern Pacific merger began on July 1. The traffic changes involve implementation of unique "hub and spoke" labor agreements to allow increased flexibility in the assignment of train crews. Affected will be the Rocky Mountain region between Denver and Salt Lake City and portions of Kansas. Traffic will be shifted from slower, steeper mountain passes to Union Pacific's mainline across Wyoming. Coal trains originating in the region will move more directly to eastern customers via Union Pacific's route from Denver across Kansas to Midwestern and eastern utilities. (Union Pacific Railroad Newswire)

CPR TRAIN CREWS RATIFY NEW METHOD OF PAY CONTRACT

CPR running trades employees have ratified a labor agreement that will see a renewal of their contract to the end of 1998 and will introduce a new method of pay and enhanced operating flexibility. In addition to the new method of pay and a one year contract renewal, this agreement also includes: a one year wage freeze; the reduction of restrictive work rules; a gainshare program that permits crews to share in the benefits of improved productivity; and a commitment to improve the quality of life for employees. This agreement was negotiated in lieu of arbitration of an outstanding issue from the 1995 negotiating process concerning the minimum work day. (Randy Kotuby, Bloomberg)

NS AND UP OFFER NEW INTERMODAL SERVICE

Norfolk Southern and Union Pacific are offering fourth-morning interline intermodal service beginning today between Columbus, Ohio and Los Angeles, CA to compete with

current Chicago rail/truck competitive service. The new interline service operates over NS between Columbus and Kansas City, MS, and on UP between Kansas City and Los Angeles. This Monday-Saturday service reduces the current schedule by two days. Service improvement is made possible because trains will operate through Kansas City without being switched or held in either railroad's terminal in the Kansas City area. (Fred Schaefer)

TRAIN CREW SAVES PEOPLE FROM A FIRE

The night was still and warm on June 28 in Berwyn, Ill. As train HCHCGAL1-27 rolled along the rail at 0300, it was about the only motion BNSF Engineers R.J. Johnson and Conductor T.L. Bond felt as they looked into the blackness, watching for the usual signals. However, on this particular night, they saw something unusual—smoke rising on the distant horizon. What they thought they saw was smoke rising from a chimney. Upon getting closer to the apartment complex they blew the locomotive's whistle, which was against an ordinance that only allows train bells, to wake residents. The Galesburg, IL based crew then saw two police officers and blew the locomotive whistle to alert them. They stopped their train and stayed there until they saw lights turning on and people responding to the fires. They then proceeded. They felt that someone would have died in that fire if they had not blown their whistle. After that night, BNSF received a call from an apartment resident who said he usually complains about the train's noise, but now is crediting the crew for saving his and many others' lives. The resident wished to thank the crew and further stated that the apartment complex did not have smoke detectors. Without the whistle's warning, many people certainly would have been injured or could have died. Due to the fire, trains were delayed in the area for emergency vehicles. The apartment complex sustained major damage and most of the residents have to move out. (BNSF News Wire)

UP/SP START NEW INTERMODAL SERVICE

The merger of Union Pacific and Southern Pacific Railroads has spurred the start of new high priority intermodal service carrying trailers and containers between the Mississippi River and California. The new service ties Memphis and Dallas to Los Angeles and northern California on a route hundreds of miles shorter than the route UP used before the merger was

finalized last September. Second-day service will be provided between Memphis and Dallas and Los Angeles, with third-day service between Memphis-Dallas and Lathrop, an intermodal hub in northern California. (CNW 4400)

NEW JERSEY AWARDS LIGHT RAIL CONTRACT

New Jersey Transit's board awarded a \$22 million contract to Daniel Mann Johnson & Mendenhall for final-phase studies on a 33-mile Camden to Trenton light-rail passenger line. The agreement is the third part of a \$39 million contract with the Los Angeles-based company for that leg of the light-rail line, which will cost between \$400 million and \$450 million. The Camden-Trenton line is part of the \$1.1 billion light-rail project that will run from Glassboro to Trenton. (Randy Kotuby)

CSX ANNOUNCES HIGHWAY-RAIL CROSSING PROJECTS

Several northwestern Ohio highway railroad grade crossings will be closed briefly for reconstruction work as part of CSX's \$220 million upgrade of its main rail line across northern Indiana and Ohio. The section of railroad being upgraded and expanded will result in one of the nation's most modern railroad freight corridors, providing Ohio communities with enhanced rail access. In addition, the project will result in better, more efficient service for CSX's freight customers, linking CSX's existing Midwest rail lines with Conrail lines in the Northeast. Affected crossings generally will be closed for one to three days. The railroad has provided local governments with schedules of the temporary crossing closures and traffic control plans for detours. More than 40,000 ties and 11 miles of new track already have been installed between Hamler and Standley in Henry County as CSX double-track's its main line between Chicago and Greenwich, OH. (CSX News Wire, Randy Kotuby)

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