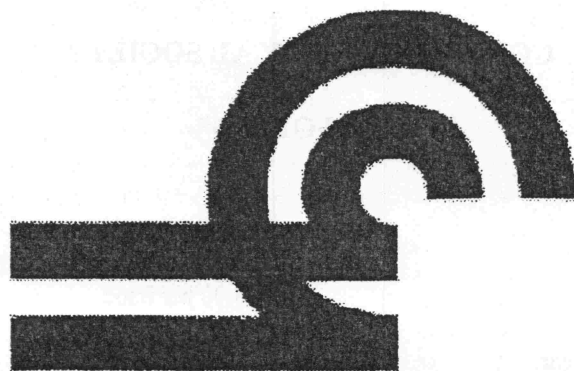
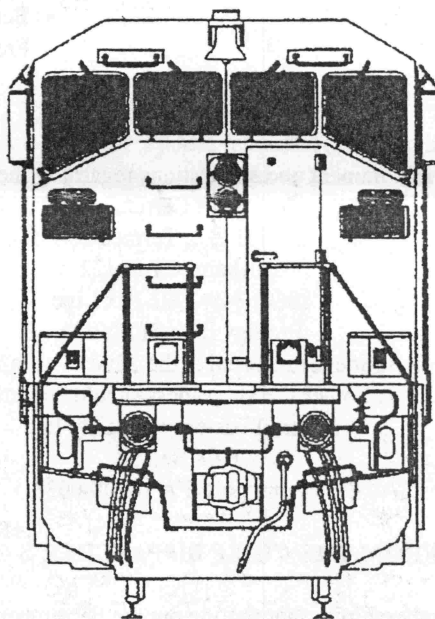


CONRAIL



Historical Society, Inc.



“The Form D”

Volume 3

Issue 9-10

SEPTEMBER- OCTOBER 1997



and Conrail are registered service marks of Consolidated Rail Corporation.

CONRAIL HISTORICAL SOCIETY

"THE FORM D"

Volume 3 Issues 9/10
September /October 1997
\$3.00 per issue

Membership fee is \$25.00 per year.
Membership does not grant you the permission to trespass on Conrail property.
The Conrail Historical Society Inc. is not affiliated, nor supported by the
Consolidated Rail Corporation. (Conrail)

President: Kermit Geary, Jr.

Editor: John Cerreta

Vice President: Allen Bubb

Assistant Editor: Scott Cerreta
Technical Editor: Fred Schaefer

Treasurer: Mike Hartman

Directors:
Bernard Ente
Fred Reilly

Secretary: Jim Rowland

Contributing to "THE FORM D"

Send all news, historical articles, foreign power sightings
as well as comment and suggestions regarding the newsletter to:

John Cerreta
51 Oak Terrace
Durham, CT 06422
(860) 349-1792 Fax Line
Prodigy ID#: ZFHY94A

Deadline for material is the 22nd of each month.

All other CHSI business should be sent to:

Conrail Historical Society Inc.
P.O. Box 38
Walnutport, PA 18808-0038

FROM THE CHIEF DISPATCHER'S OFFICE

I do wish to apologize to the membership for not putting out the September issue. Time constraints in getting ready for both the boat cruise as well as the Altoona Railfest made trying to get out the September issue impossible. For that I am sorry. However, this issue has been included with the October issue. The boat cruise was a complete success with a great turn out with nothing short of spectacular weather for the first week in October. The cruise will be written up in greater detail in up coming issues, but from what I was told, Conrail put on a very nice show both up and down the Hudson and all the people on the cruise were very satisfied with the results. In regards to the Altoona Railfest, it was a really great time had by all. Both myself and my brother Scott enjoyed seeing many of our members for the first time in person. We fielded many questions from **MANY CSX AND NS RAILFANS** as to what they thought was going to happen to Conrail. We could only speculate. There were many spirited discussions with them about Conrail and it's future. One interesting tidbit of information that we kept hearing was that NS wanted to reinstall the fourth track around Horse Shoe Curve and use that track as only a high speed track for priority traffic. If that were the case according to many people in the area we were told that you would probably see around 125 trains a day through that area!! Again only rumors and only time will tell. We will be up in Syracuse at another big train show the weekend of November 8 and 9. I hope to see as many of you as possible. Again enjoy the fall foliage and get those "Big Blue Shots".

DOT TO PARTICIPATE IN REVIEW OF CONRAIL SALE

U.S. Secretary of Transportation Rodney E. Slater announced on August 21 that Federal Railroad Administration (FRA) safety teams will conduct a comprehensive investigation of safety issues involved in the proposed purchase of Conrail by CSX and Norfolk Southern. The Department of Transportation will identify potential safety concerns, work with the railroads to develop programs to address these concerns, and forward comments to the Surface Transportation Board, which is reviewing the merger. The department's recommendations to the board may include conditions that must be met to ensure continued safe operations of the merging railroads. FRA's safety action teams, established in partnership with railroad labor and management, have begun to investigate the Norfolk Southern and Conrail operational and safety issues related to the proposed transaction. The department has identified specific areas in which safety concerns arose during the transition period in other recent mergers of large railroads. Some of these safety concerns were: - train control systems; — training and quality control at dispatch centers; train inspections and identification of hazardous materials;— and hours of service for the train crew. The Transportation Department plans to submit its comments on the proposed merger to the Surface Transportation Board in February 1998. In addition to safety concerns, the submission also will address the competitive impact as well as the financial and operational viability of the merger. (U.S. Department of Transportation, Randy Kotuby)

TRIPLE CROWN SERVICE EXPANDS

Triple Crown Services Company, a joint venture of subsidiaries of Norfolk Southern and Conrail has expanded its service territory to include Dallas/Fort Worth through a cooperative effort with BNSF. This marks Triple Crown Services' first service arrangement with a western rail carrier and creates opportunities for the company to move freight throughout several high-density markets in Texas and the Midwest. Dedicated trains hauling Triple Crown Services RoadRailer and regular trailers connect with BNSF trains at Kansas City, KN. Trains operated by Norfolk Southern and Conrail for Triple Crown Services use only RoadRailer trailers, which are equipped with air-ride running gear for operation over both rails and highways. To accommodate the expansion, Triple Crown Services has invested \$13 million for 400 additional intermodal RoadRailer trailers and related equipment. In addition to Dal-

las/Fort Worth, the Triple Crown Services network of terminals includes Atlanta, Chicago, Crestline, OH, Fort Wayne, IN, Harrisburg, PA, Jacksonville, FL, Kansas City, MO, Newark, NJ, Rochester, NY, St. Louis, MO, and Toronto. (NS News Wire, Conrail News Wire, Railnuts)

COAL TRAIN DERAILS ON ROCKVILLE BRIDGE

On August 19 four cars of a unit coal train UIR594 derailed and plunged into the Susquehanna River. No one was injured in the derailment. The train had 82 loads and no empties and was powered by units 6769 and 6402. The train was operating west on track #1 from Harrisburg to Enola. A 150 foot section of the historic stone-arch spandrel wall collapsed. The structural integrity of the bridge was not affected. The collapse was on the "0" track, the southernmost of the three tracks. At 2305 Track 2, the north track was restored for 10 mph operation (no signals). Track #1 was back in service by later Friday. It was not clear whether the derailment occurred before or after the bridge facade collapsed. (Fred Schaefer, Mike Hartman, James Czarnicki, and Gregory C. Halpin)

CONRAIL DERAILMENT

Train BUSY-0 derailed two locomotives and two cars on the North Runner pulling into DeWitt Yard in Syracuse, NY at 0325 on Monday, August 11, 1997. LMS C40-8W 727 and SD80MAC 4123 were derailed with 4123 ending up on its side. Car NRLX 57038 was rerailed at 0900 and car GRPX 944561 was rerailed at 0930. Fisher Wrecking Services arrived on the scene at 0630 and a 250 ton bridge crane arrived on the scene at 1140. Kersaw Services arrived at 1301 hours. LMS 727 was rerailed at 1420 and 4123 was uprighted at 1700. There was no leakage of fuel or injuries. (John P. Krattinger, Sam Botts)

CONRAIL CLEAN-UP CONTINUES

Department of Environmental Protection (DEP) Secretary James M. Seif said on August 22 that 802 barrels and 8-five-gallon containers of waste have been removed from Conrail's Hollidaysburg Reclamation Plant and Car Shop in Blair County since July 23. Excavation activities at the site are expected to continue for several more months. In addition, Seif said the department has completed investigations of 42 other Conrail sites around the state and is now evaluating the information gathered from those

sites. At the Hollidaysburg site, an independent contractor hired by Conrail has submitted samples taken from the overpacked drums and containers. To date, samples indicate wastes found at the site have been tars, epoxy, sands, paints, and greases. The order also required Conrail to submit a groundwater monitoring plan to determine whether there is any off-site groundwater contamination and, within three months, submit a remedial investigation and work plan for the entire site.

In another situation, Conrail will provide free boat cleaning service to owners of boats at the City Island marinas in Harrisburg. Conrail's environmental contractor cleaned up any and all residue on any boats that were involved with the train derailment from the Rockville bridge. The service was provided on a first come, first serve basis and operated regardless of the weather conditions. The cleaning was done in a confined area adjacent to the marina the clean off any fuel that may have attached itself to the boat hulls. The cleaning is consistent with methods approved by the Department of Environmental Protection. (CNW4400, Bernard Ente)

OPERATION LIFESAVER IN OHIO

Members of the Ohio Trucking Association concluded a series of regional meetings devoted to highway-rail grade crossings by taking a ride on the railroad with Ohio Operation Lifesaver on Friday, September 26. The special Conrail train operated from Columbus to Marysville, Ridgeway and Marion. Ohio Operation Lifesaver held "Partnership of Professionals" meeting on grade crossing safety the week before in Columbus, Dayton and Marietta. Additional meetings were held on Tuesday September 23 in Akron and Thursday September 25 in Perrysburg. At the meetings, trucking company officials, operational managers and safety specialists utilized instructional materials specially designed for truck drivers, including a 25-minute videotape. The meeting participants will use the materials in their companies' driver training and safety programs. The number of incidents and people killed or injured in highway-railcrossing crashes declined in both Ohio and nationally last year, but the human toll is still too high. In Ohio, crashes at all crossings, public and private, declined nearly 25 percent to 239, but 14 people were killed and 61 injured according to the federal statistics. (Bernard Ente, Fred Schaefer)

RAILROADS VOW PATIENCE IN MERGER

hasty in its implementation of its 1996 acquisition of Southern Pacific Lines. Troubles in the West are raising questions about how CSX and NS plan to handle their division of Conrail if the transaction now before the Surface Transportation Board is approved. "We are fully aware of the problems that have occurred on the Western railroad," said Mr. Carpenter. "I want to assure everyone that I have been through a bit of this. We will go slow to make sure we do this well." These promises were significant because they marked the first time that either railroad has signaled publicly how it would respond to those who raise questions about both companies' with Conrail. A deliberate integration could be challenging, as NS and CSX officials previously said they plan to move aggressively to combine the assets and capture millions in merger benefits. Their comments also appear to signal that both companies want to politely distance themselves from recent Western rail service problems. (Journal of Commerce)

BUT WHAT HAPPENS NOW?

CSX and NS have made a weighty case that their plan to carve up Conrail is good because it will restore rail competition in the East. But the creation of that new competition could turn into a challenging regulatory issue for the Surface Transportation Board as it reviews the case.

Here's the situation:

The NS-CSX proposal would restore competition for approximately one-fourth of Conrail's existing business, including freight moving through New York City, New Jersey, Philadelphia and the Detroit area. However, shippers that generate the other 75% or so of current Conrail business are not getting new competition. What makes this case potentially troublesome is that the board relies on precedent for guidance and past merger decisions have studiously avoided creating new competition where it did not exist before. Until now, regulatory decisions in merger cases have not disturbed the competitive status quo. Remedies were focussed on preserving competition for shipper who lost it because their two carriers were combined into a single entity. The board studiously avoided broad conditions to create additional competition that would disrupt the status quo. The reasoning goes like this: How can the STB justify improving the competitive position of one customer or region and not allow others to have equal treatment under the law? Now Conrail's buyers are presenting just such a plan, which gives some customers a better competitive situation without improving the lot of other shippers. Shortchanged regions eye more competition. The partial restoration of competition has upset public officials in areas where the landscape is not changing, such as

New England and upstate New York. They pose this rational question: "If other areas are getting new competition, why can't we have it to?" The applicants counter that their case was carefully crafted and that major changes to create even more rail competition would hurt the applicants financially. Alternatively, they argue that areas that won't gain more competition will be better off because they will have more efficient single-line service. The applicants also claim their plan re-creates competition that existed 20 or more years ago before Conrail was created. What can the board do to resolve this issue? It could approve the CSX-NS plan without changes. After all, how could the board turn down proposals to create more competition after Chairman Linda Morgan said earlier this year that the agency expected the Conrail sale process to encourage, not reduce, competition? However, swallowing the applicant's case whole could open a Pandora's box of complaints about unequal treatment. Once they open that box, which has been closed for years by the doctrine of preserving the status quo, how can they close it again? During the Union Pacific merger case decided last year, the STB granted a handful of requests for specific relief, but rejected proposals for wide-ranging conditions. Dealing with individual requests from thousands of customers in that 75% group that isn't gaining competition would create administrative gridlock at the understaffed agency. Though that approach might address specific situations, not every issue has a narrow solution. Short lines and shippers want access assurances. Small railroads have told the STB that they desire trackage rights of 50 miles or more to assure they are served after the sale by both CSX and NS. These little railroads may have a point. If you accept the argument that CSX and NS can justify their purchase by re-creating competition that was abrogated 20 years ago, how can those small railroads that also want to turn back the clock to a time when they had competition be denied? Taking that concept further, many shippers could claim that they deserve more competition, too, because they also had it many years ago. That raises an even more provocative question. How does the STB deal with a shipper who can show that his or her competitor will be gaining an unfair advantage from newly created competition in the NS-CSX plan? A hypothetical example would be a chemical receiver on a Conrail line in Pennsylvania that will only be served by NS after the sale. Isn't that customer with one-railroad service going to be worse off than a competitor in New Jersey that can be served by either NS or CSX? Experience would say yes, since trade group surveys have shown that rail rates for customers without a choice of carriers are at least 15% and sometimes as high as 60% higher than those with competition. Who would have thought creating something good—like competition—would raise so many thorny ques-

tions? (Journal of Commerce, CNW 4400)

CONRAIL ACCIDENT

by

Kevin Burkholder

I was EMS command initially for this incident, being the first Paramedic from University hospital on the scene. On Monday September 29, at approximately 1745 hours, Conrail PIBE-8 (Pittsburgh-Bethlehem) with 106 loads and 30 empties and weighing in at 12,898 tons rear-ended a light engine move, ENG-103 at CP-Tara. CP-TARA is just west of the Borough of Hummelstown, PA and approximately seven miles east of Harrisburg on Conrail's Harrisburg Line. It is not known why PIBE-8 did not see or receive a red signal at MP 106.1, the approach signal for the CP-TARA interlocking but the bright sunlight may have played a role in the incident. PIBE-8 with C40-8W's 6058 and 6146 apparently saw the impending collision, and the crew left the cab of the 6058. The conductor jumped from the locomotive, and was subsequently killed the the ensuing derailment. The engineer rode out the impact on the long hood running board and was treated and released at a local hospital. Both trains were on #1 track, normally the westbound main, but operated in both directions during maintenance periods. The ENG-103 with SD80MAC 4119, SD80MAC 4106, GP40-2 3308, C40-8W 6277 (formerly Conrail 751), and GP-40-2 3301 were apparently stopped at a red signal at CP-TARA, awaiting permission to go east of the interlocking. The PIBE-8 was unaware of the ENG-103's presence and apparently not in a position to stop at CP-TARA. The collision caused at least seven cars to derail, none of them carrying hazardous materials. The 6058 and 6146 both appeared to have received frame and end damage, 6058 had moderate nose damage. All the units one the ENG-103 consist were shoved together and appeared to have end and pilot damage. The GP-40-2 3308 was fully involved in flames on our arrival and took several hours to extinguish. It also appeared that the 4106 received nose damage from the 3308 being shoved into it. All units with the exception of the 3308 remained on the rails. The 3308 was suspended above the rails but upright. The derailed cars shut down this high density (60-80 trains daily) main line and caused Conrail to detour some traffic over alternative routes. Several intermodal trains that had arrived in Harrisburg were being scheduled to operate via Amtrak's Harrisburg Line. Any double-stacks that were in those intermodal trains were to be removed before routing Amtrak. Hulcher was on the scene and expected to have the line reopened by the evening. (Kevin Burkholder, EMT-Paramedic, University Hospital)



CONRAIL'ers and members of the "CONRAIL Historical Society".

Oak Island's Birthday Party with Friends

In the continuing effort to improve public relations with the public, CONRAIL hosted the "CONRAIL Historical Society" tour and historic commemoration of the 70th Anniversary of Oak Island Yard and Engine House at Newark, NJ on April 13, 1997.

With over 100 historians on hand the tour began at the engine house with a "job briefing" by the Safety Department moving to the particulars of the service track, engine house and turntable (with GP-38 turning!) narrated by Marty Frenz, Shop Manager. The visitors were very cooperative as they could not believe the opportunity for photos of the equipment, workers and celebration (with a 3ft whipped cream cake) of the "70th Birthday of Oak Island Yard".

From there the tour moved onto our "Safety On Rails" Theater Caboose narrated by our labor management partners, Dominick Bonanno, Chairman, John Sobatka, Jim Sykis and Mike Doyle. After an education in CONRAIL's public safety and good corporate neighbor outreach programs it was on to the "hump" for a look at the yard operations and road trains departing. The culmination of the day was when (as if it was staged) the engine exchange crew brought locomotives by the "hump" for a photo opportunity capturing a CONRAIL engine in the lead followed by NS and CSX power.

As the busses loaded up for their return home, president of the society, Bernie Ente, thanked the CONRAIL'ers on hand and expressed his gratitude to our General Manager, Doug Greer, and his staff for making this an "unforgettable experience".

Thanks goes out to all parties that made this day a "safe day" for our friends and visitors. Oak Island Supervisors, "Safety On Rails" Theater Committee, CONRAIL Police Department, Safety Representatives, Engine House Employees and our fellow employees.



A celebration with the public.

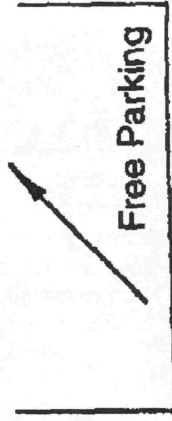
-Mike Buchman

CONRAIL



JUNIATA LOCOMOTIVE SHOP

N



Free Parking

Free Parking

Free Parking

Fourth Avenue

Shuttle Bus

Industrial Truck Shop
Police Claims Medical

Welfare Facility

Shipping & Receiving
Air Brake Sh.

QC COV INP. Area Rm

Start

Finish

LACKSMITH SHOP NO. 2

Amtrak Coaches CR Business Train

POWER PLANT

BLACKSMITH SHOP NO. 1

LOCOMOTIVE PAINT SHOP

Loco. Cleaning

Welfare

MACHINING SHOP

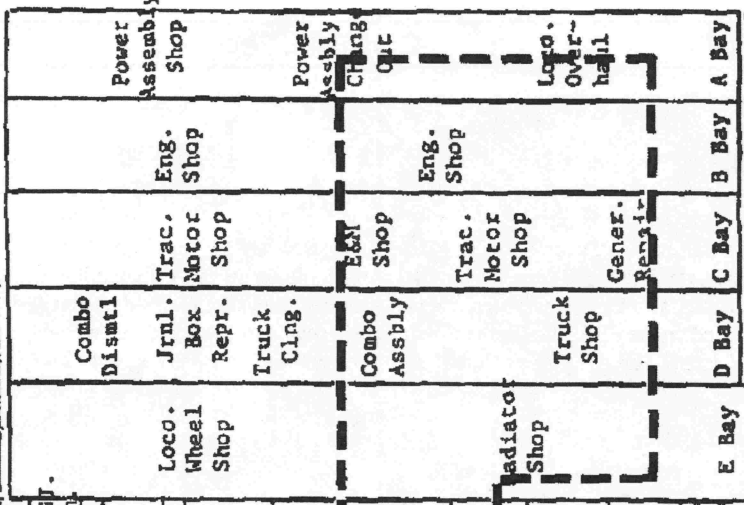
FAN MOTOR SHOP

WELDING SHOP

DIESEL ENGINE HOUSE

R&R WAREHOUSE/STOREHOUSE

GENERAL OFFICE BLDG. Caf.



The History of the Juniata Locomotive Shops

by Jim Logrando - Conrail Juniata Quality Assurance Department

The growing business of the PRR and crowding at the original 1850 Altoona Machine Shops Complex led PRR officials in 1886 to begin developing plans for construction of additional shops for locomotive repair and building of new locomotives. The site selected was a large tract of land in the eastern section of Altoona known as Juniata. The reason that an entirely new location was needed for locomotive repairs was the ever increasing size of locomotives used in road service. Prior to 1880, most American locomotives were relatively small machines, rarely over 30 tons. Individual parts could be moved with hand power, swing cranes, blocks, jacks, and human muscles. New power cranes with large clearances were now needed to clear a finished engine above its neighbor on the shop floor. As far as size of locomotives used on the PRR, the first real jump in size came in 1885 with a new design (Class R) Consolidation engine built in Altoona weighing 57.3 tons. The old design Consolidation engine had weighed only 48 tons. Larger capacity cranes planned for the Juniata Erecting Shop would effectively solve both locomotive size and weight handling problems at the same time. Railroad officials in their 1886 plan determined that the Juniata complex would contain a paint shop, boiler shop, blacksmith shop, boiler house, erecting shop, two-story machine shop, electric and hydraulic house, two-story office and storeroom, paint storehouse and gas house, and hydraulic transfer table and pit. Construction on these structures began on September 15, 1888, with most of the construction work completed in 1890. The first locomotives was built 1891.

The layout of the four principal shops in the Juniata complex capitalized on the success of the longitudinal (assembly line style) layout of the old Altoona 12th Street Erecting Shop, which was laid out parallel to the machine shops. At Juniata, the Boiler, Blacksmith, Machine and Erecting Shops were laid out on an identical parallel relationship. This arrangement made possible a smooth, orderly production flow. Raw material came in at the west end of the Boiler Shop. As it passed through the building, it was flanged, punched, assembled, riveted and exited at the opposite end as a completed boiler. From there, the boiler was moved to the Erecting Shop (present day Welding Shop building) directly opposite. From the Blacksmith Shop, frames and forgings entered the west end of the Machine Shop directly opposite it. The layout of the Machine Shop was such that the forgings were finished as they were passed through it, without going over the same path twice, reaching a completed stage at the center of the building. Cylinders and other castings entered the Machine Shop from the east end, reaching a completed stage at the center of the building, where they met the finished frames and forgings. From the Machine Shop, matched parts were delivered through an outside door to the Erecting Shop, where they were met by the boiler which had come in from the Boiler Shop. With all of the parts delivered to the west end of the Erection Shop, assembly of the locomotive could now begin with the finished locomotive coming out of the east end of the shop about one week later. The Juniata Erection Shop had three run-through tracks. Tracks on the left and right were used for locomotive assembly and the center tracks served as access for supplying parts and materials. Work increased steadily at the Juniata Locomotive Shops and by 1895, the number of people employed rose to 789. In 1902 and 1903 the original Erecting Shop, Blacksmith Shop, Machine Shop and Boiler Shop were increased in size, with the Machine Shop more than doubled in length. In addition, a new storehouse and Blacksmith Shop (No. 2) were constructed.

In 1917, a second Machine Shop was constructed. This building completed in 1918, served as a Tank Shop to repair and construct locomotive tenders. Tender repairs lasted only until 1925 when the building was refitted for heavy machining work. In 1952, this structure became the first Diesel Engine Shop. When diesel engine repairs were moved to the Erecting and Machine (E & M) Shop in the early 1960's, the building was converted to a storehouse. An extensive "modernization" program of the Juniata Locomotive Shops completed by Conrail in 1983 included upgrading of the storehouse to a modern "high-rise" material storage center for parts needed for locomotive repairs at both Juniata and the entire Conrail system. In 1924 and 1925, the PRR further expanded the Juniata Locomotive Shops with construction of a 50 stall E & M Shop (present day A through D bays) on the east end of the existing shop buildings. A three-story storehouse and a small flue shop were also constructed. All of this new construction was part of management's long-term plan to move the locomotive work away from the aging Altoona Machine Shops Complex. Today, under Conrail management, the 1925 Erecting and Machine Shop building is the primary location for locomotive component remanufacturing and locomotive overhauls. The 1925 three-story storehouse serves as the general office building for the Altoona Manufacturing Division of Conrail. By 1926, the Juniata Locomotive Shops contained two Blacksmith Shops, a Boiler Shop, two Machine Shops, a Tank Shop, two welfare buildings and an E & M Shop. The Juniata Shops at this time could repair four locomotives a day and build 12 new locomotives per month. A disastrous fire broke out at the Altoona Machine Shops Complex on December 27, 1931. The fire and the resulting damage sealed the fate of the Altoona Machine Shops as the principal locomotive shop of the Altoona Works. In succeeding years more and more locomotive work was transferred or eliminated. Finally on August 1, 1938, all locomotive work was transferred completely to the Juniata Locomotive Shops.

The Juniata Shops were busy during the WWII years which increased locomotive maintenance work due to greatly expanded war material movement on the PRR and a fair amount of war related work as well. Related work included machining castings for guns and straightening armor plate for tanks. After the war, the PRR began converting from steam to diesel electric locomotives. This decision had a significant impact on operations at the Juniata Shops. The new diesel-electric type locomotives required less maintenance than the old steam engines. Less maintenance resulted in less need for shop space and repair facilities. The predictable outcome was a number of furloughs, layoffs and recalls. In the 1950's, the PRR began moving shop facilities away from Altoona and reducing the workforce. The company announced in 1953 that by the end of December, the steam locomotive program would be abolished. In spite of this order, the Juniata Shops still repaired steam locomotives for the next several years. Juniata also repaired electric, gas-electric and diesel electric locomotives during this period. By 1957, steam work at the Juniata Locomotive Shops ended. In 1964, the E & M Shop (A through D bays) were partially upgraded by the PRR to better accommodate repairs to diesel locomotives. In addition, the Juniata Locomotive Shops adopted a disassembly and assembly line technique meant that the locomotive moved from one work position to another on a time schedule until all work was completed and the finished locomotive was ready for final testing. Merger of the PRR and the New York Central Railroad on February 1, 1968 to form the Penn Central had dramatic impact on the Juniata Locomotive Shops. In the first year, many furloughed employees were called back to work to overhaul locomotives as part of the Penn Central's \$6,500,000 modernization program. Success for the shops was short-lived. On June 21, 1970, the Penn Central Railroad was forced to declare bankruptcy. The shops

struggled through three years of uncertainty. In 1973 Congressional action prevented collapse of railroad transportation in the Northeast section of the U.S. by having the United States Railway Association (USRA) step in to manage the bankrupt railroad, study the problem and submit a railroad reorganization plan to Congress. The USRA study recommended that a private corporation, to be known as Consolidated Rail Corporation (Conrail), be formed from the Penn Central and five other bankrupt railroads. Part of this study selected the Juniata Locomotive Shops as the major locomotive repair shops for the new railroad. On April 1, 1976, Conrail took over operations from the six bankrupt railroads, including management of the Juniata Shops. A three-year modernization program completed in 1983 upgraded the Juniata Shops to state-of-the-art technological standards for locomotive maintenance and overhaul work. It was during Conrail's 1983 modernization program that the large open-air "midway" area between the west end of the E & M Shop building and the east end of the Main Storehouse, Machine Shop and Welding Shop buildings were covered over with a huge addition to form present day E Bay. Today, Conrail's Juniata Locomotive Shops are the most modern locomotive heavy repair facility in the railroad industry. Juniata's capability includes repair and overhaul of complete locomotives, traction motors, main generators and alternators, diesel engines, power assemblies, air brake equipment, fans, blower motors and virtually all of the other components used on Conrail's own fleet of locomotives as well as for a variety of commercial contract customers who take advantage of Juniata's Insourcing Program, which began in 1990. In 1995, the Juniata Locomotive Shops received a contract from EMD to assemble, test and paint brand-new SD60I locomotives. This group of units was the first new locomotives to be built completely at the shops since 1946. From 1891 through 1946 over 7,000 locomotives of all types were built from the ground up at Juniata.

Here is a list of all of the equipment that was on display at the Juniata Locomotive Shops for the Altoona Railfest held October 3rd and 4th.

Amtrak #116 & #117-P42DC Locomotive: This GE built locomotive is rated at 4,250 HP. It has a streamlined "monocoque" car body with an integral 2,200 gallon fuel tank that was fabricated in Juniata. 122 of these units were painted and finished in Juniata under contract to GE. Weight: 268,000 lbs. (194 tons).

Conrail #6725-SD-50 Locomotive: The SD50 is an EMD Road Freight Locomotive rated at 3,600 HP. The 6725 was built by EMD in 1983. Conrail owns a total of 135 locomotives of this class. Weight: 390,000 lbs. (195 tons).

Norfolk Southern #9060 D9-40CW: The D9-40CW is a (GE) Road Freight Locomotive rated at 4000 HP. The GE Dash 9 for NS has advanced design Direct Current (DC) propulsion, micro-processor controlled air brakes and micro-processor controlled electronic fuel injection for improved fuel efficiency, lower fuel emissions and longer engine life. The cab is of standard design, in accordance with NS specifications. The #9060 was built new by GE in 1997. NS has a total of 240 locomotives of this class. Weight: 410,000 (205 tons).

Conrail #4129 -SD80MAC Locomotive: This EMD locomotive is rated at 5000 HP. It has many new features such as AC propulsion, radial trucks, whisper cab, electronic fuel control and automatic parking brake. The 4129, one of two former EMD A total 30 units of this type were purchased by Conrail. Weight: 420,000 lbs. (210 tons).

Amtrak #33026 - Superliner II Sightseer Lounge. This car was built by Pullman Standard in 1981 as part of the original order of Amtrak Superliner equipment. This bi-level car contains a food service counter on the lower level which offers a variety of beverages, snacks and light meals. Booth seating occupies the remainder of the lower level. The entire upper level provides lounge seating with a panoramic view of the passing scenery through large floor-to-ceiling windows. The upper level also contains a small service bar and video monitors for enroute movies.

Amtrak #39044 - Transition Sleeper. The Superliner II Transition Sleeper/Dormitory allows the operation of single level equipment with bi-level Superliners and provides sleeping accommodations for 18 passengers and crew dormitory facilities. It was built new by Bombardier of Vermont and was outshopped in 1996.

Amtrak #21044 - Great American Station Foundation Display Car. The car was part of one of the largest nationwide whistle-stop tours ever undertaken. The Great American Station Foundation is a non profit organization dedicated to the restoration and renovation of American train stations. The interactive exhibits in the car highlight the future of railroad stations and rail travel.

Conrail #4022 - Conrail Business Train Locomotive. This locomotive is an EMD Passenger Locomotive, rated at 2250 hp. The #4022 was built new by EMD for the Erie Railroad and outshopped in March of 1951 as #833. Continuing later in Conrail service, it was repainted and renumbered #4022. Conrail owns 3 locomotives of this class, which are maintained at the Juniata Locomotive Shops and used for the Business Train. Weight: 335,000 lbs.

Conrail #27 - Conrail Coach Car. Built in 1947 by the Budd Co. for the New York Central Railroad and numbered #2949. With the merger of New York Central with the PRR, the car continued in Penn Central service as #2949. The car was purchased by Amtrak and renumbered #5667. Upon retirement from Amtrak service in the early 1980's, the car was purchased by Conrail for the Business Car Fleet and renumbered CR #27.

Conrail #55 - Conrail Business Car. Conrail Business Car #55 is a full-length dome coach, built by the Budd Co. in 1954 for the Santa Fe Railroad as #522. In 1971 the car was purchased by Auto-Train and renumbered #554. Western Rail Services bought the car in 1982 and changed the number back to #522. The car was sold to the CSS&SB in 1986. Conrail purchased the car in 1988 and renumbered it CR#55. Weight: 220,000.

Everett Railroad #5428 - GP-8 locomotive. The GP-8 is an upgraded EMD GP-7 freight locomotive rated at 1600 hp. The #5428, originally purchased by the PRR in 1953 and numbered #5874, continued on in Penn Central and later Conrail service as #5874. It was rebuilt in 1978 and upgraded to 1600 hp at the IC Paducah, KY shops. Conrail reclassified the unit to GP-8 and renumbered #5428. Conrail retired it from active service in 1991. The locomotive was restored by the Juniata Shops in May 1996 and sold to Keystone Restoration and Preservation, Inc., who leased it to the Everett Railroad. In May 1997, the Everett Railroad repainted #5428 to Everett Railroad Colors and lettering. Weight: 249,000 lbs.

Nittany & Bald Eagle #1602 - GP-8 Locomotive. The GP-8, an EMD Road Switcher rated at 1600 hp, was designed to work yard or local duties along with mainline service. The Nittany & Bald Eagle Railroad owns 3 locomotives of this class. Weight: 249,000 lbs.

Conrail #ME5403-Fairmont Mark IV Production Tamper - The Mark IV Tamper is one of the newest high-tech tampers Conrail is using in its quest to maintain the integrity of its track structure. Currently, Conrail uses 10 of these machines across the system. The Tamper is used to surface both straight track and switches in an interlocking. This Tamper is used on the Pittsburgh Mainline between Banks and Conpit. During the winter months, it is stored and serviced at a small MW Repair Shop in East Altoona (the old Scales Building). One of the significant features of the Mark IV is that it is computer-controlled. Every function of the machine goes through the computer. This allows precise surface and alignment of the track. Another unique feature is an onboard diagnostic system that monitors all the functions of the machine while it is working. If a problem arises in the machine, a fault is indicated on the screen and it directs the repairman where to look for the problem. This greatly speeds up troubleshooting and reduces downtime for the machine.

Conrail #SL4003 - Little Giant Crane with Snow Jet Modification - The Little Giant Crane, fitted with the ESSCO Snow Jet Blower modification, provides an excellent machine for cleaning snow out of switches and switch stands. The ESSCO Snow Blower is assigned primarily to major yards on Conrail such as Conway, Buffalo, Enola, Harrisburg and Selkirk. This machine saves the railroad many hours of shoveling snow by hand and plays a major role in keeping the railroad moving during the long, cold winters in Conrail's operating territory. Operators assigned to operate the ESSCO Snow Blower must first be qualified prior to assignment by completing a special training course and qualifications test. The Little Giant Crane portion is mounted on rubber tires which eliminates the need for special trucking permits to move it to different locations. The machine can simply be driven over the road to where it is assigned. Headquarters for Conrail #SL4003 is Alliance, OH.

Conrail Bethgon Coalporter #507670 - Weight: 53,400 lbs., Capacity: 4100 cu ft, Size: 51'L x 10'8" W x 12'4"H. Built in 1997 at Hollidaysburg Car Shops, this car is designed to carry 110 tons of coal. The side sheets, end sheets, slope sheets and floor sheets, or "tubs", are made of 3CR12 stainless steel. The stainless steel provides corrosion resistance and decreases the weight of the car to allow for larger load capacity.

Conrail Covered Coil Steel Car #628313 - Weight: 76,200 lbs., Load Limit: 186,800 lbs., Size: 63'7"L x 10'2"W x 13'10"H. Built in 1979 by Portec, this car is equipped with an oak lined longitudinal tough, and movable load dividers to haul finished steel coils. The galvanized corrugated hoods are built at Hollidaysburg Car Shops and are coated with a moisture absorbing lining to help reduce damage to the coils.

Conrail General Service Gondola #583993 - Weight: 64,400 lbs., Load Limit: 193,600 lbs., Size: 58'10"L x 10'8"W x 8'9"H. Built in 1965 by the PRR, this 100-ton general service gondola was originally equipped with a wood floor. A new steel floor has since been applied. The car is equipped with a 10-inch travel end-of-car cushioning.

SATURDAY, APRIL 25, 1998

by Peter Barton

As a visitor to Altoona Railfest 97, you will be treated to a first look at some of the \$4 million worth of interpretive exhibits, that over the next few months, will be installed in the renovated historical structure. Built by the PRR in 1882 to house its burgeoning office and storage needs, the Master Mechanics Building takes its name from the fact that the Master Mechanic of the PRR in Altoona had his office here for many years. It was first constructed as a two-story building, the upper two floors were added around 1905. The Master Mechanics Building served a variety of functions for three consecutive owners: The PRR, Penn Central and Conrail. It last housed train dispatchers, claims offices, police and medical departments for Conrail before being closed in 1984. The Altoona Railroaders Memorial Museum acquired the building and one acre of land surrounding it in 1992. The Museum had just completed a ten-year management plan that called for a new interpretive facility and exhibits to interpret the story of Railroad City and railroading life and labor from the unique perspective of workers themselves. Successful fundraising in 1993 and 1994 enabled a ground breaking to occur on August 12, 1994. A contract for \$5.2 million in renovations was awarded in early 1995 with work commencing in February of that year. The following April, 1996, saw construction work finish and the Museum administrative unit moved in the same month. Work on design of interpretive exhibits began in 1992 and a design package for the exhibits was prepared for bidding in early 1996. A contract for \$2.5 million, representing the bulk of the exhibits was awarded earlier this year to Sparks Exhibits of Philadelphia. Work has been underway for several months and the bulk of the exhibits should be installed by Christmas this year. Additional contracts totaling nearly \$1.5 million have been awarded for a variety of specialized exhibit fabrication work. This work too, should be completed by year's end. Thus it is with great and growing excitement that we have set the date for the dedication of this new museum facility for Saturday, April 25, 1998. And that date coincides with the 6th anniversary of the opening of the new visitor facilities at the Horseshoe Curve National Historic Landmark on April 25, 1992. We hope that many of you will be with us for the important dedication of a new approach to the way we interpret industrial and railroad history. What you saw at Railfest 97 is a sneak preview of some of the large constructed elements in the lobby of the Master Mechanics Building. When finished and combined with a sound-and-light-show, this space will immerse the visitor in the Altoona railroad experience upon entry into the museum. We will maintain that immersion-setting throughout the visitor experience in the new facility. Combining a half-hour film on Altoona and the steam era, 14 other audiovisual components, and as a host of interactive exhibits, this new museum will work to seize your attention and curiosity at every step. The reward will be gaining the knowledge that the work of Altoona and the PRR was significant skilled, and often times, dangerous. As a Museum, we are proud to have worked with a wonderful team of design professionals to make the dream of our Board of Directors a reality. Finally I must acknowledge the work of Christopher Chadbourne and Associates of Cambridge, MA., as interpretive planners and designers. Chris, Deborah Feins6tein, Tony Treu, John Wrench, Bill Ruggieri, Peter Vogt, Dan Cupper, our staff volunteers and many others too numerous to list, have contributed to the interpretive program that will make this new Museum work. But, most of all, I must thank the people of Altoona for their input and contributions; this is, after all, a museum about the people and work of *Railroad City*, Altoona Pennsylvania.

Enjoy this preview and we hope to see you at the dedication next April.

Editors note: *We had a chance to tour this facility at the Railfest 97 and it was really something to see. If you have a chance to visit Altoona, go and see this building. If the walls could talk, the stories about oldtime railroading in Altoona would be immense.*

A MEMORABLE "CHASE"

by
Bernard Ente

It was the middle of winter, 1990, but the weather forecast has called for sunny and mild conditions. I decided to use my 1969 Chevrolet Camaro, instead of my usual "4 x 4", for a short business trip in New York State. I looked forward to a pleasurable five-hour drive to Elmira, about 250 miles to the west. However, half way into my drive the skies darkened and a snow squall moved in. It got colder and the snow began to pile up. Driving conditions became terrible. Planned stops to railfan along my route were definitely out of the question. The five hour drive became an eight hour nightmare. Some of you might recall this terrible night in the northeast. Singer Gloria Estefan's tour bus, on the same highway I was following, lost control on a sheet of ice and she was severely injured in a crash. The next day, the sun was out again as if nothing had ever happened, except that everything was covered with an inch-thick sheet of ice. I finished work by noon and picked up my friend Drew Guild. He had our day of railfanning all planned. Since the roads were dangerous, we would take it easy. The plan was to drive a short distance to Waverly, photograph Conrail's Corning-to-Allentown freight CGAL as it stopped to throw some switches, and then go down into Pennsylvania and take the classic "across-the-valley" photo of the train crossing the ex-Lehigh Valley bridge over the Susquehanna River at Towanda. CGAL that day had a matched set of three C30-7's and I got great shots of the train in the snow. Now the plan was just to drive back into New York, sit by Conrail's Southern Tier line, enjoy some hot coffee and watch the afternoon action. However, a westbound train would soon change our plans! As Drew directed me to take a shortcut that put us only a few feet from the tracks on a farm road, a dark shape loomed right in front of us with blazing headlights. "ALCO, ALCO, ALCO," Drew was going crazy and began hitting me in his excitement. Needless to say, he is an Alco fanatic! "turn this thing around, we're going to chase this!", screamed Drew. It was a short westbound CP-Rail (Delaware & Hudson) stack train, with a CP-Rail M630 leading. A trailing CP-Rail SD40 didn't seem to be on-line and the Alco was doing all the work, roaring and smoking at full power. I floored the gas pedal. The Camaro spun out of control on the ice, did a "180" and we were off! Now the problem was I was in a light car with 350 horsepower, the roads were covered with ice, and we were going to chase a train with an "Alco nut" next to be. Drew shouted out directions to get ahead of the train for a photo, and unknowingly began choking me with the camera strap around my neck as he grabbed the SLR and reloaded it. We set up on an overhead bridge, beating the train by seconds, got a nice 3/4 shot in a snow covered valley. "All right, that's it?", I said. "No way", said Drew. "With only one unit working, his speed is down and we can get him again at Gang Mills." So, we were off again. Once again, we arrived at our photo spot just a minute or two ahead of the train. Another great photo location, sun in the "right" place, a colorful, rare locomotive, snow, ice, blue skies, mountains. "All right, "Let's relax", I said. We had almost slid off the road in a few places already, and this was on "good" roads. Let's go eat something. Then we heard the Conrail dispatcher on our scanner, giving the westbound orders to run at reduced speed all the way to Hornell, a distance of 39 miles. Drew was ecstatic. "He is going to run at ten to twenty miles an hour (instead of the usual 40 to 50 mph) all the way through the valley. We can pace him and get ahead of him four or five times with no problem. This is an incredible opportunity he said. Instead of calling it a day and going home, we were off again. I was totally unfamiliar with the route, but I had an excellent guide with me: Drew had produced many railroad videos along this line. When would I have this chance again? Some of you might not be familiar with the scenic Canisteo River Valley. This is the Erie Railroad's original route as laid out over 150 years ago. The tracks follow the easy alignment and the route for motor vehicles hugs the sides of hills. It's a slow drive on a winding twisting county road and that's in good weather. Of course, all rules are broken when chasing a train. We pushed it a bit. The road was slick and we got stuck in the snow when we parked. However, we were able to get many shots in the valley instead of only one or two if the train was at normal speed. Rathbone Curve, Cameron Mills, West Cameron, we got them all. I shot color and Drew shot black and white. We had to get ahead of the train at a couple of crossings or it would have cut us off. Although Drew knew we safely have about five minutes each time, he didn't tell me. He urged me to hurry and my knuckles turned white as I dug them harder into the steering wheel. Was it worth it? Well, we got the nice shot at Brown's Crossing, which I gave to many of my friends as a holiday gift. As the train continued west at reduced speed, we just kept on slipping and sliding and stayed ahead of it. Hornell, Swains, Portageville, we just kept jumping out of the car, doors open, got our shot, and jumped back in. At each photo location, we looked at each other and just knew we had to continue as long as the train was "catchable". It turns out we chased that train all the way to Silver Springs, NY where he finally received permission to return to track speed. We lost it in the darkness. It was quiet now. We were alone in the middle of nowhere, tired, hungry and frozen. When you are involved in an exciting chase, time and distance are forgotten. The chase over, we realized we had a three-hour drive over icy roads back to Drew's house in Elmira. Not much fun, but that's the price you have to pay for chasing a train. We rolled into the old railroad town of Nunda for a late dinner. After fueling up the Camaro we set off for a long drive home. We had followed that train for almost 120 miles, over treacherous secondary roads in the "wrong" kind of vehicle. I lost count of how many times we nearly slid into a ditch or just sat with wheels spinning. The wheelwells were caked with hardened snow. My right shoulder was sore from Drew pounding on me in his excitement to "keep going!". My feet were frozen. I had to get up early the next day for work. Would I ever do this again? In a second! It was an incredible, exhilarating chase, one that I'll never forget.

**Excerpt from Norfolk Southern's Operating Plan
Includes some Post-Merger Train Symbols
submitted to the SEC, Doc. 33388**

VERIFIED STATEMENT OF D. MICHAEL MOHAN

IV. SERVICE BENEFITS OF THE ACQUISITION

A. Operations Overview

The blocking and train operations plans described in the Operating Plan are intended to raise service reliability on the consolidated system to levels provided on the NS system today and will create an efficient and customer-oriented operation. Under the Plan, train operations are divided into six distinct networks:

- * General merchandise
- * Automotive
- * Coal
- * Other bulk
- * Intermodal
- * Triple Crown Services

Each of these service networks was designed starting with three key factors:

- * What are the service and efficiency requirements of each movement;
- * How much traffic volume is projected; and
- * What routes and terminals are available to handle the projected traffic?

The goal was to find the right combination of routes, terminals, blocking and train schedules to best meet the specific service and cost requirements of each movement. For some commodities, speed of movement is critical; for others, the lowest possible cost is important. In almost all cases reliability is essential.

To achieve these goals, new blocking strategies and train operation plans were developed for each of the six networks. The key organizing principles for each of the networks are as follows:

1. The General Manifest Network

Northeast-Midwest/Western Connections

Current Conrail operating practice is to concentrate classification activity at four major hump yards: Selkirk, NY, Elkhart, IN, Avon (Indianapolis) IN, and Conway (Pittsburgh) PA. Although there are numerous classification yards of all sizes on the Conrail system, these are the major hubs.

In the base period, most westbound carload traffic was classified at two of these terminals, depending upon traffic origin and destination, creating large blocks but slowing transit times. While this may produce an efficient train operation suited to Conrail's current needs, NS believes it preferable from a service reliability and speed standpoint to minimize the amount of traffic which must be processed twice at major classification facilities. At major classification terminals, where many connections must be made and where congestion can frequently occur, overall service reliability can suffer. This diminution of reliability has an effect not only on customer satisfaction but on equipment utilization as well.

In order to eliminate this double processing, the blocking and train operation plan presented for general manifest traffic in the Operating Plan concentrates classification activity at Conrail's Conway (Pittsburgh) Yard, for traffic moving to and from East Coast points and the Kansas City gateway in particular. Conway will also become the classification hub for traffic moving to Southwestern points via interchange with the Union Pacific ("UP") system at Sidney, IL.

Other westbound traffic blocked at Conway will move generally to NS's flat switching yard at Decatur, IL. Decatur is a focal point for NS operations, where traffic can be efficiently concentrated from Detroit and the upper Midwest and then distributed to the Kansas City gateway, or to the St. Louis gateway. Decatur is not a hump yard, and the Operating Plan specifically contemplates assembling blocks from trains arriving from the different routes on close connections. Traffic volumes developed indicate that block size will be sufficient to generate trains from Decatur that can be operated as far west as Barstow, CA on BNSF and North Platte, NE on the UP without additional intermediate classification.

This operation will further a number of objectives, including the improvement of service reliability. First, extra processing at major hump yards is eliminated. Second, shippers are afforded access to the service-efficient Kansas City gateway. Third, traffic moving from Detroit and the upper Midwest can be consolidated with traffic originating in the East to provide efficient run-through type trains that will eliminate terminal processing not only on the consolidated NS system, but on Western carriers as well.

We believe this plan of operation will substantially improve service reliability over present levels. Section IV.B. of this Statement offers specific examples of how and why the improvements will occur.

Western Gateways/Midwest-Northeast

For east-west traffic moving between the Chicago gateway and Eastern Seaboard points, again the goal was to eliminate double classification at both Conway and Elkhart Yards to the maximum practical extent. Elkhart is Conrail's system classification yard supporting the Chicago gateway. NS intends to use Elkhart for a similar purpose. This utilization of Elkhart will permit NS to eliminate classification work at its own Chicago Calumet facility and permit the development of that facility as a major intermodal terminal at some future point.

To eliminate intermediate handling at Conway, Chicago gateway traffic flows were organized to generate long distance trains which will run between Elkhart Yard and Northern New Jersey, bypassing intermediate classification at Conway. The increased traffic generated by consolidation of NS and its allocated Conrail lines will allow the assembly of efficient run-through trains from Elkhart to many Midwestern and Western destinations as well as to the upper Midwest and Canada.

North-South

North-South manifest traffic service will also improve substantially. The improvements will be attributable to the elimination of interchange between Conrail and NS at Hagerstown, MD, Cincinnati, and Columbus, OH. The improvement will also be due to the elimination of excess intermediate terminal switching, which will be made possible by the larger traffic volumes generated as a result of the consolidation.

For example, under current operating practice, Conrail traffic originating from the Chicago gateway and Central Michigan is assembled and classified at Conrail's Elkhart, IN facility. It is then moved to Conrail's Buckeye classification yard in Columbus, OH, where it is again reclassified and then assembled into a run-through train to the NS interchange at Cincinnati. NS then handles the traffic to Chattanooga, TN, where it must again be re-classified. The traffic is currently subject to additional re-classification south of Chattanooga depending upon its ultimate destination.

With larger traffic volumes available, and with an expanded route structure, traffic can be assembled at Elkhart, IN for long distance trains to operate direct from Elkhart to both Chattanooga, TN and Macon, GA, eliminating intermediate classification at Buckeye and, in many cases, at least one additional terminal. Traffic data indicate that similar efficiencies will be obtained on northbound traffic from the Southeast to the upper Midwest. On the Eastern Seaboard, manifest traffic flows will improve for the same basic reasons. Traffic data indicate that there will be sufficient traffic to generate daily service from the Allentown, PA hub to Knoxville, TN. From Knoxville, traffic will be handled directly to the Memphis and/or New Orleans gateway, as well as to Macon, GA. Traffic volumes are also sufficient to generate a new Baltimore to Roanoke, VA service for handling beyond Roanoke.

Some of the more important new merchandise train operations are highlighted below.

GMCWDE and **GMDEPI** are new trains offering excellent examples of the service reliability improvement strategy. Blocks for BNSF and UP assembled from traffic originating on the East Coast will be marshaled at Conway and forwarded to Decatur, IL for close connection with trains arriving from the upper Midwest. At Decatur, blocks will be exchanged to assemble trains to run as far west as Barstow, CA and North Platte, NE eliminating intermediate terminal processing on the consolidated NS system and on western carriers as well.

GMELOI is a new 32-hour schedule from Elkhart, IN to Oak Island. It will eliminate intermediate processing at Conway and offer direct service for manifest traffic from the Chicago gateway to Northern New Jersey.

GMOILI and **GMLIOI** will provide new service between Philadelphia, Wilmington, DE, Baltimore, MD and points in the Carolinas and beyond with a transit time of 30 hours. These and similar schedules will generate additional traffic on north-south routes, which Conrail has not emphasized because of the relatively short hauls between origin and Southeastern gateways. The consolidated system will be strongly motivated to maximize traffic potential in these new lanes.

GMSLKC, **GMKCESF**, **GMDEKUP**, **GMKCDEUP** are merchandise trains that will be assembled at Decatur and at Moberly, MO to provide full run-through trains with BNSF to Barstow, CA and with UP to North Platte, NE with similar service in the reverse direction.

GMPISIUP, **GMSIPIUP**, **GMFWSIUP**, **GMSIFWUP** are new services that will be operated in conjunction with UP over Sidney, IL between the East Coast, the upper Midwest and Southwestern points. These trains will operate directly to and from Conway Yard without intermediate classification on an average 20-hour schedule. Traffic to and from the upper Midwest will be assembled at Fort Wayne, IN and will move on similar schedules.

GMELMA, **GMAEL**, **GMELCH**, **GMCHL** are new merchandise schedules between the upper Midwest and Midsouth. The traffic studies indicate that there is sufficient traffic to eliminate the current interchange with Conrail at Cincinnati, as well as numerous intermediate classifications. Long distance trains can be created in both directions between Elkhart, Chattanooga, TN and Macon, GA that will not be re-handled in route, reducing one to three days from current transit times and improving service reliability.

GMALKX and **GMKXAL** are general merchandise trains over the Shenandoah Route between Allentown, PA and Knoxville, TN with blocks for Macon, Chattanooga and Birmingham. Estimated schedule times between Knoxville and Allentown will be 33 hours. The new blocking scheme will materially improve service reliability as well.

2. The Automotive Network

The Operating Plan offers an extensive discussion of service improvements planned for automotive traffic. The organization of the consolidated NS automotive network is predicated on generating sufficient volumes of automobile or automobile parts traffic to operate intact trains from origin to destination. When such volumes are not available, traffic will be directed to a single automotive hub at Bellevue, OH, where run-through automotive trains can be assembled for Eastern, Western, and Southern destinations without further handling at major classification terminals. Some of the improved services are discussed below.

IMALKCSF, IMKCALSF intermodal service to the BNSF at Kansas City will be provided by a pair of trains originating and terminating at the Airline, OH (Toledo) hub. At Airline, connections will be made for New Jersey, New England, Baltimore and Buffalo.

IMHBKUP will be the intermodal service to and from the Union Pacific via Kansas City originating at Harrisburg, PA and operating via the Toledo (Airline) hub to Kansas City, with a transit time of 45 hours.

IMATER-1, IMATER-2, IMERAT-1, IMERAT-2, IMBLNO, and IMNOBL will connect the Northeast and Southeast. NS currently operates two intermodal trains daily between Atlanta and Newark. These new schedules will originate and terminate from NS's expanded E-Rail facilities. Transit time from the E-Rail facility to Atlanta will average 32 hours. The trains will handle conventional intermodal and doublestack traffic and will be routed via the Lehigh line. (Until such time as clearance improvements are made, these trains will operate via the Trenton Line.) Connections to Jacksonville and Miami will be made in Atlanta.

DSCGCX-1, DSCGCX-2, DSCXCG-1, DSCXCG-1, DSCXCG-2, IMCXSL, IMSLCX are representative of new schedules NS will operate as through service from Chicago via the Southern Tier Route from Buffalo to Croxton, NJ. Six intermodal trains a day will be operated in and out of the Croxton terminal. Four of these trains will be doublestack, and the third pair between Croxton and St. Louis will handle both doublestack and conventional intermodal traffic. The St. Louis trains will connect with the Kansas City trains at the Toledo (Airline) hub, providing 48-hour service between Northern New Jersey and Kansas City, with traffic pre-blocked for western connections.

5. The Triple Crown Network

NS and Conrail already operate trains for an integrated Triple Crown RoadRailer(system. The service is seamless from the customer's perspective. The restructuring of Conrail and division of its routes will require certain changes in current operations on both NS and Conrail. It will also open up some new markets-- markets that Conrail was reluctant to pursue because its rail hauls for Triple Crown were often very short.

For the Triple Crown RoadRailer(operation, the most important changes include:

- * Rerouting one pair of Portside, NJ/Atlanta trains onto Amtrak's Northeast Corridor to reduce schedule time between these points to 27 hours.
- * Initiating direct rail service between the Ft. Wayne hub on the one hand and Baltimore and Morrisville, PA on the other.
- * Shifting the current Rochester service to Buffalo.
- * Shifting the current Crestline service to Bellevue, with Triple Crown trains re-routed between Ft. Wayne and Pittsburgh.

Use of the Northeast Corridor is required for some of these changes. The NEC offers a far more direct route between Atlanta and the Northeast than the current route used by TCS through Hagerstown. RoadRailer(are compatible with NEC operations, and the new route will save mileage and time, open the Carolina-Northeast market, and make a new terminal at Baltimore economically feasible. NS is discussing the details of this Triple Crown service with Amtrak.

TCATPS and **TCPSAT** are the new symbols for re-routed Triple Crown RoadRailer(trains between Portside, NJ and Atlanta, GA, with new intermediate service to Charlotte, Baltimore and Philadelphia. Transit times for these trains, which will also traverse the Piedmont Route, will be 27 hours.

TCBAFW, TCFWMV and TCMVFW will be the new Triple Crown symbols for services operated on the Pennsylvania route for east-west traffic between new terminals at Baltimore, MD and Morrisville, PA and Triple Crown's Fort Wayne hub. At Fort Wayne, connections will be made to the rest of the Triple Crown network. Average transit times from the eastern terminals to Fort Wayne will be 27 hours.

B. Improved Service Reliability

Two attributes of the consolidated system Operating Plan that will work to improve service reliability are route flexibility and the reduction in intermediate terminal handlings.

1. Route Flexibility

Figures 15 and 16 represent the important route flexibility characteristics of the route structure of the expanded NS. Figure 15 shows the principal east-west routes of the consolidated system and demonstrates the available route capacity that results from the transaction. The NS system will have two efficient through routes between Chicago and New Jersey/Greater New York, which are actually composed of five route segments:

- * Conrail's former New York Central line from Chicago to Cleveland.
- * Conrail's former Pennsylvania, Reading and Lehigh lines from Cleveland to Northern New Jersey.
- * NS's former NKP line from Chicago to Cleveland.
- * NS's former NKP line from Cleveland to Buffalo.
- * Conrail's Southern Tier Route from Buffalo to the Newark area.

Although the Southern Tier line will require some upgrading, the remainder of the route structure is in excellent condition, and the combination of former New York Central and Pennsylvania routes from Chicago through Cleveland to Harrisburg and Reading, PA is substantially all multiple main track and traffic control. With this type of route capacity and flexibility, a high degree of service reliability can be achieved, especially when taken in conjunction with a blocking and train operation plan which is specifically designed to maximize reliability. The transportation plan should provide a high degree of customer satisfaction.

Figure 16 demonstrates a similar set of route attributes on north-south routes of the expanded NS system. The Shenandoah and Piedmont routes between the Northeast and Atlanta and other southeastern points are substantially parallel. The Operating Plan calls for corridor capacity improvement projects on the Shenandoah Route between Roanoke, VA and Knoxville, TN. The upgrading will be

AUBVOI, AUBVDO, AUODOBV are examples of through automotive vehicle schedules operating between the Bellevue automotive hub and the East Coast. Trains will operate between Bellevue and Oak Island, NJ, or directly to the Doremus Avenue automotive facility near Oak Island with no intermediate handling.

AUBVRH and **AURHBV** will be important new automotive multilevel trains operated from Bellevue to the Ridgefield Heights, NJ ramp on a dedicated basis via the Southern Tier.

AUATBV, AUATOA, AUBVAT, and AUOAAAT will handle automotive traffic on a dedicated basis from the upper Midwest via Bellevue, OH to Atlanta. These trains will handle both automotive parts and multilevels in each direction, eliminating interchange and classification delays, thereby improving service reliability. Trains will be operated from Bellevue on an average 30-hour schedule, and from Detroit to Atlanta with an average transit time of 35 hours. Depending on the traffic involved, transit time savings will vary from one to three days.

AUOAKCSF and **AUKCOASF** will represent important new automotive services to BNSF via the Kansas City gateway, operated directly to and from Oakwood Yard in Detroit via Decatur.

AUBVKCSP and **AUBVKCUP, AUKCBVSP, AUKCBVUP** will handle automotive traffic for Union Pacific on a schedule from Bellevue to interchange at Kansas City of under 30 hours. Similarly, **AUBVSIUP, and AUSIBVUP** will handle consolidated intermodal and automotive trains between Bellevue and the new UP interchange at Sidney on a 15-hour average schedule from Bellevue, and a 12-hour average service from the Toledo (Airline) hub for intermodal traffic.

3. The Coal Network

The principal change in the coal network operations is the elimination of circuitry for coal traffic originating at Conrail mines in West Virginia. This traffic must now move by Conrail's West Virginia's secondary to Columbus, OH and then east over Conrail's mainline to Harrisburg, PA for traffic moving to points generally north and east of Harrisburg.

The Plan moves this traffic via Deepwater and Elmore, WV to Roanoke, VA, Hagerstown, MD and Harrisburg, PA, eliminating an average 143 circuitous miles for each train so handled.

CLGRBE, CLBEGR, CLWLBE, CLBEWL, CLIABE, and CLBEIA all offer service and equipment benefits to coal customers by eliminating the circuitry inherent in current Conrail routes. Coal traffic originating at Conrail's West Virginia mines and destined to points generally north and east of Harrisburg, PA will move via the new direct single-line route from Deepwater to Elmore, WV, thence to Roanoke, VA, Hagerstown, MD and Harrisburg, PA, depending upon train destination.

4. The Intermodal Network

As is current practice for both NS and Conrail, dedicated intermodal trains will be operated between all points on dedicated schedules wherever volume or business prospects justify. But unlike the current Conrail system, the new network will focus on both longhaul and shorthaul intermodal traffic, and NS will make the investments needed to pursue the dual market strategy.

NS will add a new network onto the current Conrail system which will be designed to handle shorthaul traffic efficiently between multiple origin-destination pairs. There is a large amount of truck traffic available for diversion in the Conrail service territory (see Verified Statement of P. J. Krick). To accommodate shorter haul business, the Operating Plan contemplates the construction of two major block exchange facilities at Toledo (Airline) and at Harrisburg (Rutherford). These two terminals will efficiently assemble and distribute traffic on a close connection basis to points in the upper Midwest and on the Eastern Seaboard.

New intermodal schedules are discussed in the Operating Plan, many of which will be processed over these two hubs. Traffic to and from Northern New Jersey will be handled at exclusively-served NS facilities at Croxton and E-Rail in the Newark area. NS will also have direct access to the Port Newark area and to the APL intermodal facility at South Kearny.

Importantly for intermodal operations, the Operating Plan contemplates the upgrading of Conrail's Southern Tier line between Buffalo, NY and Croxton, NJ as a principal artery for double stack service moving between West Coast points, the Chicago gateway, and the Eastern Seaboard.

Some of the important intermodal services are discussed below.

IMERHB, IMHBER, IMHBKUP, and IMKCHB are important new examples of service to and from the expanded E-Rail intermodal terminal in Newark, NJ. These four new trains are typical of service that will be handled over NS's new intermodal hub at Rutherford, PA near Harrisburg, where block exchange and train consolidation will occur. From Harrisburg, long distance trains will be operated to and from the Kansas City gateway and beyond.

The **IMBLNO, and IMNOBL** trains are new service offerings via the Piedmont Route between Baltimore and New Orleans, with transit time of 50 hours. These important new schedules will offer intermediate service to Greensboro, Charlotte, NC and Greenville, SC.

IMHBNO, IMNOHB are new intermodal trains via the Shenandoah route, which will originate or terminate at the consolidation hub at Rutherford. The trains will handle traffic from the New Jersey, Philadelphia and Baltimore areas. Service will be provided for both conventional intermodal traffic and doublestack between the points named on the one hand, and Knoxville, Memphis, Huntsville, Birmingham, New Orleans, on NS and Dallas via connection with the KCS at Meridian, MS. Transit time between Harrisburg and New Orleans will be 46 hours.

IMFBFN and IMBNBF will handle intermodal traffic between Buffalo and Binghamton, connecting to CP at Binghamton. New service to New England points will also be offered over Harrisburg and Sunbury, PA as traffic grows in conjunction with the haulage agreement executed between CP and NS as noted above and in the Plan.

undertaken both to improve traffic flow to the Southeast and the Memphis and New Orleans gateways and to permit the Shenandoah route to function as a fully competitive route to the Atlanta area.

Under present circumstances, the availability of two such substantially parallel, high capacity corridors will materially improve service reliability between the Northeast and southeastern points.

2. Examples of Improvement in Service Reliability

The following are six substantive examples of how and why transit times and service reliability will improve after the transaction is implemented. The improvements will occur because of interaction of a number of factors.

First, the consolidation of operations provides larger traffic volumes. The larger traffic volumes facilitate larger block sizes which in turn provide the opportunity to operate more long distance trains with a minimum of intermediate terminal classification.

Second, the Operating Plan itself is based on the elimination of intermediate terminal classifications whenever that is practical and economic. In the denser traffic lanes both east-west and north-south, the Plan substantially accomplishes this objective.

Third, as discussed, the alternate route characteristics and improvements both east-west and north-south will assure greater reliability for the line haul portion of the transportation function.

Fourth, the service investments discussed in both the Plan and in this Statement will serve to enhance reliability and help attract more rail traffic while reducing costs.

Six examples of transit time and service reliability improvement are discussed below and are shown graphically on Figure 17.

Philadelphia to Kansas City

Transit times between Philadelphia and Kansas City on a combination of Conrail and NS routes currently average just under four days; on the combined system, the average transit times in this corridor will be reduced to two and one-half days. The consolidated system will maximize service offerings via the service efficient Kansas City gateway. Traffic volumes are projected to increase, and the increases will allow reductions in intermediate terminal handlings. This will in turn provide more reliable service and reduced transit times for shippers.

Currently, traffic originating in the Philadelphia area destined to the Kansas City gateway is classified by Conrail at Conway Yard at Pittsburgh, and again at Avon Yard near Indianapolis. It is then re-classified at TRRA's Madison Yard in St. Louis and then interchanged to NS. NS then handles the traffic beyond to Kansas City.

Under the Operating Plan, the traffic will be initially classified at Conway into run-through blocks for western carriers operating beyond Kansas City. The traffic will be consolidated with other trains on a close connection, flat switch basis at Decatur, IL. The trains assembled at Decatur can operate as far as Barstow, CA on BNSF, or North Platte, NE on the UP without further re-classification.

In this case, eliminating at least two intermediate classifications is responsible for the reduction in transit time. Intermediate classifications on western carriers will be reduced as well.

Detroit to Kansas City

Current transit times average just under four days, but under the Operating Plan they will average just over two. Lengthy interchange delays between Conrail and NS will be eliminated on this route.

Under current operating practice, traffic originating on Conrail in the Detroit area destined for Kansas City is assembled in Detroit, is moved to Elkhart, is classified there, and then moved from Elkhart to Avon Yard at Indianapolis where it is reclassified. The traffic then moves to TRRA's Madison Yard in St. Louis. It is again reprocessed at that yard and then transferred to NS, which then advances the traffic to Kansas City.

Under the proposed operation, NS will operate schedules directly from Detroit to Ft. Wayne and Decatur, where blocks will be assembled and exchanged to create run-through trains to western connections. Again, intermediate terminal processing will be eliminated, transit time will be reduced by half, and service reliability will improve.

Cleveland to Kansas City

Current transit time to Kansas City averages approximately eight days from Conrail origins in the Cleveland area. In the future, transit times on the new NS for this routing should be reduced to just over four days. Multiple handlings at Avon, St. Louis, and Kansas City will be eliminated, in favor of a single initial classification at Bellevue, OH followed by block consolidation at Decatur, IL. Again, long distance run-through trains will handle this traffic west from Decatur.

Brownstown (Detroit), MI to McDonough, GA

Transit times will be cut in half, from an average of more than 4 days to 2 days, for Ford after-market automotive parts traffic originating at Brownstown on Conrail in the Detroit area and moving to McDonough, GA, near Atlanta. Current handling has this truck-competitive traffic from the Brownstown area classified at River Rouge Yard in Detroit, again at Stanley Yard in Toledo, again at Buckeye Yard in Columbus, then interchanged to the NS, which transfers the traffic between trains on NS lines for handling to McDonough.

Under the Operating Plan, traffic originating at Brownstown would undergo an initial classification at Oakwood Yard, and then run directly to Inman Yard in Atlanta, GA. From that point, the traffic would be forwarded in blocks to destination.

Savannah, GA for interchange to Chicago on the Wisconsin Central

Current transit time for shipments from the Savannah area destined for the Wisconsin Central average just over 8 days. With the proposed changes in operation, the transit times will be reduced to an average of 3.6 days. The improvement lies in the elimination of intermediate terminal switching, made possible by consolidating NS and Conrail traffic volumes at Elkhart for handling through a single Chicago gateway operation.

Under today's operations, traffic moves from Savannah, GA to Macon, GA for classification. It is then forwarded to Chattanooga, where it is reclassified. It is consolidated on-line and then forwarded to the Wisconsin Central at Chicago.

After consolidation of operations, traffic can be operated from Savannah to Macon, then directly to Elkhart, where it will be added to traffic from Conrail points and assembled into a run-through train for the Wisconsin Central.

Buffalo, NY to New Orleans, LA

The current transit time of over 8 days will be reduced to just over 6 days after the consolidation. Larger volumes and run-through train operations in this case will eliminate intermediate terminal processing at Chattanooga and various other intermediate handlings.

3. Service and Reliability Investments

NS expects to spend in excess of \$500 million on construction and upgrading projects related to its expanded system. These projects are described in summary fashion below.

Corridor Capacity Upgrades

Corridor upgrades to improve service reliability and provide additional capacity will require investment of nearly \$120 million. The table below indicates planned corridor improvement projects.

Corridor Capacity Upgrades

CORRIDOR

PROJECT

Siding construction, Extensions and Traffic Control

Lehigh Line

Supports Pennsylvania, Shenandoah and Piedmont routes

Bound Brook \$ 3.6 million

Read Valley 3.1

Flemington Junction 3.2

Pattenburg 11.3

Other Lehigh Line 10.5

Reading-Harrisburg CTC 17.0

Shenandoah Route

Clark 1.8

Rural Retreat 2.9

Glade Springs 1.7

Bristol 1.4

Piney Flats 1.9

Rader 2.4

Mid-South Corridor

KD/Cumberland Falls 15.3

Southwestern Gateway Route

Andrews 3.5

Rockfield 2.6

Attica 3.5

Marshfield 3.5

Catlin 6.4

Sloan 2.8

Sido/Brunswick 10.7

Additional

Ft. Wayne 6.0

Angola 2.7

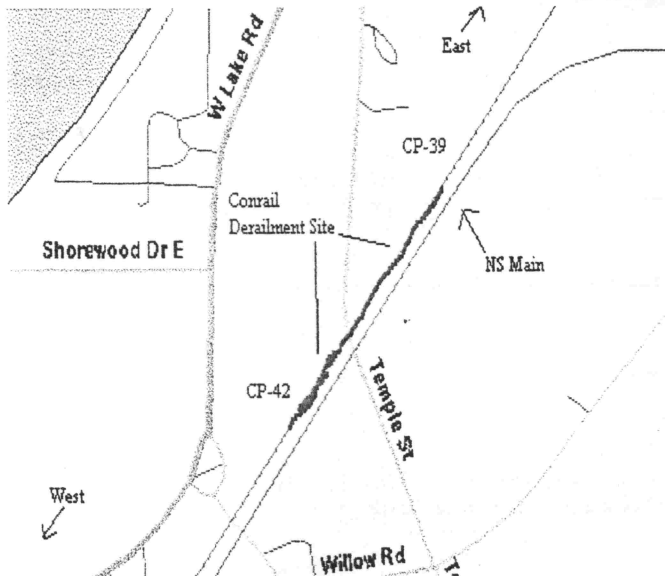
Bement .5

Reddick 1.5

Subtotal Corridor

119.8 million

Dunkirk Derailment



Conrail train ELBU5 (Elkhart to Buffalo) derailed approximately 40 cars just west of CP42 in Dunkirk NY, at 7:25 p.m., 9/15/97.

Train consist prior to the wreck was 6137 & 6100 with 67 loads and 28 emptys. It is believed that the head car derailed first, which was picked up in Fairview, after being set-out by another train and subsequently o.k.'ed to move on ELBU.

CP-42 is just west of Dunkirk NY, about 40 miles west of Buffalo on the Chicago Line. Temple Road dissects the interlocking at grade. The NS main parallels Conrail relatively close through here, and as a result, all trains using the NS have a 10 m.p.h. restriction through the derailment site.

While crews readied the main for use, several trains were detoured or rerouted:

TV-77-15 last reported by CP-Cannon, PA at 05:09 EDT
TV-79-16 last reported at Harrisburg, PA at 08:18 EDT
TVLA-6 last reported by CP-Waldo, NJ at 08:15 EDT

The westbound intermodal fleet off the Boston Line has not been detoured:

TV-5-15 last reported at Syracuse, NY Terminal at 06:26 EDT
TV-7-15 last reported by CP-270, NY at 08:46 EDT
TV-9-16 last reported by CP-140, MA at 08:39 EDT
TV-13 last reported by CP-218, NY at 08:32 EDT

TV10 by Pittsburgh, PA at 16:41
TV10X by Pittsburgh at 17:19
TV79 by Pittsburgh at 17:34
TV204 by Pittsburgh at 17:58

The first train detoured via the NS from Buffalo to Conneaut

(symbolled 073 on NS) which was planned to go back on Conrail rails at Erie PA. TV14 will be next, with the pilots from the first westbound, to bring it east to Buffalo. Many trains remain parked around town in Buffalo awaiting either to be detoured, or for one of the mains to be opened, which was projected for no sooner than midnight tonight. Security remained tight yesterday evening as crews were getting close to re-opening Conrail's Chicago Line in Dunkirk NY after a over 40 car derailment occurred around 7:30 Monday evening. Track 2 was cleared of the damaged cars first and had new panel track installed by 6:30 p.m. last night. Officials on the scene were projecting the first train, TV13, would be able to pass around 9 p.m.

Track personnel were hampered by one loaded tank car that remained on the sight parallel to track 2, still containing a large amount of spent acid, that needed to be transloaded into waiting tank trucks. Everyone had to be cleared away from the car as a safety precaution as the transfer took place. Crews worked feverously to regain service at CP 42, which was completely destroyed by the wreck. All that survived was one switch of the west cross-over, and the home signals at each end of the interlocking. The entire pileup of cars was within the limits of the interlocking, mostly to the north side, where the cars were stacked three high in nearby grape fields. The FRA, DuPont's Emergency Response Team (Chemtrec), and local fire and police were among the many agencies called out to assist in the clean-up and containment of the wreck. AT&T as well as people from Sprint were assessing the damage to the paralleling fibre optic cables buried along Conrail's main. AT&T lost an entire splicing bungalow, and was laying a temporary cable along the NS right of way to restore service. Sprint was more fortunate as their bungalow was not involved, and only lost local power for a short time.

The NS hosted both Amtrak 48&49, The Lake Shore Limited, as well as Conrail trains RR231 and TV14. This was in addition to NS's own regular trains -310, 145, 146, 303, 290, 291 and a loaded grain train, all which passed Temple Road at 10 m.p.h. under the authority of superintendant Haymaker. Train BUPI was run via the Buffalo Line to Harrisburgh, and several of Conrail's van trains ran to Chicago via Pittsburgh.

Today both tracks are open, with a 10 m.p.h. restriction as Conrail crews continue to work to bring the temporary track up to speed. Winter's Rigging was used extensively to clear the toppled cars from the site. Six side winder dozers plus several regular bulldozers and portable lighting made the task of moving the mangled equipment much easier all through the night and into the day. Conrail deployed people from nearby Erie PA as well as Buffalo NY, and as far away as Syracuse and Albany NY to ensure that the main would be opened as soon as possible.

Investigators were looking at a loaded coil steel car as a possible cause to the derailment. It appears this car was set off at Fairview by another train and then o.k.'ed to move with no

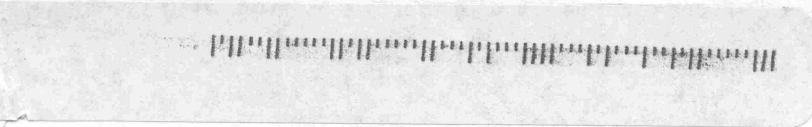
APPLICATION FOR MEMEBERSHIP

NAME: _____

ADDRESS: _____

STATE: _____ **ZIP:** _____

TELEPHONE: _____



RICHARD D HUGHES
PO BOX 961
DOVER NH 03821-0961

WALNUTPORT, PA 18088
P.O. BOX 38

CONRAIL HISTORICAL SOCIETY INC.

