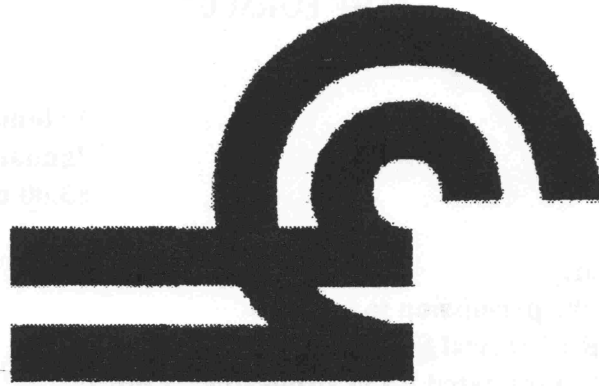
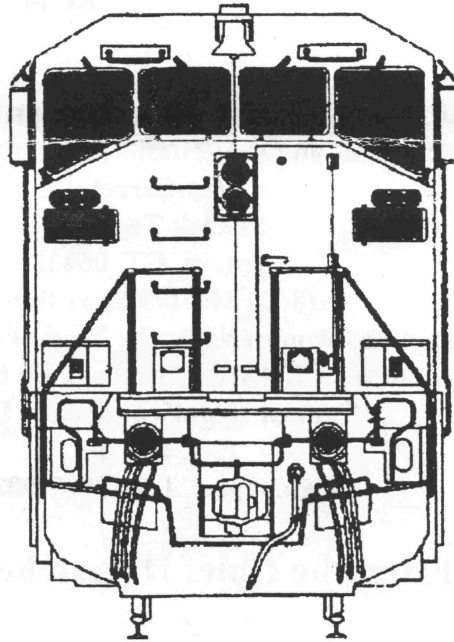


# CONRAIL



## Historical Society, Inc.



## “The Form D”

Volume 3

Issue 12

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# CONRAIL HISTORICAL SOCIETY

## "THE FORM D"

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### From the Chief Dispatchers Desk

I hope that everyone had a very safe and happy new year. As with any new year no one can tell what the future will bring. Our society has been very strong and continues to be on the forefront with timely and monthly news pertaining to Conrail. The week-end of January 31-Feb.1 saw us being at one of the biggest rail shows in the northeast, that being the Amherst Rail show. We have over 21,000 people in just two days. You would be proud of our organization as we had two very important people from Conrail come up to our booth and publicly thank us for the job that we are doing. One of the gentlemen told us that our issue is read and passed around in Conrail's Philadelphia Division headquarters and they are very impressed with our professionalism in the way that we present the news of their railroad. To that end, we try to be as informative and professional as possible. 1998 may be a make or break year as far as Conrail and the merger go. However, rest assured that we will be on the forefront giving you the reader as much up-to-date information as possible. Again, I ask the membership, please do not hesitate to send us information. The more information that we receive the better informed you will be. Have a safe and prosperous year and get those big blue shots while you can.

John Cerreta

### KEY SHIPPERS STILL OPPOSE CONRAIL PLAN

By reiterating their opposition to the sale of Conrail, two shipper groups that represent major rail customers are signaling that the regulatory review of the Norfolk Southern and CSX plan to absorb Conrail will not be a cakewalk. The statement from the Society of the Plastics Industry and the Chemical Manufacturers Association, early opponents of the merger plan, came soon after CSX and NS settled most outstanding rate and service issues with another prominent shipper group—the National Transportation League. CMA and SPI urged the Surface Transportation Board in late October to turn down the plan presented by NS and CSX because of concerns about post-sale service, rates and competition. Chemical and plastic shipments are important revenue sources for NS, CSX, and Conrail, accounting for more than 10% of the \$14 billion in rail revenue generated by those carriers last year. The NITL agreement raised the buyers' hopes that other customer groups would sign onto the first agreement the applicants reached with a major shipper group. In addition to serving as a blueprint, the NITL agreement might become the basis for merger conditions imposed by STB because regulators wrote the essential terms of carrier/shipper deals into the 1995 BNSF merger and last year's UP deal. CMA and SPI outlined a dozen reasons for their opposition in their initial filing. A key fear is that the service meltdown that followed the 1996 rail merger involving Union Pacific would be repeated in the East. CMA and SPI are seeking other conditions, including the right to reopen contracts in areas that both carriers plan to serve. SPI and CMA also based their opposition on the potential for rate increases, a reduction of shippers' routing options and their belief that the carriers could deliver on promised service improvements. Conrail's buyers insist that their acquisition will increase competition and lower rates for some customers while improving service and attracting new rail traffic. NS and CSX also claim they have the experience to avoid a repeat of UP's service troubles. The NITL agreement fell short in several areas, including a lack of specificity on service plans for jointly served areas and too few assurances that management information systems would be combined efficiently. CMA and SPI also prefer longer government oversight of any deal than the NITL agreement would provide. CMA and SPI continue to be in contact

with Conrail's buyers but there are no active negotiations. The fact remains that each year shippers are served by a dwindling number of railroads. Captive shippers (those served by just one railroad) pay more for rail transport and have few avenues for redress of grievances. Anecdotal evidence suggests that "captive shippers" pay approximately 30% more than those with rail competition. The trade associations' stances on rail mergers appear to have flip-flopped. CMA supported the UP merger after negotiating a settlement that was focused on commercial issues such as preserving competition. Meanwhile, NITL opposed the UP merger, but came away empty-handed after STB rejected its arguments and incorporated most terms of the CMA agreement into the final UP decision. (Journal of Commerce, CNW 4400)

### SHORTLINE TO MERGE WITH CONRAIL LINES

Connecticut Central Railroad Company (CCCL) a class III shortline files a notice for a modified certificate of public convenience. The segment represents a connecting piece of trackage linking lines over which CCCL has already obtained a modified rail certificate. Northerly, the line will form a link with other CCCL-operated trackage, and will connect with Conrail at Hartford, CT at or near milepost 2.6. Southerly, the line will connect with other CCCL-operated trackage and with a larger portion of CCCL's system. By this southerly connection, the line will enjoy interline connections already established by CCCL with the Providence and Worcester Railroad Company at Middlefield, CT and with Conrail at Cedar Hill Yard in New Haven, CT. (Surface Transportation Board, CNW 4400)

### CONRAIL RELATED UPGRADES FROM NORFOLK SOUTHERN

The following items have been put into Norfolk Southern's capital spending budget for 1998 as they pertain to their part of the Conrail system: 1) \$56 million for track improvement along their part of the Conrail system; 2) \$47 million to replace pole lines with electronic track circuits and data radios, \$26 million of which is for the Norfolk Southern Line between Buffalo, NY and Cleveland, OH; and 3) \$17 million in communications projects. (Randy Kotuby)

### BRIDGE FIGHT CONTINUES

It is enough that the new Jersey Highway Authority built a bridge in Linden for Conrail. It shouldn't be required to pay for maintenance. Conrail contends it didn't ask for the bridge, is not benefiting from it and therefore should not be required to reimburse the authority \$254,000 in rehabilitation costs. Attorneys for both sides took their 4-year arguments over 9-year-old repairs to Superior Court in Elizabeth, trying to persuade a judge that the other is responsible for maintenance. To make matters more complicated, Conrail was not the original owner of the first bridge, built at the turn of the century. The span in dispute extends Wood Avenue over a freight line now owned by Conrail and originally owned by Central Railroad of New Jersey, which went bankrupt in 1967. When the Turnpike was under construction, the highway authority negotiated with the Central Railroad before replacing that 200-foot-long span with a link to a larger bridge over the highway, which was completed in 1950. In 1988, the authority rehabilitated the bridge deck for safety purposes and billed Conrail \$254,000 for its portion. The railroad contends it is not responsible for any maintenance costs. The freight line, known as the Chemical Coast line because of the hazardous materials carried along the track, runs through Linden's Tremley Point section. When it was owned by Central Railroad, it was a freight and passenger line that ran to the shore. A 1949 agreement between Central Railroad and the authority specified that the railroad owned the 200-foot section of the bridge and was responsible for maintenance only on that portion. The rest would be maintained by the highway authority. Conrail insists the railroad should not pay because of questions about whether a 1949 agreement was properly approved in Central Railroad's first bankruptcy case, which lasted from 1939 to 1949. There are also questions about whether the trustee in the second bankruptcy proceeding in 1967, accepted or rejected the agreement. Also it was questioned whether the documents that conveyed property from Central Railroad to Conrail also conveyed the bridge. If the judge finds that the bridge belongs to Conrail, the span should be treated like all the other bridges over the Turnpike and Conrail should be responsible for only 5 percent of the cost of repairs, under existing laws. The judge could send the matter to the state Department of Transportation for a hearing. as

allowed by the Orphaned Bridge Act. Conversely, the state argues that the 1949 agreement was legal and binding and therefore Conrail should be ordered to pay up. The argument put forth is that the railroad benefited from the deal because it was spared the cost of replacing the bridge, which was about 50 years old at the time. (Star-Ledger, Randy Kotuby)

### TRAIN LOG/ INTERSTING CONSISTS

#### CONRAIL OCS TRAINSET IN TROUBLE?

Conrail operated train OCS-401-12 on Monday, January 12th, 1998 from Altoona, PA to Enola, PA with E-8A's 4020 and 4021 and 11 cars. the locomotives and cars will have their wheels trued and will receive other necessary work. D.F. Barnhart & Associates have been retained to evaluate the Conrail OCS equipment fleet. They are currently appraising the value of the equipment and will likely handle the liquidation of the equipment. At this point in time, it looks highly unlikely that either CSX or Norfolk Southern will retain any of the cars or locomotives. (Same Botts, Bernard Ente)

#### MANIFEST TRAINS

##### part 1

Updated list as of January 16, 1998

Symbol	Destination	DATE	TIME	SYMBOL	LOCATION	CONSIST
ALBU	Allentown to Buffalo	12-30-97	1681	UBO08AS	ASHTABULA	CR6152, 6844
ALCA	Allentown to Camden-Pavonia	12-30-97	1039	SEEL0B	BUFFALO	6009, BN6021
ALCS	Allentown to Rocky Mt.-CSXT	12-31-97	1428	CSSE9	SELKIRK	CSXT6245, 8232, 7746
ALC	Allentown to Edge Moor	12-31-97	1814	CNSE0	SELKIRK	CN2559, CR6748
ALED	Allentown to Elkhart	12-31-97	2018	NFSE1	SELKIRK	CR6256, CNW8612, CR1940, 6771, 3400
ALEL	Allentown to Elkhart	01-01-98	0437	TV14	BOSTON	CR6106, 6017, 6013
ALHB	Allentown to Harrisburg	01-01-98	1604	TV6	BOSTON	CR6799, 5573
ALNS	Allentown to Roanoke	01-02-98	1045	TV-95	WORCESTER	BM370, 322
ALPI-F	Allentown to Pittsburg-Conway	01-02-98	2308	NPSE0	SELKIRK	UP 6354, SP9612, 8629
ALSE	Allentown to Selkirk	01-03-98	0818	NPSE2	SELKIRK	UP5999, 9729
ARIN	Arlington to Indianapolis	01-03-98	1745	TV-202X	BINGHAM-TON	CR6051, 6174, 5580, CN6448
ASIN	E. St. Louis to A&S, to Indianapolis	01-03-98	1911	SEEL3X	BUFFALO	CR6794, 5088, SP8629
ATPI	Altoona to Pittsburgh-Conway	01-03-98	2030	NPSE3X	SELKIRK	CR6057, CNW5375, CR6755, 6113, 5521
BAPI	Baltimore to Pittsburgh-Conway	01-04-98	0100	SEEL3A	DEWITT	CN6028, 5375, CR6755, 6113, 5521
BEHB	Bethlehem to Harrisburg (still shows in computer as BEBA)	01-04-98	1114	INSE3	SELKIRK	UP5999, 9729
BHEL	Burns Harbor to Elkhart	01-04-98	1148	CSSE3	SELKIRK	CR6284, UP561, CR5589
BHIN	Burns Harbor to Indianapolis	01-04-98	2220	ELBU4	BUFFALO	CR6817, NS8676
BNEL	Chicago-BNSF to Elkhart	01-05-98	0339	NPSE4	BUFFALO	UP3058, 4247, 505, 3536
BNST	E. St. Louis to Sterling	01-05-98	1505	SEEL6B	BUFFALO	ATSF5618, CR6476, ATSF 6006
BOSE	Boston to Selkirk	01-07-98	2245	UOH459	CLEVELAND	CR6284, NS8604, 6680
BREL	Chicago-BRC to Selkirk					
BRPI	Chicago-Clearing to Pittsburgh					
BRSE	Chicago-BRC to Selkirk					
BUAL	Buffalo to Allentown					
BUCO	Buffalo to Columbus					
BUCP	Buffalo to Niagara Falls-CP					
BUEL	Buffalo to Elkhart					
BUHE	Buffalo to Hennepin, IL					

Thanks to EastPenn and Kevin Burkholder

THANKS TO TRAINS "R" ARE US



**WABASH NATIONAL GETS ORDER**

Wabash National Corporation received orders for approximately \$25 million in RoadRailer equipment from Triple Crown Services Company. Triple Crown has placed orders for 940 RoadRailer 53' plate railers and a number of RoadRailer rail bogies for delivery in 1998. A portion of the 1998 orders are slated to replace older 48' RoadRailer trailers. With the addition of this equipment, Triple Crown will operate the most competitive intermodal fleet in the nation consisting of approximately 5,300 RoadRailer trailers averaging less than three years old, 96% of which will be 53' long. (CNW 4400)

**RAIL CONGESTION AFFECTS GRAIN SHIPMENTS, EXPENSES**

Does your soda cost a few cents more? Is your steak a little cheaper? If so, that's all because of the grain. Railroad traffic jams and delays are leaving some parts of the country grain-hungry, while areas in the Midwest have more grain than they can store. Although transportation problems aren't expected to have a widespread, national effect on the prices of grain-dependent products like corn syrup, ethanol or grain-fed livestock, they are affecting local markets. The traffic jam already has cost hundreds of rail customers an estimated \$1 billion. Delays have spread to several major railroad competitors. The problem escalated with the fall harvest. Grain elevators quickly filled with corn, sorghum, soybeans and other fall crops. With no railroad cars to haul away the grain and make room for the next day's deliveries, some elevators had to shut down during the harvest. At least 77 million bushels have been dumped outside on the ground—the majority in Nebraska and Kansas. The grain could deteriorate or spoil if it gets too wet. Congestion, equipment and staff shortage have created transpiration snarls on Union Pacific's 36,000 mile system, especially since the merger with Southern Pacific a year AO. Union Pacific is three to four weeks behind, with the biggest problems in Nebraska and Kansas. The railroad has been forced to pay some elevators penalties because of delays. Most of the grain piled on the ground is used as feed for cattle, pigs, and chickens. The transportation problems however, are not expected to immediately affect the price of meat, because the country's large numbers of livestock. But the prob-

lems created a near-crisis for cattle feedlots in Southern California. The state ships in 80 percent of its grain from other states, mostly by railroad because long-distance trucking would be too expensive. As grain supplies dwindled to close to nothing, lawmakers and industry officials were called for help. In two or three days, trains carrying needed grain arrived but not before some feedlot operators had to pay \$10 to \$20 more a ton to ship the grain by truck. Rick Matteis, executive vice president of the California Grain and Feed Association, says union Pacific should have to pay the extra costs the snarls are causing. California feedlots handles grain for about 100,000 cattle. California feedlot owners probably won't be able to pass added costs on to the consumer because they have to compete with feedlots in states like Kansas, which sits among the biggest piles of surplus grain in the country. Meat prices are affected largely by supply and demand. If the rail problems persist, some feedlot owners could be persuaded to begin liquidating their stock, which could drive up the price of meat. (Kansas City Star Ledger, CNN 4400)

**StL&H TO REMAIN PART OF CPR**

Due to substantial financial improvement and new opportunities in the U.S. Northeast, St. Lawrence & Hudson Railway will remain a part of the Canadian Pacific Railway (CPR) and will be fully supported in its efforts to build its market franchise in the East. Since its creation in 1995, the StL&H had been under strong pressure to dramatically improve its performance and reduce costs. By year's end the StL&H had dramatically reduced its operating ratio to 90 or lower and with new agreements with Norfolk Southern and CSX railroads in the U.S. gave the StL&H's Northeast U.S. subsidiary the Delaware and Hudson (D&H), new business opportunities in the Northeast market. The StL&H's Montreal/Chicago corridor is integral to the CPR's long term strategy as a transcontinental carrier, particularly for intermodal and automotive traffic. CPR has determined that it will maintain a strong competitive presence in the East. Montreal is Chicago is considered CPR's fourth corridor. The other three corridors are Moose Jaw to Vancouver, Moose Jaw to Toronto, and Moose Jaw to Chicago. (Randy Kotuby)

**NAPALM TO MOVE BY RAIL**

An Indiana congressman says he is confident napalm left from the Vietnam War can be safely recycled at an East Chicago hazardous materials plant. The navy plans to ship the jelly like mixture of gasoline and other chemicals by train through the Chicago area. PCI was one of 173 companies that bid on the \$2.5 million contract to recycle the napalm into industrial fuel. The contract is expected to start in March and run for two years. The 23 million pounds of napalm has been stored at the Navy's Weapons Support Facility in Fallbrook, CA, since the early 70's. Ballette Memorial institute, which operates the Department of Energy's Northwest laboratory, will drain 34,123 napalm canisters into 6,000 gallon railroad cars, which will be hauled across the country by BNSF. The stainless steel cars will be unloaded in a nitrogen-rich environment to reduce the oxygen that could support a fire or an explosion. The napalm will be thinned with other flammable liquids to produce customized industrial fuel. PCI will also remove napalm residue from the shredded aluminum canisters, which will then be sold to a smelting company. (CNW 4400)

**THIS ANYWAY TO TREAT AN ALCO?**

This is a first-hand report of an unusual way to treat some Alco locomotives as reported by Vincent Reh.

I drove to Boucherville, Quebec to get a first-hand look at the M420's in the street. On the way, I got a look at the storm damage. It was really bad, a lot worse than I thought. There were places where entire woodlots were completely felled, giving the appearance of war-like destruction. Worse yet, they were miles and miles of power lines down, not just local circuits, but big high tension lines. Every single pole for miles on end was snapped off at mid-length. I don't think these folks were going to get power for several weeks. To make matters worse, it is really cold. In Montreal, there were trains stalled all over the place, in the yards, and even on the main lines. They apparently can't get through. I saw one train with a couple of Draper Tapers in it, a new GE unit, and an old Bombardier HR616. Most of the rail facilities, including the wayside relay shacks, had generators idling away outside them.

In Rouses Point, NY on the D&H, all the pole lines along the track are down. They appear to be still in-use, so nothing was happening in the yard there. A road train was stranded south of the village, and the RS18 that is normally in the yard was stranded in Lacolle, Quebec.

In Boucherville, the M420's are definitely off the tracks and on the street (deMontarville). Contrary to other reports in the railfan grapevine, panel track was not used. The two units were driven right down the street. However, only one unit, 3502, was ever hooked up as a generator. The other (3508) was spotted near the tracks, and there were no flange marks ahead of it in the road, so the plan to move it to the local high school must have fallen through. It was never connected as a powerhouse. There was quite a grade up the street, a highway overpass as well, so I don't know how they would have gotten it up and over that. Incidentally, due to the cold, the wheels didn't sink that far into the asphalt, only as far as the flange, except for a few deep gashes. The wiring for 3502 was interesting, there were six or so cables coming right out of the side of the alternator, the is doors were open adjacent to the main generator. These were connected to a Square-D type electrical panel box, from which two wires emerged, which were run through plastic conduit into the community centre. There must have been a way to tap the alternator to get different voltages. Both units were idling, with the unmistakable Alco sound. The locals were getting a big kick out of the whole thing, and many were in a good mood because Quebec Hydro managed to get alot of the city's electrical system up and running earlier in the day. I was asked by several people to take their photo/videotape them on the locomotives. The police were there, but didn't seem to mind people climbing on the units, maybe they figured the people had gone through enough without electricity for over a week and just let them enjoy themselves. fortunately for photography, the weather was typical winter high pressure really cold but clear and sunny. I shot up to five rolls of film, but in my zeal to get photos, I forgot to switch my ASA control for one of the rolls. But since the units weren't going anywhere, I was able to duplicate most of the shots except for the best ones, a police car parked right in front of the front-lit 3502 after I realized my error, blocking a previously excellent view. Needless to say, I bracketed the heck out of everything. (Vincent Reh, Grand Isle, Vt.)

## NORFOLK SOUTHERN POSTS RECORD FOURTH QUARTER

Norfolk Southern announced on January 28 record fourth quarter financial results. net income for the quarter including Conrail-related items was a record \$224 million, up 12 percent over the comparable quarter, and \$244 million excluding Conrail-related items, an increase of 22 percent. for the year, railway operating revenues were a record \$4.22 billion, up 3 percent. Intermodal again showed the largest revenue gain for the year with a 12 percent increase followed by metals/construction with a 7 percent increase, paper/forest 6 percent and chemicals 5 percent. Coal revenues were about even with 1996. Norfolk Southern's railway operating ratios set records both for the quarter and the year. The ratio—the percentage of revenues that goes into operating the railroad—is a key indicator of railway efficiency and was 70.4 percent, a fourth-quarter record, compared with 70.5 percent in 1996. (Randy Kotuby, Bloomberg)

## U.S. RAIL BOARD ADOPTS NEW RULES FOR SHIPPERS

The U.S. Surface transportation Board adopted rules on January 24 that had been worked out between the nation's two largest railroads to assist shippers who lost access to competitive rail service when Union Pacific acquired Southern Pacific Railroad last year. the board agreed to the rules worked out by Union Pacific and its chief competitor Burlington Northern Santa Fe which were ordered to work together in October. In August, when the board approved the merger, it granted BNSF access to shippers who were formerly served by Union Pacific and Southern Pacific, in order to preserve some competition in the western U.S. The board said in such sites, Union Pacific will now have five days to respond to a request by BNSF for access to the shipper over Union Pacific's tracks. If Union Pacific fails to respond within five working days, the board said BNSF will automatically be granted the requested access. And if Union Pacific "consistently refuses to grant access" to BNSF, the board will further consider additional measures against Union Pacific. The board rejected two proposals for BNSF: that it be allowed to temporarily serve any shipper that requests it do so, while Union Pacific considers the request, and a presumption in favor of BNSF which would require Union Pacific to find reasons to deny the request. (Randy Kotuby, Bloomberg)

## PORT OF NEWARK MAKING ROOM FOR WORLDWIDE CARRIER

The Port Authority of New York and New Jersey on February 1 took a \$53 million step toward opening its first new marine terminal in a decade. The appropriation, unanimously approved by commissioners will pay for planning the 100-acre facility Hanjin Shipping Company plans to open next year, as well as relocating tracks for the on-dock railroad at Port Newark-Elizabeth. Hanjin is the fourth-largest carrier, serving the U.S. and is to take over a portion of property used by Maher Terminals, which now handles about 45 percent of the 1.2 million containers passing through the bistate port. Maher will not get smaller but will take over a continuous piece of property to retain 430 acres. Hanjin, with partners like Cho Yang Lines, and DSR-Senator and United Arab Shipping, already sails three ships per week into the port from the Far East, Europe and the Mediterranean. having its own terminal would reduce expenses and allow the expansion. (Randy Kotuby, Newark Star-Ledger)

## AMTRAK ORDERS ELECTRONIC AIR BRAKES FOR AUTO TRAINS

Amtrak has ordered Electronic Air Brake Systems to equip eight locomotives, 64 auto carriers and 43 coaches which will comprise Amtrak Auto trains. EABS is an electronically controlled braking system for trains that applies rail car brakes uniformly throughout a train so that it stops as a unit rather than permitting cars to bump each other during the stopping process, as with old pneumatic braking system. EABS provides much improved safety and train handling, and up to 70 percent shorter stopping distances for trains compared to older pneumatic brake systems. (Randy Kotuby, Rockwell)

## CONRAIL SYSTEM NEWS

### INSOURCING REPORTS

As of Wednesday, January 14, Conrail was performing the following contract work on the following locomotives at the Juniata Locomotive Shops:

CN 4135	GP-9	accident damage repairs
Conrail 4130	SD70-MAC	assemble from kit
Conrail 4131	SD70-MAC	assemble from kit
Conrail 6008	C39-8	major engine repair
Conrail 7687	GP38	coupler/gear train repair
CRL 522	C30-7	major engine repairs
CRL 545	C30-7	major engine repairs
CRL 550	C30-7	major engine repairs
Housy 18	80-ton	renumber to 99
NJT 4122	F40PH-2	head end power (HEP)
NJT 4124	F40PH-2	head end power (HEP)
NJT 4127	F40PH-2	head end power (HEP)
NJT 4128	F40PH-2	head end power (HEP)
N&Bald	GP-10	ready for sale/former Conrail #7569
NS 3818	B36-7	"Columbia Project"
PanJK 141	GP-38	engine/gear train
SP 8564	SD40T-2	accident damage

### CONRAIL ENGINE REPAIRS

1649	GP15-1	engine repair
3286	GP40-2	major repairs-wreck
3301	GP40-2	major repairs-wreck
3303	GP40-2	major repairs-engine
3308	GP40-2	major repairs-engine
3317	GP40-2	major repairs-engine
3319	GP40-2	major repairs-engine
3321	GP40-2	major repairs-engine
4020	E-8A	periodic maintenance
4114	SD80MAC	generator repairs
5014	B36-7	engine repairs
5047	B36-7	wreck damage
5534	SD60I	wreck damage
5628	SD60I	generator repairs
6058	C40-8W	wreck damage
6078	C40-8W	power assembly change out
6087	C40-8W	power assembly change out
6133	C40-8W	engine repairs
6248	C40-8W	engine repairs
6364	SD40-2	maintenance
6367	SD40-2	maintenance
6372	SD40-2	maintenance
6375	SD40-2	maintenance
6414	SD40-2	generator repair
6559	C30-7A	power assembly change
6731	SD50	engine repair
6843	SD60	wreck damage
6979	SD40-2E	wreck damage
7715	GP38	generator repairs
7721	GP38	generator repairs
7873	GP38	generator repairs
8075	GP38-2	engine repairs
8190	GP-38-2	broken crankshaft
8210	GP38-2	accident damage

### SCHEDULE CHANGE FOR TV-78

**CHICAGO, IL TO KEARNY, NJ  
TOFC/DOUBLE STACKS**

**OPERATES MONDAY THROUGH SATURDAY  
REVISION EFFECTIVE 01-14-98**

**NOTE: TRAIN NOW OPERATES VIA BINGHAMTON, NY  
INSTEAD OF VIA HARRISBURG, PA AND REPLACES  
TRAIN TV-202**

**OPERATES MONDAY THROUGH WEDNESDAY AND  
SATURDAY AS FOLLOWS:**

Chicago- 47th Street, IL	22:45 EST
Elkhart, IN	01:30/01:40 CT*
Toledo-Emerald Ave, OH	03:45/05:55 ET*
Berea, OH	08:20 ET
Buffalo-Frontier, NY	13:35/13:45 ET*
Buffalo-William Street, NY	15:45 ET
Binghamton, NY	20:30/20:45 ET*
Suffern, NY	03:25 ET
Croxtton, NY	04:45 ET
Kearney, NJ	06:00 ET

**OPERATES THURSDAY AND FRIDAY AS FOLLOWS:**

Chicago-47th Street, IL	22:45 EST
Elkhart, IN	01:30/01:40 CT*
Toledo-Emerald Avenue, OH	05:45/05:55 ET*
Berea, OH	13:35/13:45 ET*
Buffalo-Frontier, NY	15:45 ET
Buffalo-William Street, NY	20:30/20:45 ET*
Suffern, NY	03:25 ET
Croxtton, NY	04:45 ET
Kearney, NJ	07:15 ET



## ALBANY DIVISION LOCAL TRAINS

Listed below are scheduled work trains for the Albany Division. Changes can occur at anytime without any prior notice. These schedules were dated as of

SYMBOL	ORIGIN	DESTINATION	FREQUENCY
WADE-10	BALDWINVILLE, NY	SYRACUSE, NY	MON-FRI
WABP-1	BEACON PARK, MA	BOSTON, MA	MON-THUR
WABH-11	BINGHAMTON, NY	JOHNSON CITY, NY	MON-FRI
WACH-01	CAMPBELL, NY	SUFFERN, NY	SUN-FRI
WACH-03	WALDEN, NY	MIDDLETOWN, NY	MON-FRI
WACH-25	CAMPBELL HALL, NY	BINGHAMDTON, NY	MON, WED, FRI
WANH-10	WEST SPRINGFIELD, MA	NORTH HAVEN, CT	MON-FRI
WANH-26	NORTH HAVEN, CT	WALLINGFORD, CT	MON-FRI
WANH-88	WALLINGFORD, CT	BRIDGEPORT, CT	MON-FRI
WABP-10	CHELSEA, MA	BOSTON, MA	SUN-FRI
WACG-01	CORNING, NY	SAYRE, PA	MON-FRI
WACG-30	CORNING, NY	DRESDEN, NY	DAILY
WAHC-10	CROTON, NY	YONKERS, NY	MON-SAT
WAHC-20	CROTON, NY	TARRYTOWN, NY	MON-SAT
WADE-20	SYRACUSE, NY	BALDWINVILLE, NY	SUN-THUR
WACG-90	ELMIRA, NY	LANCASTER, NY	DAILY
WAFR-02	FRAMINGHAM, MA	WESTBORO, MA	SUN-FRI
WAFR-10	FRAMINGHAM, MA	LEONMINISTER, MA	MON-FRI
WAFR-26	FRAMINGHAM, MA	ATTLEBORO, MA	SUN-FRI
WAFR-35	FRAMINGHAM, MA	READVILLE, MA	MON-FRI
WAFU-10	FULTON, NY	S. VOLNEY, NY	MON-FRI
WAFU-12	FULTON, NY	OSWEGO, NY	SUN- THUR
WAFU-20	FULTON, NY	SYRACUSE, NY	MON-FRI
WAGY-11	GENEVA, NY	LYONS, NY	MON-FRI
WAGY-12	GENEVA, NY	SENNETT, NY	MON, WED, FRI
WAGY-12	GENEVA, NY	CANADAIGUA, NY	TUE-FRI
WARO-38	ROCHESTER, NY	GOUVERNEUR, NY	MON-FRI
WAHA-20	HARTFORD, CT	MANCHESTER, CT	MON-FRI
WAHA-21	HARTFORD, CT	E. HARTFORD, CT	MON-FRI
WAHA-22	HARTFORD, CT	WALLINGFORD, CT	MON-FRI
WARO-15	HENRIETTA, NY	ROCHESTER, NY	TUE, THUR, FRI
WAIT-01	ITHACA, NY	LUDLOWVILLE, NY	SUN-FRI
WAIT-02	ITHACA, NY	SAYRE, PA	DAILY
WANF-11	LOCKPORT, NY	BROACKPORT, NY	MON, WED, FRI
WAMA-10	MASSENA, NY	CANTON, NY	MON-SAT
WAMA-14	MASSENA, NY	ROOSEVELTWON, NY	MON-FRI
WAMI-01	MIDDLEBORO, NY	ATTLEBORO, MA	SUN-FRI
WAMI-02	MIDDLEBORO, NY	DARTMOUTH, MA	MON-WED-FRI
WAMI-02	MIDDLEBORO, NY	FALL RIVER, MA	TUE, FRI
WAMI-03	MIDDLEBORO, NY	SOUTH BRAINTREE, MA	SUN-THUR
WANF-12	NIAGARA FALLS, NY	LOCKPORT, NY	MON-FRI
WAOP-20	BRONX, NY	MT. VERNON, NY	SUN-THUR
WAOP-25	BRONX, NY	NORWALK, CT	DAILY
WAPI-10	PITTSFIELD, MA	PITTSFIELD, MA	MON-FRI
WAJP-90	PORT JERVIS, NY	PORT JERVIS, NY	AS REQ
WARE-01	READVILLE, NY	FOXBORO, MA	MON-FRI
WARE-22	MANSFIELD, MA	MILFORD, MA	MON, WED, FRI
WARE-22	MANSFIELD, MA	STOUGHTON, MA	TUE-THUR
WAKE-35	FOXBORO, MA	WALPOLE, MA	DAILY
WARO-15	ROCHESTER, NY	HENRIETTA, NY	MON
WARO-16	ROCHESTER, NY	CHARLOTTE, NY	MON-FRI
WARO-37	ROCHESTER, NY	CHARLOTTE, NY	MON, WED, FRI
WARO-38	ROCHESTER, NY	BATAVIA, NY	TUE, THUR
WARO-38	ROCHESTER, NY	SAVANNAH, NY	MON, WED



## ALBANY DIVISION LOCALS CONT.

SYMBOL	ORIGIN	DESTINATION	FREQUENCY
WASE-13	SELKIRK, NY	GUILDERLAND, NY	MON-FRI
WASE-90	SELKIRK, NY	HUDSON, NY	MON-FRI
WASL-30	SILVER SPRINGS, NY	DEPEW, NY	SUN-THUR
WASS-10	SCHENECTADY, NY	AMSTERDAM, NY	MON, WED. FRI
WASS-10	SCHENECTADY, NY	HERKIMER, NY	TUE, THUR
WASS-11	SCHENECTADY, NY	TROY, NY	MON, WED. FRI
WASS-11	SCHENECTADY, NY	CASTLETON, NY	TUE-THUR
WASS-12	SCHENECTADY, NY	ALBANY, NY	MON-FRI
WASS-21	SCHENECTADY, NY	SELKIRK, NY	MON-FRI
WAWP-01	WALPOLE, MA	MANSFIELD, MA	MON-FRI
WAPW-21	WALPOLE, MA	MILFORD, MA	SAT-WED
WAWT-10	WATERTOWN, NY	PULASKI, NY	MON-FRI
WAWT-11	WATERTOWN, NY	CARTHAGE, NY	SUN-FRI
WAWT-16	WATERTOWN, NY	EMERYVILLE, NY	MON-FRI
WAHJ-14	WATKINS GLEN, NY	HIMROD JCT., NY	SAT, TUES. THUR
WAWS-04	WEST SPRINGFIELD, MA	INDIAN ORCHARD, MA	DAILY
WAWS-05	WEST SPRINGFIELD, MA	CHESTER, MA	DAILY
WAWS-20	WEST SPRINGFIELD, MA	BROOKFIELD, MA	MON-FRI
WAWS-20	WEST SPRINGFIELD, MA	HARTFORD, CT	SUN
WAWS-30	WEST SPRINGFIELD, MA	CEDAR HILL, CT	SUN-FRI
WAWO-10	WOODARD, NY	LIVERPOOL, NY	MON-FRI
WAWR-02	WORCESTER, MA	FRAMINGHAM, MA	MON-FRI

### THE PHILADELPHIA SHIP YARD IS REVIVED

Calling it "an historic moment that cements Pennsylvania's status as a high-tech transportation center", Pennsylvania Gov. Tom Ridge joined officials of Kvaerner, an international; engineering and construction group, in signing a Master Agreement to transform the dormant Philadelphia Naval Ship Yard into a world-class commercial shipbuilding facility. The new entity, Kvaerner Philadelphia, Inc. is expected to generate a total of 8,100 new jobs over the next five years. Kvaerner Philadelphia will design and manufacture container and tanker ships using the world's most advanced robotics and software technology. The Philadelphia Yard is its first shipbuilding facility in the United States. **(Maybe this means U.S. steel makers can supply some steel and the rails will move it as well. Ed. note)**

The agreement includes a public investment of \$399 million, money that will be invested in two public assets— the shipyard and job training for its workers. The public investment package includes \$182 million in state funding to renovate and modernize the yard; \$65 million in funding from the Delaware River Port Authority; \$49 million from the city of Philadelphia; and \$100 million in federal funding. In addition, the agreement also calls for the state and the city to lend Kvaerner up to an additional \$30 million, at favorable interest rates, if needed. the rest of the public money will be used to invest in job training to give the workforce the most advanced training and technical expertise they will need to make the shipyard competitive internationally. To that end, the Pennsylvania Manufacturers Association is developing a training consortium of leading high-level performance manufacturing companies. This consortium will ensure that advanced curricula and training methods developed for the yard project benefit thousands of workers in various industries across the state.

Under the signed agreement, Kvaerner has committed to establishing its North American headquarters in Philadelphia, investing \$165 million to modernize the yard over the next 15 years; purchasing the first three ships at cost, estimated to be around \$80 million; and paying up to a \$20 million penalty if it fails to reach agreed-upon employment levels. Kvaerner also will be responsible for all the cost overruns associated with the construction and operation of the shipyard. Reconstruction of the yard is scheduled to start in September 1998, with actual ship construction getting underway in June 1999. The first ship is expected to be delivered in February 2001.

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MEMBERSHIP  
EXPIRES WITH  
NEXT ISSUE  
PLEASE RENEW

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