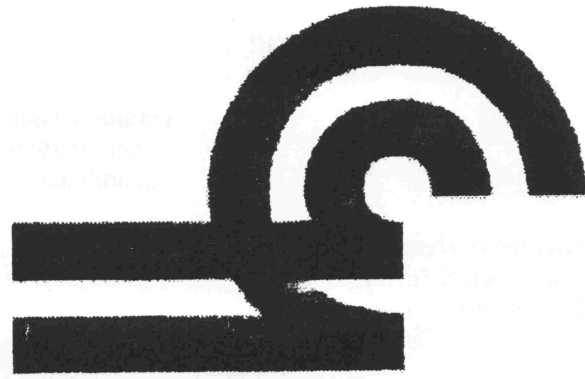
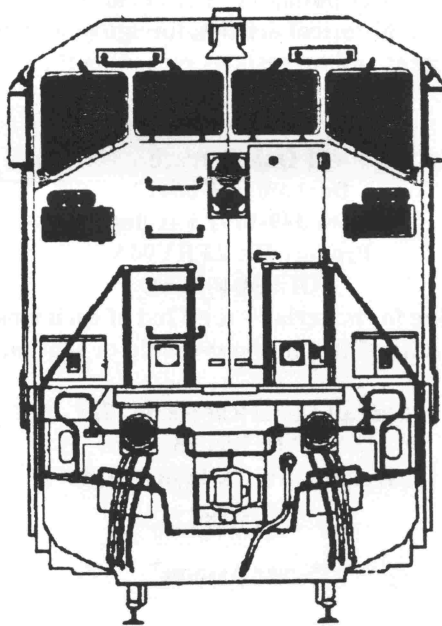


CONRAIL



Historical Society, Inc.



"The Form D"

Volume 3

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CONRAIL HISTORICAL SOCIETY INC.

"THE FORM D"

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Treasurer:	Mike Hartman		

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
AOL: SD40MAC**

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**Conrail Historical Society Inc.
P.O. Box 38
Walnutport, PA 18088-0038
Editorial**

"Never Assume"

As was stated to you in the last newsletter publication problems are now all under control. After the newsletter went out and the August one was well underway, I decided to do some railfanning up on the Chicago Line. We left Friday morning and got up to Herkimer at around 1200 noon. We checked into the hotel and went right out ready for the onslaught of trains. We took up a position at milepost 233 with had an interlocking as well as a high speed crossover from track one to two. We waited and waited and nothing arrived. No talk on the scanner. Nothing! After waiting for 6 hours you could imagine we were not in very good spirits. The only trains that came through were Amtrak. After dinner, we went trackside again figuring, well maybe it was trackwork until 1800 and then the flood gates would open up. Four hours later, and nothing!!! We went to the hotel and vowed that next morning we would have alot of trains. We were just getting to sleep, when a monstrous track train went west. We jumped out of bed, drove to our spot and waited. Nothing more arrived. The following day, we decided to go to Syracuse. As we drove up into the station, we asked an oldtimer if he knew what had happened. He told us that Conrail had gone on strike for 10 hours! That was why there were no trains. However, we stayed in the station and for the next 6 hours it was one train after another. They couldn't get them in or out fast enough. The bottleneck was unbelievable. So I guess the show that we saw more than made up for all the trains that did not run. It was interesting however, that there was alot of CSX units that were in the lead, so they are making their presence know up there. All in all it was a very good weekend and again just goes to proves that as far as the railroad goes "Never Assume Anything!!!"

CONRAIL NEWS FOR AUGUST

LMS DEAD?

LMS was formed as a partnership between General Electric and Conrail for the operations of a group of C40-8W locomotives. These units have spent time leased to Canadian national and Union Pacific over the past few years. Recently, the LMS units have had their LMS reporting marks changed in the computer systems to "Conrail". Radio transmissions are also utilizing the "Conrail 7**" in place of the LMS. This move is apparently a precursor for the division of all of Conrail's locomotive assets. The LMS units will be included in the overall roster for separation. Some of the units have had small CR or "Conrail" stenciled in the cab interior, but none have been reported with exterior physical changes. (Eastern Railroad News)

NORTHEAST PERSONNEL ADDED

Some current Conrail staff have been added to the Norfolk Southern team to serve here in the Northeast. Timothy P. Dwyer, senior vice-president of Conrail's Unit Train Service group, will join Norfolk Southern as vice-president of marketing services in Philadelphia, effective August 23, 1998. Robert A. Bartle, currently Conrail's division superintendent in Pittsburgh, will join Norfolk Southern as superintendent of the Pittsburgh Division, with his office in Pittsburgh. David L. Wilson, currently Conrail's general manager of Transportation and Customer Service, located in Dearborn, MI, will join Norfolk Southern as the superintendent of the Dearborn Division, with his office in Dearborn, MI. Gilbert S. Kovar, currently Conrail's division superintendent in Philadelphia, will join Norfolk Southern as the superintendent of the Harrisburg Division with offices in Harrisburg, PA. (Norfolk Southern News Wire)

MILEPOST IDENTIFICATION SYSTEM IN PLACE

The Milepost Identification Conrail implementation team has completed its goals. The team was responsible for assigning milepost identification descriptions to Conrail lines for compatible use in NS' computer systems. It is essential to the activities of other implementation teams,

such as those involving transportation and payroll, that these identifications be established in the system. The Milepost Identification team was comprised of NS personnel from various departments. NS solicited the active involvement of Conrail people. There are more than 500 Conrail lines in the PRR and Shared Assets Areas. The team had to assign unique prefixes, suffixes, and line codes to all of these lines so they would not conflict with existing NS lines. Conrail did a lot of work ahead of time, such as coding the data behind the Conrail system map. (Railway Age, July 1998)

OCS GOES TO THE BULLPEN

Problems plagued the OCS-401 before it departed Altoona. The train departed thirty-two minutes behind the schedule, at 1202 with E8's 4020, 4021 and nine cars. While enroute to Harrisburg, the train encountered several portions of the Pittsburgh Line that were being operated as single track, under maintenance of way. After a two hour late departure from Harrisburg, the train was finally making progress in catching the advertised schedule. Apparently the trip was not to go any better as the night continued. At CP-Field, PA, the train experienced problems with the 4020, and the unit was incapacitated in what originally was reported as a derailment. The call was made to the Altoona Bullpen, where 4022 was hurriedly readied and sent east as an ENS-402. The unit was spotted at Harrisburg to take the place of the 4020 for the following day's trip. OCS-101 had departed Philadelphia on the morning of July 22 with C40-8W leading. OCS-101 had a nearly on-time departure from Philadelphia. The train was nearly thirty minutes early into Harrisburg with the 6145 isolated and the E8A doing all the pulling. Apparently, both E8A's 4020 and 4021 were running around the train at CP-River. While crossing over from track #1 to track #2, E8A 4020 derailed all axles on the lead truck at approximately 2240. A Conrail block truck arrived after 2300 and with the assistance of Amtrak 770 rerailed the 4020. 4020 was rerailed by 0150. The unit was taken to Camden-Pavonia Yard on the EXC-150 behind a Conrail GP-15-1 where minor repairs and further investigation of the unit was completed. The cause

of the incident was under investigation.

MORE CURFEWS

In addition to the continued River Line and Lehigh Line daylight closures, the Lurgan Branch again observed a maintenance curfew for the week of July 27. Between the hours of 0700 and 1600, maintenance crews were installing new panel track. No other extra trains were dispatched in either direction, including coal from CSXT.

INTEGRATION OF CONRAIL TERMINALS ON SCHEDULE

CSX Intermodal's Terminal Operations is on schedule to successfully integrate Conrail's Intermodal terminals with the existing CSXI terminals. The new CSXI will be comprised of 15 new terminals, with field operations organized into two divisions. The Northern Division will include all the new Conrail terminals as well as all of the terminals in Chicago, Philadelphia, Baltimore and Little Ferry, NJ. The Southern Division will include all other CSXI terminals, including those in the West. Trains running on the former Conrail lines will have essentially the same schedules, with transit times as good or better. Employees at the Conrail terminals will continue to use the same computers and technology as before.

CONRAIL STRIKE

Conrail workers went on strike at 0600 on Friday, August 14th, to protest the use of contractors to build two miles of track in Maryville, Ohio. The walkout temporarily shut down the railroad for about 10 hours. Conrail received a temporary restraining order from a U.S. court that required the striking workers to go back to work less than 12 hours after they had walked off the job. The Federal District Court of Philadelphia issued the order at 1520 requiring approximately 3,400 striking Brotherhood of Maintenance and Way employees to return to their jobs of building and maintaining the tracks. A court hearing is set for August 27 to attempt to settle the dispute.

A DAY ON THE CHICAGO LINE

by
Kindschy

My sister and I leave home at 0245 on 07-20-98 and we arrive at LaPorte, IN at 0505. this is CP463, the east end of a controlled siding and the location of a pair of high speed crossovers. It also is the top of the ruling grade for eastbounds between Chicago and Elkhart. I fall asleep for about an hour and am awakened by the following:

Time	Symbol	Consist	Comments				
				1125	ELKA	CR6251, 6455 (C40-8W, SD40-2)	
0600	TV-204X	CR5552, 6144 (SD60M, C40-8W)	Long intermodal on Track #2	1140	BRPI	CR 6472, 6842 (SD40-2, SD60)	
0600	NPSE-0	CNW 8715, SP9313 (C44-9W, SD45T-2)	Just as the end of TV-204X clears on Track #2, he comes by on Track #1. He will cross over and be behind the TV train.	1150	ELIH-0	CR 6081, 6123 (C40-8W, C40-8W)	
0625	MAIL-8	CR 6775, 6227 (SD50, C40-8W)		We leave, get lunch at MacDonaldsand enjoy the air conditioning. We then drive east to Saugany Lake, IN. There is apparently an accident somewhere in the vininvity of Southbend, IN. The dispatchers asks Amtrak #49 (The Lakeshore Limited) if he will be moving soon. he needs to know what to do with all these trains. The Amtrak train will be moving soon through the accident site at approximately 10 mph. We move on to New Carlisle, In and bake for an hour in the sun on the hillside awaitng action.			
0700	ELNP	UP 7122, 7121 (AC4400CW, AC4400CW)	Brand spanking new				
0710	INEL	LMS 716, CR??, NREX, NREX NREX, (C40-8W, ??, U23B, All NREX units U23B, U23B)	are dead in tow, 1 NS high-nose, 2 UP low nose	1405	#49	AMTK 83, 73	16 cars, no road railers.
0720	ELBN	CR6126, 5636 (C40-8W, SD60I)	91 Cars	1435	PIBR	CR 6748, 6099 (SD50, C40-8W)	
0820	#29	AMTK 802, 29 +2 MHC	1 baggage, 9 superliners, 8 express cars.	We finally sucumb to the 95 degree heat and 100% humidity. We decide to wait for the rest of the parade at Hudson Lake.			
0840	ELBR-0	CR 6801, 6810 (SD50, SD50)	73 Cars	1510	ELSF-0A	CR 5565, 6752 (SD60M, SD50)	
0920	SFSE	CR 6490, 5006 (SD40-2, B36-7)		1520	SFEL	CR6086, 6196 (C40-8W, C40-8W)	
				1525	RAI-101	CR 6464 (SD40-2)	25 loaded CR flat- cars of welded rail plus 2 flats for unloading.
				1540	ENS-5BH	CR 3327, 3323 (GP40-2, GP40-2)	Light engine move
0940	WDGI-3	CR6971, 6458 (SD40-2, SD40-2)	INLX empty coil cars	The sun gets bad, so we move to Woznial Road, Porter, IN. There is a bridge over the tracks here. It is also in the middle of Otis Hill (as I think it is called). It is less than 1%, but it will bring a 2-unit 100-car train to its knees.			
1050	MAIL-9	CR6799, 6103, 5561, 6785 6112, LMS 715, (SD50, C40-8W SD60M, SD50, C40-8W, C40-8W)		It begins to grow cloudy, so we drive into South Bend. We miss westbound UBH-155 and TV-61X at Lydick between 1600-1615. We arrive at Arnold Street in South Bend, IN where Conrail and GTW split up, heading west.			
1115	BREL-0	CR6279, 6432 (C40-8W,SD40-2)		1650	ELPR-0A	UP 511,CR5689,SP9314 9631, CR536 (C30-7, C30-7 SD45T-2,GP60, C30-7)	

1710 #392 CN 5622, 5689 (SD70I, SD75I) 75 Cars trailing.

1715 #469 GTW 5901, 5919 (SD40, SD40) 40 Cars 2115 MP 137.7 long eastbound van train with 5588 in the lead. hard to get all the engine numbers in the dark. APL single stacks and TOFC.

Note: Both trains reported through South Bend with no delays. GTW Train Dispatcher seemed surprized, delays are usually the norm. However, the reason became apprent because Conrail up and dies. We broke for dinner at 1830, after over an hour of inactivity. From there, we moved to CP 426, the east end of Elkhart Yard.

2145 NESE with 6550, 6565, 6552 with 113 cars

2345 Unknown westbound with 6588, 6581, 2017 and another unidentified unit. 120 + cars. I think it was SPSE.

1925 ELSF-0B CR 6279, 6432 (C40-4-W This power came Saturday, July 25
SD40-2) in on BREL

1935 TV-24 LMS 700, CR6468 (C40-8W Heads down the 0050 MP 137.7 TV5 with 109 cars. 6745 and two unidentified units.
SD40-2) early bird track

1945 MGL-39CR 5064, 3326 (B40-8, 62 NSAX/CR 0120 Eastbound with 4128 and another unidentified unit with
GP40-2) Coil steel loads 50 + cars.

0137 TV7 with 5602, 6738.

Next, we move to the Amtrak Station in Elkhart. This is where the Kalamazoo Secondary splits off the Chicago Line. This is als where the Chicago Line takes a turn to the Southeast, heading towards Goshen. there are some neat signals as well as neat trackage here.

2010 TV24 Finished fueling and departs Elkhart on the main and heads towards Boston, MA 0225 ML 433 with 4107 and 2 other units with 40 cars.

2025 ELCO CR 6515, 6436, LTEX 940 in yellow paint 0239 TV14 with 6185 the leader relatively short train.
LTEX 940 (SD40-2 looked like an ex-CanFor unit. He pulled slowly out of the yard, then got a red-yellow-red signal following TV24. He took off west and so did we. 0250 Eastbound bare table train with 6199 and 6812. Long train with no loads.

0256 TV 79 with 6174 and 6812. Very hshort less than 10 cars.

0435 TV13 with 6158 in the lead. Evergreen stacks and TOFC. By this time sleep has overtaken me and I can barely arouse myself enough to get the leaders number.

0525 SEBO with 4125 in the lead.

So ended our little trip to northern Indiana. At the IN/MI border we hit a storm with 100 mph winds, hard rain and a lighting show like I have never seen. We never drive out of it and arrive in Lansing at 0030 with thunder crashing all around.

After breakfast, I move down to MP 147 where the west slope of the Berkshires begins east of Pittsfield.

0852 ML482 with 6127 and two unidentified units trailing with 81 racks.

0905 SESP with 4102 in the lead.

24 HOURS ON THE BOSTON LINE
by
Stephen H. Cole

Back at the bridge at the summit MP 138.85

I left Friday, July 24 for the Berkshires and Washinton Summit to try to record as much Boston Line action as possible in 24 hours, as part of my own miniscule attempt to document Cinail's final days.

1012 TV6 with 6793, 6825, and 5527 with stacks and TOPC.

1930 MP 139.85I arrived at the bridge to see eastbound van train with 4127 leading 4101. A mixture of single stacks, Schneider, J.B. Hunt, UPS, etc. Lacking radio confirmation, I assume this to be TV24.

1030 BOSE with 6553, 4129, and 4118

1130 SELA with 6551, 6552, 6550 and 57 cars.

1200 TV9 with 5514 in the lead.

1938 Amtrak 449 with Genesis 21 and 94 and two F-40's

1415 SENE with 4 C30-7's with 57 cars

1425 LASE with 6559 and 6564 and two other units with 90 cars with alot of grain cars.

Back at MP 137.7

1540 Ballast Extra west with 3324, 6576, 6499 and 1959.

1550 SEFR with the 4104 and 4107

On the drive home:

1615 FRSE at Chester with Ballast Express C32-8 for the leader

1930 TV7 leaving Beacon park with 51 loaded tables and 3 empties.

So, in 24 hours I have 26 spotted trains, however, i missed NESE, ML439, 448/449, but all in all a productive 24 hours.

FREQUENTLY ASKED QUESTIONS

Sean 121982 asks:

I was out at the Juniata Shops in Altoona on July 24 and I saw a grey unit numbered "Q#1" out back of the old E&M shop by the turntable. It was painted grey and was almost completely disassembled. I think it belongs to Conrail and resembles an SD45. Could anyone give me some information on this unit

Kevin Burkholder responded:

Sean, this is a test bed for prime movers and other assemblies that Conrail may be installing. This unit has had several prime movers over the years and you are correct, it is an SD45 in its previous life.

William J. Enser asks:

Can anyone tell me the history on the Theater Car that is part of the OCS train. Did Conrail build it or did it come from somewhere else?

Dan Cupper responded:

Conrail #9 is a former CN coach converted by Conrail to theater car configuration.

Dan Rapak ask:

The YPHB trains that service the Hill Industrial Trck..do they originate in Enola or Harrisburg Yard. If they originate in Enola, do they work at Harrisburg Yard at all?

Alex Lang responded:

YPHB originates at Harrisburg Yard. sometimes they go to Enola first, sometimes they don't. it depends on the specific job.

What is the route of LAPI (Lane, PA to Pittsburgh)? Does it work at Enola?

LAPI is actually Lancaster, PA to Conway, PA. It is routed off of the Columbia Secondary to the Port Road Branch. The train

does work at Enola before continuing west.

What is the route of PIES (Pittsburgh to Harrington, DE? via Enola?) Again is it the Port Road or Harrisburg Line?

PIES operates via Enola, then the Port Road Branch south to Perryville, MD before heading east on Amtrak. The train connects with Conrail's Delmarva Secondary at Davis, DE.

What are the routes, symbols and schedules of unit trains that operate in the area?

Units trains are many. However, I will list for you the regulars with their destinations and lines of normal operation.

UIR- Indian River, DE coal from CSXT or NS to Enola over the Lurgan Branch.

UDP- Palmero, NJ coal from CSXT over the Lurgan Branch.

UDK- Carney's Point, NJ from CSXT over the Lurgan Branch.

UDE- Edgemoor, DE from CSXT over the Lurgan Branch.

UBT- Baltimore, MD from Conrail over the Port Road Branch, the Pittsburgh Line to Enola to Amtrak.

UCS- Baltimore-Chase, MD from Conrail. Same as above.

UFY- York Haven, PA from Conrail (PP&L) Pittsburgh Line to Enola to the Port Road to the York Secondary.

UIR- Indian River, DE from CSXT to the Lurgan Branch to the Port Road to Amtrak to Delmarva Secondary.

UKD- Dover, DE from Conrail to the Pittsburgh Line to Enola, the Port Road, Amtrak, and Delmarva Secondary.

ULK Baltimore, MD from Conrail, Pittsburgh Line to Enola, Port Road, Amtrak

UPH- Herbert, MD same as above

USG- Spring Grove, PA to Conrail same as above (rare train)

UUY- York, PA from Conrail same as above (rare train)

UXC- Baltimore, MD from Conrail or RBMN Enola, Port Road, Amtrak RBMN: Harrisburg Line to Enola.

UBB- Bethlehem, PA Pittsburgh Line, Harrisburg Line via Rockville

UCH- Carney's Point NJ same as above.

UCP- Cromby, PA same as above.

UDK- Carney's Point, NJ, CSXT, Lurgan, Harrisburg

UDP- Palermo, NJ same as above.

UEP- Eddystone, PA- Pittsburgh Line, Harrisburg via Rockville

UFM- Martins Creek, PA same as above

UMR- Reading, PA same as above

UPS- Portland, PA same as above.

UAP- Annville, PA to Pavonia, NJ Harrisburg Line then east.

XAN- Pavonia, NJ to Annville, PA empty hoppers to Annville and Enola.

UFD- Shamokin Dam, PA- rarely operated, Pittsburgh Line to Buffalo Line via Rockville

UFS- Strawberry Ridge, PA same as above

USD- Shamokin Dam, PA same as above

Conrail does not operate unit trains with any type of schedule- When the mine calls, the crews are called and the train is set up in the system computer on proposed times. The empty hoppers are any symbol beginning with and "X". Hoppers to CSXT on Lurgan: XCX, to NS-XNS; XNS to RBMN at Reading-XBM.

CONRAIL PREDECESSORS PART I CENTRAL OF NEW JERSEY

by Scott Cerreta

Editors Note: Each month I will be telling you a story of each of the railroads that Conrail had acquired when it was formed in 1976. I hope that these articles will bring back a lot of memories to a lot of our readers and I hope that you will enjoy it. Any comments or suggestions or complaints or any facts that you would like to add would be greatly appreciated. Thanks and I hope that you enjoy. This month we will do the Central of New Jersey.

The Central of New Jersey's (CNJ) earliest ancestor was the Elizabethtown & Somerville, a horse railroad opened in 1831. By 1836, the horses had given way to steam, and the road was extended west to Somerville. In 1849, E&S was purchased by the Somerville & Eastern Railroad, which then adopted a new name: Central Railroad Company of New Jersey. By 1852, its line reached Phillipsburg, on the east bank of the Delaware River. Twelve years later it was extended east across Newark Bay to Jersey City, and additional branches were acquired, including the New Jersey Southern in 1879. CNJ next extended its lines into Pennsylvania, relying on the Lehigh Coal & Navigation Co. to do the actual construction. Its main line through the Keystone State, which was completed in 1866, ran from Phillipsburg to Wilkes-Barre. A notable feature of this line was the Ashley Planes, a stretch of line which was so steep that cables driven by stationary engines were required to simply move the trains. Further leases then extended the line to Scranton in 1888. Most of the traffic on CNJ's Pennsylvania lines consisted of anthracite coal, much of which was produced by subsidiaries of the railroad. This questionable practice, however, was subsequently banned by the Commodities Clause of the 1920 ICC Act; the clause forbade railroads from hauling freight in which they had no interest. In the mid-1880's, CNJ was leased and operated by the Philadelphia & Reading, with which it formed a New York-Philadelphia route. CNJ resumed its own management after a reorganization in 1887. By 1901, however, control of CNJ reverted to P&R's successor, the Reading Company. In 1929, on the eve of the Depression, CNJ put into service the *Blue Comet*, a deluxe coach train operating twice daily between Jersey City and Atlantic City. Painted a brilliant blue, the *Comet* offered the ordinary coach customer a plush, cushioned interior far surpassing the level of accommodations found on other lines. In fact, the *Comet* preceded (by several years) the coach streamliners that exploded into popularity during the late 1930's and 1940's. Unfortunately, the competition of automobile traffic to and from Atlantic City proved too stiff for the *Comet*, and it was retired in 1941. To try and compete with the lure of automobiles, in 1944 CNJ decided to hire an artist to update its image. Overnight, CNJ trains were emblazoned with a new emblem—in the morning passengers on Jersey Central were greeted by a patriotic rendering of the Statue of Liberty, symbol of freedom in America. CNJ began to falter in the post-war years. Revenues were off for both its passenger traffic—which mainly consisted of commuter service—and its freight business, three quarters of which terminated on the line. To add to CNJ's woes, New Jersey's heavy tax burden cut revenues even further. In an attempt to avoid heavy New Jersey taxation, CNJ's Pennsylvania lines were organized in 1946 as the Central Railroad of Pennsylvania. Nevertheless, CNJ resumed control of the lines in 1952. During the next two decades, anthracite coal traffic sharply decreased. Accordingly, CNJ ceased operations in Pennsylvania in 1972. CNJ continued to maintain a small car-float terminal across the Hudson River in the Bronx. The terminal was the site of the first successful Class I railroad diesel operation. Over the years CNJ managed an extensive marine operation on New York Bay, including a steamer line to Sandy Hook. CNJ's last marine service, a ferry line between Manhattan and CNJ's Jersey City rail terminal, ceased operations on April 30, 1967. This was the terminal's final day as well; the following morning CNJ passenger trains began originating and terminating from the Pennsylvania Railroad station in Newark, where New York passengers could transfer to either PRR or Port Authority Trans-Hudson trains. In 1967, high expenses, low revenue and heavy taxation forced CNJ to file for bankruptcy. Though it drafted elaborate plans for reorganization, as neighboring railroads collapsed, CNJ gave up hope. Finally, in 1976, the Central Railroad of New Jersey was dissolved. Conrail took over CNJ's railroad properties and freight operations, while NJ Transit purchased CNJ's commuter lines. Two of CNJ's favorite or classic locomotives was the Brooks built No. 162 4-6-0 Ten Wheeler. Its engine weight was 183,000 lbs. with a boiler pressure of 210 p.s.i. and a tractive effort of 31,994 lbs. The other favorite was the Baldwin built DR-4-4-1500 with road numbers 70-78. It was built in 1947 and had a 3000 h.p. engine and the engine weight was 271,000 lbs.

FAST FACTS ON THE CENTRAL OF NEW JERSEY

Famous Train: Blue Comet

Key Executive: Earl T. Moore

Key Merger/acquisitions: Into Conrail

Location of headquarters: New York, New York

Registration mark: CNJ

Peak year of operation: 1939

Peak miles of rail: 711

Peak number of locomotives: 398

Peak number of freight cars: 12,263

Peak number of passenger cars: 628

SD70MAC SAGA CONTINUES

Conrail's newest additions continue to hold down various assignments. The MAC's are in various service areas. 4138-4141 are being operating on the Ellsworth Secondary, a four axle only line. These units are operated on both ends of the train that is being moved. The trip to Mine Eighty four, formerly Bethlehem Mine 60 near Ellsworth, takes nearly three hours from Shire Oaks to the mine. Several "slow" orders dot the line, while various maintenance projects are being performed. The units seem to be workhorse of the Mine 84 operations. They are currently working on an approximate 10 hour cycle time from shire Oaks yard. The first pair of MAC's apparently ended their taconite hauling service. On July 17th, the pair was headed for Shire Oaks behind Conrail C40-8W 6270 and B36-7 5010 on XSG-12C, an empty hopper train. These units resemble units that would have been ordered by either ATSF or SP. They are a modelers delight for super detail. The cab roof is cluttered with an air conditioner box and ground plate with Sinclair antenna for the end -of-train-device. The long hood roof has air lines running the length from the engineers side of the cab. These lines supply the five-chime horns that are centered on the long hood. Near the horns, and on the long hood, a firecracker-type antenna for the radio is placed. They are also equipped with HTC-R radial trucks. The cab side numerals are not a font-type familiar to Conrail or NS. On July 20 the 4133 was roaming the eastern half of the system with DC units. Often the unit is trailing due to lack of cab signals. The unit did go into the lead yesterday (July 19) on ALHB-0 which operated in non-cab signal territory. The remainder of units continue to provide general service. The 4138-4140 continue to haul coal in Southwestern Pennsylvania. Conrail units 2560-2562 entered service, after the 2560 departed Altoona on the 26th on an ENS-401 light engine move and the 2561 and 2562 powered the ATPI-6X. 2557 and 2558 are continuing to work in the Ashtabula-Mingo Jct. taconite/hopper pool. 2559 was still reported at GNLG, II for fule testing as of the 27th. The 2563 and 2564 are in various stages of paint and will likely road test very shortly. 2565 through 2571 are now at different levels of construction. Several fram and truck ass embles are on hand for the 2572-2574.

WHERE ARE THEY?

Each month we will try to keep you up-to-date as to where some of the more exotic and hard to find Conrail units are on the system. This month we track the whereabouts on August 4, of all the 1600 series units that are on the system.

UNIT	LOCATION	DATE	SYMBOL	UNIT	LOCATION	DATE	SYMBOL
1600	INDY	08-04	YSAV40	1621	ABRAMS	08-04	WPAB20
1601	INDY	08-05	YSAV39	1622	ENOLA	08-03	PILA2
1602	INDY	08-05	WSAV01	1623	DILLER, PA	08-03	WPLA85
1603	INDY	08-05	WSIT72	1624	DILLER, PA	08-05	WPLA03
1604	BIGFOUR	08-02	YSAV40	1625	DILLER, PA	08-04	WPLA80
1605	INDY	08-05	YSIT64	1626	ENOLA	08-04	RHLA3
1606	BIGFOUR	08-02	YSAV40	1627	DILLER, PA	08-03	WPLA81
1607	INDY	07-22	WSIT72	1628	PORTER, DE	07-24	WPNK20
1608	BIGFOUR	08-05	YSAV39	1629	ANNVIL, PA	07-28	WPLE33
1609	BEEGROVE	08-05	YSITO5	1630	ALTOONA	08-05	ATPI5
1610	INDY	08-04	YSAV40	1631	ENOLA	08-05	PIBA5
1611	WSPRING	08-04	WSCS04	1632	WILMIN, DE	08-05	YPDO3
1612	BIGFOUR	07-29	YSAV40	1633	ABRAMS	08-05	YPBA02
1613	INDY	06-02	YSIT64	1634	EDMOOR	07-15	EDAL5
1614	INDY	07-31	YSTF01	1635	PORTER	07-24	WPNK20
1615	WTAREN, PA	07-24	WIET03	1636	MORRISVIL	08-05	WPBS02
1616	BIGFOUR	07-29	YSAV39	1637	STCREK, PA	08-01	WPSC09
1617	BIGFOUR	08-05	YSAV39	1638	ABRAMS	08-04	WPAB20
1618	BEEGROVE	08-05	YSIT05	1639	PAVONIA	07-28	WPCA20
1619	CRESTLINE	08-05	INPI4	1640	STOCREK	07-31	WPSC09
1620	ENOIA	08-03	ENG104	1641	PHILLY	07-22	YPFI10

SD70MAC LOCATIONS

JULY 17

UNIT	DATE	SYMBOL
4130	07-08	ELPI-7
4131	07-15	INEL-5
4132	07-15	ML-488
4133	07-16	PIBE-5
4134	07-16	ELIN-5
4135	07-17	ML-488
4136	07-16	PIAT-5
4137	07-16	ELIN-5
4138	07-16	UND-32
4139	07-16	UND-32
4140	07-16	UAZ-857
4141	07-16	UAZ-857
4142	07-17	INSE-6
4143	07-15	INEL-5
4144	07-17	INSE-6
2557	07-16	XAY-67
2558	07-16	XAY-67
2559	07-16	PIEL-6A

JULY 20

4130	07-08	ELPI-7A
4131	07-20	ZWW-460
4132	07-19	TOPI-9
4133	07-21	ALHB-0
4134	07-21	ML-482
4135	07-19	TOPI-9
4136	07-16	PIAT-5
4137	07-21	ML-482
4138	07-21	UPS-392
4139	07-21	UPS-392
4140	07-20	UWZ-449
4141	07-20	UWZ-449
4142	07-20	BUTO-0
4143	07-20	SEEL-9B
4144	07-20	BUTO-0
2558	07-21	ZWW-460
2559	07-21	GMLG-TEST
2560	07-21	NOT ASSN
2561	07-21	NOT ASSN

JULY 22

4130	07-22	PINF-1
4131	07-21	ELIN-1
4132	07-22	PINF-1
4133	07-22	BAPI-0
4134	07-22	ML-403
4135	07-19	TOPI-9
4136	07-16	PIAT-5
4137	07-22	ML-403
4138	07-22	UUS-1
4139	07-22	UUS-1
4140	07-21	UPS-392
4141	07-21	UPS-392

4142	07-22	STIN-2
4143	07-21	ELIN-1
4144	07-22	STIN-2
2258	07-22	XAY-74
2259	07-22	GMLG-TST
2260	07-22	NOT ASSN
2261	07-22	NOT ASSN

JULY 23

4130	07-23	ELBU-3
4131	07-23	ELIN-1
4132	07-23	ELBU-3
4133	07-23	PINF-2
4134	07-22	ML-488
4135	07-23	PINF-2
4136	07-16	PIAT-5
4137	07-22	ML-488
4138	07-23	UIR-282
4139	07-23	UIR-282
4140	07-22	UIR-278
4141	07-22	UIR-278
4142	07-22	STIN-2
4143	07-23	ELIN-1
4144	07-22	STIN-2
2558	07-23	ZWW-662
2559	07-22	GMLG-TST
2560	07-22	NOT ASSN
2561	07-22	NOT ASSN

JULY 27

4130	07-27	CAAL-7X
4131	07-27	INSE-6
4132	07-27	CAAL-7X
4133	07-27	ELIN-6
4134	07-25	PISE-3
4135	07-27	ELIN-6
4136		NO REPORT
4137	07-25	PISE-3
4138	07-26	UMP-362
4139	07-26	UMP-362
4140	07-26	UMP-356
4141	07-26	UMP-362
4142	07-26	ML-460
4143	07-27	INSE-6
4144	07-26	ML-460
2557	07-26	ZWW-668
2558	07-26	ZWW-668
2559	07-27	TESTING
2560	07-27	NOT ASSGN
2561	07-26	ATPI-6X
2562	07-26	ATPI-6X

NEW TRAIN SCHEDULES

SEPW

Selkirk, NY to P/W Worcester, MA
Manifest Freight and Double-Stacks
Established effective 08-17-98
Operates Tuesday through Friday

Note: Established to eliminate extra sections of train SEFR

Selkirk, NY	14:00 EST
CP-150 MA	16:00 EST
West Springfield, MA	18:30/19:30 EST
P&W/Worcester, MA	22:00/23:00 EST
Worcester, MA	23:15 EST

PWSE

P&W/Worcester, MA to Selkirk, NY
Manifest Freights and Double-Stacks
Established effective 08-17-98

Operates Wednesday through Saturday

Note: Established to eliminate extra sections of train FRSE

Worcester, MA	11:00 EST
Palmer, MA	12:30/14:30 EST
CP-150, MA	17:15 EST
Selkirk, NY	20:00 EST

CONRAIL SHORTS

The CSX-NS Grays Ferry connection between the Conrail Arsenal Running Track originates at CP Field on the Harrisburg Line and connects the "High Line" (to the NEC) adjacent to the NEC and CSX's line across the Schuylkill River is well underway. The roadbed is all set and truckloads of ties are being delivered.

On August 5th, a Conrail engine crew was fired upon around 1700 in Anderson, IN. The engine crew dove for cover when one of two teen aged boys pulled a rifle out from under his jacket and fired at the cab. The boys then walked across a field toward a major street. The crew was not injured and the boys were not found.

Effective at 1500 EST on July 27, the Niagara Branch Dispatcher became known as the Lake Shore Dispatcher. The Chicago line territory that this dispatcher controls will encompass CP-2 (inclusive) to CP-97, and will monitor radio channel 3 (160.860 MHZ). The Terminal Dispatcher, who will continue to monitor Channel 1 (160.800 MHZ), will control the Chicago Line between CP 429 and CP 2 (Exclusive), along with the Belt Line, Niagara Branch, Lockport Branch, Somers RR, the Avenue Running Track and the Wonalancet Running Track.

TIMETABLES FOR SALE:

SYSTEM #2: PITTSBURGH AND PHILADELPHIA

SYSTEM #3: PITTSBURGH AND PHILADELPHIA

SYSTEM #4: PITTSBURGH, PHILADELPHIA, AND SYSTEM #4

SYSTEM #5: PITTSBURGH, PHILADELPHIA, ALBANY, AND SYSTEM #5

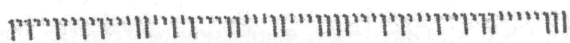
COST IS \$3 PER TABLE, FOUR FOR \$10 . PLEASE ADD \$3 FOR SHIPPING AND HANDLING

RAILROAD VIDEOS: CONRAIL ON THE B&A, THE POWDER RIVER BASIN. COST IS \$19.95 PER TAPE, ADD \$3.50 POSTAGE AND HANDLING PER TAPE.

PAYMENT TERMS: CASH, CHECK, VISA, MASTERCARD, DISCOVER AND AMERICAN EXPRESS. MAKE CHECKS PAYABLE TO" CRHSI, 51 OAK TERRACE, DURHAM, CT 06422

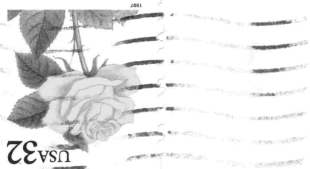
APPLICATION FOR MEMEBERSHIP:

NAME: _____ ADDRESS: _____ STATE: _____ ZIP: _____ TELE #: _____



02521-0009

Richard D. Hughes
P. O. Box 961
Dover NH 03821-0961



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