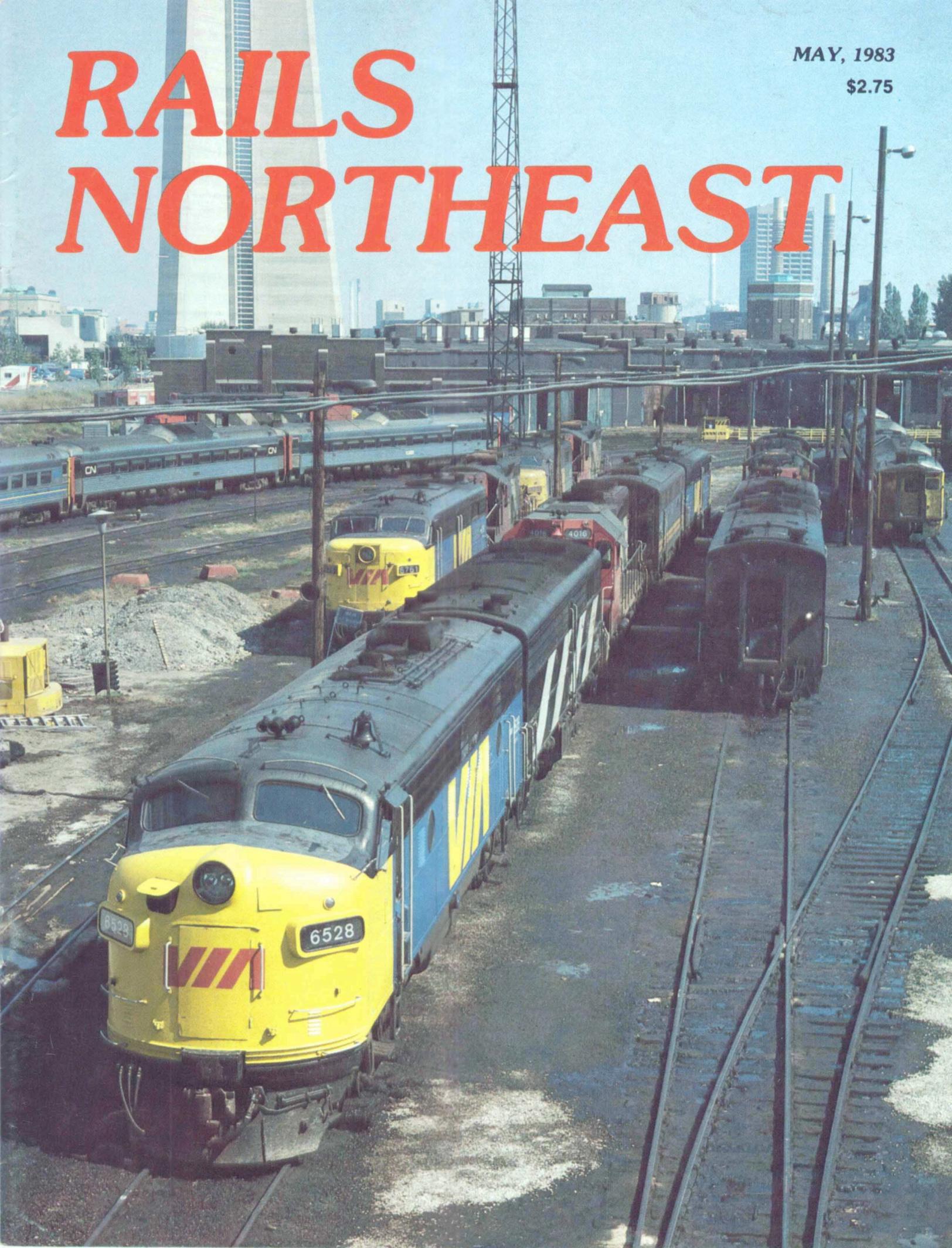


RAILS NORTHEAST

MAY, 1983

\$2.75





GE GETS \$50 MILLION RAIL JOB

General Electric was awarded a \$50-million contract by the Burlington Northern to build 67 3,100-HP B-units. Also, part of the agreement was an interesting application. The BN will acquire and put into service this year three advanced prototypes of a new generation of GE locomotives, which are scheduled to be introduced into the market in 1985. Also part of the agreement was the fact that GE will undertake an intensive two-year research and development program directed toward the design of a locomotive using processed coal in an internal combustion engine. -Wall St. Jrnl.

SANTA FE/N&W MARRIAGE ?

The Santa Fe and the Norfolk Southern have admitted the fact that a possible marriage was being considered last year. Recently it was announced that the NS had acquired 5% of Santa Fe's common stock. Keep an eye on this possible transcontinental. -Wall St. Jrnl.

LAKE COAL SHIPMENTS DOWN

Coal exports through the Great Lakes have been down due to the rate edge established by East Coast ports. Because of a surplus of shipping capacity on the East Coast in ships of 60,000 to 90,000 ton capacity, East Coast ports lowered rates which gave an edge over Great Lakes ports. Efforts will be made to reverse this change according to sources. -Jrnl. of Commerce.

ROADRAILER APPROACHES BLACK INK

The Empire State Xpress intermodal service which began four months ago between New York City and Buffalo, NY is reaching profitability, according to Robert Reebie, president of RoadRail Transportation Co. which offers the service. The service operating six days a week is operating with at least 25 New York City bound loads every day should soon be up to 35 loads.

RISING SUN SCORES AGAIN

Import of tapered roller-bearings from Japan, West Germany and Italy may be injuring domestic producers. The heavy-duty tapered roller bearings used by rail car makers is under investigation by the Commerce Department. However, expect a white-wash of the entire issue like all the other white-washes by the government. Maybe when it is too late this county will wake up to the fact we do more for foreign governments than we do for our own people. -Editor.

CN POSTS BIG LOSS FOR 1982

The Canadian National Railway System posted a \$223-million dollar loss for 1982. \$120-million of the loss was due to write-offs of the investments in the Cast shipping group and the Central Vermont Railway. -Wall St. Jrnl.

GE GETS CONRAIL ORDER

GE received an order for 60 new 3,700-hp C-C diesel electric locomotives. The units will be leased and scheduled for delivery for the second half of this year. -Wall St. Jrnl.

CHESIE RECALLS FURLOUGHED

Chessie System announced the recall of 47 of 198 furloughed workers at its Brunswick, MD yard repair shops. -Washington Post, Gary Jani.

NORFOLK SOUTHERN TO CLOSE DC OFFICE

The Norfolk Southern Corp. plans to close its Washington, D.C. office, the former headquarters of the Southern Rwy, and transfer most of the 500 employees to Norfolk, Atlanta or Roanoke. -Gary Jani, Washington Post.

NTSB PUSHING FOR NEW RULES CONCERNING DRINKING ON RR'S

The National Transportation Safety Board is pushing for new regulations concerning the problem of drinking on duty by train crews. The Board is pushing for regulations similar to that maintained by airlines. -Washington Post, Gary Jani.

CONTRACTS ANNOUNCED IN REPAIR OF SUBWAY CARS

Gov. Cuomo of New York announced the awarding of \$30-million in contracts to rehabilitate 300 subway cars at plants in Brooklyn and Hornell, NY. Morrison-Knudsen would open a repair yard at Hornell to rebuild 200 cars and NAB Inc. will rebuild 100 cars at the Brooklyn Army Terminal. -Peter Brill, NY Times.

ICC DEREGULATES EXPORT TRAFFIC

The ICC voted to deregulate railroad boxcar freight traffic and rail shipments of coal bound for export. The ruling will mean that the railroad industry's "captive" traffic in export coal will no longer have regulatory protection against "potentially excessive" rates. -Wall St. Jrnl., Peter Brill.

ROCK COMMUTERS CAN PLAY PAC-MAN ON COMMUTER RUNS.

Commuters on the Rock Island Line will be able to wet their whistle and play Pac-Man on their way home as of March 7th. They will also be able to buy coffee and rolls while riding to work. The lounge cars are modified versions of the RTA's existing bi-level cars. -Chicago Sun.

RTA RIDERSHIP PLUNGES

Commuter ridership on the Chicago RTA has dropped by 25% since fares were doubled in 1981. CTA ridership hit its lowest level -616 million - since 1975. -Chicago Sun.

PHILLY-ATLANTIC CITY TRAINS BY 85

Trains could be running between Philadelphia and Atlantic City, NJ by 1985, New Jersey officials predicted. A \$30-million appropriation will fund the project. -Phila. Inquirer, Anthony Morlando.

CONRAIL ELECTRIC GOING TO ROANOKE MUSEUM

Conrail E33 #4604 will go to the Roanoke Transportation Museum. It will be repainted and lettered Virginian.

CSX PARTNER IN REAL ESTATE DEAL

CSX Corp. said it is a partner in a real estate development project to be called James Center in Richmond, VA. The project includes five office towers, a hotel, 225 high-rise residential condos, and about 50,000-sq. feet of retail space. Construction costs will total \$325 million. CSX is a partner through its subsidiary CSX Resources, Inc. -Wall St. Jrnl.

WESTERN JERSEY TRYS TO BRING BACK PASSENGER SERVICE.

A group from western New Jersey are trying again for passenger service to Allentown, PA. They want to extend service from Phillipsburg, NJ to Allentown, PA. This has been tried before and failed and NJT wants to do away with the Phillipsburg trains anyhow. -Jim Boyle.

NY DOCK RWY MAY CLOSE

The New York Dock Rwy may abandon its three terminals by this summer. Bush Terminal at Bay Ridge, Atlantic at Red Hook, and Kent Ave. at Green Point will more than likely close for good. Conrail plans to abandon its Bay Ridge line, Fresh Pond Jct. to Bay Ridge by this summer as well. If these lines close, Brooklyn, NY will be just about out of freight rail service. Other areas of New York City face similar fates. -Lewis Schatz.

HAMMERMILL MAY BUY CONRAIL LINE

A 150-mile line from Erie to Emporium, PA, out of service for a year and marked for abandonment by Conrail, could well be purchased by Hammermill Paper Co. of Erie, PA. They have been considering the purchase for about three months. The line runs through Union City, Corry, Warren, Kane, Johnsonburg and St. Marys to Emporium. Hammermill would operate it as a competitive, commercial line serving the many small towns. -Titusville Herald, Jim Stevenson.

FOLLOW UP ITEM

Reported previously was the fact that Conrail would be routing freights via B&O between Pot Yard and Philly. The new operation did not come off and we are told it was due to lack of qualified pilots with Chessie favoring its own operations first. -

B&O BRANCH SHUT DOWN

The Chessie (B&O) has shut down the D&I Branch from Dayton, OH through Washington Court House, OH. -John R. Lebold.

CABOOSE PLANT SHUT DOWN FOR GOOD

International Car Co., once the nation's leading manufacturer of railroad cabooses, has closed its Kenton, OH plant. PACCAR, owner of the plant announced its closing 2/18/83. It said that it will consolidate all rail car construction at its Renton, WA plant of Pacific Car & Foundry. International Car was founded in Kenton, Ohio in 1924 and known then as New City Car Co. -Springfield News, John Lebold.

Opposite page - Conrail on ex-LV track, #3141 arriving Sayre with a cut of coal being set off for the Ithaca Branch. Photo by Greg Anderson.

COTTON BELT UPGRADES YARD

The Cotton Belt has begun work on a \$12.6-million dollar yard improvement project in Kansas City, KS. The SP subsidiary is financing the work with a \$5-million federal loan from the FRA. -UTU News.

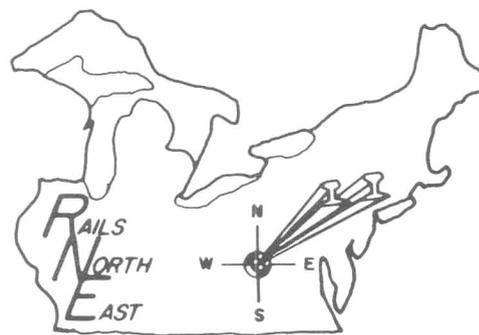
ICC ORDERS RAILROADS TO CHANGE ACCOUNTING POLICY

The ICC told all railroads to start writing off track-improvement costs over several years rather than all at once, a move that will boost roads' reported profits. This ruling means the railroads will begin using depreciation accounting for track improvements. Previously, this cost was reported in the year in which it was made. -Wall St. Jrnl.

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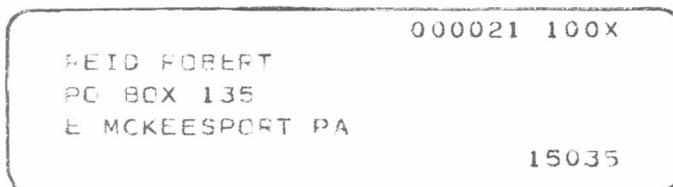
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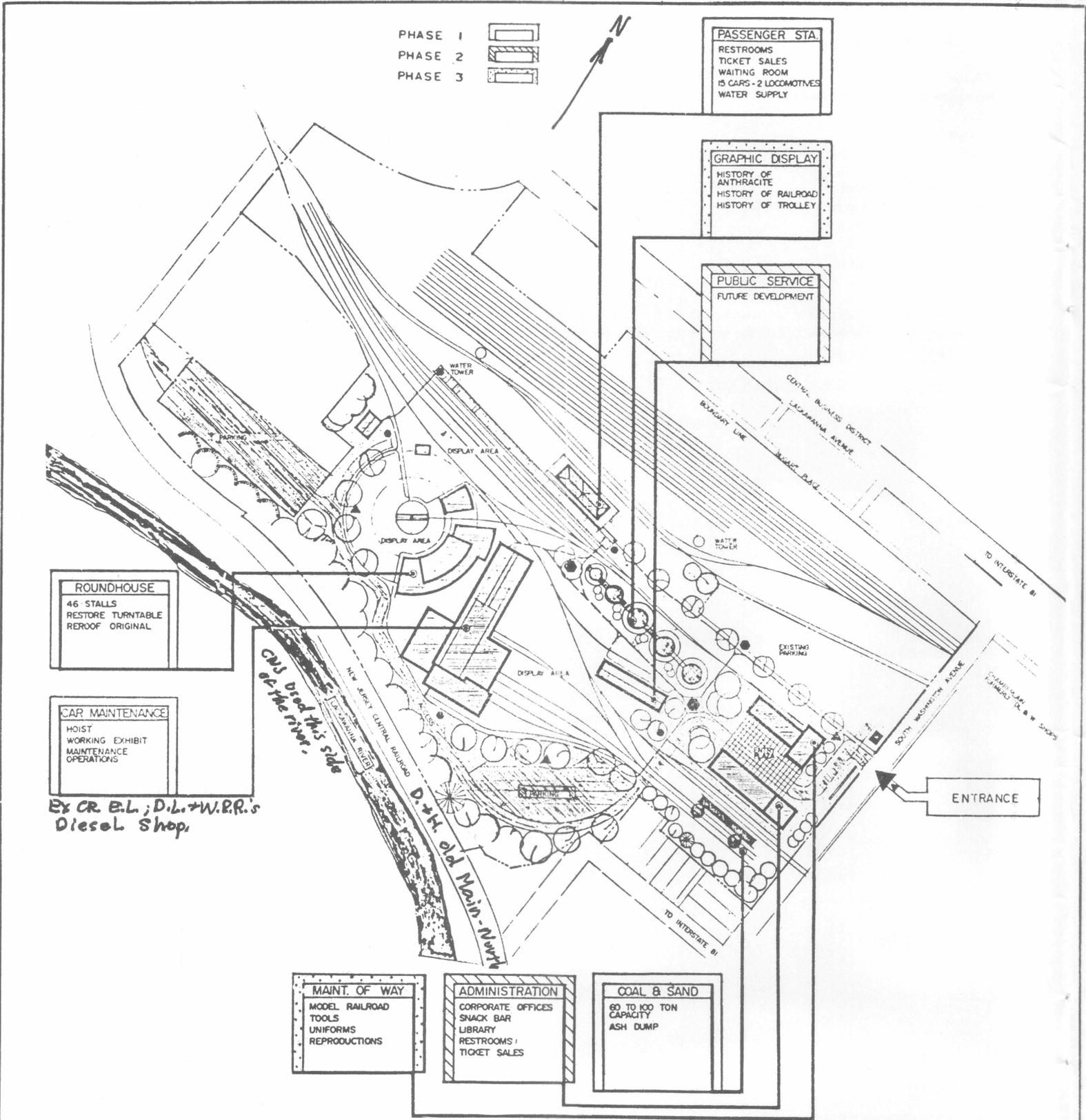
If you move and subscribe to both RNE and Pennsy Journal and move be sure to highlight that fact on your change of address card. A few instances have taken place where only one was reported and not both.

Always send your old address when sending in a change of address since any changes require a point of reference. The data service prepares a printout in zip code sequence since the fact that labels are in zip code sequence. Remembering this fact will simplify and make for efficient processing of changes. -Editor.

FRONT COVER - VIA Rail terminal off the Spadina St. Bridge, Toronto, Ontario. Photo by Joe Jack.

REAR COVER - Westbound Chessie 'Grain Empty' at Center St., Youngstown, Ohio. In the background to the right, you see the P&LE Gateway to Bellevue train about to leave Gateway Yard. Photo by Bob Bauman.





STEAMTOWN'S NEW HOME — A site plan for the Steamtown Museum in the former Conrail yards prepared by The Burns Associates, this city, details a three-phase development plan that will include a passenger station, a library and corporate offices, working exhibits and a fully restored roundhouse.

*Regards
 Bill*

STEAMTOWN MOVING TO SCRANTON

Directors of Steamtown, U.S.A. voted to make a move to Scranton, PA. Northeastern Bank of PA has agreed to provide a \$500,000 line of credit and Conrail has agreed to sell the city trackage from Scranton to Mt. Pocono for excursion train operations. The board of directors voted to leave a locomotive and passenger cars in Vermont under a lease agreement when the move is made. The map opposite shows the 3-stage redevelopment of Conrail's yard in Scranton that will become the new home of Steamtown, U.S.A. -Scranton Times, Bill Farber.

PURCHASE OF SCRANTON-JERSEY TRACKS

Monroe County officials offered to buy 89 miles of freight line from Conrail, including 29 miles of track in northwest New Jersey. The county offered \$4.19 million for the stretch between Scranton, PA and Port Morris, NJ. Conrail had planned to scrap the line, which links Scranton with the metropolitan New York City area. Conrail was going to consider the offer being made, according to Conrail spokesman. -Scranton Times, Bill Farber.

ICC FAVORS C&NW OVER SOO

A federal judge ruled in favor of the C&NW's offer to buy 720 miles of track from the Rock Island RR, which is in bankruptcy proceedings. The C&NW offered \$93-million while the SOO offered \$88-million. The line runs between Minneapolis and Kansas City, and includes some feeder grain-gathering lines as well. -Wall St. Jnl.

SACRAMENTO LAUNCHES NEW LIGHT RAIL SYSTEM

Sacramento, CA will build a 18.3-mile light rail system on abandoned freeway and railroad right-of-way as well as on city streets at an estimated cost of \$124.8-million. Problems with smog were very influential in the thinking according to various parties in the Sacramento area. -Boston Globe, Bob Newbegin.

DOT SAYS CONRAIL SALE WILL BE AS SINGLE ENTITY

The Dept. of Transportation said Conrail will be transferred to the private sector as a single entity. It is still unclear as to whether that will be labor, another carrier, or an unrelated corporation. One of the carriers prominently mentioned as a possible takeover partner was the Union Pacific. James Evans, chief executive of the U.P. did not answer directly the newspaper editors to whom he was speaking to concerning that possibility. -Jnl of Commerce.

ICC TO END GRAIN CAR LEASING DEAL

The regulations prohibiting the leasing of grain cars for storage of grain will be eliminated by the ICC. This will permit railroads to lease their rolling stock for the purpose of storage of farm commodities. -Jnl. of Commerce.

COAL & SALT MIX FOR THE WEST

For decades, the Western states along the Colorado river have had a vexatious water problem. Because the Colorado is fed by natural salt springs, the river's salinity becomes so high that its water damages crops, corrodes pipes and falls far below drinking water quality. In an effort to solve the problem, the Federal Government and W.R. Grace Co. have struck on an idea to remove large quantities of salt from the Colorado while moving large volumes of coal by pipeline to Western markets. The proposed pipeline, called the Aquatrain, a 36-inch pipeline that would siphon off saltwater from the largest springs flowing into the Colorado and its tributaries. The pipeline would begin in southwest Wyoming and head west, routed through the coal mines

operated by Grace's Hanna Mining Division subsidiary in northwest Colorado. The salt water would be dumped into the Pacific Ocean at the point where the coal is removed on the west coast. A distance of 1,200 miles, the joint benefit would be to the betterment of all, spokesman for the government and W.R. Grace stated. Federal eminent domain for the project would eliminate opposition by the various states that might block or attempt to block the project. The Interior Department has special powers given it that would all but rule out objections.

C&NW TO BEGIN CONSTRUCTION OF POWDER RIVER CONNECTION.

Following a favorable ruling by the Wyoming Supreme Court, the C&NW Railroad said it will begin building a connecting line into Wyoming's coal-rich Powder River Basin this summer with completion planned for late 1984. In recent months the BN had been wooing customers into long term contracts. Meanwhile back at the ranch the C&NW has been telling the customers that it might be able to offer more competitive rates in about two years.

LONG ISLAND RR WANTS TO EXPAND JUICE

The Long Island RR plans to electrify an additional 25 miles of track in Nassau and Suffolk Counties, a move that would cut commuting time by 22 minutes. Railroad officials estimated the cost to be \$146.5-million dollars. The plan calls for a five mile section on the railroad's Port Jefferson line between Huntington and Northport and consolidation of 4 of 10 stations on the portion involved. -NY Times.

CREW SIZE MAJOR ISSUE IN NEW YORK COMMUTER STRIKE

The Metro North commuter strike that has forced 90,000 commuters to find other means of transportation, centers on one issue: crew size. Politicians from Connecticut are calling for new efforts to end the stalemate. Talks had broken off between the UTU and Metro North's parent firm the M.T.A. -NY Times.

SEPTA STRUCK BY UTU

UTU workers struck the Philadelphia area SEPTA commuter lines. Work rules and pay were the issues that separate the railroad workers. Contracts had been reached in the transit authority's bus, trolley, and subway lines. The authority wants to limit conductor's pay to \$31,000 a year and hire about 350 fewer people than had been employed when Conrail ran the line. SEPTA has been paying the train crews about \$20,000 per year since the first of January when the lines were taken over from Conrail. A union spokesman said they were not going to work for scab wages. -Wall St. Jnl.

B&M MAKES IMPROVEMENTS TO HOOSAC TUNNEL

The B&M Railroad has spent nearly \$700,000 on major improvements to the Hoosac Tunnel. The 4.5-mile tunnel had water problems previously that shortened the life of the 130-lb. rail. New drainage has been installed to carry off water. -Modern RR's.

AMTRAK TO OPERATE OVER DRG&W

Amtrak will have by the time this is out, begun operations of its *San Francisco Zephyr* via way of DRG&W's line between Denver and Salt Lake City. Rio Grande's equipment will be overhauled by Amtrak for HEP operation. Superliner cars were run in a test run over the Rio Grande in early February. -Lewis Schatz.

BN & CONRAIL NEGOTIATE TRackage RIGHTS

The Burlington Northern and Conrail are currently negotiating a trackage rights agreement that would take the BN into Buffalo, NY and come close to creating the nation's first trans-continental railroad. Under the plan, Conrail would get trackage rights into Kansas City. -Traffic World.

BOX CAR REFUND PROGRAM

Conrail offer shippers moving their products in specific box cars refunds of up to \$100 per carload under Conrail's "Match-the-Mark" program which began Feb. 1st. Conrail is trying to fill some 50,000 empty boxcars that return west empty via Conrail. -Traffic World, Doug Kroll.

Cartoons on the next page were sent in by Craig Bossler. All came from Reading and eastern Pennsylvania newspapers.

CONRAIL CREW FAVORS MCDONALD'S

McDonald's might want to get testimonials from a Conrail train crew in its war with Burger King. Three Conrail trainmen dined at McDonald's while their parked train kept crossing gates down and motorists' tempers hot for more than a half hour in Fairborn, Ohio. For at least 37 minutes the crossing gates were down at a local crossing. The train was not blocking the crossing but on the circuit that activated the gates and flashing lights. Fairborn, Ohio officials issued a summons to Conrail for blocking the crossing. -Morning Call, Craig Bossler.

AMTRAK CONSIDERING STATION AT LEAMAN PLACE

Amtrak officials confirmed that it was looking into the possibility of creating a stop at Leaman Place, PA as a possible April-to-October stop for tourists in Lancaster County, PA. Located nearby is the famous Strasburg Railroad and the Pennsylvania State Railroad Museum. -Lancaster Intelligencer, Craig Bossler.

JEANNETTE, PA STATION RAZED

The Jeannette, PA passenger station was razed 1/7/83 and shortly thereafter the rest of the Trafford-Radebaugh controlled siding was pulled up. It is a two track railroad between Trafford and Torrance, PA. -Rich Ribarevski.

BN PLANS ROAD RAILER SERVICE

The BN announced that it would begin operating Road-Railer service between Chicago and Houston. It will be called the South-West Xpress. -Ken Taylor, UTU News.

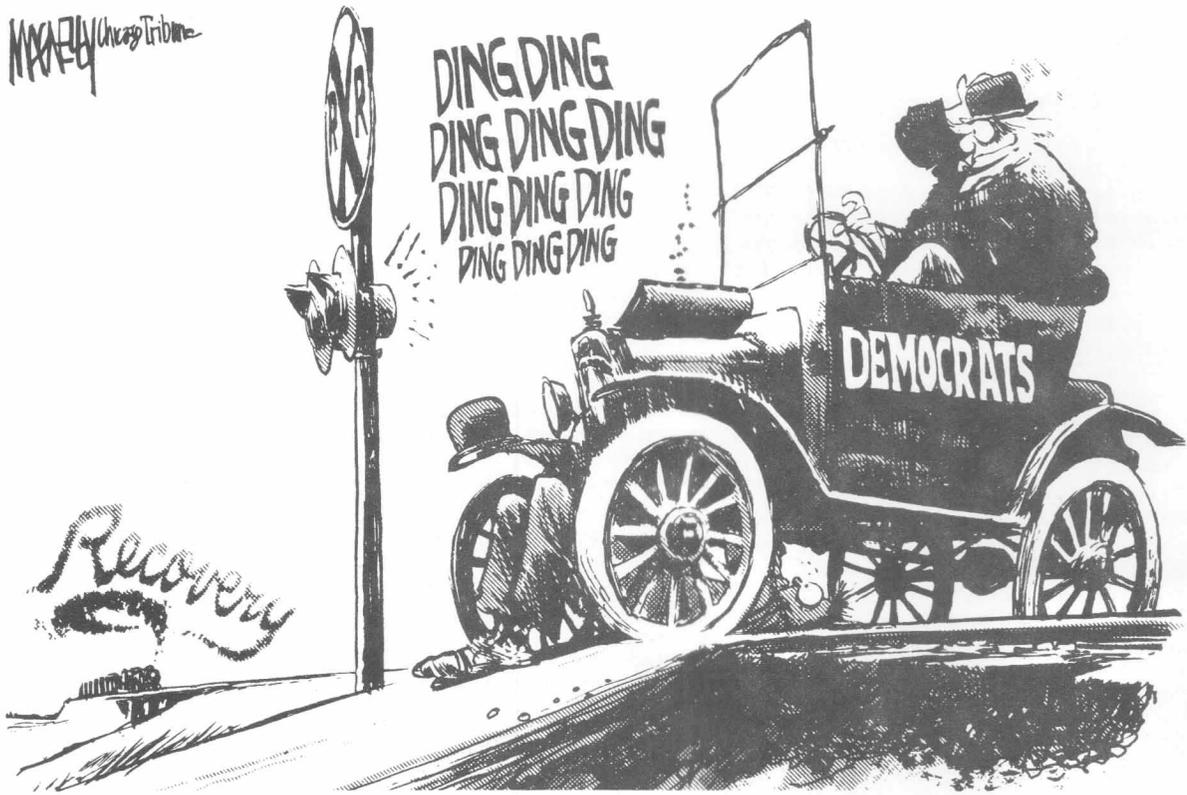
DEPUTY FAILS TO STOP IRON HORSE

A reserve deputy found out the hard way, that you cannot command a 137-car, six-engine freight train to stop at a crossing at will. Despite his parked cycle on the crossing and frantic efforts to flag down the train, the SP train hit the cycle and stopped 300 yards down the crossing near Hirsh, TX. When the train stopped, the deputy pulled his .357 magnum on the crew and ordered them to lay face down. He had been escorting a funeral procession and sought to stop the train rather than split the procession. A Harris County grand jury found him guilty of pointing a weapon at a startled SP crew. The deputy resigned his position. -Ken Taylor, UTU News.

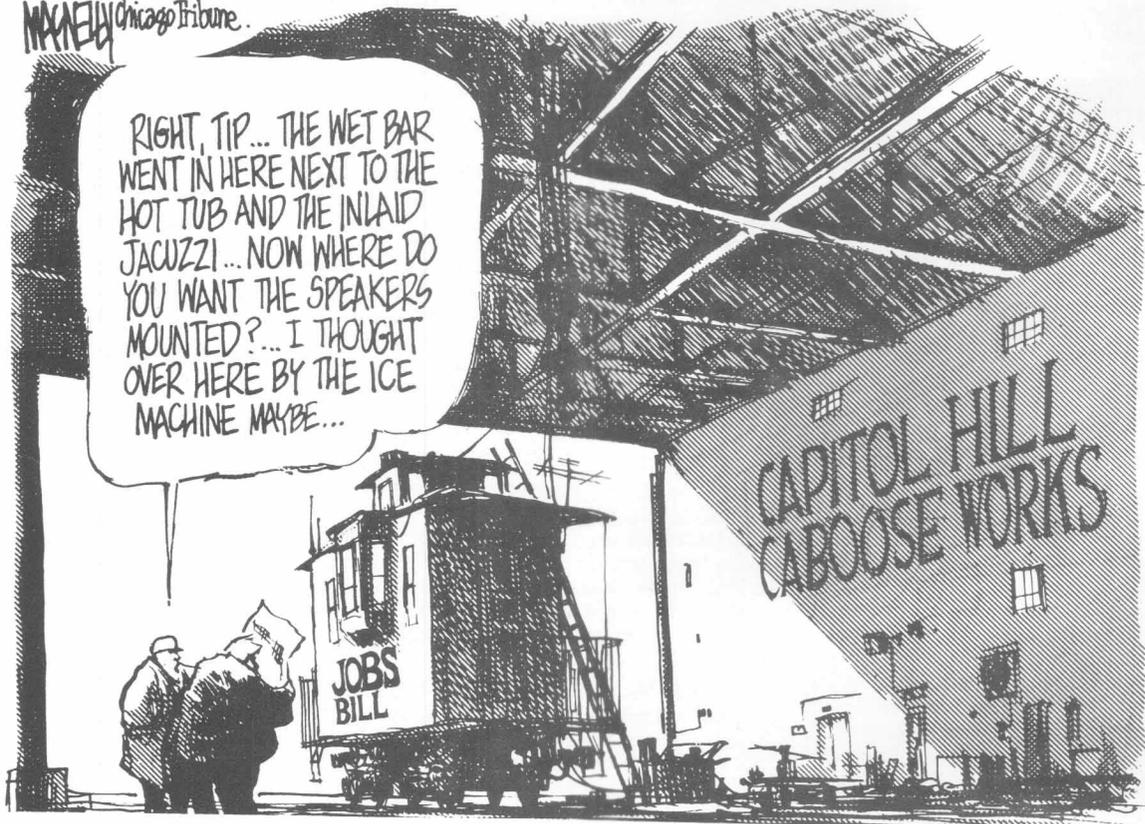
GE EXPANSION 60% FINISHED

General Electric Co.'s 330,000-square foot addition is about 60% completed. The Grove City, PA operation will soon see some engine assembling transferred from Erie to Grove City during the first half of 1984. Construction has continued on schedule even though the recession cut into the demand for locomotives. GE is spending some \$120-million on the facility. Sharon Herald, Nate Clark.

MACAULY Chicago Tribune



MACAULY Chicago Tribune

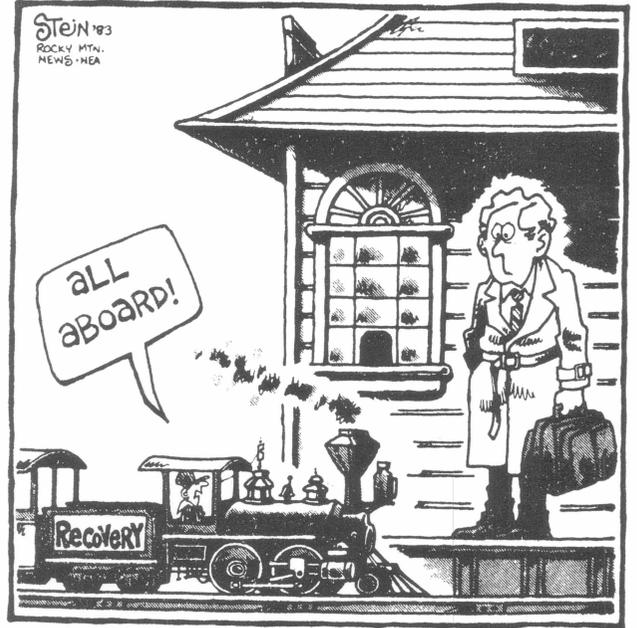


Berry's World



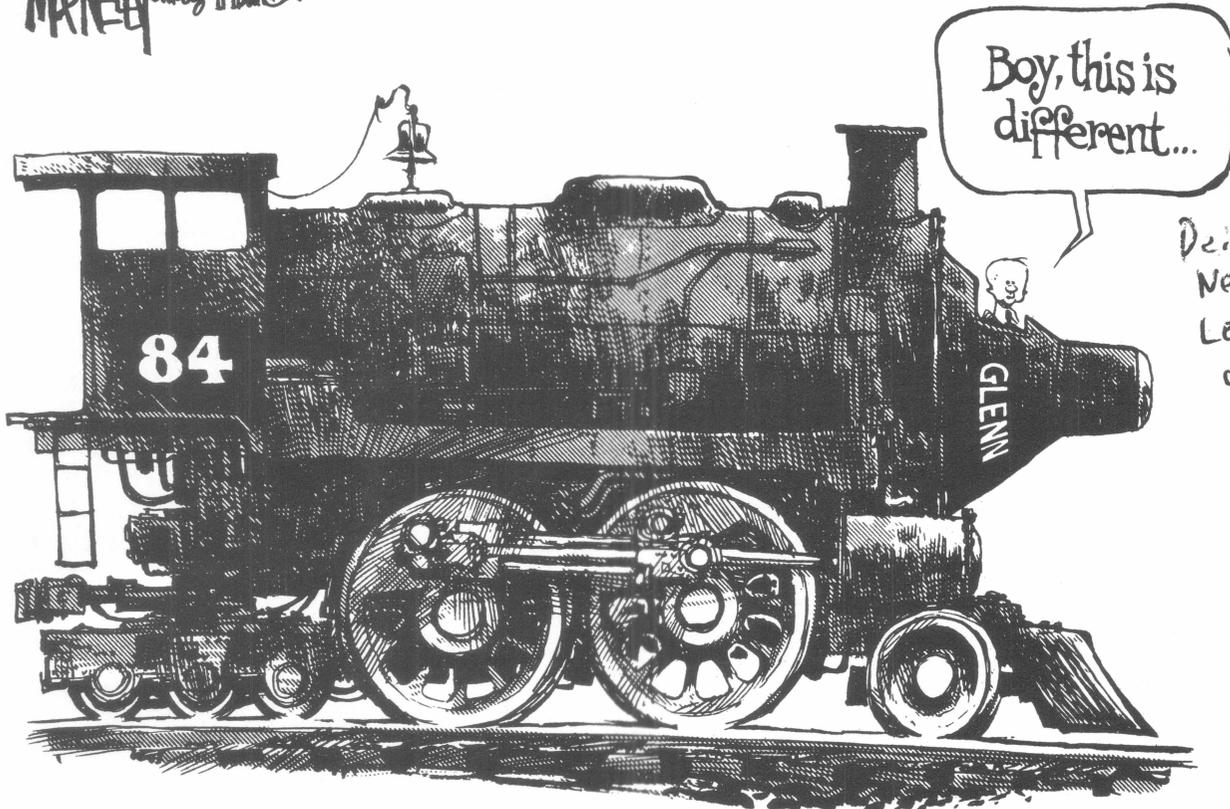
by NEA Inc. *Jim Berry* '83

"Let's not have any accidents. We're carrying TOXIC CHEMICALS!"



Rock Times 011083

McKELLY Chicago Tribune



Daily News,
Lebanon
011083

A Comprehensive Railroad Plan for the State of Ohio

By: Karl J. Gelfer

Introduction

The State of Ohio needs railroads, and the railroads need the State of Ohio. Ohio, the fifth most industrialized state in the United States needs both good rail passenger and freight service for its economic survival. The defeat of State Issue No. 2 this past November, the ill fated proposal for high speed rail passenger service which would have utilized Japanese and French designed technology which would have been funded by an additional one cent increase in the State sales tax need not be the death knell for railroad passenger service in the State of Ohio. The State of Ohio at the present time is served on three rail passenger corridors by conventional service offered by the National Railroad Passenger Corporation better known as Amtrak. There isn't any reason why more rail passenger service by Amtrak couldn't be offered to the citizens of the State of Ohio. In the areas of rail freight service, the current recession has cut deeply into this service because of the depressed state of the economy. If the economy makes a rebound, rail freight service should return to the levels that were experienced in the middle 1970's. In the next several pages, I would like to present a blueprint for the railroads in the State of Ohio, both passenger, and freight for members of the 115th General Assembly, the newly elected governor, board members and staff of the Ohio Rail Transportation in order to make this recovery possible. What I shall attempt to do is pull together several ideas that I have made known in several short papers that I have prepared this fall into one comprehensive document.

Rail Passenger Service for the State of Ohio

Now, that Issue No. 2 has gone down to such a decisive defeat, it is time for the members of the Ohio General Assembly, the newly elected governor to turn to other alternatives in order to bring rail passenger service back reminiscent of the period of the late 1940's and early 1950's to the State of Ohio. One course of action that can get the State of Ohio on that trail is state and governmental participation with Amtrak through the provisions of Section 403(b) provision of the Amtrak Act.

This proposal calls for the State of Ohio to participate in Section 403(b) funding with Amtrak. This is a joint venture between the state, in this case, the State of Ohio, and Amtrak. This is the way that the agreement works: The Section 403(b) provision of the Amtrak Act provides a legal way for the Federal government, and the state government to share the expenses or losses from the operation of the trains operating within or adjacent to that state. The formula works like this: The first year of operation, the Federal government picks up 80% of the losses, and the state picks up 20%. The second year, the Federal

government picks up approximately 65%, and the state picks up approximately 35%. The third year, and thereafter, it comes to 50% sharing on the part of the federal and state government. Later on in this paper, I will propose a way that the State of Ohio can meet its share in these hard times when the treasury of the State of Ohio is so short of cash, and how the State of Ohio can get around the state constitutional prohibition of helping private enterprises.

Any start up of Section 403(b) service in the State of Ohio, priority should be given to getting service started once again on the Three City Corridor, that is Cleveland, Columbus, and Cincinnati. This corridor presently has rail right of way in place that is operated by the Consolidated Rail Corporation, (Conrail) over the former New York Central route. In the last two years, starting with the year 1980, Conrail has completely rebuilt with 140 lb. welded rail the section between Columbus, and Galion. The line is completely signalled with automatic block signals, and on some segments, is equipped with centralized traffic control, and automatic train stop control. Several sections are equipped with two tracks, particularly between Galion, and Cleveland, and from south of Springfield to Cincinnati. Most all of this track between Cleveland and Cincinnati has had extensive track work and upgrading since Conrail absorbed the Penn-Central which operated this corridor on April 1, 1976.

In the way of equipment for the Three C Corridor service, Ohio has the chance of using and buying American technology. Three types of equipment could be utilized. The first is Amfleet coaches pulled by a conventional diesel electric locomotive. The second type of equipment is rebuilt conventional equipment dating from the late 1940's and early 1950's that has been rebuilt, and equipped with head end electric power, once again pulled by conventional diesel electric locomotives, and the third type of equipment is self propelled rail cars known as the Budd SPV-2000 like the state of Connecticut is utilizing. These cars are equipped with a control stand at each end of the car. The state wouldn't necessarily have to own the first two types, as these cars would come from the Amtrak car pool, but the State of Ohio could purchase the Budd SPV-2000, then lease them back to Amtrak to operate just like the state of Connecticut is doing. The Three City Corridor service proposal that I have just mentioned could serve as the blueprint for rail passenger service for other parts of the State of Ohio.

As for the other rail passenger service corridors in the State of Ohio, I feel that they should be tied in with paired cities

outside of the State of Ohio such as Pittsburgh to Indianapolis or St. Louis, Pittsburgh to Detroit, Louisville to Detroit, Detroit to say Huntington or Washington D.C., and maybe Louisville to Buffalo. Now, I want to look in closer detail at these various corridors.

Since I mentioned Pittsburgh to Indianapolis and St. Louis first, lets look at this corridor in more detail. This is the route of the now discontinued **National Limited**, Train Nos. 30 and 31. The rail line is Conrail's Panhandle line from East St. Louis to Pittsburgh. Conrail at the present time would like to give up and abandon the section of this line from Newark, OH to Steubenville, OH. The reason being given for the proposed abandonment for one is the increased trackage rights charges that the Chessie System (B&O) charges Conrail to use Chessie System track between Columbus and Newark through a perpetual trackage rights agreement. A recent inspection of Conrail's track in the eastend of Newark in November of 1982 reveals that heavy track work had been done this past summer on both the eastbound and westbound tracks in this part of Newark. Closer observation reveals that the automatic crossing signal protection, and automatic block signals along the tracks had received a lot of preventive maintenance. The eastbound mainline of the Panhandle line is laid with 132lb welded rail that was paid for by Amtrak even though Amtrak hasn't had any passenger service over this line since October of 1979. The welded rail was installed during the summer of 1980. Train order block stations at ND in Newark, Bricker, Custer, and Acre are presently out of service. The train order block stations at Morgan Run, east of Coshocton where the Zanesville to Cleveland line of the Norfolk and Western cross Conrail, and Uhrich at Uhrichsville where the Chessie System (B&O) Benwood to Willard line cross Conrail may still be in service. All train order block stations between Columbus and Newark on the Chessie System (B&O) are closed at the present time because Conrail is diverting most overhead freight traffic between Columbus and Pittsburgh up the former Big Four line through Crestline then over the former Fort Wayne to Pittsburgh line to Conway Yard, 25 miles west of Pittsburgh along the Ohio River.

Any resumption of Amtrak service on this corridor should serve three communities east of Columbus. Newark, the county seat of Licking County, as well as a major commercial center, Dennison, a centrally located commercial center, and former railroad community, and Steubenville, a major manufacturing community the Ohio River, as well as the home of Steubenville College, and the county seat of Jefferson County. West of Columbus, Springfield, and Dayton should be served.

The next corridor that I desire to examine is the Pittsburgh, Youngstown, Cleveland, Toledo to Detroit. This could serve as an extension to such places as Washington D.C., Buffalo, New York City, Boston, and Chicago. Cities that should be served on this corridor should be Youngstown, Warren, Cleveland, Elyria, Sandusky, and Toledo. If you routed this proposed train over the former Erie-Lackawanna mainline from Warren west which is now

operated by Conrail, Akron could be served also. Cleveland could be reached by utilizing Conrail's tracks between Akron and Hudson where the Orrville secondary joins the Pittsburgh to Cleveland mainline. This is former Pennsylvania track. Both lines are equipped with automatic block signals, and between Hudson and Cleveland the track is also equipped with cab signals. As a starter, a recommendation has been made that the State of Pennsylvania's Section 403(b) train, the **Pennsylvanian** be extended from Pittsburgh to Cleveland. Since this train is operated under Section 403(b) by the state of Pennsylvania from Philadelphia to Pittsburgh, any extension from Pittsburgh to Cleveland would have to be funded by the state of Ohio from Youngstown to Cleveland. The schedule should also be adjusted so that the train could make some sort of a connection both eastbound and westbound with the **Lake Shore Limited** in Cleveland, you would have the link with Detroit through the **Lake Cities** operating between Toledo and Detroit.

Louisville, KY to Detroit, MI was the next corridor that I had mentioned in this outline. With the creation of the C.S.X. System, a one through route railroad has been created by union of the Seaboard System railroad (Louisville & Nashville) and the Chessie System (Baltimore and Ohio) between Louisville and Detroit. From Louisville to Cincinnati, the proposed train would travel over the tracks of the former Louisville and Nashville on the south side of the Ohio River. At Cincinnati, the Chessie System (Baltimore and Ohio) tracks would be utilized at least to Dayton. At Dayton, a choice would be available. Conrail tracks could be utilized to Springfield, then the Detroit Toledo & Ironton, now a part of the Grand Trunk Western system between Springfield and Lima. The other routing calls for utilizing the Chessie System (B&O) tracks all of the way from Cincinnati to Lima. One factor that might favor the use of the Chessie System tracks is the fact that the entire line from Cincinnati to Detroit is equipped with automatic block signals, and centralized traffic control, whereas the Detroit Toledo & Ironton has no signals of C.T.C. on their line. Between Cincinnati and Lima, Hamilton and Dayton should be served. At Lima, planners should give great consideration to utilizing a short section of the Muncie, IN to Bellevue, OH mainline of the Norfolk and Western because this track is equipped with automatic block signals, and centralized traffic control. It would be utilized between Lima and Findlay. At Findlay, the final journey into Toledo would take place over part of Conrail's Western branch which is part of the Cincinnati, Columbus to Toledo mainline in order to serve Findlay, and Bowling Green two college communities, and important commercial centers. The Conrail line is equipped with automatic block signals, and some sort of centralized traffic control.

The last corridor that I would like to mention is the Detroit, MI to Huntington, WV corridor through Toledo and Columbus. Communities that should be served on this line are Fostoria, Marion, Delaware, Columbus, maybe Circleville and Chillicothe. From Toledo to Columbus, I would like to recommend the use of the Chessie System (C&O)

Hocking Division tracks. The line is equipped with automatic block signals, and centralized traffic control. There are stretches of double and triple track, and also sections of single track iron. The line has been rebuilt with 132 lb. welded rail within the last fifteen years. From Columbus to Huntington, WV I would recommend the use of the Norfolk and Western tracks. By using the combined routing, the train passenger equipment wouldn't have to be turned around in Columbus. The Norfolk and Western just recently within the last two years rebuilt the track between Portsmouth and Columbus by installing 132 lb. welded rail.

One final note about the Panhandle line. I think that I failed to mention that this line is equipped with automatic block signals. Before the recent downturn in the economy, there had been some discussion about installing centralized traffic control between Newark, OH and Mingo Junction. The economy took care of that.

I now want to mention briefly, the existing passenger service corridors that we have right now in the State of Ohio. Along the shores of Lake Erie, and running in northern Ohio on the Chicago to Buffalo mainline of the former New York Central now operated by Conrail is the **Lake Shore Limited**. The only comments that could be made about the service would be an earlier departure time from Chicago so that it would serve Toledo and Cleveland a little earlier in the evening. The westbound schedule seems to be okay leaving Cleveland at 7:15 A.M., and leaving Toledo at 10:50 A.M. The connecting train to Detroit, the **Lake Cities** departs shortly after the **Lake Shore Limited** departs Toledo, and arrives about a half hour before the **Lake Shore Limited** arrives in Toledo. The Chicago to Cleveland corridor has been studied by Amtrak. It would be nice if a second train could be operated between Chicago and Cleveland. There would have to be a demand for it in order to have a second train.

The **Broadway Limited** operates mainly during hours of darkness within the borders of Ohio. Serving Lima, Crestline and Canton here in Ohio, the train is split up in Pittsburgh. The Washington section continues to the nation's capital as the **Capitol Limited** while the Philadelphia and New York section continue to the nation's largest city as the **Broadway Limited**. The future routing from Crestline west is rather clouded as Conrail would like to abandon the mainline tracks from Crestline west to Hobart, IN. I might add that from Hobart to Crestline, the line is equipped with automatic block signals as well as cab signals, and from Crestline to Pittsburgh, automatic block and cab signals as well as a new traffic control system is in effect. It certainly would be desirable from the traveler's point of view if the schedule of the **Broadway Limited** were adjusted to facilitate an earlier departure time from Chicago in order to put it in Ohio at an earlier hour in the evening than it is now, and also, that the departure from Pittsburgh be adjusted in order to put the **Broadway Limited** a little later in the morning westbound through Ohio.

The **Cardinal** serving just Hamilton and Cincinnati here in Ohio operates every other day in one direction through

Ohio. The train should be operated every day in both directions through the State of Ohio. The train now stops six times a year in Oxford for the benefit of the students at Miami University. I feel that during the regular school year, that stops should be made in Oxford on Fridays and Sundays.

Rail Freight Mainline Service for the State of Ohio

The main thrust of this section is to deal with potential abandonments of important stretches of mainline railroad track throughout the State of Ohio. Conrail is the system that wants to eliminate the most track mileage in the State of Ohio. High on Conrail's list is the Panhandle line that I have previously mentioned in the passenger section. Conrail wants to abandon the double track mainline from Newark to Steubenville which is a distance of approximately 70 miles in length. What Conrail is doing with their Indianapolis to Pittsburgh overhead freight traffic is diverting this traffic either through Bellefontaine to Crestline, or running it to Columbus then sending it over the former Big Four mainline of the New York Central between Columbus and Crestline. Conrail is running into problems so I understand that they are outlawing as a result of hold up's and delays in Muncie, IN, and Marion, and Crestline here in Ohio. This is being brought about by traffic tie up's with other railroads notably the Norfolk and Western, and the Chessie System. I also understand that other train movements on Conrail's part at Crestline have created problems for the Indianapolis to Pittsburgh Panhandle train crews who are operating through Bellefontaine and Columbus.

If the economy gets better, and there isn't any reason to think that at sometime down the road this will happen. If the economy does become robust, I don't see how the Lakeshore line will be able to handle the Chicago to Pittsburgh traffic between Chicago and Cleveland in addition to handling the Chicago to Buffalo, and Albany traffic that is presently hauled on this route. I feel that the State of Ohio should intervene and prevent Conrail from abandoning one of two tracks between Crestline and Hobart, IN. The state should take the same action against Conrail if they should attempt to abandon the two track mainline between Newark and Steubenville.

What the State of Ohio should do in cooperation with the other nearby states is to suggest that some western railroad seek trackage rights, or buy up the mainline segments of Conrail line here in Ohio that Conrail attempts to abandon. If the Federal government decides to break up the Conrail system, I would suggest that the Santa Fe and the Union Pacific either separately or jointly buy up the Chicago to Pittsburgh, and the Chicago to Buffalo segments of Conrail. The reason being that the Santa Fe interchanges with Conrail both in Chicago, and through the Kankakee line south of Chicago. The Union Pacific as part of the Union Pacific-Missouri Pacific-Western Pacific merger agreement reached earlier this fall, the Interstate Commerce Commission gave the Union Pacific overhead

traffic rights over the Chicago and Northwestern between Omaha, NE and Chicago, IL. It seems to me that with the UP at Proviso Yard in Chicago that it would be a natural for them to secure an eastern gateway in both Buffalo, and Pittsburgh. In the same merger, the Southern Pacific was given trackage rights over the Missouri Pacific between Kansas City, MO and St. Louis, MO. It seems to me that it would be natural for the Missouri Pacific or the Southern Pacific or both to either seek trackage rights over Conrail between East St. Louis, IL, and Pittsburgh, or one or the other or both to jointly purchase and operate this section of Conrail. In this way, there is the possibility that the missing link between Charlottesville, and Cambridge City, IN would be rebuilt, and placed back into service, and would offer the shortest distance between Indianapolis, IN and Pittsburgh, PA. Also, the link between Dotson, OH and Richmond, IN maybe again would be rebuilt, and placed back into active service.

Conrail also wants to abandon the Columbus to Xenia, to Dayton, and the Columbus to Springfield lines. If Conrail abandons all of these important mainline segments, how is Conrail going to get a freight train from Columbus's Buckeye Yard to Indianapolis's Avon Yard. The next line that is certain to be put up for abandonment is the Bradford line. This brings up a very interesting question. What does Conrail do if they have a serious de-railment, or tie-up on these lines? The only thing that Conrail can do, is to operate over somebody else's track, and pay that railroad the mileage costs. Just recently, a serious de-railment took place east of Mansfield tying up all three of the tracks. All of the Panhandle traffic that was being diverted by this routing had to be operated through Newark, and that meant that the Chessie System, and Conrail had to call out some tower, and block station operators in order to handle this increased traffic.

The Chessie System desires to abandon their line from Washington Court House to Chillicothe. At the present time, the Detroit Toledo & Ironton is operating over this line between Washington Court House and Greggs south of Chillicothe in order to avoid some very stiff grades between Washington Court House and Picketon. The Chessie System should offer this line for sale, and offer it to the Grand Trunk Western system of which the Detroit Toledo & Ironton is a part of.

There are some cases here in Ohio where one or more railroads can save considerable maintenance costs as far as track upkeep is concerned if the railroads have parallel track for any distance. The solution is to give up one or the other set of tracks, and to operate all of the rail traffic on one set of railroad tracks. The idea is to utilize the set of tracks that is in the best physical condition, and offers the best set up as far as the signalling system is concerned. There are several instances here in Ohio, two major instances are the Chessie System (C&O) and the Norfolk and Western operating separate mainlines side by side almost from just south of Columbus to just north of Chillicothe. The other paired mainlines are the Conrail, and the Norfolk and Western from Cleveland to Conneaut. I understand that

the Federal Railroad Administration has under study a recommendation to place all through Norfolk and Western traffic between Bellevue and Conneaut on Conrail's mainline tracks because of all of the grade crossings in the center of downtown Erie, PA on the Norfolk and Western. The State of Ohio through the Department of Transportation, and the Ohio Rail Transportation Authority should encourage the idea of dual rail operations on one set of tracks of more than one railroad line parallels another line for any distance.

Rail Shortline Freight Service in Ohio

Several short segments of rail lines that Conrail, and some of the other railroads have abandoned throughout the state are presently being subsidized by the State of Ohio through the freight subsidy program of the Ohio Rail Transportation Authority, (ORTA). This should be continued as long as there are Federal funds available for this purpose to reimburse the state. It has been estimated that some 4,000 Ohioans have been able to keep employment who would have been out of work because it made available an outlet for industries that were located on the stretches of the line that have been abandoned, and didn't have any current service in order to get the necessary raw materials in, and the finished products out.

One of the more successful of the shortline operations has been the Spencerville and Elgin Railroad Company operating between a Conrail interchange in Lima to Wren located on the Ohio-Indiana border. This is located in Allen County on the abandoned former mainline of the Erie-Lackawanna. I understand that operations have been cut back to Ohio City. The headquarters are located in Spencerville. The line provides service primarily to grain suppliers and elevators. The Spencerville and Elgin purchased fifty (50) covered hoppers in 1979 for grain movement. Since that time, they have leased out to other railroads, and other elevators these cars as well as to other railroads. I also understand that they have been making some of their revenue by storing unused cars on some of their sidings for Conrail during the current economic downturn. Since there are several shippers on this line, I feel that the State should continue to help subsidy this operation as long as there is Federal funding available to the State of Ohio through the Federal Railroad Administration for this purpose.

It is ashame that another short line operation, the Western Ohio had to give up its operations because they couldn't generate enough income to match the subsidy agreement. It seems to me that it was a case of mismanagement on the part of the State of Ohio through the Ohio Rail Transportation Authority when the troubles of the Western Ohio came to the surface.

Through the freight subsidy program of the Ohio Rail Transportation Authority, Conrail, the Chessie System, and the Norfolk and Western, and some other railroads are providing service to shippers over abandoned sections of railroad lines. In each of these cases, the shipper and the state have been paying in order to keep the service going,

and the result has been providing needed jobs for Ohioans. I feel that the State of Ohio through the Ohio Rail Transportation Authority should do all that they can to keep the freight subsidy program going, provided that the Federal government continues to provide funds to the state for this purpose.

Ohio Railroads and the Ohio Rail Transportation Authority

In the area of rail passenger services, I feel that the primary function of the Ohio Rail Transportation Authority now is to get some additional conventional rail passenger service in addition to what we have now going throughout the State of Ohio. The first priority of the agency should be the establishment of service once again on the Three C Corridor, that is between Cleveland, Columbus, and Cincinnati. The agency then should follow the outline that I have suggested. The Ohio Rail Transportation Authority to start out with should make arrangements with the railroads concerned for an on site inspection of the track on the Three C Corridor in order to get cost estimates on how much it will take in funds to get the track up to Federal Railroad Administration Class 5 and 6 track standards. On site track inspections should be conducted on the other corridors that I have outlined in cooperation with the railroads operating over these corridors to determine estimates of what it would cost to bring the track on these corridors up to the same standards as that of the track of the 3 C Corridor. In the area of freight operations, I feel that the agency should be keeping a close check on potential line abandonments by the major railroads such as Conrail, the Chessie System, and the Norfolk and Western. In the area of branch line operations, branch line operations should be checked to see that the operators are abiding by the terms of the agreements that they have signed with the Ohio Rail Transportation Authority. In the area of public relations, I feel that the Ohio Transportation Authority should be participating in some of the phases of "Operation Lifesaver". Personnel from the agency should be visiting elementary and middle schools throughout the state to preach a program of safety around railroads, and particularly at railroad crossings. Also, I feel that personnel of the agency might also be presenting some educational material on the importance, and the role that railroads play in the economy of the State of Ohio.

Funding

How is Ohio with the financial crunch that the State of Ohio finds itself going to pay for the rail programs that I have mentioned in this outline? My proposal is a combination of existing state taxes such as the sin taxes such as taxes on cigarettes, liquor, beer and wine, user taxes such as gasoline, motor fuel, highway use just to mention a few. I

gasoline, motor fuel, highway use just to mention a few. If just one additional penny on the dollar were levied on the items that I have just mentioned, it seems to me that it would generate more than enough revenue to at least start out, and try to achieve some of the rail passenger proposals that

I have put forth earlier in this outline. There would also be funds available to help develop some improved rail freight programs in the state. It would also help to generate some revenue in order to help to pay the salaries of the unemployed who would be utilized to help rehabilitate the railroad rights of the way that I had mentioned earlier. True, money would be taken from the General Revenue Fund and earmarked for a specific purpose, but it seems to me that some additional revenue would be coming back into the General Revenue Fund in the form of taxes that the unemployed employed would be paying in taxes from salaries earned in the rail right of the way rehabilitation. Let's face it, it was the railroads that helped to make Ohio what it is today, and once again the railroads can help to make Ohio the state it should be in the future.

The Ohio Association of Railroad Passengers put the cost of getting rail passenger service started on the corridors that I have mentioned at somewhere around 2.4 billion dollars. I won't argue with their figures when you take into account the costs of track rehabilitation. My proposal for a comprehensive railroad plan for the State of Ohio would probably run closer to 3 billion dollars when you take into account the freight improvements that I would like to see and inflation.

The Constitution of the State of Ohio and Section 403(B) Funding

Article VIII, Section 4 of the Ohio Constitution has language that reads to the effect that the State of Ohio could not enter into a direct agreement with Amtrak in an effort to share the costs of any losses that would, or could be incurred in the operation of any rail passenger service within the borders of the State of Ohio. However, Amtrak could be interpreted to be a quasi governmental agency in that Congress draws up an appropriation for Amtrak each October 1st which is the start of the fiscal year for the Federal government. This appropriation is in the form of a federal subsidy which is given to the Amtrak Board of Directors. Another way that the State of Ohio could get around the language of Article VIII, Section 4 would be a provision known as a "Purchase of Service" agreement. In this case, I would assume that the agreement would be between Amtrak, and The Ohio Rail Transportation Authority board. Several attorneys that I have talked to about this subject seem to be in agreement that the State of Ohio should execute a Section 403(b) agreement with Amtrak, and if some citizen of the state challenges the action, then test it in the courts of the State of Ohio.

A Jobs Proposal, and Ohio's Railroads

With all of the people who are unemployed at the present time, I will propose one area where some of Ohio's unemployed could be put back into the work force. The proposal that I have in mind, is the rehabilitation of the railroad rights of way throughout the State of Ohio. I don't think that there is any section of the State of Ohio where you will find the top speed of the railroad track much above forty (40) miles per hour with the possible exception of the

Lake Shore line of Conrail in the northern part of Ohio, and possibly the Conrail line through north central Ohio where the **Broadway Limited** is operated. I would like to see as many as possible of the unemployed performing maintenance work in order to bring the railroad rights of the way along the previously mentioned corridors up to say at least Class 5 track standards of the Federal Railroad Administration, and possibly Class 6 track standards which would permit speeds up to 110 miles per hour. It won't provide any 350,000 jobs, but it should provide jobs for several hundred unemployed people. Just think, if you got jobs for 100 unemployed people, just think of the tax revenue in addition to the tax revenue that is coming from people who already have employment. It is something to give very serious consideration to.

Conclusion

Ohio will need its railroads once the economy makes its

recovery, and bounces back to the level that we saw it here in Ohio during the mid 1970's. One key to an economic recovery is an excellent system of railroads in order to support manufacturing activities, and as one example, if the automobile industry ever recovers to the status that it was in say 1975 and 1976, the automobile industry will need to depend on the railroads. The steel industry will need the railroads because of the bulky nature of the steel industry raw materials, and some of the semi finished, and finished steel products. Even though gasoline prices are depressed, and demand for petroleum products is down at the present time, I feel that at some time in the future, the United States will be faced with another petroleum short fall such as we experienced in the United States, and other areas of North America during 1973 and 1974. Fuel prices for automobiles and airplanes will go up at sometime in the future, and people will want a cheaper alternative mode of travel in addition to the automobile and the airplane, and I feel that a fast comfortable rail passenger train offers that alternative.



Above - The Washington Terminal Company still has three RS-1's in active service which operate at Amtrak's Ivy City Terminal in Washington, D.C. RS-1 #47, built in 1945, was photographed shifting some Heritage Fleet cars for the consist of "The Capitol Limited" in the coach yard on March 6, 1983. Photo by Alex Mayes.

Murphy's Law Strikes Again

Midnight Reporter

Monday, February 23, was a rough day for Amtrak's New Jersey Division. For New York bound commuters, Monday morning rush hour began at 7:00am as it does every morning. For Amtrak employees it would soon become, "One of those days!"

- 7:50am - Westbound train No. 3819 reports to Dock Tower; disabled on No. 3 track, east of Newark station with catenary down and damaged pantographs.
- 7:55am - Eastbound train No. 3608 reports damaged wire, west of north river tunnel.
- 8:00am - Pool engine ordered out to inspect wire on No. 2 track between N.Y. and Harrison.
- 8:05am - Diesel engine requested from Conrail to assist 3819.
- 8:10am - Hunter tower wire train ordered.
- 8:30am - No. 3903 instructed to run as 3819.
- 8:50am - Drop pantograph order put out on high line on No. 2 track at signal W-51.
- 9:20am - Conrail diesel 4110 shoves No. 3819 into Newark station for removal of passengers.
- 9:35am - Train 3819 pulled into Harrison yard and terminated.
- 10:07am - Sunnyside wire train ordered.
- 10:09am - Westbound train No. 107 disabled on No. 2 track, west of Portal tower, unable to raise lead pantograph.
- 10:21am - E.T. wire truck working on No. 3 track at Dock.
- 10:22am - Hunter wire train working on No. 4 track at Newark station.
- 10:23am - Westbound train No. 3715, crossing 2 track to 1 track, disabled in Portal's interlocking with pantograph damage.
- 10:23am - Westbound train No. 3711, stopped east of Portal, unable to lower pantographs.
- 10:24am - Train 107 departs for Newark station to make repairs.
- 10:31am - Train 3715 departs for Newark station with broken pantograph secure.
- 11:05am - Train 3711 departs for Newark station having solved his problem.
- 11:15am - Sunnyside wire train working on No. 2 track, east of Portal.
- 2:19pm - E.T. wire truck working in Portal's interlocking.
- 2:50pm - Hunter wire train working in Hudson's interlocking.
- 3:50pm - (approximate) all catenary repaired between N.Y. and Newark station.
Damage: catenary \$2,500.00
Cause: fatigue break under clip east of signal W-51 on No. 2 track.
- 4:00pm - EVENING RUSH HOUR BEGINS.
- 5:23pm - Eastbound train No. 3834 disabled on No. 1 track, west of County tower with damaged pantographs. (Hold order put out on No. 1 track.)
- 5:31pm - Eastbound train No. 176 reports low catenary on No. 2 track, ½ mile west of County. OK on 3 and 4 tracks. (Hold order put out on No. 2 track.)

5:49pm - Eastbound train No. 3830 running on No. 3 track, instructed to stop alongside 3834 and remove passengers.

5:54pm - No. 3830 reports standing alongside 3834 with all pantographs damaged. (Hold order put out on No. 3 track.)

6:08pm - Westbound Metroliner No. 123 instructed to observe catenary on No. 4 track between County Tower and Midway Tower.

6:12pm - Metroliner No. 123 reports standing east of Midway on No. 4 track with damaged pantographs and AC wire down. (Hold order put out on No. 4 track.)

6:30pm - Hunter wire train ordered.

6:38pm - Train No. 3845 instructed to pull alongside trains 3834 and 3830 on No. 4 track, and remove passengers from both. Train 3845 to operate as a passenger extra to N.Y.

7:00pm - E.T. line man OK's No. 2 track for diesel moves east and electric moves west, 10 mph.

7:10pm - Train 182 arrives at Midway on No. 1 track. Diesels 772 and 142 off Barracks work train ordered to couple ahead.

7:30pm - 20 buses ordered to shuttle passengers between New Brunswick and Princeton Jct.*

7:49pm - Train 118 (with diesels) passes Midway on No. 2 track.

7:50pm - Eastbound Metroliner No. 120 transfers passengers to train 82 at Trenton and runs deadhead to Midway to pick up passengers off No. 123.

7:51pm - Operator at Midway reports No. 11 switch (4 to 3 east) stuck on center.

7:58pm - Eastbound train 182 (with diesels) departs Midway tower crossing 1 to 2 track.

8:15pm - Westbound train 223 leaves County on No. 2 track with drop pantograph order.

8:50pm - E.T. wire truck, enroute to damaged area, stuck in mud near Route 1.

9:10pm - Maintainer blocked and spiked No. 11 switch reverse.

9:14pm - Westbound No. 220 leaves County on No. 2 track with drop Pantograph order.

9:28pm - Train No. 3834 proceeds east, dead in tow.

10:01pm - Hunter wire train working on No. 2 track.

10:09pm - Metroliner No. 120 proceeds west as Metro. 123.

10:17pm - Train No. 3830 proceeds east, dead in tow.

10:51pm - AC OK on No. 2 track. *

11:50pm - Train No. 123 proceeds east, dead in tow.

4:16am - AC OK on No. 1 track. AC repaired on No. 3 & No. 4 track the next day.
 Damage: catenary \$4,000.00
 Cause: flash-over B-1 insulator causing steady span to part.

*NOTE: Those buses mentioned earlier, never arrived. It seems that Greyhound and Trailways could not deliver buses until 11:00pm.

At 10:45pm No. 2 track was ok'ed for 50 mph speed. At this time there were approximately 12 trains standing at Midway to go east and 6 trains at County to west. (all on a single track.)

To make matters worse, eastbound train No. 82 (the Silver Star from Florida) already many hours late and overloaded with passengers from trains 120, 220, 3838, and 3858 became disabled east of Lincoln tower on No. 1 track at 12:37pm. (Lincoln is only several miles east of all the earlier trouble). Amtrak E60 Engine No. 952 was broken down with a broken air compressor and no air pressure. Amtrak GG1 No. 4905 (of course) was dispatched to help train 82.

VACATION

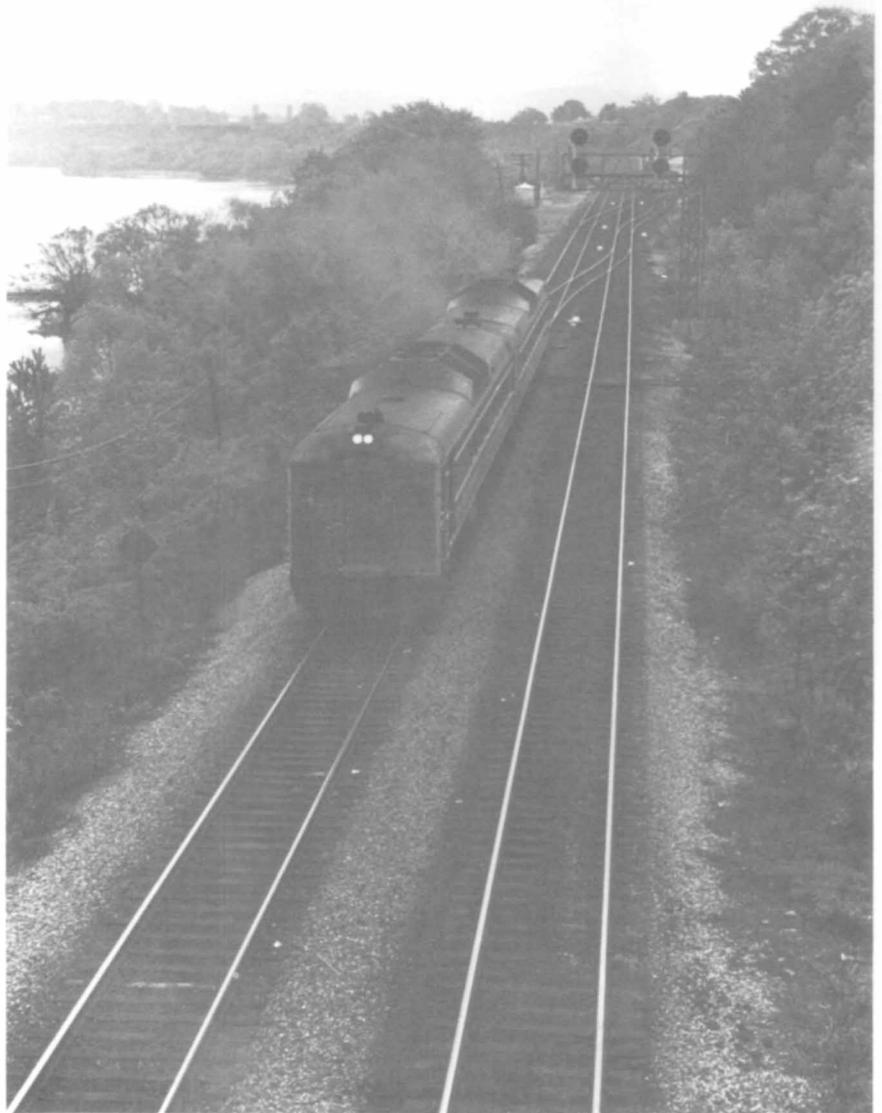
text by Kevin N. Tomasic

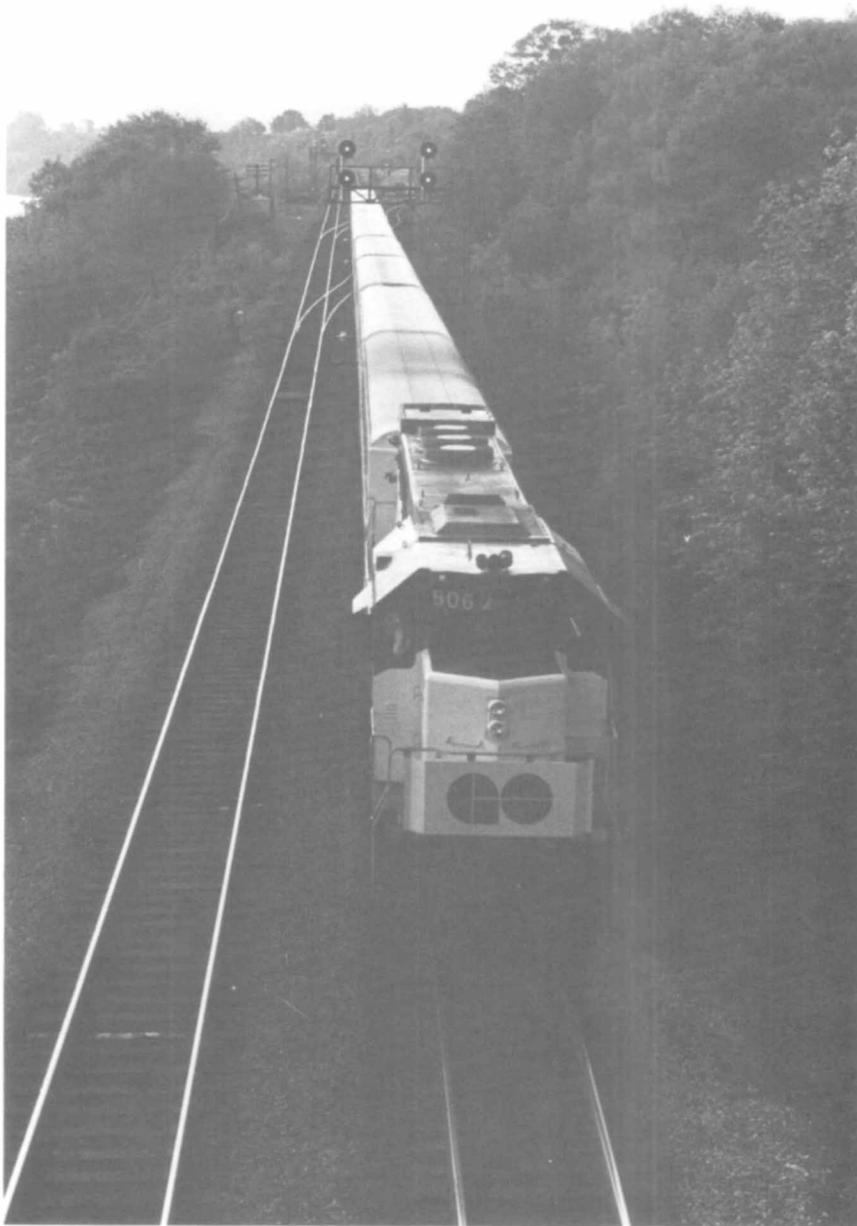
photos by Kevin N. Tomasic, courtesy Clouse/Tomasic Collection

From the spring till early fall, via the airwaves and the printed word we are told how beautiful Ontario is. Those ads are aimed at the casual tourist: mom, dad, grandmaw, and the kids. Showing as they do, the Falls, farmland, historical places, the lights of downtown Toronto, and even Lake Ontario, the ads entice you to cross the border and spend your money. Personally, I think the ads are great, but they neglected a small, and important, segment of the American populace - the railfan. If I was the Ontario bureau of tourism, I'd flood the hobbyshops and other railfan haunts with brochures showing FPA-4's wheeling along Lake Ontario with Toronto-bound passengers or a trio of "Montreals" smoking out of Agincourt with a mile of merchandise. Then I'd stand back and watch the camera-laden buffs crawl all over Spadina (with releases, of course!) or watch them running through the Botanical Gardens at Bayview.

This year for my vacation I decided to visit Bayview and Toronto. Luckily, my friend John Jambor, the ladies shoe salesman (everyman's dream?), from Glassport was also due for vacation. In late May, we packed my Colt with: two bulging suitcases, two bulging camera bags, full of "the great yellow father's products, maps, tourguides, and a tattered copy of "Trains".

Another thing that Canada has in great profusion are RDC's. Smoking like the B&O/PAT Budds of recent memory, comes a pair of Toronto-bound RDC's.



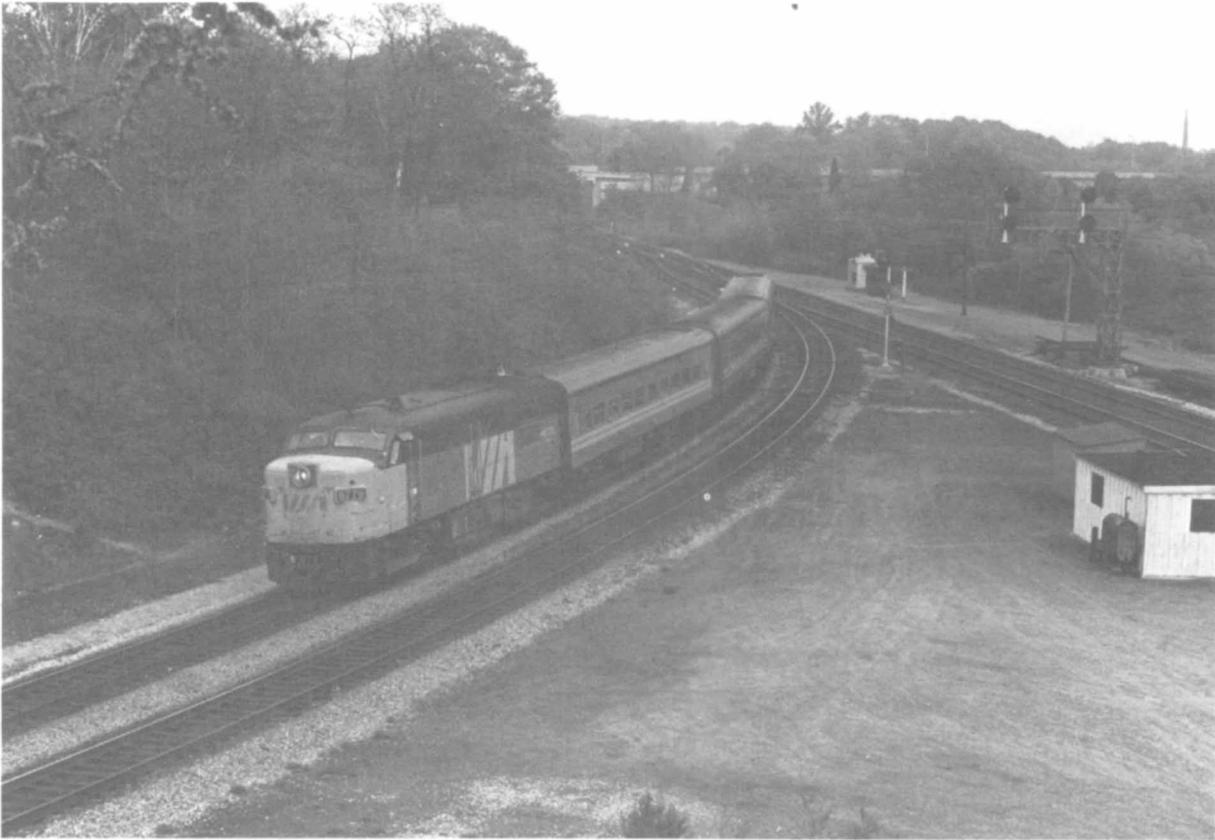


Our first stop was at Bayview, Ontario near Hamilton. It was this spot which was immortalized as the best train-watching spot in Canada by "Trains" a few years back. It definitely lived up to its name and fame. We spent the afternoon and early evening shooting FPA's, F's, RDC's, GO Transit, and even a couple freights. The conclusion was that we had passed on to heaven. This came just after the first VIA FPA-4 "ratcheted" around the curve bound for Toronto. "Ratcheted" is the best term I can use to describe that distinctive MLW/ALCO exhaust, especially when the engineer whips the throttle to run 8 out of the junction.

Over the next three days we visited most of the terminals and hotspots around Toronto. Freight operations are, for the most part, north of the city. CN's main yard is MacMillan, while CP's is called Agincourt. GO Transit has a major facility at Mimico, a few miles west of Toronto Union Station. It is there that they service their own transit equipment plus VIA LRC trains. Downtown terminals are at Spadina Avenue and John Street. Spadina is a former CN facility which is now the property of VIA and is the place to go to see all sorts of power. John Street was almost empty, save for some stored QNSL geeps. It was CP's main passenger facility, but the coming of VIA has diminished its importance.

Now that I've told some of the story I'll let the pictures do the rest.

This is actually a going away shot of a GO (Government of Ontario) transit train as it brings a group of commuters from Toronto to downtown Hamilton. The 506 is a GP-40P not unlike the CNJ units in New Jersey.



About an hour after we arrived at Bayview we were treated to a Sarnia bound FPA-4 "ratcheting" along. It was mid-week, so the train is short and lightly patronized.

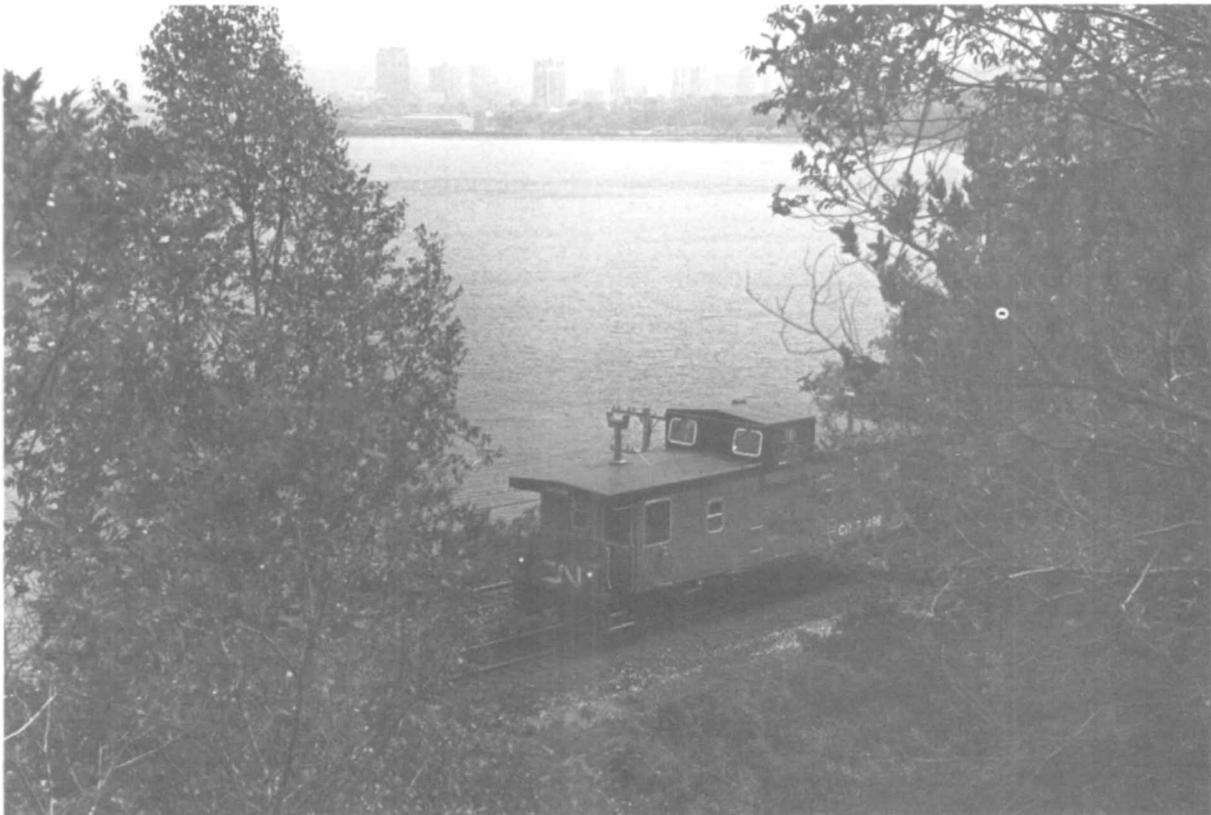
Canadian roads have a good amount of old geeps still in service, unlike their American counterparts. Here a pair of GP-9's bring a local from MacMillan (Toronto) to Hamilton.

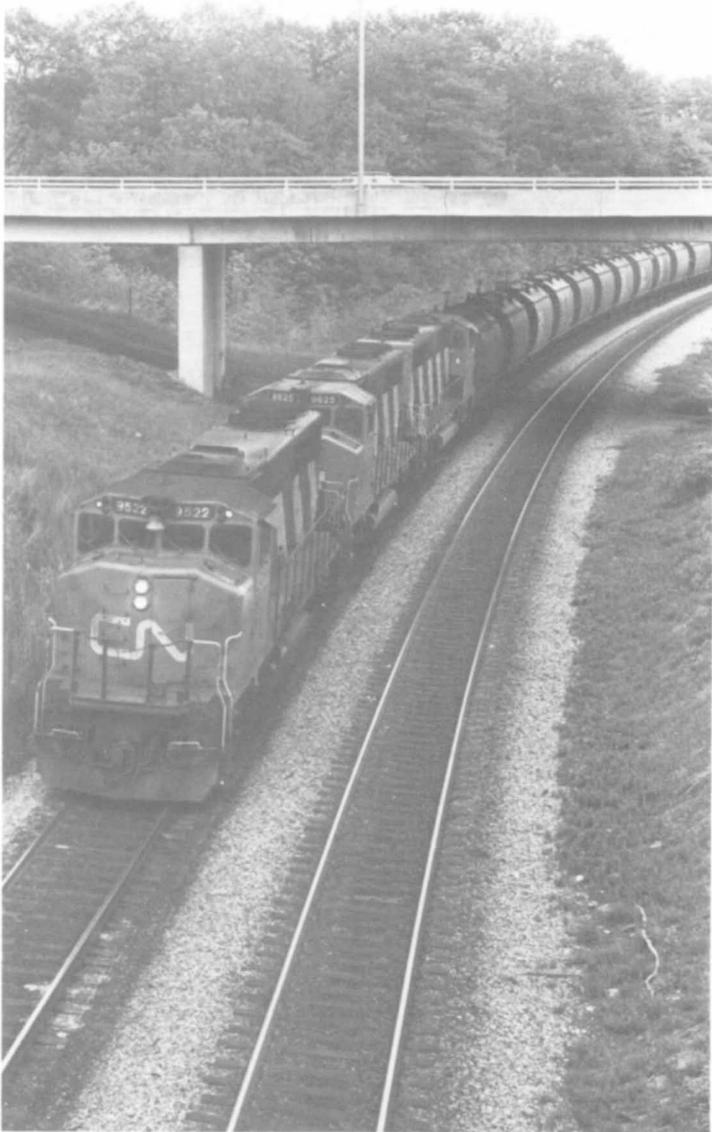




Conrail fans will remember the widenose GP-40's that ran around in 1977. One of those, 9646, leads train #431 on it's journey to Hamilton. The train will work at Hamilton and Fort Erie, then finally be relayed to the U.S.

Framed by trees, a CN "van" is shown with Hamilton as a backdrop.





The coming and going of a Canadian ore train. Unlike the U.S., the ore travels in enclosed cars on its journey from pit to mill.





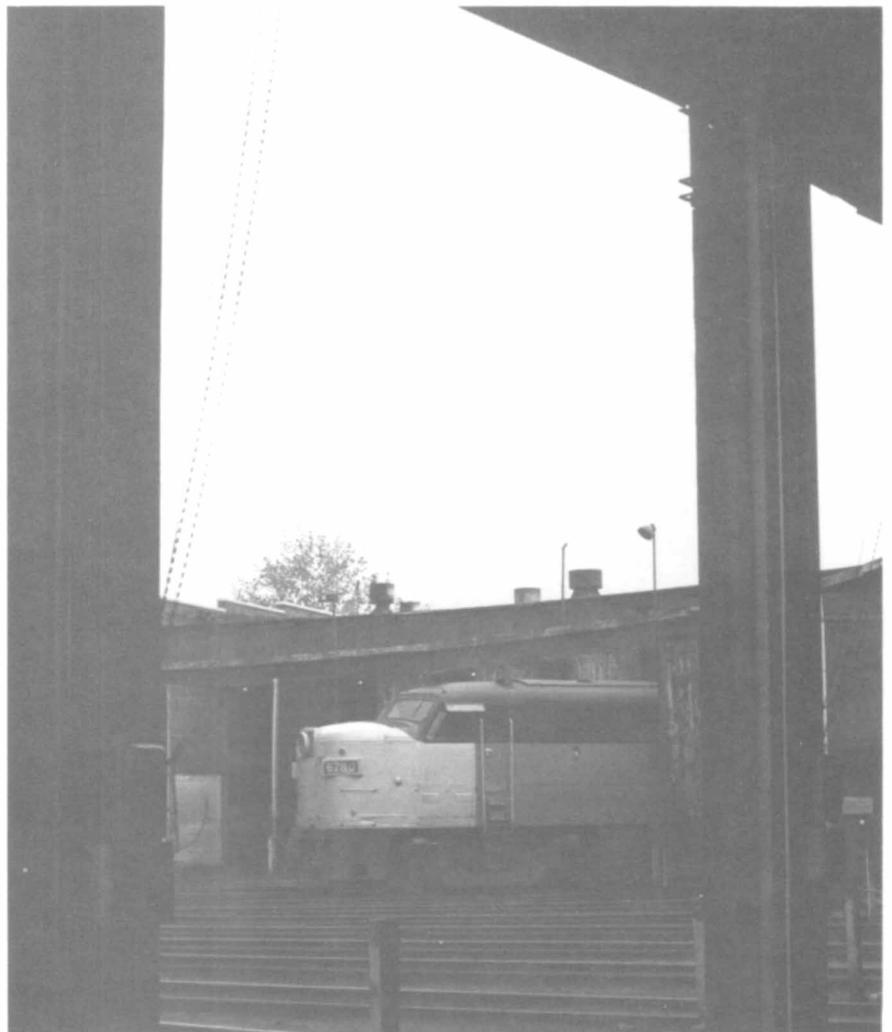
The land in southern Ontario is rather flat and quite conducive to fast train operations. Bound for Sarnia is an FP-9 at 60 mph. It was a real shocker to see an immaculate covered wagon rolling at such a speed.

Spadina Avenue engine terminal in downtown Toronto is the place to go for cab units. The VIA people are extremely friendly and will go out of their way to get you set up with a release and hard hat. After that, you get the run of the terminal for as long as you need. A common scene is to see various F's and FA's nose to nose, something not seen in the U.S. for many years.





A common occurrence during the late morning hours is for equipment to congregate at Spadina. The CN tower loom in the background as a CN S-13 pushes a Tempo Train towards the station and RDC's putter on the ready tracks.



A vanishing beast sits in and is framed by another vanishing item - the roundhouse. Spadina boasts a big roundhouse with a busy turntable and lots of mechanics scurrying about.

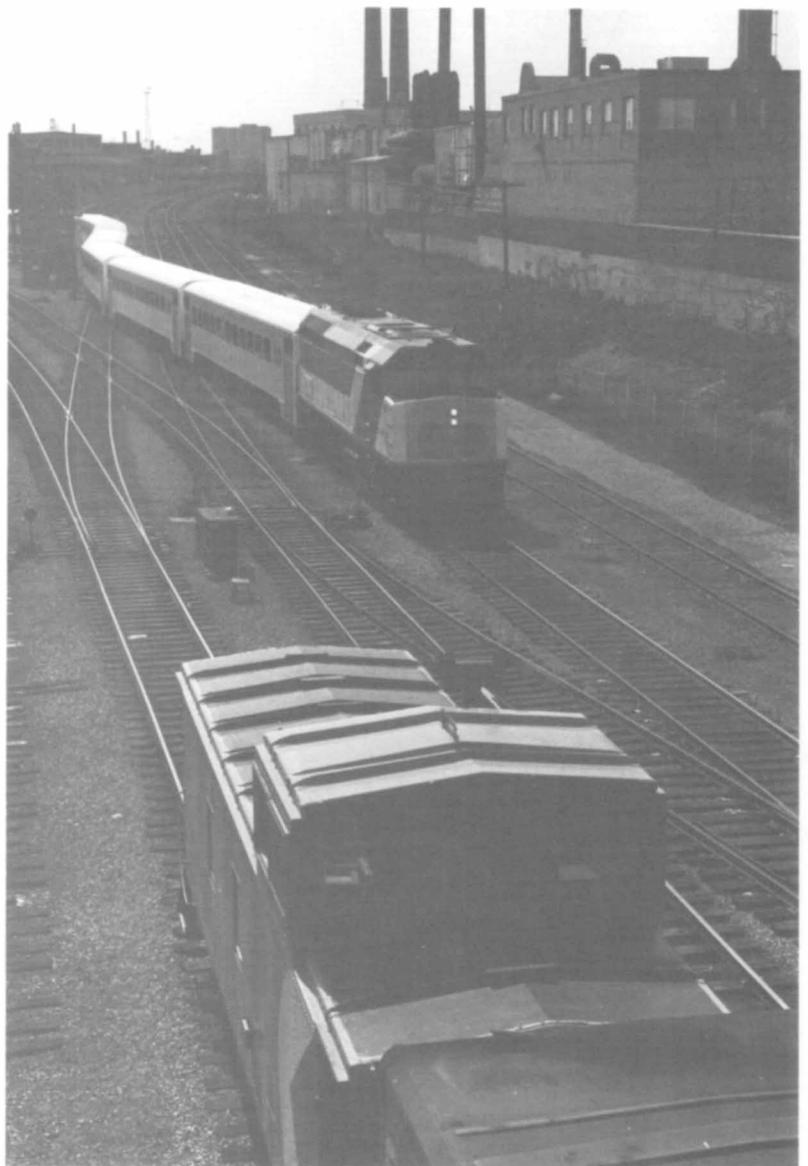
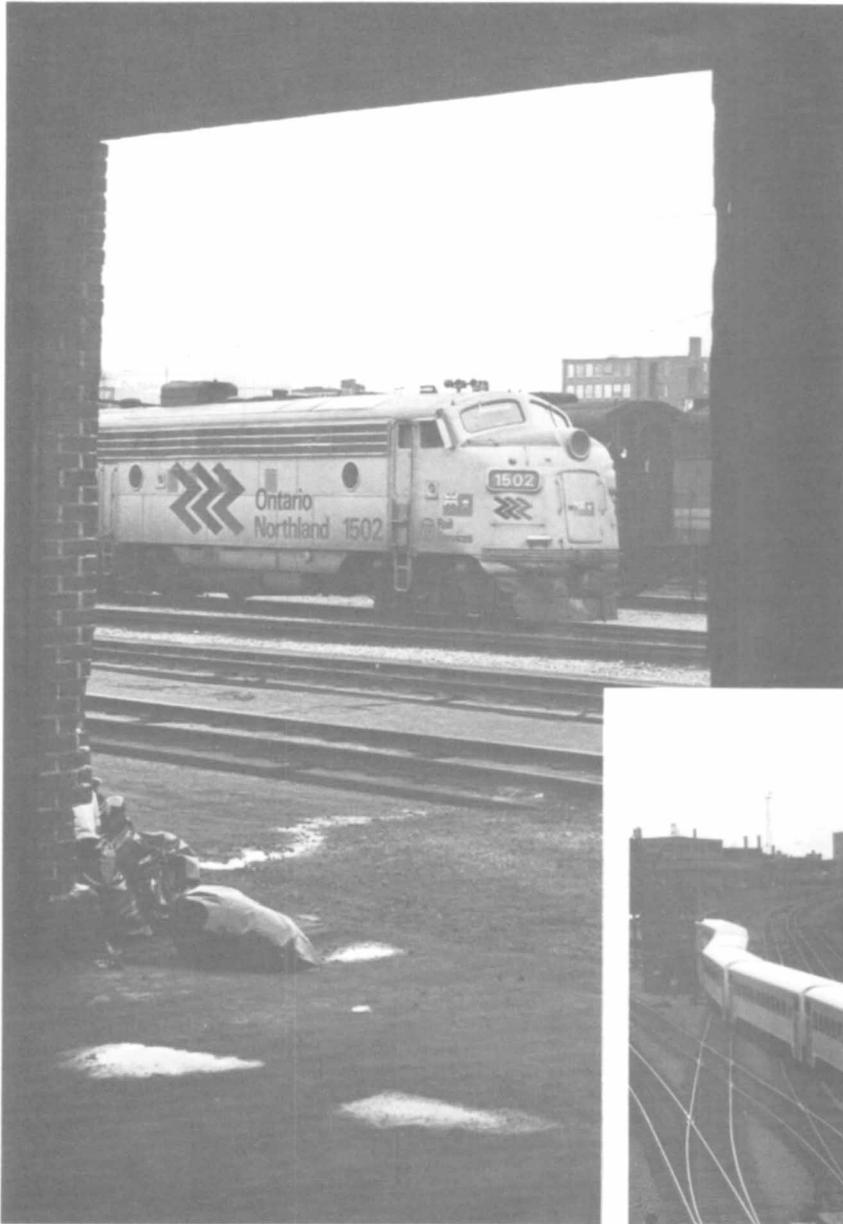


How's this for railfan heaven - surrounded by cab units at Spadina!

Just west of Spadina Avenue is the Bathurst Street Bridge. It provides a great vantage point from which to observe VIA, CN, CP, and GO Transit action through Cabin "D". This view shows a GO Transit cab control FP-7 coming from the Mimico holding yard to GO's facility near the Union Station. The man coming out of the shanty in the foreground is the switchtender, who will set up for the next move. All of the switches at the junction are hand thrown!



Another frame job for another Spadina denizen: Ontario Northland FP-7 1502 lays over amongst VIA cabs.



Another GO train, this time led by a very American looking F-40, pulls through the junction. The van in the foreground is on a CP local which is preparing to back across the diamonds to a yard a mile away.

As the GO train disappears at right, a CP RS-18 backs past the switchtender.



North of town lies CP's Agincourt yard, which plays host mostly to SD-40's and various MLW power. 4712 is an M-630 not unlike ALCO's C-630.





On our last full day in Canada we worked back through Bayview and got FP-9 6539 moving four cars towards Toronto.

The late afternoon sun shines on 506, as the big GP-40P rolls a deadhead move back to Mimico from Hamilton. A nice way to end a shooting day.



**1983 ALL PENNSY
CALENDAR**



Once again we present an outstanding selection of a dozen Pennsy photographs featuring the work of camera artist Don Wood. Included this year are steamers turbine S2, K4, M1, E6 and diesels E's and SD45. For January, there is a full color action photo of pin-striped GG1 4877. Calendar has twelve 16 x 22 pages printed on pebble grain paper. All photos are 11 x 14 suitable for framing. **\$5.50**

1979 and 1980 All Pennsy Calendars are also available. As mentioned above, the photos make good framing prints. **Reduced to \$3.00 ea.**

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Passenger Trains of the North-east -- Chicago Vestibuled Express

By Frank E. Shaffer

In the long history of the Lehigh Valley, the art of the bypass was used rarely. On roads such as LV with several passenger trains, trains frequently bypassed important cities when they were scheduled in the morning's early hours.

New York Central is, perhaps, best known for the bypass following electrification of its Cleveland terminal. The major New York-Chicago trains used the lakefront route followed today by Amtrak. **Capitol Ltd.** didn't enter Pittsburgh until B&O began using P&LE tracks early in the Thirties. Seaboard's **Orange Blossom Spl.** used a Jacksonville bypass. Southern's **Birmingham Spl.**, in the era before it began its Roanoke, Va. routing, stopped only at Atlanta's Peach-tree St. station to save backing at Terminal Station. Most of PRR's East-West fleet bypassed Philadelphia and stopped only at Paoli and North Philadelphia.

Lehigh Valley bypassed Buffalo, Ithaca and Wilkes-Barre at various times. The only Buffalo bypass was recorded in 1902 by **Chicago Vestibuled Exp.**, No. 3. It left Jersey City at 6:24 pm, was in Sayre, Pa. 2-2:05 am and arrived at Suspension Bridge at 6:45 am. No. 3 carried Pullmans for Toronto and Chicago via the Grand Trunk. A through coach was also operated. Dining car service was available between Jersey City and Mauch Chunk.

The opposing train at this time, **Detroit & New York Exp.**, also bypassed Buffalo.

No. 3 established a supertime departure from New York, a time slot later occupied by **The Toronto, Chicago-Toronto Exp.** and **Lehigh Ltd.**

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“OD” Tower - Ashtabula, Ohio

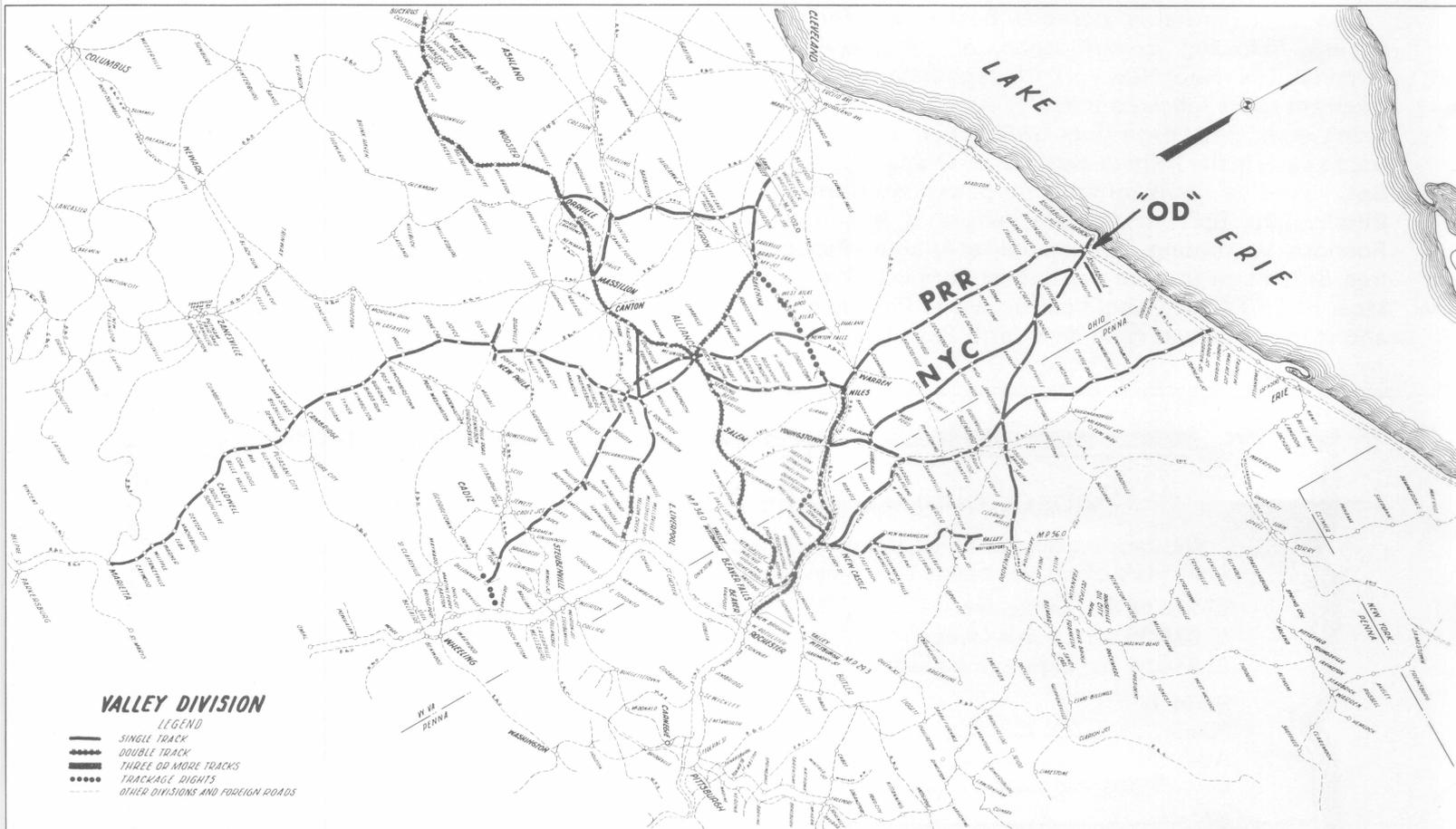
By Ed Spodobalski

During February 1983 CONRAIL completed the reconstruction of ORE DOCK interlocking in Ashtabula, Ohio. ORE DOCK tower was former OD tower on the NYC; and it was the only remaining manned interlocking tower between Cleveland and Buffalo. The NYC decided when it installed CTC on its Cleveland Division in the late 1950's that OD had sufficient traffic concentration to warrant the maintaining of a manned interlocking and OD remained in operation as such for almost 25 years longer surviving the Penn-Central and being part of CONRAIL.

Prior to the PC merger OD was the location of the NYC Youngstown Branch crossing it's 4 track Chicago-N.Y. Main Line. North of OD to JM tower at Ashtabula Harbor and the ore docks the ex-NYC line is presently designated the Harbor Branch. 0.7 miles to the south of OD was NP tower which protected the Youngstown Branch and the PRR PY&A Branch crossings of the N&W (former Nickel

Plate) Buffalo-Bellevue Main Line. After crossing the N & W at NP the Pennsy's PY&A line continued north a short distance and connected to the Centrals Youngstown Branch within OD interlocking. At OD the PRR line continued north to the PRR's lake front ore docks in Ashtabula. Before the Penn-Central merger the PY&A Branch was one of the PRR's primary mineral train routes over which ore trains moved south to steel mills in Youngstown, Steubenville Ohio, Weirton W. Va., and Johnstown Pa.

Since the PC could not maintain the two parallel lines from the ore docks in Ashtabula to Youngstown, it was decided to shift all traffic to the NYC's Youngstown Branch and to eventually abandon the PRR's PY&A line. The NYC line was the more efficient of the pair since the Central had heavily upgraded it and installed CTC on it in 1963. In addition to the ore traffic the Youngstown Branch was the





Above - Penn Central Alco C-630 #6328 heads a coal train past OD Tower crossing over the ex-NYC Cleveland to Buffalo main line. Photo by Bill Metzger.

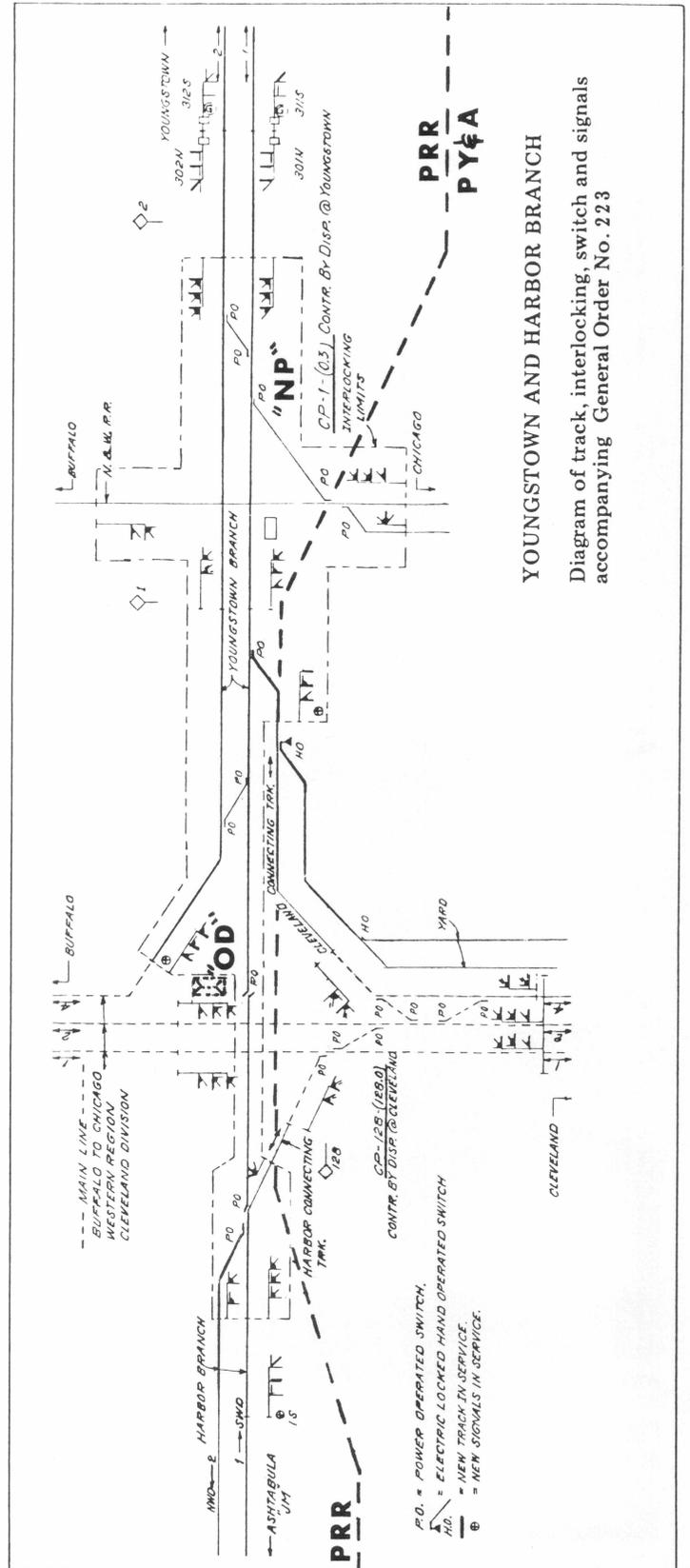
artery for the lucrative traffic to the P&LE's Gateway Yard in Youngstown.

By 1976 the PY&A Branch was out of service from North Warren to Ashtabula and all traffic was being routed over the Youngstown Branch. In 1979 NP tower was taken out of service and the plant was remote controlled from the Youngstown Division dispatchers office, at this time NP was redesignated CP-1. OD which was redesignated ORE DOCK tower on 10/31/76 by CONRAIL survived somewhat longer than NP. The plant at ORE DOCK was extensive by modern day standards and was far in excess of traffic being moved through it. ORE DOCK tower was located in the southeast quadrant of the Main Line crossing and housed a 192 lever GRS model 2 Electric Machine of which 98 levers were working; the remainder being spares or dead.

In December, 1981 a fire of unknown origin broke out within ORE DOCK tower and much of the interlocking machine was damaged beyond repair; as a result of the untimely blaze CONRAIL was forced to either replace the machine in the tower (the structure was not destroyed) or to CTC the plant from the dispatchers office. CONRAIL opted for the latter and the reconstructed plant is a more simpler and economical plant to maintain yet it is under joint control of dispatchers in Cleveland and Youngstown providing for flexible movement of trains.

The first phase of the rebuilding of ORE DOCK was completed by June, 1982; which saw most of the original interlocking retired. In conjunction with the modifications made, ORE DOCK was renamed CP 128, being controlled from the Cleveland dispatchers office. The final phase of the project was installed in February, 1983 as shown in the accompanying diagram from Central Region general order 223. The limits of CP-1 (old NP) on the Youngstown Branch were extended northward beyond the Buffalo-Chicago Main Line crossing to the southern end of double track on the Harbor and Youngstown Branches associated switches and signals at ORE DOCK which were operated by the Youngstown Division dispatcher while CP-128 which included the functions of the Main Line crossing were under the jurisdiction of the Cleveland Dispatcher. The new track arrangement will no doubt be more economical to control and maintain since 35 interlocking switches and 15 signals were retired from the former plant at ORE DOCK.

And so the railfan has been deprived of another of the attractions unique to modern day railroading; that of the manned tower where one could stop for a brief but friendly and informative conversation with the operators. I'm sure the trains will continue to roll through Ashtabula unimpeded by the absence of ORE DOCK tower and few will miss it. But to those of us who had the opportunity to visit such places as ORE DOCK, or ALTO in Altoona, CRESTLINE or MINGO JCT. we certainly will note it's absence.....I know I will.



YOUNGSTOWN AND HARBOR BRANCH
Diagram of track, interlocking, switch and signals accompanying General Order No. 223

Conrail Freight Schedules

For a long time we refrained from publishing Conrail freight schedules due to the fact that they were meaningless due to performance delays. However, in the past year or so, Conrail has maintained a performance rating that is up there with the best railroads.

TV-62

Chicago to Portside

Wed. only, except Holidays

Chicago - 47th St.	Lv. 2230
Elkhart	*Ar. 0125
Elkhart	Lv. 0130
CP-421 - IN	Ps. 0245
Toledo	*Ar. 0545
Toledo	Lv. 0550
Fairlane	Ar. 0750
Fairlane	Lv. 0820
Berea	Ps. 0905
Cleve.-Collinwood	*Ar. 0945
Cleve.-Collinwood	Lv. 1015
BV	Ps. 1435
Buffalo-Seneca	Ar. 1500
Buffalo-Seneca	Lv. 1505
WK	Ps. 1635
Hornell	Ps. 1940
Corning - NY	*Ar. 2035
Corning - NY	Lv. 2045
Elmira	Ar. 2110
Elmira	Lv. 2115
Binghamton	Ps. 2315
Port Jervis	*Ar. 0340
Port Jervis	Lv. 0350
SF	Ps. 0550
Croxton	Ar. 0645
Croxton	Lv. 0700
Newark-Garden Yd.	Ar. 0815
Newark-Garden Yd.	Lv. 0830
Portside	Ar. 0900

Does work at:

Fairlane (SO, PU), Newark (Garden Yard) (SO, PU).

TV-23

Kearny to Potomac Yard

Daily except Sunday

Kearny	Lv. 2100
Lane - NJ	Ps. 2140
Trenton-Millham	Ps. 2240
Morrisville-Morris	Ps. 2305
Phila.-Zoo	Ps. 2345
Arsenal	Ps. 2355
Bell	Ps. 0010
Ragan	Ps. 0035
Newark - DE	Ar. 0045
Newark - DE	Lv. 0100
Perryville	Ps. 0120
Landover	Ps. 0330
RO - Tower	Ps. 0400
Potomac Yard	Ar. 0415

Does work at:

Newark, Delaware (PU).

With a ontime performance level running close to 90% or even better on some statistics, we think that the information will be of use to railfans. As this information is provided we will keep you informed of symbol changes, new routings, etc.

TV-12M

Chicago to Kearny

Daily except Sun. (Holidays if required)

Chicago - 47th St.	Lv. 2000
Elkhart	*Ar. 2255
Elkhart	Lv. 2300
CP-421 - IN	Ps. 0015
Toledo	*Ar. 0315
Toledo	Lv. 0320
Berea	Ps. 0550
Drawbridge	Ps. 0610
Hudson	Ps. 0715
Wood	Ps. 1015
Conway-East Yd.	*Ar. 1035
Conway-East Yd.	Lv. 1040
Conpit	Ps. 1430
Banks	Ps. 1930
Harrisburg	*Ar. 2000
Harrisburg-Harris	Lv. 2055
Alburtis	Ps. 0005
Bethlehem	Ps. 0035
Port Reading Jct.	Ps. 0240
NK	Ps. 0350
Waverly	Ar. 0400
Waverly	Lv. 0430
Kearny	Ar. 0500

Does work at:

Harrisburg (SO), Waverly (SO).

OIEN

Oak Island to Enola

Daily	
Oak Island	Lv. 1000
Waverly-Lane	Ps. 1100
Linden	Ar. 1125
Linden	Lv. 1240
Metuchen	Ar. 1330
Metuchen	Lv. 1530
Trenton-Millham	Ps. 1630
Morrisville	*Ar. 1700
Morrisville	Lv. 1830
Earnest	Ar. 1930
Earnest	Lv. 1945
Thorndale	Ar. 2100
Thorndale	Lv. 2130
Park	Ps. 2200
Columbia	Ar. 0001
Columbia	Lv. 0015
Day - PA	Ps. 0430
Enola	Ar. 0500

Does work at:

Linden (PU), Metuchen (PU), Morrisville (SO, PU), Earnest (SO), Thorndale (SO, PU), Columbia (SO).

SEPY

"Washingtonian" Service
Selkirk to Potomac Yard

Daily	
Selkirk	Lv. 0100
CP-SK	Ps. 0130
North Bergen	Ar. 0815
North Bergen	Lv. 0830
Kearny	*Ar. 1000
Kearny	Lv. 1500
Port Reading Jct.	Ps. 1700
Glen	Ps. 1745
Woodbourne	Ar. 1815
Woodbourne	Lv. 1830
Nice	*Ar. 1935
Nice	Lv. 1940
Phila.-Belmont	Ps. 2105
Arsenal	Ps. 2125
Bell	Ps. 2210
Edge Moor	Ar. 2230
Edge Moor	Lv. 2359
Ragan	Ps. 0015
Landover	Ps. 0505
RO - Tower	Ps. 0545
Potomac Yard	Ar. 0555

Does work at:

North Bergen (SO), Woodbourne (SO), Edge Moor (SO, PU).

PYSE-A

"Montrealer" Service

Potomac Yard to Selkirk

(Connecting via SEPW to B&M-CV-CN & B&M-CP routes at Springfield)

Daily	
Potomac Yard	Lv. 0500
RO - Tower	Ps. 0515
Landover	Ps. 0600
Perryville	Ps. 0815
Columbia	Ar. 1015
Columbia	Lv. 1115
Park	Ps. 1415
Thorndale	Ps. 1445
Morrisville-Morris	Ps. 1650
Oak Island	*Ar. 1940
Oak Island	Lv. 2305
North Bergen	Ar. 0005
North Bergen	Lv. 0050
CP-SK	Ps. 0705
Selkirk	Ar. 0735

Does work at:

Oak Island (SO, PU), North Bergen (PU).

SEOI

Selkirk to Oak Island

Daily	
Selkirk	Lv. 0730
CP-SK	Ps. 0800
Kingston	Ar. 1000
Kingston	Lv. 1015
Meadows	Ar. 1500
Meadows	Lv. 1530
Oak Island	Ar. 1700

Does work at:

Kingston (SO), Meadows (SO).

OIPY

Oak Island to Potomac Yard

Daily - except Monday	
Oak Island	Lv. 0030
Manville	Ar. 0225
Manville	Lv. 0255
Glen	Ps. 0355
Nice	*Ar. 0600
Nice	Lv. 0605
Phila.-Belmont	Ps. 0650
Phila.-Zoo	Ps. 0720
Arsenal	Ps. 0735
Bell	Ps. 0800
Edge Moor	Ar. 0815
Edge Moor	Lv. 0930
Ragan	Ps. 0950
Landover	Ps. 1345
RO - Tower	Ps. 1430
Potomac Yard	Ar. 1445

Does work at:

Manville (SO, PU), Edge Moor (SO, PU),

ELOI

Elkhart to Oak Island

Daily	
Elkhart	Lv. 0130
CP-421 - In	Ps. 0300
Toledo	*Ar. 0655
Toledo	Lv. 0700
Fairlane	Ar. 0945
Fairlane	Lv. 1000
Berea	Ps. 1045
Cleve.-Rockport	Ar. 1115
Cleve.-Rockport	Lv. 1159
Cleve.-Collinwood	*Ar. 1245
Cleve.-Collinwood	Lv. 1345
Oredock	Ps. 1600
CP-52	Ps. 1745
Pymatuning - OH	Ps. 1840
Shenango	Ar. 1900
Shenango	Lv. 1930
Meadville	*Ar. 2015
Meadville	Lv. 2020
CM Jct.	Ps. 2250
Olean, NY	*Ar. 0235
Olean, NY	Lv. 0250
Wellsville - NY	Ar. 0410
Wellsville - NY	Lv. 0425
Hornell	Ps. 0555
Corning - NY	*Ar. 0645
Corning - NY	Lv. 0700
Elmira	Ar. 0735
Elmira	Lv. 0750
Binghamton	Ar. 0955
Binghamton	Lv. 1010
Port Jervis	*Ar. 1520
Port Jervis	Lv. 1525
SF	Ps. 1930
Oak Island	Ar. 2359

Does work at:

Fairlane (PU), Cleveland (Rockport) (SO), Cleveland (Collinwood) (SO, PU), Shenango (PU), Olean (PU), Wellsville (SO, PU).

TV-12P

Chicago to Portside

Daily except Wed., Sat., & Holidays	
Chicago - 47th St.	Lv. 2230
Elkhart	*Ar. 0125
Elkhart	Lv. 0130
CP-421 - In	Ps. 0245
Toledo	*Ar. 0545
Toledo	Lv. 0550
Fairlane	Ar. 0750
Fairlane	Lv. 0820
Berea	Ps. 0905
Drawbridge	Ps. 0925
Hudson	Ps. 1030
Wood	Ps. 1330
Conway-East Yd.	*Ar. 1350
Conway-East Yd.	Lv. 1355
Conpit	Ps. 1745
Banks	Ps. 2245
Harrisburg	*Ar. 2315
Harrisburg-Harris	Lv. 2355
Alburtis	Ps. 0305
Bethlehem	Ps. 0335
Port Reading Jct.	Ps. 0540
NK	Ps. 0650
Newark-Garden Yd	Ar. 0730
Newark-Garden Yd	Lv. 0800
Portside	Ar. 0900

Does work at:

Fairlane (SO, PU), Newark (Garden Yard) (SO).

OIIN

Oak Island to Indianapolis

Daily - Except Sunday	
Oak Island	Lv. 2300
Port Reading Jct.	Ps. 0015
Allentown	Ar. 0245
Allentown	Lv. 0400
Alburtis	Ps. 0430
Harrisburg	*Ar. 0800
Harrisburg	Lv. 0805
Banks	Ps. 0900
Conpit	Ps. 1455
Conway	*Ar. 1720
Conway	Lv. 1725
Wood	Ps. 1745
Crestline	*Ar. 2320
Crestline	Lv. 2325
BS	Ps. 0225
Indianapolis-Avon	Ar. 0700

Does work at:

Allentown (PU).

TV-61

Portside to Chicago

Monday through Friday	
Portside	Lv. 1915
Newark (NK) NJ	Ps. 2030
Port Reading Jct.	Ps. 2215
Bethlehem	*Ar. 0010
Bethlehem	Lv. 0105
Alburtis	Ps. 0200
CP-Belt	Ar. 0240
CP-Belt	Lv. 0310
Harrisburg-Harris	*Ar. 0520
Harrisburg	Lv. 0750
Banks	Ps. 0820
Conpit	Ps. 1325
Pittsburgh-IsL. Ave.	Ar. 1630
Pittsburgh-IsL. Ave.	Lv. 1700
Conway	*Ar. 1755
Conway	Lv. 1800
Wood	Ps. 1820
Hudson	Ps. 2115
Drawbridge	Ps. 2215
Berea	Ps. 2240
Toledo-Oakdale Ave.	Ar. 0110
Toledo-Oakdale Ave.	Lv. 0125
Toledo	*Ar. 0140
Toledo	Lv. 0145
CP-421 - IN	Ps. 0455
Elkhart	*Ar. 0410
Elkhart	Lv. 0415
Chicago-51st St.	Ar. 0700

Does work at:

Bethlehem (PU), CP-Belt (PU), Harrisburg (SO, PU), Pittsburgh (Island Ave.) (PU), Toledo (Oakdale Ave.) (SO).

TV-79

North Bergen to Chicago

Daily except Sun., Mon., and days following holidays	
2'00" later Sat. except cutoff & release at Selkirk and first placement at Cleveland.	
North Bergen	Lv. 0200
CP-SK	Ps. 0640
Selkirk	*Ar. 0710
Selkirk	Lv. 0820
Dewitt	Ar. 1150
Dewitt	Lv. 1155
CP-3 - NY	Ps. 1215
Buffalo-Frontier	*Ar. 1545
Buffalo-Frontier	Lv. 1550
BV	Ps. 1620
Cleve.-Collinwood	*Ar. 2030
Cleve.-Collinwood	Lv. 2100
Berea	Ps. 2140
Toledo	*Ar. 0025
Toledo	Lv. 0040
CP-421 - IN	Ps. 0355
Elkhart	*Ar. 0310
Elkhart	Lv. 0315
Chicago - 47th St.	Ar. 0730

Does work at:

Selkirk (PU), Cleveland (Collinwood) (SO, PU), Toledo (SO).

TV-4

E. St. Louis to North Bergen

Daily except Sunday & Holidays

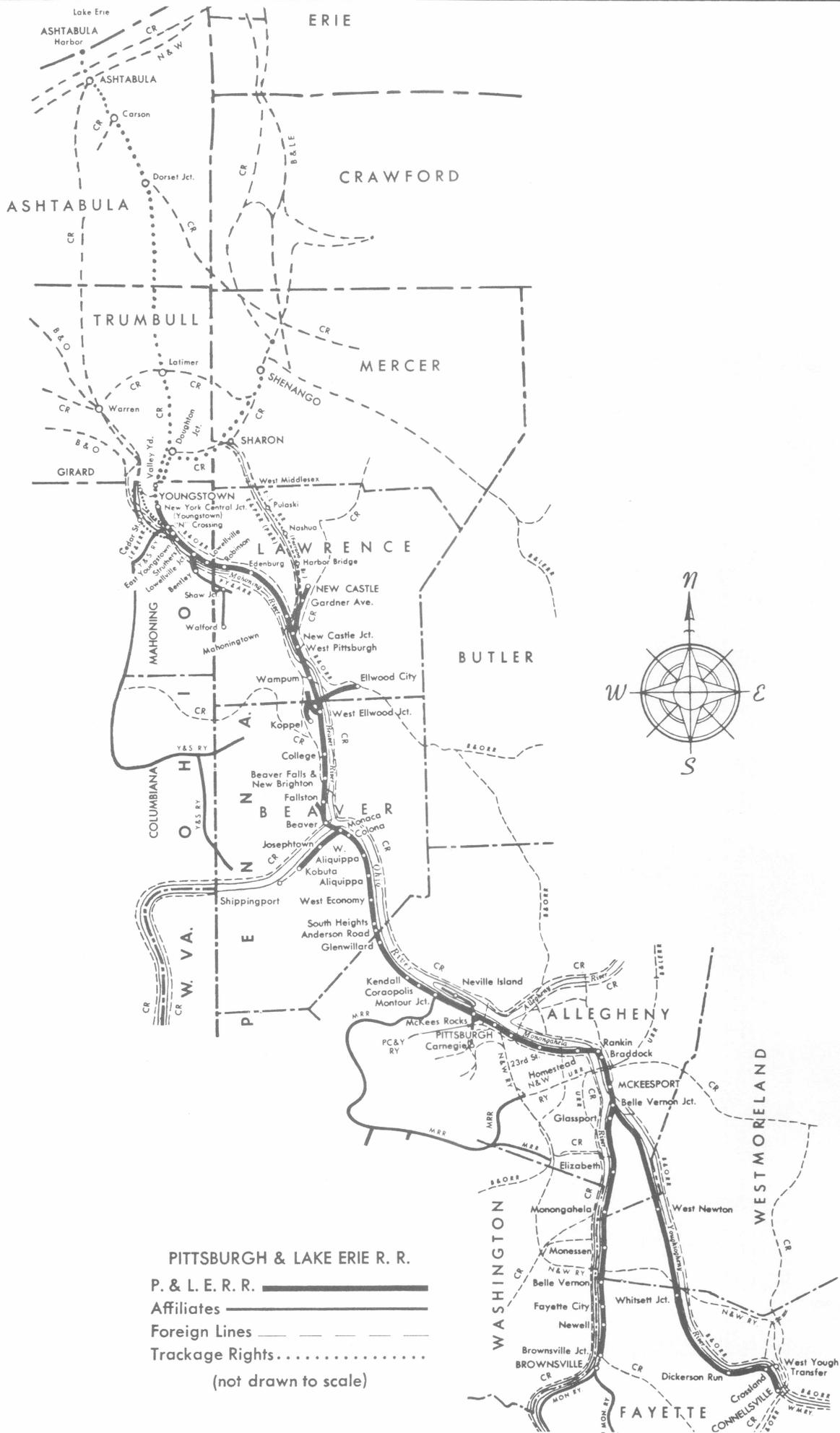
E. St. L.-Rose Lake	Lv. 2359
Indpls.-Avon-An	*Ar. 0530
Indpls.-Avon-My	Lv. 0630
Ansonia	Ps. 1020
BS	Ps. 1115
Galion	Ar. 1245
Galion	Lv. 1330
Crestline	*Ar. 1400
Crestline	Lv. 1405
Wood	Ps. 2015
Conway	*Ar. 2035
Conway	Lv. 2040
Conpit	Ps. 2355
Banks	Ps. 0535
Harrisburg	*Ar. 0605
Harrisburg-Harris	Lv. 0800
Alburtis	Ps. 1110
Bethlehem	Ar. 1140
Bethlehem	Lv. 1155
Port Reading Jct.	Ps. 1410
Newark (NK) NJ	Ps. 1615
Oak Island	Ar. 1630
Oak Island	Lv. 1715
North Bergen	Ar. 1815

Does work at:

Indianapolis (Avon) (PU), Galion (PU),
Harrisburg (SO, PU), Bethlehem (SO),
Oak Island (SO).

Three SD40-2's power a Conrail empty coal hopper train westward at Gallitzin, PA on 1/29/83. Location is just west of the twin tunnels at the summit at UN Tower, where helpers, which are cut off at this location, are run around the track on the far right to head back to Altoona to assist another westbound over the grade, or tie onto the rear of an eastbound at AR tower to provide dynamic braking for the descent. Photo by Alex Mayes.





THE PITTSBURGH & LAKE ERIE RAILROAD COMPANY

DIESEL-ELECTRIC LOCOMOTIVE OWNERSHIP

Builder	Built	Series	Number	Model	Type of Service	Total Weight on Drivers	Tractive Effort	Horse Power	Fuel Capacity	
G.E. Co.	1966	2800 to 2821 ^{1*}	21	U-28-B	Road	273,000	68,450	2,800	2,900	
E.M.D.	1977	2051 to 2056	6	GP-38-2	Road	275,500	64,700	2,000	3,600	
E.M.D.	1976	2057 to 2060 ^{4*}	4	GP-38-2	Road	260,000	64,700	2,000	3,600	
E.M.D.	1953	1500 to 1501	2	GP-7	Pass.	246,800	61,700	1,500	800	
E.M.D.	1973	1534 to 1543	10	SW-1500	Yard	257,400	62,900	1,500	1,100	
E.M.D.	1972	1544 to 1553	10	SW-1500	Yard	257,500	62,900	1,500	1,100	
E.M.D.	1971	1554 to 1563 ^{2*}	10	SW-1500	Yard	257,600	62,900	1,500	1,100	
E.M.D.	1971	1564 to 1573 ^{3*}	10	SW-1500	Yard	256,000	62,500	1,500	1,100	
E.M.D.	1974	1574 to 1583	10	MP-15	Yard	257,500	62,900	1,500	1,100	
E.M.D.	1975	1584 to 1598	15	MP-15	Yard	257,800	63,000	1,500	1,100	
GRAND TOTAL			98							

Notes: 1*. Locomotive number 2816 retired on AFE 15033.
 2*. Locomotives leased to Montour Railroad Company.
 3*. One locomotive leased to Youngstown & Southern.
 4*. Locomotives formally Rock Island Numbers 4352 - 4355, purchased by P&LE 1981.

Office of Chief Mechanical Officer
 Pittsburgh, PA. May 10, 1982

NOTE: All Classes - Initial - P&LE
 AAR Symbol - B-B
 Diameter of Drivers - 40"
 Model GP-7 - Steam Pressure - 300#
 Boiler Equipped with 800 Gallons Water

File: 411.3
 RPS/rjw

Strangers in the Darkness

*My watch reads 11:30 P.M.
Snow crunches beneath my feet as I pace near the grade crossing
The signals show green over red over red
Conrail BRC-75 is due through*

*A faint rumble in the distance
A glint of twin sealed-beam headlights gleams off of the rail
The low cadence manifests into an explosion of sound
Horns blaring, the power roars by at 40-per*

*Cars, cars, and more cars
Exposing and concealing the headlights of waiting autos
The flickering lights play games with the mind
Visions! Illusions!
Of the thousands of trains and millions of people
That have passed over this very spot*

*Steam locomotives to ALCO PA's to SDP-45's
Cattle trains, The Fast Mail, troop trains
All bearing the Erie Diamond - All gone forever
All faded into history as this train will fade into the night*

*Heart's beating faster, faster
Cool down kid, hell, it's only a train - the Belt-75, remember?
Oh, but God it's beautiful!
All the memories, the good times, made and had in this same place*

*The rear-end is coming up
The caboose clatters on by
Making sounds as it disappears into the blackness
That only a train can make*

*Waiting motorists proceed over the crossing toward me
Inquisitive faces, all looking at me
How can I expect them to understand
That THIS is the stuff railfans are made of?*

—Nate Clark, Jr.

The Dynamometer Car

By Richard E. Hall

The dynamometer car is one of the most rare and least understood of all the cars on the railroad. Most railfans have some idea of what it is for, but few have much knowledge of just what it does or how it functions. In fact, the average railroad employee is not too familiar with its workings. There does not seem to have been much published about dynamometer cars, with the possible exception of technical journals. From the limited amount of material available to me, the following information has been found. Much of this is from an article that was published in the July, 1947 issue of *Railroad Magazine*.

The basic function of a dynamometer car is to measure the energy or the hauling power of a locomotive at the tender drawbar or rear drawbar of a diesel or electric locomotive. This information is recorded and later analyzed by the test engineers. There have been other secondary functions developed over the years, such as recording the resistance of the train behind it as affected by its make up, rather freight or passenger, loaded or empty, type of bearings, grade and curvature of track and wind resistance. Train speed and temperature also effect the hauling power of a locomotive and this information is also recorded. Many gadgets have been added and refinements have been made over the years, but the basic function still remains the same, the recording of the locomotives hauling power.

The first dynamometer car was built by the Erie Railroad in 1874. The details of its construction as to size and type of car, rather it was built new or was rebuilt or converted from existing equipment, are unknown to me. Over the next twenty seven years there had been only nine more dynamometer cars built. They were built by the following railroads, in the order as shown, P. H. Dudley, Pennsylvania Railroad, Burlington, Chicago & Northwestern, Canadian Pacific, Chicago Milwaukee & St. Paul, Peoria & Eastern (Leased to Big Four) Illinois Central and University of Illinois and Chicago Great Western. The first few of these cars built employed springs and levers to indicate the hauling power on dials or gauges. From these, the information indicated was manually recorded.

A most important development in dynamometer car construction and operation was made in 1898 when the Peoria & Eastern Railway rebuilt an eight wheel caboose into a dynamometer car, using a hydraulic system to indicate the locomotives hauling power. This car, number 609, was the first to employ the hydraulic system and it established new standards of accuracy. Most dynamometer cars built since then have used a hydraulic system of measuring pulling power. This car later had a pair of small wheels mounted under the center of the car body in such a way that they could measure variations in gauge and rail height.

The P & E car had an oil filled cylinder built into its underframe, with a piston attached by a rod to its draft gear. Any pull on the coupler moved the plunger or piston, increasing the pressure on the oil. This increase in pressure was shown on gauges located inside the car and was manually recorded by the test engineers. From this recorded information, the engineers computed the hauling power of the locomotive being tested. It is from this and other information recorded, that the engineers prepare the tonnage tables that show how much a locomotive can pull over various sections of the railroad under varying conditions of weather and temperature. The hydraulic system of a modern dynamometer car is rugged enough to stand the pull of a locomotive starting a 15,000 ton train, yet sensitive enough to indicate the force exerted by a man pulling on the coupler.

Some of the modern dynamometer cars of the steam era had water meters to accurately indicate boiler water consumption. These were so sensitive that they could record the amount of water used by a locomotive in moving as short a distance as 100 feet. They also used selsyens, small DC motors which electrically reported such things as the position of the locomotive valves, the throttle setting and the height of the water in the tender. A counter attached to the stoker engine and callibrated for the rate of fuel delivery, shows the exact amount of coal fed into the fire box. Fuel consumption was accurately recorded from this information. Some cars also had equipment that analyzed the gasses in the locomotives flues.

In the early cars, readings were made visually and manually recorded on charts, but on modern cars this is done automatically. The data is recorded by electrically moved pens on a paper chart twenty or thirty inches wide. Through gears, the rate of travel of this paper under the pens is directly related to the speed of the train. A clock automatically marks the edge of the paper at five second intervals. To aid the test engineers in relating the chart to the line traveled, wayside locations are recorded along the edge of the chart. This is done by an observer pressing a button as the car passes some location such as a milepost, signal, station or interlocking. A pen then marks the location on the edge of the chart. An assistant then manually records the name of the station, interlocking or the mile post, on the chart.

The University of Illinois has built and operated dynamometer cars for many years and has contributed much to their development. Their first car was built for the Illinois Central Railroad in 1900. It was built in a wooden drovers caboose, either the one exhibited at the Worlds Columbian Exposition in 1893 or in one identical to it. It was rebuilt in 1907 with a steel underframe replacing the original wooden

underframe. It was again rebuilt in 1937 with a larger and stronger hydraulic system and continued in use until 1943. Other cars built by the University of Illinois have been maintained by the University and considered as part of its laboratory equipment. Among the items recorded by one of their newer cars in the later part of the steam era were: force exerted by the locomotive, speed, water consumption, fuel consumption, steam pressure, back pressure, cut off setting, throttle setting, brake pressure, wind velocity and direction, time intervals, wayside locations and an analysis of the flue gasses.

The first dynamometer car built by the Pennsylvania Railroad, and the third dynamometer car built, was a very small four wheel wooden car built in the late 1800's. Its appearance reminded one of a somewhat over sized horse car. It was of the type that employed springs and levers to indicate the locomotives hauling power. A new dynamometer car using a hydraulic system was built by the Pennsylvania Railroad in 1907. I do not know how long it continued in service, but it was still being used in 1938. It was the only wooden car in the special test train they used when the Pennsy conducted a series of tests with their class K4s locomotives in that year. It could be seen in a photo of one of the test trains that appeared in *Trains Magazine* a few years ago. The Pennsylvania Railroads dynamometer cars did not have the coupla found on the cars of so many other roads.

Most modern dynamometer cars have some space for living quarters for the crew. A small galley is provided for preparing meals while on the road and there are bunks provided, usually for from four to six men. The recording equipment is mounted in the front section of the car, the end which is normally coupled to the locomotive while testing. Although most dynamometer cars will record when being run backward, they are normally operated with the dynamometer end forward for greater accuracy as the weight of the car is not included in the train weight if the car is reversed.

As stated earlier in this article, some of the early dynamometer cars were rebuilt from cabooses. Over the years the appearance of cars has varied greatly. Some designs still retained a caboose like look, only being longer and with or without a platform or platforms. Newer cars looked more like a passenger train car, some with a coupla and some without. The size of the coupla also varied, some being small and others quite large. The University of Illinois car mentioned in the article in July, 1947 issue of *Railroad Magazine* looked more like a streamlined head end car than a piece of test equipment.

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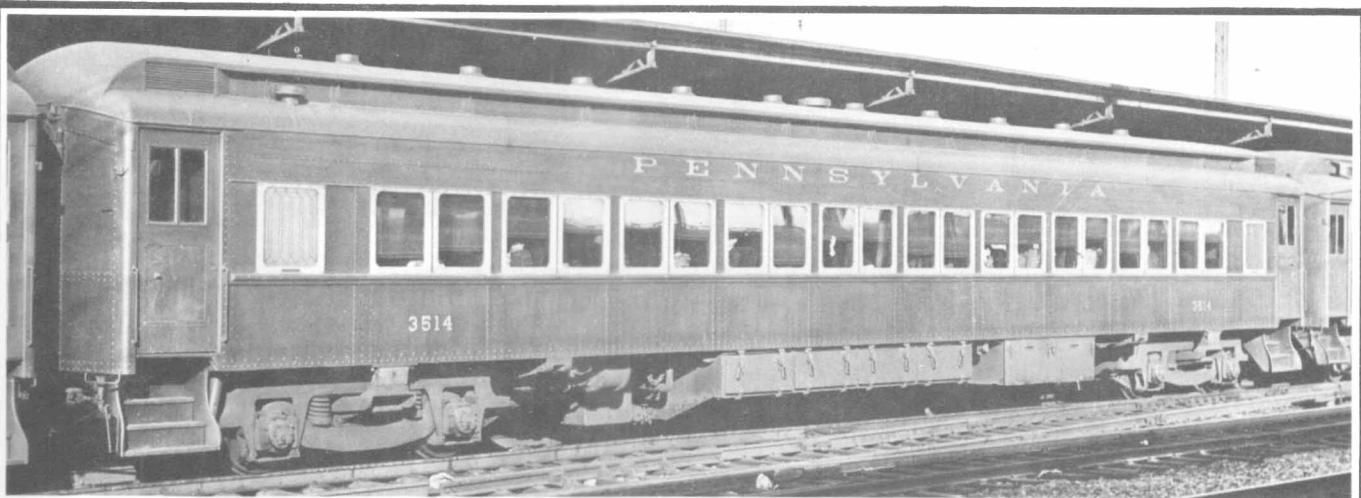
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Announcing: Two new softcover books being published by Rails Northeast during June/July. Reading Freight Car Equipment Book and a Penn Central Freight Car Painting & Lettering Plan Book. Each will be soft cover, glossy paper stock, 100-110 pages each, limited printing of each. For details write editor, Rails Northeast, PO Box 135, E. McKeesport, PA 15035.

Locomotive Backshop information not included this month due to an overly large amount of data. Extra large back shop section next issue. Conrail in addition to ordering 60 new units from GE and 30 from EMD has been retiring and selling off older units such that a couple pages are needed for just the data. -Editor.



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