

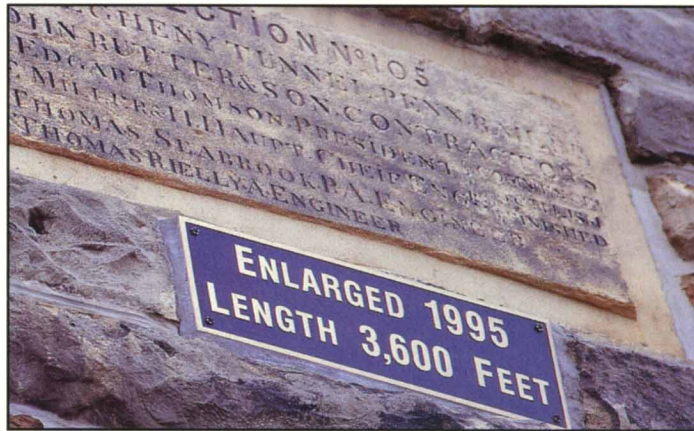
## Pennsylvania opens up for double-stack trains

On September 7, Conrail train TV-11 headed west across the Pennsylvania border towards Chicago, with a full load of consumer products in double-stack containers. Later that day, Train TV-2M, another double-stack train, crossed the Ohio-Pennsylvania border and headed east towards Morrisville Yard.

The two trains were the first double-stacks to travel through Pennsylvania, a state that was formerly closed off to this type of train service because of low clearances at bridges and tunnels, many of them untouched since the Pennsylvania Railroad worked its way westward more than a century ago. A recently completed project to improve those clearances has opened up Pennsylvania for double-stacks, increasing service options for customers and business opportunities in the Commonwealth.

The three-year project, the largest engineering initiative in Conrail's history, cost nearly \$100 million, with Conrail funding over \$64 million and the Commonwealth funding the rest. Legislation authorizing the project was approved by then-governor Robert Casey in November of 1992; Conrail began its work in January of 1993.

The project involved raising



the clearances to at least 20'8" at more than 130 different locations, including many highway bridges and several major tunnels, along Conrail's major east-west route from Cleveland, through Pittsburgh, to Philadelphia, Morrisville and Allentown. A separate \$13 million project opened up routes from Hagerstown, Maryland, near the Pennsylvania border, to Oak Island Yard in New Jersey.

The project involved the effort of hundreds of Conrail people, including engineers who designed the project and coordinated the work, track gangs, bridge and building people, communications and signals workers and many other employees.

"We had one project gang that started their work undercutting track in Cleveland, then worked their way across the Pittsburgh Division in 1993 and the Harrisburg Division in 1994," recalled Project Manager Jeff May. "While many outside contractors were involved, especially in the tunnel projects, our

people were fully involved to handle signal bridge raises, track undercutting, construction of new signals and managing the trains. Close to 500 Conrail people contributed to this effort."

The toughest part of the project was the 140-year-old Allegheny Tunnel, located near Gallitzin west of the Horseshoe Curve, where workers encountered loose ground above the stone arches inside the tunnel—the result of unmapped turn-of-the-century coal mining that created unforeseen weakness in the mountain. The crews worked 24 hours a day, six days a week to enlarge the tunnel, not only to provide the required clearance, but also to accommodate two tracks instead of one, allowing the adjacent Gallitzin Tunnel to be abandoned. While the tunnel was completed six months behind the original schedule, the clearance project was completed close to the target date because earlier segments had been completed ahead of schedule.

*Conrail's largest engineering project improved clearances at many Pennsylvania bridges and tunnels that had been untouched since rail-roading's earliest days.*

"Besides the Allegheny Tunnel, the toughest job was coordinating all the activities without disrupting train operations and service to customers," said May. "The work was extremely difficult during the harsh winter of 1993-1994, but everybody kept going. Since 1993, we have been working nonstop on one tunnel or another."

Besides benefiting customers, the project is good news for Pennsylvania, which now has the modern transportation network it needs to attract and support new business development. The state estimates that more than 22,000 transportation and distribution jobs will be created as a result of the project.

"Our new double-stack route enables Pennsylvania businesses to compete in national and international markets, and further encourages expanding industries to look at Pennsylvania for growth opportunities," said David LeVan, President and Chief Executive Officer. "This project is a clear demonstration that Conrail is strongly committed to Pennsylvania's commercial future."