

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC, NRHS

The *DANVILLE FLYER* is published monthly by the DANVILLE JUNCTION CHAPTER of the NATIONAL RAILWAY HISTORICAL SOCIETY for its members and other interested persons.

The DANVILLE JUNCTION CHAPTER, NRHS, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large operating HO model railroad.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$12.00 for Chapter membership in addition to \$17.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July, August and December) at Cooke Business Forms, N. Vermilion Street, next to the Central Illinois Bank, Danville, Il. beginning at 7:30 PM Central Time.

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Visit our Chapter WWW Home Page On-Line - <http://www.prairienet.org/djc-nrhs/>

Volume 28

December 1996

Number 11

COMING EVENTS

January 16, 1997

Monthly meeting beginning at 7:30 PM at Cooke Business Forms, 2500 N. Vermilion St in Danville.

January 12, 1997

Great Midwest Train Show at DuPage County Fairgrounds, 10-4, \$5.

January 25, 1997

Indianapolis, IN - Model Railroad Show, Beach Grove Benedictine Center, 1402 Southern Ave, Beach Grove, 10:30-3, \$3

February 16, 1997

Peoria, Il - Train Fair at Illinois Central LCollege, Route 116 & Route 24, 11-3, \$2

April 1997

Model Train Show and Swap Meet - Lincoln Square Mall, Urbana, IL 10-6 on Saturday, 11-5 on Sunday.

June 25-29, 1997

NRHS Convention, Salt Lake City, Utah.

Next Meeting

The next meeting will be January 16, 1997 at Cooke Business Forms, 2500 N. Vermilion Street, Danville, Illinois. Business meeting will begin at 7:30 PM with the program starting around 8:15 PM. Please note that there is not a meeting in December.

Members Greg and Susan Bullias had a baby girl, Alyssa Faith, on November 4. Congratulations to both. Mother and baby are doing fine.

We have a new member for the museum. Troy Kesster, 1137 Walnut, Danville joined this month.

Bob Gallippi is our new Museum Director. He now has the official title for shutting off the water each winter.



Wheel Report

The Chapter Home Page has been on the World Wide Web for about a year now. A few months back we indicated the number of "hits" on the page. Recently we had an inquiry about the location of the museum as it will be added to a map of Midwest Railroad Facilities that is being prepared. The map will list all museum and railroads. Previous maps by the company were of the eastern and southeastern part of the U.S.

Along the same line we have had a couple of inquiries about the railroads in the area. One was from a lady in California that was tracing her family tree. Her father was born in Danville in the late 1880's and took a train to Kansas when he was about 15. She wanted to know the railroad and route he would have taken.

If you have access to the WWW check us out. Doug changes the photos occasionally so take a look.

CONRAIL - CSX - NS The battle goes on. On the 23rd of December the stockholders of Conrail will vote on the merger with CSX. Watch for NS to up the offer a few days before. Also, word is out that shippers, ports of call and Congress are looking at the merger and most are against it. This will be a stiffer battle than has occurred in years.

We have been reading in several publications that GE is having problems with the new motive power being acquired by CSX and others. Seems like CSX availability for the new units is under 90%. Some units have been delivered with paint problems and sent back. Recent comments heard on the scanner from NS indicated one of the new units was dead and the train was struggling to get out of Danville.

Rossville Layout - work has started again on the layout. This year the model group will "power up" the

traction section from the refinery to the city and return. This is accomplished by cutting one ground wire and powering the rail. Three new turnouts will replace the spring switches that Stan installed. Now Allen will be able to run the passenger train around the city. It also gives us the second reverse loop and the ability to store some additional trains. We are sure that Stan is pleased to see the track in operation again. Come join us on Sundays.

Illinois Midland News

A Railroad Business Car ran on the Midland Rails again! The I&M held its October Board of Directors Meeting, headed up by Mortimer Fuller III from Genesee & Wyoming Industries, on the rails, using two IC business cars. The train was scheduled to leave Shops at 8:00 A.M. on October 25, proceeding to Crescent, and return to Shops at 2:00 P.M. This is probably the first view of the I&M by most board members. The C&IM Business Car No. 90, which has been seen in Wisconsin, was the last to run on the C&IM to conduct business.

Strange locomotive consists are still being observed on the I&M during an agreement between I&M and UP for run-through power on Crescent coal trains going to Kincaid. Apparently no long term agreement has been reached, so the purchase of additional road locomotives has been put on hold for the time being.

However, an agreement has been reached to purchase four former DRGW's SW1500 units. Inspections of the progress of the work on the 1500's in Denver was made in mid-October and again at the end of the month. The I&M has an option to trade 5 of its SW1200's, (Nos. 16, 20, 21, 22 and 23) to the company it's getting the 1500's from, or to sell them if they can get a better

price on the market.

Two of C&IM's latest locomotive acquisitions, the 80's, are now sporting the Illinois & Midland logos, but they remain C&IM green with lightning stripes.

One of the C&IM cabooses (No. 274) has been retrofitted with remote controls, repainted I&M colors, equipped with headlights, horn and all controls to make it act like a locomotive. Work is in progress now on the 273, to do the same thing. Employees said they hated to mess up the beautiful floor in the 273, but had to cut holes in the floor for controls. They expect it to be rather drafty in the caboose turned "pretend engine" this winter. Crew members will have to ride in the "caboose" because they will be pushed over crossings during switching while being used mostly in Powerton/Crescent switching operations, and possibly at Kincaid. Since they have been painted I&M orange, they are referred to as "pumpkins."

The I&M operations have done so well in its first half that all employees are offered a "profit sharing" and G&W stock purchase option. Powerton was shut down for part of September and October, but at least 51 trains were handled in October, picking up the momentum.

Via C&IM Chapter's Martha Smith

New Effingham Railroad

By Dennis Slone

The Effingham Railroad Company is one of Illinois' newest short line railroads. Two local businessmen in Effingham, one a former owner of the Vandalia Railroad, are building a railroad in Effingham's new industrial park that is located on the southwest side of town. The railroad will be located west of the Illinois Central and south of Conrail.

Continued on Page 3

WISCONSIN AND UPPER MICHIGAN LINE SALES

On October 24, 1996 Union Pacific announced that it had come to terms with the Wisconsin Central regarding the sale of 220 miles of trackage in northern Wisconsin and the upper peninsula of Michigan. This sale covers the lines commonly referred to as the "Green Bay North Lines", a section of lines physically isolated from the rest of the UP system. Specifically the trackage from North Green Bay to Ishpeming, MI; Powers to Antoine, MI; Quinnesec, MI to Niagara, WI and Cascade to Palmer, MI. The deal is expected to close by the end of the year. Earlier in the month, Wisconsin Central and Union Pacific came to terms on a deal that will see WC purchase 18 route miles of UP trackage in and around Wausau and Hayward, WI. That transaction is expected to be completed by the end of 1996.

THE JOURNAL OF COMMERCE and UP UPDATE, October 24, 1996

So far a short siding has been purchased that is on the west side of the interchange track between the two railroads. They will begin to extend the siding about 1000 feet and next summer a turnout will be installed which will allow the track to be extended about 1.3 miles to the south. The south end of the new track will interchange with the IC. A runaround track will be constructed in the second phase of track laying. As industrial park customers locate in the area the tracks will be extended to serve the new business.

In September Conrail delivered the railroads new (used) motive power. Conrail SW1200, #9316, was delivered to the siding. The unit is an ex-Reading #2716 and was last overhauled in 1990. The unit was retired in 1994 and has been in storage since that time. The new railroad plans to repaint the locomotive in a two-tone paint scheme similar to the former Chicago Great Western scheme. The original number, 2716, will be applied to the engine.

The unit has been run on the 800 feet of siding only for testing. Painting will probably occur this spring as the unit is presently outside.

Dennis is presently a engineer-trainee with the Effingham Railroad.

In addition to the Effingham railroad the developers are planning a new railroad in the Greenville, Illinois area. A line will be constructed from the BNSF at Smithboro and run to Greenville, about 3 miles. This line will be called the Illinois Western Railroad and will serve a new industrial park to be located in the area.

IC and BNSF sign Haulage and Trackage Rights Agreement

BNSF and Illinois Central have signed a letter of intent to start a long-term haulage and trackage rights agreement between various Midwestern cities. Although the final details have yet to be worked out, part of the pact will allow the BNSF to obtain overhead trackage rights over the IC between Portage, IL (near Galena) and Chicago. These trains will run with BNSF crews and locomotives. Reportedly, these trains will be the "boxcar" traffic off of

the C&I line (trains 104, 110, 101, 107 and maybe a couple more). With the impending closure of BNSF's Cicero Yard to boxcar traffic, these trains will originate/terminate at either the Indiana Harbor Belt's Blue Island Yard or the Belt Railway of Chicago's Clearing Yard. IC will also allow BNSF to move cars over their connection between Cicero and Corwith Yards.



The pact will also include a haulage agreement that will see IC crews and locomotives handling BNSF traffic between Memphis, TN and Effingham, IL. A volume-based agreement is also planned for BNSF haulage traffic over the IC between New Orleans, LA and Memphis and between Memphis and Chicago.



The agreements are expected to take effect during the fourth-quarter of 1996....Illinois Central press release and THE JOURNAL OF COMMERCE, October 1

via NW Illinois Chapter

Indianapolis Union Station to Close

Mayor Stephen Goldsmith has authorized the closing of Union Station to curb an escalating burden on the citizens of Indianapolis.

The first announcement indicated the station complex, with the exception of the Crowne Plaza Hotel, would close by the end of the year. However, due to pressure from various areas, the mayor has decided that the station will stay open until after the NCAA Final Four.

Ten years ago the century-old Union Station opened as a festival marketplace amid great local fanfare and national publicity. For the first several years crowds packed the hall-

ways. With the opening of the new Circle Centre in downtown Indianapolis the crowds began to disappear. Most recently the halls were nearly empty.

In 1995 the city acquired Union Station at auction for \$3.2 million after a succession of developers with various plans were unable to salvage the facility. In recent months the city has been paying \$50,000 a month to keep the facility open. The mayor has decided that the taxpayers should not subsidize the depot with more important issues facing the citizens of Indianapolis.

Now is the time to visit Union Station in Indianapolis. Like the railroad that operates past the building, Conrail, it is not long for this world.

Information via John Fuller

Kansas City Southern News

On December 2 KCS opened a new intermodal ramp in Jackson, Miss. At the same time KCS began operation of a daily intermodal train on the Meridian Speedway. The "DAJA/JADA" will run Monday through Friday between Dallas and Jackson. The service features 16-hour ramp-to-ramp transit time and second morning availability. The train departs Dallas and Jackson at 7:00 PM each day with arrival at the other city at 11:00 AM. The service is designed for truckload carriers, container operations and United Parcel Service.

KCS has been holding empty coal trains in the Kansas City area in recent weeks. The delay in movement has been caused by congestion on BNSF and not the KCS. BNSF has been having operating problems associated with heavy snow, operating and computer problems and short-



ages of crews. On November 18 five empty coal trains were held in Kansas City or on sidings as far south as Heavener, OK. KCS has been working with BNSF to resolve the problems through daily conference calls.

For the KCS fan the company store is open. You can obtain a copy of the catalog by calling 800-255-0090 or 913-381-6596 in the Kansas City area. Listed are belt buckles, mugs, glasses, playing cards and numerous other items.

News from the KCS Home Page

CSX News

The new SD70MAC locomotives that CSX has ordered from EMD will be numbered 700-724. The units will be delivered in 1997. The 6,000 hp GE's are in the 600 series and are being delivered now. CSX has renumbered their two remaining F-units from 117 and 118 to 417 and 418. This makes room for the new C44-9AC units that have been delivered.

Business remains good through Danville. At times Brewer yard is plugged and trains have difficulty making setouts. Trains are kept moving and in recent months there has been very few trains that sit more than one hour before a crew is called. There is still the foreign power in the area. SP units are seen once in awhile as are some of the leased power. When all the 6,000 hp units are delivered most of the leased power will be sent back.



Lafayette is seeing movement of grain now. During a recent visit to the construction projects almost every yard track was full of covered hoppers. Grain has been moving south through the Indianapolis gateway.

Illinois to Bid Amtrak Routes

Illinois transportation officials hope to open state Amtrak routes to competitive bidding. Included will be the Chicago to Carbondale route, the Chicago to Quincy route and the Chicago to St. Louis route.

All three routes carry about 300,000 passengers per year. The state would buy or lease the passenger cars and locomotive and then hire a railroad, or company, to run them. Presently Amtrak has a contract with the state which expires June 31, 1997. The state has allotted \$6.5 million for Amtrak to run trains in the state during the present year. However, Amtrak continues to lose money on the trains, most recently estimated at \$18 million.

Who would bid against Amtrak. Metra might be interested. They have the experience and the physical plant to run and maintain the equipment. Also, BNSF and UP are in the passenger train business in the Chicago area as well as the west coast. They might also be interested at the right price. Ridership could be increased with increased advertising or perhaps additional trains on different schedules. The state is studying the proposal and should make a decision after the first of the year.

Railroad Evils Cited by Letter to President - 1829

Dear Mr. President:

The canal system of this country is being threatened by the spread of a new form of transportation known as "railroads". The federal government must preserve the canals for the following reasons:

One: If canal boats are supplanted by "railroads" serious unem-

ployment will result. Captain, cooks, drivers, hostlers, repairmen, and lock tenders will be left without means of livelihood, not to mention the numerous farmers now employed in growing hay for horses.

Two: Boat Builders would suffer and towline, whip and harness makers would be left destitute.

Three: Canal boats are absolutely essential to the defense of the U.S. In the event of the expected trouble with England the Eire Canal would be the only means by which we could ever move supplies so vital to waging modern war. For the above mentioned reasons the government should create an Interstate Commerce Commission to protect the American people from the evils of 'railroads' and to preserve the canals for prosperity.

As you may well know, Mr. President, 'railroads' Carriages are pulled at the enormous speed of 15 miles per hour by 'engines' which in addition to endangering life and limb of passengers, roar and snort their way through the countryside, setting fire to crops, scaring the livestock and frightening women and children. The Almighty certainly never intended that people should travel at such breakneck speed.

Respectively yours,

Martin Van Buren, Governor of New York

From Arkansas Boston Mountains

Chapter via St. Louis Chapter

KCS to Purchase Gateway Western Stock

On December 2, 1996, Kansas City Southern Industries, Inc. Announced plans for its wholly owned subsidiary, KCS Transportation Co., to acquire the outstanding stock of the Gateway Western Railway. The GWWR operates mainline between Kansas City and St. Louis with a branch to Jacksonville and

Springfield, Illinois. The stock acquired by KCSTC will be held in an independent voting trust pending a decision by the Surface Transportation Board for KCSI to control the Gateway Western.

With the acquisition, KCSI's rail network will extend from E. St. Louis and Springfield, Illinois with the GWWR to Laredo, Texas, with the Texas Mexican Railway. The recent decision by the STB approving the Union Pacific-Southern Pacific merger provided Tex Mex with trackage rights between Corpus Christi and Beaumont where the railroad connects with KCSR. KCSI owns 49 percent of MexRail, Inc, the parent of TexMex.



Control of the Gateway Western by KCSI must be reviewed and approved by the STB. The approval process is expected to take approximately four months. Upon approval the Gateway Western will remain a wholly owned subsidiary of KCSTC, a subsidiary of KCSI.

Under prior agreement with Santa FE railway, BNSF has the option to purchase the assets of the Gateway Western through the year 2004. BNSF's option to purchase is based upon fixed formula in the agreement.

Via KCSI Home Page - Internet

Railroads rip Bottleneck Scheme as Reregulation

Washington, Oct. 16 — At least \$1.5 to \$2.4 billion in annual railroad net earnings could be lost if two proposals to reregulate railroads in so-called "bottleneck" cases are approved by the Surface Transportation Board (STB).

Adopting either of these proposals would diminish the rail industry's access to capital needed for asset replacement and improvement, and force a shrinkage of the national rail network, the nation's railroads have told the STB.

STB is considering a change in regulations sought by certain coal shippers in cases where a shipper is served by only one rail carrier for part of a total origin to destination movement, the so-called "bottleneck" segment. The change would in essence change the concept of market-based pricing introduced by the Staggers Act of 1980, which partially deregulated railroads.

"These proposals have a variety of evils," according to a brief filed October 15 by the Association of American Railroads (AAR). "But their essential evil," AAR stated, is that they would effectively set the maximum "reasonable" rate for a through movement at a level that is below the cost — including a competitive return to capital — of providing rail services. "Setting a maximum rail rate that ensures the non-viability of a railroad is quintessential bad policy."

AAR noted that the industry has made significant gains since it was partially deregulated in 1980. "Since the Staggers Act, deregulation has allowed the railroads to rationalize their route networks, improve their revenues through differential pricing, and secure the capital needed to maintain and upgrade their physical plants and invest in productivity, service and safety improvements. Rail rates have steadily fallen, by more than 50 percent in real terms since 1981. Rail productivity has dramatically risen...." Yet even with these improvements, rail financial returns remain "below those of most American industries with which they compete for capital investment," AAR pointed out.

In a verified statement filed in support of the railroad position, invest-

ment banker Robert W. Anestis said adoption of either proposal "would have the effect of significantly diminishing the industry's access to capital and impairing its ability to invest to maintain the rail transportation system. This has the potential to inflict catastrophic damage on the railroad industry."

Access to capital is particularly important to railroads, Mr. Anestis pointed out, because the rail industry "requires nearly twice as much investment to support a revenue dollar as the typical S&P Industrial company...."

Because railroads are so capital intensive, they must engage in market-based pricing -- referred to as demand-based pricing -- to be viable, AAR said. Under this pricing system, railroads can attract traffic they might not otherwise carry by reducing profit margins on the most competitive traffic. This aids shippers whose products move at higher profit margins by reducing the contributions toward fixed costs they would have had to make if the more competitive traffic hadn't moved by rail. Demand-based pricing "is a common and accepted practice in many industries," AAR stated, citing the example of air fares that are higher for last-minute business travelers than for vacationers who book well in advance.

The proposals before the STB are also incompatible with existing law, the railroads asserted, because, among other things, they would force a railroad to give up its long haul in favor of another railroad's route that might not be more efficient.

AAR also noted that "either proposal would lead to an explosion in regulatory proceedings. The Board would itself become a bottleneck, and, just as was true before the Staggers Act, much of the industry's energy and talent would be poured into managing the regulatory process rather than managing the railroad."

In the end, even those shippers seeking the changes would be ill-served by them, the railroads stated. "Service quality for all shippers, including those who perceive a short-term advantage in the proposals under consideration here, would decline. The rail network would undergo a new cycle of atrophy and shrinkage. The very competing lines that the 'bottleneck' shippers sought to take advantage of would become unsustainable. Rather than being promoted, competition would be lost."

Accompanying AAR's filing were supporting statements filed by the chief executive officers of the five largest U.S. railroads, nine major investment banking firms and commercial banks that supply capital to the railroad industry, and numerous economic and industry experts, shipper organizations, individual shippers, and ports, including the Pennsylvania Coal Association and the Ports of Baltimore, Houston, Oakland, Portland and Seattle. AAR is the world's leading railroad policy, research and technology organization focusing on increasing the safety and productivity of rail carriers. This news release is available via the Internet at <http://www.aar.org>

Source: Brian Rasmussen's Run-8 Railroad Newsletter on the Internet at <http://www.en.com/users/brianr/>

Hope for Midwest Corridors!

Eight states and Amtrak have agreed to participate in a study focusing on the development of a Chicago-based Midwestern regional passenger rail system. The study will be funded with contributions from each of the states, Amtrak, and a grant from the Federal Railroad Administration.

Four of the states already help fund Amtrak services (Illinois, Michigan, Missouri and Wisconsin), and four do

not (Indiana, Iowa, Minnesota and Nebraska). The process began with a presentation by Wisconsin DOT Secretary Chuck Thompson in July at a regional meeting of state transportation department heads. The study's "kickoff" meeting-the first with all parties present-was November 12-13.

Arguably the most-neglected segment of Amtrak's operations - generally hampered by low frequency and low speed - these corridors will be studied by a partnership of two consulting firms, COMSIS of Silver Spring, MD, and TEMS of Frederick, MD. The lead staff member at TEMS, Alex Metcalf, is known to some NARP members as a veteran of British Rail and many North American intercity passenger studies; his most recent work of interest to us is on intercity rail passenger forecasts for Boston's North Station-South Station rail link.

Some of the Northeast Corridor can be replicated here, albeit with much of the track owned by freight railroads. The study is to be completed in the fall of 1997.

Union Pacific Operations:

EX-C&NW SOUTHERN ILLINOIS LINE LOSES THROUGH TRAFFIC:

It came as no major surprise—Union Pacific has quit using the ex-C&NW "Southern Illinois" line from Nelson to Madison, IL for through traffic. The line south of South Pekin, IL hosts a pair of long locals, SPMA/MASP, that handle traffic between South Pekin and Madison. The trains are unpredictable and short, only about 30-40 cars. The line north of South Pekin still sees traffic to and from Boone, IA in the form of SPBO/BOSP and other traffic like coal trains to the Illinois & Midland. The SP/UP merger will see a new

connection built to access the BN(SF) at Buda, IL. So the north end of the 5.1. will still see traffic Union Pacific is planning to close the ex-Rock Island "Short Line Yard" in downtown Des Moines, IA and move all operations to the Hull Avenue Yard.....

The Union Pacific inspection train over the Southern Pacific from Chicago to St. Louis and points south ran on Wednesday, October 23, 1996. The train of 12 cars (10 UP and SP's #140 "Stanford" and #150 "Sunset") was powered by a pair of freshly painted units, UP 5551 and UP 5530.

Construction Projects

As the year draws to a close our construction projects continue on. This has been unusual for this time of year.

Conrail

Conrail work has picked up. The pipe projects have been holding their own to date. We hired a new employee, ex-Conrail engineer, in the Columbus Ohio area. He will handle most of our railroad projects in that state and we are looking at expanding our operations east into Ohio. Conrail has been using my firm for more work in Ohio.

We have started doing survey for the railroad in many of the proposed improvement projects. We recently completed a survey of the wastewater treatment facility at the Big Four Yard in

Avon, Indiana. Work is progress on a survey for a yard expansion at one of the auto plants in central Ohio. We are able to respond to the railroads need in 2-3 days and produce the drawings on CADD for their



design use in Philadelphia.

The Pittsburgh Division has retained our services to help them inspect modifications to their wastewater treatment plant at the coal dock in Ashtabula, Ohio. I made it to the pre-construction conference during the big "lake effect" snow storm in early November. The 24 inches of snow on the ground in the coal yard made walking difficult.

We still have numerous small projects on-going this winter in various locations from Troy, Illinois to Cleveland, Ohio to Nitro, West Virginia.

CSX Transportation

The U.S. Route 231 bridge is nearly complete southeast of Lafayette, Indiana. The two-span through plate girder had the deck on by the end of November. CSX is building the new turnout for the end of siding and still has hopes of cutting over by the end of the year. Painting of this bridge, and the NS four-span structure will occur next spring.

The Relocation Project has the Ninth Street bridge nearly complete. There is minor painting that will occur next spring. The Route 52 bridge and embankment for NS is just starting. Part of the project will provide a new access road into the CSX yard. Once the relocation project is complete access from east side of the yard will no longer be available. CSX will be moving the snow plow that has been sitting at the north end of the yard and will construct part of the entrance road next year after completion of the new ramps off of Route 52.



Norfolk Southern

The relocation project noted above will provide one of the final puzzle pieces for NS. The final major piece will be the Route 25 bridge which will be let next April. Kiewit Western

will begin construction of the Route 52 bridge and embankment around the middle of December. For almost 7 months they will construct the 1.3 million yard fill east of Route 52. In June they will begin construction of the four-span structure that will carry the two NS mainlines over the highway. The contractor has submitted a schedule showing completion of the entire project by December 1997, almost 6 months ahead of schedule. We will be supplying full-time inspection on the work which may involve contractor's operation 6-7 days a week.

Most NS projects are nearing completion. The exception is the Stanford Avenue overpass in Springfield. This work should be completed next summer. The Van Loon, Indiana project is nearing completion as are the projects along I-270 near St. Louis.

Next spring we will be involved in a new bridge over NS (ex-NKP and ex-PRR) at Wheeler, Indiana; an overpass at Michigan City, Indiana, a overpass at Logansport, Indiana and the Route 25 bridge in Lafayette.

Once the Route 25 project is started in Lafayette the last phase of bridge construction will complete the majority of the new alignment. This project will involve one four-span double track structure and one four-span single track structure. This construction, slated to begin in May, 1997, will see total traffic interruption on Lafayette's northeast side.



During the past three months I have had between four to five of our employees working full time on my projects. At one time there were five of us in Ohio the same week. It is great to be busy but some days are the real pits. Seems like each Monday all jobs fall apart.

So much for the life of a project manager.

Rick

KCSI into Mexico

Transportacion Maritima Mexicana, Latin America's largest integrated transportation company, and Kansas City Southern Industries, have announced that their joint venture, Transportacion Ferroviaria Mexicana (TFM) has been awarded by the Mexican government the concession to operate Mexico's Ferrocarril del Noreste (Northeast Railway). The concession provides for the operation of the Northeast Railway for 50 years, with the option of additional 50 year extension.

The Northeast Railway is strategically important rail link to Mexico and the NAFTA corridor. The line is responsible for transportation over 40 percent of the country's rail cargo on 19 percent of Mexico's rail track and is strategically located next to primary north/south truck lanes. The Northeast Railway links directly Mexico City and Monterrey as well as Guadalajara though track-age rights with the ports of Lazaro Cardenax, Veracruz, Tampico and the cities of Matamoros and Laredo, located on the border of Mexico and the U.S.

As a result of TFM's ownership of the Northeast Railway now in addition will connect in Laredo, Texas, to the Union Pacific and Texas-Mexican Railroad, which in turn, links to Kansas City Southern Railway and to other major rail carriers throughout the U.S. This will position the Northeast Railway, TFM, TMM and KCSI to immediately become major participants in and beneficiaries of the growing movement of goods both in Mexico and under NAFTA.

TMM and KCSI have been working over two years to put the package together. During that time they studied the existing and potential customers of the Northeast Railway and the line's route. The company plans to make substantial capital improvements over the next several

years. This will include equipment, systems, procedures and marketing capabilities that will meet the growing needs of Mexico's dynamic foreign trade.

Via KCSI Home Page - Internet

BNSF Completes Merger - Opens Stampede Pass

The Burlington Northern Santa Fe has announced (December 4) that they have completed merger of the Washington Central Railroad Company into a BNSF subsidiary. In 1986 the BN sold the Stampede Pass line to the WCRC as the railroad had two other routes through the State of Washington.

Over the last ten years Stampede Pass has seen limited traffic and has been out of service the last few years. In April of this year BNSF announced plans to acquire WCRC and to reopen the pass. BNSF will now operate the WCRC's 234-mile line from Kennewick, Washington to Cle Elum, Washington. WCRC's 85-mile segment from Connell to Moses Lake, Washington is being leased back to the Columbia Basin Railroad, a new short line with Brig Temple as president.

Over the last nine months BNSF has spent \$60 million on the Stampede Pass line laying new ties and welded rail, rebuilding bridges and working on the tunnel. Signals have not been installed as the line will see limited service and will be run as "dark territory". Through 1999 BNSF plans to spend an additional \$125 million to upgrade the line which will see signals installed on the route.

The first train was scheduled to operate on December 5 with a daily train in each direction over the route. BNSF plans to use the line to relieve congestion on it's other routes. With

the use of "dark territory" and limited speed on the rebuilt segment trains that use the line will be lower priority, that is normally slower, trains that cause delays on the other lines.

Via BNSF Home Page - Internet

Merry Christmas and Happy New Year

The officers of the Danville Junction Chapter wish you and your family a very happy holiday season. The chapter is approaching 30 years of service to east-central Illinois and western Indiana. It is hard to believe that these years have gone by already. We have seen a lot of changes in the railroad industry and with the recent events headlining the papers we will see more major changes before the year 2000.

We hope that Santa is good to you this Christmas. Maybe a new locomotive will be under the tree, or perhaps a railroader item your family found in an antique store.

As your editor I appreciate the kind remarks concerning the newsletter. I also appreciate the articles that are sent to me via mail or E-mail. With my time being limited this extra effort by members helps with each newsletter.

New officers for 1997 are Larry Prosser, President; Jesse Bennett, Vice President; Bill Darner, Secretary; Allen Cooke, Treasurer and Rick Schroeder, National Director.

Rick Schroeder, Editor

CSX Intermodal Trains

[Eastern time - subject to change]

R101 (DAILY) JACKSONVILLE FL --- 0515 CHATAHOOCHEE FL 1230 1245 GOULDING FL 1900 1915 MOBILE AL 2345 0045 NEW ORLEANS LA 0800 ---	R123 (DAILY) CHICAGO TOFC IL --- 0515 WATSEKA IL 0715 0800 DANVILLE IL 0915 0930 TERRE HAUTE IN --- 1045 DECKER IN 1300 1345 EVANSVILLE IN 1515 1530 KAYNE AVE TN 2000 2015 WAUHATCHIE TN 0115 0130 CARTERSVILLE GA --- 0600 ATL HULSEY GA 0830 ---	R137 (DAILY) PENN MARY Jc MD --- 0400 BAY VIEW MD 0435 0440 HALETHORPE MD --- 0525 JD TOWER MD --- 0555 BRUNSWICK MD --- 0735 CUMBERLAND MD 1010 1055 CONNELLSVILLE PA --- 1445 NEW CASTLE PA 1830 1850 WILLARD WEST OH 2315 2345 PINE JCT IN --- 0630 CHICAGO TOFC IL 0915 ---	R155 (DAILY) CHARLESTON SC --- 2330 AUGUSTA GA 0415 0430 ATL HULSEY GA 1300 1430 GILSTRAP GA --- 1620 CARTERSVILLE GA --- 1730 WAUHATCHIE TN 2145 2359 NASHVILLE TN 0400 0600 KAYNE AVE TN --- 0700 BRUCETON TN 1045 1100 MEMPHIS TN --- 1630 JOHNSTON YD TN 1730 ---	R174 (ex. SUN) JACKSONVILLE FL --- 1415 E SAVANNAH GA 1735 1750 FLORENCE SC 2135 2150 ROCKY MOUNT NC --- 0120 ACCA YD VA 0405 0420 POTOMAC YD VA --- 0820 JD TOWER MD --- 0920 BAY VIEW MD 1215 1255 PHILADELPHIA PA 1515 1530 KEARNY NJ 1900 --- <i>Operates as L174 on Sunday.</i>
R102 (DAILY) NEW ORLEANS LA --- 2345 MOBILE AL 0445 0500 GOULDING FL 0900 0915 CHATAHOOCHEE FL 1615 1630 BALDWIN FL --- 2300 JACKSONVILLE FL 0001 ---	R124 (DAILY) JACKSONVILLE FL --- 2200 WAYCROSS GA 0001 0015 MANCHESTER GA 0615 0630 PARKWOOD AL --- 1230 BIRMINGHAM AL 1315 1345 OAKWORTH AL --- 1630 NASHVILLE TN 2045 0400 NORTONVILLE KY --- 1045 EVANSVILLE IN 1220 1415 DANVILLE IL 2015 2030 WOODLAND JCT IL --- 2200 CHICAGO TOFC IL 0100 ---	R138 (DAILY) CHICAGO TOFC IL --- 0300 CHICAGO IL --- 0430 PINE JCT IN --- 0530 GARRETT IN --- 0830 DESHLER OH --- 1000 POSTORIA OH --- 1045 WILLARD OH 1155 1235 NEW CASTLE PA 1720 1745 CONNELLSVILLE PA --- 2120 CUMBERLAND MD 0005 0050 BRUNSWICK MD --- 0425 JD TOWER MD --- 0615 HALETHORPE MD --- 0645 BAY VIEW MD --- 0745 PENN MARY Jc MD 0830 ---	R160 (MON-FRI) E CHGO TOFC IN --- 2145 CURTIS IN --- 2200 PORTER IN --- 2220 PLASTER CREEK MI --- 0215 PLYMOUTH MI --- 0600 DETR MDDLBLT MI 0615 --- <i>Iron Highway Train.</i>	R175 (ex. MON) PHILADELPHIA PA --- 0830 BAY VIEW MD 1115 1215 JD TOWER MD --- 1400 POTOMAC YD VA --- 1445 ACCA YD VA 1730 1745 ROCKY MOUNT NC 2045 2145 FLORENCE SC 0130 0145 CHARLESTON SC 0355 0425 E SAVANNAH GA 0640 0655 FOLKSTON GA --- 0920 JX TOFC FL 1040 1100 JACKSONVILLE FL 1110 ---
R103 (ex. SUN) CHARLESTON SC --- 1445 SAVANNAH GA 1700 1800 FOLKSTON GA --- 2045 JACKSONVILLE FL 2200 ---	R125 (DAILY) CHICAGO TOFC IL --- 1500 DANVILLE IL 1830 1845 EVANSVILLE IN 2345 0130 NASHVILLE TN 0650 0845 OAKWORTH AL --- 1145 BIRMINGHAM AL 1415 1545 PARKWOOD AL --- 1630 MANCHESTER GA 2145 2200 WAYCROSS GA 0330 0345 JX TOFC FL 0615 --- JX EXP/IMPORT 0830 0900 JACKSONVILLE FL 0930 ---	R141 (DAILY) CINC TOFC OH --- 2200 SPRING LAKE KY --- 2300 CORBIN KY 0430 0445 ETOWAH TN 1030 1245 CARTERSVILLE GA --- 1645 GILSTRAP GA --- 1845 ATL HULSEY GA 1900 2015 UNION CITY GA --- 2115 MANCHESTER GA --- 2330 FITZGERALD GA 0240 0255 WAYCROSS GA --- 0325 JACKSONVILLE FL 0700 ---	R161 (TUE-SAT) DETR MDDLBLT MI --- 0945 PLYMOUTH MI --- 1000 LAMAR MI --- 1345 PORTER IN --- 1740 CURTIS IN --- 1800 E CHGO TOFC IN 1815 --- <i>Iron Highway Train.</i>	R176 (ex. SUN) JACKSONVILLE FL --- 1900 E SAVANNAH GA 2245 0001 CHARLESTON SC 0200 0300 FLORENCE SC 0500 0515 DILLON SC --- 0615 PEMBROKE NC --- 0645 ROCKY MOUNT NC 0915 1015 WELDON NC --- 1115 ACCA YD VA 1245 1300 GREENDALE VA --- 1310 POTOMAC YD VA --- 1600 JD TOWER MD --- 1645 BAY VIEW MD 1815 1915 PHILADELPHIA PA 2215 ---
R104 (ex. SUN) JACKSONVILLE FL --- 0245 FOLKSTON GA --- 0340 SAVANNAH GA 0655 0745 YEMASSE SC --- 0900 CHARLESTON SC 1100 ---	R128 (TUE-FRI) NASHVILLE TN --- 0245 EVANSVILLE IN 0800 0815 VINCENNES IN --- 1045 TERRE HAUTE IN --- 1215 DANVILLE IL 1400 1415 CHICAGO TOFC IL 1730 --- <i>UPS Train.</i>	R142 (DAILY) JACKSONVILLE FL --- 2045 CALLAHAN FL --- 2130 FOLKSTON GA --- 2200 WAYCROSS GA --- 2315 FITZGERALD GA 0045 0100 MANCHESTER GA --- 0515 ATL HULSEY GA 0845 1330 GILSTRAP GA --- 1600 CARTERSVILLE GA --- 1640 ETOWAH TN 1900 1915 CORBIN KY 0400 0415 SPRING LAKE KY --- 1030 CINC TOFC OH 1130 ---	R163 (MON-FRI) DETR MDDLBLT MI --- 2145 PLYMOUTH MI --- 2200 LAMAR MI --- 0145 PORTER IN --- 0540 CURTIS IN --- 0600 E CHGO TOFC IN 0615 --- <i>Iron Highway Train.</i>	R182 (DAILY) TAMPA FL --- 0130 LAKELAND FL --- 0220 AUBURDALE FL --- 0240 TAFT FL 0330 0430 SANFORD FL --- 0530 JACKSONVILLE FL 0930 ---
R105 (DAILY) JACKSONVILLE FL --- 0245 BALDWIN FL --- 0345 CHATAHOOCHEE FL 1015 1030 GOULDING FL 1615 1630 MOBILE AL 2130 2145 HARBIN MS 0030 0130 NEW ORLEANS LA 0400 0600 EAST BRIDGE LA 0800 ---	R129 (TUE-FRI) CHICAGO TOFC IL --- 0245 DANVILLE IL 0615 0630 EVANSVILLE IN 1105 1120 COURTLAND TN --- 1630 AMQUI TN --- 1700 NASHVILLE TN 1730 --- <i>UPS Train.</i>	R143 (DAILY) JACKSONVILLE FL --- 2045 CALLAHAN FL --- 2130 FOLKSTON GA --- 2200 WAYCROSS GA --- 2315 FITZGERALD GA 0045 0100 MANCHESTER GA --- 0515 ATL HULSEY GA 0845 1330 GILSTRAP GA --- 1600 CARTERSVILLE GA --- 1640 ETOWAH TN 1900 1915 CORBIN KY 0400 0415 SPRING LAKE KY --- 1030 CINC TOFC OH 1130 ---	R164 (TUE-SAT) E CHGO TOFC IN --- 0945 CURTIS IN --- 1000 PORTER IN --- 1020 PLASTER CREEK MI --- 1415 PLYMOUTH MI --- 1800 DETR MDDLBLT MI 1815 --- <i>Iron Highway Train.</i>	R183 (DAILY) JACKSONVILLE FL --- 1430 SANFORD FL --- 1815 TAFT FL 1930 2030 AUBURDALE FL --- 2130 LAKELAND FL --- 2145 TAMPA FL 2300 ---
R106 (DAILY) NEW ORLEANS LA --- 1400 MOBILE AL 1900 2000 GOULDING FL 0030 0045 CHATAHOOCHEE FL 0745 0800 JACKSONVILLE FL 1545 ---	R135 (MON-FRI) PHILADELPHIA PA --- 0030 BAY VIEW MD --- 0410 JD TOWER MD --- 0510 BRUNSWICK MD --- 0720 CUMBERLAND MD 1005 1050 CONNELLSVILLE PA --- 1415 NEW CASTLE PA 1815 1900 WILLARD WEST OH 2330 0100 POSTORIA OH --- 0145 DESHLER OH --- 0230 GARRETT IN --- 0345 PINE JCT IN --- 0730 CHICAGO TOFC IL 0945 --- <i>Operates as L135 Sat & Sun.</i>	R144 (DAILY) NEW ORLEANS LA --- 0400 MOBILE AL 1015 1030 FLOMATON AL --- 1215 MONTGOMERY AL 1730 1830 LAGRANGE GA --- 2130 ATL HULSEY GA 0330 ---	R165 (MON-FRI) DETR MDDLBLT MI --- 2145 PLYMOUTH MI --- 2200 LAMAR MI --- 0145 PORTER IN --- 0540 CURTIS IN --- 0600 E CHGO TOFC IN 0615 --- <i>Iron Highway Train.</i>	R184 (ex. SUN) TAMPA FL --- 1900 LAKELAND FL --- 1945 WILDWOOD FL 2115 2130 BALDWIN FL --- 0030 JX TOFC FL 0200 ---
R107 (DAILY) JACKSONVILLE FL --- 1700 WAYCROSS GA 1830 1845 MANCHESTER GA 0015 0030 BIRMINGHAM AL 0615 0700 OAKWORTH AL --- 0915 KAYNE AVE TN 1330 1410 AMQUI TN --- 1425 EVANSVILLE IN 1900 2100 DANVILLE IL 0415 0430 CHICAGO TOFC IL 0845 ---	R136 (SUN-THU) CHICAGO TOFC IL --- 2125 CHICAGO IL 2255 2325 PINE JCT IN --- 0025 GARRETT IN --- 0340 DESHLER OH --- 0510 POSTORIA OH --- 0555 WILLARD OH 0705 0835 NEW CASTLE PA 1305 1330 CONNELLSVILLE PA --- 1700 CUMBERLAND MD 2020 2105 BRUNSWICK MD 2325 0001 JD TOWER MD --- 0125 BAY VIEW MD --- 0230 PHILADELPHIA PA 0530 --- <i>Operates as L136 Fri & Sat.</i>	R145 (DAILY) ATL HULSEY GA --- 1830 LAGRANGE GA --- 2045 MONTGOMERY AL 0230 0245 FLOMATON AL --- 0730 MOBILE AL 0945 1000 HARBIN MS 1300 1400 NORTHSIDE LA 1500 1600 NEW ORLEANS LA 1730 1930 EAST BRIDGE LA 2100 ---	R166 (TUE-SAT) E CHGO TOFC IN --- 0945 CURTIS IN --- 1000 PORTER IN --- 1020 PLASTER CREEK MI --- 1415 PLYMOUTH MI --- 1800 DETR MDDLBLT MI 1815 --- <i>Iron Highway Train.</i>	R185 (ex. SUN) JACKSONVILLE FL --- 1730 BALDWIN FL --- 1815 WILDWOOD FL 2100 2115 VITIS FL --- 2200 LAKELAND JCT FL --- 2220 TAMPA FL 2315 ---
R108 (DAILY) NEW ORLEANS LA --- 1400 MOBILE AL 1900 2000 GOULDING FL 0030 0045 CHATAHOOCHEE FL 0745 0800 JACKSONVILLE FL 1545 ---	R137 (DAILY) CHICAGO TOFC IL --- 0515 WATSEKA IL 0715 0800 DANVILLE IL 0915 0930 TERRE HAUTE IN --- 1045 DECKER IN 1300 1345 EVANSVILLE IN 1515 1530 KAYNE AVE TN 2000 2015 WAUHATCHIE TN 0115 0130 CARTERSVILLE GA --- 0600 ATL HULSEY GA 0830 ---	R146 (DAILY) ATL HULSEY GA --- 1830 LAGRANGE GA --- 2045 MONTGOMERY AL 0230 0245 FLOMATON AL --- 0730 MOBILE AL 0945 1000 HARBIN MS 1300 1400 NORTHSIDE LA 1500 1600 NEW ORLEANS LA 1730 1930 EAST BRIDGE LA 2100 ---	R167 (MON-FRI) KEARNY NJ --- 0300 PARK JCT PA --- 0630 PHILADELPHIA PA 0645 0710 BAY VIEW MD 0955 1105 JD TOWER MD --- 1245 POTOMAC YD VA --- 1330 GREENDALE VA --- 1605 ACCA YD VA 1615 1630 WELDON NC --- 1815 ROCKY MOUNT NC --- 1915 PEMBROKE NC --- 2200 DILLON SC --- 2240 FLORENCE SC 2345 0001 LANES SC --- 0115 CHARLESTON SC --- 0220 YEMASSE SC --- 0315 CENTRAL JCT GA --- 0405 E SAVANNAH GA 0415 0430 JESUP GA --- 0540 FOLKSTON GA --- 0630 CALLAHAN FL --- 0700 JX TOFC FL 0800 0810 JACKSONVILLE FL 0820 --- <i>Operates as L173 on Monday.</i>	R186 (ex. SUN) JACKSONVILLE FL --- 1730 BALDWIN FL --- 1815 WILDWOOD FL 2100 2115 VITIS FL --- 2200 LAKELAND JCT FL --- 2220 TAMPA FL 2315 ---
R109 (ex. SUN) CHARLESTON SC --- 1445 SAVANNAH GA 1700 1800 FOLKSTON GA --- 2045 JACKSONVILLE FL 2200 ---	R138 (DAILY) CHICAGO TOFC IL --- 0300 CHICAGO IL --- 0430 PINE JCT IN --- 0530 GARRETT IN --- 0830 DESHLER OH --- 1000 POSTORIA OH --- 1045 WILLARD OH 1155 1235 NEW CASTLE PA 1720 1745 CONNELLSVILLE PA --- 2120 CUMBERLAND MD 0005 0050 BRUNSWICK MD --- 0425 JD TOWER MD --- 0615 HALETHORPE MD --- 0645 BAY VIEW MD --- 0745 PENN MARY Jc MD 0830 ---	R147 (DAILY) NEW ORLEANS LA --- 0400 MOBILE AL 1015 1030 FLOMATON AL --- 1215 MONTGOMERY AL 1730 1830 LAGRANGE GA --- 2130 ATL HULSEY GA 0330 ---	R168 (MON-FRI) DETR MDDLBLT MI --- 2145 PLYMOUTH MI --- 2200 LAMAR MI --- 0145 PORTER IN --- 0540 CURTIS IN --- 0600 E CHGO TOFC IN 0615 --- <i>Iron Highway Train.</i>	R187 (DAILY) JACKSONVILLE FL --- 1430 SANFORD FL --- 1815 TAFT FL 1930 2030 AUBURDALE FL --- 2130 LAKELAND FL --- 2145 TAMPA FL 2300 ---
R110 (DAILY) NEW ORLEANS LA --- 1400 MOBILE AL 1900 2000 GOULDING FL 0030 0045 CHATAHOOCHEE FL 0745 0800 JACKSONVILLE FL 1545 ---	R139 (DAILY) CHICAGO TOFC IL --- 1500 DANVILLE IL 1830 1845 EVANSVILLE IN 2345 0130 NASHVILLE TN 0650 0845 OAKWORTH AL --- 1145 BIRMINGHAM AL 1415 1545 PARKWOOD AL --- 1630 MANCHESTER GA 2145 2200 WAYCROSS GA 0330 0345 JX TOFC FL 0615 --- JX EXP/IMPORT 0830 0900 JACKSONVILLE FL 0930 ---	R148 (DAILY) ATL HULSEY GA --- 1830 LAGRANGE GA --- 2045 MONTGOMERY AL 0230 0245 FLOMATON AL --- 0730 MOBILE AL 0945 1000 HARBIN MS 1300 1400 NORTHSIDE LA 1500 1600 NEW ORLEANS LA 1730 1930 EAST BRIDGE LA 2100 ---	R169 (TUE-SAT) E CHGO TOFC IN --- 0945 CURTIS IN --- 1000 PORTER IN --- 1020 PLASTER CREEK MI --- 1415 PLYMOUTH MI --- 1800 DETR MDDLBLT MI 1815 --- <i>Iron Highway Train.</i>	R188 (ex. SUN) TAMPA FL --- 1900 LAKELAND FL --- 1945 WILDWOOD FL 2115 2130 BALDWIN FL --- 0030 JX TOFC FL 0200 ---
R111 (DAILY) NEW ORLEANS LA --- 1400 MOBILE AL 1900 2000 GOULDING FL 0030 0045 CHATAHOOCHEE FL 0745 0800 JACKSONVILLE FL 1545 ---	R140 (DAILY) CHICAGO TOFC IL --- 0245 DANVILLE IL 0615 0630 EVANSVILLE IN 1105 1120 COURTLAND TN --- 1630 AMQUI TN --- 1700 NASHVILLE TN 1730 --- <i>UPS Train.</i>	R149 (DAILY) ATL HULSEY GA --- 1830 LAGRANGE GA --- 2045 MONTGOMERY AL 0230 0245 FLOMATON AL --- 0730 MOBILE AL 0945 1000 HARBIN MS 1300 1400 NORTHSIDE LA 1500 1600 NEW ORLEANS LA 1730 1930 EAST BRIDGE LA 2100 ---	R170 (DAILY) E ST LOUIS IL --- 1650 HN CABIN YD IL --- 1750 VINCENNES IN --- 2120 WASHINGTON IN 2150 2205 MITCHELL IN --- 2330 CINCINNATI OH 0305 ---	R189 (ex. SUN) JACKSONVILLE FL --- 1730 BALDWIN FL --- 1815 WILDWOOD FL 2100 2115 VITIS FL --- 2200 LAKELAND JCT FL --- 2220 TAMPA FL 2315 ---
R112 (DAILY) ATL HULSEY GA --- 2145 GILSTRAP GA --- 2335 CARTERSVILLE GA --- 0100 WAUHATCHIE TN 0500 0515 KAYNE AVE TN 1115 1130 AMQUI TN --- 1200 EVANSVILLE IN 1700 1830 VINCENNES IN --- 2025 TERRE HAUTE IN --- 2140 DANVILLE IL 2330 2359 WELLINGTON IL 0050 0115 WATSEKA IL 0200 0230 CHICAGO TOFC IL 0530 ---	R141 (DAILY) CHICAGO TOFC IL --- 0515 WATSEKA IL 0715 0800 DANVILLE IL 0915 0930 TERRE HAUTE IN --- 1045 DECKER IN 1300 1345 EVANSVILLE IN 1515 1530 KAYNE AVE TN 2000 2015 WAUHATCHIE TN 0115 0130 CARTERSVILLE GA --- 0600 ATL HULSEY GA 0830 ---	R150 (DAILY) NEW ORLEANS LA --- 0400 MOBILE AL 1015 1030 FLOMATON AL --- 1215 MONTGOMERY AL 1730 1830 LAGRANGE GA --- 2130 ATL HULSEY GA 0330 ---	R171 (DAILY) CINCINNATI OH --- 0300 MITCHELL IN --- 0645 WASHINGTON IN 0815 0830 VINCENNES IN --- 0900 HN CABIN YD IL --- 1300 ST L GATEWAY IL 1315 ---	R190 (MON-FRI) HAMLET NC --- 2330 MONROE NC 0130 0230 SALAK SC --- 0700 ABBEVILLE SC 0830 0845 BELT JCT GA --- 1200 ATL HULSEY GA 1215 ---
R113 (DAILY) NEW ORLEANS LA --- 1400 MOBILE AL 1900 2000 GOULDING FL 0030 0045 CHATAHOOCHEE FL 0745 0800 JACKSONVILLE FL 1545 ---	R142 (DAILY) JACKSONVILLE FL --- 2045 CALLAHAN FL --- 2130 FOLKSTON GA --- 2200 WAYCROSS GA --- 2315 FITZGERALD GA 0045 0100 MANCHESTER GA --- 0515 ATL HULSEY GA 0845 1330 GILSTRAP GA --- 1600 CARTERSVILLE GA --- 1640 ETOWAH TN 1900 1915 CORBIN KY 0400 0415 SPRING LAKE KY --- 1030 CINC TOFC OH 1130 ---	R151 (DAILY) JOHNSON YD TN --- 0200 MEMPHIS TN --- 0300 BRUCETON TN 0615 0630 KAYNE AVE TN 1015 1100 NASHVILLE TN 1200 1445 WAUHATCHIE TN 2015 2030 CARTERSVILLE GA --- 0145 ATL HULSEY GA 0430 0600 AUGUSTA GA 1430 1515 YEMASSE SC --- 1845 CHARLESTON SC 2000 ---	R172 (MON-FRI) KEARNY NJ --- 0300 PARK JCT PA --- 0630 PHILADELPHIA PA 0645 0710 BAY VIEW MD 0955 1105 JD TOWER MD --- 1245 POTOMAC YD VA --- 1330 GREENDALE VA --- 1605 ACCA YD VA 1615 1630 WELDON NC --- 1815 ROCKY MOUNT NC --- 1915 PEMBROKE NC --- 2200 DILLON SC --- 2240 FLORENCE SC 2345 0001 LANES SC --- 0115 CHARLESTON SC --- 0220 YEMASSE SC --- 0315 CENTRAL JCT GA --- 0405 E SAVANNAH GA 0415 0430 JESUP GA --- 0540 FOLKSTON GA --- 0630 CALLAHAN FL --- 0700 JX TOFC FL 0800 0810 JACKSONVILLE FL 0820 --- <i>Operates as L173 on Monday.</i>	R191 (SUN-THU) ATL HULSEY GA --- 1530 BELT JCT GA --- 1600 ABBEVILLE SC 1945 2000 SALAK SC --- 2030 PARK JCT SC --- 2045 MONROE NC 0030 0130 HAMLET NC 0345 ---