

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, 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 features many railroad displays plus a 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 \$14.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July, August and December) at the Palmer American National Bank, corner of Vermilion and Main St., downtown Danville, Il. beginning at 7:30 PM Central Time.

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Our 26th Year

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SECRETARY: Doug Nipper

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COMING EVENTS

September 15, 1994

Next monthly meeting beginning at 7:30 PM, Palmer American National Bank in downtown Danville.

September 17 & 18, 1994

Railroad Days, Monticello Railway Museum. Mixed trains, motor cars, other rides. Noon to 4 PM each day.

October 22 & 23, 1994

Chicago Rail Association sponsored trip on the EJ&E. Contact them at PO Box 53, Oak Park, IL.

November 19, 1994

Annual Model Railroad Show and Swap Meet, Danville High School,

Jackson and Fairchild Street. See Flyer next month.

NEXT MEETING

The next meeting will be held on Thursday, September 15, at the Palmer Bank, corner of Vermilion and Main Street in downtown Danville beginning at 7:30 PM.

Staffing the museum this summer has been good thus far. However, the visitor population has been down

this year. The attendance at the museum was good during the Labor Day weekend. In spite of the rain the crowds turned out and we had good income for the three days. Our thanks go out to the members that were there to staff the building and operate the layout.

A special thanks goes to member Bob Gallippi for his efforts in erecting the new "Railroad Museum" sign on Illinois Route 1. During the past two years Jess Bennett and Bill Pearson have been talking with the village about placing a brown sign for the museum. In late August the village agreed to pay for the signs and Bob ordered them plus installed them for the city. They are outstanding and are a welcome re-



placement to the wood sign we installed each year on school district property.

This fall we will need to work on the museum building. There is some tuckpointing to do and painting of trim. President Larry Prosser will be establishing a couple of work session weekends for late September and early October. The 8th and 9th of October will see the Pumpkin Festival in Rossville and we have been ask to be open. Member Lonnie Seymour has moved from Hoopston to 223 Oxford Ct., Naperville, IL. This places him close to the mainline of the BN, a great place for trainwatching.

Coming in November is the railroad show at Danville High School. This will be a one day show this year. We need help in setting up and working the show plus advertising ahead of time. Please volunteer for the one day event.

The programs planned for this fall include Chicago Rails for September and Rick Schroeder in October or November with NRHS convention slides.

MEETING MINUTES

- JUNE 16, 1994

PALMER BANK

Meeting opened at 7:35 P.M., President Larry Prosser presiding. Secretary's report read and approved. Treasurer was absent. Guests were Dr. Albert Howe and his wife. Dr. Howe, our NRHS Central Region Vice President, presented Larry with our Chapter's 25 year achievement certificate at the start of the meeting.

OLD BUSINESS

In regards to the new sign for the museum, there is still no word yet from the village and Jess Bennett doesn't know the name of the company that will be making it. There were mixed answers on adding a small sign to each of the merchant

signs on both ends of town. It was concluded that if we could not simply attach a small sign to the existing signs, then it would not be worth pursuing, particularly if we had to plant a sign in the ground at the start of each season... The Rossville Progressive Merchants Association may contribute \$50 towards our rent bill. In return, we will distribute their brochures at our shows and other functions... There was a discussion of the rent situation for the depot. Dr. Howe says that the NRHS counsel might be able to assist us. He suggested that we try to work with CSX to acquire the building, then rent only the land.

NEW BUSINESS

The museum's interior walls need work. Moisture has caused most of the plaster from waist level down to disintegrate... Larry thanked everyone who has helped staff the museum so far... The C&EI Historical Society is planning a joint meeting with the IT Historical Society next April in Danville. Bob McQuown is advocating the use of part of the old Danville Public Library building for a C&EIHS museum / archive...

GOOD OF THE ORDER

Some type of passenger excursion train passed through Danville on NS last Wednesday. There was also a recent movement of a GO Transit train, unknown destination.

Meeting adjourned at 8:08 P.M. Slide program given by Larry Prosser and Doug Nipper.

NKP 587 TO SPEND

THE WINTER IN ILLINOIS

In the fall the birds fly south for the winter. What do steam locomotives do that need repair? They go west to Illinois.

On August 30, NKP #587 moved from Indianapolis to Monticello,

Illinois. The new winter home will be the engine house of the Monticello Railroad Museum. The locomotive is due for the 6 year inspection and repairs and museum in Noblesville, Indiana did not have the proper facilities to work on the engine this winter. An agreement was made with MRM and the engine was moved to Monticello under steam from the museum via Norfolk Southern. The move was not publicized in advance but by word of mouth the rail fans turned out. By 6:00 PM the engine and tool cars arrived at MRM.

The engine is inside the building and will be secured for the winter. Next spring the agreement calls for the museum, MRM, to operate the steam engine in April for two weekends. This added attraction will bring additional revenues to the museum for their steam program. We all look forward to seeing steam again on the MRM into Monticello and we will keep you posted on the activity dates.

CONRAIL

During June and July Conrail took delivery of 36 more General Electric C40-8W units (#6230-6265), but remains power-short in the face of traffic volumes nearly 12 percent above 1993's levels. Another 60 C40-8W's will come this year, but in a surprise move they will be leased from a Conrail-GE partnership and numbered 700-759 with either LMX or CRL marks.

In early July, nearly eight percent of CR's diesel fleet was out of service. With locomotive leasing now a big and lucrative business, Conrail is putting together its own Altoona-based "CRL" leasing fleet. The units have a varied heritage (CSX, IC, Santa Fe, P&LE) and are numbered in the 0300

CONRAIL



series (GP38), 0400's (U23B), 0500's (C30-7) and 0600's (SD40).

Many of the units have been repainted in solid Conrail blue but without the usual logos. Some have the "O" prefix displayed while others do not, it is said that the extra digit is to prevent confusion with amtrak units. Other Conrail SD40's have been renumbered into the 0800-0814 series to clear the 6200's and low 6300's for new GE units.

Conrail has reported second quarter net income of \$101 million, an 18.8 percent increase over the same period of 1993. Revenues were \$951 million, an 8.9 percent increase over second quarter 1993. Traffic volume was up 10.1 percent for the quarter, led by a 24.9 percent jump in intermodal business. To meet demand, the railroad said it has taken on 500 train and engine employees so far this year and expects to hire about 450 more before year's end. A total of 136 new locomotives are being added in 1994, including 60 GE's and 40 EMO's acquired through operating leases. To help respond to service complaints, Conrail last month named a new vice president of transportation, Ronald J. Conway, 49, a former Penn Central employee, earlier served as vice president-intermodal and general manager of the Philadelphia Division, as well as in numerous engineering positions.

Via Cinders

CHAMPAIGN RAILFAN NOTES

During the week of July 25 a rebuilt GP38 was in and around Champaign yard. Painted glossy maroon and silver, lettered NHV, numbered 3800, it made quite a contrast to the standard black of the IC. The unit possesses dynamics with the bell located on the front of the cab directly above the engineer's window. As for what NHV stands for or where it came from this writer does not know.

Lots of talk and supposition about the announced KCS and IC merger. Looks like the IC will be the controlling company in the proposed union. Local fans are asking if the KCS units will begin showing up and providing some relief. The Midwest Central model train club in Champaign is willing to offer their logo and name to the proposed railroad for a small fee (ala the Padacah & Louisville).

The IC and the SP have reached agreement to haul SP intermodal loadings bound for Chicago from Texas on the IC from Memphis to Chicago. To that end, all four I trains through Champaign have gained added trailers, containers, and length. While not up to the size of those on the UP through Villa Grove, they are a marked improvement over what the IC ran just a few years ago. Also, a hot rumor on the IC is that Electro-Motive's SD70 demonstrators are going to make a tour of the IC this fall. The last units purchased new by the railroad were in the early 70's. Could it be that sometime in the future local fans could be focusing on new widecabs in the new Midwest Central paint rolling down the Mainline of Mid-America?

By Bruce Bird

(Ed. Heard from IC employees that the IC planned to purchase GP-60's to use on intermodal trains but purchase has been put on hold due to KCSI purchase.)

STEAM NEWS NEW RIVER TRIPS WILL RUN

From Don Maxwell of the C.P. Huntington Chapter NRHS at Huntington, West Virginia comes the word that the four excursions over the CSX/ex-C&O line from Huntington to Hinton, West Virginia WILL run this fall! The dates are October 15, 16, 22 and 23. Tickets are \$85 coach, \$129 deluxe service

and \$149 premium service. The trips in past years have departed the C&O station in Huntington at 8AM, arrived at Hinton around 1:30 PM, departed around 4PM for the return run to Huntington. For tickets and other information, write to New River Trains, 1429 Chestnut St., Kenova WV 25530 or phone 304-452-1641.

MOTIVE POWER:

Probably the ex-Pere Marquette/C&O 2-8-4 #1225 from Owosso, Michigan. As of August 15, 1994, all of the arrangements with the MSTRP had not yet been worked out, the Huntington people had just gotten the word that MARC in Baltimore had agreed to sponsor the trips under their insurance umbrella of \$150 million, which CSX agreed to accept on a one-time basis instead of their normal \$200 million. An official announcement of the excursions is expected to be made by Huntington during the business week beginning Monday, August 15, by which time the basic arrangements for #1225 should have been worked out. If for some reason they can't be worked out (nothing is certain) and there's to be no #1225, then the most likely power will be CSX diesel.

WHY NO #765?

Before the locomotive can run again, the drive wheels need to be repaired by removing them from under the engine and shipping them down to Norfolk Southern's Steam Shop at Birmingham, Alabama. The Fort Wayne RRHS will not do this during the year unless #765 would have been running. And Fort Wayne did not receive word of the CSX - MARC - CPH agreement until it was too late to send down the wheels, have them reworked, get them back to the shop at New Haven and under the boiler, and have the entire engine checked out in working order before October 15th. Therefore, no #765 this year. She will not run. Period. The #1225 was considered ready to run, so Owosso got the

job. The New River trips could run with diesels, of course, and may yet have to be, but no one would really like it.

POSSIBLE 261 OPERATIONS:

The ex-MILW 4-8-4 #261 may be running excursions over Canadian Pacific Rail's ex-Soo Line/MILW lines out of Milwaukee in September and out of St. Paul in October. The big if in these plans is the current employees strike on the railroad. If the strike can be settled soon, the Northern may run excursions from Milwaukee to the Wisconsin Dells and New Lisbon on September 24th, Milwaukee to Chicago on September 25th, and St. Paul to Winona, Minnesota on the weekend of October 8 and 9. The sponsor of these trips, North Star Rail Limited of Minneapolis, is taking count of prospective riders. Trip details including ticket prices will be announced if it is decided the trips will run.

Via Ties & Tracks

(Ed. We have read that several states are passing legislation limiting the amount of liability insurance required for railroad.)

TRUCKERS FORM ROADRAILER CO-OP

RoadRailer got a shot in the arm recently when Schneider National announced that it was acquiring 500 of the highway/rail units, as an alternative to a major container purchase. Now, the trucking industry appears ready to give RoadRailer a booster shot of historic proportions. Nine major truckload carriers announced July 18 that they have formed a cooperative that could acquire up to 5,000 RoadRailers by the end of 1995.

The participating trucker share combined annual revenues in excess of \$2 billion, and all are currently engaged in some form of intermodal

CANADIAN PACIFIC SEEKS TO BUY CN NORTH AMERICA EASTERN LINES

With merger talks going nowhere, Canadian Pacific Limited is now ready to purchase the eastern rail operations of CN North America in order to put in place a single railway system east of Thunder Bay, Ont., and Chicago. The two systems have been discussing a merger since February, in an attempt to resolve problems (mainly associated with over-capacity) that have resulted in combined losses for the two railways of about \$2 billion over the last five years. Talks broke down over differences in the way the companies valued their assets and operations.



Ian Barry Scott, chairman and CEO of CP Rail system, advised Paul Tellier, president and CEO of CN North America, of the CP proposal of July 20.

Scott said that "When it became clear that CPRS and CN were unlikely to reach agreement to form a jointly-owned company, we tried to see if the problems that merger was intended to overcome could be tackled by a different approach. We concluded that the most straightforward answer would be an offer by CP to purchase CN operations in the East and merge them with ours. In fact, this approach might be designed to offer more choice for shippers than the original concept of a jointly-owned railway."

Scott said he had asked Tellier to convey the CP proposal to the government of Canada, in its capacity as the owner of CN. "Acquisition of this part of CN by CP", Scott said, "would also provide the Government of Canada an opportunity to privatize a good part of what is perhaps the largest corporation still owned by the Crown. The purchase price, which has yet to be fixed, could be used to retire a significant portion of the heavy debt load carried by CN North America."

First, Burlington Northern plus Santa Fe, then Illinois Central plus Kansas City Southern, now CP Rail System plus CN North American in eastern Canada. And map-makers should not stop, as rumors circulate about another major U.S. merger, this one in the East, even as they circulate about further activity in the West.



Via Railway Age.

operation on an independent basis. They are: Anderson Trucking Services, Inc.; Crete Carrier Corp.; CX/Roberson Corp.; Dart Transit Co.; M. S. Carriers, Inc.; Prime, Inc.; Swift Transportation, Inc.; Werner Enterprises, Inc.; and Willis Shaw Express.

The new organization, Intermodal Carrier Cooperative, is based in Eagan, Minn. Bill Craven, Dart Transit, is president. "Finding a general manager is our first order of business" he said. "We are seeking

a person with strong experience in intermodal service, particularly in operations and contract rate negotiations, and who will have the managerial talent to move the association into actual operations in the shortest time possible." Said Craven: "We look upon ourselves as 'shippers' as far as railroads are concerned. Everything is changing in logistics, and progressive companies must find new and innovative ways to conduct business."

Via Railway Age

AS EASY AS ABC, A NEW RAILWAY ACQUIRES LINES IN AKRON AREA

The Akron Barberton Cluster Railway Co. (ABC Rail) has acquired more than 52 miles of line in the Akron area from Conrail and the Akron & Barberton Belt Railroads. From Conrail, ABC acquired nearly 33 miles of line in Medina, Portage and Summit counties. It acquired more than 19 miles from A&BB in Summit County.

"By managing the lines as a single system, we are confident we can provide the best possible rail freight service to our customers," said William E. Frey, president of ABC Rail. The new railroad is a wholly owned subsidiary of Wheeling Corp., which also owns the Wheeling & Lake Erie Railway Co.

Via Train It

WELCOME TO "TRAIN IT"

TRAIN IT, they hope you will agree is a worthy successor to *Rail News Update*. RNU was itself a successor to the *Information Letter*, which was first published by an AAR predecessor organization in 1933.

The look of the publication is new, reflecting the new spirit that is bringing about the renaissance of rail-roading.

Behind this new spirit is a commitment to quality and customer satisfaction, summed up in the phrase: Growth Through Quality. This has become the railroad industry's business strategy as we prepare to enter the 21st Century, and you'll find that phrase prominently displayed in our masthead.

To make that slogan a reality, the information revolution sweeping the country is being harnessed by railroads. Also as part of the business strategy, the industry is embracing a wave of new technology such as AC Traction locomotives that are already beginning to power their way across the land.

Even the most exacting shippers are uttering the phrase "Train It!" with more and more frequency. What better way to capture the

railroad industry's new spirit than by adopting that same phrase as the new publication's name?

The name and look are new. But the mission will remain the same; to keep the readers informed about events, trends and legislation affecting this dynamic industry. Publication will continue to be every other Thursday.

Ed Harper, AAR President and CEO

HONDA RIDES IC SOUTH

Illinois Central has reached an agreement with Honda to move finished automobiles through IC's staging ramp here.

Automobiles produced in Honda plants in Marysville and East Liberty, Ohio and Aliston, Ont., will be handled over the Chicago gateway for IC interchange and delivery to Jackson.

Additionally, Honda imports will be brought from the West Coast over the Memphis gateway for IC delivery to Jackson.

The Pasha group, under contract with IC to operate the Jackson facility, will be responsible for unloading, inspecting and delivering the automobiles to Honda dealers in a four-state area.

RELOCATIONS

Springfield, Illinois

On August 24, 1994 Iles tower became history.

The week before the contractor had begun to remove the interior steel interlocking bed. By the 22nd only a shell was standing with most of the interior framing removed. The contractor had originally planned to fall the tower toward the street (now closed) but the Southern Pacific was not able to remove their CTC cabinet and that path was blocked. Norfolk Southern allowed the contractor to fall the building across the tracks and then remove the debris.

Years of history came down in a crash and a cloud of dust. The memories were scattered by the wind. Only two silver cabinets mark the site of Iles interlocking, soon to also disappear. Also on the 22nd the interchange track, the last connection between the SP and NS, was removed along with the crossing gates.

At a recent project meeting planning began between the two railroads for the cutover that is still a month away. Preliminary planning calls for the major cutover day to be Sunday, October 16 (or one or two weeks later). Both railroads have less traffic on that day and Amtrak will be interfered with the least on Sunday. The maintenance of way departments will begin track cutting around 8:00 AM with plans to have traffic on the new line by 2:00 PM in time for Amtrak and NS #145.

NS will begin about 4 days prior to Sunday by installing a turnout west of town near Route 36. Traffic will run through the turnout side for 4 days at 10 mph. The next lineover will be at Hazel Dell where the SP mainline will be shoved over to become the new NS mainline. Work will then progress near the end of Aarup Street where the other end of

the SP main will line to become the new NS mainline.

On Sunday, after the MofW crews have the track in place for traffic, both railroads will run as many trains as possible to break the log-jam. Then the signal department will begin about 12 hours of signal testing on the one track route. The next day additional crossovers will be activated and the second mainline will be placed in service. On the third day, the IC turnout will be in place and that interlocking will be placed in service. The signal department expects about 4 to 6 days of testing before all routes are in operation with operating signals.

The next issue will carry a schedule (I hope) of the work to be done. I will be in Springfield during all of the cutover weekend and invite members to visit the site. I will have time to conduct some tours of the area. I do ask that if you come to watch you **DO NOT GET IN THE WAY OF ANY WORK BEING PERFORMED BY EITHER RAILROAD**. The cutover process will involve about 150 employees of both railroads so keep clear and allow them to proceed with their task. Enjoy from the sidelines.

To date the trackwork is near completion south of Iles Avenue. The contractors are excavating for the new Iles and for the roadbed for both railroads. Rail adjustment has been occurring on the west segment and NS welding crews have the trackage west of West Grand entirely welded and ready for service. The SP has installed all 6 No. 20 turnouts at Hazel Dell and completed raising their two tracks.

The signal department has three crews on the site. They have been setting switch machines, installing bungalows, burying cable and setting signals. The 70 foot and 90 foot bridges are on site and are being assembled. By the end of September most signals should be up and all trackwork south of Iles

Avenue will be complete.

Lafayette, Indiana

As you read last month the trains of CSX and Amtrak are operating on the new alignment. The NS signal department has completed all work at the interlockings and for the most part moves are smooth. During a recent visit to the site I noted that the CSX trains could not contact the NS dispatcher. Each had to stop and try for 15 to 30 minutes before getting the signal to cross the NS Muncie line. If the CSX crews only knew that NS had experienced the same treatment in Danville.

The depot contractor is proceeding with the foundation for the new building and the retaining walls. The plan is to move the depot on the 16th of September, beginning in the evening. A big celebration is planned for the day and if everything goes well the streets will be open for the traffic to get to the Purdue game the next day.

Bids were let recently for the new bridges at Wabash Avenue and Ninth Street. The contract will be awarded soon and construction should begin by the end of the month. In addition to the Ninth Street bridges the interchange yard area just south of Ninth Street will be constructed. This will leave the area from Ninth Street to East Yard for future work.

In addition to the above project the award was made to remove the track from Fifth Street. This work will begin this fall and be completed by next year. By the end of the year the engineers are expected to furnish NS with the final alignment for segment 5. In the spring plans will be complete for the Sangmore Parkway and Route 25 bridges with letting planned for those structures in late 1995. Trackwork should begin in 1996 or 1997 with completion prior to the year 2000.

Rick Schroeder
WVP Corporation

AMTRAK

Amtrak Train #49, the Lake Shore Limited derailed on Conrail's Chicago Line near Batavia, NY early on the morning of August 3. The truck of the second car of #49 (see below) derailed at MP 403.7, and the train itself derailed at MP 406.4. Batavia station is at MP 402.9, while CP-406 interlocking is at MP 406.7. Amtrak's Buffalo (DePew) passenger station is at MP 431.7.

There were no fatalities among the 359 passengers and crew members on board the train, headed by F40's 374 and 207, which did not derail. Other equipment derailed and estimated damage included Material Handling Cars 1500 (\$35,000) and 1505 (minimal damage), baggage 1162 (no damage), Heritage coaches 4705 (\$20,000), 4602 (\$20,000), 4728 (\$30,000) and Amlounge 28021 (\$40,000). Following were dome 98411, diner 8503-Silver Chef, Heritage coaches 4007 and 47156, all expected to be written off and retired, and then Heritage coach 4640 (\$300,000) and 10-6 sleepers 2430-Pacific Falls (\$300,000), 2433-Pacific Heights (another write-off) and Slumbercoach 2056-Vermilion Harbor (a write-off) and baggage-dorm 1621 (\$300,000). At presstime, no exact cause was known.

Amtrak quickly went into action, grabbing a Niagara Falls-based amfleet trainset to represent #49 from Buffalo to Chicago, consisting of Amfleet I cars 21156, 28305, 21054, 21272 and 21195. This equipment was from the consist of Train #284, which was combined with Trains #286 on the day of the accident. A makeup consist to represent #48 eastbound on August 4 consisted of GP40TC #197, F40's 346 and 406, the five Amfleet cars deadheading back east, and then MHC 1532, baggage 1182,

ALL
ABOARD
AMTRAK

Hi-level coach dorm 39906, Superliner coaches 34029, 34078, 34048, Superliner coach-baggage 31029, Superliner snack-coach 35007 (used as a lounge), Superliner diner 38022, and Superliner sleepers 32046, 32015 and 32048. This consist operated Chicago-Albany, and it was possible that the Amfleet equipment was to continue to Boston, representing Train 448.

Via Cinders

WHEEL REPORT

A steam Engine in the Land of Lincoln

The LaSalle County Historical Society now has former CB&Q 4978, a Class 01A light Mikado built at Eddystone Works of the Baldwin Company in 1923. The engine, with a caboose built in the Burlington's Aurora shop in 1922, is on display in Ottawa, Illinois on Boyce Memorial drive between Lafayette and Madison Streets, across from Thornton Park.

The 4978 was passed into the possession of the LaSalle organization on May 30, 1965 from the CB&Q through the intervention of the Ottawa Silica Company. After buying the engine and bringing it to Ottawa, the Ottawa Silica Company deeded the engine over to the LaSalle Society. A special open house at Engine 4978 in Ottawa will be held on Saturday, June 18th from 1-4 pm CDT. The event is open to the public and will feature train memorabilia of interest to rail buffs.

Via NRHS News

Management of Wheeling & Lake Erie has purchased railroad from previous owners, securing more favorable financial terms for paying back loans originally used to purchase trackage. W&LE is now operating new train between Bridgeport and Willard (OH) via Greenwich, serving as middle link between CSX connections at



each end. Train allows CSXT (and W&LE) to gain potentially heavy chemical and other traffic that CSXT could not handle itself since former Baltimore & Ohio line through Holloway (OH) was abandoned several years ago.

Via The Lake Shore Timetable

WC EXPANDS NORTH TO CANADA

Wisconsin Central Transportation Corp. has agreed to acquire the railway operations of Algoma Central, which operates 320 miles of line between Sault Ste. Marie, Ont., and Hearst, Ont.

WC has created a new, wholly owned Canadian subsidiary, WC Canada Holdings, Inc. to carry out the transaction. The new railroad will be named Algoma Central Railway, Inc.

ACRI expects to handle iron ore, forest products and steel products. It will connect with WC, CP Rail, CN North America and Ontario Northland.



WC has negotiated new working arrangements with eight of nine labor organizations who will represent ACRI employees.

The purchase is subject to Canadian regulatory approval, which could take up to six months.

Via Train It.

CONRAIL

Effective July 11, Conrail changed symbols of priority east-west TrailVan trains from "TV" to "SV" (SuperVan). However, double-stack trains and north-south piggy-back trains retain "TV" symbol; and "Mail" and RoadRailer ("RR") trains retain their symbols as well. Conrail Supervan trains include:

SV-1 ex-TV-1 Morrisville(NJ) - Chicago(IL)

SV-2 ex-TV-2 Chicago(IL) - Kearny(NJ)

SV-3 ex-TV-3 Kearny(NJ) - St. Louis(MO)

SV-4 ex-TV-4 Indianapolis(IN) - Harrisburg

SV-6 ex-TV-6 East St. Louis (IL) - Boston(MA)

SV-7 ex-TV-7 Boston (MA) - Chicago (IL)

SV-9 ex-TV-9 Boston (MA) - Chicago(IL)

SV-10 ex-TV-10 Chicago(IL) - Kearny(NJ)

SV10B ex-TV-10B Chicago (IL) - Boston(MA)

SV-11 ex-TV-11 Kearny(NJ) - Chicago (IL)

SV-12 ex-TV-12 Chicago(IL)-Kearny(NJ)

SV-13 ex-TV-13 Boston(MA) - Chicago(IL)

SV-14 ex-TV-14 Chicago(IL)-Boston(MA)

SV-20 ex-TV-20 Chicago(IL) - Kearny(NJ)

SV-22 ex-TV-22 Chicago(IL)-Baltimore(MD)

SV-55 ex-TV-55 Cleveland(OH) - St. Elmo(IL):UP

SV-79 ex-TV-79 North Bergen(NJ) - Chicago(IL)

SV-80 ex-TV-80 Chicago(IL)-North Bergen(NJ)

SVLA ex-TVLA North Bergen-Chicago:ATSF

Via The Lake Shore Timetable