



INDIANA HARBOR BELT RAILROAD COMPANY
2721-161st STREET, HAMMOND, IN 46323-1099



February 25, 1998
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Mr. Craig Flinders
FPC International
P.O. Box 129
Payson, Utah 84653

Dear Mr. Flinders:

I attended a meeting of the National Association of Railroad Environmental & Testing, and one of the topics discussed was a fuel performance catalyst, FPC-2. Because the catalyst had been tested under AAR Recommended Practice 503 by South West Research Institute, we decided to pursue the possible benefit to our locomotive fleet.

Three of our Electro-Motive locomotives, an SW1500, GP38-2, and SD40, were placed on our load box for emission and fuel consumption without the catalyst and data was recorded.

The locomotives were then treated with the catalyst. Each locomotive received the prescribed amount of catalyst every time fuel was added. The locomotives were operated for 400 to 450 hours. The locomotives were placed on our load box, the same tests were performed, and the data was recorded.

According to the data recorded, the locomotives experienced a positive change in the engine performance factor (relates to length of time required to consume a given volume of fuel), a reduction in smoke (21%) and fuel consumption (7.7%), and no loss in horsepower.

Based on these findings, we have installed permanent metering systems for the purpose of adding FPC-2 to all fuel used on our railroad.

Sincerely,

Kenneth V. Denby, Jr.
Superintendent Equipment