

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



Sunday night, June 22, 2003, fire destroyed two timber trestles owned by Metra and four owned by the CNIC at Riverdale, Illinois. A contractor was in the process of rebuilding the two Metra bridges with roll in planned for Labor Day weekend. The track shown is Norfolk Southern, former PRR track, that serves a nearby steel mill. - Photo by CSX

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 \$17.00 for Chapter membership in addition to \$20.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Pizza Inn Restaurant, Gilbert Street (Illinois Route 1) and Williams Street, next to CSX, in Danville, IL, with lunch beginning at 1:00 PM Central Time followed by meeting and program.

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

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Number 6

Coming Events

September 21, 2003

Danville, IL Next regular monthly chapter meeting at Pizza Inn, Gilbert and Williams Street next to CSX.

July 6, 2003

Champaign, IL - Outdoor LGB setup in the backyard of the Schroeder's, 1819 Coventry Dr. viewing 1-3 PM Sunday.

July 3, 2003

Monticello, IL - Fireworks train, departs downtown and takes you to the viewing site north of the museum grounds. Great place to watch the holiday display.

June 28 & 29, 2003

Galesburg, IL - Galesburg Railroad Days, swap meet with layouts, displays and

other features during the 2-day weekend. Swap meet at Carl Sandburg College, 9-5 and 10-4, \$5.

August 1-3, 2003

Villa Grove, IL - 100th Anniversary of Villa Grove. Featured will be displays by the C&EIHs and Union Pacific.

August 9 & 10, 2003

Monticello, IL - Caboose days featuring 7 cabooses on the train, 4 trips daily.

August 16 & 17, 2003

Decatur Train Show at the Civic Center, Sat 10-4, Sun 11-4.

August 30 to September 1, 2003

Union, IL Railfan Weekend. Steam, diesel and traction in service all weekend.

September 20 & 21, 2003

Monticello, IL - Railroad Days featuring freight and passenger trains along with motorcar rides - all day ticket.

Next Meeting

As noted, the next meeting will be in September. Be sure to help out at the museum in Rossville this summer. In September there will be the Farm Show only 4 miles from the museum. They expect over 100,000 visitors and we plan to be open during the show. Next October we will start up the operating sessions at the museum with new cards in place. As you



travel this summer, and if you visit a museum or go on a rail trip, let us know and we will publish your trip.

Have a safe and fun summer - from the officers and staff of the Danville Junction Chapter.

Indiana Southern extends two key contracts

BOCA RATON, Fla. – RailAmerica says its Indiana Southern Railroad has extended and increased the terms of two existing transportation contracts for an additional \$17.8 million of revenue. The ISRR has extended the terms of its two coal transportation contracts with Hoosier Energy Rural Electric Cooperative. Under the first agreement, the ISRR will continue to move coal from Black Beauty's Somerville complex to Merom, Ind., through Dec. 31, 2010. Annual carloads moved under the agreement are expected to increase gradually from 1,500 to 9,000 annually during the period.

The ISRR has amended the terms of its second agreement with Hoosier Energy to transport coal from Horizon's Kindill 2 Mine to Merom through Dec. 31, 2006. This year the ISRR expects to move approximately 2,100 additional carloads from this contract. Starting in 2004, annual carloads are expected to be 13,000. The ISRR, based in Petersburg, Ind., operates 176 miles of line from just south of Indianapolis to Evansville. The railroad, which moves approximately 66,000 carloads of coal, farm products and chemicals annually, interchanges traffic with partners Indiana Rail Road, CSX, Norfolk Southern and Canadian Pacific. RailAmerica acquired the ISRR in early 2000 as part of the RailTex, Inc. acquisition.

Via TRAINS On-Line 5-14-03

CSX derailment turns into blaze

SANDCUT, Ind. – June 4 - Twenty cars of 27-car CSX intermodal train Q-127-02 (Chicago- Jacksonville, Fla.) carrying vodka, corn oil, and beauty cream, derailed in a western Indiana cornfield 11 miles north of Terre Haute late Monday night.

At least four cars caught fire, while 18 remained on the rails. Police evacuated homes within a half-mile of the wreckage because of a risk of explosions. No injuries were reported.

Local officials did not permit CSX personnel access to the site until they determined the area to be safe. One car was reported to be on fire. CSX was finally given access to the area Tuesday morning.

Illinois may chip in more for Amtrak service

CHICAGO – Illinois transportation officials are negotiating with Amtrak to maintain three subsidized passenger trains at additional cost to taxpayers. The discussions come as Amtrak argues in Washington, D.C., for more federal money.

The Illinois Department of Transportation's proposed fiscal 2004 budget tentatively earmarks \$12.1 million for daily round trips on three rail corridors: Chicago-St. Louis via Springfield (currently served by two intercity coach trains, the Ann Rutledge to Kansas City, and the State House); Chicago-Carbondale (served by the Illini); and Chicago-Quincy (Illinois Zephyr). The state's current annual subsidy is \$10.6 million under a three-year contract that expires June 30. Besides the downstate routes, IDOT's subsidy helps finance about one-fourth of the cost of Amtrak's daily Hiawatha trains connecting Chicago and Milwaukee.

The state budget estimates 678,000 people will ride the combined trains in the coming fiscal year at a public cost of \$17.85 per

person, an increase from the current \$15.48.

Long-distance trains that pass through Illinois, including the Texas Eagle that stops in Springfield, are part of Amtrak's national system.

CSX Transportation Construction Projects

Blue Island – Bids have been let for roadbed and the contractor has started work in various locations. The signal department has had 5 signal crews working since early May and many of the new signals and bridges are up. Underground pipe has been installed and most cable pulled. Houses are to arrive in late June. As of this writing (6/7) we do not have the Metra agreement yet and the ICC Order for crossing streets will be delayed until the middle of July.

Original signal suspension was planned for July 7 but this has been moved to August 18 for the next tape load at the dispatching center. Right of way issues are still a problem and the petroleum pipeline is still not relocated. At this time it appears the changing of all turnouts in Blue Island Junction will take place starting September 7 and finishing the first week in October. With rail traffic up by then track time will be difficult.

Walbridge, OH – we are taking bids on the bridge and roadbed the 19th of June and contractors should start after the July holiday. The signal department has been removing some of the pole line to allow 2003 construction with the balance of signal work in 2004. At that time there will be a 45-day suspension in WR and we will complete construction of roadbed and track.

Walbridge, OH – CSX is planning major construction in Walbridge yard and are proceeding with design of a retaining wall under Route 795 to allow the addition of two tracks on the west side of the yard.

West Virginia – the MARC facility at Martinsburg has been approved by FRA

after final agreement between CSX and MARC. On July 19 there will be a ribbon cutting at "CP Byrd" with the senator present for the ribbon cutting. This is the same weekend as the railfan days at the museum. On July 21 CSX will start the signal cutover of the 30-mile segment from West Cumbo to Brunswick. This will take about 8 days to complete and the double track will become full TC line with bi-direction signaling. Yours truly will be attending the ribbon cutting to represent the company.

Rick

Metra stations to gain nearly 2,300 new spaces

CHICAGO, Ill. - Metra announced Friday plans to add nearly 2,300 parking spaces at various commuter rail stations.

Nearly 60 percent of Metra's approximate 150,000 daily commuters drive and park their cars at stations in the six-county northeast Illinois region. Systemwide, close to 90 percent of Metra's more than 79,000 total parking spaces are used on average weekdays. Vacant land, particularly in downtown areas, has become extremely scarce in recent years, requiring Metra to look at alternative ways of expanding parking and maximizing utilization.

On the positive side, the number of households near Metra stations has increased in recent years and most of these train-riding residents walk to the train. As transit-oriented development increases, it will help reduce the need for future parking. Still, most daily riders live beyond a short walking distance to stations or are not willing or able to walk to the train. Under Metra's annual parking program, 32,500 parking spaces have been constructed since 1988, and another 11,000 improved. The nearly 2,300 new parking spaces slated for construction this year involve 21 separate projects. Some 530 spaces will also be improved.

Via TRAINS On-Line 5-19-03

END OF AN ERA

The Ohio Central Railroad regretfully announces the end of regular passenger train service effective Saturday May 24, 2003. Daily Steam powered passenger trains based out of Sugarcreek, OH will make the final run at 3:30pm on Saturday May 24th.

"Rails to the Circus" train will run from Columbus to Coshocton, OH powered by Vintage Diesel on May 24th. On May 31st, 4-8-4 #6325 will pull possibly her last excursion from Dennison to Newark, OH and vintage diesel will be the return power. The very emotional and difficult decision was based mainly on skyrocketing liability insurance costs and a sluggish tourism economy. This was a very hard choice to make and one that we had hoped would never have to make.

At this time, we will be running the "Ohio Bicentennial" train ride on June 21st with vintage diesel. All fall excursions are currently on hold pending further discussions with the insurance agent. All other excursions are canceled for the year including Pittsburgh excursions, Murder Mysteries, Riverboat Cruises, and all other trips planned for this summer.

No decisions have been made as of yet what will happen with the steam locomotives, passenger equipment and tooling. The decision to shut down daily passenger operations is final. We would like to thank everyone that came out and supported us over the past 15 years, without you, none of this would have been possible.

Regretfully,

*The Ohio Central Steam Department
May 22, 2003*

Ticket information for remaining excursions:

May 31 Strawberry Festival Flyer Steam and Diesel. Enjoy a daylong outing to the Newark, Ohio Strawberry Festival. Departs Dennison Ohio Depot at 8:30 a.m. and returns at 6:00 p.m. Contact: Mahoning Valley Railroad Historical Association at P.O. Box 3055, Youngstown, Ohio 44511 or 1-800-571-1199 for tickets.

June 21 Ohio Bicentennial Train, Vintage Diesel, Whistle stop across the state from Newark, Ohio to Dennison, Ohio and back. Meet famous Ohio personalities such as Cy Young, Woody Hayes, Clark Gable, Governor William Dennison, U.S. Grant during your trip. Enjoy a layover at "The Big Buckeye Birthday Bash." Train stops at Newark, Frazeytsburg, Coshocton, West Lafayette, Newcomerstown, Port Washington, Gnadenhutzen, Uhrichsville, and Dennison. Call the Dennison depot for further information 877-278-8020.

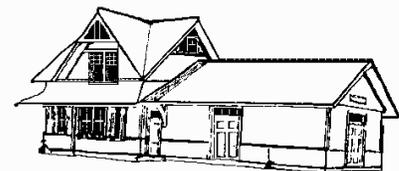
IHB Motive Power

The news is coming hot and heavy from the IHB these days. Here's what I learned from a senior IHB official:

1. The leased SD40's (4001-2) and SD39's (3901-2) have been returned to the lessor.
2. The "booster units" (BU50-55) are also gone; they were SW7's and NW2's converted to B units.
3. Six GP40-2's have been purchased by IHB and they expect to buy four more. Of the six already bought, four are now in Mexico. It doesn't look like they'll be back up here anytime soon.
4. Despite IHB's stated intention to focus on four-axle power, they have no plans to sell or retire the 2900 class IC rebuilds or the two SD38-2's (3861-2).
5. The four GECX lease units are temporary fill-in power. They'll be returned when the Geeps arrive from Mexico.

I've updated the IHB roster at <http://www.ole.net/~rcraig/IHB.HTML>

Illiana List - Bill Gustason



CSX, NS, Conrail Ask STB To Transfer NYC, PRR

CSX and NS Seek To Acquire Direct Ownership of Conrail Subsidiaries

WASHINGTON, D.C. June 4, 2003 - CSX Corporation (CSX), Norfolk Southern Corporation (NSC), and Consolidated Rail Corporation (Conrail) today announced the joint filing of a petition with the Surface Transportation Board (STB) to establish direct ownership and control by CSX Transportation, Inc. (CSXT) and Norfolk Southern Railway Company (NSR), the railroad subsidiaries of CSX and NS, respectively, of two Conrail subsidiaries - New York Central Lines LLC (NYC) and Pennsylvania Lines LLC (PRR).

CSXT and NSR are currently managing and operating NYC and PRR, respectively, under operating agreements approved by the STB in 1998. CSX and NS jointly acquired Conrail in 1997.

The proposed transaction would replace the existing operating agreements and allow CSXT and NSR to operate NYC and PRR, respectively, via direct ownership. The petition, if approved, would make the financial, operational and administrative management of Conrail, NYC and PRR more efficient in an increasingly competitive transportation environment and facilitate CSX and NS capital investment in those properties. After the consummation of the proposed transaction, CSXT and NSR, as direct owners of NYC and PRR, respectively, would no longer be dependent upon the consent of the other for many decisions relating to their management of the underlying assets of NYC and PRR.

The proposed transaction would not affect rail operations, service or competition, and would have no adverse effect on customers or the employees of CSXT and NSR. Furthermore, the proposed transaction does not involve those assets of Conrail referred to in the petition as the Shared Assets Areas (separately designated as North Jersey, South Jersey/Philadelphia, and Detroit), and would have no effect on the competitive rail service provided in those Shared Assets Areas. Conrail would continue to own, manage and operate the Shared Assets Areas as previously approved by the STB.

As stated in the petition, the proposed transaction would offer a number of important benefits and eliminate financial complexities that have increased due to changing conditions since June 1, 1999, when CSXT and NSR began operating the NYC and PRR assets. If approved, the proposed transaction would improve the transparency of the financial reporting of CSX and NS by consolidating the financial results of NYC and PRR into those of CSX and NS, respectively. In addition, the proposed transaction would permit CSX and NS to achieve increased independence over the management of the assets of NYC and PRR as a result of CSXT and NSR becoming direct owners of NYC and PRR, respectively.

The Depot Railroad Museum is open weekends at Rossville, Illinois. Come help out on Saturday or Sunday, Noon to 4 PM, or bring your family or friends for a visit.

CN stresses consistent use of company name for stronger image

MONTREAL, Quebec - E. Hunter Harrison, president and CEO of Canadian National, issued a statement to employees yesterday regarding confusion on the company name. Is it CN Rail? Canadian National? CNR?

“The CN brand is one of the most recognized in North America,” Harrison said. “In fact, our distinctive logo, introduced in 1960, was named one of the world’s best logos in 2000, the only Canadian-based company to make the list. But over the years, with the acquisition of U.S. railroads, our company’s name in the U.S. south has been used alongside the name IC. And in Canada, many employees and others still refer to the company as CN Rail, Canadian National, or CNR. This leads to confusion with our customers and the general public.”

Emphasizing that the company should be united behind one strong brand name, effective immediately, the marketing name “CN” should be used on the entire system. The full legal name, Canadian National Railway Company, and those for U.S. subsidiaries Illinois Central, Wisconsin Central, Grand Trunk Western, and Duluth, Winnipeg & Pacific are to be used only in inter-company agreements and on legal documents. Harrison stressed the need to consistently use the CN name in the workplace, whether it be a voice mail message, e-mail or written correspondence, or in a telephone conversation.

“To a large degree a lot of work has already been done,” he added. “The CN brand name is already used exclusively in all corporate and marketing advertising, marketing brochures, employee publications, on business cards and stationery, website communications and on rolling stock. But we are still not completely there yet. Of course, in other areas there will be a longer transition. Don’t order new business cards and stationery until it’s time to re-order. Let common sense be your guide.”

Future NRHS Conventions

The 2004 NRHS convention will be held in Minneapolis/St. Paul from June 29 to July 5. Pre-registration forms are available at the Baltimore convention and will be in the mail to members soon. Mainline trips are planned as well as museum trips, tours of local facilities and events for non-railroaders.

The 2005 convention is planned for Portland, Oregon. The dates have not been set as the committee is still getting the best rates set at the convention hotel, the Doubletree at Lloyd Center. No plans have been released yet.

The fall Board of Director's meeting will be held in Ronkonkoma, NY with the spring 2004 meeting being held at Altoona, Pa on April 1-4.

Train Engineer Distracted By Cell Phone Cited As Probable Cause Of Train Collision

Washington, D.C. - In a report adopted today, the National Transportation Safety Board concluded that the engineer of a Burlington Northern Santa Fe (BNSF) coal train was distracted by a cell phone call when he was supposed to be stopping his train and caused a head-on collision with a BNSF intermodal train. The engineer of the intermodal train was killed in the collision. Damages to the trains and track exceeded \$8 million.

The Safety Board cited the probable cause in its report on a May 28, 2002 collision of an eastbound BNSF coal train and a westbound BNSF intermodal train near Clarendon, Texas. Also noted in the probable cause was the train conductor's failure to ensure that the engineer complied with track warrant restrictions.

The two trains were operating in track warrant territory where dispatchers con-

trol train movements by issuing track warrants authorizing a train to occupy a certain section of track. The track warrant issued to the eastbound coal train was an after-arrival warrant requiring the train to stop at a specified point and wait for the westbound intermodal train to clear the track ahead.

Through its investigation the Safety Board determined that the coal train engineer was talking on his cell phone when his train passed the stopping point indicated in the track warrant. The Board concluded that the engineer's cell phone use likely distracted him and he did not take proper note of the after-arrival stipulation and therefore did not stop his train.

As a result the Board issued a recommendation to the Federal Railroad Administration (FRA) to amend regulations to control the use of cell phones and other personal wireless devices by railroad operators while on duty. "Safety is the primary responsibility of any vehicle operator and this responsibility demands the full and undivided attention of the person at the controls," said Chairman Ellen Engleman when reading the Board's recommendation, "Issuing these recommendations is not enough - implementation is the key."

The Board's report further concluded that after-arrival warrants issued to moving trains create an unacceptable risk of a head-on collision. Therefore the Board recommended that the FRA, in areas where there is no positive train control system, restrict the issuance of after-arrival track warrants to trains only after they have stopped at the specified location to allow safe passage of the on-coming train.

A synopsis of the Clarendon, Texas accident investigation report, including the findings, probable cause, and safety recommendations, can be found on the Publications page of the Board's web site, www.nts.gov. The complete report will be available in about six weeks.

STB Report, June 3, 2003 SB-03-21

My Beginning Years

By Art Altstadt

I was only on the railroad less than a year, always on the extra board, and working/catching some, of the worst jobs there ever was, but actually earning very little, rather spending most of my time dead-heading all OVER the place and occasionally sitting around for up to half a day waiting for the on-duty time to begin. There were jobs too that after you got done, it was another 8 to 10 hours for a deadhead train home!!!

There was a Janesville switch engine job that was even worse than that. Owning and using an auto back in those years wasn't common. By this time I was growing weary of the extra board and began bidding every job that was weekly advertised, usually making a grab for some of the premier jobs on the division. This behavior occasionally resulted in myself "accidentally" catching a job usually held by the No. 1 man on the seniority list, and if his getting set-up running, vacated the job, and everyone else not paying attention to detail, not having bid for that position, it could occasionally go to a new man! One wouldn't last long on it, but it gave me all kinds of unusual experiences. On one occasion I got the premier passenger train on the railroad, and I forgot to mention to anyone that I hadn't learned yet how to fire a stoker-fired engine! It was the very kindly engineer that set the valves and showed me the other requirements that saved me!! There were other such painful experiences like that, but that's for another time

At first I didn't bid in any night jobs 'cuz I thought nights were for sleeping. But eventually I bid in the jobs just to be done with an extra board. After awhile, I finally landed a job that left the depot at midnight, ran up the division and came back in the early morning, becoming a commuter train for the very early risers. It was a rather nice leisurely job with a hand-fired engine, 12 ¼-hours long, but an engineer that I came to like very much and had a knack of running an engine so smoothly that the work seemed like a past-time. It also was a job that nobody bumped me and I soon came to like nights, as it wasn't all that

hard to sleep days.

Management came along with changes that soon disturbed my serenity for a while. A baggage car was tied onto our consist and we began peddling package pick up and delivery at a number of stations, but with no alteration of our schedule. We immediately began being up to 15 minutes late on occasion, and this was in the era in which passenger trains were NOT late, and though a one time occurrence could happen, it was hardly ever THAT much!

The trainmaster did at once begin to put all manner of pressure on my engineer, and one evening said to me: "I'm forced to beat this engine 'til it will look like I'm gonna knock you out of water, and I'd surely spell you off on the shovel if I were a younger man, so if I don't look at you, it's 'cuz I'm ashamed to have to work you so hard, but I gotta! I think his addressing me in such fatherly way that I liked him anyway, and I vowed to myself at that moment that I'd melt this engine if he needed it. He did really commence to beat that engine 'til I was sure some of the track spikes and some roadbed gravel were sucked up into the ash pan. I'm convinced that some of the cinders did go into orbit, and never came down. She was a good steamer though, and I did learn some firing techniques that made it all far easier than it looked. A marvelous technique was to put a huge wabash of coal just inside the door & in the back corners, and with light sprays of coal a little more often, I did get her to pop off occasionally!! I'm almost sure I saw a slight grin on Mr. Kelly's face, I tried very hard to put it there. It improved the time of arrival significantly, but after about 7 months the business fell off & was dropped, I heard that the traffic went to trucks.

We went back to our more leisurely pace for about another two years, then I had to bid in a job that'd accommodate my attending engineers air brake and machinery school, 9 until 4 every day. After this was all over, I was able to hold a better job than with Mr. Kelly, and I lost track of him temporarily until I heard he was going to take his pension. We said a lot of awfully sincere good byes, and then he was gone. I'd have kept in much better touch with

him, but he moved way out west with relatives. To this day I wish I had done a better job of keeping in touch with such a great man.

As my seniority improved I did make foray's into bidding all those biggie jobs that everyone would forget to bid on, and I'd get a few trips once in a while that made life interesting, but I tired of that and took a nice soft job with as few hours and as much money as possible. Back then, in the waning years of steam locomotives, one engine was assigned to particular jobs, and it was "yours" as long as you stayed on the job, or instances where the engine was retired. I had a "pet" engine that I fussed over so much that one would've thought she was mine. I think I shined up the windows, marker lights and headlight 'til I should have wore the glass out!! The management didn't seemingly know she was MINE though, cuz one day she wasn't there anymore, and later I heard she was cut up only a couple of miles from where I was. I wouldn't have looked at that even if I knew where she was. More another time.

501C Acquired

For the past years, as long as many of us can remember, we have been a not-for-profit corporation. Within the last few weeks we have received our 501C status thanks to the hard work of member Fred Hubbard. This was a dream of Stan Chausse many years ago and Stan will be smiling now. As a result of obtaining that status we recently received a sizeable donation that will allow us to proceed with additional work at the museum. Perhaps we can even convince CSX Real Property to donate the building and write off the \$90,000 they say it is worth.

Again, we want to thank Fred, and Allen Cooke, for all the time they put into getting this accomplished.

Editor, staff, officers and members.

Chicago railroad bridge fire closes busy commuter-train route

RIVERDALE, Ill. - A fire late Sunday night destroyed the parallel Metra Electric and Canadian National railroad wooden trestle bridges over CSX's main line in this Chicago south suburb, forcing Metra to cancel all service for an indefinite period on its Electric Line's main route south of Kensington to University Park. Thirteen stations are out of business: Riverdale, Ivanhoe, Sibley Blvd., Harvey, Hazel Crest, Calumet, Homewood, Flossmoor, Olympia Fields, Lincoln Highway, Matteson, Richton Park, and University Park.

Service on Metra Electric's South Chicago and Blue Island branches is not affected, but 12,000 daily commuters are having to find alternative transportation on their own. Because of the ridership volume and geographic spread of the affected communities, Metra is unable to offer shuttle-bus service for passengers stranded south of the fire site. Further, the majority of Metra Electric's passenger cars were trapped in yards south of the bridge-fire site.

Metra Electric's Blue Island branch to the southwest, and Northern Indiana Commuter Transportation District's electric South Shore Line to points east, connect with the Metra Electric main line at Kensington, a station at 115th Street in Chicago. The burned bridge is at 137th Street. To help handle the crowds, the South Shore Line, which uses Metra tracks north of Kensington, is honoring Metra tickets.

No Metra Electric mainline service is anticipated for "quite some time," Metra spokesman Tom Miller told the Chicago Tribune. He declined to predict how long commuters will be inconvenienced, but acknowledged a new bridge will have to be built to replace the old one.

Also affected are Canadian National and Amtrak. The burned bridge carries the former Illinois Central main line out of

Chicago, one of the busiest railroads in the metropolitan area for more than 100 years. "There are six tracks. Four of them are Canadian National," Jack Burke, spokesman for CN, successor to the Illinois Central, told the Tribune. Metra owns the other two tracks.

"It's largely wooden trestles that are still smoldering," Burke added. "Many of them have collapsed, and the steel girders are lying askew on the ground." CN is detouring about eight trains a day as a result of the fire, he said. CN's IC and Grand Trunk Western main lines intersect 2 miles south of the fire site, at Harvey, so alternate routes are easily reachable.

Amtrak spokeswoman Karina Van Veen told the Tribune that the fire forced the intercity passenger railroad to re-route two trains, the "City of New Orleans," to its namesake Louisiana city, and the "Illini," to Carbondale, Ill. The two trains carry an average of 900 people a day. "Passengers can anticipate a one-hour delay as a result of the re-route," Van Veen said. "However, we will not miss any stops, and (passengers) will remain on the train the entire time. We will not be using any buses." Amtrak's suburban stop on the route is Homewood, which will still be served.

The 3-alarm fire was reported about 11 p.m. The cause is under investigation, but authorities Monday morning tentatively were ruling out foul play. No signs of suspicious activity or accelerants have been found, the Tribune reported, and FBI agents, who initially assisted police in the investigation, left the scene at mid-morning, FBI spokesman Frank Bochte told the newspaper. "At this point, we have not been able to find anything that would indicate this is terrorist related or anything like that," Bochte said.

CSX's freight line beneath the structure apparently was not affected once the fire was under control, as television coverage late Monday morning showed CSX trains moving slowly underneath one end of the affected bridge. The site is just east of CSX's Barr Yard, a major facility and western terminus of its former B&O main line from Ohio and points east.

Chicago's CTA was honoring Metra tickets on over a dozen bus routes, and put in place shuttle buses in the Loop, from the terminus of Metra's Rock Island District at LaSalle Street Station to Randolph Street and Michigan Avenue, site of the Metra Electric and South Shore Line terminals, to ferry Metra Electric passengers who rode the Rock Island into Chicago. Rock Island trains serve suburbs a few miles west of most of the affected Metra Electric communities.

Editor: On the cover you will note the result of the fire noted in the article. Our firm is working for both CSX and NS to monitor construction of the new Metra bridges. The contractor for Metra had worked this weekend putting in temporary spans adjacent to CSX. The abutment near CSX had been poured on Thursday and work was continuing on the new structure. A new bridge over No. 3 track for CSX and the single track for NS were scheduled for roll in on Labor Day weekend. We had not been told they were working and did not have anyone on site. Cleanup was expected to begin the following day providing investigation is complete. This is a major detour for CN and loss of business for Metra. CSX will have one track out of service for a couple of days and NS is out of service to serve the steel plant located west of the bridge.

Buyer Sought For DM&IR Railway:

Great Lakes Transportation, owner of the Duluth, Missabe & Iron Range Railway and the USS Great Lakes Fleet of boats, could soon be sold. The company's owner, Blackstone Capital Partners, has been approached by a prospective buyer.

Potential suitors for Great Lakes Transportation include several connecting railroads. DM&IR interchanges with Burlington Northern Santa Fe, Canadian National, Canadian Pacific, and Union Pacific. Blackstone is a New York-based investment banking firm that acquired a majority ownership interest in DM&IR

and Great Lakes Fleet in 1988.

Blackstone also owns two Pennsylvania businesses, Bessemer & Lake Erie Railroad and Conneaut Dock Co. All are included under Great Lakes Transportation LLCs corporate umbrella and are for sale.

DM&IR owns 212 miles of track in northeastern Minnesota and northwestern Wisconsin, as well as ore docks in Duluth and Two Harbors, Minn. Its primary customers through the years have been iron ore mining firms and now taconite producers; customers today include U.S. Steel's Minntac mine, Ispat Inland, and EVTAC. The latter, its second largest customer, ran out of orders for taconite pellets and closed May 14, possibly permanently.

DM&IR cut 86 people from its 470-person work force shortly after that closure, in response to the loss of EVTAC's business.

While many DM&IR employees are concerned about a prospective sale, it's possible a change of ownership would be beneficial, said Dick DeLano, a DM&IR engineer and chairman of the Brotherhood of Locomotive Engineers Local 163.

"There's been lots of talk about the Canadians," DeLano said. "That might not be all bad. Maybe the Canadians are a little better funded and equipped to run this railroad than a group of investment bankers from New York." TRAINS Newswire, May 22

Visit the Rossville Museum each weekend through Labor Day and check out the Chicago and Eastern Illinois Historical Society museum in Watseka the first Saturday of each month.