

Surface Service • MAGAZINE •

VOLUME 12

APRIL 1935

NUMBER 1

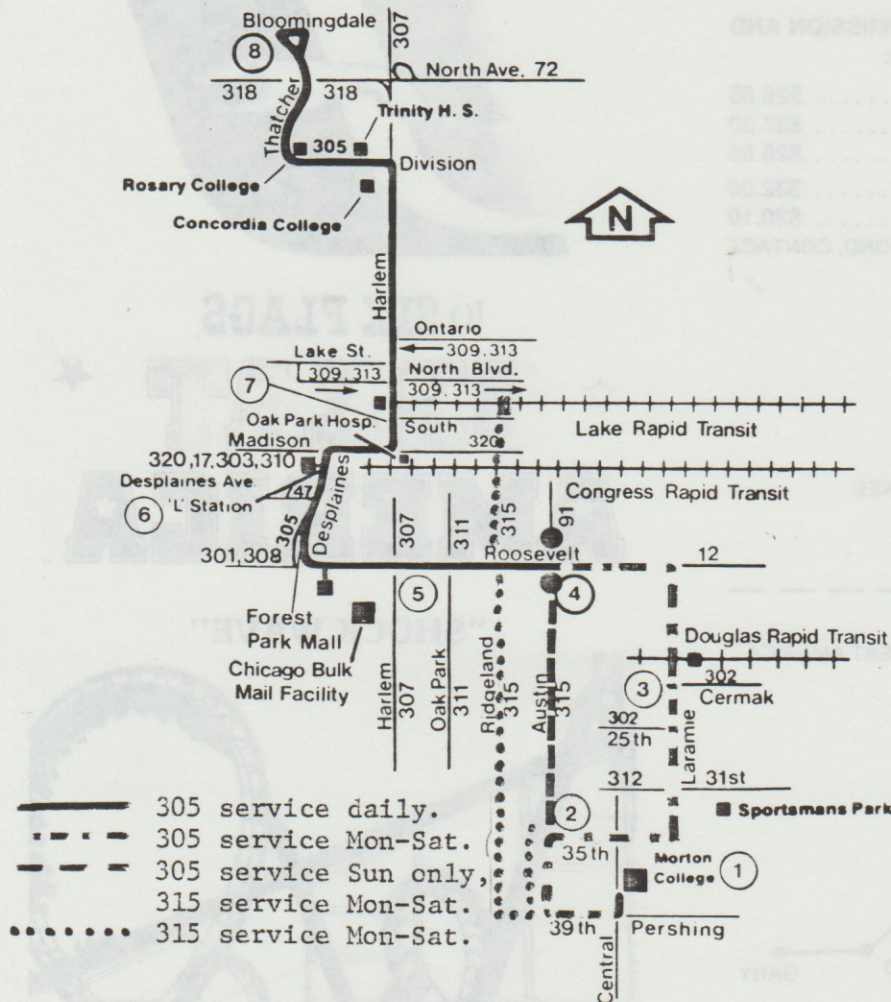


Airplane view of territory adjacent to two new bus routes on Higgins Road and Northwest Highway.

[illegible]

Route 308 (Desplaines 'L'-Hines Hospital) - On 9/4/88, Sunday mid-morning service was re-stored for the first time in years, as Pace added four round trips out of the 'L' at 8:37, 9:37, 10:07 and 10:37, filling in what had been a three-hour gap in service.

Route 315 (Austin-Ridgeland) - On 9/4/88, Sunday service was dropped. Service on Austin was assumed by the 305 (Cicero-River Forest).



Pace is also working on improved graphics and the general appearance of their schedules (see left). In addition, many new timepoints are being added on a number of the routes. This gives passengers a better idea as to when to catch the bus, and makes transferring easier. It is interesting that many of the "new" timepoints were the ones West Towns used to use in their schedules, but were eliminated when Pace began the printing of the timetables. Moral of the story - "The more things change, the more they stay the same".

305

Cicero - River Forest

Serving

- Morton College
- Sportsmans Park
- Douglas, Congress Lake St. Rapid Transit Lines
- Rosary College
- Concordia College
- Forest Park Mall
- Trinity H.S.

Daily Service

Revised Service

Sept. 4, 1988

pace

Suburban Bus Service

When Great America Theme Park opened in suburban Gurnee in the mid-1970's, the RTA (via Waukegan-North Chicago route #572) provided daily connections with C&NW (Waukegan) and MILW (Libertyville) trains. When RTA ran out of cash in 1981, Sunday and evening service was eliminated. To pacify the outcry by Chicagoans, weekend-only bus #560 was added, connecting with the C&NW at Great Lakes and North Chicago. The poor riding (caused by poor service?) kept that bus from being reinstated in 1988. This left Greyhound as the only attractive alternative.

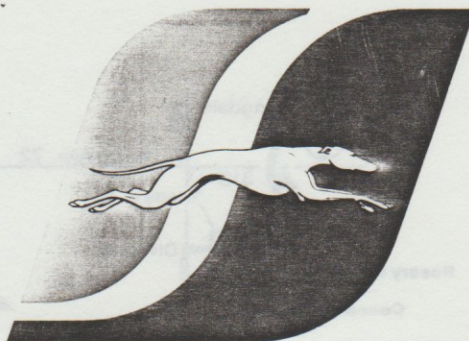


**PRICE INCLUDES GREAT AMERICA ADMISSION AND
ROUND TRIP TRANSPORTATION FROM:**

CHICAGO, ILLINOIS	\$26.85
MADISON, WISCONSIN	\$37.30
MILWAUKEE, WISCONSIN	\$26.85
GARY, INDIANA	\$32.00
HAMMOND, INDIANA	\$30.10

(FOR SCHEDULES FROM GARY AND HAMMOND, CONTACT
YOUR LOCAL GREYHOUND AGENT.)

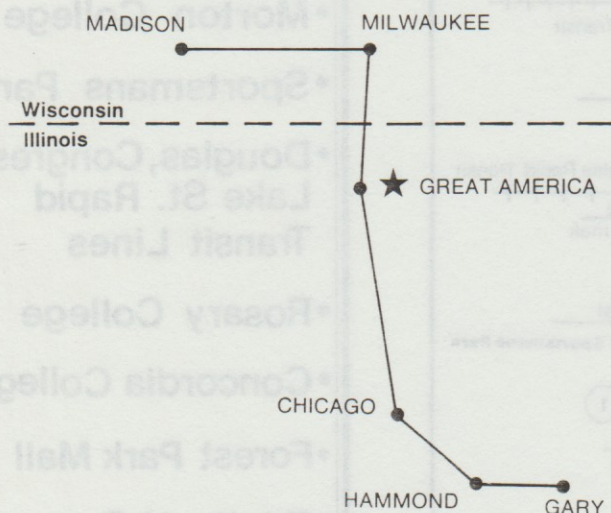
GO GREYHOUND



to **SIX FLAGS**

★ **GREAT** ★
AMERICA ★

"SHOCK WAVE"



GO GREYHOUND
And leave the driving to us.



GO GREYHOUND
And leave the driving to us.

As in the past, certain regularly scheduled runs were slated to stop at the park. A package fare (competitive with the RTA when you consider entrance to the park) was offered. While the level of service is less than that formerly offered by Greyhound, city folks can still go (and spend the entire day) at the park without the hassle of driving. It's certainly reassuring to know then when all else fails, Greyhound can be counted on to keep "pace" with the needs of the travelling public.



GREYHOUND TO AND FROM GREAT AMERICA 1988 — INCLUDING ADMISSION — 1988



FROM MADISON & MILWAUKEE TO GREAT AMERICA

Lv. Madison	7:00AM
Ar. Milwaukee	8:40AM
Lv. Milwaukee	9:00AM
Ar. Great America	D10:00AM

FROM CHICAGO TO GREAT AMERICA

Lv. Chicago	8:45AM
Ar. Great America	D10:30AM

FROM GREAT AMERICA TO MILWAUKEE & MADISON

Lv. Great America	8:40PM
Ar. Milwaukee	9:45PM
Lv. Milwaukee	11:05PM
Ar. Madison	12:35AM

FROM GREAT AMERICA TO CHICAGO

Lv. Great America	7:35PM *	9:05PM []
Ar. Chicago	8:55PM *	10:20PM []

* April 30 through June 21, 1988 and
September 10 through September 25, 1988

[] June 22 through September 6, 1988

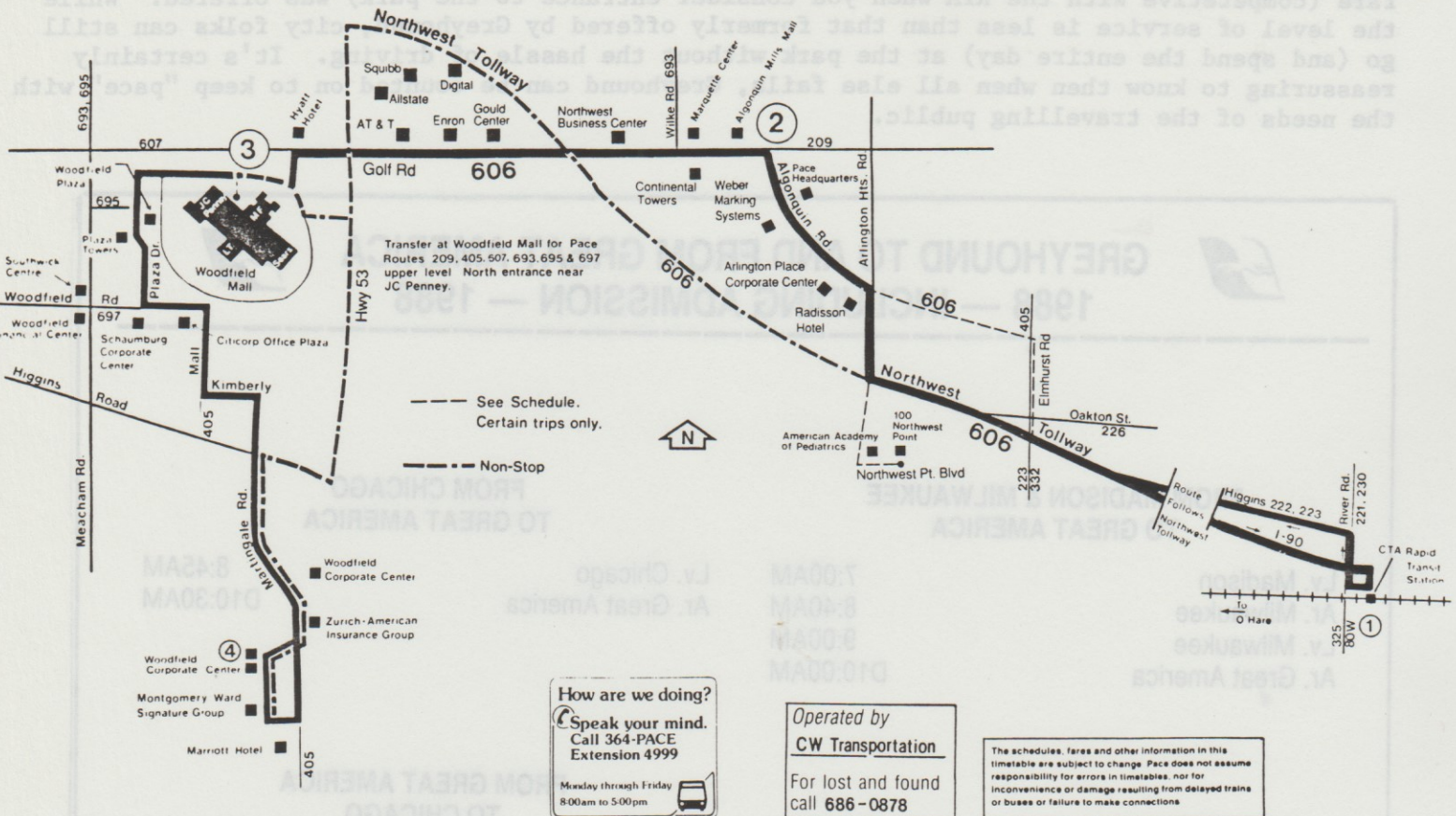
D = Discharge Only

FAMILY PLAN AVAILABLE — SEE AGENT FOR DETAILS

FOR INFORMATION CALL:

Chicago	781-2900
Gary	886-3041
Hammond	933-6700
Madison	257-9511
Milwaukee	272-8900

Fares and schedules are subject to change without notice.



Saturday service was added to #606 Northwest Limited effective 9/17/88. Service operates over the solid black line portion of the route every 90 minutes. Connections are made at Woodfield with local NORTRAN Route #209, which operates local between Woodfield Mall and Harlem/Higgins 'L' every 30 minutes.

Weekday service operates as a "reverse commute" route as follows: AM from River Road 'L' via dark dotted line to Woodfield Corporate Center, then via dark black line to River Road 'L', completing a loop. PM service operates the reverse. Additionally, there are two trips (westbound AM, eastbound PM) which serve 100 Northwest Point (just east of Arlington Hts. Rd, south of the Tollway) and a similar trip via Elmhurst (York Rd) and Algonquin to make connections with #226-332-405.

This route has proven to be Pace's most successful "experiment" to-date, carrying many more passengers than had ever been anticipated. The growth of the area in and around Woodfield will unquestionably demand more service in the future. (Maybe even a bus to Elgin, say to offer a "United" connection to the west?)

ROUTE 606 NORTHWEST LIMITED					ROUTE 606 NORTHWEST LIMITED				
WEEKDAY					WEEKDAY				
MORNING - WESTBOUND					AFTERNOON - WESTBOUND				
1	2	3	4		1	2	3		
CTA RIVER ROAD STATION	GOLF ROAD ALGONQUIN	WOODFIELD MALL (PENNEY'S)	WOODFIELD CORPORATE CENTER		CTA RIVER ROAD STATION	WOODFIELD MALL (PENNEY'S)	WOODFIELD CORPORATE CENTER		
5:35am	5:55am	6:02am	6:10am		12:00pm	12:27pm	12:30pm		
5:55	6:15	6:22	6:30		1:15	1:31	1:45		
6:10	6:30	6:37	6:45		2:27	2:49	2:57		
6:25	6:45	6:52	7:00		3:27	3:49	3:57		
6:37	6:57	7:04	7:12		3:42	4:04	4:12		
6:49	7:09	7:16	7:24		3:57	4:19	4:27		
7:01	7:21	7:28	7:36		4:12	4:34	4:42		
7:13	7:33	7:40	7:48		4:25	4:47	4:55		
7:25	7:45	7:52	8:00		4:38	5:00	5:08		
7:37	7:57	8:04	8:12		4:51	5:13	5:21		
7:49	8:09	8:16	8:24		5:04	5:26	5:34		
8:01	8:21	8:28	8:36		5:17	5:39	5:47		
8:13	8:33	8:40	8:48		5:30	5:52	6:00		
8:31	8:51	8:58	9:06		6:09	6:31	6:39		
8:51	9:11	9:18	9:26						
9:11	9:31	9:38	9:46						
9:31	9:51	9:58	10:06						
9:51	10:11	10:18	10:26						
11:00	11:20	11:27	11:35						

WEEKDAY					WEEKDAY				
MORNING - EASTBOUND					AFTERNOON - EASTBOUND				
3	2	1	4		3	2	1		
WOODFIELD MALL (PENNEY'S)	WOODFIELD CORPORATE CENTER	CTA RIVER ROAD STATION	WOODFIELD CORPORATE CENTER		WOODFIELD CORPORATE CENTER	WOODFIELD MALL (PENNEY'S)	GOLF ROAD ALGONQUIN		CTA RIVER ROAD STATION
6:02am	6:10am	6:37am	12:30pm		12:30pm	12:44pm	12:50pm		1:15pm
6:22	6:30	6:57	1:45		1:45	1:59	2:05		2:27
6:37	6:45	7:12	2:45		2:45	2:59	3:05		3:27
6:52	7:00	7:27	3:00		3:00	3:14	3:20		3:42
7:04	7:12	7:39	3:15		3:15	3:29	3:35		3:57
7:16	7:24	7:51	3:30		3:30	3:44	3:50		4:12
7:28	7:36	8:03	3:42		3:42	3:56	4:02		4:24
7:40	7:48	8:15	3:56		3:56	4:10	4:16		4:38
7:52	8:00	8:27	4:09		4:09	4:23	4:29		4:51
8:04	8:12	8:39	4:22		4:22	4:36	4:42		5:04
8:16	8:24	8:51	4:35		4:35	4:49	4:55		5:17
8:33	8:41	9:08	4:48		4:48	5:02	5:08		5:30
8:48	8:56	9:23	5:01		5:01	5:15	5:21		5:48
11:27	11:35	11:57	5:14		5:14	5:28	5:34		6:01
			5:27		5:27	5:41	5:47		6:29
			5:42		5:42	5:56	6:02		6:34
			5:57		5:57	6:11	6:17		6:39
			6:12		6:12	6:26	6:32		6:54

SATURDAY					SATURDAY				
WESTBOUND					EASTBOUND				
1	2	3	4		4	3	2	1	
CTA RIVER ROAD STATION	GOLF ROAD ALGONQUIN	WOODFIELD MALL (PENNEY'S)	WOODFIELD CORPORATE CENTER		WOODFIELD CORPORATE CENTER	WOODFIELD MALL (PENNEY'S)	GOLF ROAD ALGONQUIN		CTA RIVER ROAD STATION
7:00am	7:25am	7:32am	7:40am		7:45am	7:53am	8:00am		8:20am
8:30	8:55	9:02	9:10		9:15	9:23	9:30		9:50
10:00	10:25	10:32	10:40		10:45	10:53	11:00		11:20
11:30	11:55	12:02pm	12:10pm		12:15pm	12:23pm	12:30pm		12:50pm
1:00pm	1:25pm	1:32	1:40		1:45	1:53	2:00		2:20
2:30	2:55	3:02	3:10		3:15	3:23	3:30		3:50
4:00	4:25	4:32	4:40		4:45	4:53	5:00		5:20
5:30	5:55	6:02	6:10		6:15	6:23	6:30		6:50

A. This trip starts at 1:00 at Elmhurst Road and Station Street at 4:30am
 traveling via Algonquin to Golf Road
 B. This trip travels Algonquin to Elmhurst Road arriving Station Street at
 5:15am

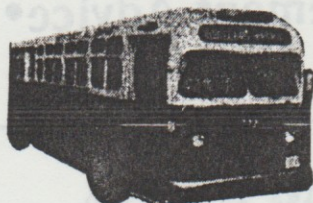
C. On these trips, service is provided to 100 Northwest Point Boulevard
 at 7:15am and 8:15am
 D. On these trips, service is provided to 100 Northwest Point at 5:20pm
 and 7:15pm

Bus will stop upon signal to driver at any intersection
 along the route where it is safe to do so

Pace is the Suburban Bus Division of the RTA

MIDWEST TRANSIT BUS MUSEUM

P.O. Box 3266
Oak Park, Illinois 60303



"Preserving transit buses of the past for future generations"

REVISED 10/17/88

THE MIDWEST TRANSIT BUS MUSEUM LIST OF PRIVATE BUS OWNERS OF CHGO

<u>BUS #</u>	<u>BUS TYPE</u>	<u>BUS SERIAL #</u>	<u>YEAR</u>	<u>CURRENT OWNER</u>	<u>location stored</u>	<u>ORIGINAL OR LAST CO.</u>
66/BW-35	OLD-LOOK GM	TDH-3207-342	1947	JL	C SO. HOLLAND	CTA/CMC
101	GM OLD-LOOK	TGH-3101-621	1952	MTBM	B HILLSIDE	GM ENGINEER./MARQUETTE, MI
107	GM OLD-LOOK	TDH-4509-1828	1951	JL	D SO. CHGO HTS	QUEENS NASSAU, MARQUETTE, MI
107	GM OLD-LOOK	TDH-3714-559	1956	VD	REPAIR	MUNCIE, OHIO
375	GM FISH-BOWL	TDH-5301-3720	1963	MTBM	B HILLSIDE	CTA
401	GM OLD-LOOK	TDH-3714-398	1953	LMC	A LOMBARD	HIGHLANDPK/CBS
413	GM FISH-BOWL	TDH-4519-212	1963	DB	REPAIR	WAUKEGAN/CBS
605	GM OLD-LOOK	TDH-5103-154	1950	RELIC	A SO. ELGIN	CTA/CMC
612	MACK	C45GT-3093	1948	DB	C HILLSIDE	WEST TOWNS
663/BT-6	GM OLD-LOOK	TDH-5103-604	1951	VD	B SO. HOLLAND	CTA/CMC
671/BW-47	OLD-LOOK GM	TDH-5103-612	1951	MTBM	C HILLSIDE	CTA/CMC
776	GM OLD-LOOK	TDH-4509-740	1950	DB	A HILLSIDE	SAN DIEGO/W T
869	GM FISH-BOWL	TDH-4519-490	1964	DB	A HILLSIDE	WEST TOWNS
971	GM OLD-LOOK	TGH-3102-910	1958	BM	A SCHILLER PK	DUKE PWR/TCT OF BARRE
1075	TWIN-COACH	FTC1801C4624	1949	DB	C HILLSIDE	TRANSPORT CO.
1483	GM OLD-LOOK	TDH-5105-3630	1957	DB	C HILLSIDE	TRANSPORT CO.
1578	GM FISH-BOWL	TDH-5301-3629	1962	DB	A HILLSIDE	TRANSPORT CO.
1719	GM FISH-BOWL	TDH-5303-2043	1964	MB	A HILLSIDE	TRANSPORT CO.
1842	GM FISH-BOWL	TDH-5303-3377	1965	LV	A HILLSIDE	TRANSPORT CO.
1907	GM OLD-LOOK	TGH-3102-901	1958	JL	B SO. HOLLAND	DUKE PWR/TCT OF BARRE
2362/BA-135	ACF-BRILL	C36-1095	1947	DB	B HILLSIDE	CTA/CSL
3177	FLXBLE- NEW	F2D6V-401-152429	1965	VD	B HILLSIDE	CTA
3407	WHITE	798-318976	1944	IRM	A UNION, IL	CTA/CSL
5441/1975	TWIN-COACH/FA.	52-32P-450	1951	MB	B HILLSIDE	CTA
8476/0	FLXBLE-TWIN	FT2P35-1029	1959	MB	REPAIR	CTA
8488/DC-1	FLXBLE-TWIN	FT2P35-1041	1959	MB	B HILLSIDE	CTA
8573	FLXBLE-TWIN-NEW	F2D6V-401-1-51130	61	MTBM	B HILLSIDE	CTA
8715	FLXBLE-NEW	F2P-401-151367	1963	JL	E HILLSIDE	CTA
9166/BL-1308	PULLMAN	TROLLEY BUS	1935	LV	C HILLSIDE	CTA/CSL
		(SERIAL # N/A)				

STATUS

A - RUNNING & DRIVEABLE E- UNKNOWN/
B - NOT RUNNING SEMI-ABANDONED
C - MAJOR REPAIRS
D - DERELICT/ABANDONED

RELIC - RELIC
IRM - Ill. Railway Museum
MTBM- Midwest Transit Bus Museum

BM - Bruce Moffat
DB - David Buzek
JL - John Le Beau
LV - Laddie Vitek
MB - Mel Bernero
RMC - Robert Mc Creary
VD - Vince Dawson



• Special Movement Advice •



File: CSS - Passenger 88-08

Date 6-28-88

Added Passenger Service for July 4 Activities in Chicago

To accomodate holiday passenger traffic, extra equipment will be added to regular passenger trains on July 2, 3 and 4 as ordered by Chief Dispatcher.

On July 3 Train #512 will operate with 6 cars.

On July 3 Train #611 will operate with 6 cars and will run 30" later out of Randolph Street, departing there at 10:30 PM, making regular station stops enroute.

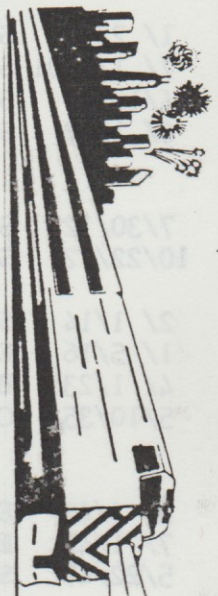
On July 3, 6 car extra trains will operate on following schedules:

leave	Shops	4:50 PM-----	Stop at all CSS stations to receive traffic-may leave any station when traffic received.
arrive	12th St.	4:47 PM	
arrive	Van Buren St.	4:44 PM	
arrive	Randolph St.	6:25 PM	
leave	Randolph St.	11:15 PM-----	Stop at all CSS stations to discharge traffic-may leave any station when traffic discharged.
leave	Van Buren St.	11:18 PM	
leave	12th St.	11:21 PM	
arrive	Shops	12:55 AM	
arrive	South Bend	1:30 AM	
leave	South Bend	1:45 AM	or when traffic discharged.
arrive	Shops	2:20 AM	

F. R. VanSchwartz
F. R. VanSchwartz
General Superintendent Transportation

cc: T. R. Jorgenson
G. Hanas, NICTD
J. Robbins, NICTD
A. Selph, METRA
R. Corrin, METRA
All CSS Ticket Offices
J. J. Dabcock
All General Notice Bds.

In addition to the "Firecracker Specials" operated on the BN, CNW, MILW and ROCK for the festivities on July 3rd, the Metra Electric (IC) and the South Shore got into the act as well.



METRA SERVICE

SUNDAY, JULY 3, 1988

FOR CONCERT & FIREWORKS

METRA ELECTRIC

To Chicago — Sunday

TRAIN NUMBERS

STATIONS	800	802	804	806	808	810	812	EXTRA	814	EXTRA	816	818	820
BLUE ISLAND	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	AM
Burr Oak	4:59	5:59	6:59	7:59	8:59	9:59	10:59	11:59	12:59	1:59	2:59	3:59	4:59
Ashtabula Ave.	5:01	6:01	7:01	8:01	9:01	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01
Ashtabula Ave.	5:03	6:03	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03
Ashtabula Ave.	5:04	6:04	7:04	8:04	9:04	10:04	11:04	12:04	1:04	2:04	3:04	4:04	5:04
West Pullman	5:06	6:06	7:06	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06
Stewart Ridge	5:08	6:08	7:08	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08
State St.	5:10	6:10	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10
Kenosha (115th St.)	5:12	6:12	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12
SOUTH CHICAGO (91st St.)	5:14	6:14	7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14
87th St.	5:16	6:16	7:16	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16
87th St.	5:18	6:18	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18
Channahon (79th St.)	5:20	6:20	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20
Winnetka Park	5:22	6:22	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22
South Shore	5:24	6:24	7:24	8:24	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24
Stony Island	5:26	6:26	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26
Stony Island	5:28	6:28	7:28	8:28	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28	5:28
University Park	5:30	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30
University Park	5:32	6:32	7:32	8:32	9:32	10:32	11:32	12:32	1:32	2:32	3:32	4:32	5:32
University Park	5:34	6:34	7:34	8:34	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34
University Park	5:36	6:36	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36
University Park	5:38	6:38	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38
University Park	5:40	6:40	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40
University Park	5:42	6:42	7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42
University Park	5:44	6:44	7:44	8:44	9:44	10:44	11:44	12:44	1:44	2:44	3:44	4:44	5:44
University Park	5:46	6:46	7:46	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46
University Park	5:48	6:48	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48
University Park	5:50	6:50	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50
University Park	5:52	6:52	7:52	8:52	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52	5:52
University Park	5:54	6:54	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54
University Park	5:56	6:56	7:56	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56
University Park	5:58	6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58
University Park	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00
University Park	6:02	7:02	8:02	9:02	10:02	11:02	12:02	1:02	2:02	3:02	4:02	5:02	6:02
University Park	6:04	7:04	8:04	9:04	10:04	11:04	12:04	1:04	2:04	3:04	4:04	5:04	6:04
University Park	6:06	7:06	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06
University Park	6:08	7:08	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08	6:08
University Park	6:10	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10
University Park	6:12	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12
University Park	6:14	7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14
University Park	6:16	7:16	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16	6:16
University Park	6:18	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18
University Park	6:20	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20
University Park	6:22	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:22
University Park	6:24	7:24	8:24	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	6:24
University Park	6:26	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26	6:26
University Park	6:28	7:28	8:28	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28	5:28	6:28
University Park	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30
University Park	6:32	7:32	8:32	9:32	10:32	11:32	12:32	1:32	2:32	3:32	4:32	5:32	6:32
University Park	6:34	7:34	8:34	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34
University Park	6:36	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36	6:36
University Park	6:38	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38
University Park	6:40	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40
University Park	6:42	7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42	6:42
University Park	6:44	7:44	8:44	9:44	10:44	11:44	12:44	1:44	2:44	3:44	4:44	5:44	6:44
University Park	6:46	7:46	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	6:46
University Park	6:48	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48
University Park	6:50	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50
University Park	6:52	7:52	8:52	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52	5:52	6:52
University Park	6:54	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54	6:54
University Park	6:56	7:56	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	6:56
University Park	6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58
University Park	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
University Park	7:02	8:02	9:02	10:02	11:02	12:02	1:02	2:02	3:02	4:02	5:02	6:02	7:02
University Park	7:04	8:04	9:04	10:04	11:04	12:04	1:04	2:04	3:04	4:04	5:04	6:04	7:04
University Park	7:06	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06	7:06
University Park	7:08	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08	6:08	7:08
University Park	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10	7:10
University Park	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12	7:12
University Park	7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	7:14
University Park	7:16	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16	6:16	7:16
University Park	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	7:18
University Park	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20
University Park	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:22	7:22
University Park	7:24	8:24	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	6:24	7:24
University Park	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26	6:26	7:26
University Park	7:28	8:28	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28	5:28	6:28	7:28
University Park	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30
University Park	7:32	8:32	9:32	10:32	11:32	12:32	1:32	2:32	3:32	4:32	5:32	6:32	7:32
University Park	7:34	8:34	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34	7:34
University Park	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36	6:36	7:36
University Park	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38	7:38
University Park	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40	7:40
University Park	7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42	6:42	7:42
University Park	7:44	8:44	9:44	10:44	11:44	12:44	1:44	2:44	3:44	4:44	5:44	6:44	7:44
University Park	7:46	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	6:46	7:46
University Park	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48	7:48
University Park	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50	7:50
University Park	7:52	8:52	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52	5:52	6:52	7:52
University Park	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54	6:54	7:54
University Park</													

Continuing in our series of Surface System routes, we begin with the 71st Street Line. Like many others, it had its early origins as part of other routes, which would later be broken up. The route as we know it evolved from the break-up.

71 - 71ST STREET (EXCEPT AS NOTED)

(William M Shapotkin)

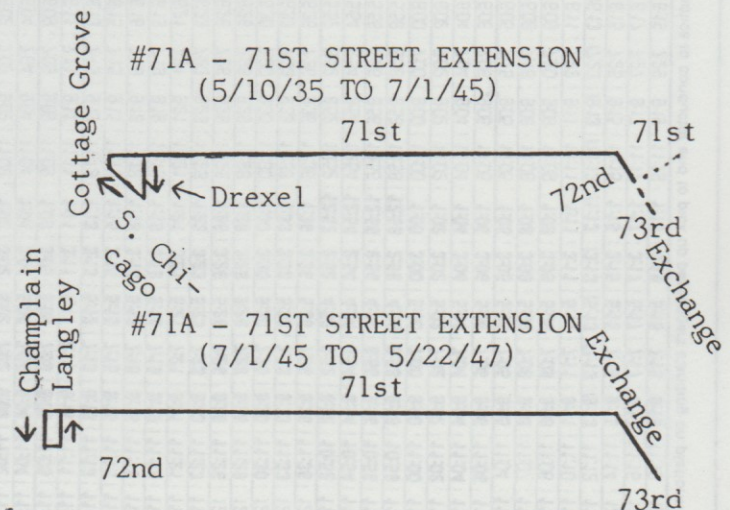
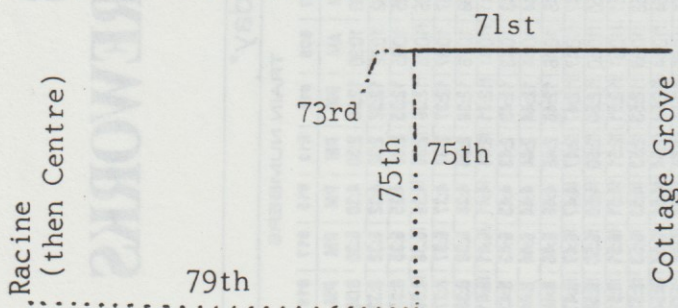
- 6/20/1896 Englewood & Chicago Electric Street Ry. Co. inaugurated battery car service via 71st between Cottage Grove and State as part of the Englewood route. Service apparently operated day & evening hours.
- 1/ 2/ 99 Service assumed by Chicago Electric Traction Co.
- 7/ 1/1901 Streetcars replaced battery cars over entire route.
- 4/18/07 Service assumed by Chicago & Southern Traction Co.
- 3/ 1/12 Service assumed by Chicago City Railway Co. Englewood route discontinued. Service operated as part of a route operating between 71st/Cottage Grove and 79th/Racine(then Centre) via 71st-State-79th. Operated out of 77th St Depot.
- 7/30/12 Service cut-back to State/75th due to sewer construction.
- 10/22/12 Service but-back to operate as a shuttle via 71st between Cottage Grove and State.
- 2/ 1/14 Service assumed by Chicago Surface Lines.
- 1/ 5/16 Extended streetcar service west via 71st-Vincennes to 73rd.
- 4/ 1/23 Began one-man operation.
- 5/10/35 Chicago Surface Lines inaugurated #71A - 71st St Extension motor bus service between Drexel-South Chicago-Cottage Grove loop and 71st St "U" via 71st-Exchange-72nd (at Lakefront).
- 9/ 4/43 Extended Extension bus service south via Exchange to "U" at 73rd.
- 7/ 1/45 Extended Extension bus service west via 71st to Champlain-72nd-Langley loop.
- 5/22/47 Substituted through-routed motor buses for streetcars and extension bus between 73rd St "U" and Vincennes-72nd-Wentworth loop via Exchange-71st. Entire route known as #71 - 71st Street.
- 10/ 1/47 Service assumed by Chicago Transit Authority.
- 9/28/69 West end loop revised to operate via State-69th St bus bridge-Lafayette-71st account opening of Dan Ryan 'L'.
- 12/28/69 Rerouted buses eastbound from 69th St bus bridge via Lafayette-Vincennes-71st.
- 12/20/71 Extended certain weekday daytime trips south to Hoxie-104th-Torrence loop via 71st-Yates-South Chicago-Colfax-95th-Yates-103rd.
- 3/26/72 Discontinued service to 103rd/Torrence. That service assumed by new route #5B - Yates/Colfax effective this date. East end terminal revised to operate via Exchange-73rd-Yates loop.
- 4/ 3/77 Tranferred work from 77th St Station to 69th Street Station.

References: Chicago Surface Lines - An Illustrated History, by A. Lind.
CTA Chronological order of service changes.

James Buckley

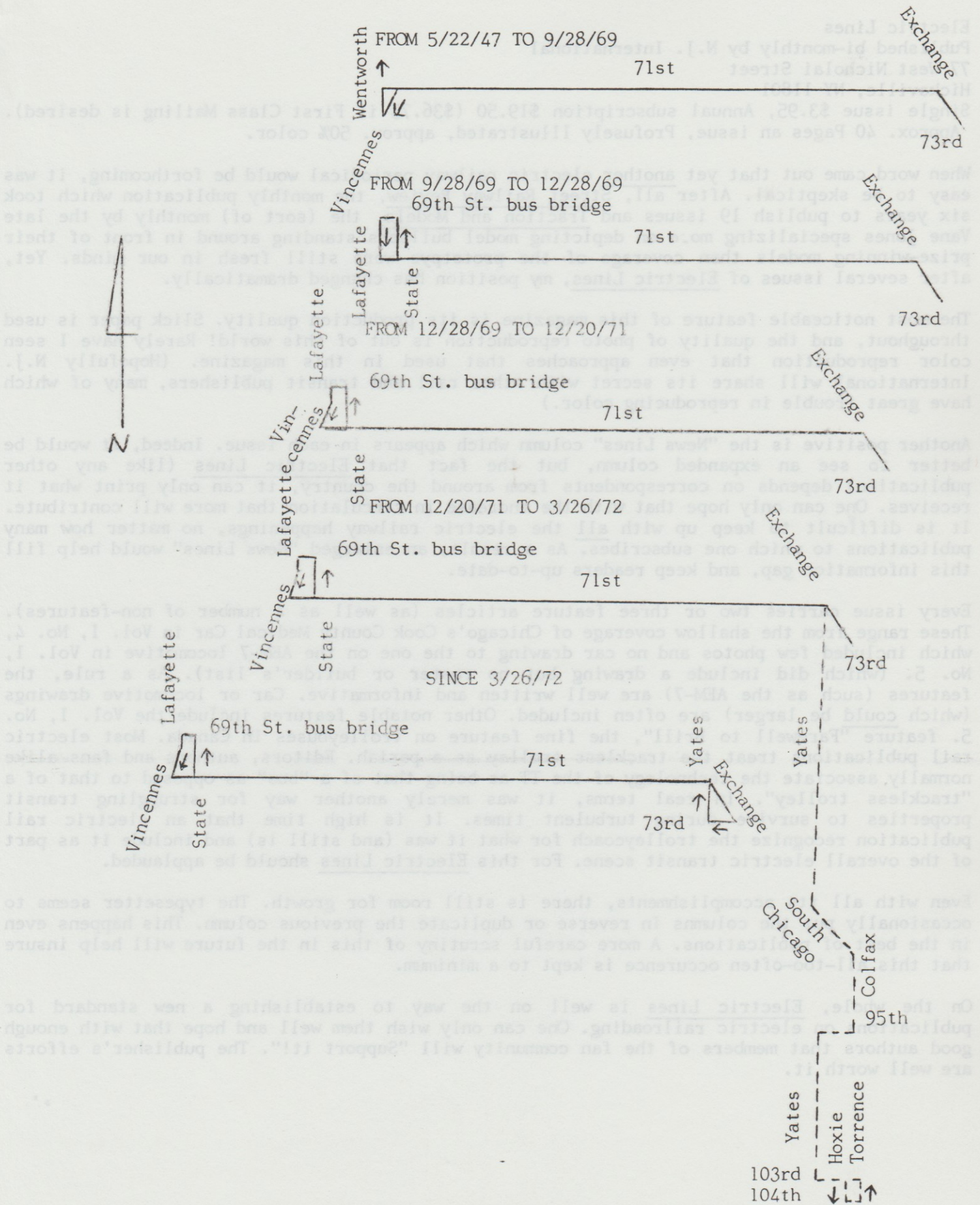
Andris J. Kristopans

#71 - 71ST STREET (6/20/1896 TO 5/22/1947)



- Since 6/20/1896 Part of "Englewood" route until 3/1/1912.
- - - From 3/1/12 to 10/22/12.
- From 3/1/12 to 7/30/12.

- From 5/10/35 to 9/4/43.
- - - Since 9/4/43.



Electric Lines

Published bi-monthly by N.J. International

77 West Nicholas Street

Hicksville, NY 11801

Single issue \$3.95, Annual subscription \$19.50 (\$36.75 if First Class Mailing is desired).

Approx. 40 Pages an issue, Profusely Illustrated, approx. 50% color.

When word came out that yet another electric railway periodical would be forthcoming, it was easy to be skeptical. After all, Street Railway Review, the monthly publication which took six years to publish 19 issues and Traction and Models, the (sort of) monthly by the late Vane Jones specializing more on depicting model builders standing around in front of their prize-winning models than coverage of the prototype were still fresh in our minds. Yet, after several issues of Electric Lines, my position has changed dramatically.

The most noticeable feature of this magazine is its production quality. Slick paper is used throughout, and the quality of photo reproduction is out of this world! Rarely have I seen color reproduction that even approaches that used in this magazine. (Hopefully N.J. International will share its secret with other rail and transit publishers, many of which have great trouble in reproducing color.)

Another positive is the "News Lines" column which appears in each issue. Indeed, it would be better to see an expanded column, but the fact that Electric Lines (like any other publication) depends on correspondents from around the country, it can only print what it receives. One can only hope that with the increase in circulation that more will contribute. It is difficult to keep up with all the electric railway happenings, no matter how many publications to which one subscribes. As a result, an enlarged "News Lines" would help fill this information gap, and keep readers up-to-date.

Every issue carries two or three feature articles (as well as a number of non-features). These range from the shallow coverage of Chicago's Cook County Medical Car in Vol. I, No. 4, which included few photos and no car drawing to the one on the AEM-7 locomotive in Vol. I, No. 5. (which did include a drawing but no roster or builder's list). As a rule, the features (such as the AEM-7) are well written and informative. Car or locomotive drawings (which could be larger) are often included. Other notable features include the Vol. I, No. 5. feature "Farewell to Brill", the fine feature on trolleybuses in Canada. Most electric rail publications treat the trackless trolley as a pariah. Editors, authors and fans alike normally associate the technology of the TT as being that of a "bus" as opposed to that of a "trackless trolley". In real terms, it was merely another way for struggling transit properties to survive during turbulent times. It is high time that an electric rail publication recognize the trolleycoach for what it was (and still is) and include it as part of the overall electric transit scene. For this Electric Lines should be applauded.

Even with all its accomplishments, there is still room for growth. The typesetter seems to occasionally put the columns in reverse or duplicate the previous column. This happens even in the best of publications. A more careful scrutiny of this in the future will help insure that this all-too-often occurrence is kept to a minimum.

On the whole, Electric Lines is well on the way to establishing a new standard for publications on electric railroading. One can only wish them well and hope that with enough good authors that members of the fan community will "Support it!". The publisher's efforts are well worth it.