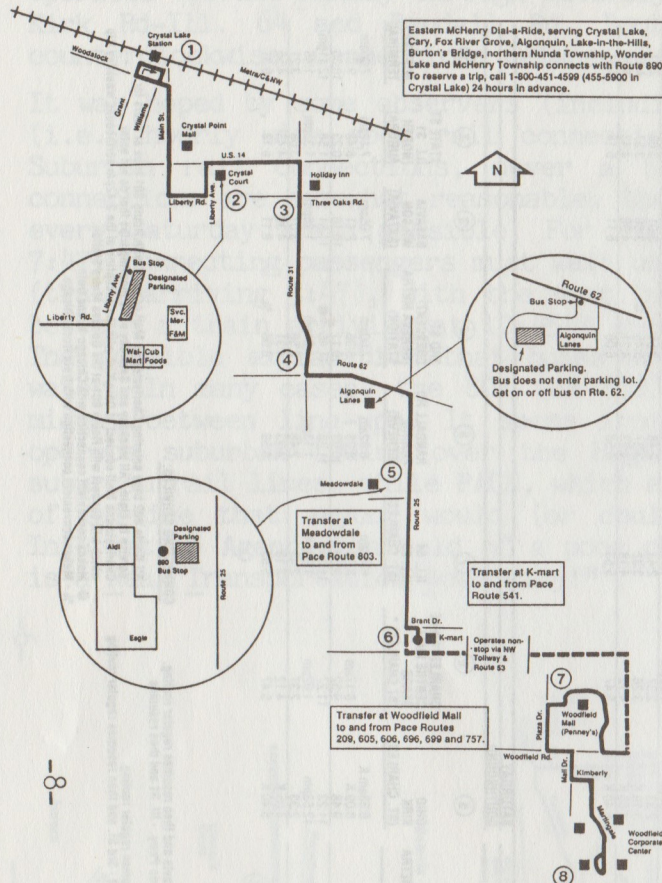


## Route 890 Fox River Valley Flyer



### ROUTE 890 FOX RIVER VALLEY FLYER SOUTHBOUND SERVICE

①	②	③	④	⑤	⑥	⑦	⑧
CRYSTAL LAKE METRA STATION	CRYSTAL COURT (WAL-MART)	ILLINOIS 31 & THREE OAKS ROAD	ALGONQUIN (RTES. 31 & 62)	MEADOWDALE	K-MART (BRANT DR. & RTE. 25)	WOODFIELD (PENNEY'S)	WOODFIELD CORPORATE CENTER
5:40am	5:45am	5:49am	5:55am	6:05am	6:13am	6:40am	6:49am
6:10	6:15	6:19	6:25	6:35	6:43	7:10	7:19
6:40	6:45	6:49	6:55	7:05	7:13	7:45	7:55
7:10	7:15	7:19	7:25	7:35	7:43	8:10	8:20
8:23	8:29	8:33	8:40	8:49	8:58	9:20	9:28
11:54	11:59	12:03pm	12:09pm	12:17pm	12:26pm	12:50pm	12:58pm

### NORTHBOUND SERVICE

⑧	⑦	⑥	⑤	④	③	②	①
WOODFIELD CORPORATE CENTER	WOODFIELD (PENNEY'S)	K-MART (BRANT DR. & RTE. 25)	MEADOWDALE	ALGONQUIN (RTES. 31 & 62)	ILLINOIS 31 & THREE OAKS ROAD	CRYSTAL COURT (WAL-MART)	CRYSTAL LAKE METRA STATION
1:10pm	1:18pm	1:43pm	1:51pm	2:02pm	2:07pm	2:12pm	2:17pm
3:40	3:49	4:19	4:27	4:38	4:43	4:48	4:53
4:10	4:19	4:49	4:57	5:08	5:13	5:18	5:23
4:40	4:49	5:24	5:32	5:43	5:48	5:53	5:58
5:10	5:19	5:54	6:02	6:13	6:18	6:23	6:28
6:10	6:19	6:49	6:57	7:08	7:13	7:18	7:23

No service Saturdays, Sundays and Holidays.

Operated by  
**Kammes Bus Service Inc.**

For lost and found  
call (708) 406-0700

How are we doing?  
Speak your mind.  
Call 1-(708) 364-PACE  
Extension 500  
Monday through Friday  
8:00am to 5:00pm

# 890

## Fox River Valley Flyer

### Serving

- Crystal Lake
- Algonquin
- Carpentersville
- Meadowdale
- East Dundee
- Woodfield Mall
- Woodfield Corporate Center

Monday - Friday Service

December 17, 1990

**pace**  
Suburban Bus Service

Pace is the Suburban Bus Division of the RTA

On December 17, 1990, PACE express bus service entered the Fox River Valley in a big way. Effective that date, Route #890 - Fox River Valley Flyer began operation between Crystal Lake and Woodfield Mall. This route, operating AM rush southbound, evening rush northbound, is geared to handle employees to the Woodfield area. The route ties together (for the first time) Fox Valley PACE service (Elgin, Carpentersville and Crystal Lake) with the remainder of the PACE system.

Presented here is the first schedule for the route. As things turned out, a rather interesting travel pattern began to develop. Connections were made at the K-Mart at Ill. Rte. 25 and Brant Dr. with Elgin Route #541. Travel from/to Crystal Lake did not meet expectations, but enough connections off the #541 from/to Elgin convinced PACE to alter the route in the summer of 1991 by eliminating the midday trips and diverting over half of the rush trips to operated from/to Elgin. (We'll cover that schedule revision later).





CTA FLXIBLE SERIES BUSES  
5537, 3706 AND 8499 AT  
KEDZIE GARAGE JULY 13, 1991.



Welcome to another issue of The Green Pennant Special. It is through this publication that we endeavour to keep the membership informed on happenings in the organization and the transit industry.

### \*\*\* JULY MEETING \*\*\*

The July meeting of the Omnibus Society of America was held on July 5, 1991, at the Welles Park fieldhouse located at 2333 W. Sunnyside in Chicago and began at 7:00 pm.

Bill Shapotkin had planned on showing a number of movies that he had collected over the years, however, a malfunctioning movie projector prevented their showing.

John LeBeau stepped into the breach and presented a slide presentation on older CTA vehicles.

### \*\*\* 30th ANNIVERSARY \*\*\*

On August 2, 1991, the OSA will have a dinner and meeting at Old Warsaw on Harlem and Lawrence to celebrate our 30th Anniversary.

We plan to meet at 7:00 pm for dinner and after a buffet style meal our guest speaker, Ray DeGroot, will present a program on former OSA activities.

Dinner will cost \$15.00 with the proceeds going into the OSA general fund to support the organization.

If you have nothing planned for the evening of August 4th, stop by Old Warsaw, have a delightful meal and help OSA celebrate a milestone that many clubs fail to reach.

### \*\*\* FAN TRIP REPORT \*\*\*

Out With The Old, In With The New - A Fixible Outing.

This year marks OSA's thirtieth anniversary as Chicago's premier organization devoted to bus transportation. On July 13th, as part of our festivities commemorating this important milestone, we operated our 186th inspection trip. This was one of our most ambitious outings held to date, involving four Chicago Transit Authority buses and two drivers from Forest Glen and Kedzie Garages. Although planning for this trip had begun

two months earlier, numerous logistical hurdles were faced by the trip committee (William Shapotkin and Bruce Moffat) at every turn, some not being resolved until literally, the very last minute.

The purpose of this five hour charter was to bid farewell to the "Lake Street" 3700 series Fixibles which had run their last miles only days before. These venerable buses were replaced after 22 years of service by 15 narrow (96-inch wide) RTS II Series 08 buses which were built in Roswell, NM by Transportation Manufacturing Corporation as part of a 491 bus order. Unlike CTA's other TMC's, these 15 were not equipped with wheelchair lifts.

The highlight of the trip came at 11 AM, when Forest Glen Fixible 5537 (built this year) was posed alongside 3706 and historical bus 8499 (built in 1960) at Kedzie Garage. This was the first (and probably the last) time it would be possible to get three generations of CTA Fixibles together. Following this, side-by-side photos were taken at various locations involving various combinations of the following buses: Fixibles 3706, 5537 and 8499 and TMC 4912.

In addition to the buses used, this trip is also notable in that it was our 50th trip involving CTA vehicles and our tenth involving 8499. Over the last thirty years, we have used 106 different CTA buses.

\*\*\*\*\*

### GREEN PENNANT SPECIAL STAFF

Melvin Bernero - Editor  
William Shapotkin - Assistant Editor  
John LeBeau - Circulation Manager  
Andris Kristopans - Staff  
William Shapotkin - Reporters

Please send any news articles to:

Melvin Bernero  
3440 W. Evergreen Avenue  
Chicago, IL 60651-2309

Green Pennant Special is distributed to the members of The Omnibus Society of America at no additional charge and is published in lieu of the regular meeting notice. There is no set frequency of issue.

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### \*\*\* CTA CORNER \*\*\*

SUNDAY JULY 21, 1991, saw the CTA introduce an exact fare policy at the 95th Dan Ryan "L" station. On that date, CTA riders paying a cash fare found they needed to buy tokens from a token machine or have the exact fare in change to use a turnstile, the ticket agents only accepting half fare and transfers.

This is the first station to be made exact fare, the others in the system are planned to go exact fare by the end of next year.

The automating of the fare collection procedures at the subway -"L" stations was brought upon by the alleged fare skimming scandal by ticket agents in the Dearborn Subway.

### \*\*\* METRA HAPPENINGS \*\*\*

METRA HAS REJECTED PROPOSALS to scrap the turnstiles at Metra Electric stations and will spend \$14 million to upgrade the automated fare collection system on the commuter line.

The renovation plan calls for modernizing the ticket-collecting turnstiles to prevent "ticket-eating".

Metra Electric boards 23,000 commuters each weekday at stations from University Park to downtown and is the only Metra line with turnstile collectors.

Last year, the Metra staff proposed the agency spend \$24 million to provide state-of-the art ticket vending machines and turnstiles.

Metra chairman Jeffrey Ladd said that \$24 million is a lot of money for one commuter line and requested that the staff look at less expensive options, including one for \$9 million that would have the turnstiles removed.

The staff report cited several reasons for retaining the turnstiles, including:

- \* Cuts fare cheating. A consultant's study estimated that Metra Electric's fare evasion loss amounted to between one-fourth and one-half of 1 percent of revenue, compared with 2 percent to 4 percent on Metra's other lines.

- \* Minimizes crew size. Without gates, 33 more conductors would be needed because more riders would be buying tickets on the trains.

### \*\*\* SHIPPING CORNER \*\*\*

A FORMER CAR-FERRY worker turned industrialist has bought the Great Lakes' last remaining car-ferry service and promises to resume Lake Michigan voyages next spring.

Charles F. Conrad, a retired Holland businessman announced he bought all three car-ferries based in Ludington and will begin Michigan-to-Wisconsin passenger and auto service next May.

The former owner of the ferries, the Michigan-Wisconsin Transportation Co., stopped service in November because of rising costs. Its owner, Glen F. Bowden, filed for Chapter 11 bankruptcy protection last month.

Conrad, 74, will keep the ferries' home port in Ludington, though the Wisconsin port has not yet been determined. Previously, the Badger, the only ferry still operable and licensed, steamed twice daily into Keweenaw, Wis., a four-hour trip each way.

The city attempted to buy the service last spring, hoping to restore service this summer. Though negotiations failed, officials continued to search for a buyer.

Conrad expects to have the Badger, a 400-foot steamer that can carry up to 500 passengers and 150 autos, renovated and back in service from May 1 through September 15.

### \*\*\* REQUEST CORNER \*\*\*

Grant Schmalgemeier is looking for a set of photographs (6 or 8) of the Muskegon, Mich., Street Car Riots of August 1 to 7, 1919. He is also looking for ANY information on the GRANT PARK RAILWAY, a narrow gauge road that ran from June 22 to October 8, 1933, in Chicago in conjunction with the "World's Fair". Contact:

Grant B. Schmalgemeier  
1317 W. Eddy Street  
Chicago, IL 60657



Operation Started, Extended, Discontinued, Changed				No. of Routes	Trolley Buses	
Date	Route	Limits of Route or Revision to Service	Miles*		New	Total
3/12/52	47th	Archer to Lake Park	12.74			
5/11/52	Chicago	Mayfield to Fairbanks	15.85			
5/24/52	Grand	Into off-street short terminal at Latrobe	.10			
7/20/52	Chicago	Via Fairbanks to Ontario terminal	.46			
9/ 8/52	Pulaski	Into off-street short terminal at Foster	.05			
12/13/52	Chicago	Into off-street terminal at Mayfield	.11			
		12/31/52	224.76s	15	159	681
2/ 1/53	Armitage	Grand-Latrobe to Clark	13.09			
2/ 1/53	Narragansett	Converted to motor bus	(6.06)			
5/24/53	Roosevelt	Monitor to Wabash	14.96			
		12/31/53	246.75s	16		677
8/ 1/54	Central	Into off-street terminal at Harrison	.22			
8/ 1/54	Central	Discontinued from Harrison to Lexington wye	(.21)			
12/20/54	Grand	Into off-street terminal at Natchez	(.04)			
		12/31/54	246.72s	16		649
6/19/55	Diversey	Converted to motor bus	(12.38)			
12/ 4/55	Central	Extended to Elston	1.04			
12/ 4/55	Kedzie-Calif.	Roscoe to 63rd Place	23.03			
		12/31/55	258.41s	16		600
		12/31/56	258.41s	16		593
12/13/57	Grand	Via Aberdeen-Hubbard-Carpenter loop	.15			
12/13/57	Grand	Removed Peoria-Hubbard-Green loop	(.15)			
		12/31/57	258.41s	16		592
7/ 9/58	Irving Park	Into Neenah terminal	(.02)			
10/28/58	Armitage	Rerouted via Hermitage	0.00			
		12/31/58	258.39s	16		577
6/21/59	51st-55th	Converted to motor bus	(14.16)			
6/21/59	Kedzie-Calif.	Added 51st to St. Louis wye	.72			
		12/31/59	244.95s	15		561
		12/31/60	244.95s	15		560
		12/31/61	244.95s	15		554
		12/31/62	244.95s	15		534
11/63	Grand	Via State-Illinois-Dearborn loop	.19			
11/63	Grand	Removed State-Kinzie-Clark loop	(.41)			
		12/31/63	244.73s	15		521
		12/31/64	244.73s	15		515
6/20/65	47th	Converted to motor bus	(12.74)			
6/20/65	Kedzie-Calif.	Added 47th to Archer-Drake loop	.96			
		12/31/65	232.95s	14		491
10/16/66	Armitage	Converted to motor bus	(13.09)			
		12/31/66	219.86s	13		474
2/19/67	Grand	Removed Narragansett-Fullerton-Natchez loop	(.17)			
3/26/67	Chicago	Converted to motor bus	(16.42)			
3/26/67	Kedzie-Calif.	Added Chicago Avenue wires	1.00			
		12/31/67	204.27s	12		453
		12/31/68	204.27s	12		400
3/16/69	Kedzie-Calif.	Converted to motor bus	(25.71)			
12/14/69	Lawrence	Converted to motor bus	(12.60)			
		12/31/69	165.96s	10		342
1/18/70	Central	Converted to motor bus	(16.18)			
1/18/70	North	Added Central wires to Wabansia	.13			
2/ 1/70	Belmont	Into Kimball terminal	.10			
		12/31/70	150.01s	9		314
		12/31/71	150.01s	9		274
		12/31/72	150.01s	9		223





CTA 8499, 4697, 4704, 5537  
AT MADISON AND AUSTIN



CTA TMC 4912 AND FLXIBLE 3706  
IN GARFIELD PARK



CTA FLXIBLE 5537, 3607  
IN GARFIELD PARK



CTA FLXIBLE SERIES BUSES  
5537, 3706 AND 8499 AT  
KEDZIE GARAGE JULY 13, 1991.



Operation Started, Extended, Discontinued, Changed				No. of Routes	Trolley Buses	
Date	Route	Limits of Route or Revision to Service	Miles*		New	Total
1/14/73	Belmont	Converted to motor bus	(19.35)			
1/14/73	Irving Park	Converted to motor bus	(14.55)			
1/14/73	Montrose	Converted to motor bus	(13.66)			
1/14/73	Roosevelt	Converted to motor bus	(14.96)			
1/16/73	Grand	Converted to motor bus	(20.85)			
1/22/73	Fullerton	Converted to motor bus	(12.66)			
3/25/73	North	Converted to motor bus	(16.42)			
3/25/73	Pulaski	Converted to motor bus	(21.70)			
3/25/73	Cicero	Converted to motor bus	(15.86)			
			3/25/73	0.00	0	0

NOTES:

s - Subtotal with accumulated mileage in operation at date shown

\* - Miles of revenue wire including wyes and loops, but excluding pull-in, pull-out, garage and storage wire

( ) - Denotes deduction

CTA Public Information Dept. 3/73

CHICAGO TRANSIT AUTHORITY  
TROLLEY BUS DATA SHEET

Series*		Number of Motors	Type of Motors**	Seats	Years of Operation		Number of Buses
					First	Last	
51- 79	Twin Coach	2	W-1426-CT6	40	1930	1954	29
80- 85	Brill-American	2	GE- 298-E53	40	1930	1951	6
86- 91	St. Louis	2	GE- 298-E53	40	1930	1951	6
92- 98	Twin Coach	2	W-1426-CT6	40	1930	1954	7
99-105	Brill-American	2	GE- 298-E53	40	1930	1951	7
106-107	A.C.F.	2	W-1426-CT6	40	1930	1951	2
108-114	Twin Coach	2	W-1426-CT6	40	1930	1954	7
115-122	Brill-American	2	W-1426-CT6	40	1930	1954	8
123-124	Cincinnati	2	W-1426-CT6	40	1930	1954	2
125-129	Twin Coach	2	W-1426-CT6	40	1931	1954	5
130-134	Brill-American	2	W-1426-CT6	40	1931	1954	5
135-139	St. Louis	2	GE-1154-A2	40	1931	1953	5
140-149	Twin Coach	2	W-1426-CT6	40	1931	1954	10
150-160	Brill-American	2	W-1426-CT6	40	1931	1954	11
161-164	Cincinnati	2	GE-1154-A2	40	1931	1954	4
165-170	Pullman-Standard	2	W-1426-F6	40	1935	1955	6
171-185	St. Louis	2	W-1426-F6	40	1936	1957	15
186-194	Brill	1	W-1434-DA	40	1937	1958	9
195	Brill	1	GE-1213-D3	40	1937	1958	1
196-202	Brill	1	GE-1204-B2	40	1937	1958	7
203-322	A.C.F.-Brill	1	W-1442-F1	44	1948	1969	120
323-367	Pullman-Standard	1	GE-1213-J3	44	1948	1969	45
368-412	St. Louis	1	GE-1213-J3	44	1948	1969	45
413-761	Marmon-Herrington	1	GE-1213-J3	49	1951	1973	349
762	A.C.F.-Brill	1	GE-1213-J1	48	1950	1964	1
763	Twin Coach	1	W-1442	58	1948	1962	1
							713

\*All trolley buses on the property in late 1952 were renumbered into 9000 series.

\*\*W=Westinghouse; GE=General Electric

CTA Public Information 9/73



**KEEPING**  
**PODGE**

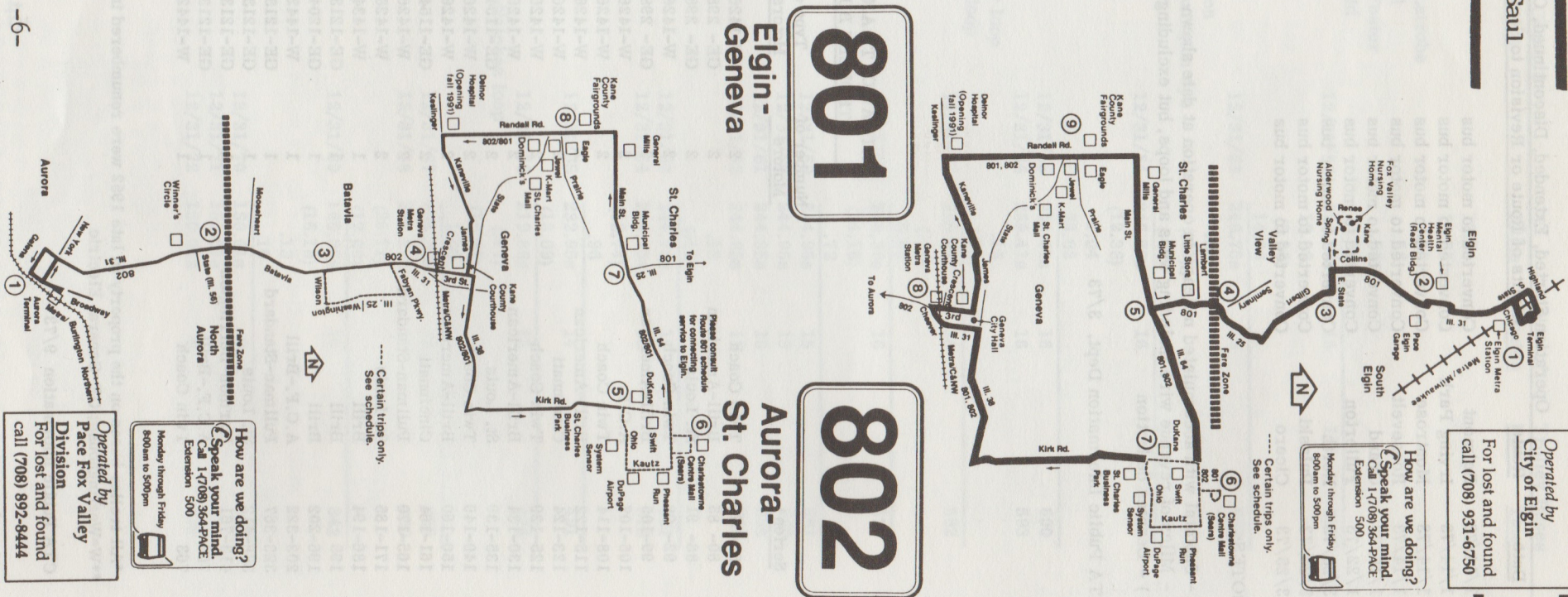
KEEPING

... with Saul

Effective Monday, April 8, 1991, Pace #801, the descendant of the former Fox River Division of the AE&C was split into two pieces. Pace #801, still operated by the City of Elgin, became an Elgin-Geneva operation, while #802, operated by Pace/Fox Valley Division (Aurora) operates between Aurora and Geneva. The two operates operate Monday through Saturday, with both routes operating in a loop bounded roughly by Ill. 38-Kirk Rd-Ill. 64 and Randall Rd. Route 801 operates clockwise around this loop, with 802 operating counterclockwise. Connections between the two routes are generally at the Geneva C&NW station.

It was hoped by some observers (including this one) that the Fox Valley service would become respectable (i.e., hourly with good rail connections in Aurora, Elgin and Geneva). This, however, did not happen. Suburban rail connections, never a bargain to begin with, became even more obscure. While weekday connections are somewhat reasonable, the schedule makers seem to have gone out of their way to mis-connect every Saturday train possible. For example, the 7:45AM departure from Elgin misses a train arriving at 7:47. Connecting passengers must wait until 9:20 for a bus. A similar situation exists with the 3:45PM trip (train arriving 3:47), with the next bus being 5:15. Geneva, which had a convenient 30-minute connection between a train arriving at 10:45AM and a bus at 11:08, now has passengers waiting until 11:38 for a bus. The possible explanation that buses are scheduled to connect with Aurora and Elgin buses does not hold water. In many cases, the 801 (or 802) arrive just in time to miss a lineup, or they arrive and depart midway between line-ups. It seems ironic that Metra (through the prompting of the RTA) is preparing to operate suburban trains over the Elgin, Joliet and Eastern in an effort to tie together the various suburban rail lines, while PACE, which already does so by means of a bus route, refuses to operate any kind of service that anyone would (or could use). As one frustrated passenger expressed to an RTA Travel Information Agent when told of a poor connection between a PACE bus and a Metra train: "What we need here is a Real Transportation Authority!"

— 9 —





**ROUTE 801 ELGIN-GENEVA**
**WEEKDAY**
**SOUTHBOUND**

①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭
ELGIN TERMINAL	ELGIN MENTAL HEALTH CENTER	GILBERT E. STATE (SOUTH ELGIN)	SEMINARY RD. ILL. 25 (VALLEY VIEW)	ILL. 64 ILL. 25 (ST. CHARLES)	CHARLESTOWNE CENTRE MALL SEARS (ST. CHARLES) *	OHIO KIRK (ST. CHARLES)	3RD ST. CRESCENT (GENEVA METRA STATION)	RANDALL RD. PRAIRIE (ST. CHARLES)	ILL. 64 ILL. 25 (ST. CHARLES)	SEMINARY RD. ILL. 25 (VALLEY VIEW)	GILBERT E. STATE (SOUTH ELGIN)	ELGIN MENTAL HEALTH CENTER	ELGIN TERMINAL
5:33am	5:40am	5:46am	5:51am	5:57am K	-	6:08am	6:16am	6:24am	6:29am	6:35am	6:40am	6:46am	6:53am
6:10	6:17	6:23	6:28	6:34 K	-	6:45	6:53	7:01	7:06	7:12	7:17	7:23	7:30
% 7:10	7:17	7:23	7:28	7:34 K	-	7:45	7:53	8:01	8:06	8:12	8:17	8:23	8:30
7:45	7:52	7:58	8:03	8:09	8:17am K	8:22	8:30	8:38	8:43	8:49	8:54	9:00	9:07
9:20	9:27	9:33	9:38	9:44	9:52	9:55	10:03	10:11	10:16	10:22	10:27	10:33	10:40
% 10:55	11:02	11:08	11:13	11:19	11:27	11:30	11:38	11:46	11:51	11:57	12:02pm	12:08pm	12:15pm
12:30pm	12:37pm	12:43pm	12:48pm	12:54pm	1:02pm	1:05pm	1:13pm	1:21pm	1:26pm	1:32pm	1:37	1:43	1:50
% 2:05	2:12	2:18	2:23	2:29	2:37	2:40	2:48	2:56	3:01	3:07	3:12	3:18	3:25
2:30	2:37	2:43	2:48	2:54	3:02 K	3:07	3:15	3:23	3:28	3:34	3:39	3:45	3:52
3:40	3:47	3:53	3:58	4:04	4:12 K	4:17	4:25	4:33	4:38	4:44	4:49	4:55	5:02
% 5:15	5:22	5:28	5:33	5:39	5:47 K	5:52	6:00	6:08	6:13	6:19	6:24	6:30	6:37

**ROUTE 801 ELGIN-GENEVA**
**SATURDAY**
**SOUTHBOUND**

①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	⑰	⑱	⑲	⑳	㉑	㉒	㉓	㉔	㉕	㉖	㉗	㉘	㉙	㉚	㉛	㉜	㉝	㉞	㉟	㊱	㊲	㊳	㊴	㊵	㊶	㊷	㊸	㊹	㊺	㊻	㊼	㊽	㊾	㊿	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
ELGIN TERMINAL	ELGIN MENTAL HEALTH CENTER	GILBERT E. STATE (SOUTH ELGIN)	SEMINARY RD. ILL. 25 (VALLEY VIEW)	ILL. 64 ILL. 25 (ST. CHARLES)	CHARLESTOWNE CENTRE MALL SEARS (ST. CHARLES) *	OHIO KIRK (ST. CHARLES)	3RD ST. CRESCENT (GENEVA METRA STATION)	RANDALL RD. PRAIRIE (ST. CHARLES)	ILL. 64 ILL. 25 (ST. CHARLES)	SEMINARY RD. ILL. 25 (VALLEY VIEW)	GILBERT E. STATE (SOUTH ELGIN)	ELGIN MENTAL HEALTH CENTER	ELGIN TERMINAL																																																																																																																																								
6:03am	6:10am	6:16am	6:21am	6:27am K	6:38am	6:46am	6:54am	6:59am	7:05am	7:10am	7:16am	7:23am	7:30am																																																																																																																																								
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12:30pm	12:37pm	12:43pm	12:48pm	12:54pm	1:02pm	1:05pm	1:13pm	1:21pm	1:26pm	1:32pm	1:37	1:43	1:50																																																																																																																																								
% 2:05	2:12	2:18	2:23	2:29	2:37	2:40	2:48	2:56	3:01	3:07	3:12	3:18	3:25																																																																																																																																								
3:40	3:47	3:53	3:58	4:04	4:12 K	4:17	4:25	4:33	4:38	4:44	4:49	4:55	5:02																																																																																																																																								
5:15	5:22	5:28	5:33	5:39	5:47 K	5:52	6:00	6:08	6:13	6:19	6:24	6:30	6:37																																																																																																																																								

K - Trip operates via Ill. 64 - Kautz - Ohio - Kirk and then resumes regular routing.  
 \* - After departing the Elgin Mental Health Center, trip operates only as far as Renee/Kane for service to the Alderwood and Fox Valley Nursing Home via Ill. 31 - Spring - Renee - Kane, arriving at 7:25am.  
 \*\* - All Route 801 trips entering Charlestowne Mall have direct connections with Route 802 trips at Sears for service to Aurora, with the exception of the 2:30pm southbound wkdy. trip where passengers transferring to Rte. 802 will have a 24 minute wait. All wkdy. and Saturday morning trips that do not enter Charlestowne Mall connect at Ohio/Kirk.  
 \*\*\* - Trip serves Alderwood & Fox Valley Nursing Home and operates via Spring - Renee - Kane, arriving at 3:43pm and then continues via Kane - Collins - Spring - Ill. 31 to resume regular routing.  
 @ - Makes convenient connections with Chicago-bound train.  
 % - Makes convenient connections with train from Chicago.  
 No Sunday or holiday service.

**ROUTE 802 AURORA-ST. CHARLES**
**WEEKDAY**
**NORTHBOUND**

①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	
AURORA TRANSPORTATION CENTER	STATE ST. ILL. 31 (NORTH AURORA)	BATAVIA WILSON (BATAVIA)	3RD ST. CRESCENT (GENEVA METRA STATION)	OHIO KIRK (ST. CHARLES)	CHARLESTOWNE CENTRE MALL SEARS (ST CHARLES) *	ILL. 64 ILL. 25 (ST. CHARLES)	RANDALL RD. PRAIRIE (ST. CHARLES)	3RD ST. CRESCENT (GENEVA METRA STATION)	BATAVIA WILSON (BATAVIA)	STATE ST. ILL. 31 (NORTH AURORA)	AURORA TERMINAL
5:34am	5:46am	5:53am	5:58am@	6:08am K	-	6:17am	6:22am	6:30am A @	6:39am	6:46am	6:59am
6:11	6:23	6:30	6:35	6:45 R	-	6:53	7:01	7:06	7:10	7:10	7:23
7:37	7:49	7:56	8:01 @%	8:09 K	8:17am	8:23	8:28	8:36	8:41	8:48	9:01
9:16	9:28	9:35	9:40	9:48	9:52	9:58	10:03	10:11	10:16	10:23	10:36
10:51	11:03	11:10	11:15	11:23	11:27	11:33	11:38	11:46	11:51	11:58	12:11pm
12:26pm	12:38pm	12:45pm	12:50pm	12:58pm	1:02pm	1:08pm	1:13pm	1:21pm	1:26pm	1:33pm	1:46
2:01	2:13	2:20	2:25	2:33	2:37	2:43	2:48	2:56	3:01	3:08	3:21
2:42	2:54	3:01B	3:11	3:19 K	3:26	3:32	3:37	3:45	3:50	3:57	4:10
3:33	3:45	3:52	3:57 @%	4:05 K	4:12	4:18	4:23	4:31	4:36	4:43	4:56
5:08	5:20	5:27	5:32 %	5:40 K	5:47	5:53	5:58	6:06 %	6:11	6:18	6:31

**ROUTE 802 AURORA-ST. CHARLES**
**SATURDAY**
**NORTHBOUND**

①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫
AURORA TRANSPORTATION CENTER	STATE ST. ILL. 31 (NORTH AURORA)	BATAVIA WILSON (BATAVIA)	3RD ST. CRESCENT (GENEVA METRA STATION)	OHIO KIRK (ST. CHARLES)	CHARLESTOWNE CENTRE MALL SEARS (ST CHARLES) *	ILL. 64 ILL. 25 (ST. CHARLES)	RANDALL RD. PRAIRIE (GENEVA)	3RD ST. CRESCENT (GENEVA METRA STATION)	BATAVIA WILSON (BATAVIA)	STATE ST. ILL. 31 (NORTH AURORA)	AURORA TERMINAL
6:04am	6:16am	6:23am	6:28am	6:38am K	-	6:47am	6:52am	7:00am	7:05am	7:12am	7:25am
7:37	7:49	7:56	8:01	8:09 K	8:17am	8:23	8:28	8:36	8:41	8:48	9:01
9:16	9:28	9:35	9:40	9:48	9:52	9:40	9:58	10:03	10:11	10:23	10:36
10:51	11:03	11:10	11:15	11:23	11:27	11:33	11:38	11:46	11:51	11:58	12:11pm
12:26pm	12:38pm	12:45pm	12:50pm	12:58pm	1:02pm	1:08pm	1:13pm	1:21pm	1:26pm	1:33pm	1:46
2:01	2:13	2:20	2:25	2:33	2:37	2:43	2:48	2:56	3:01	3:08	3:21
2:42	2:54	3:01	3:11	3:19 K	3:26	3:32	3:37	3:45	3:50	3:57	4:10
3:33	3:45	3:52	3:57	4:05 K	4:12	4:18	4:23	4:31	4:36	4:43	4:56
5:08	5:20	5:27	5:32	5:40 K	5:47	5:53	5:58	6:06	6:11	6:18	6:31

A - Trip operates via Ill. 31 - Fabyan Pkwy. Washington - Wilson - Batavia and then resumes regular routing.  
 B - Trip operates from Batavia/Wilson via Wilson - Washington - Fabyan Pkwy. - Ill. 31 and then resumes regular routing.  
 K - Trip operates from Ohio/Kirk via Ohio - Kautz - Ill. 64 and then resumes regular routing.  
 R - Trip operates from Ohio/Kirk via Ohio - Kautz - Ill. 64 - Kirk - Ill. 38 - 3rd St. and then resumes regular routing.

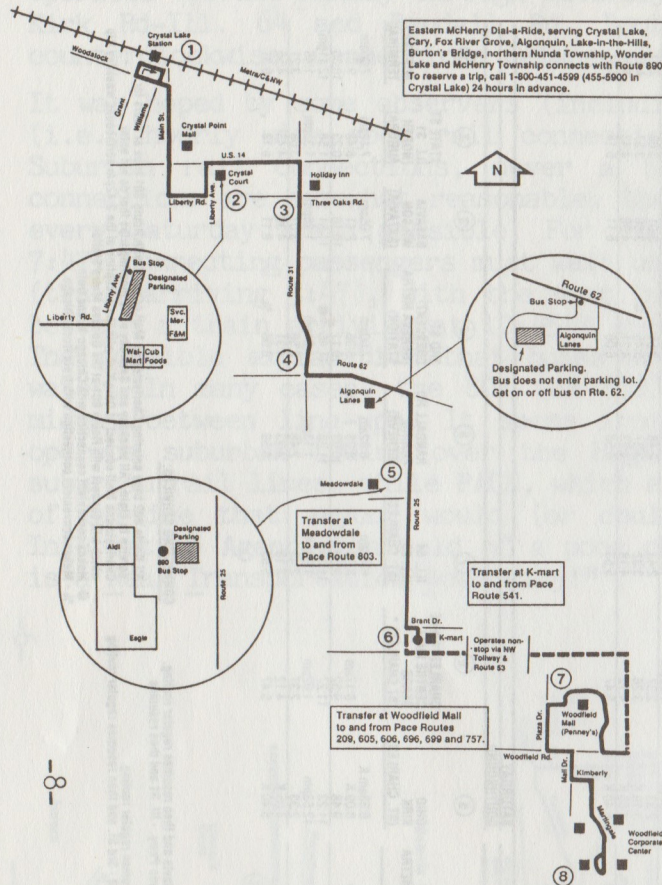
No Sunday or holiday service.

**CONNECTING SERVICES:**

\* - All Route 802 trips entering Charlestowne Mall connect with Route 801 trips at Sears for service to Elgin. All weekday and Saturday early morning trips that do not enter Charlestowne Mall connect at Ohio/Kirk with the exception of the 2:42pm northbound wkdy trip which will connect with Route 801 at the Geneva Metra Station.  
 @ - Makes convenient connection with Chicago-bound train.  
 % - Makes convenient connection with train from Chicago.



## Route 890 Fox River Valley Flyer



### ROUTE 890 FOX RIVER VALLEY FLYER SOUTHBOUND SERVICE

①	②	③	④	⑤	⑥	⑦	⑧
CRYSTAL LAKE METRA STATION	CRYSTAL COURT (WAL-MART)	ILLINOIS 31 & THREE OAKS ROAD	ALGONQUIN (RTES. 31 & 62)	MEADOWDALE	K-MART (BRANT DR. & RTE. 25)	WOODFIELD (PENNEY'S)	WOODFIELD CORPORATE CENTER
5:40am	5:45am	5:49am	5:55am	6:05am	6:13am	6:40am	6:49am
6:10	6:15	6:19	6:25	6:35	6:43	7:10	7:19
6:40	6:45	6:49	6:55	7:05	7:13	7:45	7:55
7:10	7:15	7:19	7:25	7:35	7:43	8:10	8:20
8:23	8:29	8:33	8:40	8:49	8:58	9:20	9:28
11:54	11:59	12:03pm	12:09pm	12:17pm	12:26pm	12:50pm	12:58pm

### NORTHBOUND SERVICE

⑧	⑦	⑥	⑤	④	③	②	①
WOODFIELD CORPORATE CENTER	WOODFIELD (PENNEY'S)	K-MART (BRANT DR. & RTE. 25)	MEADOWDALE	ALGONQUIN (RTES. 31 & 62)	ILLINOIS 31 & THREE OAKS ROAD	CRYSTAL COURT (WAL-MART)	CRYSTAL LAKE METRA STATION
1:10pm	1:18pm	1:43pm	1:51pm	2:02pm	2:07pm	2:12pm	2:17pm
3:40	3:49	4:19	4:27	4:38	4:43	4:48	4:53
4:10	4:19	4:49	4:57	5:08	5:13	5:18	5:23
4:40	4:49	5:24	5:32	5:43	5:48	5:53	5:58
5:10	5:19	5:54	6:02	6:13	6:18	6:23	6:28
6:10	6:19	6:49	6:57	7:08	7:13	7:18	7:23

No service Saturdays, Sundays and Holidays.

Operated by  
**Kammes Bus Service Inc.**

For lost and found  
call (708) 406-0700

How are we doing?  
Speak your mind.  
Call 1-(708) 364-PACE  
Extension 500  
Monday through Friday  
8:00am to 5:00pm

# 890

## Fox River Valley Flyer

### Serving

- Crystal Lake
- Algonquin
- Carpentersville
- Meadowdale
- East Dundee
- Woodfield Mall
- Woodfield Corporate Center

Monday - Friday Service

December 17, 1990

**pace**  
Suburban Bus Service

Pace is the Suburban Bus Division of the RTA

On December 17, 1990, PACE express bus service entered the Fox River Valley in a big way. Effective that date, Route #890 - Fox River Valley Flyer began operation between Crystal Lake and Woodfield Mall. This route, operating AM rush southbound, evening rush northbound, is geared to handle employees to the Woodfield area. The route ties together (for the first time) Fox Valley PACE service (Elgin, Carpentersville and Crystal Lake) with the remainder of the PACE system.

Presented here is the first schedule for the route. As things turned out, a rather interesting travel pattern began to develop. Connections were made at the K-Mart at Ill. Rte. 25 and Brant Dr. with Elgin Route #541. Travel from/to Crystal Lake did not meet expectations, but enough connections off the #541 from/to Elgin convinced PACE to alter the route in the summer of 1991 by eliminating the midday trips and diverting over half of the rush trips to operated from/to Elgin. (We'll cover that schedule revision later).