

Green Pennant Special

DECEMBER 1991 OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

RUN 103

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.

*** NOVEMBER MEETING ***

The November meeting of The Omnibus Society of America was held on November 1, 1991, at the Welles Park Field House located at 2333 W. Sunnyside in Chicago. The meeting began at 7:00 pm.

Our program for the evening was a slide presentation by Bruce Moffat on his visit to East Berlin this past July on an ERA trip.

*** DECEMBER MEETING ***

The December meeting of The Omnibus Society of America will be held on December 6, 1991, at the Welles Park Field House, located at 2333 W. Sunnyside in Chicago. The meeting will begin at 7:00 pm.

Our program for the evening will be presented by Tom Welsh and be on transit in the Philadelphia area.

This meeting will also see the annual election of directors to the OSA board. There are two positions open and paid up members for 1991 will find a ballot in the envelope along with this issue of GPS. Ballots can either be mailed to the address on the front of the postcard, or be brought to the December meeting.

*** EXTRA BOARD ***

THE AMERICAN-EUROPEAN EXPRESS, the operator of a luxury train between Chicago and the east coast cities of New York and Washington, has suspended service until the spring.

The reason given for this suspension of service was a derailment of the New York-to-Chicago Greenbrier Limited in June near Monon, Indiana.

A dozen of their cars were damaged in this derailment and forced the company to operate at a greatly reduced level of capacity.

This derailment also forced the company to cancel their planned winter operation between New York and Florida.

THE BOARD OF THE Northern Indiana Commuter Transportation District, voted last week to hold a public hearing on a fare increase for the South Shore Railroad.

Under this fare increase monthly riders would pay 37 cents more per ride while a single-ticket fare would increase by 50 cents per ride.

Also being proposed is a family pass that would allow two children up to age 17 to ride free with a paying adult during non-rush hours.

*** CTA CORNER ***

OUR READERS WILL FIND on page 4 a complete listing of service cutbacks approved by the CTA board that will take effect next year to balance a projected \$57 million budget shortfall.

MONDAY, NOVEMBER 25th saw the Skokie Swift resume operation after a 6 month shutdown for track relaying on the route and construction at Howard yard.

WITH THE CTA fare increasing next year the CTA has experienced a run on tokens the last week. They may be out of tokens in a few weeks.

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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

CHICAGO-MILWAUKEE TRAIN SERVICE IMPROVED

(William M. Shapotkin)

Sunday, October 27, 1991 saw improvement in train service between Chicago and Milwaukee. The new schedule now calls for eight trains daily (seven on Sunday), compared with six trains Sunday through Thursday with seven on Friday and Saturday under the old schedule. This represents the apex of passenger service between the two cities since April 30, 1971, the day before Amtrak. There was a time when Amtrak offered seven daily trains between the two cities.

SCHEDULE IN EFFECT 4/7/91 TO 10/26/91

		331	333	335	7	337	339	343
		ExSun	Daily	Daily	Daily	Daily	Daily	FrSaSu
Chicago	Lv	8:30a	10:00a	1:30p	3:15p	4:40p	6:40p	10:30p
Glenview		8:53a	10:23a	1:53p	3:39p	5:03p	7:03p	10:53p
Sturtevant		9:29a	10:59a	2:29p	--	5:39p	7:39p	11:29p
Milwaukee	Ar	10:02a	11:32a	3:02p	4:45p	6:12p	8:12p	12:02a
		330	332	334	336	8	338	340
		ExSun	Daily	Daily	Daily	Daily	Daily	FrSaSu
Milwaukee	Lv	6:20a	8:00a	10:40a	12:40p	2:01p	4:35p	6:40p
Sturtevant		6:44a	8:24a	11:04a	1:04p	--	4:59p	7:04p
Glenview		7:25a	9:05a	11:45a	1:45p	3:03p	5:40p	7:45p
Chicago	Ar	7:57a	9:32a	12:12p	2:12p	3:40p	6:07p	8:12p

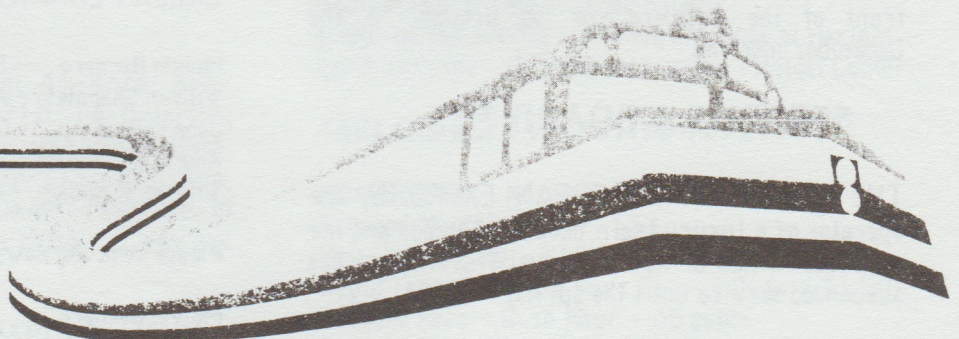
SCHEDULE IN EFFECT AS OF 10/27/91

		331	333	335	337	7	339	341	343
		ExSun	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Chicago	Lv	8:25a	10:30a	12:33p	2:33p	3:15p	5:08p	6:40p	10:30p
Glenview		8:48a	10:53a	12:56p	2:56p	3:39p	5:32p	7:03p	10:53p
Sturtevant		9:26a	11:31a	1:34p	3:34p	--	6:13p	7:41p	11:31p
Milwaukee	Ar	9:57a	12:02p	2:05p	4:05p	4:45p	6:45p	8:12p	12:02a
		330	332	334	336	8	338	340	342
		ExSun	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Milwaukee	Lv	6:20a	8:00a	10:35a	12:35p	1:45p	3:05p	5:40p	7:40p
Sturtevant		6:44a	8:24a	10:59a	12:59p	--	3:29p	6:04p	8:04p
Glenview		7:25a	9:02a	11:37a	1:37p	2:48p	4:07p	6:42p	8:42p
Chicago	Ar	7:57a	9:32a	12:07p	2:07p	3:34p	4:37p	7:12p	9:12p

Trains 7 and 8, the Empire Builder, is an all-reserved train, offering food and beverage service.

Travel between Chicago and Glenview is prohibited, except for passengers connecting from/to other Amtrak trains in Chicago.

ALL
ABOARD
AMTRAK



FARE INCREASE POSSIBLE

During the July meeting of the NICTD Board of Trustees mention was made of the possibility of a fare increase taking place sometime over the next several months. No definite staff proposal has been made or accepted concerning a fare increase at the time of this writing, so no discussion concerning the impact an increase will have on individual fares can yet take place.

Operating costs of the South Shore Line continue to increase. Budgeted operating costs for 1991 total \$18.5 million. Operating costs are expected to increase to approximately \$20.3 million in 1992. NICTD management has been very successful over the past several years containing cost increases, but even modest increases over time continue to add up.

Many costs are beyond NICTD's immediate control. As an example, the national rail labor agreement, concluded earlier this year, calls for annual cost increases of at least \$600,000 to pay for contract labor costs associated with operating and maintaining the trains and track. NICTD will continue to explore all methods to bring costs under its direct control so as to be better able to contain future cost increases.

Fares in 1991 are expected to recover about 52% of 1991 operating costs. Without a fare increase, 1992 passenger fares will recover slightly less than half of the expected cost of operating the railroad in 1992. This means that without a fare increase, additional funds from the State and Federal governments may be required to maintain the current level of service. Funds from these sources are more likely to decrease. Some funds from the State are pegged to the fare recovery ratio. If the ratio declines, there is a chance that State funds would decline as well.

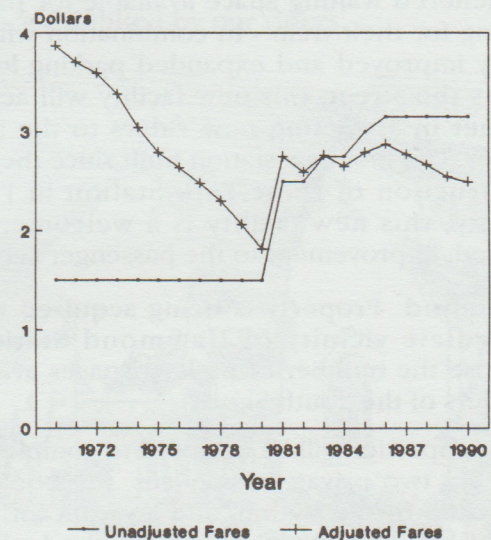
Strong growth in ridership over the past several years has allowed a sufficient increase in operating revenue to recover modest increases in operating costs. Passenger growth has slowed considerably. Certain system constraints, such as standing room only trains and overflowing parking lots, make additional increases in growth unlikely until more trains can be added and parking lots expanded. New cars are on order, which will give NICTD the ability to increase seating capacity on existing trains as well as schedule new trains. Property is still being acquired to accommodate parking lot

expansion. When completed, these projects will significantly increase system capacity, allowing ridership to resume its upward growth.

System-wide fares for South Shore service have not been increased since 1986, so inflation, too, has taken its toll on the ability of passenger revenue to pay for operating costs. The \$2.85 average fare of 1991 buys less than did the \$2.56 average fare of 1986. The accompanying chart tracks South Shore fares from 1970 through 1990. The line marked "Unadjusted Fares" shows the prices for a one-way South Shore ticket from East Chicago to Chicago. In 1970, the fare stood at \$1.50. The chart shows that no fare increases took place until 1981, when fares were increased to \$2.35. Additional modest fare increases through 1986 brought the fares to the level they now stand, \$3.15.

The chart contains a second line, marked "Adjusted Fares", which takes into account the effects of inflation since 1970. This line shows the effective purchasing power of fares in 1984 dollars. The \$1.50 fare in 1970 was worth the equivalent of \$4.00 when adjusted to 1984 dollars while the \$3.15 fare of 1990 is only worth \$2.40 when adjusted to 1984 dollars. The passenger does pay more today for a trip than they paid in 1970, true, but the money received by NICTD buys less now than it did in the past.

Typical South Shore Fare Since 1970
Adjusted for Inflation (1982 - 84 = 100)



HISTORIC POSTERS STILL AVAILABLE

Earlier this year, NICTD acquired the rights to reproduce five of the historic South Shore advertising posters originally produced in the late 1920's. The five that NICTD selected to reprint are: "Dunes Woodland", "Autumn in the Dunes", "Indiana Dunes State Park", "25 Miles of Beach", and "Workshop of America". Reprinted on heavy weight coated poster stock, they measure 23" by 35" in size. These posters are handsome reminders of the South Shore, of historical interest as examples of 1920's advertising art, and showcase the strengths and beauties of Northwest Indiana. Get some for yourself or get some for gifts.

These posters are available directly from NICTD for only \$20.00 per print, plus \$4.50 shipping and handling charge per order. Complete sets may be ordered at a discounted price of \$85.00, plus \$4.50 S&H. Indiana residents please include 5% Sales Tax. To order send check or money order, made payable to NICTD, to:

Posters
33 East U.S. Highway 12
Chesterton, IN 46304

WORK IN PROGRESS

NICTD is in the midst of an ambitious program of improvements extending all along, and on, the line, from Hegewisch to South Bend. Upon completion, these projects will improve the quality of service and increase the opportunities for travel aboard the South Shore Line.

Hegewisch Ground was broken at Hegewisch for a brand new station. This cooperative effort with Metra will dramatically improve the amount of sheltered waiting space available for patrons waiting for their train. In combination with the newly improved and expanded parking lot just across the street, this new facility will act as a magnet in attracting new riders to the South Shore. The first new station built since the 1986 construction of Dune Park Station in Porter County, this new facility is a welcome, long awaited, improvement to the passenger service.

Hammond Property is being acquired in the immediate vicinity of Hammond Station to increase the number of parking spaces available to riders of the South Shore.

Four properties will be acquired to complete the project - two private residences, the bookstore just south of the station, and a vacant lot. One house has already been demolished, the lot graded and 14 parking spaces added. An additional 34 spaces will be added once the bookstore and other residence are demolished.

Nearby maintenance property owned by NICTD was reorganized, as were existing lots which were also cleaned up, creating a 35 new spaces.

South Bend Traffic engineering and design work continues in South Bend as plans are being implemented to relocate the South Bend terminal to the Michiana Regional Airport. Existing track currently runs parallel to Bendix Avenue and crosses several major intersections before crossing Bendix and heading onto Airport property. This configuration of track and traffic requires significant signalling work to provide the requisite degree of safety. A short section of track will be built leading to the airport terminal, where sheltered boarding platforms will be located.

This relocation project is one that NICTD and the Michiana Regional Airport have been anxious to carry out for several years. In addition to introducing the South Bend South Shore patron to modern terminal facilities, the airport location offers the traveler convenient access to South Bend taxi and transit service and connecting intercity bus and air service.

The ability to take the South Shore directly to the airport is expected to increase ridership to South Bend. An analysis of flights departing from Michiana Regional Airport shows that prices are very competitive with comparable air fares from O'hare and Midway. Convenient rail service will provide a favorable competitive advantage to the Michiana Regional Airport.

When service to the airport is inaugurated, additional trains will be scheduled in order to fully realize the benefits of the move. Additional train service in itself will result in ridership growth due to the well established relationship between schedule frequency and patronage. Additional train service will be introduced upon arrival and acceptance of the seventeen new passenger cars now on order. The move to the airport is scheduled to take place during the fourth quarter of 1992.

New Passenger Cars As you know from previous issues of "On The Line", seventeen new passenger cars have been ordered. Certain modifications from the original motor car design have been made. The design and engineering for these modifications have been completed and approved. Fabrication of car body parts has started. Contracts have been let for components such as air brakes, air conditioning, door controls, and seats. The changes made to the seats will increase seating capacity and improve comfort. Those here at NICTD who volunteered to test the new seat design can vouch for their padded comfort.

FREIGHT DERAILMENT DISRUPTS PASSENGER SERVICE

In the very early hours of Sunday, September 29, a slow moving SouthShore freight train carrying coal to a Northern Indiana Public Service Company (NIPSCO) electric generating station was crossing into Indiana. In a sequence of events, the details of which remain unknown, 14 of the coal cars filled with over 1,000 tons of coal derailed, obliterating one-eighth mile of eastbound track and knocking down many of the poles supporting the catenary and signal wires. Fortunately, this accident did not result in any injuries, for which NICTD is grateful.

With the eastbound track gone and westbound track blocked, no trains, passenger or freight, would be moving through the area for the better part of Sunday. NICTD managers and staff arrived at the accident site soon after the derailment. Arrangements were quickly made with PACE, the suburban bus arm of the Illinois Regional Transportation Authority, to bus passengers around the site of the accident. Travelers to intermediate stations were advised to use Metra Electric trains.

Westbound tracks were cleared in time to resume train service by late afternoon. Power had yet to be restored, so trains were towed through by diesel locomotives.

On Monday, September 30, morning rush hour trains still had to be coupled to a diesel locomotive to be pulled through the accident scene. Power was restored through the area by that afternoon, so passengers aboard the evening rush hour trains were not as seriously inconvenienced as had been the morning rush hour passengers. Delays were encountered due to the need to have trains switch from the

eastbound track to the westbound track and back again once through the area.

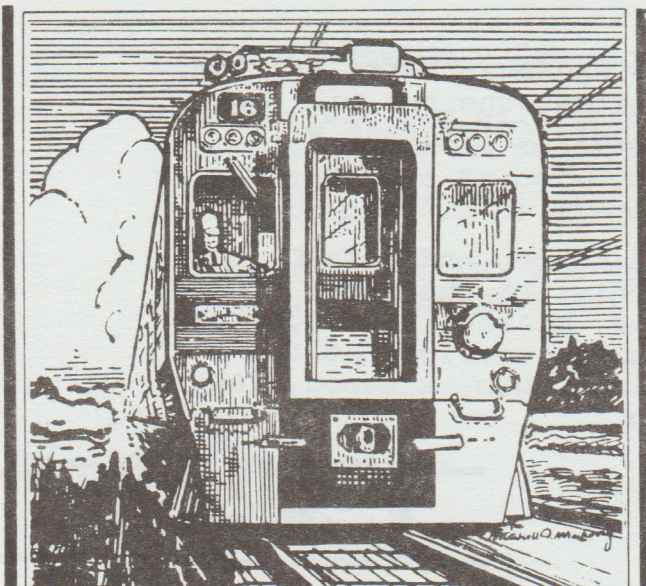
Service was back to normal by Friday, October 4 after a hectic week of activity. The destroyed eastbound track had to be rebuilt from the ground up. Poles were replaced and the catenary and signal system restored to service.

The final bill for this accident has not been calculated yet, but its total cost is more than simply monetary. The delays experienced by all are costly to each individual in terms of missed appointments, late arrivals to work, and in just plain wasted time in not being able to do anything else. While the accident was unrelated to the passenger service, it had a serious impact on the operation of the passenger service.

Certain train delays are unavoidable, that we know. NICTD does all it can to reduce routine delays and points with pride to its record of better than 95% of all trains being on time as proof of our regard for the convenience and time of the passengers. We also point with pride to the speed with which the track and line gangs restored service. NICTD staff worked eighteen hours on Sunday and many overtime hours throughout the week to return the service to normal as quickly as possible.

This accident once again demonstrates the unpredictable environment in which NICTD operates its trains. NICTD cannot predict accidents, nor are all accidents preventable. We have developed contingency plans to rapidly respond to emergencies, to minimize resulting delays, and restore service to normal as quickly as conditions permit.

We apologize for any inconvenience experienced by passengers as a result of this accident and appreciate the understanding and patience exhibited by our riders.



New NICTD Station at Dune Park

NOTICE TO OPERATORS
SUMMARY OF SERVICE CHANGES
SEPTEMBER 1, 1991

The Waukegan School District #60 has been restructured with the high schools being consolidated using the West High School facility. Since the District was pleased with the service Pace North Division has provided for the past two school years, a proposal was submitted to Pace requesting that this arrangement be continued for the upcoming school year 1991-92, and expanded to all eligible high school students. The middle school, elementary school and special education students will continue to use Ryder Student Transportation Services.

Based on Comments made at the Waukegan School District #60 Board meeting, Pace was selected because of the quantity and quality of the service provided to the City of Waukegan, the professionalism and training of the drivers, the performance and size of the bus fleet, and the overall good experience.

Due to the size of the student population, school hours will be staggered including 7:40am - 2:20pm and 8:30am - 3:05pm. Students eligible to use Pace services will have a hologram with Pace on it on the student identification pass. These passes can be used Monday - Friday, 6:00am - 8:00pm. These passes can not be used on weekends, holidays or during the summer.

School tripper services has been added and modified on Routes #565, 568, 569 and 572. In addition, some routes will become inaccessible on Routes #561 and 563.

ROUTE 566 MCAREE - KELLER

New rush hour service between McAree/Yorkhouse and 10th/Dugdale. The bus will travel southbound on McAree, 10th Street and Dugdale. Service will be provided to Whispering Oaks Apartments. Weekday service only. At the north end, the bus will turn around using Yorkhouse, Metropolitan, Blossom, McAree to continue service. Turn around at Whispering Oaks.

ROUTE 571 ZION

Weekday service will be provided to the Waukegan Metra Station. On the two trips that serve Horizon Village, the bus will not serve the train station. These are the only trips that will serve the Kenosha/Rosecrans area.

ROUTE 573 GREEN BAY ROAD

New rush hour service between Yorkhouse/McAree and 10th/Dugdale along Green Bay Road. Weekday service only. At the north end, the bus will turn around using Yorkhouse, McAree, Edgewood, Newcastle, Yorkhouse, Green Bay to continue service. At the south end, the bus will turn around using Lewis, Elmwood, 10th Street to Green Bay to continue service.



NOTICE TO OPERATORS: SUMMARY OF SERVICE CHANGES

The service changes described below will be implemented with the June 30, 1991 run pick.

Route 562 Sunset

The same routing will operate on weekday and Saturday.

Route 564 Jackson

Instead of deadheading between the pulse and the garage, weekday trips will operate in service between Washington/Genesee and Jackson/10th Street.

Route 565 Grand Avenue

This route is being changed to operate between Washington/Genesee and Gurnee Mills. Service will be provided weekday, Saturday and Sunday. In addition, service hours will be expanded. In addition, service will be discontinued to Grandwood/Oakwood.

Route 567 Ports of Call

Service will be extended to Grandview Court at Grand Avenue and Green Bay Road. The evening and weekend trips will connect with Route 565 to and from Gurnee Mills. Due to poor ridership, service will be discontinued on Lewis Avenue between 22nd Street and Belvidere and 22nd between Green Bay and Lewis.

Route 568 Lakehurst

The evening service is being re-arranged to connect with Route 565.

Route 570 Fox Lake-Gurnee Mills Via CLC

Route name changed to reflect service to Gurnee Mills. The route will operate between Fox Lake and Gurnee Mills during rush hour with one midday trip. Residents of Grandwood Park will board this route on Grand Avenue to connect with Routes 565 and 572.

Route 572 Hawthorn Center-Waukegan

Saturday service will operate a westbound trip at 6:15pm between Washington/Genesee and Green Bay /Washington. Certain trips will be inaccessible to persons using wheelchairs. In addition, some school trips will be discontinued.

PLEASE REFER TO THE NEW SCHEDULES FOR COMPLETE TIMES AND ROUTINGS. IF YOU HAVE ANY QUESTIONS, CONTACT A SUPERVISOR OR DISPATCHER

SURFACE SYSTEM CHANGES

BUS ROUTE ELIMINATION

17-Westchester - Weekends
31-31st - All service
33-Mag Mile Express - All service
43-43rd - Sundays
54A-N. Cicero /Skokie Blvd. - Saturdays
56A-N. Milwaukee - Weekends
85A-N. Central - Sundays
89- N. Kedzie - All service
90N-N. Harlem - Sundays
93-N. California - Sundays
131-Washington - All service
157-Streeterville - Saturdays
Culture Bus
201-202 (Evanston Service
203-204 Saturday)
Evanston routes to be reconfigured into two routes on Saturdays.

BUS ROUTE CHANGES

30-S. Chicago - No service north of 91st Street - Sundays
39-Pershing - No service after 10 pm - weekends
54B-S. Cicero - No service south of Ford City - All days
68-NW Highway - No service after 10 pm - All days
73-Armitage - No service after 9 pm - Sundays
84-Peterson - No service after 10 pm - All days
147-Outer Dr Exp - No midday service - Weekdays

OWL SERVICE CHANGES - BUS

ROUTES ELIMINATED

18-16th/18th; 27-S. Deering; 43-43rd; 56A-N. Milwaukee; 67-67th/69th/71st; 74-fullerton; 80-Irving Pk; 88-Higgins; 95E-93rd/95th; 108-Halsted/95th; 111-111th/115th/Pullman; 112-Vincennes/111th; 155-Devon. (Portions of routes 27, 67 and 95E will be combined into one route at night).

OWL SERVICE CHANGES - RAPID TRANSIT

Englewood/Jackson Pk. - South of Roosevelt road station intervals will go from 30 minutes on the branches and 15 minutes on the main line north of 58th street station to one hour on the branches and 30 minutes on the main line.

OWL SERVICE CHANGES - RAPID TRANSIT (cont)

Lake Street - West of Clark/Lake station intervals will increase from 30 minutes to one hour.

SERVICE CHANGES - RAPID TRANSIT

ROUTE ELIMINATION

Skokie Swift - Saturdays

STATION CLOSINGS

HOWARD/ENGLEWOOD/JACKSON PARK

Lawrence (all times), Thorndale (sundays)
North/Clybourn (weekends)
Wentworth, Harvard (all times)

O'HARE/CONGRESS/DOUGLAS

Grand (O'Hare) (all times)
Hoyne, Laramie (Douglas) (all times)

LAKE STREET - California (all times)

EVANSTON BRANCH - Noyes (all times)

RAVENSWOOD BRANCH - Rockwell (all times)

STATION ENTRANCE CLOSINGS

HOWARD LINE - Lunt at Morse, South entrance at Wilson

O'HARE LINE - Pulaski entrance at Irving Pk, Spaulding entrance at Logan Square

LAKE STREET LINE - Marion entrance at Harlem
Congress Line - Paulina entrance at Medical Center

FARE CHANGES EFFECTIVE 12/29/91

Monthly Pass - No change - \$60
Reduced Monthly Pass - \$30
New 7-Day Pass - \$15
Rapid Transit & Rush Hour Bus - Full fare \$1.50
Reduced Fare - Rush Hour - 65 cents
Off Peak Bus - Full Fare - \$1.20
Reduced fare - Off Peak - 55 cents
Tokens - Full Fare - \$1.20
Tokens - Reduced Fare - 55 cents
Transfer - 30 cents