

Green Pennant Special

RUN 105

OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC. FEBRUARY 1992

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.

*** JANUARY MEETING ***

The January meeting of The Omnibus Society of America was held on January 3, 1992, at the Welles Park Field House, located at 2333 W. Sunnyside in Chicago. The meeting began at 7:00 pm.

Member and OSA director William Reynolds presented a slide presentation entitled "BAY STATE MOTOR BUSES" featuring motor bus operations in Massachusetts outside the Boston area.

*** FEBRUARY MEETING ***

The February meeting of The Omnibus Society of America will be held on February 7, 1992, 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 a movie night presented by Mel Bernero. Mel will dip into his movie file and project a number of films from his collection.

*** TORONTO NEWS ***

The morning of January 19th saw the streets of Toronto without trolley bus service for the first time in 44 years.

When Flyer trolley bus 9247, Run 3, off of the Route 6 Bay Street route driven by operator Tony Harrison #20565, pulled into the Lansdowne barn at 2:53 am, the curtain came down on yet another city that had foresaken the trolley bus for internal combustion engined vehicles.

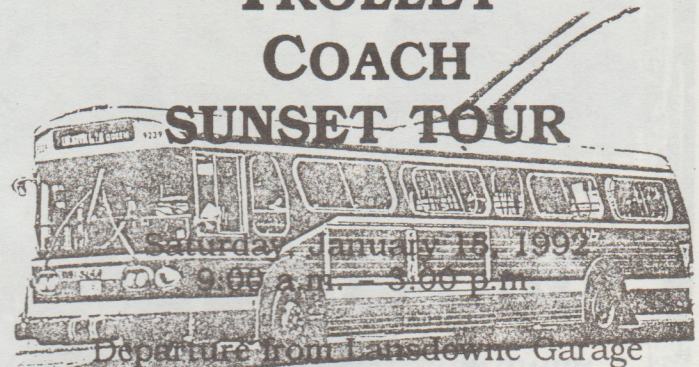
The Toronto Transit Commission decided it could save \$2 million by putting its 139 trolley buses in storage this year and replace them with diesel and CNG powered buses.

Saturday, January 18, 1992, saw 75 hearty "trolley freaks" pay \$25 to embark on a six hour charter over the former trolley bus routes in the

city of Toronto.

The articles that appear on pages two and three are from THE TORONTO STAR of Saturday, January 18th and Sunday, January 19th. They are reproduced in their entirety.

TORONTO TROLLEY COACH SUNSET TOUR



(Lansdowne Ave. & Paton Road
two blocks north of the subway)

\$25.00 (non-refundable)

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.

After 44 years, TTC trolleys reach the end of the line

Say goodbye to the whispering buses on Bay St. The next time you take one, you'll be able to hear it coming and smell it as it rolls up to the bus stop. A month after the Toronto Transit Commission decided it could save \$2 million by putting its 139 trolley buses in storage this year, the last ones go out of service today to be replaced by noisier, exhaust-emitting diesels.

The Bay St. route, the last of the nine routes in the service, was to make the transition to diesel late tonight.

The first trolleys were introduced in 1922 and ran along Merton St. and Mount Pleasant Rd. but lasted only two years, said TTC spokesperson Gordon Young.

The current fleet got its start in 1948 along the Lansdowne route.

Despite TTC staff assurances to the contrary, critics fear the fix is in and the trolley bus fleet — old, tired and "held together with bubble gum" as general manager Al Leach once said — has reached its final stop.

A driver on the Bay St. route put it succinctly: "These buses aren't like wine; they don't improve with age. They're not going to get better sitting in storage for a year unattended."

He concedes there are advantages to the newer diesel buses: They cost a lot less and, unlike trolley buses attached to power lines, if one breaks down it doesn't hold up those coming behind it.

"I'll miss the trolleys; don't get me wrong. These are fun. They have their own personality," the driver said.

"They (trolleys) seem to go a bit slower but it doesn't bother me. We don't need any more exhaust fumes," said Melissa Dennison, 24, a regular passenger.

"Over-all, I'd rather have a bus that wasn't spewing garbage into the city's air. On the other hand, I understand why the TTC is scrimping and saving," said passenger Michael Redhill, 25.

But the battle to save the trolley buses is far from over.

Days after TTC chairman Mike Colle reluctantly went along with staff's cost-saving plan on the trolleys, he urged the public to speak out loudly and clearly if they want them back.

Since then, he has received dozens of letters and phone calls from across Canada and the United States, including a distraught caller from Chicago who pleaded with him to do all he could to save them.

"People really feel an affinity to these vehicles. They're not bashing the TTC. They're just saying, 'Do you realize how important these trolleys are?'" Colle said.

"I'm pleased, because my real goal is to have a full, publicly debated analysis of the issue. It's not something we should do in a vacuum. People have a stake in transit and I'm glad they're taking part," Colle said.

"In other cities, people have lost streetcar lines without a whimper."

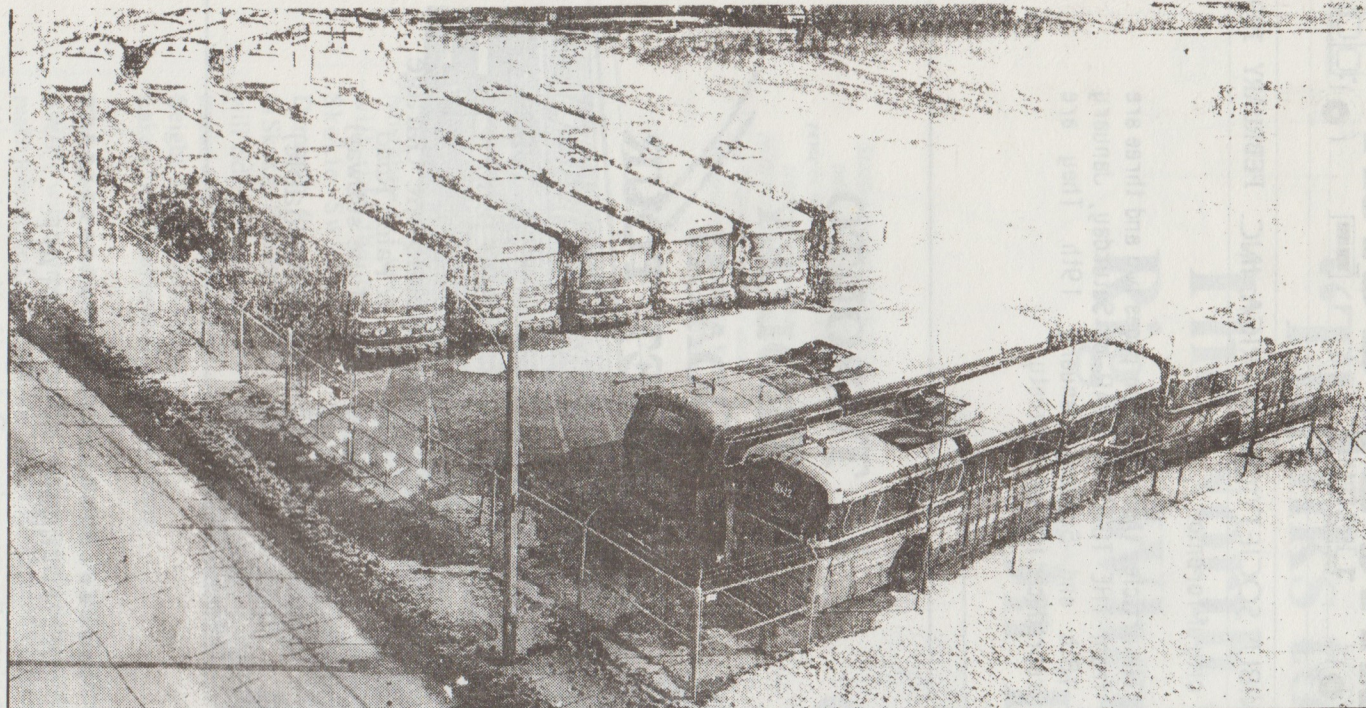
To that end, Colle is organizing a public meeting on March 24, a meeting he said will be critical to determining whether trolley buses have a future in Metro.

A major problem is the clear bias which exists among TTC staff and provincial transport ministry officials who are trying to promote natural gas buses, Colle said.

"We need objective information from a variety of sources," he said.

Among those he wants to hear from are representatives of New Flyer Industries of Winnipeg, which has developed a modern electric trolley bus.

He has also directed TTC staff to have reports on hand from Hamilton, Sacramento, Los Angeles and Dayton, Ohio, all of which have all recently done



BORIS SPREMO/TORONTO STAR

EARLY RETIREMENT: TTC officials had planned to take trolley buses off the road in 1993, despite protests from riders and

politicians, but Metro's budget crunch is being blamed for their early mothballing at Leslie St. and Lake Shore Blvd. E..

major studies on the trolley buses.

There are strong indications that trolley buses are enjoying a resurgence in the United States.

The Dayton-area transit authority was poised to phase out its electric trolley fleet in 1988 until a public backlash forced them to rethink the issue.

Since then, consultant Mike Buckel's report has persuaded them an investment of \$10 million would upgrade a system that would cost between \$100 and \$150 million to replace.

Spokesperson Valencia Walker said the transit authority's board of trustees (the equivalent of our TTC commissioners) have directed staff to develop a plan to upgrade the system and acquire new equipment.

To minimize the high start-up costs, Dayton hopes to piggyback its order for new trolley buses on that of Los Angeles, which is also in the process of establishing trolley routes, Walker said.

Only four Canadian cities — Edmonton, Vancouver, Toronto and Hamilton — and five in the United States — Seattle, San Francisco, Dayton, Boston and Philadelphia — operate trolley fleets.

But Sacramento and Los Angeles are planning to use electric trolley buses to meet tough California air emission standards, said Seattle Transit spokesperson Mil e Voris.

"My personal opinion is that (trolley buses) have a role to play in the collection of transit vehicles at our disposal. They're holding their own," Voris said.

Seattle has more than 150 trolley buses in service and has even developed "dual power" buses, which use diesel gas on suburban routes but connect up to a 1.9 kilometre (1.2 mile) electrified tunnel which runs through the city's downtown core, Voris said.

Deputations from Metro residents are expected

to be heard at the TTC's next meeting on Jan. 28, when Metro Councillor Howard Moscoe (North York Spadina) hopes to persuade fellow TTC commissioners to reopen the issue.

Commissioners could decide to return some of the trolleys to service at little cost, said Steve Munro, an activist who regularly attends TTC meetings.

"I'd like to see (TTC staff) put the 40 buses we lease from Edmonton back on the road. That would give us a tremendous psychological advantage for the March 24 meeting," Munro said.

The TTC staff can't use the tired argument that the buses are old and prone to breakdowns because the Edmonton buses are new and reliable, Munro said.

He added that the TTC is paying \$60,000 a month to lease the buses until May, 1993, regardless of Leach's assurances the contract can be broken.

"They are paying for them whether they run them or not."

Edmonton transit officials have said the funds from the contract are fully committed and the TTC has no escape options.

Munro first became involved in public transit issues in the early 1970s, when a group was formed called Streetcars For Toronto, to combat a TTC plan to get rid of the streetcars.

"The tide turned for streetcars in the late '70s and early '80s. There are more than twice as many streetcar systems now (in North America) than there were 20 years ago," Munro said.

"And now we're seeing the tide turn for trolley buses."

Munro is one of the organizers who have chartered two trolleys today for a six-hour tour of the city's electric trolley system.

"This is a sort of farewell tour for people who are

trolley bus fanatics. It's a farewell-for-a-while tour," he added hastily.

Munro and Moscoe say they have strong reservations about natural gas buses, the technology touted as a possible replacement for trolley buses.

Moscoe calls natural gas buses "an unfounded technology with a lot of disabilities that haven't been brought forward."

"I think the natural gas buses are an accident waiting to happen. It may not be this year or the year after. But I think one year, when the explosion comes, we'll all regret the fact natural gas buses were put into service," he said.

Munro said the 25 natural gas buses the TTC has acquired have taken longer than expected to put into working order.

"They have had all kinds of problems they're not willing to discuss. (Natural gas buses) have problems on hills; they have problems with heavy loads," Munro said.

Toronto Councillor Howard Levine, another fierce defender of the trolley buses, vows to keep fighting TTC staff on the trolley bus issue.

The city's solicitor is preparing a report on what legal options may be available to force the TTC to reverse its decision. The report will be ready when Toronto council meets on Jan. 27, Levine said.

Levine, who like Munro got involved in transit issues during the streetcar debate of the early 1970s, calls the latest debate "deja vu."

The TTC "is going the wrong way totally. Toronto will be the laughing stock of the world in terms of transit" if it abandons the trolleys, Levine said.

Levine said he made a point of not going on today's farewell tour.

"It's not the last trolley as far as I'm concerned," he said.



KEN FAUGHT/TORONTO STAR

LAST SHOT: John Eagle drove from Columbus, Ohio, for a last ride on the trolley buses and picture to

remember them by. Dropping the trolleys is "a big mistake," the Ohio transit supervisor says.

Trolleys' spark snuffed out

Transit 'freaks' come from miles away for final tour on doomed electric buses

By Michael Tenszen
TORONTO STAR

"Trolley freaks" took a sullen Sunset Tour yesterday aboard two doomed, dear old electric machines.

They were sad and mad.

Sad the plugs were finally pulled on their beloved trolley buses and mad that the Toronto Transit Commission is "regressing" to the toxic transit technology of diesel fumes.

It was a funeral run to a graveyard, a tribute to the buzzing, whirring, humming trolleys.

After a few last runs along Bay St., the lights went out on 139 buses, including old 9323 and 9197 that carried 75 aficionados from Canada and the United States on a final, six-hour tour.

They paid \$25 each and rented the two 20-year-old buses (with 40-year-old electric insides) from the TTC for \$870 — the last fares the trolleys will pull.

At many of the stops the transit groupies — mostly middle-aged men in tuques who also like model trains — lumbered down from the machines and took snapshots.

John Eagle went along for the ride and, like many others aboard, he slammed the TTC.

"Toronto is making a big mistake," said Eagle, a supervisor with the Central Ohio Transit Authority in Columbus. "Toronto is regressing instead of progressing."

Eagle, 49, fought and lost the Columbus battle to save that city's 215 trolley buses back in 1965. He urges Torontonians not to surrender.

"Trolleys are fast, they are quiet, they are non-polluting, they are powerful. I love them," said Eagle who spent four fun years as a trolley captain in Rochester, N.Y.

Eagle was so upset about the TTC's decision, he made an eight-hour overnight drive from Columbus. "I'm here to say goodbye," he said.

The TTC says trolley buses are expensive and must be replaced. TTC officials have agreed to hold a public meeting March 24 to debate the trolleys' future but many believe they've hit the end of the line for good.

"We're on a farewell trip around the system," said tour organizer Steve Munro. "But I didn't expect this many people."

Munro led the fight in the early 1970s to save Toronto's old streetcars from the scrapyard.

"I think it is very short-sighted of Toronto and it will be something you will regret," said Richard "Doc" Henry, an aerospace engineer from Dayton, Ohio. "You will look back at the trolleys and say, 'We made a mistake.'"

"Toronto seems to be going in the opposite direction from the rest of the world," said Henry, a lobbyist to save the 20 remaining trolley buses in Dayton.

There has been a widespread return in the United States to electric-powered public transit.

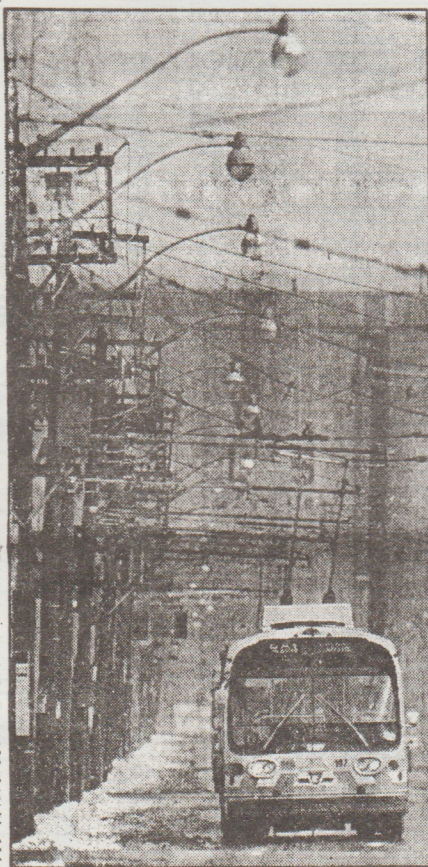
Norm Hurst was at the wheel of old 9323 yesterday.

"Trolleys have their good days and their bad days," said Hurst who's guided the sparky machines around for four years.

"Sometimes you can go all day without the trolley poles flying off the (electric) lines, and some days they're off a dozen times."

Yesterday the poles on 9323 came off — as everyone knew they would — just a few times. It's a quirky little upset endured for 44 years by Toronto trolley riders and by the drivers who fumbled in the cold and heat to pin the pole on the power line.

But no more.



KEN FAUGHT/TORONTO STAR

FINAL MILE: One of the TTC's doomed trolley buses travels along Queen's Quay on its Sunset Tour.

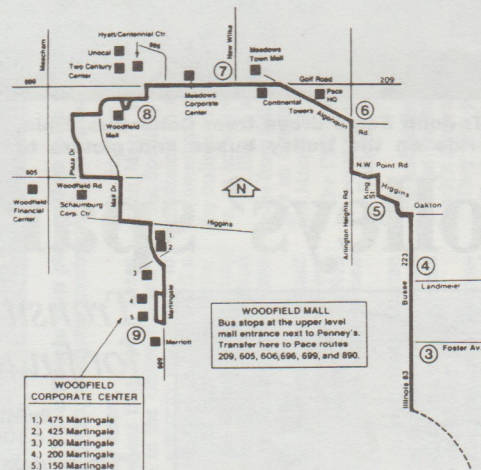


In meeting the continued demand for service to Woodfield, PACE inaugurated new Route #757 - Northwest Connection on 12/10/90, operating between the Harlem/Lake and Desplaines/Congress 'L' stations and Woodfield. Woodfield is thus tied to both ends of the Ohare-Congress line (the others are daily local route #209 (Harlem/Higgins 'L') and the Weekday/Saturday #606 (River Road 'L')). The #757 provides, for the first time ever, the Lake-Dan Ryan a direct bus connection to Woodfield. The line also provides the first respectable connection between Pace/West (former West Towns) routes and Woodfield for some time. (The last good connection was via the #332 and #209 at Golf/Elmhurst (when the #332 operated to Randhurst). Until recently, haphazard connections could be made between the #332 and the #405 at Oakton/Elmhurst).

This type of express bus service is both welcomed and encouraged. However, one cannot help but wonder when PACE is going to do anything about providing good line-haul service between Woodfield and DuPage County. It appears that PACE is more interested in capturing the city-to-suburb traffic then the admittedly harder to capture suburb-to-suburb trade. One has to wonder if PACE is really a suburban bus service, or Primarily A CTA Extension bus?

757

Northwest Connection



Operated by
Valley Transit, Inc.
Hodgkins

For lost and found
call (708) 458-5150

ROUTE 757 NORTHWEST CONNECTION WESTBOUND

1	2	3	4	5	6	7	8	9
HARLEM AVE. CIRCLE BLVD.	DESPLAINES RAPID TRANSIT STATION	HIGHWAY 83 FOSTER AVE.	LANDMEIER BUSSE RD.	HIGGINS RD. KING ST.	ALGONQUIN & ARLINGTON HEIGHTS RDS.	NEW WILKE & GOLF RDS.	WOODFIELD MALL PENNEY'S	WOODFIELD CORPORATE CENTER
5:25am	5:30am	5:50am	5:56am	6:01am	6:08am	6:12am	6:18am	6:26am
6:00	6:05	6:25	6:31	6:36	6:43	6:48	6:56	7:04
6:25	6:30	6:50	6:56	7:01	7:08	7:13	7:21	7:30
6:55	7:00	7:25	7:36	7:43	7:50	7:55	8:03	8:12
7:25	7:30	7:55	8:06	8:13	8:20	8:25	8:33	8:42
7:55	8:00	8:25	8:36	8:43	8:50	8:55	9:03	9:12
8:40	8:45	9:10	9:16	9:21	9:26	9:30	9:36	9:42
10:00	10:05	10:25	10:31	10:36	10:41	10:45	10:51	10:57
2:15pm	2:23pm	2:53pm	3:00pm	3:05pm	3:10pm	3:15pm	3:20pm	3:28pm

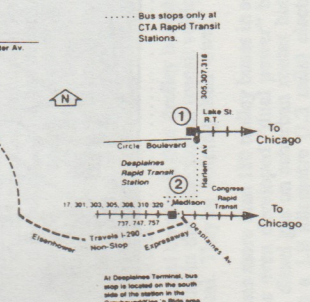
ROUTE 757 NORTHWEST CONNECTION EASTBOUND

9 *	8	7	6	5	4	3	2	1
WOODFIELD CORPORATE CENTER	WOODFIELD MALL PENNEY'S	NEW WILKE & GOLF RDS.	ALGONQUIN & ARLINGTON HEIGHTS RDS.	HIGGINS RD. KING ST.	LANDMEIER BUSSE RD.	HIGHWAY 83 FOSTER AVE.	DESPLAINES RAPID TRANSIT STATION	HARLEM AVE. CIRCLE BLVD.
1:05pm	1:11pm	1:15pm	1:20pm	1:25pm	1:30pm	1:37pm	2:02pm	2:08pm
2:35	2:42	2:46	2:51	2:56	3:01	3:08	3:33	3:39
3:05	3:12	3:16	3:21	3:26	3:31	3:38	4:18	4:26
3:35	3:42	3:46	3:51	3:56	4:01	4:14	4:54	5:02
4:05	4:13	4:17	4:22	4:27	4:32	4:45	5:25	5:33
4:35	4:43	4:47	4:52	4:57	5:02	5:15	5:55	6:03
5:15	5:23	5:27	5:32	5:37	5:42	5:52	6:32	6:40
5:50	5:58	6:02	6:07	6:12	6:17	6:24	6:59	7:07
6:20	6:28	6:32	6:37	6:42	6:47	6:57	7:37	7:45

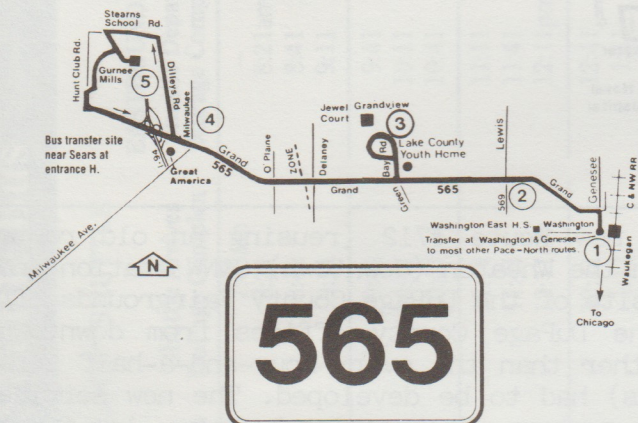
Due to constantly changing expressway traffic conditions, bus might run ahead of or behind schedule westbound from Foster Avenue and Illinois 83 to Woodfield Corporate; eastbound from Foster Avenue and Illinois 83 to Harlem Avenue and Circle Boulevard.

Bus will stop upon signal to driver at any intersection north of Illinois 290 where it is safe to do so.

Weekday service only.
No Saturday, Sunday or holiday service.



As was outlined in last month's Green Pennant Special, a number of route changes were made at Pace/North (Waukegan) in September. Prior to September, however, a number of other changes were made which bear a little look. Effective June 30th, Sunday service returned to downtown Waukegan (it had been absent for almost 8 years), when Route #565 - Grand began seven day a week service between Waukegan and the new Gurnee Mills shopping center. The route had previously provided weekday service to Gurnee, but was expanded to a full service route with the opening of the shopping center. Additionally, Route #567 - Ports of Call was extended northward on Green Bay Road to connect with the expanded #565 service. At the west end, Route #570, which has for years provided weekday rush hour service only between College of Lake County (connecting with the #572 to/from Waukegan) was extended northward to Gurnee Mills to provide a connection with the expanded #565, and recieved limited midday service. It is interesting that prior to the great RTA funding disaster (not crisis, disaster - there is a difference!), the route had provided weekday daytime service between Fox Lake and what is now Gurnee Mills. Thus, the route regains some of its former luster.



Grand Ave.

ROUTE 565 - GRAND AVENUE

WEEKDAY

WESTBOUND

1	2	3	4	5
WASHINGTON GENESEE	GRAND LEWIS	JEWEL STORE GRANDVIEW COURT	GRAND MILWAUKEE	GURNEE MILLS *
7:02am	7:09am	7:15am	7:21am	7:27am
7:52 S	7:59 S	8:05 S	-	-
8:02	8:09	8:15	8:21	8:27
9:02	9:09	9:15	9:21	9:27
10:02	10:09	10:15	10:21	10:27
11:02	11:09	11:15	11:21	11:27
12:02pm	12:09pm	12:15pm	12:21pm	12:27pm
1:02	1:09	1:15	1:21	1:27
2:02	2:09	2:15	2:21	2:27
3:02	3:09	3:15	3:21	3:27
4:07	4:14	4:20	4:26	4:32
5:10	5:17	5:23	5:29	5:35
6:10	6:17	6:23	6:29	6:35
7:10	7:17	7:23	7:29	7:35
8:10	8:17	8:23	8:29	8:35
9:10	9:17	9:23	9:29	9:35

WEEKDAY

EASTBOUND

5	4	3	2	1
GURNEE MILLS *	GRAND MILWAUKEE	JEWEL STORE GRANDVIEW COURT	GRAND LEWIS	WASHINGTON GENESEE
6:32am	6:38am	6:44	6:50	6:57
7:32	7:38	7:44	7:50	7:57
8:32	8:38	8:44	8:50	8:57
9:32	9:38	9:44	9:50	9:57
10:32	10:38	10:44	10:50	10:57
11:32	11:38	11:44	11:50	11:57
12:32pm	12:38pm	12:44pm	12:50pm	12:57pm
1:32	1:38	1:44	1:50	1:57
2:32	2:38	2:44	2:50	2:57
3:32	3:38	3:44	3:50	3:57
4:38	4:44	4:50	4:56	5:03
5:38	5:44	5:50	5:56	6:03
6:38	6:44	6:50	6:56	7:03
7:38	7:44	7:50	7:56	8:03
8:38	8:44	8:50	8:56	9:03
9:38	9:44	9:50	9:56	10:03

SATURDAY

WESTBOUND

1	2	3	4	5
WASHINGTON GENESEE	GRAND LEWIS	JEWEL STORE GRANDVIEW COURT	GRAND MILWAUKEE	GURNEE MILLS *
8:20am	8:26am	8:31am	8:36am	8:41am
8:50	8:57	9:03	9:09	9:15
9:50	9:57	10:03	10:09	10:15
10:50	10:57	11:03	11:09	11:15
11:50	11:57	12:03pm	12:09pm	12:15pm
1:15pm	1:22	1:28	1:34	1:40
2:15	2:22	2:28	2:34	2:40
3:15	3:22	3:28	3:34	3:40
4:15	4:22	4:28	4:34	4:40
5:15	5:22	5:28	5:34	5:40
6:10	6:17	6:23	6:29	6:35
7:10	7:17	7:23	7:29	7:35
8:10	8:17	8:23	8:29	8:35
9:10	9:17	9:23	9:29	9:35

SATURDAY

EASTBOUND

5	4	3	2	1
GURNEE MILLS *	GRAND MILWAUKEE	JEWEL STORE GRANDVIEW COURT	GRAND LEWIS	WASHINGTON GENESEE
9:20am	9:26am	9:32am	9:38am	9:45am
10:20	10:26	10:32	10:38	10:45
11:20	11:26	11:32	11:38	11:45
12:20pm	12:26pm	12:32pm	12:38pm	12:45pm
1:45	1:51	1:57	2:03	2:10
2:45	2:51	2:57	3:03	3:10
3:45	3:51	3:57	4:03	4:10
4:45	4:51	4:57	5:03	5:10
5:45	5:51	5:57	6:03	6:10
6:38	6:44	6:50	6:56	7:03
7:38	7:44	7:50	7:56	8:03
8:38	8:44	8:50	8:56	9:03
9:38	9:44	9:50	9:56	10:03

SUNDAY

WESTBOUND

1	2	3	4	5
WASHINGTON GENESEE	GRAND LEWIS	JEWEL STORE GRANDVIEW COURT	GRAND MILWAUKEE	GURNEE MILLS *
9:10am	10:17am	10:23am	10:29am	10:35am
1:10	11:17	11:23	11:29	11:35
2:10pm	12:17pm	12:23pm	12:29pm	12:35pm
3:10	3:17	3:23	3:29	3:35
4:10	4:17	4:23	4:29	4:35
5:10	5:17	5:23	5:29	5:35
6:10	6:17	6:23	6:29	6:35

SUNDAY

EASTBOUND

5	4	3	2	1
GURNEE MILLS *	GRAND MILWAUKEE	JEWEL STORE GRANDVIEW COURT	GRAND LEWIS	WASHINGTON GENESEE
10:38am	10:44am	10:50am	10:56am	11:03am
11:38	11:44	11:50	11:56	12:03pm
12:38pm	12:44pm	12:50pm	12:56pm	1:03pm
2:38	2:44	2:50	2:56	3:03
3:38	3:44	3:50	3:56	4:03
4:38	4:44	4:50	4:56	5:03
5:38	5:44	5:50	5:56	6:03
6:38	6:44	6:50	6:56	7:03

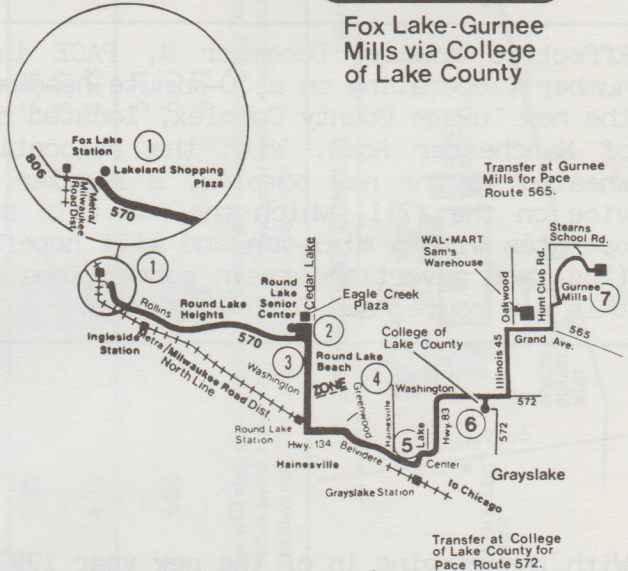
* - Bus transfer site is half block south of Sears near entrance H.

S - Operates school days only. These trips are inaccessible to persons using wheelchairs.

Sunday service will operate Memorial Day, 4th of July, Labor Day, Columbus Day and Veterans' Day. No service on Christmas Day and New Year's Day.



Fox Lake - Gurnee Mills via College of Lake County



ROUTE 570 FOX LAKE - GURNEE MILLS VIA CLC

WEEKDAY

EASTBOUND

1	2	3	4	5	6	7
LAKELAND PLAZA	CEDAR LAKE ROLLINS	CEDAR LAKE WASHINGTON	MAIN GREENWOOD	CENTER WHITNEY	COLLEGE OF LAKE COUNTY	GURNEE MILLS *
6:55am	7:06am	7:11am	7:15am	7:20am	7:28am	-
8:07	8:18	8:23	8:27	8:32	8:40	8:52am
9:57	10:08	10:13	10:17	10:22	10:33	10:45
1:10pm	1:21pm	1:26pm	1:30pm	1:35pm	1:43pm	1:55pm
4:10	4:21	4:26	4:30	4:35	4:43	4:55
5:47	5:58	6:03	6:07	6:12	6:20	6:32

ROUTE 570 FOX LAKE - GURNEE MILLS VIA CLC

WEEKDAY

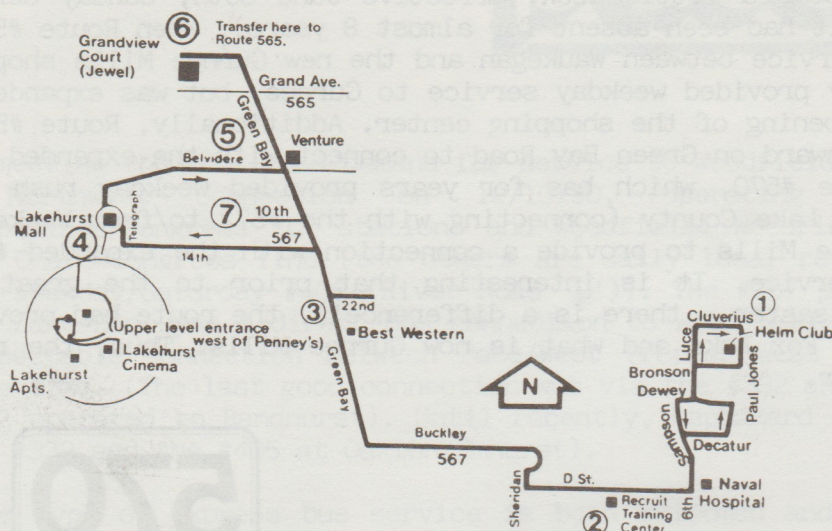
WESTBOUND

7	6	5	4	3	2	1
GURNEE MILLS *	COLLEGE OF LAKE COUNTY	CENTER WHITNEY	MAIN GREENWOOD	CEDAR LAKE WASHINGTON	CEDAR LAKE ROLLINS	LAKELAND PLAZA
-	6:22am	6:30am	6:35am	6:39am	6:44am	6:55am
-	7:34	7:42	7:47	7:51	7:56	8:07
8:57am	9:09	9:17	9:22	9:26	9:31	9:42
12:18pm	12:33pm	12:41pm	12:46pm	12:50pm	12:55pm	1:06pm
3:18	3:33	3:41	3:46	3:50	3:55	4:06
5:00	5:12	5:20	5:25	5:29	5:34	5:45
6:34	6:46	6:54	6:59	7:03	-	-

* - Bus stops near Sears at entrance #9.

Weekday service only.

No Saturday, Sunday or holiday service.



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Ports of Call

Effective Monday, December 9, PACE instituted new Route #712 (reusing an old route number), operating on a 30-minute headway between the Wheaton (downtown) C&NW station and the new DuPage County Complex, located near the site of the DuPage County Fairgrounds off of Manchester Road. With the relocation of the DuPage County offices from downtown Wheaton to the new complex, a regular route (other than the every-hour-and-a-half service on the #711, which the new #712 supplements) had to be developed. The new service operates with a mini-van and will hopefully be a success. The regular headway, low fares (25¢) and advertised train connections ought to bring 'em in. For a detailed schedule of this new route, see following page.



With the ringing in of the new year 1991 saw the ringing out of an old friend, NORTTRAN. A maverick transit operator (which pre-dated the RTA), NORTTRAN attempted (unfortunately in vain) to operate service without the continuous meddling of PACE. Since PACE held all the financial pursestrings, NORTTRAN could no longer hold on, and became Pace/Northwest with the coming of the new decade. One of the most difficult things to swallow, however, is the apparent demise of the "North Shore Swift" (see next following page). NORTTRAN was active as a rail planner, as well as a bus operator. Without NORTTRAN, there is little reason to believe that the extension of the Skokie Swift to Northbrook, long advocated not only by NORTTRAN but by numerous transit advocates, will ever become a reality. PACE has instituted improved bus service between the Davis 'L' in Evanston and Northbrook Court Shopping Center (located near the old North Shore Line along Lake-Cook Road) via its existing routes #212 and #214. In addition, new route #626, which is a reverse commute line operating out of the Skokie Swift, now taps some of this market. METRA, which provides parallel (but not comparable) service via its C&NW and Milwaukee/North lines is against the project because of possible competition with its trains (the C&NW's "Uncle Ben" lives!). Thus, without a champion (in the form of NORTTRAN), we can most likely kiss off any extension of electric rail service north of Dempster Street in Skokie. While some may not mourn NORTTRAN's loss, all this reviewer can say is "NORTTRAN, you were my kinda transit company".

Wheaton's "Loop" Shuttle Bus

Ride the "Loop." It's Pace's convenient and economical shuttle service that operates in a continuous loop to and from the DuPage County complex, downtown Wheaton and the Metra Train Station.

Save time and steps. We stop right at your door. The shuttle's ideal for lunch, shopping or errands, as well as for weekday work purposes. It's only a ten-minute ride between Wheaton and the complex.

The "Loop" shuttle bus is quick, air conditioned and comfortable. Best of all, it's a small vehicle, with plush seats, designed specifically for this type of service.

Do your part for clean air and save your parking space. When you use the shuttle, not only will you increase your auto's performance by decreasing its short trips, but you won't have the inconvenience of losing your parking space and finding another, especially in rush hour or lunch-time traffic.

So get in the Loop, and try the "Loop" shuttle today!



ROUTE 712 - WHEATON "LOOP" SHUTTLE

WESTBOUND

Westbound Train Arrives	Shuttle Departs Station	Shuttle Arrives DuPage Complex
7:37am*	7:40am	7:48am
-	8:11	8:21
8:28	8:31	8:41
-	9:01	9:11
9:28	9:31	9:41
-	10:01	10:11
-	10:31	10:41
-	11:01	11:11
11:28	11:31	11:41
-	12:01pm	12:11pm
12:28pm	12:31	12:41
-	1:01	1:11
1:30	1:31	1:41
-	2:01	2:11
2:28	2:31	2:41
-	3:01	3:11
3:30	3:31	3:41
-	4:01	4:11
4:32	4:33	4:43
-	5:01	5:11
5:28	5:31	5:41
-	6:01	6:11

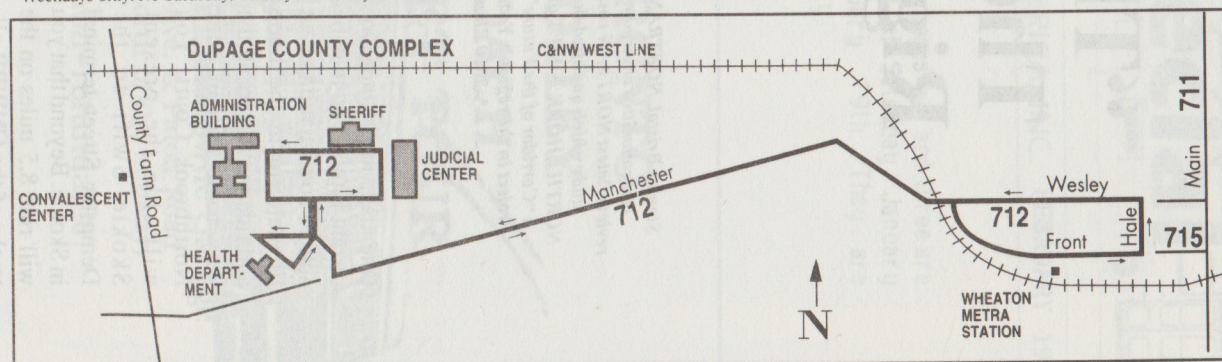
EASTBOUND

Shuttle Departs DuPage Complex	Shuttle Arrives Station	Eastbound Train Departs
-	-	-
8:21am	8:27am	-
8:41	8:47	-
9:11	9:17	9:22am
9:41	9:47	-
10:11	10:17	10:21
10:41	10:47	-
11:11	11:17	-
11:41	11:47	-
12:11pm	12:17pm	12:21pm
12:41	12:47	-
1:11	1:17	1:21
1:41	1:47	-
2:11	2:17	2:21
2:41	2:47	-
3:11	3:17	3:21
3:41	3:47	-
4:11	4:17	4:21
4:43	4:49	-
5:11	5:17	5:22
5:41	5:47	-
6:11	6:17	6:22

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

*7:37am arrival is met by Pace Route 711. Board bus on Liberty Street (south side of tracks).

Weekdays only. No Saturday, Sunday or holiday service.



"Thanks to NORTRAN, The North Shore Swift Is Right Where It Belongs... On Track."

*Stanley Bristol, NORTRAN
rail committee chairman,
reviews latest NORTRAN cost
study which qualified the
NORTH SHORE SWIFT as
a "Corridor of the Future"
Project in the region's Year
2010 Plan.*

One day, in the not-too-distant future, you may be able to board a train on an El platform in the Loop and ride in rail cars all the way to a station near Northbrook Court. You will ride the present Skokie Swift to the Dempster Street terminal in Skokie. Beyond that you will ride 8.5 miles on the tracks of the CNWRR all-freight, single-track line to Lake-Cook Road near Northbrook Court.

The benefits of what might well be called the NORTH SHORE SWIFT will be tremendous. Such a line would help workers reach jobs in the Lake-Cook and Skokie Road commercial corridors and serve Northbrook Court shoppers. It would also provide service for commuters going into Chicago.

The North Suburban Mass Transit District's (NORTRAN) early studies made several years ago showed that such a service was feasible. Since those studies were made, we have been working with NORTRAN's communities, area planning groups, Metra, CATS (Chicago Area Transportation Study), and the RTA in an effort to bring the project closer to reality.

Our most recent study, completed this summer, showed the North Shore Swift could be built at a cost as low as \$23.7 to \$37 million, a finding which may well have saved the project for inclusion in the region's Year 2010 Plan as a "Corridor of the Future." If the North Shore Swift was not included in that



plan, the project may have been scrapped. Earlier studies pegged the cost at an astronomical \$91 million, a figure which would have virtually doomed the plan.

"Considering the enormous amount of detail and the number of projects which the Year 2010 Committee had to analyze, it did an excellent job of

evaluation. The NORTRAN Rail Committee had the luxury of concentrating on one, not many, projects," said Timothy J. Doron, NORTRAN's executive director and general manager.

NORTRAN is a grassroots organization composed of 26 north and northwest suburban communities that want to direct and determine the kind of transit service they receive. NORTRAN's lead in the extension of the Skokie Swift and the creation of what one day may be the North Shore Swift is an example of how NORTRAN communities work together to make good things happen in public transportation.

If you have any thoughts, opinions or questions about the North Shore Swift Project, or about public transportation in the north and northwest suburbs, please write:

**Harriet Rosene, Chairman
North Suburban Mass Transit District
900 East Northwest Highway, Box 388
Des Plaines, Illinois 60016**