

如何 正確使用 CTA 的 新收費標準

美
國
新
中
美
Chinese American News

January 11, 1992 ~ January 17, 1992

9
新聞區社

其實很簡單。

絕對不要多付你應該付的車費。

請參看附表，就知道我們的意思了。

對於經常乘坐CTA的人而言，買月票仍是最經濟的方法。一張月票僅\$60元，而您卻可以無限制的乘坐CTA。月票可在當月內的任何一天使用，沒有專車的限制，又可以乘坐快車。

其次，是我們新出的週票。週票有著一切月票的優點，唯一的差別是週票只限在當週內使用。週票每張十五元，您可以在要乘車的那一週再買週票。

接下來，是您所熟悉的投幣票。一組十個投幣票僅需\$10元。

如果您持現金乘車，則尖峰時間內的票價為每張\$1.5元，非尖峰時間的票價為每張\$1.2元。

您可選擇上述的任何一種付費方法。與養一部車比起來，CTA車費將為您省下可觀的費用。

採用CTA是您聰明的抉擇。

CTA是兩點之間最聰明的通達方法。

CTA 車 費	成人	老年人、學生、兒童及殘障者
月票	\$15	
月票 (每日)	\$40	\$30
無限制乘車，包括特快車。		僅限老年及殘障者
任何時間限乘一次 轉車票及特快車票另有加收	每十個 \$12.00	每二十個 \$11.00
任何時間之火車及尖峰時間之公車 週日上午六時至九時，下午三時至六時。	\$1.50	65C
非尖峰時間之公車非尖峰時間及週票	\$1.20	55C
轉車票加收	30C	15C
特快車加收	25C	25C
特別服務	\$1.50	\$1.50
★包括七歲至十一歲之兒童及持證件之小學、中學生，六十五歲以上之老年人及殘障者。		
月票及投幣票在各Currency Exchange, Jewel, Dominion's 皆有出售。CTA 在Merchandise Mart 及許多金融機構均設有辦公室。投幣票在各火車站均有出售。		

無論您要到何處，請搭乘 

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.

*** MARCH MEETING ***

The March meeting of The Omnibus Society of America was held on March 6, 1992, at the Welles Park Field House located at 2333 W. Sunnyside in Chicago. The meeting began at 7:00 pm.

John LeBeau, in conjunction with programs being presented at the other transit enthusiast groups in Chicago during March, presented a slide show on Canadian transit properties.

*** APRIL MEETING ***

The April meeting of The Omnibus Society of America will be held April 3, 1992, at the Welles Park Fieldhouse, located at 2333 W. Sunnyside in Chicago. The meeting will begin at 7:00 pm.

The meeting will be a slide presentation by OSA member Albert Reinschmidt.

*** DUES NOTICE ***

For those members that have not renewed their dues for 1992, this will be the last Green Pennant for the year. A renewal notice is enclosed for those who have not renewed for 1992.

*** METRA NEWS ***

KNIGHT ARCHITECTS Engineers Planners, Inc., of Chicago was given a \$437,438 study to inventory all of Metra's train stations to get a better idea about which ones should priority for being made accessible to the handicapped.

There are 208 stations on the 11 Metra lines radiating from Chicago and of these, Metra's four main terminals in downtown Chicago and 68 in the neighborhoods and the suburbs should be considered "key" to the disabled community, as mandated by the federal Americans with Disabilities Act.

Forty will be key depots, to have priority in renovations over the next two years to make them more accessible to handicapped riders. Another four stations will be rehabbed in the next five years.

The Metra stations at Davis Street in Evanston and Jefferson Park on the Northwest Side are among those that pose especially tough engineering problems in order to make them handicapped accessible.

Both stations should be on the key list because they are major transfer points with CTA and Pace buses and rapid transit trains. But they are not because no one has been able to hit on a way to get wheelchairs to the Metra platforms, which are elevated high above street level at those locations.

Curb cuts, ramps, hand railings, easier-to-open doors and the like are called for elsewhere. Ticket-agent windows will be lowered to put them at a convenient level for people in wheelchairs. Restroom facilities, where they exist, will be remodeled to be wheelchair accessible.

There will also be tactile cues, domelike markers placed in sidewalks and platforms, to warn visually impaired persons of platform edges, stairs, curbs and other hazards.

The consultants counted 21 tunnels, 30 ramps, four sets of elevators, 99 bathrooms and parking for 64,900 cars. If all of Metra's station platforms were lined up end to end, they would extend more than 34 miles, nearly the distance between downtown Chicago and Aurora. If all of the steps were at the 148 stations with stairs were stacked one atop another, they would reach up 366 floors.
(cont. on page 3)

-COVER-

HOW TO MAKE THE NEW CTA FARES WORK FOR YOU

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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.

(cont. from page 2)

METRA NEWS

Quiz: On what line are the two oldest Metra stations located, and what are their names.

What is the busiest suburban station, and what station has the most parking.

(see the bottom right hand corner for the answers)

***** PACE PATTERN *****

THE PROTOTYPE OF the first of the 71 new buses from Ikarus USA for Pace was in town the first week of March, put on display for the Pace board to look at.

The \$13.3 million order of buses will be part of a new fleet of wheelchair-accessable vehicles to be built by Ikarus and possibly other manufacturers, depending on how future bid lettings go.

Pace is planning on taking delivery of an average of 50 new lift-equipped buses in each of the next five years.

The Ikarus buses will initially be assigned to routes 301-Roosevelt Road; 305-Cicero/River Forest; 308-Medical Center; 311-Oak Park Avenue; 318-North Avenue; 319-Grand Avenue; 330-Mannheim/La Grange Roads and 331 Cumberland/5th Avenues.

***** CTA CORNER *****

AS COVERED IN LAST months GPS the CTA has a new managing director, Robert Belcaster.

Mr. Belcaster has named the following people to be his three deputies, Elonzo Hill, executive vice-president for service delivery; Thomas J. Stevens, executive vice-president for administration, and Nuria Fernandez, vice-president for capital development.

THE CHICAGO TRANSIT Authority filed a lawsuit accusing Transportation Manufacturing Corp., of Roswell, NM of violating terms of an \$87.2 million contract for lift-equipped buses awarded in 1988. The CTA claims TMC failed to deliver the 491 buses on time, resulting in losses of \$25 million. TMC is countersuing for \$200 million in damages.

A DELEGATION FROM Taiwan will arrive in

Chicago soon to tour the CTA. The group plans to finalize an agreement to use the CTA as a model for the rapid transit system in Taipei, Taiwan.

DURING THE FIRST month following imposition of a 20 percent fare increase, CTA ridership fell further than expected and revenue grew more slowly than projected.

The new fares were projected to generate 12.2 percent in additional revenues, while producing a ridership decline of 7.4 percent.

Through January 25, revenue increased only 10.6 percent over the corresponding period of 1991 as ridership fell 8.5 percent.

The CTA is downplaying the significance of the numbers, saying that it will take another month to determine ridership trends stemming from the rise in fares.

***** STRAP HANGER *****

MARCH 16TH SAW the Pittsburgh transit system shut down by a strike of its employees, forcing more than 285,000 commuters to drive, take riverboats or walk to work in bitter 9-degree cold.

The union's 2,700 members have been working without a contract since December 1. They earn an average of \$15.77 an hour at a base pay of \$32,802 a year.

PAT had offered a one-year contract that includes a wage increase of 1.5 percent effective January 1, quarterly cost of living increases and a continuation of benefits.

The Union wants PAT to follow the proposals made by a state fact-finder that suggested increasing hourly pay by as much as \$1.94 over three years, or about 12 percent.

***** QUIZ ANSWERS *****

TWO OLDEST STATIONS AND LINE - LEMONT 1853 and LOCKPORT 1863, both on the Chicago-Joliet Heritage Corridor.

BUSIEST SUBURBAN STATION - NAPERVILLE - Burlington Northern, over 3,500 daily boardings.

STATION WITH MOST PARKING - 147TH STREET Station - Metra Electric, nearly 2,100 spaces.

CTA BUS SERVICE REDUCTIONS

(William Shapotkin)

The Chicago Transit Authority instituted a number of severe service reductions in February. The bus changes took effect on Sunday, February 2, 1992 (except where noted), with changes in rail service effective February 9, 1992. Bus service changes are outlined below:

Route	Change
5	New Route, operate Owl-only service over portions of #27, #67 and #95E routes. (For routing, see map on next page.)
17	Weekend service eliminated. (Service assumed under same schedule by PACE as their route #317.)
18	Owl service eliminated.
27	Owl service eliminated. (Owl service over majority of route assumed by new #5 - South Shore.)
30	Sunday service north of 91st St eliminated.
31	Weekday headways changed from 30 to 60 minutes. Saturday service eliminated.
33	Evening rush hour service eliminated, with last day of service being 2/28/92.
39	Service after 10:00PM eliminated.
43	Owl and Sunday service eliminated.
53A	Sunday service headways changed from 15 to 30 minutes.
54A	Saturday service eliminated. (Service assumed on a modified routing with a modified schedule by PACE as their route #254.)
56A	Owl and Weekend service eliminated. (PACE expanded service hours on #270 to partially compensate, see schedule.)
67	Owl service eliminated. (Service between 69/Dan Ryan 'L' and 67/Jeffery assumed by new Route #5 - South Shore.)
68	Service after 10:00PM eliminated.
73	Service after 9:00PM eliminated on Sundays only.
74	Owl service eliminated.
80	Owl service eliminated.
81W	Weekend service headways changed from 20 to 30 minutes.
84	Service after 10:00PM eliminated.
85A	Sunday service eliminated.
88	Owl service eliminated.
89	Route abandoned entirely.
90N	Sunday service eliminated. (PACE #228 service expanded to Sundays to partially compensate, see schedule.)
93	Sunday service eliminated.
95E	Owl service eliminated. (Service continued as part of new #5 - South Shore.)
96	Weekend service headways changed from 20 to 30 minutes.
108	Owl service eliminated.
111	Owl service eliminated.
112	Owl service eliminated.
131	Route abandoned entirely. (Service restored, weekday rush hours only, on 2/17/92.)
155	Owl service eliminated.
157	Saturday service eliminated.
202	Saturday service eliminated. (See #204)
203	Saturday service eliminated. (See #204)
204	Saturday service changed to operate as follows: Howard-Ridge-Oakton-Dodge- Main-Fowler-Dempster-Dodge, thence via regular weekday routing. This covers the heaviest parts of the 202, 203 and 204 routes.



SATURDAYS & SUNDAYS

NORTHBOUND

①	②	③	④	⑤	⑥	⑦
HARLEM CTA STATION	HARLEM & DEVON	HARLEM & TOUHY	HARLEM & OAKTON	HARLEM & DEMPSTER	HARLEM & GOLF	GLENVIEW & WAUKEGAN RDS.
8:10am	8:15am	8:18am	8:21am	8:24am	8:27am	8:33am
9:10	9:15	9:18	9:21	9:24	9:27	9:33
10:10	10:15	10:18	10:21	10:24	10:27	10:33
11:10	11:15	11:18	11:21	11:24	11:27	11:33
12:10pm	12:15pm	12:18pm	12:21pm	12:24pm	12:27pm	12:33pm
1:10	1:15	1:18	1:21	1:24	1:27	1:33
2:10	2:15	2:18	2:21	2:24	2:27	2:33
3:10	3:15	3:18	3:21	3:24	3:27	3:33
4:10	4:15	4:18	4:21	4:24	4:27	4:33
5:10	5:15	5:18	5:21	5:24	5:27	5:33
6:10	6:15	6:18	6:21	6:24	6:27	6:33

SOUTHBOUND

⑦	⑥	⑤	④	③	②	①
GLENVIEW & WAUKEGAN RDS.	HARLEM & GOLF	HARLEM & DEMPSTER	HARLEM & OAKTON	HARLEM & TOUHY	HARLEM & DEVON	HARLEM CTA STATION
7:40am	7:46am	7:49am	7:52am	7:55am	7:58am	8:03am
8:40	8:46	8:49	8:52	8:55	8:58	9:03
9:40	9:46	9:49	9:52	9:55	9:58	10:03
10:40	10:46	10:49	10:52	10:55	10:58	11:03
11:40	11:46	11:49	11:52	11:55	11:58	12:03pm
12:40pm	12:46pm	12:49pm	12:52pm	12:55pm	12:58pm	1:03
1:40	1:46	1:49	1:52	1:55	1:58	2:03
2:40	2:46	2:49	2:52	2:55	2:58	3:03
3:40	3:46	3:49	3:52	3:55	3:58	4:03
4:40	4:46	4:49	4:52	4:55	4:58	5:03
5:40	5:46	5:49	5:52	5:55	5:58	6:03

228

Harlem Ave.

Serving
Harlem/Higgins
CTA Station

Glenview Metra
AMTRAK
Station

Feb. 2, 1992

SATURDAYS

SOUTHBOUND

⑥	⑤	④	③	②	①
GOLF MILL (PENNEY'S)	MILWAUKEE & DEMPSTER	MILWAUKEE & OAKTON	MILWAUKEE & TOUHY	MILWAUKEE & DEVON	JEFFERSON PARK CTA
5:20am	5:25am	5:31am	5:37am	5:40am	5:50am
5:40	5:45	5:51	5:57	6:00	6:10
6:00	6:05	6:11	6:17	6:20	6:30
6:20	6:25	6:31	6:37	6:40	6:50
6:40	6:45	6:51	6:57	7:00	7:10
7:00	7:05	7:11	7:17	7:20	7:30
7:20	7:25	7:31	7:37	7:40	7:50
7:40	7:45	7:51	7:57	8:00	8:10
8:00	8:05	8:11	8:17	8:20	8:30
8:20	8:25	8:31	8:37	8:40	8:50
8:40	8:45	8:51	8:57	9:00	9:10
9:00	9:05	9:11	9:17	9:20	9:30
9:20	9:25	9:31	9:37	9:40	9:50
9:40	9:45	9:51	9:57	10:00	10:10
10:00	10:05	10:11	10:17	10:20	10:30
10:20	10:25	10:31	10:37	10:40	10:50
10:40	10:45	10:51	10:57	11:00	11:10
11:00	11:05	11:11	11:17	11:20	11:30
11:20	11:25	11:31	11:37	11:40	11:50
11:40	11:45	11:51	11:57	12:00pm	12:10pm
12:00pm	12:05pm	12:11pm	12:17pm	12:20	12:30
12:20	12:25	12:31	12:37	12:40	12:50
12:40	12:45	12:51	12:57	1:00	1:10
1:00	1:05	1:11	1:17	1:20	1:30
1:20	1:25	1:31	1:37	1:40	1:50
1:40	1:45	1:51	1:57	2:00	2:10
2:00	2:05	2:11	2:17	2:20	2:30
2:20	2:25	2:31	2:37	2:40	2:50
2:40	2:45	2:51	2:57	3:00	3:10
3:00	3:05	3:11	3:17	3:20	3:30
3:20	3:25	3:31	3:37	3:40	3:50
3:40	3:45	3:51	3:57	4:00	4:10
4:00	4:05	4:11	4:17	4:20	4:30
4:20	4:25	4:31	4:37	4:40	4:50
4:40	4:45	4:51	4:57	5:00	5:10
5:00	5:05	5:11	5:17	5:20	5:30
5:20	5:25	5:31	5:37	5:40	5:50
5:40	5:45	5:51	5:57	6:00	6:10
6:00	6:05	6:11	6:17	6:20	6:30
6:20	6:25	6:31	6:37	6:40	6:50
6:50	6:55	6:59	7:03	7:06	7:15
7:20	7:25	7:29	7:33	7:36	7:45
7:50	7:55	7:59	8:03	8:06	8:15
8:20	8:25	8:29	8:33	8:36	8:45
9:20	9:25	9:29	9:33	9:36	9:45
10:20	10:25	10:29	10:33	10:36	10:45

NORTHBOUND

①	②	③	④	⑤	⑥
JEFFERSON PARK CTA	MILWAUKEE & DEVON	MILWAUKEE & TOUHY	MILWAUKEE & OAKTON	MILWAUKEE & DEMPSTER	GOLF MILL (PENNEY'S)
6:00am	6:10am	6:13am	6:19am	6:25am	6:30am
6:20	6:30	6:33	6:39	6:45	6:50
6:40	6:50	6:53	6:59	7:05	7:10
7:00	7:10	7:13	7:19	7:25	7:30
7:20	7:30	7:33	7:39	7:45	7:50
7:40	7:50	7:53	7:59	8:05	8:10
8:00	8:10	8:13	8:19	8:25	8:30
8:20	8:30	8:33	8:39	8:45	8:50
8:40	8:50	8:53	8:59	9:05	9:10
9:00	9:10	9:13	9:19	9:25	9:30
9:20	9:30	9:33	9:39	9:45	9:50
9:40	9:50	9:53	9:59	10:05	10:10
10:00	10:10	10:13	10:19	10:25	10:30
10:20	10:30	10:33	10:39	10:45	10:50
10:40	10:50	10:53	10:59	11:05	11:10
11:00	11:10	11:13	11:19	11:25	11:30
11:20	11:30	11:33	11:39	11:45	11:50
11:40	11:50	11:53	11:59	12:05pm	12:10pm
12:00pm	12:10pm	12:13pm	12:19pm	12:25	12:30
12:20	12:30	12:33	12:39	12:45	12:50
12:40	12:50	12:53	12:59	1:05	1:10
1:00	1:10	1:13	1:19	1:25	1:30
1:20	1:30	1:33	1:39	1:45	1:50
1:40	1:50	1:53	1:59	2:05	2:10
2:00	2:10	2:13	2:19	2:25	2:30
2:20	2:30	2:33	2:39	2:45	2:50
2:40	2:50	2:53	2:59	3:05	3:10
3:00	3:10	3:13	3:19	3:25	3:30
3:20	3:30	3:33	3:39	3:45	3:50
3:40	3:50	3:53	3:59	4:05	4:10
4:00	4:10	4:13	4:19	4:25	4:30
4:20	4:30	4:33	4:39	4:45	4:50
4:40	4:50	4:53	4:59	5:05	5:10
5:00	5:10	5:13	5:19	5:25	5:30
5:20	5:30	5:33	5:39	5:45	5:50
5:40	5:50	5:53	5:59	6:05	6:10
6:00	6:10	6:13	6:19	6:25	6:30
6:20	6:30	6:33	6:39	6:45	6:50
6:40	6:50	6:53	6:59	7:05	7:10
7:00	7:10	7:13	7:19	7:25	7:30
7:20	7:30	7:34	7:38	7:42	7:46
7:50	8:00	8:04	8:08	8:12	8:16
8:20	8:30	8:34	8:38	8:42	8:46
8:50	9:00	9:04	9:08	9:12	9:16
9:50	10:00	10:04	10:08	10:12	10:16
10:50	11:00	11:04	11:08	11:12	11:16

Sunday service operates New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving and Christmas.

CTA's #56A line provides additional weekday service on Milwaukee Avenue between Jefferson Park Station and Devon Avenue.

SUNDAYS

SOUTHBOUND

NORTHBOUND

⑥	⑤	④	③	②	①	①	②	③	④	⑤	⑥
GOLF MILL (PENNEY'S)	MILWAUKEE & DEMPSTER	MILWAUKEE & OAKTON	MILWAUKEE & TOUHY	MILWAUKEE & DEVON	JEFFERSON PARK CTA	JEFFERSON PARK CTA	MILWAUKEE & DEVON	MILWAUKEE & TOUHY	MILWAUKEE & OAKTON	MILWAUKEE & DEMPSTER	GOLF MILL (PENNEY'S)
6:10am	6:14am	6:18am	6:23am	6:26am	6:36am	6:10am	6:20am	6:24am	6:29am	6:33am	6:36am
6:40	6:44	6:48	6:53	6:56	7:06	6:40	6:50	6:54	6:59	7:03	7:06
7:10	7:14	7:18	7:23	7:26	7:36	7:10	7:20	7:24	7:29	7:33	7:36
7:40	7:44	7:48	7:53	7:56	8:06	7:40	7:50	7:54	7:59	8:03	8:06
						8:10	8:20	8:24	8:29	8:33	8:36
						8:30	8:40	8:44	8:49	8:53	8:56
8:20	8:24	8:28	8:33	8:36	8:46	8:50	9:00	9:04	9:09	9:13	9:16
8:40	8:44	8:48	8:53	8:56	9:06	9:10	9:20	9:24	9:29	9:33	9:36
9:00	9:04	9:08	9:13	9:16	9:26	9:30	9:40	9:44	9:49	9:53	9:56
9:20	9:24	9:28	9:33	9:36	9:46	9:50	10:00	10:04	10:09	10:13	10:16
9:40	9:44	9:48	9:53	9:56	10:06	10:10	10:20	10:24	10:29	10:33	10:36
10:00	10:04	10:08	10:13	10:16	10:26	10:30	10:40	10:44	10:49	10:53	10:56
10:20	10:24	10:28	10:33	10:36	10:46	10:50	11:00	11:04	11:09	11:13	11:16
10:40	10:44	10:48	10:53	10:56	11:06	11:10	11:20	11:24	11:29	11:33	11:36
11:00	11:04	11:08	11:13	11:16	11:26	11:30	11:40	11:44	11:49	11:53	11:56
11:20	11:24	11:28	11:33	11:36	11:46	11:50	12:00pm	12:04pm	12:09pm	12:13pm	12:16pm
11:40	11:44	11:48	11:53	11:56	12:06pm	12:10pm	12:22	12:27	12:32	12:37	12:41
11:55	12:00pm	12:05pm	12:11pm	12:15pm	12:26	12:30	12:42	12:47	12:52	12:57	1:01
12:10pm	12:15	12:20	12:26	12:30	12:41	12:50	1:02	1:07	1:12	1:17	1:21
12:30	12:35	12:40	12:46	12:50	1:01	1:10	1:22	1:27	1:32	1:37	1:41
12:50	12:55	1:00	1:06	1:10	1:21	1:30	1:42	1:47	1:52	1:57	2:01
1:10	1:15	1:20	1:26	1:30	1:41	1:50	2:02	2:07	2:12	2:17	2:21
1:30	1:35	1:40	1:46	1:50	2:01	2:10	2:22	2:27	2:32	2:37	2:41
1:50	1:55	2:00	2:06	2:10	2:21	2:30	2:42	2:47	2:52	2:57	3:01
2:10	2:15	2:20	2:26	2:30	2:41	2:50	3:02	3:07	3:12	3:17	3:21
2:30	2:35	2:40	2:46	2:50	3:01	3:10	3:22	3:27	3:32	3:37	3:41
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10:10	10:15	10:20	10:26	10:30	10:41	10:50	11:02	11:07	11:12	11:17	11:21
10:30	10:35	10:40	10:46	10:50	11:01	11:10	11:22	11:27	11:32	11:37	11:41

270

Milwaukee Avenue

Feb. 2, 1992

With the expansion of #270 service on Saturdays and Sundays, one has to wonder. It seems like just yesterday when streets like #39 - Pershing and #43 - 43rd St operated twenty-four hours a day, seven days a week. Now a route like this, which just a few years ago was little more than a weekday rush and shoppers bus with a token weekend service, now rivals these (and many other) long-standing city routes in terms of hours of service and headway. The world is changing (re-forming?), and the future seems to lie outside the city limits.

CALENDAR OF EVENTS

APRIL 17th - Railroad Club of Chicago meeting 7:30 pm. Bismarck Hotel, 171 W. Randolph. Admission \$2.50. Program - "Along the Santa Fe trail", a slide presentation by David Stanley.

APRIL 24th - Central Electric Railfans' Association meeting 7:30 pm. O'Hare Plaza Hotel, 5615 N. Cumberland. Admission \$5.00. Program - "The Modern Electric Railway Era", a slide presentation by member David Wilson

MAY 1st - Omnibus Society of America meeting 7:00 pm. Welles Park Field House, 2333 W. Sunnyside. Admission \$2.00 donation. Program - "A Trackless Trolley Treasury", a movie presentation by Donald Idarius highlighting trackless trolley operations in Chicago, Dayton and Seattle.

MAY 2nd - Omnibus Society of America charter. Departs Milwaukee Union Station 10:00 am, returning 3:00 pm (meeting trains from/to Chicago). Equipment will be MCTS Gillig, touring new and historic transit facilities throughout Milwaukee. Fare \$20 adult (spouse and children under 12 free). A lunch stop (individual settlement) will be made during trip. For information call (708) 251-2262.