

Green Pennant Special

RUN 112

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

*** NOVEMBER MEETING ***

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

Our program for the evening was a group slide presentation on "Transit Advertising". A number of our members presented slides showing the different styles and types of advertising that has adorned the sides and fronts of vehicles and the fronts of billboards.

It was a very interesting meeting.

*** DECEMBER MEETING ***

The December meeting of The Omnibus Society of America will be held on December 4, 1992, at the Welles Park Field House at 2333 W. Sunnyside in Chicago. The meeting will begin at 7:00pm.

Our meeting for the evening will be presented by Myron Lane and will be a slide presentation on "The changing face of Pace".

*** SPECIAL ANNOUNCEMENT ***

All paid up members should find an election ballot in this envelope along with the current issue of Green Pennant.

Please follow the directions on the ballot and either mail the ballot to the address on the front of the postcard so that it will arrive before our meeting, or bring the ballot to our December meeting.

*** PACE PATTERN ***

ON AUGUST 24, 1992, PACE Northwest began to offer lift equipped buses on Route 220 Glenview - Des Plaines - O'Hare.

Also on that date, adjustments were made to the

schedule times on Route 225 Central Avenue - Howard Industrial and Route 226 Oakton Street, due to increased traffic. Also, the first Route 225 trip will leave Jefferson Park at 5:50 am.

The route 230 South Des Plaines bus will no longer board in downtown Des Plaines. All Route 230 buses will now board on Miner Street, those headed to River Road by the bus area at the Metra Station, and buses to Thacker Street and Beau Drive across the street from the station. The Route 230 schedule was adjusted to improve connections to Metra trains and to extend two midday trips to serve the new Prairie Lakes Park Community Center.

REPRESENTATIVES OF PACE, CTA, Metra, Sears and local officials gathered for a groundbreaking ceremony in October that officially kicked off the transportation services for the 5,000 employees at the Sears Prairie Stone Development.

About 50 people celebrated the groundbreaking of the transit center, located at the corner of Trillium Blvd., and Pratum Ave., expected to be completed next spring. The center, to be constructed on 1.7 acres in the Prairie Stone development, will have eight bus bays and a 1,400 square foot canopied passenger shelter, which will accommodate about 150 people.

As part of the commuter plan, Pace will provide
(cont on page 2)

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(cont. from page 1)

PACE PATTERN

four traditional fixed bus routes between Sears and CTA stations at River Road, 54th Avenue, and Des Plaines Avenue and the Metra stations in Bartlett and Barrington.

A hallmark of the plan, however, is the plush subscription buses and vans that may signal the future of suburban mass transit. The 13 subscription buses will have a minimum of 30 passengers each. They will run directly to Sears from each of 10 pick-up points throughout the suburbs.

Of the 3,000 employees already at the new office, approximately 725 have been using the transportation services every week.

When the move is complete, about 1,300 employees are expected to use public transportation to get to and from work, and at least 400 more will ride in private car pools.

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

ONCE AGAIN, IT IS THAT TIME of year at the CTA to begin to talk about fare increases and service cuts.

For 1993, the CTA is facing a \$30 million short fall in operating revenues. Because of this deficit, CTA President Robert Belcaster is proposing an increase in CTA fares.

Belcaster is proposing that the cost of a monthly pass be increased to \$82, doing away with the 25 cents surcharge now in effect. He is also proposing to scrap the weekly pass and replace it with a \$62 monthly pass good for weekdays only.

The base fare of \$1.50 remains unchanged, but the cost of tokens will rise slightly, to \$12.50 for a pack of 10 from \$12.

In addition, the cost of riding a bus during non-peak periods will increase to \$1.25 from \$1.20, and the peak periods will be expanded. Instead of 6 a.m. to 9 a.m. and 3 p.m. to 6 p.m., the CTA will consider the peak periods to be 6 a.m. to 10 a.m., and 3 p.m. to 7 p.m.

While tokens and off-peak bus fares will increase a nickel, the cost of a transfer will drop to 25 cents

from 30 cents. Belcaster said he lowered the cost so riders who transfer - 38 percent of all riders transfer once and 7 percent twice or more - will still pay the same over-all fare.

Senior citizens, people with disabilities and students will also see increases. The \$30 monthly pass would increase to \$33, and \$36 on July 1, 1993. Rail and peak bus fares will increase to 75 cents from 65 cents, and non-peak bus fares will increase to 60 cents from 55 cents. Tokens will cost \$12, rather than \$11, for a pack of 20, and the cost of a transfer will drop to 10 cents from 15 cents.

Any proposed service cuts have yet to be mentioned, but RTA Chairman Gayle Franzen has stated he is convinced cuts are inevitable.

Four December public hearings have been scheduled by the CTA on its 1993 budget and proposed fare changes.

A hearing on the over-all budget, scheduled to be released on November 25, will be held December 4 at 2 p.m. in the CTA Board room, room 734 of the Merchandise Mart.

Hearings will be held December 5 from 9 a.m. to 1 p.m. on the proposed fare changes at these locations: Whitney Young High School Auditorium, Northeastern Illinois University Auditorium and Kennedy/King College Auditorium.

***** METRA RAIL *****

The Friday afternoon rush-hour of October 30 on the Burlington Northern degenerated into one of mass confusion when contractors tearing down a building at 310 W. Polk Street, crossed onto the tracks, set fire to a relay box for signals and switches and then ran over it with a backhoe.

With the box out of commission, the normal 15 tracks that approach the station from the south were reduced to four. Using two of the remaining tracks, Metra junked its normal rush-hour schedule and sent Burlington Northern trains from the station as soon as they were loaded. However, passengers traveling to Downers Grove's Main Street station and beyond were buses by the CTA to the Burlington Northern commuter storage yard at 14th Street and loaded onto express trains.

Service was back to somewhat of a normal schedule on Monday after round-the-clock repair work.