



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.

### \*\*\* OCTOBER MEETING \*\*\*

The October meeting of The Omnibus Society of America was held on October 1, 1993, at the Welles Park Field House located at 2333 W. Sunnyside in Chicago.

Our meeting for the evening was presented by Bill Reynolds who delved into his movie file and showed movies of past DSA fantrips.

### \*\*\* NOVEMBER MEETING \*\*\*

The November meeting of The Omnibus Society of America will be held on November 5, 1993, at the Welles Park Field House located at 2333 W. Sunnyside in Chicago. The meeting will begin at 7:00 pm.

The meeting for the evening will be a group participation slide program of current bus service in the six-county RTA area.

If any of our members have slides they have taken of suburban bus operations, bring them with you to the meeting November 5th and show them to the membership. It is a meeting like this that any and all slides will be appreciated.

### \*\*\* DECEMBER MEETING \*\*\*

The December meeting of The Omnibus Society of America will be held on December 3, 1993, at the Welles Park Field House located at 2333 W. Sunnyside in Chicago. The meeting will start at 7:00 pm.

Our meeting will be a slide presentation given by Mel Bernero on his trip this summer to Poland and some of the now independent states of the former Soviet Republic.

### \*\*\* ELECTION TIME \*\*\*

One position of director of DSA is coming up

for renewal this December, that of Bruce Moffat. If any member wishes to run for this position, please talk to any one of the directors that will be at the November DSA meeting to make your wish known.

Ballots will be mailed out with the December Green Pennant Special.

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

THE FINAL MISSING link to the rapid transit system in Chicago was finally closed when the new Orange Line opened October 31st between the Loop and Midway Airport.

For the first four days after the opening, the fare on the line will be 25 cents for passengers boarding at any station between Midway Airport and the Halsted Street Station.

The 25 cent fare is designed to show off the \$410 million Orange Line to its potential riders and lure riders from the current express bus routes serving much of the same territory that the new line covers.

Inbound, the line will operate from 5:00 am to 11:00 pm Monday through Saturday, and from 7:30 am to 11:00 pm Sunday. The last outbound train is to leave the Loop at 11:30 pm daily and reach Midway about midnight.

This will, in all probability, be the last new rapid transit line to be opened in Chicago in the 20th century.

IN OTHER NEWS, the CTA has contracted with Flxible to buy 230 standard-sized 40 foot buses with wheelchair lifts for \$75 million. Also, the CTA will be purchasing 65 low-floor buses from New Flyer Industries of Winnipeg, Manitoba, Canada.

1994 will also see the CTA experimenting with an unknown number of buses that will run on "biodiesel", a blend of diesel fuel and petroleum made with soy beans.

By the middle or end of November the CTA should have retired all of their 2000 series rapid transit cars and possibly all of the PCC's now operating on the Skokie Swift.



EXAMPLES OF THE NEW 5 RIDE SUNDAY/  
HOLIDAY TICKETS NOW IN USE ON THE CTA.

THE REGULAR TICKET HAS A GREEN TINGE  
WHILE THE REDUCED TICKET HAS A PINK  
TINGE. BOTH TICKETS HAVE BLACK  
PRINTING.



TICKETS ARE SHOWN ACTUAL SIZE.

THE NEW FARE FORMS CREATED FOR THE  
ORANGE LINE AND THE BUS CHANGES WILL  
BE PRESENTED IN NEXT MONTHS GPS.



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