

# Green Pennant Special

SEP/OCT 1995 OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

RUN #136

Welcome to another issue of The Green Pennant Special. It is through this publication that we endeavor to keep the membership informed on happenings in the organization and the transit industry.

## \*\*\* SEPTEMBER MEETING \*\*\*

The September meeting of The Omnibus Society of America was held at the Welles Park Field House, located at 2333 W. Sunnyside in Chicago. The meeting began at 7:30 pm.

Our meeting for the evening was a program presented by member John LeBeau.

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

Our October meeting of The Omnibus Society of America will be held on October 6, 1995, at the Welles Park Field House, located at 2333 W. Sunnyside in Chicago. The meeting will begin at 6:30 pm.

Our meeting for the evening will be given by Dave Stanley, who will continue showing slides from the Richard Kunz collection.

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

With this issue of Green Pennant being the first issue since June, there is a great deal of CTA news to be reported.

\* July 18th saw a four car CTA Red Line train derail during the afternoon rush period.

The incident occurred about 5:58 pm near 58th Street and shut down service between 35th Street and 95th Street for about two hours.

Passengers walked along the tracks to the 63rd Street and Garfield Street stations to exit the tracks.

About 600 feet of track was damaged, causing service to be shut down at the 35th Street stop to the end of the line at 95th Street.

About 8:00 pm, southbound trains were diverted onto northbound tracks between 35th Street and 69th Street with both north and

southbound trains alternately using that single section of track.

\* Service changes at three Red Line "L" stations are now in effect.

The Thorndale station will be open at all hours daily on a six-month experimental basis.

The North/Clybourn subway station returned to 24-hour service for a six-month period after having been closed late at night, on weekends and holidays.

Also, the Roosevelt/State subway station is now closed for renovation. The station is expected to be closed for about eighteen months.

While the work is taking place, the Harrison/State subway station will be open at all hours, and will be served by the #12 Roosevelt buses detoured over to Harrison Street between Clark and State Streets, so that connections to Red Line Trains may be made.

\* Citing a decrease in state subsidies, the CTA board voted July 20th to eliminate the reduced weekend fare of \$1.25 and will charge \$1.50 base fare seven days a week. This increase will take effect on August 26th.

The monthly pass was reintroduced in August at \$88 per month - \$10 more than the previous price. The monthly pass program had been revoked in January, angering riders.

The monthly passes will not be accepted on PACE buses because an agreement between the two agencies has not yet been worked out.

September 1st saw the restoration of Link-Up passes, which Metra commuters may purchase together with their Metra monthly passes for \$36.00

\* Effective June 18th, the CTA #50 Damen bus route was extended south from Blue Island Avenue to the 35th and Archer Orange Line "L" station.

This change will allow direct connections between No. 50 buses (cont. on page 2)



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and the Orange Line, as well as with the No. 32 - West 31st Street, the No. 35 - 35th Street, the No. 39 - Pershing Road, and the No. 62 - Archer Avenue bus routes.

With the No. 48 - South Damen buses already using the 35th/Archer "L" station as a northern terminal most of the day on weekdays, the extension of the No. 50 service will permit daylong weekday travel on Damen from 87th Street to the Far North Side.

\* The CTA has proposed that the Jackson Park branch of the Green Line be cut back to Cottage Grove Avenue, eliminating two stops.

CTA and the city have asked the government to waive a \$9 million reimbursement for reconstruction money already spent on that portion of the line. The city and the CTA also have requested an additional \$16 million in federal money to pay for the demolition and future transit-related projects in the area.

While some community leaders welcome the proposed demolition, others feel that this demolition will be a hinderance to redevelopment efforts.

\* The reopening of the Green Line is expected to commence in late March 1996, about three months behind schedule.

The rehabilitation of the Green Line between Lake/Harlem on the west and 63rd/Ashland - 63rd/Cottage Grove on the south was originally planned to cost \$323 million, but has cost about an extra \$20 million.

At least 18 stations will reopen along the line, down from the 26 originally slated for rehabilitation. And since construction has not started on many of the stations, riders will probably will have to contend with temporary platforms at some stops.

Among the stations that may not reopen, according to the CTA's Green Line progress reports: Lake/Austin, Lake/Laramie, Lake/Homan, Lake/Morgan (no current station),

Indiana, 63rd/Harvard and Dorchester.

Among those that may reopen late: Lake/Cicero, Lake/Pulaski and Garfield/55th.

\* Monday, September 11th saw on display at CTA headquarters a hydrogen fuel-cell bus.

This bus was used as a back-drop to the announcement that the CTA will participate in a program that will put at least three non-polluting, hydrogen fuel-cell buses on CTA routes by next summer.

Officials hope the vehicles-costing \$1.4 million each-will pass muster in Chicago and eventually become affordable enough to compete with diesel powered buses.

The buses, developed by a Canadian firm, use hydrogen fuel-cells to drive electric motors. They have no emissions and, their builders say, can run as fast, as long and with as much power as diesel powered buses currently in use.

At \$1.4 million apiece, and with \$1-per-mile operating expenses due to the high price of hydrogen, costs will have to come down. It costs \$72 to fill up a CTA diesel bus with a 300-to-400 mile range and \$250 to fill up a hydrogen-cell bus with a 250-mile range.

CTA buses now in use carry a list price of about \$250,000 and cost about 30 cents per mile to operate.

\* Mayor Daley has chosen his departing Planning and Development Commissioner Valerie Jarrett to be the new CTA board chairman, replacing retiring chairman Clark Burrus

\* On September 17th, the CTA put into use on four bus routes, a new digital-display Transfer Card system.

CTA administrators hope to begin equipping all buses and "L" stations with the new technology by late 1996.

In the meantime, buses in the pilot program have been equipped with a card machine attached to the side of the farebox. Riders who buy a 25-cent transfer automatically get a Transfer Card,

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## CTA CORNER

good for two rides.

A rider who transfers to another of the trial routes will insert the card into the Transfer Card machine. The machine will read the magnetic strip on the back of the card and return it to the rider. When both rides are used, the card goes to the driver.

On other routes, the card will be accepted and punched like regular transfers.

Routes that are part of the pilot program are the No. 53 Pulaski, No. 54 Cicero, No. 72 North Avenue and No. 74 Fullerton.

## \*\*\* METRA RAIL \*\*\*

Six months after the Metra linkup pass was ended in budget cutting, it has been revived and went back on sale September 1.

The linkup pass costs the same as before, \$36, but it can be used only between 6:00 am and 9:30 am and 4:00 pm and 7:00 pm.

The CTA, worried that the passes might be used by more than one person, insisted that the linkup be limited to peak travel hours.

Under the agreement, the linkup program will stay in effect for three years. Metra will charge riders \$36 a month for the linkup pass. Metra will then pay CTA and PACE about \$6 a pass to keep the cost to riders down.

## \*\*\* RTA'S PRT \*\*\*

On Tuesday, August 29, 1995, the Regional Transportation Authority unveiled at the Rosemont Convention Center, a mock-up of their proposed Personal Rapid Transit system. The bulletlike prototype on display was painted steel blue with a rose stripe.

The RTA plans to build a prototype in Rosemont before the turn of the century and has committed \$18 million for development.

The monorail system created by Raytheon

Corp., seats four people per car and is controlled by computer. Riders would program the plush, bulletlike cars to stop at stations—for about \$2 per ride.

As RTA officials touted the investment as an important leap into the future, critics said millions of dollars are being poured into a project at a time when public transit systems in the area face budget cuts.

Anticipating federal cuts in 1996, the CTA has put off the much-needed rehabilitation of two "L" lines. The agency also faces possible fare hikes, and service cuts.

RTA officials did not release final cost figures for the Rosemont project, which the agency hopes to begin designing in 1997. But the price tag will be far more than the \$18 million already committed to development, officials said.

## \*\*\* RTA RAMBLINGS \*\*\*

The Regional Transportation Authority got its first look on Thursday July 13th at what a private-sector takeover of the region's bus system could mean.

Included in the picture is less pay for bus drivers, multiple contractors operating the different routes and better accountability to passengers.

Those were just a few of the comments made about the privatization approach by leaders of operations already under way in southern California as well as London, England.

Foothill Transit, a bus operator in the Los Angeles area operates in 20 suburbs with a combined population of about 12 million.

The idea was put forth in June by RTA Board Chairman Thomas McCracken Jr as one possible way to offset an \$18 million budget gap that the CTA faces next year.

But CTA Board Chairman Clark Burrus said he questions projections of cost savings that he says won't be possible in a region where unions dominate.



COMMAND BUS CO  
Brooklyn, NY

#	MAKE	MODEL	VIN	YEAR ACQUIRED	
191-196	Flx	111DD-D5	54530, 32, 25, 29, 70 28, ??		Ex Capital Dist TA 412, 414, 407, 411, 410, ??
198	Flx	111DD-D5	54520	70	Ex Capital Dist TA 402
200-206	GMC	TDH 5301	1421, 1434, 1431 60 1428, 1405, 1403 1396	(79)	Ex Pioneer Bus Corp 1441-1443, 1445-1447, 1449
207-210	GMC	TDH 5304	534-537	64	(79) Ex Pioneer Bus Corp 1223-1226
211-212	GMC	SDM 5302	242-243	64	(79) Ex Pioneer Bus Corp 4000, 5000
213-214	GMC	SDM 5302	493-494	65	(79) Ex Pioneer Bus Corp 6000, 7000
215-218	GMC	TDH 5304	1274-1277	66	(79) Ex Pioneer Bus Corp 433-436
219-221	GMC	TDH 5304	1077-1079	66	(79) Ex Pioneer Bus Corp 1801-1803
222-223	GMC	TDH 5304	1046-1047	66	(79) Ex Pioneer Bus Corp 1807-1808
224-226	GMC	TDH 5304	1957-1959	67	(79) Ex Pioneer Bus Corp 1804-1806
227-228	GMC	SDM 5302	863-864	66	(79) Ex Pioneer Bus Corp 8000, 9000
229-233	GMC	T6H 5306A	049-052, 048	68	(79) Ex Pioneer Bus Corp 1227-1231
234-235	GMC	TDH 5304	2028, 2032	67	(79) Ex Pioneer Bus Corp 1809-1810
236-237	GMC	T6H 5306A	046, 044	68	(79) Ex Pioneer Bus Corp 1812-1813
238-240	GMC	T8H 5306A	033-035	69	(79) Ex Pioneer Bus Corp 430-432
241-250	GMC	T6H 5308A	003-012*	72	(79) Ex Pioneer Bus Corp 7421-7430
251-265	GMC	T6H 5308A	058-072	73	(79) Ex Pioneer Bus Corp 7401-7415
266-270	GMC	T6H 5308A	213-217	74	(79) Ex Pioneer Bus Corp 7416-7420
271-287	GMC	P8M 4905A	1993-2009	78	(79) Ex Pioneer Bus Corp 7431-7447
288-290	GMC	TDH 5301	3443, 3444, 3446	62	(80) Ex Triboro Coach Corp 796, 797, 799
291-293	GMC	TDH 5303	6009, 6010, 6013	67	Ex Triboro Coach Corp 961, 962, 965
351-356	GMC	T8J604	EV822957-962	84	New
357-394 +	GMC	T8J604	FV822975-3012	85	New
395-420 +	GMC	T8J606	GV824655-680	86	New
421-461 +	MCI	TC40102A	J3024264-304 c	88	New
462-470 +	MCI	TC40102A	J3024465-473	88	Ex NY Bus Serv 1689-1697
471 +	MCI	TC40102A	J3024016	88	Ex NY Bus Serv 1687
472-481 +	MCI	TC40102A	J3024316-325	88	Ex Liberty Lines 3082-3091
482-490	GMC	T6H 5308A	019-023, 025-028	72	Ex NY Bus Serv 1308-12, 1314-17
491	GMC	T6H 5308A	029	73	Ex NY Bus Serv 1319
492	GMC	T6H 5308A	044	74	Ex NY Bus Serv 1337
493-496	GMC	T6H 5308A	204-207	74	Ex NY Bus Serv 1358-1361
901-902	Orion	01.509	H6001631, 655	87	New Natural Gas Demos
4903-4910 +	TMC	T80206	PR829607-614	93	New CNG
4911-4931 +	TMC	T80206	PR829628-648	93	New CNG

+ Owned by NYCDOT

\* Serials not in order

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