



Welcome to another issue of The Green Pennant Special, the official publication of The Omnibus Society of America.

Through this publication we hope to keep our readers informed of events happening in the transit industry in Chicago and other cities in the United States.

### • MARCH OSA MEETING

The next regular meetings of the Omnibus Society of America will be on March 7, 2003, in the Anderson Pavilion of Swedish Covenant Hospital, 2751 W. Winona Avenue, Chicago, Illinois. The meeting will be start at 7:00 pm.

The hospital is on California near Foster. Winona is one half block south of Foster. By public transportation, take the 92 Foster to California. From the Ravenswood Brown Line, take the 93 North California from Kimball, get off after it turns onto California from Foster and walk back south. Or, take the 11 Lincoln from Western, get off at Carmen (One block south of Foster) and walk west on Winona.

There is some parking on California and Winona. The parking structure is on the west side of California just south of Foster.

Our meeting for the evening will be a slide presentation by member Fred McGullam titled *Motor Bus Service in the New York Metropolitan Area*.

### • CTA HAPPENINGS

Faster trips to O'Hare and Midway Airports from downtown Chicago are one step closer. The Chicago Transit Board on February 5, 2003, approved an intergovernmental agreement (IGA) between the CTA and the Chicago Department of Transportation (CDOT) to study proposed express service to the airports.

Under the terms of the agreement, the CTA will pay CDOT \$2.3 million to have TranSystems Corporation and other consultants prepare a detailed analysis of operating and planning considerations for the proposed Chicago Airport Express Service along the CTA's Blue and Orange Lines.

The changes needed to implement the service include passenger terminals at both airports and downtown; improvements to track and signal systems; and the installation of passing tracks that will allow express trains to pass local trains at certain points. The study also will include a market analysis, ridership and revenue

projections for air travelers and revenue projections for package delivery services. Funding for the study is provided by the Federal Transit Administration (FTA) and the Regional Transportation Authority (RTA).

Currently, 2,400 air travelers use the O'Hare station and 2,000 air travelers use the Midway Station on an average weekday. Trips on the Blue Line between O'Hare and downtown take an average of 42 minutes and trips on the Orange Line between Midway and downtown take an average of 30 minutes. The new express trains will take less than 30 minutes to get to O'Hare and 20 minutes to Midway. ([www.yourcta.com](http://www.yourcta.com))

**All diesel vehicles in CTA's fleet** – both buses and non-revenue vehicles – will begin to reduce emissions as the agency begins its conversion to ultra low sulfur diesel (ULSD) fuel. On February 5, 2003, the Chicago Transit Board approved an amendment for an additional \$2.2 million to CTA's existing fuel contract with BP to deliver ULSD fuel for the remaining life of the contract.

By using ULSD fuel in combination with particulate matter filters, CTA's newest buses, the Novas, will experience a 90 to 95 percent reduction in emissions. Older model buses as well as new vehicles to be added to the fleet will also experience reduced emissions as a result of the conversion.

Currently, the CTA uses #1 diesel fuel, an improvement over the higher sulfur #2 diesel that was used to power the fleet more than a decade ago. By converting to ULSD now, the CTA is ahead of schedule in implementing the 2007 Federal Emission requirements for reduced particulate matter and carbon monoxide.

Based upon CTA's action, BP will begin manufacturing ULSD in its local plant in Whiting, Indiana, and thus ULSD will be available in the region for other fuel buyers as well.

Implementing the ULSD plan will cost \$16 million over the next four years and includes the cost of particulate matter filters, fuel, added filter maintenance and the installation of overhead hoists to assist with the annual changing of the filters.

Implementation will begin this spring and will be completed by the end of 2003. ([www.yourcta.com](http://www.yourcta.com))

**Chicago Transit Authority ridership** in 2002 showed an increase for the fifth consecutive year, with 2.4 million more rides taken on CTA buses and trains than in 2001.

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## CTA

Total ridership reached 457.3 million for a gain of 0.5 percent from 2001. CTA is one of only five major transit agencies in the country expected to post such an achievement.

For 15 years, ridership was on a downward spiral with the CTA losing 40 percent of its customers leading up to an all time system low of 419.2 million rides in 1997. The final 2002 figures, reported at the Transit Board's monthly meeting on February 5, represent an increase of 9.1 percent over the 1997 figures.

CTA's 2003 budget includes a Capital Improvement Plan of \$539 million. These capital improvement projects help the CTA maintain ridership and attract new customers. They include the ongoing rehabilitation of the Cermak (Douglas) Branch of the Blue Line; the Brown Line Capacity Expansion Project; delivery of 226 low-floor articulated buses; installation of an automated bus announcement system; upgrade of the bus turnaround at 95th Street; renovation of eight stations on the Dan Ryan Branch of the Red Line; the reconfiguration of Harrison Curve and upgrades to the signal and communications systems at Clark Junction. ([www.yourcta.com](http://www.yourcta.com))

**Mayor Richard M. Daley** and CTA officials unveiled the prototype for the CTA's newest addition to its bus fleet, the North American Bus Industries (NABI) low-floor articulated bus on February 11, 2003, at the CTA's 103rd Street bus garage.

The first of 226 articulated, or accordion-style buses will begin arriving this spring, increasing the reliability of CTA service and upgrading the fleet. With the addition of these buses, the CTA's entire bus fleet will be air conditioned and accessible by the end of 2003. Aggressive fleet maintenance over the past five years has contributed to five consecutive years of increased ridership.

The NABI buses are 60-feet long, have seats for 61 passengers and no steps upon entry. Compared to the older models, which have three steps, the new NABI's will be easier to board. They also have a ramp that can be extended to the sidewalk to provide accessibility to customers with disabilities.

These new articulated buses will help accommodate growth in ridership, especially along the eight Lake Shore Drive express routes, for faster trips to the downtown area.

These buses are well suited for the express routes that use both North and South Lake Shore Drive because two articulated buses can replace three 40-foot standard-sized buses, allowing fewer buses to carry the same number of people and reducing the chance of bus bunching.

From 1997 to 2002, average weekday ridership on Lake Shore Drive routes grew 17.6 percent to more than 62,000 customers, an outgrowth of more than 40 service improvements on the Lake Shore Drive routes that took place over that time period.

Since November 1998, CTA has made service improvements on 50 percent of its bus routes, and on all of its rail routes. A Total of 170 improvements have been implemented. This includes 13 new bus routes, expanded hours of service, added trips to reduce wait time, and route changes to improve access and connectivity. The greatest number of improvements has been to add trips and improve the frequency of CTA buses and trains.

Newer equipment means greater reliability for the entire CTA fleet as older buses are retired and fewer repairs are needed to keep the remaining buses in good working order. Reliability increased with the arrival this winter of the last of 484 new low-floor, standard-sized Nova buses. Another 474 standard-sized, lift-equipped TMC buses purchased in 1990-91 have been rehabilitated for greater reliability and equipped with air-conditioning.

In addition, the new articulated NABI buses will give CTA the flexibility to replace articulated buses that have been in service for more than 20 years. It also will allow the CTA to begin phasing out the 73 40-foot buses remaining in its fleet of 2,008 buses that are neither air-conditioned nor accessible to customers with disabilities.

The accordion-style buses were purchased from North American Bus Industries, Inc, of Anniston, Alabama, which was the lowest bidder. They have a hydraulically operated front-door ramp for access by customers in wheelchairs, and can accommodate two wheelchairs in place of flip-up seats near the front.

Standard equipment includes surveillance cameras for added security, windows covered with vandal-resistant material for easy replacement, an automated announcement system, and bicycle rack on the front that can hold two bicycles at a time. Low floors will make the buses easier to board, air-conditioning will make them comfortable to ride, and the double-stream doors will speed travel by allowing more customers to exit easily at the back.

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## CTA

The first of the NABI buses will arrive this spring, and the CTA expects to have all 226 in service within a year. The total purchase price is \$98.7 million, or approximately \$430,737 per bus. Funding is provided by the Federal Transit Administration (FTA), the Illinois FIRST program, the Illinois Department of Transportation (IDOT) and the CTA. ([www.yourcta.com](http://www.yourcta.com))

**In an ongoing effort** to accommodate the needs of customers, the CTA has implemented a pilot program that allows open strollers on its bus and rail systems.

The pilot program will remain in effect until further notice and amends a CTA policy that required customers to remove children and fold up strollers prior to boarding buses and trains. There are no size restrictions on the strollers, which will be permitted onto the transit system during all hours of operations, as long as they can be safely accommodated.

Customers with strollers can now request that bus operators deploy the lift/ramp for their use during boarding. At rail stations, these customers will be encouraged to use the accessible gate and elevators to enter the platform to board trains. For safety reasons, open strollers will continue to be prohibited on escalators. In the event that a rail station does not have an elevator, customers with strollers will be asked to fold up the strollers and use the stairs.

Other safety tips for customers with strollers to consider when traveling by CTA buses and trains include:

- Do not leave children unattended.
- Secure children in strollers prior to boarding buses and trains.
- Position strollers parallel to the tracks when on platforms, never facing the tracks.
- Keep strollers clear of aisles and doorways.

([www.yourcta.com](http://www.yourcta.com))

**In a rare move**, the international union that represents Chicago Transit Authority bus drivers has taken control of the local union and dropped a lawsuit the local's executive board filed February 25th against its own president.

The move paves the way for the 6,000 members of Local 241 to vote on a new contract, an election that had been scheduled for Thursday February 27th. The election will take place, but not Thursday.

Cook County Circuit Judge Bernetta Bush entered an order February 26th, dismissing the lawsuit against local President Lee Robinson, one day after she had agreed to delay the contract vote to hear evidence in the lawsuit. (Chicago Tribune 2/27/03)

## • PACE PATTERN

**The future of public transportation** in Chicago's suburbs will be on display at a special Pace event at 10 a.m. Thursday, March 6, at Pace North Shore Division, 2330 Oakton Street in Evanston. This "Kickoff Demonstration" of Pace's \$14.7 million Intelligent Bus System (IBS) will give community officials and members of the media a first-hand look at the innovative technology being installed in Pace Buses and facilities. Come rejuvenate your interest in suburban transit.

North Shore Division in Evanston is the first of nine Pace operating facilities to get the new equipment from Siemens Integrated Local Government Systems of Cedar Rapids, Iowa. The division's dispatch center and all 61 buses in the north suburbs will be equipped with the IBS by early March. The entire Pace system, which totals 650 buses, is expected to be completed by year's end.

Following remarks by key officials, the IBS will be demonstrated at computerized simulators that represent individual buses and a dispatch center. Attendees will then be invited out for a 40-minute VIP ride on a newly equipped Pace bus to experience the technology from a passengers perspective. Media photographers and camera crews are invited along to capture the IBS in action.

Improved efficiency, reduced waiting times, increased ridership and "real time" information are benefits of the IBS. Automatic visual aids and verbal announcements of bus stops and landmarks inform riders of their location. Digital communications between bus operators and dispatchers include a comprehensive emergency notification system. Vehicle system monitoring records engine data and warns of mechanical problems. Satellite-based vehicle location tracks every bus and gives actual waiting times. Immediate on-board transfer information helps ensure that passengers are on time to connect with other Pace buses. ([www.pacebus.com](http://www.pacebus.com))

## • METRA MATTERS

**Construction is scheduled** to start next spring on a ramp which will bring the Jefferson Park Metra station in compliance with the Americans with Disabilities Act.

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## METRA

A year ago Metra officials outlined plans to install two elevators, which would transport commuters from the lobby of the Jefferson Park CTA terminal, 4917 N. Milwaukee Avenue, to the railroad platform above. However, plans had to be revised because an appropriate staging area could not be found for a large crane that would have been needed to allow for the elevator installation.

The ramp will feature six levels linked by platforms, running about 200 lineal feet for the 17 or 18-foot climb to the platform. Each platform will be about 6 feet wide, giving wheelchair users enough room to rest during the climb, said Metra project manager Glen Peters.

The ramp will run along the railroad's eastern embankment and will be accessed from inside the CTA terminal lobby near the escalator leading to the inbound platform. A signalized crossing will be installed on the Metra platform to allow those in wheelchairs to cross the tracks to the outbound platform.

The ramp will not be heated, but it will be enclosed to protect users from severe weather, Peters said.

To assist disabled commuters who must go from the Metra parking lot at the north end of the station to the ramp at the south end, some sidewalk improvements will be made in the 4900 block of North Milwaukee Avenue, according to Metra officials.

The \$2.7 million improvement project also will include the rebuilding of the deteriorating head houses which enclose the stairways and escalators which connect the Metra platform to the CTA terminal at ground level. Additional improvements at both the Metra and CTA stations in Jefferson Park are planned for next year as part of a state-funded \$2-million transportation project. (Nadig Newspapers, Week of January 26, 2003)

**The Norwood Park Chamber of Commerce** has finally received a \$250,000 "Illinois FIRST" grant needed to renovate the interior of the Norwood Park train station, after more than a year of waiting for it to be channeled through city bureaucracy.

The grant will allow workers to complete much of the structural work that was put on hold until the funds were available.

The money will be used to install plumbing, heating and electricity and to do carpentry work. Doors on both sides

of the building will be installed, and the old baggage area on the southeast end of the structure will be completed, conforming to the station's original drawings.

Once the baggage area is completed, passengers will be able to wait for trains inside the station.

The grant was allocated to the chamber in October of 2001 when the Metra commuter rail agency transferred the money to the city after plans to improve the Edgebrook Metra station fell through. The city did not transfer the funds to the chamber until last month.

The building's exterior has already been restored to the original 1907 design by the firm of Frost and Granger, which also designed Navy Pier. The station is listed on the National Register of Historic Places and was included with the recent listing of the Norwood Park Circle area on the national register.

The chamber is also waiting for a final \$500,000 "Illinois FIRST" grant to complete the interior work of the station.

Plans include re-creating the waiting room, turning the ticket area into the new chamber office, and securing a retail tenant, which likely will be a gourmet coffee shop.

The chamber also plans to open a small museum inside the station, which will showcase original station artifacts such as a railroad lantern, a telegraph key and a station clock. (Nadig Newspapers, Week of January 26, 2003)

**On Thursday, February 6th**, Metra officials joined with the Mayor of Elgin at a groundbreaking ceremony to kick off construction of a new National Street commuter rail station

The project, awarded to Century Contractors of Chicago, will cost about \$7 million and is expected to be completed in 2005.

Work will include construction of a 1,500 square-foot warming house with vendor space, two shelters, access improvements, landscaping, and lighting. In addition, a new bike/walk and park along the Fox River will be built. ([www.metrarail.com](http://www.metrarail.com))

**Metra, on February 14, 2003**, announced plans to add a new commuter line from Crete (in south suburban Will County) to Chicago's LaSalle Street Station, known as the Southeast Service Line, to its list of T-3 projects. Metra will pursue funding for these projects in the next federal transportation bill. (Cont on page 5)

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## METRA

The line will run along Union Pacific/CSX railroad tracks with potential stops at Dolton, South Holland, Thornton, Glenwood, Chicago Heights, South Chicago Heights and Steger. Metra will request \$500 million for this project as part of its authorization.

The other four T-3 projects include a \$1.1 billion 55-mile service line, the STAR Line, and three core capacity projects totaling \$530 million that will improve service for 60 percent of Metra's customer base.

"We are intending to move all five projects as a total package," said Metra executive director Phil Pagano. "It will be a very competitive authorization and appropriations process and we hope to get strong support from the Illinois Congressional delegation. Congressman Jackson will be the lead sponsor for the Southwest Service Line." This does not exclude further study on the Elgin, Joliet and Eastern Railway going east from Joliet and north from Hoffman Estates.

Pagano added that "initially omitting the Southeast Line was clearly an oversight on Metra's part. ([www.metrarail.com](http://www.metrarail.com))

February 14, 2003, also saw the Metra Board of Directors authorize the acquisition of 50 acres of vacant property for a future Elburn commuter station, train storage yard, and a 300-space parking lot. The property is located immediately south of and adjacent to the Union Pacific Railroad tracks, north of Keslinger Road in Elburn.

Metra will buy the land from Grove/Elburn Partnership for \$1.5 million.

As Western Kane County continues to grow faster, extended rail service to Elburn from the current Union Pacific West Line terminus at Geneva will provide residents more convenient links to Chicago and other suburban areas for employment and recreation.

The Elburn extension involves building a third track and improving signals along one of the busiest freight corridors in the country. It also includes a new intermediate station between Geneva and Elburn at La Fox.

A time-consuming morning reverse train move from the present West Chicago yard will be eliminated with a new train storage facility in Elburn. This new end-of-the-line facility will greatly reduce the risk of train delays and traffic congestion at grade crossings. Empty

trains are now required to shuttle three miles west from West Chicago to Geneva against the flow of rail traffic before starting their morning trips into Chicago.

Along with the new commuter rail service at La Fox and Elburn, commuters will have parking opportunities not previously available at the land-locked Geneva station. Extended service to Elburn is expected to be in place by the end of 2005, with construction to begin later this year.

The total projected cost for extension to Elburn is \$135 million. Nearly \$81 million of that will come from the federal government. The balance is to come from State and local funds, especially Illinois FIRST. ([www.metrarail.com](http://www.metrarail.com))

### • RTA CORNER

Recently completed RTA studies show that Northeastern Illinois residents would be more likely to use transit and to transfer between transit services if improvements are made to the physical environments and the information provided at key locations throughout the region.

RTA staff reported to its Board of Directors on February 6, 2003, on the data compiled through physical coordination and information coordination studies. The studies are elements of a Regional Transit Coordination Plan (RTCP) currently being developed by the RTA.

The RTA has identified 17 strategic locations region-wide where physical improvements would facilitate inter-agency transit transfers, encourage travel by transit to regional activity centers and improve access to suburban job centers. The study identified six locations in the downtown area, four locations in outlying areas of the city and seven suburban locations.

The improvements include shortening the distance between transfer points at these sites, providing canopies and shelters for bus riders, improving the paths between transfer boarding areas and adding signage to guide transferring passengers. The RTA estimates that the costs of such improvements would range from \$1 million to \$3 million at each location.

In total, the study identified 75 priority locations, including the 17 previously mentioned, where modest physical improvements would facilitate inter-agency transfers. The total cost of this level of improvements is estimated at approximately \$5 million. This figure does not include the costs of the more significant improvements identified for the 17 strategic transfer points.

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## RTA

Although a plan to implement the projects identified through this study has not been finalized, RTA staff has applied for funding under the federal government's Congestion Mitigation and Air Quality (CMAQ) program on the CTA, Metra and Pace's behalf. These funds, if obtained, would be used to initiate design work at the 17 strategic transfer locations and establish a funding program for the improvements proposed for all 75 locations.

RTA planning staff also reported on its efforts to improve information coordination. The goal of this project is to develop information products ranging from signs to electronic kiosks that can be used by the public to obtain transit information in a clear and consistent format. A number of signs and map formats were developed during this study and were further refined through the use of focus groups.

A working group comprised of RTA, CTA, Metra and Pace staff members will now use these designs to develop guidelines for information coordination. This group will also test these information products in the field to assess effectiveness.

Physical and information coordination studies are primary components of the RTA's effort to develop an overall coordination plan for northeastern Illinois' public transit network. The RTCP is a multi-year program of studies aimed at enhancing regional mobility by improving opportunities for interagency travel. The RTCP has addressed four principal elements of regional transit coordination – information, physical service and fare coordination. The project's goals are to identify specific improvements, develop cost estimates and implementation plans.

## • NICTD HAPPENINGS

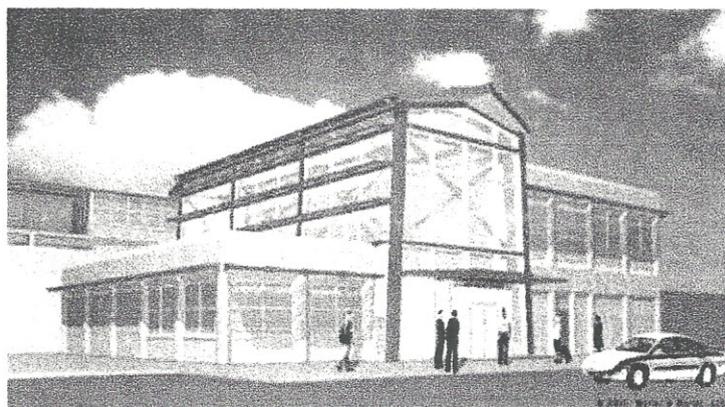
**The Lombard Company** of Alsip, Illinois has started construction on the new East Chicago Station project. The \$11.2 million improvement will include a passenger facility and transit police headquarters. Construction began this spring and is expected to take 24-30 months.

This new station will be a safe, convenient and attractive gateway to the South Shore and the City of East Chicago.

In order to keep the construction site safe some inconvenience is unavoidable. However, NICTD will

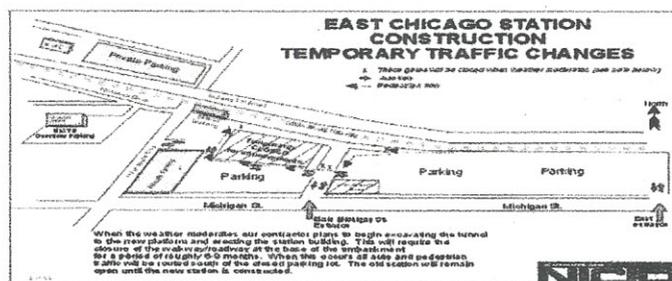
make every effort to minimize any disruption to normal routine.

NICTD may need to temporarily close some parking during various phases of the project. They have made arrangements with the City of East Chicago to provide temporary overflow parking in the former Roxanna Elementary School parking lot located off Roxanna Drive west of the old station building. The new expanded parking lot located east of the station opened on September 6, 2002.



## DESIGN HIGHLIGHTS

- New station will be located approximately 390' east of current station tunnel entrance.
- Facility will house a passenger station and transit police headquarters.
- Exterior finish consists of per-cast concrete panels, glass and steel.
- Access to platform via station interior, tunnel, stairwell or elevator to platform level.
- Elevated hi-level island boarding platform with two mid-platform warming shelters and windscreens under a canopy that runs the entire length of the platform (660')
- New station will have improved signage providing text and audio messages.
- Expanded parking bringing the total number of paved spaces to 1,300.
- Auto egress to be controlled by traffic lights on Indianapolis Boulevard.



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## NICTD

### OPERATIVE CONSTRUCTION SCHEDULE:

#### Spring/Summer 2002

*Widen embankment and install concrete retaining wall.  
Build expanded parking lot.*

#### Fall/Winter 2002

*Rebuild existing parking lot.*

#### Winter 2002/Fall 2003

*Construct station building and auxiliary low-level platform.*

*Construct new entrances off Michigan St. and Indianapolis Blvd.*

#### Fall/Winter 2003

*Open new station and low-level platform (until high level platform completed)*

*Demolish old station and platform and replace bridge deck over Indianapolis Blvd.*

*Construct high level platform.*

#### Spring 2004

*Open high-level platform for service.*

[www.nictd.com](http://www.nictd.com)

### • NATIONAL INTEREST

**The Maryland Transit Administration (MTA)** is introducing Maryland SmarTrip to improve transit service for existing customers and attract new riders. The installation of the new system is part of Governor Parris N. Glendening's plan to double transit ridership by 2020. Maryland SmarTrip is one of the strategies being used to provide a seamless, connected trip across different transit systems in the region.



A Maryland SmarTrip card is rechargeable plastic farecard. It is the size of a credit card embedded with a small computer chip to keep track of the cash value added to the card. The cost of each trip is automatically deducted when the card is tapped to a Maryland SmarTrip reader on the new transit farebox.

Maryland SmarTrip is one card that will eventually let you ride any transit system in Maryland. No more searching for correct change or calculating the right fare. Maryland SmarTrip will make paying for your rides quicker, more convenient and once fully implemented will ensure you are paying the best fare for your travel needs. Using a Maryland SmarTrip card will enable you to board transit faster and will provide you with security for the cash value on your card. ([www.marylandsmartrip.com](http://www.marylandsmartrip.com))

**An NJ Transit vice president** has been indicted for allegedly demanding and accepting more than \$17,000 worth of gifts – including tickets to the World Series, A Madonna concert, and Broadway's "The Producers" – from vendors that do business with the agency.

Maureen A. Milan, 53, of Westfield faces up to 20 years in prison and a \$300,000 fine if convicted of official misconduct, accepting unlawful benefits, and receipt of gratuities as a public employee. Milan has been on medical leave since July, an NJ Transit official said.

Prior to her leave, she handled the bus and light rail operations and had influence over awarding contracts. NJ Transit officials said she has been suspended without pay from her \$164,765 a year job, effective February 11.

The companies that allegedly met Milan's demands were Atlantic Diesel-Allison of Lodi, Nova Bus Co. of St. Eustache, Quebec, and Motor Coach Industries Inc. of Schaumburg, Ill.

Combined, they have received at least \$679 million in NJ Transit contracts over the past five years.

The 14-count state grand jury indictment alleges that from February 1996 through last July, Milan accepted the following:

- ❖ Flowers, food drinks, accommodations, and in-room movies for "herself and an escort" while staying at the Willard Inter-Continental Hotel in Washington, D.C., worth \$878.93
- ❖ Tickets to the 2000 World Series at Yankee Stadium worth \$640.

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## NATIONAL INTEREST

- ❖ Dinner for two at the Bellagio Restaurant in Las Vegas worth \$464.14.
- ❖ Two tickets to a Madonna concert at Madison Square Garden worth \$1,100.
- ❖ Two tickets to a Sade concert at Lincoln Center worth \$900.
- ❖ Beauty services at Ettore Salon worth \$459.
- ❖ Two tickets to a 2001 Yankee playoff game worth \$1,100.
- ❖ Five tickets to "The Producers" worth \$1,990.

In the case of the Broadway musical, Milan requested an additional ticket for her mother after already receiving four, said John Hagerty, spokesman for the state Attorney General's office.

Milan also allegedly accepted meals and other services worth under \$299 on at least 126 other occasions from at least 25 different people employed by the three companies.

The investigation began in March 2002, following an

anonymous tip to the office of Attorney General David Samson, who referred it to the Office of Government Integrity, Hagerty said.

Prosecutors were not able to bring a charge of bribery because evidence didn't exist to establish a "quid pro quo," Neafsey said. The companies providing the gifts already had contracts with the agency.

But a revised "Gifts for Public Servants" statute being used for the first time allows the state to prosecute Milan. The statute was amended in late 2000.

Milan, an agency employee since 1991, was in a position to make recommendations to NJ Transit about what companies to use for their bus and light rail operations.

During her tenure, NJ Transit signed big-ticket deals with the vendors.

Motor Coach Industries signed a three-year, \$500 million contract with NJ Transit for 1,244 lift-equipped motor coaches in 2000, with an option for an additional 156 buses in the fourth year. The agency uses the vehicles for commuter service into Manhattan and Philadelphia.

NJ Transit also signed a \$179 million deal with Nova Bus C. for 620 new buses and spare parts in 1998.  
(Berger Record February 12, 2003)

## - CALENDAR OF EVENTS -

In cooperation with the various rail and transit enthusiast organizations meeting in Chicago, we present this "Calendar of Events".

Mar. 14. Chicago Chapter - Railway & Locomotive Historical Society meeting. 7:00pm. The Chicago Temple (77 W. Washington - Pierce Hall (lower level auditorium). Admission is free. Program - "*The Rainbow Fleet*," a look back at Amtrak passenger trains of the early 1970's, a slide presentation by Wally Feret.

Mar. 21. The Railroad Club of Chicago meeting. 7:30pm. The Chicago Temple (77 W. Washington - Pierce Hall (lower level auditorium). Donation of \$3.00 requested for non-members. Program - "*Head West Young Man*," a slide presentation by noted rail photographer Harold Edmonson covering AT&SF steam locomotive 3751's trek from Los Angeles to the 2002 NRHS Convention (in Arizona) and back, as well as the last of the D&RGW "tunnel motors" in Utah and BNSF mainline diesel action in Arizona and California.

Mar. 28. Central Electric Railfans' Association meeting. 7:30pm. 205 W. Wacker Drive Suite 200 (Securities Training Corp). \$5.00 admission for non-members. Program - "*More Foreign Travels with Ray*," featuring views of transit operations from various out-of-the-way places from around the world.

An online version of our Calendar of Events is available, courtesy of the Shore Line Interurban Historical Society, at [www.shore-line.org/calendar.html](http://www.shore-line.org/calendar.html)