

Green Pennant Special

OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC. APRIL 2003

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 April 4, 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.

We will have several speakers for the evening.

Charles Wheelan, Director of Policy and Communications, Chicago Metropolis 2020, will present their recent proposal.

The Metropolis Plan: Choices for the Chicago Region is a prescription for healthier regional growth and development. The six-county Chicago area will grow by over a million and a half people over the next three decades. We will add some 800,000 new jobs and over a million new cars. Will that growth be a source of strength, diversity, opportunity, and economic vitality? Or will it be a source of congestion, pollution, and growing inequality?

The Metropolis Plan is a blueprint for building a better region.

Brad Lynch, named partner of the architectural firm of Brinin, Stool, Lynch, is participating in the exhibition "Invisible City" now showing at the Chicago Architecture Foundation through April. He will talk about his ideas on incorporating bus boarding locations into modern building design and how to design buildings to properly ventilate underground driving lanes so that expressways may be decked over for public parks.

A third speaker will talk on the impact of Chicago's

zoning amendments, land development, and bus issues.

• CTA HAPPENINGS

In the last issue of Green Pennant we mentioned that the CTA had a press unveiling of the first of their new low-floor NABI articulated buses. Through the help of Bruce Moffat and Ludwig Scheurle we present a photograph and other information on these buses.



CTA NABI articulated 7500

Model 60LFW

VIN: 1N90600272A140160

Photographed 2/12/03



Drivers area and passenger entrance.

(Cont on Page 2)

CTA

In an effort to further enhance safety and customer convenience, the Chicago Transit Board approved a contract on March 5, 2003, at its monthly meeting for the installation of a state-of-the-art, wireless telecommunications system in the CTA's rapid transit subway tunnels, underground stations and station passageways.

The completed system will enhance the CTA's existing two-way radio system and improve redundant subway communication options for CTA, Chicago Police Dept., and Chicago Fire Dept. /EMS personnel. The system also will allow the CTA to contract use of the Subway Wireless Telecommunications System to Chicago-area wireless service providers – which would allow customers to use their cell phones, e-mail, wireless internet, paging and text messaging throughout the CTA's 11.4-mile subway system.

Aldridge Electric Inc., of Libertyville, Illinois was selected through a competitive bidding process for the \$11.2 million contract, which calls for the design, analysis, implementation, testing and maintenance of a complete and operational wireless telecommunications system. Funding for the contract is provided by the Regional Transportation Authority.

Work on the project will begin in the spring and last approximately 18 months. During the first phase, radio transmitters, receivers and antennas will be installed and interconnected with existing fiber optic cable to enable voice and data connection services. The CTA does not anticipate service interruptions during installation, as most of the work will take place during off-peak service hours and on weekends.

Previously, CTA solicited bids from wireless providers to invest in and build the infrastructure required to make wireless service possible in the subway. While interested in providing service once the infrastructure was in place, no individual company or group of wireless providers could commit to this capital investment due to the technology sector's declining performance. As a result, the CTA withdrew the Request for Proposal and made the decision to move ahead and build the telecommunications infrastructure on its own.

During the second phase, the CTA will solicit Chicago-area wireless service providers offering connection to the system, which will enable their customers to use their service in the subway and generate revenue for the CTA.

The CTA will issue a Request for Proposal later in the year.
(www.yourcta.com)

Chicago Transit Authority's Capital Grant Receipts Revenue Bonds received on March 11, 2003, an A3 bond rating from Moody's Investors Service and an A-rating from Standard & Poor's. When sold to the market later this week, CTA's bonds will carry the required insurance from Ambec leading to an AAA rating. Moody's Investors Services is a leading global credit rating, research and risk analysis firm. Standard & Poor's is a leading provider of independent research, indices and ratings.

The bonds are secured by grant reimbursements from the Federal Transit Administration (FTA) under a Full Funding Grant Agreement (FFGA)

The CTA's ability to successfully manage and complete major capital projects on time and within budget is a key factor in the rating. Moody's specifically cited that the A3 rating was due to the CTA's success in securing and complying with FFGA requirements and its strong project management over the rehabilitation of the Cermak (Douglas) Branch of the Blue Line. The project received the FTA's top eligibility rating of "highly recommended" and was selected for the New Starts program after a highly competitive and rigorous process.

Last week, at its monthly meeting, the Chicago Transit Board approved the issuance of debt in support of capital projects. The CTA will issue up to \$275 million in Capital Grant Receipts Revenue Bonds backed by the FFGA for the Cermak (Douglas) Blue Line rehabilitation project.

Issuing longer-term debt for the Cermak (Douglas) Blue Line rehabilitation project is similar to using a mortgage to pay for a long-term capital project up-front and paying off the debt over time.

CTA's financial advisors for the Blue Line bond issues are First Albany Corporation, A.C. Advisory and Davis Financial, Inc. The bonds will finance the Blue Line until the CTA receives the remainder of funds expected from its FFGA with the FTA. The \$482.6 million project is on time and on budget, and is expected to be completed in late January 2005. (www.yourcta.com)

(Cont on page 3)

CTA

Following a series of meetings with members of the Illinois Congressional delegation in Washington, D.C., The CTA, on March 14, announced that it seeking funding for a series of projects that will meet customer needs and help relieve regional gridlock in the future.

Congress is currently evaluating projects to submit for funding through the Federal Transit Administration (FTA) discretionary New Starts program. The Transportation Equity Act for the 21st Century (TEA-21) authorized \$8.2 billion in New Starts funding nationwide through fiscal year 2003. An even higher level funding is anticipated in the next federal surface transportation authorization beginning in 2004.

Top rail projects include building the Circle Line, extending the Orange Line from Midway Airport to Ford City, extending the Red Line from 95th to 130th/Stoy Island, extending the Yellow Line to Old Orchard mall, extending the Blue Line to Schaumburg, and establishing a street car and bus rapid Transit system along Ogden Avenue and Carroll Avenue corridors. The CTA will also seek authorization of the Cermak (Douglas) Blue Line rehabilitation project and the capacity expansion project on the Brown Line,

Congressman William Lipinski, a transit advocate and ranking member of the House Transportation and Infrastructure Committee, is sponsoring four of these projects, the Circle Line, the Orange Line, the Ogden/Carroll Corridors, and the Blue Line extension to Schaumburg. The Circle Line would leverage the CTA's ongoing investment in its rail infrastructure by connecting nearly all of the city's major employment and special event destinations with CTA and Metra rail lines. This would make rail service more attractive to all transit customers and reduce travel time.

Extending the Orange Line to Ford City would complete the original Orange Line plan to provide improved access to downtown from the far southwest side and from the central city to the strong employment corridor along South Cicero Avenue.

Plans for new transit service along the Ogden Avenue and Carroll Avenue corridors would link the North Riverside Mall at Harlem and Cermak to the Chicago Central Business District and Navy Pier. It would connect several Chicago neighborhoods and three suburban communities with the 42,000-employee Illinois Medical District.

The Blue Line extension to Schaumburg would provide convenient northwest suburban access to O'Hare airport and downtown.

Congressman Jesse Jackson, Jr. is the sponsor of the Red Line extension. Extending the Red Line from its existing south terminal at 95th Street to a new terminal at 130th would streamline bus-to-rail connections for 13 CTA bus routes and six Pace routes and would also connect with the South Shore commuter rail line.

Congresswoman Jan Schakowsky is the sponsor of the proposed extension of the Yellow Line, which would provide service to major destinations such as Old Orchard Mall, Cook County Courthouse, and adjacent office and retail developments currently just beyond the reach of the existing terminal. Expanding service would strengthen the reverse-commuter flow along both the Yellow and Red Lines, and make better use of CTA's existing service capacity.

Congressman Luis Gutierrez is sponsoring the reauthorization of the Cermak (Douglas) Blue Line rehabilitation, the CTA's largest capital improvement project to date. And Congressman Rahm Emmanuel is the sponsor of the reauthorization request for the Brown Line capacity expansion project. The design work on this project will be finalized this spring and construction is expected to begin in the fall.

The New Starts program is the federal government's primary financial resource for supporting locally-planned, implemented and operated transit capital investments. From heavy to light rail, from Commuter rail to bus rapid transit systems, the New Starts program has helped to make possible hundreds of new or extended transit systems across the country. These rail and bus investments, in turn, have improved the mobility of millions of Americans, helped to reduce congestion and improve air quality in the areas they serve, and have fostered the development of viable, safer and more livable communities.

The CTA is not seeking New Start funding for another of its planned improvements – the development of an express train service to O'Hare and Midway airport. The CTA will continue to pursue that project but will seek funding through other sources.

(Cont on page 4)

• PACE PATTERN

The north suburbs are better served by public transit since Pace started a new bus route on a 21-mile stretch of Milwaukee Avenue. The first day of service was marked by a "Kickoff Ceremony" at 10 a.m. Monday, March 17, at Westfield Shoppingtown Hawthorn, 122 Hawthorn Center in Vernon Hills. The event took place at the Pace bus stop at the lower level entrance near Sears.

Officials from Pace, the local community, area businesses and the shopping center were on hand to make brief remarks. Media photographers were then able to get photos of the Pace bus breaking through a large ceremonial banner. Refreshments from Starbucks were served.

Route 272 will be a key component of the Pace system, providing a convenient transit connection Monday through Saturday between Lake and Cook counties. Numerous businesses on and near Milwaukee Avenue will benefit, giving them an opportunity to expand their employment base. The long list of major employers served by the route includes Hewitt in Lincolnshire, CDW and Corporate Woods Business Park in Vernon Hills, and Aon Service Corporation in Glenview.

Route 272 is anchored by Westfield Shoppingtown Hawthorn in Vernon Hills, and Golf Mill Shopping Center in Niles. The route connects with nearly a dozen other Pace bus routes, allowing commuters to reach south Lake County from practically anywhere in the Chicago area.

Buses run twice an hour during rush-hour periods, and every hour at other times. The hours of operation are weekdays from 5:25 a.m. to 10:16 p.m., and Saturdays from 7:52 a.m. to 7:11 p.m. The one-way fare is \$1.50. Most of the route's initial operating cost will be funded by a federal Congestion Mitigation/Air Quality (CMAQ) grant. (www.pacebus.com)

Pace has improved its bus service on Route 554, which offers residents of Elgin, Streamwood, Hoffman Estates and Schaumburg a number of connections to destinations in the northwest suburbs.

Starting Monday, March 24, the bus began making convenient stops at St. Alexius Medical Center, 1555 Barrington Road, Hoffman Estates, to serve both employees and visitors of the hospital. Also, Route 554

will make more frequent stops at Woodfield Shopping Center in Schaumburg. These improvements were promoted at a Transit Day that Pace held on the first day of service from 11 a.m. to 1 p.m. in the cafeteria at St. Alexius Medical Center.

Route 554 provides weekday rush-hour service between Elgin and Schaumburg. The bus is geared to serve work commuters who catch the bus in the morning at the Elgin Bus Terminal and ride to Pace's Northwest Transportation Center (NWTC) in Schaumburg, just south of Woodfield. Several Pace routes connect at the NWTC to give passengers numerous transit options.

Reverse trips on Route 554 are made during the evening rush hour. The bus also serves Streamwood High School, Towne Place West in Streamwood, Park Place Apartments in Hoffman Estates, and destinations along Golf Road between Barrington and Meacham roads.

Route 554 provides four morning trips from Elgin to Schaumburg, and one midday trip and five late afternoon/early evening trips from Schaumburg to Elgin. The one-way fare is \$1.50.

Half of the routes operating cost is funded by the villages of Schaumburg, Streamwood, Elgin and Hoffman Estates, and the Northwest Mass Transit District. (www.pacebus.com)

• METRA MATTERS

Although Metra expects its STAR Line and Southeast Service Line to win approval at the federal level, the projects still face hurdles at home, the head of the commuter rail agency said on March 11.

Metra chairman Jeffrey Ladd said the state must contribute major sums of cash if either line is built. Metra is looking to the federal government to foot most of the bill, he said, but the state needs to deliver the remainder.

"If we don't have the local match, we will not get those funds," said Ladd, speaking at a City Club of Chicago luncheon.

Transit agencies nationwide already are lining up to submit their wish lists for a spot in the upcoming federal transportation bill.

The current version of the legislation, which covers six years of transportation spending, obligates states to pay for 20 percent of any project. The passage of Illinois FIRST in 1999 provided the so-called "local match" in recent years. (Cont on page 5)

(Cont from page 4)

Metra

But with Illinois FIRST set to expire and the economy feeling, finding money locally is going to be a problem in the new bill.

Speculation is that Congress might ask for a 50-50 split between state and federal governments on new transit and highway projects.

"That will be a hurdle for everyone," said Regional Transportation Authority spokesman David Loveday. "It is not an issue just for Illinois.

The uncertainty over the bill comes while Metra is asking for a huge increase in federal money.

The STAR Line would connect O'Hare International Airport, Hoffman Estates and Joliet via the EJ&E Railroad. The \$1 billion project is touted as the first phase to building an arc of commuter rail in the Chicago suburbs.

Metra grudgingly agreed to add the Southeast Service Line in the request to Congress after south suburban legislators balked for being left off the STAR Line. At a cost of \$550 million, the Southeast Service Line would connect Crete and Chicago's LaSalle Street Station.

The first trains on either line would not run for 10 years. But the concessions to the south suburbs prompted fears that Metra might be asking Congress for too much — more than \$2 billion.

Ladd, however, was confident Metra would win the support of lawmakers, thanks to a strong Illinois delegation led by House Speaker Dennis Hastert and Rep. William O. Lipinski, one of the ranking members on the House Transportation Committee.

Before Metra proceeds with the STAR Line, the project must get the OK from the RTA. The RTA is weighing similar proposals from Pace and the CTA to build mass transit along the Northwest Tollway.

Loveday said each project will be weighed on technical merits, finances and regional consensus. A decision is expected by July. "Each of these projects is very unique. Nothing has been ruled out," Loveday said.
(Daily Southtown Wednesday, March 12, 2003 Guy Tridgell)

Metra passengers began riding the first of 300 new illroad cars and 27 new locomotives on March 14, as part of a plan to update commuter trains in the Chicago area.

The new stainless-steel cars feature larger windows, brighter lighting and wider stairways to the upper level. Each has a lift and is wheelchair-accessible. They also should have clearer automated announcements and an electronic message board in each car.

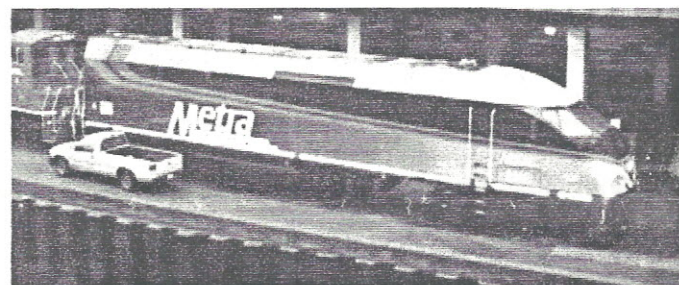
The new, streamlined, orange-tinted locomotives accelerate faster, are more fuel efficient, and hold more fuel.

So far, just three cars and one locomotive have been delivered. The rest of the locomotives should be in service within a year, while the rest of the cars will be slowly phased in at the rate of 10 per month through 2005.

Most of the cars will replace the oldest cars, which date from the 1950s, on the Union Pacific North, Northwest and West lines, with some on the Burlington Northern Santa Fe. Some will be used to expand the North Central Service from 10 trains a day to 22 by 2005.

Fifteen of the locomotives will replace the oldest locomotives in service since 1974 on the Milwaukee District North and West lines.

The \$480 million cost was paid primarily by a federal grant and higher license fees and liquor taxes through the Illinois FIRST construction program. (Daily Herald March 15, 2003 Robert McCoppin)



Metra MP36PH-3S #402 Union Station.

The above photo of Metra #402 was posted on the IlliniRail Yahoo Groups website and shows the locomotive in Union Station on the run-through track.

Some other information from the group's website states that all of the locomotives will be broken in on the Rock Island District before being shipped to the other lines. However, it appears that none of the locomotives will be assigned to any of the Union Pacific routes because of their weight, these units are heavier than the current models being used by Metra.

(Cont on page 6)

METRA

At 298,550 pounds, these new units are almost 33,000 pounds heavier than the current F40PHs (260,000 to 265,500).

The Union Pacific considers the MP36 overweight for the Kenosha line and therefore unacceptable for their purposes. UP likes to keep its commuter locomotive fleet flexible, and this means that they want locomotives assigned to their commuter services that can run on any line at any time – this makes assignments easier and also means that a locomotive can fill in anytime, anywhere if problems come up.

The MP36 was slated to run on the UP, but that was cancelled since one of the runs was over the Kenosha Sub. Including MP36s in their commuter locomotive fleet would mean that UP would lose the flexibility that they currently enjoy by using all F40PHs.

• RTA CORNER

The Regional Transportation Authority (RTA) and a consortium of 15 municipalities announced on March 6, that they have agreed on a management plan for a key initiative to improve mobility between the south suburbs and the Chicago central business district (CBD).

Providing commuter rail services to the southeast suburbs has been a priority of the six-county Chicago metropolitan region for several years. Known as the South Suburban Commuter Rail Corridor, the 2020 Regional Transportation Plan (RTP) underscores the need for a high-capacity transit service to serve the mobility needs of the area's residents. The proposed 38-mile corridor runs from the Chicago CBD south to Beecher/Balmoral Park.

RTA staff presented the program management plan, which was developed with input from all participants, to the RTA Board during its monthly meeting. Since commuter rail service has already been identified in the 2020 RTP, the corridor study will focus on transit supportive land use policies and local financing. Metra is responsible for defining the rail service options and accessing their feasibility.

With the assistance of the RTA and a \$270,000 grant from the Illinois Tomorrow program, the 15 communities along the Corridor will jointly develop mobility planning standards and transit-supportive land use strategies, as well as examine potential financing

mechanisms. The effort is sponsored by South Holland and will be conducted through the Calumet Corridor Planning Council. Staff from the South Suburban Mayors and Managers Association (SSMMA) will help administer the project on behalf of South Holland and the affiliated communities.

The structure and intent of the South Suburban Rail Corridor effort is similar to other RTA corridor studies, such as the Northwest Corridor project. These efforts take a partnership approach to preparing an area for a major transit improvement and for the steps needed to qualify a transit project for federal funding.

According to Brad Roback, transportation director for the South Suburban Mayors and Managers Association, the project is very important to the south suburban communities, who are already working together on efforts to strengthen the area's economic well-being and quality of life. Roback points out that the project is designed to provide commuters from the south suburbs with quick access to jobs in Chicago, adding that such a service is almost a prerequisite for families who are moving, or considering, a move into the area.

The study also provides an opportunity for communities to fine-tune their local redevelopment efforts in ways that better support transit. South Holland Mayor Don DeGraff said that this kind of planning could allow for redevelopment of property adjacent to rail stations into transit-orientated mixed-use sites for new housing and commercial establishments. DeGraff underscored existing community support for the project and that the study will complement the economic plan recently developed by the Calumet Corridor Planning Council.

Metra will conclude their simulation of the proposed commuter rail services this spring and develop detailed operating plans. Metra's work will identify how conflict with the Union Pacific freight traffic can be minimized. Metra's service details, together with the work of the south suburban communities, will provide a baseline for the development of alternatives to meet the corridor's mobility needs. Metra is including the South Suburban Commuter Rail Line among its legislative priorities for the upcoming six-year federal transportation bill. The South Suburban Commuter Rail Line has an estimated cost of \$500 million. Construction of any transit improvement will depend upon the availability of both federal and local funds. (rtachicago.com)

(Cont on page 7)

• NATIONAL NEWS

NEW YORK

Passengers on the Long Island Rail Road and Metro-North Railroad would pay the same fare as subway riders if they are traveling off-peak within New York City under a proposal the Metropolitan Transportation Authority is considering.

The proposal, called City Ticket, would reduce subway crowding and allow faster, cheaper access to Manhattan from Brooklyn, Queens and the Bronx, according to the New York City Transit Riders Council, a state-funded, independent committee promoting it.

"Metro-North and the Long Island Rail Road run through the city's boroughs but don't serve the city's boroughs very well," said Beverly Dolinsky, the council's executive director.

The program would peg off-peak commuter rail tickets for zones within the city to whatever the current subway fare was, or slightly more. "If you live in southeast Queens, you wouldn't need to take a bus to the subway, you could take the LIRR," she said.

The plan could save subway riders plenty of money. Gene Russianoff, staff attorney for the nonprofit Straphangers Campaign, a riders advocacy group, said his organization supports the proposal.

Currently, an off-peak, LIRR ride from Rosedale to Penn Station costs \$3.75. Metro-North currently runs a similar plan, but only from the Bronx to Westchester. The current subway and bus fare is \$1.50, but the fare will be increasing to \$2.

Board members' reaction to City Ticket has been positive. In a presentation January 27, MTA budget director Gary Caplan outlined five pros and two cons. Among the program's positives are filling underutilized seats and reducing travel times.

On the negative side, the plan will cost money, Caplan said, though he did not offer specifics.

Dolinsky, however, noted that the City Ticket plan would not mean spending money on extra trains because commuter trains already run to Manhattan — although sometimes with empty seats. (Newsday.com. March 1, 2003.)

WASHINGTON

As work begins on a new federal highway bill, lawmakers from rural areas want the government to pay for more bus service from towns such as Popular Bluff, Mo., to airports in St. Louis and other big cities.

Greyhound Lines, Inc. is leading the effort, along with Rep. Jo Ann Emerson, R-Mo. They want to pattern a new program after the system that pays airlines to serve small towns, which is called Essential Air Service.

The air service subsidies were developed following deregulation of the airline industry to keep planes flying to small towns.

"It is very, very difficult for my constituents to use public transportation," said Mrs. Emerson, who represents the southeast corner of Missouri. She pointed out her district is the most rural, and poorest, part of the state.

Airfare is \$164 for the 246-mile roundtrip from Cape Girardeau to St. Louis, according to Mrs. Emerson's office. Greyhound buses from St. Louis to Sikeston cost \$73 roundtrip.

"That's very expensive, and a lot of people aren't going to be able to afford it," Mrs. Emerson said.

Amtrak costs \$22 each way from southeast Missouri to St. Louis. But it serves only one southeast Missouri location — Popular Bluff — and trains leave only at 4:30 a.m.

Supporters of the idea are seeking \$35 million each year for subsidized bus service, and \$100 million a year for "intermodal transportation centers" linking airports, train and subway terminals and city and regional bus lines.

However, supporters of expanded bus service are competing with dozens of special interest groups for money in a new federal highway bill, which is rewritten about every six years.

The previous highway bill was a \$203 billion measure that constituted the biggest public works program in U.S. history when it became law in 1998.

(Cont on page 8)

WASHINGTON

"It does not appear that there is going to be substantially more money in the new transportation bill than there was in the old one, which means that for the this program to work, it has to get money that's being spent now on something else," said David Luberoff, associate director of the Taubman Center for State and Local Government at Harvard's Kennedy School of Government.

"And people tend to fight pretty vociferously to hold onto what they have," Luberoff said.

He added that bus service also faces a perception problem: "There are those who argue that there's a bias against buses in this country because they're what poor people ride," Luberoff said.

Greyhound counters that at least two of every 10 passengers makes \$50,000 or more each year, and that a third of its riders have a college degree.

Another challenge for Greyhound is competing for money with industries backed by a broader array of interest groups, which makes a powerful lobbying force.

An interest group's campaign contributions often reflects its lobbying clout. The automotive industry, delivery companies, trucking groups, airlines and plane manufacturers and railroads are the biggest campaign contributors in the transportation sector. Greyhound, which gave \$45,490 in the 2002 election cycle, didn't break the top 20.

The company's CEO argues that boosting bus service, which costs a fraction of what air and rail travel costs, is a cheaper way of making transportation in America more efficient.

"The system is not a system at all – it's a loose collection" of various modes of transportation, said Craig Lentzsch, president and CEO of Dallas-based Greyhound Lines, Inc. "Our nation can no longer afford to support an overinvestment in an inefficient system."

Lentzsch spoke during a Capitol news conference with Mrs. Emerson and two Texas lawmakers, Democratic Rep. Eddie Bernice Johnson and Republican Michael Burgess.

They're not the only supporters of expanded bus service – the Bush administration suggested in its budget proposal last month that some cities could replace some subsidized air service with regular bus routes to neighboring towns with airports.

The result could be better air service, if a carrier decides to replace two routes served by propeller planes with a small jet that serves the combined airport, said Read Van de Water, an assistant transportation secretary.

The administration questions whether the air service program is still worth the money, because 14 communities have subsidies greater than \$200 per passenger. (AP Wire, Centre Daily, State College, Mar 7, 2003)

- CALENDAR OF EVENTS -

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

Apr. 11. 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 Santa Fe extension to Chicago,"* a talk on the construction of the Kansas City-Chicago extension of the Santa Fe in the 1880's, by Don Lamb.

Apr. 18. 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 – *"Up and down the Monon,"* a slide presentation by William M. Shapotkin.

Apr. 25. Central Electric Railfans' Association meeting. 7:30pm. 205 W. Wacker Drive Suite 200 (Securities Training Corp). \$5.00 admission for non-members. Program – Program will be a slide presentation by David Gartler entitled, *"Chicago Transit Posters of the 1920's"* chronicling the remarkable series of posters that were created to publicize the Insull electric lines and to promote ridership. The presentation will display over 30 posters done during this period and discuss their importance as advertising poster art.

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