



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.

• JUNE OSA MEETING

The next regular meetings of the Omnibus Society of America will be on June 6, 2003, in the Anderson Pavilion of Swedish Covenant Hospital, 2751 W. Winona Avenue, Chicago, Illinois. The meeting will be start at 7:30 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 program will be a presentation given by Bob Bourne on his career in transit with OTR in Wilmette and Cyride of Ames Iowa.

• CTA HAPPENINGS

The Loop Tour Train began a new season of free Saturday tours around the Loop 'L' on Saturday, May 3, 2003. The train is co-sponsored by the Chicago Architecture Foundation, the Chicago Office of Tourism and the Chicago Transit Authority (CTA).

The Loop Tour Train travels around the historic 1897 Loop 'L' at midday on Saturdays through September 27. The tours start from the inner Loop station at Randolph/Wabash, with docents from the Chicago Architecture Foundation (CAF) providing commentary. In 2002, 11,402 customers rode the Loop Tour Train, an increase of 15 percent over 2001, and an increase of 36 percent over 2000.

Each tour includes three trips clockwise around the inner Loop 'L' above Wabash, Van Buren, Wells and Lake streets. Using the train's public address system, guides from the Architecture Foundation provide information about the history of the city and the 'L' and point out buildings of architectural interest.

While tickets for the tours are free, Tour Train riders must pick up the tickets on the day of the tour from the Chicago Office of Tourism Visitor Information Center. The Center is located on the first floor of the Chicago Cultural Center at 77 East Randolph. Tickets are available beginning at 10:00 a.m. From there it is only a few steps to the tour boarding point at the Randolph/Wabash inner Loop station.

Loop Tour Trains begin their Saturday trips southbound from the Randolph/Wabash 'L' station at 11:35 a.m., 12:15 p.m., 12:55 p.m. and 1:35 p.m. Customers are asked to be on the platform about 15 minutes before the scheduled departure time of their tours. Those needing elevator access can make the appropriate arrangements when they pick up their tickets. (www.yourcta.com)

CTA's new monthly television program, Connections, made its debut on the City of Chicago's municipal cable channels (channels 23 and 49), as well as ComCast channels throughout the suburban service area.

Starting Thursday, May 1, Connections airs on channel 49 at 9 p.m. and 12 a.m. every day through the month of May.

It also airs twice daily on channel 23 on a rotating schedule with other city programs in the 8-9 a.m., 1-2 p.m., 7-8 p.m., and 10-11 p.m. time slots.

Starting May 2, Connections began airing on ComCast channels in the following suburban markets -

Dolton: Thursday @ 5 p.m.

Elmhurst: Wednesdays @ 4 p.m. & Saturdays @ 7 p.m.

Hickory Hills: Thursdays @ 9 p.m.

Oak Lawn: Wednesdays @ 6 p.m.

Skokie: Wednesdays @ 4 p.m. & Saturdays @ 7 p.m.

The sharpest turn in the Chicago Transit Authority rail system became history over the Memorial Day weekend when CTA realigned the S-shaped portion of elevated track between the Loop and Roosevelt Road known as the Harrison Curve. CTA disconnected the tracks from the old structure at Harrison and Wabash and connected the newly constructed, straightened section to the remaining elevated structure.

Rail service on the Orange and Green Lines was suspended over the three-day period from Friday, May 23 at 9 p.m. until Tuesday, May 27 at 2 a.m.

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(Cont from page 1)

CTA

Trains resumed their regular schedules on Tuesday morning along the new tracks, with faster service in and out of the Loop.

CTA customers had several travel options for completing their trips on the Orange and Green Lines over the Memorial Day weekend.

Customers in the Loop who wanted to connect to southbound trains heading to Midway, 63rd/Cottage Grove or Ashland/63rd, were able to take any train to the State/Lake elevated station and transfer to the Red Line. Customers could then take the Red Line south (95th/Dan Ryan) to Roosevelt where they could transfer back to the Orange and Green Lines.

Customers traveling north to the Loop on the Orange and Green Lines traveled to the Roosevelt station and used the transfer tunnel to make a free connection to the Red Line subway. Customers then took the Red Line north (Howard) to the State/Lake station. From the State/Lake subway station, they transferred to the State/Lake elevated station to connect with the Orange, Green and Brown Line trains.

An Orange Line Shuttle train operated in the Loop along the inner elevated tracks, making all regularly scheduled stops.

Green Line trains heading inbound from Harlem operated along their normal route to Clinton, and then circled the outer Loop counterclockwise instead of its normal clockwise route. It made all stops in the Loop before heading outbound to Harlem.

All trains ran on their normal schedules and additional Customer Assistants were on hand at rail stations to help customers with travel questions and to distribute fare cards at the Library-State/Van Buren stop for paid customers who wanted to access the Red Line at Jackson. Additionally, paratransit service was available between accessible stations for customers with disabilities.

Although the realignment took place over the Memorial Day weekend, the entire project will not be complete until the fall as some demolition work remains. The work will continue with minimal service interruptions.

CTA hired FH Paschen to handle Harrison Curve construction, which began in October 2002. More than 100 years old, the curve has slowed Green and Orange

Line trains to 10 miles per hour. Straightening the curve enabled the CTA to increase speeds on that section to track to 35 mph, allowing more trains to travel into the Loop per hour, and provide a faster trip for the 58,800 rides taken over that section each day. In addition, replacing the curve's steel columns with concrete will reduce rail and wheel noise generated by the train.

The Harrison Curve elevated structure was built in 1897 by the South Side Elevated Railroad to connect with the Loop 'L' which was built by the Union Elevated Railroad. Both preceded the creation of the CTA. (www.yourcta.com)

• PACE PATTERN

A comprehensive Pace study has led to a detailed proposal to improve bus service in Elgin, South Elgin, Carpentersville, East Dundee and West Dundee. The suburban transit agency is working with these communities to redesign most of the public transportation network in order to provide a better system of bus routes that meet today's commuting patterns. It's all part of Pace's expansive Vision 2020 project, which is generating significant changes and improvements to the way public transit is provided in Chicago's suburbs.

Pace has held two public hearings in Elgin to get local comments on the large-scale restructuring proposal. The meetings took place at 9 a.m. Saturday, May 17, in the Community Room at the State Financial Bank, 2001 Larkin Avenue, and at 5:30 p.m. on Tuesday, May 20, in the City Council Chambers at the Elgin Municipal Building, Second Floor North Tower, 150 Dexter Court.

The following Elgin-area routes are targeted for changes: 541 Dodge, 542 Grove, 543 Dundee, 545 Walnut, 546 South, 548 Highland, 549 McLean, 552 North State/Spring Hill Mall, 553 Park/Summit, and 803 Carpentersville Local. In addition, a new route 550 North Randall Road may be created.

Pace's new strategy for the Elgin area incorporates customer needs and offers better transit options for all residents. Routes will be consolidated, unproductive segments will be eliminated, and new areas will be served. Saturday service will be added to some routes. The efficiency of the new system will negate the need for additional operating funds. Pace will reallocate current resources. And bus fares will stay the same.

Based on the results of the public hearings, the Pace Board of Directors is expected to take action on June 4.

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(Cont from page 2)

PACE

The implementation of this component of Vision 2020 might begin in late summer or early fall. (www.pacebus.com)

The Pace Board of Directors on Wednesday, May 7, adopted guidelines for special-event advertising on buses. This pilot program for 2003 will be a valuable revenue source to help balance Pace's tight operating budget and reduce the suburban transit agency's need to pursue service reductions.

The new advertising policy allows buses to be used as rolling billboards outside major special events and sports stadiums throughout the Chicago area, such as baseball's All-Star Game this July at U.S. Cellular Field. The buses typically would not be in service, but stationed at an event to promote an advertiser's product. The event must have an anticipated attendance that exceeds 20,000 people.

Pace will receive half of the net advertising revenue, which could result in the agency collecting between \$50,000 and \$125,000 annually. The advertising at special events will be in the form of "wrapped" buses that feature large-format graphics. A wrapped bus is completely covered with a thin vinyl material that provides up to 900 square feet of rolling artwork to grab the attention of potential customers.

Pace's new advertising program is open to alcoholic beverages, which are not allowed to be promoted elsewhere in the Pace system. This exemption to Pace's regular advertising policy comes with restrictions. The event where alcohol ads are displayed must have a majority of attendees who are at least 21 years old; the alcohol ads must meet the Century Council Code of Responsible Marketing and Advertising Practices for the alcoholic beverage industry; and the alcohol ads must state "Don't drink and drive."

"We're being very responsible in the way we're handling this exception to our advertising policy," said Pace Executive Director T.J. Ross. "The alcohol ads will only be found where adults drink alcohol. It makes sense for us to take advantage of a revenue source that helps keep more transit service on the streets."

The Pace Board will re-evaluate the special-event advertising program in January 2004 to determine whether the agency should continue the pilot program. (www.pacebus.com)

• METRA MATTERS

On Tuesday evening, April 29, Metra planners, engineers and consultants filled the Elburn Village Hall to present a preliminary plan for the coach yard and station, scheduled to open in December 2005.

On 50 acres immediately south of the tracks, east of Elburn and abutting the Still Meadows subdivision, the plan is to build a third track from Peck Road and a coach yard that can house 14 commuter train sets. Also on site will be crew facility and maintenance, storage, and mechanical buildings.

Parking for 300 cars and a station or enclosed warming facility are also part of the plan. There will not be a ticket agent, since that requires a commuting population of 1,000. A similar station is also planned for LaFox.

The arrangement of the parking lot, detention facilities and landscaping were of major concern to Commissioner Rich Stewart and Chairwoman Pat Schuberg. They also emphasized the need for pedestrian access, bike paths and the Anderson overpass.

These issues will be impacted by the development that fits into the southern acreage, which is under consideration by Pulte Homes.

President Jim Willey has stressed the need for a transit-oriented development surrounding the station, and the commissioners echoed that sentiment. David Reitz of Pulte said he hopes to present a plan to the commissioners by May 13.

Senior Director of Metra Pat McAtee said Metra is willing to work with the village and the developer on a small depot. They are also working with the county and village on an extension and overpass of Anderson Road, connecting it from Route 38 to Keslinger Road. (Daily Herald April 30, 2003)

• LOCAL NEWS

It's time for Northwest suburban leaders to decide what kind of mass transit they want. After five years of study, congressional leaders would like a decision by the end of May so they can try to get federal funding for it this fall.

The choices are clear: a CTA extension from O'Hare International Airport to Schaumburg; an express bus lane on the Northwest Tollway; or a new kind of Metra mini-train running from O'Hare to Hoffman Estates and all the way to Joliet. (Cont on page 4)

(Cont from page 3)

LOCAL

The favorite, according to several mayors who will decide the issue, is the most ambitious: the 53-mile-long Metra STAR line.

The STAR line represents a new approach to suburban transportation because it would not radiate from downtown Chicago, like other rail lines. Instead, much of it would run across the outlying Chicago area, connecting suburb to suburb.

In the next month, the three options will be discussed in an upcoming public hearing, voted on by 10 Northwest suburban mayors, and decided by the Regional Transportation Authority.

Until recently, the Northwest Corridor transit study focused on the Northwest Tollway (I-90) from Rosemont to Schaumburg. Through most of the process, some of the mayors along the tollway leaned toward extending the CTA Blue Line trains, which already run along the expressway to Rosemont and O'Hare.

But last year, when the CTA proposed two extension options, both branching out from a proposed west terminal at O'Hare, some mayors were shocked. Both options deviated from the previously envisioned route along the tollway. One route followed the Elgin-O'Hare Expressway and I-290/53, while the other returned to the Northwest Tollway but skipped most of Des Plaines and the Allstate Arena.

Arlington Heights Mayor Arlene Mulder opposed the southern route that would miss her city, and Elk Grove Village Mayor Craig Johnson opposed any connection to expanding O'Hare.

While the CTA plan was making enemies, the Metra plan attracted new political support by going through Elgin, West Chicago, Naperville and Joliet. That puts the STAR line through the district of U.S. House Speaker Dennis Hastert, the Yorkville Republican whose support is key to getting federal funding for any transportation project.

Hoffman Estates Village President William MacLeod prefers the Metra line because his town would become the crossroads between the Northwest Tollway segment and the southern segment, which would run along the Elgin, Joliet and Eastern Railway. The train route would turn at the Sears headquarters in the Prairie Stone Business Park.

Schaumburg Mayor Al Larson, who long supported a CTA extension, said the CTA proposal "makes a great deal of sense," but said the Metra proposal gained support with the other mayors by extending to more destinations and providing an option not tied to a new O'Hare terminal.

There was also the feeling, the mayors said, that the CTA has other, higher priorities, like the proposed Circle Line in Chicago. The CTA would also need a change in state law to allow it to extend outside Cook County.

But Dave Schulz, head of Northwestern University's Infrastructure Technology Institute, thinks the CTA proposal would be far better than Metra's or Pace's. The main drawback of the Metra plan, Schulz said, is it doesn't take riders downtown, which is the single-most common destination for commuters. Riders could transfer at O'Hare to the bus or CTA, but Schulz said every transfer reduces the advantage of transit to beat driving, and reduces ridership.

Any transit along the median of the tollway, Schulz added, faces problems because of the long walk required to the nearest office buildings, residences and businesses.

Supporters of the Metra plan say there are already train lines to get downtown, but the STAR line offers a new kind of service to suburban destinations like Woodfield Shopping Center, Fermi National Laboratory and western suburbs where employment is expected to grow 74 percent by 2020.

The Pace proposal, called Bus Rapid Transit, would have a separated bus lane and pre-paid train station-like stops. None of several mayors contacted said they would choose the Pace plan, but all said Pace would play a vital role in connecting passengers from rail lines to their destinations.

Whichever option is chosen, it will take at least several years to begin construction, by which time O'Hare expansion could be resolved. (Daily Herald April 27, 2003)

In a related story to the one above, a newly estimated cost could more than double the price of proposed mass transit along the Northwest Tollway.

Widening the toll road to make room for a bus or train line along the tollway could cost \$250 million to \$1 billion more than previously estimated. (Cont on page 5)

(Cont from page 4)

LOCAL

Officials had expected added costs, but the Regional Transportation Authority is the first to quantify it.

The roadway costs would be in addition to transit costs, which the RTA estimates at \$393 million for an express bus lane, \$543 million for a Metra mini-train, and \$744 million to extend the CTA Blue Line.

The actual costs for the bus and CTA may be higher, RTA officials conceded. The proposed Bus Rapid Transit, with a special lane for buses and pre-pay boarding stations, goes farther than originally proposed, from Rosemont to Randall Road and downtown Elgin. The CTA proposal now burrows under O'Hare International Airport to stop at a proposed new western terminal, which would add significant unknown costs.

The tollway costs can vary greatly, depending on the type and route of the transit proposals. Metra, the commuter rail agency, proposes to run rail down the median, avoiding ramps and interchanges. The CTA plans to run on the shoulder, using elevated tracks over the ramps, which it says will save millions by not forcing a widening of the tollway.

All of the plans are merely concepts, Metra planner Gary Foyle said, adding Metra could use the shoulder if necessary. Pace, the suburban bus agency, would run its buses on or next to the shoulder.

At a sparsely attended public hearing at Roosevelt University in Schaumburg on May 8, each agency tried to portray itself as offering the best and most flexible option.

The CTA's big advantage would be its direct connection to the airport and to the existing CTA line. The CTA also boasted the highest capacity, at more than 20,000 riders an hour, 10 times the amount a new highway lane could carry.

Metra's STAR line would offer the greatest suburban reach, from near O'Hare to Hoffman Estates, then south near Naperville to Joliet.

The Pace bus plan is the least expensive and could be up and running the quickest, in six months, using the shoulder while an additional lane and stations were built, said David Tomzik, supervisor of long-range planning. Daily Herald May 9, 2003

Suburban Republican leaders are attempting to block a proposal that could threaten billions of dollars in funding for transportation in the collar counties.

Cook County Board President John Stroger wants to restructure the region's transportation authority, essentially giving Chicago Mayor Richard M. Daley and himself control over funding of train systems, buses and subways.

Suburban officials fear the plan would leave the collar counties dry while flooding Cook County with cash for transportation improvements. The plan has been floated before, but with the suburban Republicans now marginalized after November's elections, the effort has been renewed.

DuPage County Chairman Robert Schillerstrom, a Republican, and House Republican leader Tom Cross of Oswego met with the governor in an attempt to rally him to oppose the plan. They left without a commitment.

"I view it as a power grab," Cross said.

Right now, the Regional Transportation Authority's (RTA) appointment process is set up so that eight of the 13 members are republicans. (Nine votes are needed to pass construction plans and budgets.)

One slot is appointed by DuPage County. Two appointments are agreed to by Will, Kane, Lake and McHenry counties. And four seats are appointed by four suburban Cook County commissioners.

Five slots are filled by Daley appointments. And the board then elects an outside chairman, who is now a Republican.

The Democrats come from Daley's five appointments. The other appointments are now Republican.

Under Stroger's plan, he would take over the Cook County commissioners' appointments, said Caryn Stancik, Stroger's spokeswoman. That would leave Daley and Stroger with the power to appoint nine board members, enough to control the authority's prized piggy bank. This fiscal year's budget is \$2.6 billion.

Stancik said Stroger is just trying to ensure fair representation.

"He still feels very strongly that the system is not set up the way it needs to be set up," she said. (Cont on page 6)

(Cont from page 5)

LOCAL

The plan would have to get approval from the General Assembly and the governor's signature before taking effect. House Speaker Michael Madigan, a Chicago Democrat, acknowledged through a spokesman that Stroger's plan is "under review."

Like Blagojevich, Senate President Emil Jones, Jr., a Chicago Democrat and Madigan have not taken a position on Stroger's proposal.

Suburban lawmakers are expected to rally against it. In addition, U.S. House Speaker Dennis Hastert, a Yorkville Republican, has a large say in how much funding the RTA receives from Washington, D.C.

John McGovern, Hastert's spokesman, said the congressman would be very concerned about appointment changes that would decrease suburban clout.

Deterred by suburban Republicans in the past, Stroger tried to change the RTA setup three years ago through the courts. The Illinois Supreme Court rejected the case. (Daily Herald April 30, 2003)

Business Leaders for Transportation, a group created in 1997 to serve as a collective voice for Chicago-area employers and provide advocacy for policy and funding on surface transportation has released a report entitled, "Implementing Illinois FIRST-Highway and RTA Transit Funding Year 3 Progress report" that highlights the initiative's accomplishments while recommending necessary improvements. It also makes the case for a new or renewed infrastructure funding program when Illinois FIRST expires in 2004 - which will be especially important for providing the state match required to receive federal dollars Congress allocates in the next transportation spending bill later this year.

Illinois FIRST reduced a backlog of infrastructure repair and improvement projects, and provided the required local match for federal transit dollars, earning northwestern Illinois more federal grant agreements for transit projects than any other region in the nation. But, support for the program eroded as public attention focused on apparent misuse of Illinois FIRST funds for non-infrastructure projects. Business Leaders for Transportation has urged the establishment of criteria to use in the selection of future projects.

"Illinois FIRST has been critical to ensuring that infrastructure improvements are made in our state. Not

renewing the program risks stalling the program of recent years," said Stan Pepper, consultant for Pepper Construction and chair of the Metropolitan Planning Council Transportation Committee. "Consequently," Pepper said, "a critical area of concern for us is Illinois lack of a comprehensive transportation plan. In order to maximize the value of this program, a comprehensive plan needs to be developed. This will ensure that money expended will be wisely invested."

The Business Leaders coalition is calling on the state to begin planning for a new investment package that maintains a source of funding for transportation and improves accountability and results. Among the recommendations, the Chicago region and the state of Illinois need a coordinated strategy built on stable, predictable, and on-going planning and funding from local, state and federal sources. "We saw in the last lapse (1994-1999) of a state infrastructure package that the stop-and-go approach doesn't work," said Gerald Roper, president and CEO of the Chicagoland Chamber of Commerce. "In order to keep this region growing as an economic center, we need an efficient and well-maintained transportation network. That is why businesses locate here and stay here."

"In order to make it an efficient transportation system that works for business and the region's residents, we need to change the status quo in planning and financing infrastructure projects," said George A. Ranney, Jr., president and CEO of Chicago Metropolitan 2020.

"The General Assembly must ensure that transportation and land use planning are coordinated so that infrastructure dollars are spent wisely and prudently in the future," he said. "Business Leaders urges the development of a 20-year, fully integrated transportation and land use improvement plan that incorporates state goals for growth and development. Projects included in the plan should be evaluated against a range of criteria, including congestion relief, accessibility, economic development, and planning and land use. How we design and implement projects in Illinois needs to be re-evaluated, with more emphasis placed on roadway designs that incorporate pedestrian use and transit access and are sensitive to built and natural environments."

With a lean state budget and an anemic economy, "finding revenue sources for a renewal of Illinois FIRST will require creativity," said MarySue Barrett, president of Metropolitan Planning Council.

(Cont on page 7)

(Cont from page 6)

LOCAL

"In the past, Business Leaders for Transportation has assessed a variety of funding sources – from gasoline taxes to user fees – to determine the most fair and effective way to keep the system moving. We plan to play a similarly constructive role in identifying revenue sources and building broad support for a new package."

Led by the Metropolitan Planning Council, Chicago Metropolitan 2020 and Chicagoland Chamber of Commerce, Business Leaders for Transportation is a growing alliance of 100 business organizations representing more than 10,000 regional employers. (Metro Commuter May 2003)

With the weather warming up, both the "Operation GreenLight" project widening the bus turnaround at the Skokie Swift transit station and the rehabilitation of the historic Skokie Swift depot are well under way.

The Skokie Swift depot, 5001 W. Dempster Street found its long-awaited new home in the last week of January, 130 feet east of its original location.

Village of Skokie economic development coordinator Tom Thompson said that it took several days to move the depot to its new location and that at the time had not been lowered fully onto its new position, as workers had been waiting for frost under the building to thaw and for the foundation to settle.

The depot, designed by Arthur Gerber, was built in 1925 and is listed on the National Register of Historic Places.

Thompson said that the depot is in the restoration stage than should take several months to complete. Both the inside and outside of the depot must be rehabilitated with windows, doors and fixtures designed to recreate its original look. Chicago architect Joseph Antunovich is coordinating the historic rehabilitation project, which Thompson said may not be completed for 6 months.

"Operation GreenLight," a project to rectify various design and operational deficiencies within and around the Dempster Street terminal that have caused traffic congestion and safety problems, also is under way.

The project, with an estimated cost of \$1.38 million, is being paid for with a grant from the Skokie Department of Transportation.

Thompson said the village hopes to have both the transit project and depot rehabilitation completed by the end of

summer. Thompson said that the village is certain a Starbucks will occupy 1,800 square feet of the 4,000-square-foot depot, but it is not known yet what other businesses will occupy the remainder of the building.

The village originally planned to tear down the depot to allow for the transit improvement project, but local preservationists convinced officials to attempt to save it.

The village sold the depot to the Taxman Corporation and Terraco Inc., for \$1 on March 2001, and the firms undertook to move the building and restore it.

The developers will not pay rent for the village land that the building occupies for the first half of its 50-year lease because the rent would add risk to the 25-year finance plan and \$1 million investment. Developers will begin to pay a minimum of \$24,000 in annual rent beginning in the 26th year of the agreement, and the amount could increase depending on the net income derived from the commercial leases. (Nadig Newspapers Week of April 20, 2003)

• NATIONAL NEWS

Three Queens bus operators have put their depots up for sale in anticipation of a takeover of the private bus lines by the Metropolitan Transportation Authority (MTA) and the city.

Green Bus, Triboro Coach and Jamaica Buses are working with a Long Island Realtor to market four bus lots before a June 30 target is met on an agreement to take over seven private bus lines.

The properties are the Green Bus depots, a 91,000-square-foot parcel on Rockaway Beach Blvd. in Far Rockaway, and a second depot, a 273,000-square-foot parcel on 147th Avenue in Jamaica: the Jamaica Bus Depot, a 205,000-square-foot parcel at Guy R. Brewer and Linden Blvds., and the Triboro Coach Depot, a 300,000-square-foot parcel at 24th Avenue in Jackson Heights.

"Since the city and the MTA have expressed their commitment to a June 30, 2003, takeover of private bus operations in Queens, we are working with the Transit Alliance to make sure that these properties are being marketed to create the most value for the companies," said Louis Sheinker, a spokesman for Lighthouse Retail Partners LLC of Lynbrook, L.I.

The depots can hold as many as 500 buses, and two of the parcels are located near Kennedy and LaGuardia airports. (Cont on page 8)

(Cont from page 7)

NATIONAL

Jamie Van Bramer, a spokesman for the Transit Alliance, which comprises the three bus lines, said the operators have few details on the MTA and city takeover, and are proceeding as though it will happen.

"Until we are provided with further details, we continue to operate under the assumption that the June 30 date that we have read in the newspaper is accurate, and therefore we are starting to move forward," Van Bramer said.

The city wants to end the \$100-million in annual subsidies it gives to the bus lines, which run 1,300 buses and carry 114 million passengers annually in Queens, Brooklyn, the Bronx and Manhattan. (New York Daily News May 12, 2003)

On February 1, Greyhound Lines, Inc. relocated its operations in Sioux City, Iowa, to a new intermodal transportation center located at 501 Nebraska Street in Sioux City. The facility also houses Jefferson Lines and Sioux City Transit, the local public transportation service.

The new terminal is located approximately three blocks from the former Greyhound agency in Sioux City at 719 Jackson Street. Conveniently located in the middle of downtown, the new terminal allows customers a more centralized transportation connection and access to a three-story parking garage.

The hours of operation are Monday through Saturday from 6 a.m. to 5:30 p.m. and on Sundays from 6 a.m. to 6:30 a.m., 12 p.m. to 2 p.m., and 4 p.m. to 5 p.m. Two Greyhound schedules, one to Sioux Falls, S.D., and one to Omaha, Neb., depart daily. (www.greyhound.com)

- CALENDAR OF EVENTS -

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

June 13. Chicago Chapter - Railway & Locomotive Historical Society meeting. 7:00pm. The Chicago Temple (77 W. Washington - Pierce Hall (lower level auditorium). Admission is free. Program - "*McKean Motor Cars*," A slide presentation by Charles Stats (using material from David Duke) covering the history of the McKean Motor Car.

June 20. 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 - "*The Late, Great Chicago Surface Lines*," a slide presentation by well-known and respected rail and transit photographer Walter D. Collins.

June 27. 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 presentation by Richard Lukin and Mike Payne entitled, "*Chicago's Mainline Electric Commuter Railroad: Past, Present and Future*." The program deals with Chicago's only main line electric commuter railroad - the Illinois Central. Often overlooked as part of Chicago's electric traction history, this program will deal with three phases of the line's life: its past as the Illinois Central electric, its present form as the Metra Electric District, and a proposal for the 2030 CATS transportation plan to convert parts of the line to a CTA service.

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

OMNIBUS SOCIETY OF AMERICA

THIRD ANNUAL TRIP TO ILLINOIS RAILWAY MUSEUM
JUNE 7, 2003

PICKUP

0930 DES PLAINES BLUE LINE STATION
1000 RIVER ROAD BLUE LINE STATION

RETURN

7:15 P.M. RIVER ROAD BLUE LINE STATION
7:45 P.M. DES PLAINES BLUE LINE STATION

FARE: \$10.00 ENTRANCE TO IRM IS NOT INCLUDED.

Come join the Omnibus Society of America on our third annual trip to the Illinois Railway Museum on June 7, 2003.

We will depart the Des Plaines Blue Line station at 0930, with an additional pickup at River Road/ Rosemont Blue Line station at 1000.

After a short stop enroute to IRM, we plan to arrive at the museum at 1200 noon. At the museum, you will be able to enter immediately upon our arrival, or stay on the bus for a short side trip to the HO gauge railroad museum and layout located just outside of Union.



Departure from IRM will be at 4:00 p.m., with a dinner stop at the truck stop located at US20 and I-90.

Arrival back in Chicago is planned for 7:15 p.m. at the River Road/Rosemont Blue Line station and 7:45 p.m. at the Des Plaines Blue Line station.

Join us for a day of riding streetcars, interurbans, buses, and trolleybuses at one of the premier transportation museums in the United States.