



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.

The Omnibus Society of America is happy to unveil its new website "www.osabus.com". At osabus.com we will be posting upcoming fan trips and meetings information, as well as membership information.

Please visit our site when you have a chance and give us your opinions and comments.

• NOVEMBER OSA MEETING

The next regular meetings of the Omnibus Society of America will be on Nov. 5, 2004, in the Anderson Pavilion of Swedish Covenant Hospital, 2751 W. Winona Avenue, Chicago, Illinois. The meeting will start at 7:30 pm.

The hospital is on California near Foster. Winona is one f-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, "Transit Travels", will be a slide presentation on city bus transportation in the United States by Melvin Bernero

• OSA HAPPENINGS

One position for Director of The Omnibus Society of America is up for election in December. Ludwig Scheuerle was nominated to run for this position. If any current members wish to have their names placed on the ballot, please let one of the directors at the November OSA meeting know of your wish.

The OSA will have its first silent auction before the beginning of the November meeting. Current members who wish to sell any transportation related items need to register prior to the setting up of their display and will be charged a \$10.00 registration fee. This fee covers any amount of items being auctioned.

The schedule for the auction: setup 7:00 pm to 7:30 pm. 7:30 pm to 8:00 pm auction. Regular meeting will begin at 8:00 pm. Sellers will set a minimum bid and all bids must be in an increment of 25 cents.

On October 2nd The Omnibus Society of America had a charter to the Quad Cities of Rock Island/Moline, Illinois and Davenport, Iowa. Our charter day began at the Forest Park station of the CTA Blue Line, where a number of participants boarded Jeff Waxman's ex-Huskie Lines TDH4523 for a ride to the Huskie Lines garage in Dekalb, Illinois.

At the Huskie Lines garage we met up with more participants and photographed the bus equipment that was parked at the garage. After photographing the equipment and having a small rest stop, our group departed Dekalb on a new Huskie Lines Gillig Low-floor transit bus for our trip to Rock Island, Illinois.

Upon our arrival at Rock Island, our group stopped for lunch at a mall food court, and after eating photographed a number of bus routes that served the mall. We then traveled to the joint Rock Island/Davenport garage for a tour of the facility and a chance to photograph some of the equipment parked on the lot.

After the tour our group boarded an ex-Loves Park RTS for a tour of Rock Island/Moline and Davenport. Our first major stop was at Centre Station in Moline where we received a tour of this main transfer point in Moline. Here, we were able to photograph Rock Island buses as they traveled through this transfer point. While we were there, two Greyhound buses also stopped to board and deboard passengers.

Our group then traveled to "The District", the main transfer point in Rock Island. At this location we photographed a number of Rock Island buses and the Davenport "Bridge" route.

We then boarded our bus for a quick trip over the bridge to Davenport, where we stopped at the main bus station to photograph the different buses operated by Citibus. While we were there we were lucky enough to photograph three different Burlington Trailways intercity buses. All three buses wore different Trailways paint schemes.

After a stop at a storage lot to photograph some ex-Duluth Flxible buses, and a passing freight train, we returned to the Rock Island garage to board our Huskie Line charter bus to begin our return to Dekalb and Chicago. The 16 participants had a very enjoyable time and the weather was perfect the whole day.

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Here are some photographs taken on our charter to the Quad Cities on October 2, 2004.



Rock Island Metrolink 0301 taken at the Moline IL transit center.

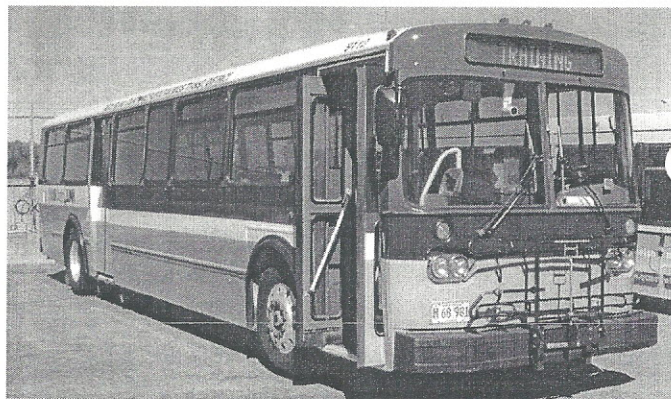


Davenport Citibus Flyer 3603



Rock Island Metrolink ex-Loves Park Transit. Our group used this bus to tour sites in Rock Island, Moline and Davenport.

All of the photographs on this page were supplied by Jeff Rutan. Thank you for sharing these photos with our membership.



Rock Island Metrolink Orion taken at the combined Rock Island/Davenport garage.



Rock Island Metrolink ad bus photographed at our lunch stop.



One of three Burlington Trailways buses that our group photographed at the Davenport Iowa transit center.



Jeff Waxman's ex-Huskie Lines 4523 that our group used to travel to Dekalb IL.

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• CTA CORNER

The CTA's proposed doomsday budget would slice service by 20 percent, eliminate all overnight L trains, kill 30 bus routes and cut 1,000 union workers.

Alderman on September 30th, got advance warning of bombshell threats to limit service: The cuts would reduce bus service hours by 21 percent by taking 415 buses off the street, shorten nine bus routes, and slice L service hours by 11 percent.

Night owl service on all bus lines would be cut from twice to once an hour between 1 a.m. and 4 a.m. And all-night L trains – including the Blue Line to O'Hare Airport – would be no more.

Red and Blue line service between 1 a.m. and 4 a.m. would be eliminated. Overnight service suspension on the Brown and Orange lines would increase from three to seven hours – 10 p.m. to 5 a.m. sources said.

Facing a \$77 million dollar deficit, CTA boss Frank Kruesi has warned state lawmakers they must come up with more cash for Chicago area transit in the fall veto session or face the service consequences. CTA staff has drafted two budgets, one showing more money from Springfield and one that does not.

Regardless of General Assembly action, Kruesi said, he will propose eliminating 200 administrative and management jobs, replacing some L station customer service agents with security guards and changing how bus fare boxes are collected to save \$13 million.

Both budgets also include an additional \$9 million in new revenue from a string of rate increases that sources say include: doubling the fee for paratransit and taxi access program for the disabled from \$1.75 to \$3.50; boosting parking fees by 25 cents to \$3; raising U-Pass rates by a dime to 70 cents.

Without additional funding, the remaining \$55 million budget gap will be bridged by the drastic service cuts, sources said.

The \$1.75 base fare for a CTA ride will not increase.

Attached is the proposed bus and rail service reductions and eliminations the CTA is considering.

• PACE PATTERN

This report was filed by Adam Kerman on the North Shore Initiative hearings.

Significant rider opposition to the proposed elimination of Route 210 in the North Shore Initiative study has led Pace to retain the suburban portion of the route on weekdays. No service hours remain in the budget to initiate proposed Route 211 from downtown Evanston to Northeastern Illinois University and Kimball/Lawrence "L" terminal via Main, Crawford and Pulaski. The Crawford-Pulaski gap between Howard and Peterson will remain.

Downtown Glenview loses Route 421 East Lake Avenue service. Route 423 picks up Route 228, but will not loop through downtown Glenview. Only Route 422, picking up a portion of Route 212 will continue to loop through downtown Glenview via Waukegan, Dewes, Harlem and Glenview Road. Headways and hours of service on Golf Road between De Plaines and Evanston and between Des Plaines and O'Hare People Mover via Lee and Mannheim will be significantly improved.

While Route 212 will still be eliminated, Route 422 will pick up nearly the entire route between Old Orchard and Northbrook Court; earlier, it had been proposed that it be split between Route 422 and 423, requiring a change on Willow Road in a location not relevant to transit operations. Riders currently using Route 212 via Golf between Old Orchard and Evanston will now have to use the similar CTA Route 205, but there will be no service on this part of Golf Road on Saturdays as Route 205 does not run.

Most changes are proposed to take effect with the March, 2005, pick. However, changes to Route 226 Oakton Street are proposed to take effect with the December 5, 2004, pick. The extension of Route 290 Touhy Avenue to Rosemont, together with revisions to Routes 240 and 241 to pick up lost service between Cumberland "L" and downtown Park Ridge are proposed to take effect in June, 2005.

Pace has proposed extensive revisions to bus routes in the north shore suburbs and nearby northwest suburbs. The express portion of Route 210 to North Michigan Avenue and downtown, local service in Chicago on Lincoln to Western/Leland Ravenswood "L" station, and Saturday service are eliminated.

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PACE PATTERN

The suburban portion of Route 210 will be retained. Earlier proposals had eliminated the entire route without replacement; it will now terminate at Berwyn/Sheridan during rush hours to allow riders to connect to CTA express services to North Michigan Avenue or the Howard "L". Current rush hour route is via Pratt to Lincoln-Peterson, then via Peterson-Ridge-Broadway-Berwyn to Sheridan, returning via Sheridan, Foster, Broadway and back.

During midday, Route 210 will terminate at Lincolnwood Town Center. Touhy Avenue portion is eliminated. Instead, it would remain on Lincoln south of Skokie Blvd. to McCormick (to connect to Route 82 Kimball or Route 11 Lincoln to get to Ravenswood "L") and then into Lincolnwood Town Center.

Other major changes include:

1) Through-routing of trunk-line bus routes at Des Plaines

a) Route 250 Dempster picks up a portion of Route 220 between Des Plaines and O'Hare People Mover.

b) Route 208 is extended to Des Plaines at all times via a portion of Route 220 between Golf Mill and Des Plaines, and picks up a portion of Route 209 between Des Plaines and Woodfield.

2) The portion of Route 220 between Glenview and Golf Mill via Central Road is eliminated; the portion of Route 212 between Harms Road and Skokie Blvd via Glenview Road is eliminated, as Route 422 will run by the Skokie Courthouse (without pulling in) at all times.

3) Route 209 is renamed Busse Highway and will run only between Des Plaines and Harlem/Higgins O'Hare (Blue Line) "L" station.

4) Route 226 Oakton Street is revised. The Pratt-LeClaire segment is eliminated (running via Central/Carpenter at all times), and the segment on Oakton between Busse and Lee is also eliminated. Instead, the bus will serve downtown Des Plaines via Busse, Miner, Graceland or Lee.

5) Saturday-only Route 254, implemented when CTA withdrew Saturday service on Route 54A, is eliminated.

6) Route 421 Wilmette Avenue will lose all midday and evening service and Saturday service. Its western end has three variations: via Willow Road to Kraft HQ in Techny, via East Lake Avenue to Glenview, and via Central Avenue and Frontage Road to Northfield Plaza office complex. The Glenview and Kraft variations will be eliminated; only 423 will serve Kraft. All remaining trips will leave Northfield Plaza. Route 421 will gain additional trips to serve students at New Trier West high school and Loyola Academy.

7) Route 423 will be through-routed with Route 228 Harlem and run via The Glen (redeveloped Glenview Naval Air Station) near (but not through) Glen Town Center. The Chestnut/Willow variation in Winnetka is eliminated. Trips to Northfield Plaza are eliminated, but still served via Route 421. The route will be extended beyond Willow/Waukegan to Patriot Blvd., then south through The Glen, west on East Lake, south on Shermer, east on Glenview Road, then south on Harlem via 228. It will not loop through downtown Glenview.

- CALENDAR OF EVENTS -

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

Nov. 10. Twentieth Century Railroad Club meeting. 7:00pm. Electricians Union Hall (600 W. Washington Blvd) Admission \$3.00. Program - "Australia." a slide presentation by Mike Blaczak.

Nov. 12. Kenosha Streetcar Society meeting. 7:30pm.- 9:45pm. Immanuel Methodist Church (54th/Sheridan - 1-1/2 blocks east of the Kenosha Metra/UP Train Station), Kenosha, WI. Donation asked of non-members: \$5.00 Program - "Gary Railways and the Chicago-New York Electric Air Line Railroad," a slide presentation by William M. Shapotkin

Nov. 19. Joint Chicago Chapter-R&LHS and 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 - "Midwest railroading in the 1950's," a slide presentation by John Djobko.

Nov. 26. Central Electric Railfans' Association meeting. 7:30pm. 205 W. Wacker Drive Suite 200 (Securities Training Corp). Admission is free. Program - "CERA went Baltic," pictures and storytelling by Fred and Arlene Walter of the CERA experience in Latvia, Estonia, Saint Petersburg, Russia and Helsinki, Finland.

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