



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.

Visit the Omnibus Society of America website at "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.

• MARCH OSA MEETING

The March meeting of the Omnibus Society of America was held on March 3, 2006, in the Anderson Pavilion of Swedish Covenant Hospital, 2751 W. Winona Avenue, Chicago, Illinois. The meeting will start at 7:30 pm.

Our program for the evening "*Vancouver Transit*" will be a digital presentation by Robert Madison highlighting transit in British Columbia.

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.

• CTA CORNER

On January 30, 2006, the CTA announced that 2005 combined bus and rail ridership levels reached the highest point since 1992. CTA provided 492,405,118 rides in 2005, an increase of 17,454,157 rides, or 3.7 percent over 2004. Gains were especially evident on the CTA's rail system which recorded its highest ridership since 1985. CTA has now achieved ridership increases in seven of the past eight years.

Though CTA started 2005 with the potential for significant service cuts, layoffs and a fare increase due to

insufficient funding, customers continued their support for public transit by increasing their ridership. The CTA's bus and rail systems both experienced ridership gains on weekdays and weekends. The CTA's rail system recorded 15.5 million station entries and another 31.8 million rail-to-rail transfers, for a total of 186.8 million rail boardings for the year, an increase of 4.5 percent over 2004. The bus provided 303.2 million rides in 2005, an increase of 9.2 million or 3.1 percent over 2004. The most notable growth on the system for 2005 was on Sundays, a 6.7 percent increase compared to 2004.

CTA achieved a major milestone in 2005 by making all of its buses in the fleet accessible to people with disabilities. Every bus in service on all 150 of CTA's bus routes is now equipped with a ramp or a hydraulic lift. These features, along with low floor and kneeling buses, make it easier for senior citizens and people with disabilities to board CTA buses.

Also in 2005, CTA successfully completed the rehabilitation of the 54th/Cermak branch of the Blue Line, ahead of schedule and nearly \$1 million under budget. The \$482 million renovation provided customers with eight newly renovated, fully accessible stations, a faster, smoother ride and uninterrupted service throughout three years of construction. In addition, weekend service along the line was provided for the first time since 1998.

As part of the CTA's ongoing effort to increase safety and security on its system, in September, security cameras at all 11 stations on the 54th/Cermak branch were the first to connect to the CTA's Control Center were both live and recorded images can be viewed.

Significant progress was also made this year on the Brown Line Capacity Expansion Project. Lengthening platforms to accommodate eight-car trains means that when the project is completed every train will be able to accommodate many more people. In addition, stations will be renovated and made accessible to people with disabilities as part of CTA's ongoing commitment to have an accessible system.

Work also continues to improve power delivery and reliability on the Dan Ryan branch of the Red Line. In addition, station upgrades, escalator replacement, new elevators at two stations and improved bus connections are included in the project which remains on time and on budget.

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CTA

Early in the year CTA expanded the availability of Chicago Cards to retail outlets including Currency Exchanges, Jewel/Osco and Dominick's, and ended the year by launching a pilot that allows customers to reload Chicago Cards at 65 Currency Exchanges throughout the service area. (www.transitchicago.com January 30, 2006)

The new #192 University of Chicago Hospitals Express bus route began its first day of service Monday, February 6. The #192 route provides weekday express service in the off-peak direction during the morning and evening rush periods between Ogilvie Transportation Center, Union Station and the University of Chicago Hospitals..

Morning Rush Period Service Hours

In the morning, buses will operate southbound only from Ogilvie and Union Station to the Goldblatt Building.

From Ogilvie Transportation Center (Clinton/Madison)

6:30 a.m., 7:20 a.m., 7:35 a.m., 8:10 a.m., 8:35 a.m. and 9 a.m.

From Union Station (Clinton/Jackson)

6:34 a.m., 7:24 a.m., 7:39 a.m., 8:14 a.m., 8:39 a.m. and 9:04 a.m.

Evening Rush Period Service Hours

In the evening, buses will operate northbound only from the Goldblatt Building to Union Station and Ogilvie.

From Goldblatt Building, 860 W. 59th Street

3:45 p.m., 4:25 p.m., 4:35 p.m., 5:05 p.m., 5:30 p.m., 6 p.m., 7 p.m. and 7:30 p.m. (www.transitchicago.com February 3, 2006)

The Chicago Transit Authority began construction Wednesday, February 8 to rehabilitate the Navy Pier bus turnaround facility located north of East Grand Avenue. The project is designed to improve the flow of bus traffic in and out of Navy Pier, Chicago's number one tourist attraction.

CTA buses will continue to use the current bus turnaround located at Grand Avenue, and customers will board buses in the same location during construction.

When the project is completed, the flow of traffic through the turnaround will be reversed so that buses will enter the bus turnaround from the west end of then

facility and exit on the east end of the turnaround onto Grand Avenue. Currently, buses enter the turnaround from the east end of the turnaround and exit onto Grand Avenue at the west end.

Changing the flow of traffic through the bus turnaround will allow buses to operate more efficiently in and out of Navy Pier and make the facility more customer friendly. When complete, buses waiting at the terminal will be positioned facing customers as they approach the boarding area, making it easier for them to identify their routes.

In addition to reversing the flow of traffic through the turnaround, the project also includes new bus shelters, canopies, lighting and benches and a new unloading area on the north side of the turnaround.

CTA provides bus service to Navy Pier via the #2 Hyde Park Express, #29 State, #65 Grand, #66 Chicago, #120 North Western/Wacker Express, #121 Union/Wacker Express and #124 Navy Pier bus routes.

Chicago-based Oakley Construction Company, Inc. serves as the construction contractor. The contract is valued at \$541,290, with funding provided by the Regional Transportation Authority. The project was competitively bid.

Construction is expected to be completed by spring 2006. (www.transitchicago.com February 7, 2006)

On February 8, 2006, CTA officials gathered at the Kedzie station on the Brown Line to provide details on the upcoming construction related temporary closures of both Kedzie and Rockwell stations on February 20. Both Kedzie and Rockwell will be closed for up to six months while construction work to expand capacity on the line continues to move forward. During the weekday, rail customers may go to the next closest station for Brown Line service, or choose from eight neighborhood CTA bus routes to meet their travel service needs.

Kedzie and Rockwell were temporarily closed to rail customers starting February 20. Rail customers who normally board at Kedzie are asked to board either at Kimball station, adjacent to Kedzie, or Francisco, which is located between Kedzie and the Rockwell stations. Rail customers who normally board at Rockwell are asked to board either at Francisco or Western station. Western station will remain open throughout construction.

Customers in close proximity to the Kedzie station are also served by the following four CTA bus routes: #78 Montrose, #81 Lawrence, #82 Kimball/Homan and #93 California/Dodge.

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CTA

Customers in close proximity to the Rockwell station are served by the following six CTA bus routes: #11 Lincoln, #49 Western, #49B North Western, #X49 Western Express, #78 Montrose and #81 Lawrence.

On several weekends, Kimball and Francisco stations will also close to allow the construction contractor unlimited access to the track, stations and platforms. Brown Line trains will operate between the Loop and Western station on those weekends, and CTA will provide a bus shuttle that will make stops near all Brown Line stations between Kimball and Western.

The first four weekend closures of the 10 needed for this part of the project will take place beginning in late February. Starting at 10 p.m. Friday through 2 a.m. Monday, Brown Line service will be suspended between Kimball and Western on February 24-26, March 3-5, March 10-12 and March 17-19.

The weekend closures will allow crews at Rockwell and Kedzie to demolish the stations and foundation, and install the new foundations at Kedzie and Rockwell. This work can only be done when trains are not running on live track.

Throughout the Brown Line construction project, slow zones and single track operation are periodically necessary near construction activity so, as a general rule, rail customers should allow extra travel time. Information on known service impacts will be provided through Customer Alerts in rail stations, on CTA buses and trains, provided to media through press releases and posted on CTA's Brown Line web site at ctabrownline.com, as well as CTA's web site at transitchicago.com.

As part of the planning process, CTA has worked and continues to work with local Alderman and business owners along the line to minimize the impact to businesses near temporarily closed stations. CTA is placing advertising cards on the Brown Line and on local bus routes encouraging customers to continue to support these businesses throughout the temporary closures.

A number of community meetings have been held throughout the planning stages of the project to keep residents and business owners informed. On Thursday evening, February 9, CTA held another of these meetings that provides the community the opportunity to meet representatives of the construction company and hear about details of the work planned at their

neighborhood stations. This meeting was held at the Sulzer Library Auditorium, 4455 N. Lincoln Avenue from 6:30 – 8:30 p.m.

In total, 18 Brown Line stations from Kimball to Chicago Avenue are part of this project. Of those 18 stations, 15 will close temporarily at different points during construction. Only stations within a half-mile or less of each other are scheduled for temporary closure. During the weekday, no two adjacent stations will be closed at the same time so customers may go to the next closest station for Brown Line service, or use nearby CTA bus routes. Temporary closures are necessary in order to have the type of access needed to extend platforms, make stations accessible, stay within budget and keep this project on schedule. (www.transitchicago.com February 8, 2006)

The Chicago Transit Authority will continue its Purple Line viaduct replacement project this year with replacement of the Church Street viaduct in Evanston. The 98-year-old structure will be the second of six bridges along the line slated for replacement in order to eliminate slow zones and improve travel time for Purple Line customers. CTA replaced the Main Street viaduct in 2005.

Located one block north of the Purple Line Davis station, the existing viaduct at Church Street has deteriorated over time with exposure to the elements. Due to its condition Purple Line trains must reduce speed when crossing it. CTA will replace the concrete viaduct with a new steel structure. In addition to replacing the viaduct, the project includes the installation of new abutments, retaining walls, foundations, and new waterproofing and drainage systems. The project also calls for rail tie replacement, new landscaping and lighting enhancements under the bridge.

Advertisements for bids from construction contractors were issued recently. Once a construction contractor has been selected, a construction schedule will be developed. (www.transitchicago.com February 13, 2006)

On February 14, 2006, Mayor Richard M. Daley and Chicago Transit Authority officials welcomed the first of 265 new low-emissions buses to the CTA fleet,

The 40-foot, low-floor, accessible and air-conditioned buses will further improve service and provide increased environmental benefits as a result of an engine that produces 60 percent fewer emissions than the 1991 5300-series Flexible buses they replace.

The New Flyers will further enhance the overall transit experience for CTA customers.

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All photos from ChicagoBus.org and are of the prototype that was on display in November 2005.

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CTA

They have new customer amenities such as strap hangers standing customers and a new rear-door easy-touch feature for ease in exiting. A new contour seat will be standard equipment on later deliveries, and will be retrofitted onto the first new buses to arrive.

The new buses have all the amenities of the CTA's current fleet, including air conditioning, security cameras, bike racks, automated announcement systems and wheelchair ramps.

The buses will be phased into the system five to six at a time. Delivery is expected to be completed this fall.

With the addition of more than 700 new buses since 2000 – and the introduction of particulate filters and ultra-low-sulfur diesel fuel, among other initiatives – the CTA has reduced its bus fleets' total annual emissions by 22 percent, or 564 tons, since 1997.

The CTA will continue to monitor the cost efficiency, performance and environmental benefits of advances in hybrid and clean diesel technology as well as other environmentally friendly initiatives.

New Flyer of America, Inc. headquartered in Winnipeg, is the manufacturer of the \$95 million order. The buses are being produced at its facility in St. Cloud, Minn. The order includes 20 diesel electric hybrids powered by both diesel engines and electric motors to further reduce emissions and improve fuel efficiency. The hybrid buses are scheduled to begin arriving later this year.

The competitively bid contract approved by the Chicago Transit Board in November 2004 is funded with federal formula funds from the Federal Transit Administration (FTA) and Illinois FIRST bonds from the Regional Transportation Authority (RTA). (www.transitchicago.com February 14, 2006)

The Chicago Transit Board on February 15, approved recommendations for both bus and rail service enhancements for the West Side and West Suburbs based on the results of CTA's West Side Corridor Study. The plan includes changes to 14 bus routes and two rail lines.

A total of five new bus routes will be created – three express routes and two local routes – four existing bus routes will be extended and routing and schedule improvements will be made for four additional bus routes. Two current bus routes will be incorporated into other routes. In addition, a new rail route will be created and service will be improved on another rail route.

Customers will benefit from increased frequency of service, faster travel times and improved connections. Between CTA bus and rail service.

The service plan represents a substantial investment in additional transit service for the West Side and West Suburban portion of CTA's service area. The bus service changes are scheduled to be implemented in June 2006 and the rail changes in July. All of the changes will be tested during a 180-day experimental period. CTA staff will monitor service throughout the six month experiment and make adjustments accordingly if needed.

West Side Corridor Service Enhancements

New Bus Routes

#X9 Ashland Express (New Express Service). The new express service will improve north-south connections to the Illinois Medical District and to the CTA's Orange, Green and Blue Lines. This route is in addition to the existing #9 Ashland route, which will continue to serve customers traveling shorter distances. The new express route will serve customers who travel longer distances and make connections at major transfer points.

#X20 Madison/Washington Express (New Express Service). Travel speed will improve along the Madison corridor, especially for customers traveling from the far West Side to downtown. The #X20 will travel from Austin to Central Park on Madison, and from Central Park to Michigan on Washington in addition to CTA's existing #20 Madison bus route by operating on Madison west of Central Park, the #X20 will reduce waiting times by providing customers at major interchanges a choice between express or local service.

#38 Ogden/Taylor (New Local Route). The #38 will operate from the Pulaski Blue Line station to Metra's West Loop station, traveling on Canal and Clinton to provide a new connection between Ogilvie and Union Stations, UIC, the Illinois Medical District and the West Side.

#X54 Cicero Express (New Express Route). This #X54 will travel from the Jefferson Park bus terminal along the Blue Line to the Midway station on the Orange Line, providing connections to O'Hare and Midway airports and improve travel speed along the Cicero corridor.

#127 Roosevelt/Madison Circulator (New Local Route). The #127 will provide a link to the Roosevelt station on the Orange, Red and Green Lines, Metra stations and the Illinois Medical District. The #127 Roosevelt/Madison Circulator will supplement existing service on the #20 Madison and the #12 Roosevelt bus routes. *This route will replace the current #127 NW/Madison route.*

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CTA

Routing and Schedule Improvements

#7 Harrison. The #7 Harrison will be rerouted to connect to the Polk Street station on the 54th/Cermak branch of the Blue Line at all times of operation. It will continue service to the Greyhound terminal, Domestic Violence Court, the Post Office and other nearby traffic generators. This route will work in conjunction with the 54th/Cermak Blue Line traveling over the Paulina Connector, providing a transfer point to the east UIC campus and a choice of routes for customers traveling to UIC or downtown.

#21 Cermak. The route change will combine the #21 Cermak and #25 West Cermak service into one route and eliminate the need to transfer for customers traveling to North Riverside Park Mall on weekdays. Currently the #21 travels to the mall only on weekends. *The current #25 West Cermak service will be absorbed into this route and the #25 will be eliminated.*

#37 Sedgwick. The #37 will be changed to improve operations and service reliability by operating the north and south portion of the existing #37 Sedgwick/Ogden independently.

#52 Kedzie/California. A change to the #52 route will improve the efficiency of both the #52 Kedzie/California and #52A South Kedzie. Service to 63rd Place will now occur at all times the route is in service. Currently service to 63rd Place occurs only in the early mornings and late evenings. The adjusted route will provide a one-seat ride to customers boarding north of the Kedzie Orange Line and traveling south of the Orange Line.

#52A South Kedzie. This route change complements the #52 Kedzie/California adjustment and will improve travel in the corridor and the efficiency of both routes. The #52 South Kedzie service will terminate at the Kedzie Orange Line at all times. Transfer to the #52 Kedzie/California will be required for travel north of the Orange Line. The busiest portion of the routes will be supplemented by the extension of the #52 service to 63rd Place.

#86 Narragansett/Ridgeland. Service will be extended to Milwaukee/Imlay via Nagle. Currently the route ends at Wright College at Montrose. This adjustment will provide a one-seat ride north of Montrose.

#90 Harlem. The route will be extended south and link the Harlem Blue Line station on the O'Hare Branch of the Blue Line to the Harlem/Lake station on the Green Line in Oak Park. Connections to Metra rail stations on

the Milwaukee West Line at Mont Clare and the Union Pacific West Line in Oak Park will also be provided. The #90 Harlem extension provides an O'Hare Airport connection via the Harlem Blue Line station for customers who are south of Grand Avenue.

#91 Austin. The route will be modified to provide travel to Jefferson Park at all times and will provide a consistent north terminal. The #86 Narragansett/Ridgeland extension (details above) will travel on Nagle to Milwaukee/Imlay.

Rail Service

54th/Cermak Blue Line to Loop via Paulina Connector. The 54th/Cermak Blue Line train will be rerouted to travel to and from the Loop via the Paulina Connector at all times of operation. Customers will benefit from increased service levels and faster service. Direct service to the Loop elevated means enhanced connections to the Orange, Brown and Green Lines, Purple Line Express service and Metra. During rush hour commutes, Loop-bound customers will have the choice of the current 54th/Cermak Blue Line routing via the Dearborn subway and/or elevated service via the Paulina Connector.

54th/Cermak Blue Line to O'Hare via subway. The service to the O'Hare branch from 54th/Cermak via the Dearborn Street subway will be maintained during AM/PM rush hours. In addition, bus service on the #7 Harrison will provide connections between UIC's east campus and the Illinois Medical District. Enhanced service to O'Hare will still be possible at other times through a free transfer at Clark and Lake.

Forest Park to O'Hare. The frequency of service on the Forest Park branch of the Blue Line will increase, especially during weekday off-peak hours and weekends. Customers who board trains on the Forest Park branch between the Medical Center and Forest Park will benefit from increased frequency of service at all times, including weekends, and improved access to CTA and Pace buses along the route.

The West Side Corridor study area included 10 East-West CTA bus routes, 14 North-South CTA bus routes and three CTA rail lines. CTA staff reviewed employment patterns, residential corridors and development trends and met with local elected officials. CTA staff used a computer model to analyze customer travel patterns on the rail system. The model identifies sequences of trips made by using the same farecard to determine both the entry station and likely exit station used for each trip.

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CTA

New York City Transit, which has a similar rail fare collection system to CTA, uses a similar technique for rail scheduling and planning purposes.

In addition, CTA's planning staff used on-board customer surveys and conducted nine interactive community workshops in July and August 2004 with West Side Corridor residents to discuss the most effective way to link traffic generators and provide service where people live and where they want to travel. Information gathered from the survey and the workshops was considered in the development of the recommendations presented to the Board. (www.transitchicago.com February 15, 2006)

February 12, 2006, saw the Chicago Transit Board approve an intergovernmental agreement with Metra for the installation of a CTA Transit Card vending machine and a Visitor Pass vending machine near the ticket counter at Union Station. Union Station, located at Canal and Jackson, is served by both Metra and Amtrak trains and many travelers connect to CTA bus and rail service when arriving downtown. Once installed, customers will be able to purchase magnetic strip transit cards and Visitor Passes at the machines, as well as add value to magnetic strip cards and Chicago Cards. The machines are expected to be installed in spring 2006.

On January 1, 2006, CTA increased fares for cash paying customers and customers who use a magnetic strip transit card on the rail system to \$2, eliminated cash transfers and eliminated its \$1 fare for rush hour bus shuttle service. CTA's standard fare for bus customers who use a magnetic strip transit card or Chicago Card remains at \$1.75 along with 25 cent transfers. Customers who use a Chicago card on CTA's rail system also continue to pay \$1.75 to ride and are also allowed to transfer for 25 cents. Prices for Visitor Passes, which allow customers unlimited rides on CTA over a number of days, also remain unchanged in 2006, as does Metra's Link-Up pass, which allows customers unlimited rides on CTA trains and buses during rush hours. (www.transitchicago.com February 15, 2006)

• PACE PATTERN

Since Pace Route 907 Oswego – Metra Shuttle started less than two years ago, the number of people using the service has more than doubled. In June 2004, the first month it provided service between the Oswego Park-n-Ride on Orchard and Mill Roads and the Aurora Transportation Center, the route had an average of 38 riders a day. By the end of 2005 that daily average

number of riders grew to 86; some days nearly 100 people rode the route.

With that in mind, representatives from Pace and Oswego met recently to address rider concerns about the Route 907 schedule. They also want to be sure the service can accommodate everyone. Route 907 had been operating with three vans that could carry 10 to 12 people. On January 23rd a new vehicle that allows for 15 riders replaced one of the vans. Pace is obtaining another vehicle so the route can run with two small "buses" and one van as a back-up. In addition to being lift-equipped, the new vehicles provide more space and more comfortable seating.

Pace is also working on a new schedule for the route to better balance the amount of riders for each trip, meet more convenient train times and add a morning trip. As soon as another vehicle is available, which should be in about 4 to 6 weeks, the schedule will be adjusted.

The Village of Oswego financially supports Route 907. Pace operates it and guides the service planning. Residents are encouraged to try this shuttle service which meets seven Metra trains in the morning and seven trains in the late afternoon and early evening. The fare is only \$1.25. (www.pacebus.com January 26, 2006)

At its February board meeting, Pace demonstrated the role that technology can have on improving the performance of services. Executive Director T.J. Ross also reported to the Board that estimated ridership numbers for January 2006 are up by 4.4 percent over January 2005.

Using Intelligent Bus System (IBS) technology, the suburban transit agency has vastly expanded its ability to monitor on-time performance, a key factor in maintaining rider satisfaction. Previously, on-time performance was measured manually, with spot checks made for selected routes on days and times when manpower was available. Data is now communicated through IBS at all times, under all conditions, at all points along a route. As a result, in 2004 a total of 17,983 trips were monitored; in 2005 using IBS data, 9,516,489 trips were monitored.

Subsequently, looking at a much larger IBS-driven sample, Pace learned its real on-time performance wasn't as good as assumed—falling from 91.1% in 2004 to 71.9% in 2005.

With the new and more reliable information, Ross said Pace is acting immediately to create more realistic schedules that can be run on time and identify problem areas that cause delays.

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PACE

Pace is also experimenting with Transit Signal Priority (TSP), a technology that has the potential to make suburban transit more appealing by improving its timing. TSP is a technology that uses a transmitter in a vehicle to adjust a traffic signal – basically extending the green light or having it turn green sooner than the timing cycle allows.

The Board authorized an increase in funding to a project that includes a demonstration of TSP. Over the next 18 months, Pace's Transit Signal Priority Initiative is going to design, demonstrate and evaluate how TSP can be used on Pace services. (www.pacebus.com February 13, 2006)

Calendar of Events

- Mar 3 (Friday). The Omnibus Society of America meeting.** 7:30-10:00PM (doors close at 8:00 PM)
Location: Swedish Covenant Hospital -- Anderson Pavilion (2751 W. Winona Ave). (S/E corner, Winona/California -- 1 block south of intersection of Foster/California)
Admission: \$4.00 for non-members.
Program: "Vancouver Transit," a digital presentation by Robert Madison highlighting transit in BC.
Need more information? www.osabus.com
- Mar 3 (Friday). Blackhawk Chapter -- NRHS meeting.** 7:30-10:00 PM (doors open at 7:00 PM)
Location: Gladys Fox Museum (S/W corner of 9th St (Ill Rt 7)/Washington St in Lockport.
Admission: Free
Program: "Railroads of New Orleans and the Gulf Coast," a slide presentation by railroad author, photographer and historian Mike Blasack.
Need more information? bbmolonv@iuno.com
- Mar 3 (Friday). Wisconsin Chapter -- NRHS meeting.** 7:30-10:00 PM
Location: North Shore Congregational Church (7330 N Santa Monica Blvd) in **Fox Point, WI.**
Admission: Free
Program: Ed DeRouin and George Strombeck.
Need more information? www.nrhwis.org
- Mar 8 (Wednesday). Twentieth Century Railroad Club meeting.** 7:00-9:00 PM
Location: Electricians Union Hall (600 W. Washington)
Admission: \$3.00 admission for non-members.
Program: To Be Announced.
Need more information? www.20thcentury.org
- Mar 10 (Friday). Railway and Locomotive Historical Society, Chicago Chapter** 7:00-10:00 PM
Location: The Chicago Temple (77 W. Washington -- 3rd Floor). (S/E corner, Washington/Clark)
Admission: Free.
Program: "Elevation of the Chicago Railroads," a presentation by noted author and transportation historian David Young.
Need more information? www.RRSociety.org
- Mar 10 (Friday). Chicago Chapter -- NRHS meeting.** 8:00-10:00PM
Location: Lincoln Center (935 Maple Ave) in **Downers Grove.** (2 blocks south of Downers Grove Main St Metra/BNSF Station)
Admission: Free
Program: Glen Brendel, project manager for Ft Wayne Railway Historical Society on the restoration of NKP steam locomotive 765.
Need more information? Contact Brian Lant at BKL611@aol.com
- Mar 11 (Saturday). Kenosha Streetcar Society meeting.** 7:00-10:00 PM
Location: Immanuel Methodist Church (54th/Sheridan - 1-1/2 blocks east of the Kenosha Metra/UP Train Station), **Kenosha, WI.**
Admission: \$5.00 for non-members.
Program: "North Shore Line Freight," a slide presentation by author Edward DeRouin on freight operations on "The Road of Service."
- Mar 17 (Friday). The Railroad Club of Chicago meeting.** 7:30-10:00 PM
Location: The Chicago Temple (77 W. Washington -- 3rd Floor). (S/E corner, Washington/Clark)
Admission: \$3.00 donation requested from non-members.
Program: "BNSF in New Mexico and other places," a slide presentation by Ed Moran.
Need more information? www.railcc.org
- Mar 24 (Friday). Central Electric Railfans' Association meeting.** 7:30-10:00 PM
Location: 203 W. Wacker Dr -- 2nd Floor Auditorium. (S/W corner, Wacker/Wells)
Admission: Free.
Program: "New York City Subways -- the First 101 Years," a presentation by Mark Wolodarsky.
Need more information? www.cera-chicago.org