



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

MAY-JUNE 2016

RUN 03-2017

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.org". At osabus.org 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.

• MAY/JUNE MEETINGS

The May meeting of the Omnibus Society of America will be held on May 5, 2017, 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 will be on trolley coaches,

The June meeting of the Omnibus Society of America will be held on June 2, 2017, in the Anderson Pavilion of Swedish Covenant Hospital. The meeting will start at 7:30 pm.

Our June meeting will be a presentation by the RTA on the I-90 Express Routes. A speaker from IDOT may also be present.

OSA Happenings

2017 dues for membership in the Omnibus Society of America are now being accepted. Dues for the year are \$30.00 and can be paid in person at any OSA meeting or by sending a check or money order to our post office box.

The OSA has received information that Chuck Taucher, member and one of the founders of OSA, passed on Friday, May 21, 2017, due to a massive stroke. No other information is available at this time.

CTA Begins Next Major Construction Phase on 95th Terminal Improvement Project

3/2/2017

95th/Dan Ryan station will remain open throughout construction; Work will require rerouting of some off-peak direction weekday Red Line trains

The Chicago Transit Authority (CTA) is beginning the next major construction phase of its signature 95th Terminal

Improvement Project, which will expand and greatly improve the 95th/Dan Ryan Red Line station.

The next phase will include work on the tracks, existing station platform and the new North and South Terminal buildings. To complete this work, the CTA will need to make some minor changes to Red Line service during the construction period.

Separately, construction work will again require the extended closure of the left northbound lane on the Dan Ryan near 95th Street beginning as soon as March 18, 2017, dependent on weather (more details below).

Beginning April 3, CTA will reroute some Red Line trains in the off-peak direction only for approximately 2 ½ hours each weekday in order to maintain Red Line service and minimize customer impacts during construction. During these times, some off-peak direction Red Line trains south of Roosevelt will be rerouted onto the Green Line to or from the Ashland/63rd station.

The reroute will affect less than 10 percent of all Red Line trains while allowing CTA to continue to accommodate service needs across the entire line.

Morning rush period (from 7:56 a.m. to 9:14 a.m.):

- Normal Red Line peak direction service:

Howard-bound (northbound) customers from 95th/Dan Ryan station (trains approx. every 6 minutes).

95th/Dan Ryan-bound (southbound) customers from Howard station (trains approx. every 3 minutes) until Roosevelt station.

- Every other 95th/Dan Ryan-bound (southbound/off-peak direction) train beginning its trip from Howard will be rerouted after Roosevelt station to Ashland/63rd Green Line station (remaining southbound Red Line trains will continue regular route to 95th/Dan Ryan station). 95th/Dan Ryan-bound customers will have regular train service every 3 minutes to Roosevelt and every 6 minutes south of Roosevelt to 95th/Dan Ryan and Ashland/63rd.

Evening rush period (from 4:40 p.m. to 5:58 p.m.):

Normal Red Line peak direction service:

95th/Dan Ryan-bound (southbound) customers (trains approx. every 6 minutes).

Howard-bound (northbound) customers boarding in the Loop (trains approx. every 3 minutes).

- Every other Howard-bound (northbound off-peak direction) train entering the Loop south of Roosevelt will originate from Ashland/63rd Green Line station. Howard-bound customers will have train service every 6 minutes south of Roosevelt from either 95th/Dan Ryan and Ashland/63rd

Customer notification

All rerouted trains will have the appropriate destination signs marked Ashland/63rd, 95th/Dan Ryan or Howard, and trains will also be designated in CTA Train Tracker and in stations. Destination announcements will be made on each train.

95th Terminal remains open during construction

The reroute is necessary as construction is continuing on the South Terminal Building, including foundations, structural steel, track alignment work, platform construction, as well as foundation work for the North Terminal and 95th Street bridge widening work. CTA will need to close both the east and west sides of the track (at separate times) that serves 95th/Dan Ryan station as well as provides access to its 98th Street rail yard. Normal service is expected to resume in fall 2017.

The 95th Street Terminal Improvement Project is a \$280 million project to completely rebuild the Red Line South's busiest station and create a safer, larger and more-efficient environment for transit riders. The completed project will not only create a signature statement for the South Side, but will better serve the existing high volume of riders by providing safer passenger access to buses and the train station. This modern facility will also expand passenger capacity and provide riders with a safer, pedestrian-friendly environment that will offer fewer delays and shorter travel times.

For the latest information on the project, visit:
<http://www.transitchicago.com/95thTerminal/>.

Extended lane closure on northbound Dan Ryan near 95th

Construction work as part of the CTA's 95th Street Terminal Improvement Project will also again require the extended closure of the left northbound lane on the Dan Ryan near 95th Street beginning as soon as March 18, 2017, dependent on weather.

The lane closure, which was also in effect in fall 2016, is required as CTA continues efforts to expand and greatly improve the 95th/Dan Ryan Red Line rail station and bus terminal.

The closure of the left northbound lane will be in effect until approximately fall 2017, dependent on weather. The lane closure is adjacent to construction of the new 95th Street Terminal, beginning where I-57 merges into the Dan Ryan through just north of 95th Street. The closure is required to complete construction on the new facility's foundations, as well as the construction of what will be two CTA terminal buildings—one north and one south of

95th Street—that will replace CTA's existing 95th Street bus and rail facility.

Motorists can expect delays and should allow extra time for trips through this area. Traffic monitoring devices and changeable message signs will be installed along northbound I-57 to monitor and communicate traffic conditions to the motorists. Illinois State Police (ISP) will be adding extra patrols to the area to enforce work zone speed limits and respond to any incidents. Drivers are urged to pay close attention to flaggers and signs in the work zones, obey the posted speed limits, and be on the alert for workers and equipment.

CTA to Extend Pilot of New #31 31st Bus Service

3/8/2017

CTA will continue to evaluate service on 31st between Ashland Orange Line and 33rd/King Drive

The Chicago Transit Authority (CTA) said today it will continue to offer pilot bus service on 31st Street between Ashland Orange Line and 33rd/King Drive for another six months to further evaluate bus service demand and collect more community feedback and ridership data from the route extension.

The Chicago Transit Board today approved the CTA's recommendation to extend the pilot service to September 2017. CTA launched the pilot service last fall to test new east-west transit connections along the eastern portion of the 31st Street corridor.

The pilot is among a series of improvements that have been implemented by CTA President Dorval R. Carter Jr. to improve CTA bus service system wide, including the expansion of bus service on the South Side, the restoration of express service on Ashland and Western avenues, launch of Loop Link, and a pilot of extended service on the #11 Lincoln route.

#31 buses operate every 30 minutes between the Ashland Orange Line station and the Lake Meadows Shopping Center at 33rd Place and King Drive. The route operates on weekdays from 10 a.m. until about 7 p.m. and offers the surrounding community additional transit connections, with service stops at the Sox-35th Red Line and 35th-Bronzeville-IIT Green Line stations.

CTA will continue to study ridership levels and feedback solicited from riders and the community to analyze the effectiveness of the pilot service. At the conclusion of the pilot, CTA will determine whether to end the pilot, extend it or make the service permanent.

CTA has worked closely with the community to develop the pilot, including determining the locations of the 50 bus stops along the route. The hours of service were selected to serve the kind of trips the community desired, such as service to schools, multiple shopping centers and entertainment, including Guaranteed Rate Field.

While similar to the route discontinued nearly 20 years ago, the new #31 pilot bus route has increased frequency of service by 100 percent or double the frequency and key transit connections with the Orange, Red and Green lines, several north-south bus routes and the adjacent #35 31st/35th route.

The 31st Street pilot follows the expansion of CTA service on the #35 31st/35th route in 2013, when CTA extended the route and added weekend service to the 31st Street beach during the summer months. For more information about the #31, please visit: transitchicago.com/31pilot/.

Mayor Emanuel Kicks Off Final Phase of Wilson Red Line Reconstruction

3/9/2017

CTA to begin removing the final section of century-old tracks; completed project to deliver a modern, fully accessible station at Wilson Street

Mayor Rahm Emanuel and Chicago Transit Authority (CTA) President Dorval R. Carter, Jr., today announced the Wilson Red Line Station Reconstruction Project is kicking off its final major phase of construction. Already more than 75 percent complete, the \$203 million project is on track to deliver a modern, fully accessible station and improvements to century-old tracks by the end of this year.

"CTA stations do more than move people around, they are neighborhood centers and economic hubs," said Mayor Emanuel. "In bringing this historic station into the 21st century, we are also bringing this historic neighborhood the jobs, businesses, and transportation it needs in the 21st century economy."

CTA trains will for the first time operate on all brand new elevated tracks in Uptown this Monday, as demolition begins on the last of four old elevated tracks that were built more than a century ago.

"When this project is completed, CTA customers will have a modern, accessible station in the heart of Chicago's Uptown that will provide better service and also help generate economic development in the historic neighborhood," said CTA President Dorval R. Carter, Jr. "We are pleased to see the finish line for the new Wilson station and I thank our customers and Uptown neighbors for their patience during this worthwhile project."

"All the developers and new business owners who have come into this area in the last year have said that it was the rehab of the Wilson 'L' that attracted them to Uptown," said Ald. James Cappleman. "If there ever was a case study for what the rehab of an L stop can do, the Wilson 'L' is it."

The Wilson station will remain open during the remaining construction and customers will see no changes to Red and Purple Express service.

Announced by Mayor Emanuel in 2012, the project is building a brand new Wilson stationhouse with an

elevator and restoring the historic Gerber Building, built in 1923 at Broadway and Wilson.

It is also replacing more than a half mile of what was more than 100-year-old elevated track structure. Once the project is completed, the station will also function as a new Red-Purple Line transfer station for customers.

To date, the CTA has completed the reconstruction of two southbound tracks that carry Red and Purple Line Express trains as well as the northbound Red Line track. Work crews have completed one of the two new, modern island platforms that replaced platforms and infrastructure that were nearly 100 years old.

Wilson is just the latest in a series of major modernization projects undertaken by Mayor Emanuel on the Red Line, the CTA's busiest rail line that forms the backbone of Chicago. Other Red Line projects since 2011 include the Red and Purple Modernization Program, the new 95th Street Terminal, and the extension of the Red Line south to 130th Street.

SERVICE ALERT

Normal Red and Purple Line Express service at the Wilson station will continue during the next phase and the station will remain open as it has throughout the project.

Customers will continue to access the platform via the auxiliary entrances off of the north and south sides of Wilson Avenue, since the main stationhouse (featuring two new elevators and escalators) remains under construction.

The construction work will occasionally require temporary street closures and parking restrictions near the elevated structure. The CTA works to minimize impacts on commuters and the neighborhood as much as possible, and will continue to work closely with local aldermen to finalize details and provide notice of impacts to sidewalks, streets and alleys.

For more information about the Wilson project, visit transitchicago.com/wilson.

Mayor Emanuel, CTA, CRRC Sifang America Break Ground on New CTA Railcar Manufacturing Facility in Chicago

3/16/2017

New Final Assembly Plant for CTA's Next-Generation 7000-Series Rail Cars will be Built by 2018 on the Southeast Side, Creating Hundreds of Local Jobs

Mayor Rahm Emanuel today joined Chicago Transit Authority President Dorval R. Carter, Jr., CRRC Sifang America, CenterPoint Properties, Jobs to Move America (JMA) and the Chicago Federation of Labor to break ground on a new \$100 million facility on the Southeast Side of Chicago that will assemble the CTA's newest rail

cars, the 7000-series, and create more than 300 skilled factory and new construction jobs.

The new CRRC Sifang America facility will mark the first time in more than 50 years that CTA rail cars have been produced in Chicago – the latest example of how investment in the CTA promotes economic development and creates employment opportunities for Chicagoans.

"This new facility represents a major investment in Chicago that will bring economic opportunities to the Southeast Side, while creating good-paying jobs for hundreds of workers," Mayor Emanuel said. "The rail cars that emerge from this facility will be the latest step we've taken to invest in world-class transportation, and to create a 21st Century transit system."

As part of CTA's ongoing modernization efforts, the agency last year awarded a manufacturing contract to CRRC's U.S. subsidiary, CRRC Sifang America, to build up to 846 new rail cars. The CTA's first order of 400 rail cars will be assembled at the new facility and will replace CTA's oldest railcars, which are more than 30 years old.

Once these new vehicles are in service, CTA will have one of the youngest fleets of any U.S. transit agency.

"CRRC Sifang America is grateful for the opportunity to work with the Chicago Transit Authority to produce the next generation of railcars in Chicago, for Chicago," said CRRC Corporation Vice President Sun Yongcai, who also serves as a member of the CRRC standing committee. "We are committed to producing top-of-the-line railcars to enhance CTA rider experience, while also creating new jobs at our assembly facility in the city. We are confident CRRC Sifang America's partnerships in Chicago will make this project a success for us and for the city."

The 7000-series rail cars, which will be the first CTA rail cars produced in Chicago since 1964, include such features as AC-power propulsion for smooth, quiet rides; additional security cameras both inside and outside the vehicle; and GPS-triggered announcements and automatic passenger counting for improved service planning.

"We are committed to providing our customers with more reliable and comfortable transportation for decades to come," CTA President Dorval R. Carter, Jr. said. "We are continuing our investments in new buses and trains that will improve commutes, lower maintenance costs and provide a more pleasant customer experience."

The 380,994-square-foot facility, paid for entirely by CRRC, will employ at least 169 factory and warehouse workers, as well as support approximately 200 construction jobs to build the facility. Approximately \$7 million will be spent on training for their Chicago final assembly facility workforce.

"It has been more than 30 years since the last rail car rolled off the Pullman assembly line on the South Side and over 50 years since CTA's rail cars were produced in Chicago. Today's groundbreaking represents a new beginning for Chicago manufacturing - one that will help

attract much-needed business and development to this area," U.S. Senator Dick Durbin said. "I will continue to work to ensure that the CTA has the federal funding it needs, and I thank Mayor Emanuel and the Chicago Transit Authority for their hard work and commitment to modernizing our public transportation system."

"Projects like this that upgrade and improve our public transit system, create good-paying jobs and invest in our communities are exactly the sort of projects we should be encouraging," U.S. Senator Tammy Duckworth said. "Improving our city's infrastructure and bringing rail car manufacturing jobs back to the Southside of Chicago for the first time in over three decades is a significant achievement that will open up new economic opportunities for local businesses and working families."

"Once again, rail cars will be manufactured on the South Side. This continues our unique legacy that dates back 150 years to George Pullman," Congresswoman Robin Kelly said. "I'm glad that this state-of-the-art facility will be creating jobs in the Second District community, while driving economic growth and serving the needs of America's transit systems."

CRRC Sifang America is committed to hiring from communities that make up the City of Chicago and surrounding areas and is working with unions such as the Chicago Federation of Labor, IBEW and SMART, to secure a union workforce from within these communities.

Working with CRRC Sifang America and the Unions in this endeavor are JMA, Calumet Area Industrial Commission (CAIC) and City Colleges of Chicago.

"Jobs to Move America congratulates CRRC on its commitment to invest in high-quality U.S. jobs and a permanent Chicago manufacturing facility. This initiative has been four years in the making and would not have been possible without the partnership of the CFL, the City of Chicago and the CTA. The community benefits agreement marks the first comprehensive jobs program of its kind that focuses on economic development in communities historically excluded from the manufacturing sector. Mayor Emanuel and Chicago are setting a precedent for the nation, lifting up industry standards and creating a model for how communities and businesses can work together in the future," said Linda Nguyen, Deputy Director of JMA.

"Today I'm proud to say that 36 years after the last rail car rolled out of the Pullman factory, rail cars will once again be union made on Chicago's Southside, thanks to a tremendous effort between Mayor Emanuel, the CTA, the CFL and the Jobs to Move America coalition. For many years, we have watched U.S. manufacturing jobs move overseas. The size of this bid provided Chicago an opportunity to leverage a robust manufacturing jobs program that will strengthen the middle class, stimulate increased investment in new domestic manufacturing facilities, and create opportunities for low income communities," Jorge Ramirez, President of the Chicago Federation of Labor.

The new facility, expected to be complete in spring 2018, will assemble the CTA's base order of 400 railcars for a total of \$632 million or \$1.58 million per car, with future options for an additional 446 railcars. These 7000-series vehicles are the first railcars purchased by CTA in more than a decade since 2006, when the 5000-series contract was awarded to Bombardier. The first rail car prototypes are expected to be completed in 2019.

Under Mayor Emanuel's leadership, since 2011 the CTA has completed, begun or announced more than \$8 billion in projects to modernize and upgrade the bus and rail system.

CTA to Expand Digital Information and Advertising Displays at Rail Stations to More Than 400, Increasing Convenience for Customers

4/5/2017

Partnering with Intersection, CTA will add 130 new digital displays that provide arrival and other information, creating one of the largest digital networks among U.S. transit agencies

The Chicago Transit Authority (CTA) today announced plans to add an additional 130 digital advertising displays across its rail system over the next two years at no cost to the agency, to provide more customers with valuable real-time service alerts and information and generate new revenue for the agency.

In addition to adding new screens, 159 of the CTA's existing 283 digital advertising displays will be upgraded. A new feature that will be available on both the new and updated screens is a dedicated space on the screens for CTA service information, such as service alerts and CTA Train Tracker information that is continuously displayed alongside advertisements.

"One of my top priorities is to continually seek out new ways of improving the customer experience and make taking public transit the most logical, easy and convenient travel option," said CTA President Dorval R. Carter, Jr. "The expansion of our digital advertising leverages this vision, as all the displays will provide our riders a valuable service in alerting them to any changes in service and also informing them of when the next train is arriving."

Beginning this summer through 2018, at no cost to CTA, the new digital displays will be installed and will include platform displays and "urban panel" displays that are located outside station entrances. Concurrently, roughly 60 percent of the existing advertising displays will be upgraded, costs for which will be deducted from advertising revenue.

The expansion and upgrade of CTA's digital advertising display network is part of an amendment to its contract with Intersection, which has exclusive advertising rights on all CTA vehicles and properties. Advertising on CTA properties generates revenue that benefits the transit system and helps keep fares affordable. In 2016, advertising on buses, trains and at stations generated more than \$27 million for the CTA.

CTA Seeks Tenant for New Wilson Station

4/7/2017

As part of the \$203 million Wilson Station Reconstruction Project, CTA is restoring the station's famous Gerber Building built in 1923 at Broadway and Wilson and will be available for lease

The Chicago Transit Authority (CTA) today kicked off a search for a new developer or retailer for the Wilson Station's historic 1923 Gerber Building, which is being completely restored as part of the signature Wilson Station Reconstruction Project. At the corner of Wilson and Broadway, the Gerber Building is one of Uptown's most recognizable structures and the restoration is returning it to a fully functional building while respecting its unique architectural legacy.

Under the leadership of Mayor Emanuel, CTA began the Wilson project in 2014, which is replacing a nearly 100-year-old station and tracks with a new, fully accessible station that will serve as a transfer point between Red and Purple Line Express trains. A key part of the project is also the restoration of the 94-year-old Gerber Building. The entire project will be completed by the end of 2017 and the Gerber Building will be available for occupancy in January 2018.

"The Wilson Station reconstruction is creating a modern, 21st century transit station in the heart of Uptown," said CTA President Dorval R. Carter Jr. "With the restoration of the Gerber Building, our goal is to create a new anchor for economic development in the neighborhood."

The Gerber Building, located at 4620 N. Broadway, is a long, one-story Beaux Arts-style building that formerly functioned as the primary entrance to the elevated Wilson Red Line station. Prior to the Wilson Station Reconstruction Project, the building was underutilized due to its age and need for utility upgrades. The restoration is restoring the façade to its original 1923 appearance, preserving its historic character while also adapting the interior for a new use.

The restoration includes rehabilitation and cleaning of terra cotta masonry, and new storefronts, doors, and exterior lighting that are consistent and compatible with its historical appearance. The overhaul will include an auxiliary entrance to the Wilson station. Efforts by both the design and construction team have sought to maximize the retention of original building fabric, and maintain the original design intent of the building. Once

completed, the building includes approximately 13,200 square feet of interior space available for lease.

The Wilson station serves 1.9 million annual riders. As part of the competitive bid process, CTA is seeking a long-term partner that will complement the Uptown neighborhood and the investments that CTA is making in the Wilson station. For more information on the Wilson Station Reconstruction Project and the Gerber Building restoration, visit: <http://www.transitchicago.com/wilson/>. To download the Request for Proposals for lease of the Gerber Building, please visit www.ctarealestate.com.

Mayor Emanuel And CTA Announce Renovation Work to Begin At Historic Quincy Station

4/21/2017

The project will make the Loop 'L' station accessible and continues the Mayor's more than \$8 billion investment to modernize transit

Mayor Rahm Emanuel and CTA President Dorval R. Carter, Jr today announced the start of a major project to renovate the historic Quincy Loop station and make the 120-year-old station fully wheelchair accessible, while preserving its renowned historic appearance.

"The renovation of the historic Quincy station is the next step on the path to ensuring every CTA station in Chicago is accessible to every resident of Chicago," said Mayor Emanuel. "In neighborhoods across the city we are reconstructing and reimagining the CTA with unprecedented new investments, and today we are undertaking another project that will benefit Chicagoans for generations to come."

Among the improvements, the Quincy station will receive two new elevators located on the inbound and outbound platforms to make the station accessible to customers with disabilities. This upgrade will increase the number of Loop stations that are fully accessible to customers.

"Serving Chicago for more than 100 years, the Quincy 'L' station provides convenient access to and from Chicago's downtown Loop," said CTA President Dorval R. Carter. "By adding elevators and other enhancements, Quincy will be ready to serve 21st century riders while retaining its unique historical charm."

The accessibility improvements are another step in CTA's push toward 100 percent accessibility across CTA, a goal set by President Carter's All Stations Accessibility Program.

Additional improvements include stair replacement, painting and lighting upgrades. The mezzanine-level ceiling will be enhanced with new, historic-style aluminum panels, while new light fixtures will be installed to complement the station's original features. In keeping with the station's turn-of-the-century look, the elevator tower exteriors will feature a pattern referencing the one present on the station's historic railings.

Various elements of the original historic station, which opened when U.S. President William McKinley was in office, remain today—including pressed metal wreaths and fluted pilasters, or decorative columns, located on the stationhouse façade. Much of the station's appearance has been restored over the years while retaining its historical character. This includes the ticket agent's booth, which was faithfully replicated in the 1980s based on original 1897 plans and is still in use today.

The \$18.2 million project is the largest renovation in nearly 30 years for Quincy, which was built in 1897 and is one of CTA's oldest rail stations.

Last renovated in 1988, Quincy station serves more than 2.2 million riders annually via the Brown, Orange, Pink and Purple lines and is a major transfer point for 10 CTA bus routes, Union Station and the LaSalle Street Metra Station.

The project is the latest in a series of transit investments by Mayor Emanuel to improve transit in the downtown Loop, including:

- Washington/Wabash, \$75M, opens Summer 2017
- Union Station Transit Center, \$43M, opened 2016
- Loop Link, \$32M, opened 2015
- Harrison Station Renovation, \$10M, completed in 2014
- Loop Track Renewal, \$53M, completed in 2013

The project is expected to be completed by the end of the year. For more information about Quincy station and this renovation project, please visit: <http://www.transitchicago.com/quincy/>.

Since 2011, Mayor Emanuel and CTA have announced, begun or completed more than \$8 billion of transit improvements projects to build a 21st century, world-class transit system. The wide-ranging investments include about 40 new and renovated CTA rail stations, track and rail infrastructure upgrades, new trains and buses, technology investments including installing 4G wireless service in all subways and installing unique public artwork in CTA stations across the city.

Metra to seek proposals for new cars, engines

(April 19, 2017) -

The Metra Board of Directors today authorized the agency to move forward with requests for proposals (RFPs) for the design and production of new railcars and locomotives to begin to replace its aging fleet.

The railcar RFP, which will be published next week, will provide for at least 25 new railcars plus as

many more railcars above that amount as possible. The exact number will depend on the responses to the RFP, the amount of funding available and whether Metra can use financing alternatives, such as leasing, to maximize its funding. Likewise, the locomotive RFP, which will be published during the third quarter of 2017, will provide for a base order of 10 locomotives plus as many more as possible.

Metra currently has approximately \$200 million programmed for rolling stock purchases over the next five years, although some of that money could be needed for Positive Train Control or other capital needs. The Metra Board of Directors has asked staff to consider financing alternatives such as leasing to maximize the efficient use of available capital resources.

Metra's 2014 modernization plan called for the purchase of 367 railcars and 52 locomotives. That plan, however, counted on Metra receiving \$1.3 billion in new funding, primarily from a new state bond program. Because anticipated funding did not come through, Metra is now attempting to acquire as many cars and engines as possible with existing funding.

"By now, we had hoped to benefit from a new state infrastructure program and planned to use those funds to buy new rolling stock. Clearly, that has not happened," said Metra Executive Director/CEO Don Orseno. "Until the state passes a new program, we have decided to do what we can with the resources we have available to us."

Metra has identified modernization of rolling stock as one of its highest capital priorities due to the age of its fleet and the fact that the condition of cars and locomotives is so essential to providing high-quality, reliable and comfortable service. With an average age of 28 years, Metra's fleet is seven years older than the peer average.

"Funding for capital transportation projects has never been more uncertain. We believe this is a measured, realistic and responsible way for us to buy new cars and locomotives with the funding resources we have on hand today," said Board Chairman Norman Carlson. "And, if the state comes through with a new infrastructure program, we will be able to accelerate our orders if that's what the Board chooses to do."

Metra expects to award the contract for new railcars in the first quarter of 2018. Delivery of the first cars will be part of the negotiations and dependent upon the manufacturer's capacity to build. The last time Metra received new railcars for lines other than the Metra Electric was in 2006.

Metra would expect to award the contract for new locomotives later in 2018, with delivery of the first locomotive in 2020. New locomotives will allow Metra to begin to replace outdated diesel locomotives serving Chicago Union Station with modern, cleaner-burning engines, significantly improving air quality for the 120,000 passengers who travel through the station each day.

The Board also authorized a settlement agreement with Sumitomo Corp. of America to deliver seven railcars to Metra in exchange for releasing the company from the option Metra recently acquired from Virginia Railway Express (VRE) to purchase 21 railcars and for Nippon Sharyo's delays in delivering Metra's order of new cars for the Metra Electric Line. The first of those seven railcars is expected to be delivered in mid-2019. While Metra and Sumitomo have negotiated in good faith since the option was made available in late 2016, both parties have agreed to move forward with the settlement.

UP West Line track project breaks ground

(April 21, 2017) -

Metra and Union Pacific Railroad joined state, county and local officials and members of the community in Maywood today to break ground on a \$100 million project to remove two critical bottlenecks along the UP West Line that can be the source of delays for both freight and commuter trains.

"We're extremely happy to be able to launch this project with our partners at Union Pacific," said Metra Executive Director/CEO Don Orseno. "Adding these track segments will reduce the potential for delays and improve the travel experience for the 30,000 Metra riders who rely on this line each weekday. Residents along the UP West Line will also benefit from shorter wait times at crossings and fewer freight trains idling on the tracks."

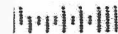
"In addition to serving tens of thousands of passengers each day on the West Line, Union Pacific also uses this route for cross-country freight trains carrying the goods Americans use daily," said Union Pacific Chairman, President and CEO Lance Fritz. "When completed, the third main line will provide more efficient operations for both freight and commuter customers, as well as reduce crossing wait times for local drivers."

The project will add nearly eight miles of third track in the only two remaining segments between Elburn and Chicago that have two tracks. Today's ceremony in Maywood marked the start of construction on the first segment, a 1.8-mile section from just east of the Des Plaines River in River Forest to 25th Avenue in Melrose Park. Third track will also be added starting later this

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PO Box A3051
Chicago IL 60690

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year along a 6.1-mile segment from Kress Road in West Chicago to Peck Road in Geneva.

"We are excited that Metra and the Union Pacific are making this investment in the county," said Cook County Board President Toni Preckwinkle. "The economic, environmental and transportation benefits from this project are clear and I congratulate all involved for their forward-thinking approach."

"This project is a great example of what we can accomplish when we work together on transportation solutions that improve our communities and grow our economy," said Illinois Transportation Secretary Randy Blakenhorn. "This project will enhance safety and quality of life for Illinois residents, while solidifying our status as the transportation hub of North America."

The project is the fourth phase of the UP West Line Improvement Project, a multi-year effort to improve the flow of rail traffic on the line while enhancing pedestrian and motorist safety. The first phase focused on safety enhancements at Metra stations, including the installation of a new "Another Train Warning System" that uses a combination of audio and visual alerts to warn pedestrians at crossings adjacent to stations that another train is approaching or present. The system was the first of its kind in the United States to be fully implemented along a rail line.

"Enhanced transportation options like these are worth celebrating, because they are the keys to a healthy economy," said Lois Baumann, executive director of the Maywood Fine Arts Association. "They will certainly help us grow our studio and reach more students to prepare them for new opportunities and a better future."

Other improvements included installing new pedestrian gates at crossings, eliminating mid-platform crossings and constructing pathways to divert pedestrian traffic to safer crossing points at the end of platforms. Phases two and three included enhancements to the signal system that enabled trains to safely operate closer together and added crossovers at Wheaton and Lombard to improve the flow of traffic by allowing trains to switch tracks to avoid congestion points.

While there are no current plans to increase commuter service on the UP West Line, upgrading the entire line to three-track service will alleviate current congestion and freight and commuter train conflicts, which will improve service for both Metra commuters and UP's freight customers. The UP West Line, one of the nation's busiest rail lines, is used by 60 Metra trains and more than 50 freight trains each weekday.

Construction of the 1.8-mile segment is expected to take a year. Work on the 6.1-mile segment is scheduled to begin later this year and continue through 2019. Project funding is being provided by Union Pacific and Metra.

Prospectus

Hoosier Traction Meet 2017

Fri-Sat Sept 8-9 (34th year):

Friday-Saturday, September 8-9 in quiet western Indianapolis, the 34th HOOSIER TRACTION MEET is an annual educational conference recognizing mass transportation, especially electrically powered rail-based systems for urban and regional mobility in the past, present and future. Place-specific presentations typically focus on transit in IL, IN, IA, KY, MI, MN, MO, western NY, OH, ON, PA, WV or WI. Discussion of technologies or trends may draw examples from anywhere in North America or beyond.

FORMAT The Meet includes two aspects:

1. Anyone can visit the exhibition for free Friday 12 NOON – 10 PM and Saturday 8 AM – 4 PM EDT. Exhibitors offer items illustrating the principles and nature of mass transportation systems: photos, books, miniature models, timetables and other collectibles.
2. The hotel's 150-seat theatre-style auditorium hosts 10 different audio-visual presentations, some repeated to increase capacity (see the opposite panel). Speakers provide live narration along with photos or maps. Media and format may vary.

COST: You can purchase a ticket onsite for \$40 (cash, check or money order) covers admission to any or valid for covers admission to any or valid for your admission to any or all auditorium presentations (subject to the theatre occupancy limit). You can select which sessions to attend and when to take meal breaks.

If you order early by mail, the same privileges now are less than half price. Please make check or money order for \$19.50 payable to Hoosier Traction Meet, Inc. and mail by Friday August 25 to the *Hoosier Traction Meet Inc, PO Box 394, Harrods Creek KY 40027*

ACCOMMODATIONS: The Clarion Hotel, 2930 Waterfront Parkway West Dr., Indianapolis IN 46214 offers rooms, if you guarantee your reservation with a major credit card or pre-pay by **August 19**, at a special rate (single or double) of \$86 per night plus tax. Call (317) 299-8400, 8am – 5pm EDT weekdays, ask for Group Sales, and mention the Hoosier Traction Meet.

**If you have questions, please e-mail
Bill Shapotkin at traingg1@aol.com**

2017 auditorium sessions and speakers Fri-Sat Sep 8-9

Fri 830AM	Blaine Hays - Cleveland Trackless Trolleys
Fri 1030AM	[Sat 1230PM PREPEAT] Richard Aaron – Toronto
Fri 1230PM	[Sat 1030AM PREPEAT] Ken Schramm – Michigan's Detroit United Railway Operations
Fri 230PM	Leo Sullivan – Trolley Freight and Express in New England
Fri 430PM	[Sat 630PM PREPEAT] Andy Maginnis The Philadelphia (Transit) Story
Fri 630PM	[Sat 430PM PREPEAT] George Gula – Two Keystone Interurbans: Wilkes-Barre and Hazleton and the Northern Electric
Fri 820PM	Bob Olson – Not Just Your Average Garden Variety Backyard Electric Railroad
Fri 900PM	Charles Bogart – Current Transit Industry News
Sat 830AM	Tom McNamara – Cincinnati Transit in Transition from Streetcars to Trackless
Sat 1030AM	[REPEAT] Ken Schramm – Michigan's Detroit United Railway Operations
Sat 1230PM	[REPEAT] Richard Aaron – Toronto
Sat 230PM	Paul Grether – The Return of Cincinnati Streetcars
Sat 430PM	[REPEAT] George Gula – Two Keystone Interurbans: Wilkes-Barre and Hazleton and the Northern Electric
Sat 630PM	[REPEAT] Andy Maginnis The Philadelphia (Transit) Story
Sat 830PM	Ed Conrad – Union Traction – Union Electric interurban

Auditorium manager Bill Shapotkin confirmed these subjects at print time. Adjustments are possible.

The Schedule of Events with sequence and times of each session will be available at the Meet's greeter station in the hotel lobby

Most sessions last 1 to 1½ hours

Stretch your legs breaks (20-30 minutes) between most sessions

One and one-half hour presentations have a 10 minute break halfway

Skip either a prepeat or repeat session to provide ample time for your meals (about 2 hours) and still enjoy every subject

EASY MAIL-IN COUPON COME PARTAKE AND PARTICIPATE IN THE 2017 HOOSIER TRACTION MEET

Your name in the form you
prefer on your badge

Street Address

City/State/Zip

Email

AUDITORIUM ADMISSION TICKETS

How many persons attending any or all
auditorium sessions (subject to occupancy limit)

Now 1/2 price preregistration **\$19.50**
per person \$.....

Names of the others, if more
than one person will attend sessions

TABLES FOR YOUR EXHIBIT

How many tables (maximum 3 tables per exhibitor). Please enclose a description of your product line (up to 25 words including your name). Compliant with Indianapolis-Marion County code, Title IV, Chapter 951, Article III, space is not made available to exhibitors for the sale, exchange, or purchase of used or second hand goods. Table price does not include any auditorium sessions

\$20
per
table \$.....

☐ Exhibitors need ADA space behind table ☐ Need electricity at table

☐ Prefer Table adjoining

TOTAL ENCLOSED (Mail now for less than half price!)
Mail to: Hoosier Traction Meet Inc, PO Box 394, Harrods Creek KY 40027

\$.....

We believe that free off-street parking is offered by all enterprises shown on the map below.

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Map is not to scale



Hoosier Traction Meet in the Clarion Hotel, 317-299-8400
2930 Waterfront Parkway West Drive, Indianapolis IN 46214

0.0 Distance from Hoosier Traction Meet (miles and tenths)



Worship Gasoline Pharmacy

Pharmacy and **Minute Clinic**

Shopping or services



ATM Bank with teller staff



West end of paved sidewalk

Downtown Indianapolis locations are described in relation to Monument Circle at Meridian & Market St.

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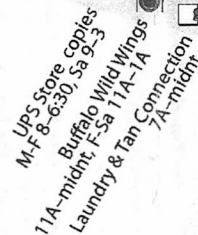
- **Circle Centre:** Downtown shopping mall with dozens of stores, anchored by Carson Pirie Scott. Self-parking in connected garages. Washington & Illinois St., 1 block south and 1 block west of the Circle. 317-681-8000 simon.com
- **Indianapolis Motor Speedway:** Hall of Fame Museum 9–5; narrated track and grounds tours. East on Crawfordville Rd. and merge into 16th St. near the speedway. 317-492-6784 indianapolismotorspeedway.com

Of transportation interest

- **IndyGo:** The in-county bus system having 31 fixed routes, of which 27 operate along Ohio St., 1 block north of the Circle. Most intervals 30 or 60 minutes; half of the routes 7 days. Customer service M-F 8–6, Sa 9–noon, 34 N. Delaware St., 2 blocks east and ½ block south of the Circle. 317-635-3344 [IndyGo.net](#)
- **Transit center:** Being built south of Washington St. between Delaware and Alabama St., 1 block south and 3 blocks east of the Circle. Will have enclosed waiting room, 19 bus berths for specific routes.
- **People mover:** Automated rubber-tired trains on elevated guideway, linking two hospitals and a medical lab. Free, open to the public. East on Crawfordsville Rd. and 16th St., pass below I-65. Enter through Methodist Hospital.
- **Indiana Transportation Museum:** Steam, diesel and electric rail equipment; rides most weekends. Sa–Su 10–5. I-465 north and east to State Rd.19, north to Forest Park in Noblesville, Ind. 317-773-6000 [itm.org](#)
- **Indiana Historical Society:** Home of Midwest Railroad Research Center. Tu–Sa 10–5, Th–8, Su (except library) 12–5. Ohio & West St., 1 block north and 4 blocks west of the Circle. 317-232-1882 [indianahistory.org](#)
- **Traction Terminal,** the hub of the Indiana interurban network of 12 radiating lines: Nothing remains at the northwest corner of Market & Illinois St., 1 block west of the Circle. The stone eagles from the trainshed adorn the steps of the Old City Hall building, west side of Alabama St. north of Ohio St., 3 blocks east and 1 block north of the Circle.

Information is the best available to us at the time of preparation. However, we do not recheck every location every year.

Thank you!



Via 29 16th St.,
60 Stadium Dr. and Indiana Av.
to downtown Indianapolis 8.1