

# Green Pennant Special

RUN 106

OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

MARCH 1992

## Chatham Coach Lines

| P.M. |       | TRANSFER |    |    |    |    |
|------|-------|----------|----|----|----|----|
| JAN. | JULY  | 1        | 2  | 3  | 4  | 5  |
| FEB. | AUG.  | 6        | 7  | 8  | 9  | 10 |
| MAR. | SEPT. | 11       | 12 | 13 | 14 | 15 |
| APR. | OCT.  | 16       | 17 | 18 | 19 | 20 |
| MAY  | NOV.  | 21       | 22 | 23 | 24 | 25 |
| JUNE | DEC.  | 26       | 27 | 28 | 29 | 30 |

|    |   |
|----|---|
| N  | E |
| W  | S |
| A  | B |
| F  | G |
| K  | L |
| P  | Q |
| U  | V |
| AA | B |

|    |    |    |    |
|----|----|----|----|
| 6  | 7  | 8  | 9  |
| 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 |
| 30 | 31 |    |    |

OCT 29

FARE RECEIPT TRANSFER

NOT TRANSFERABLE  
Fare receipt for person

Fare receipt at time of

NIGHT

SUNDAY

MARCH

SUNDAY

0015

- UP
- 43 CROW
- 33 PROG
- 20 KINGST & MA
- 09 KING
- 00 WARD

VAL TIME

6

7

8

9

10

11

12

1

2

3

4

5

6

7

P.M.

B

BIRD'S HILL RD.  
GREY GRANT CRESC.

Cambridge Transit

SEE CONDITIONS BELOW

12

**Conditions**  
Transfer must be secured from driver at time fare is paid. Not transferable. Not good for stop over.  
Transfer must be submitted to driver when boarding bus.  
Transfer Points: Mill St. Terminal, Lowther St. Terminal, Tannery St. Terminal, John Galt Centre.  
Folded or torn transfers will not be accepted.

|         |    |
|---------|----|
| 11      | 30 |
| 10 P.M. | 20 |
| 9 P.M.  | 0  |
| 8       | 50 |
| 7       | 30 |
| 6 P.M.  | 20 |
| 5 P.M.  | 0  |
| 4       | 50 |
| 3       | 30 |
| 2 P.M.  | 20 |
| 1 P.M.  | 0  |
| 12      | 50 |
| 11      | 30 |
| 10 A.M. | 20 |
| 9 A.M.  | 0  |
| 8       | 50 |
| 7       | 30 |
| 6 A.M.  | 20 |
|         | 0  |

Phone FOR CHA

Condition

DO NOT FOLD

DAY

|    |    |    |    |
|----|----|----|----|
| 1  | 2  | 3  | 4  |
| 6  | 7  | 8  | 9  |
| 11 | 12 | 13 | 14 |
| 16 | 17 | 18 | 19 |
| 21 | 22 | 23 | 24 |
| 26 | 27 | 28 | 29 |
| 31 |    |    |    |

O.A.M. P

Welcome to another issue of The Green Pennant Special. It is through this publication that we endeavour to keep the membership informed on happenings in the organization and the transit industry.

### \*\*\* FEBRUARY MEETING \*\*\*

The February meeting of The Omnibus Society of America was held on February 7, 1992, at the Welles Park Field House located at 2333 W. Sunnyside in Chicago. The meeting began at 7:00 pm.

Our program for the evening were Super 8 movies presented by Mel Bernero. Mel delved into his movie file and projected a number of films from his collection.

### \*\*\* MARCH MEETING \*\*\*

The March meeting of The Omnibus Society of America will be held on March 6, 1992, at the Welles Park Field House located at 2333 W. Sunnyside in Chicago. The meeting will begin at 7:00 pm.

John LeBeau will present a slide show on Canadian transit properties this evening.

### \*\*\* METRA NEWS \*\*\*

THE GRADUAL PHASING-OUT of the E9 type locomotives that have been in use on the Burlington Northern commuter line to Aurora since 1949 will begin to run their last miles this month.

The first arrivals of 30 new F40PHM-2 models from EMD this month will sound the death-bell of these classic locomotives. Metra plans to place 18 of the new locomotives on the Burlington and hopes to completely replace the E9 units by the end of September.

The new operating consoles allow the engineer full vision of all control gages and switches. The cab design also reduces interior noise to further enhance the operating environment.

A video camera pointing rearward, on the left side, with a console-mounted monitor, allows the engineer to view both sides of the train without leaving the controls. The locomotives will also be equipped with alternating flashing exterior "ditch lights" for improved locomotive visibility for pedestrians and motorists.

It appears that now is the time to travel to BURLINGTON COUNTRY to photograph these venerable E9 locomotives before they become extinct.

MORRISON-KNUDSEN CO of Boise, Idaho beat out a Bombardier/EMD partnership for a \$379 million contract from Metra to build 173 stainless steel bilevel gallery commuter coaches and rehabilitate 140 Metra Electric coaches. The Morrison Knudsen contract includes a Japanese partner, Nippon-Sharyo, that will build the shells for the 173 new coaches. The shells will be shipped to a local plant MK is planning to open for assembly.

The company pledged to lease the Pullman Co. car works plants, on 103rd Street near the Calumet Expressway for the work.

MK plans to invest \$10 million to \$15 million to upgrade the Pullman plant, which has been vacant for seven years. The work should start in about a year, and the order should be filled by September 1995.

Bombardier submitted an offer of \$387 million for the contract and had pledged to open the EMD plant in Mc Cook for the car construction and rehabilitation work. EMD currently has a contract to build 30 diesel locomotives for Metra.

The news that MK won out over Bombardier rubbed a group of UAW Local 719 members the wrong way. The local's members work at the EMD plant where the new Metra diesels are being assembled. (cont. on page 3)

### \*\*\*\*\* GREEN PENNANT SPECIAL STAFF

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Green Pennant Special is distributed to the members of The Omnibus Society of America at no additional charge and is published in lieu of the regular meeting notice. There is no set frequency of issue.

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(cont. from page 2)

Carole J. Travis, UAW Local 719 president, said the members believed Metra should have awarded the contract to Bombardier, so their jobs would have been more secure.

TOWARDS THE END OF January, UAW Local 719 sued Metra, contending the \$379 million contract was unfairly awarded to the MK/Nippon-Sharyo partnership.

The lawsuit said the process was unfair to the Bombardier/EMD partnership. UAW Local 719 said the specifications failed to disclose fully the importance of using local labor and materials in rating the bids for building the 173 new commuter cars and rebuilding 140 existing Metra Electric cars.

The lawsuit, which asks the court to void the contract, said the EMD/Bombardier partnership lost in overall scoring, 89.7 to 80.5 when Metra awarded 25 bonus points for "local content" to the bid submitted by MK/Nippon-Sharyo.

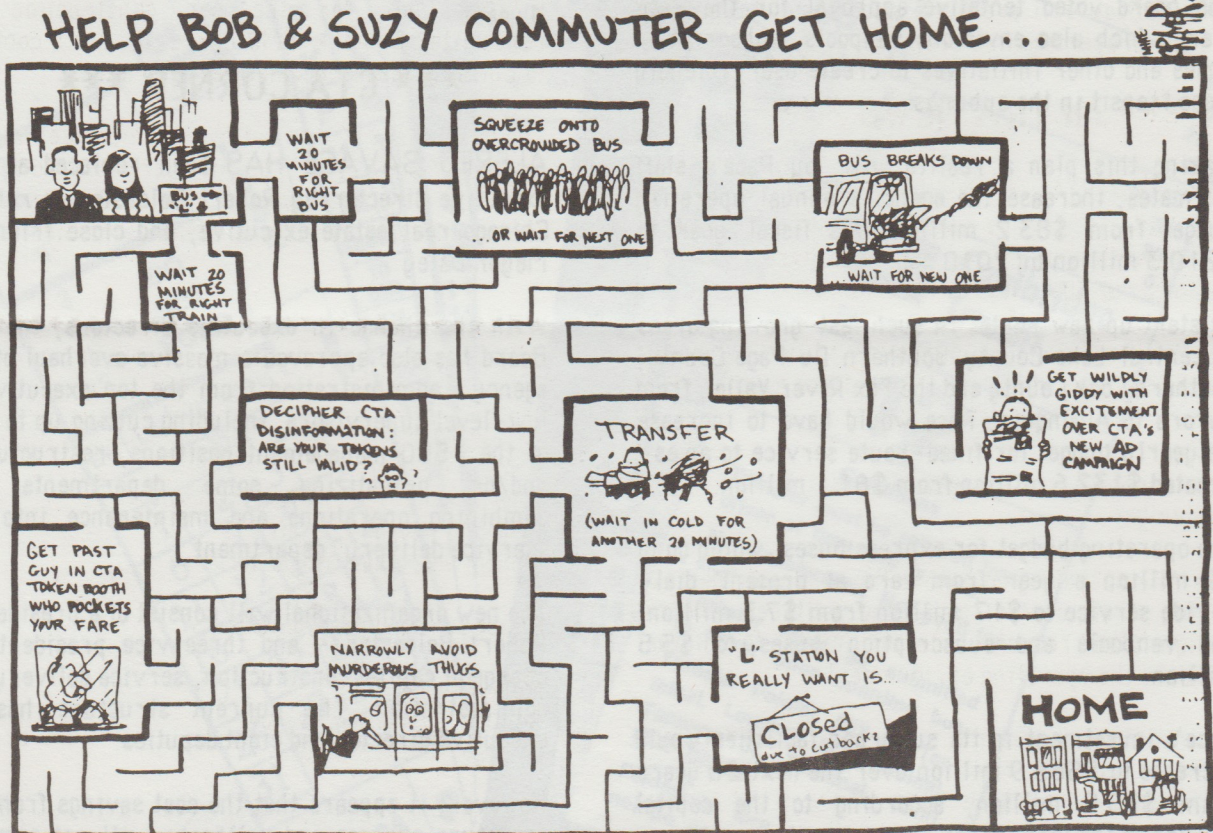
### \*\*\* PACE PATTERN \*\*\*

THE PACE BOARD APPROVED an inter-governmental agreement with Elgin formalizing the January 1, 1992, assumption by Pace of Elgin's bus system.

The new division, to be known as Pace River Division, has hired sixty people previously employed by the city Department of Transportation and has agreed to honor existing labor contracts.

Pace has been funding the Elgin bus operation and owns the buses operated in the city as well as the garage. Routes and service will remain the same for the foreseeable future. Pace also agreed to pay Elgin \$61,193 to cover administrative costs and expenses related to the transfer of the bus system.

With this takeover of the Elgin bus system by Pace, the only municipal systems left are Wilbus and Highland Park. How long before these last two municipal operations fall is anyone's guess. (cont. on page 4)



CTA: the smartest distance between two points

(cont. from page 3)

## **PACE PATTERN**

TERRANCE BRANNON, Department manager of planning and development for Pace has said that a number of feeder bus routes to Metra train stations will get vehicles equipped with wheelchair lifts.

If a Pace feeder route serves a Metra rail station to be made accessible to disabled riders, Pace will make sure that the buses on that route are lift equipped.

Pace operates 94 feeder routes during the morning and evening rush hours to Metra stations, either directly or through private contract operators.

As Metra makes its passenger cars and stations accessible around the six-county metro area, Pace will align routes so that accessible buses meet those accessible trains.

**HIGH-SPEED SUBURB-TO-SUBURB** express buses operating out of transportation centers and park-and-ride facilities are envisioned in a long-range blueprint for suburban transit unveiled by Pace.

The board voted tentative approval for the Pace plan, which also envisions vanpools, subscription buses and other initiatives to create user-friendly mass transit in the suburbs.

Making this plan a reality will, by Pace's staff estimates, increase the agency's annual operating budget from \$83.2 million this fiscal year to \$210.3 million by 2010.

To start up new routes in such fast-growing areas as central Lake County, southern Du Page County, southern Cook County and the Fox River Valley from Aurora to Algonquin, Pace would have to increase its yearly budget for fixed-route service to an estimated \$132.6 million from \$61.1 million.

The operating budget for express buses, would go to \$9 million a year from zero at present; dial-a-ride service to \$17 million from \$7.3 million, and vanpools and subscription buses to \$5.5 million.

Pace's investment in its suburban facilities would increase to \$566.9 million over the next 20 years from \$86.9 million, according to the capital portion of the long-range plan.

One proposal is investing \$157.2 million to automate stoplights along major transit routes so

that late-running buses could trigger green lights along the way.

Another \$63.1 million would go towards transit-only lanes, such as bypasses at congested intersections and special access ramps to expressways and tollways.

## **\*\*\* STRAP HANGER \*\*\***

GARY HAS RECEIVED 8 new TMC RTS buses, the first new buses that Gary PTC has received in over a decade.

The new fleet begins the implementation of Gary's bus service's five year plan. This plan will contain the phasing of additional new buses on a staggered basis. This procedure will prevent all of the buses from reaching their useful life at the same time.

Each of the new buses is equipped with wheel chair lifts as well as airconditioning, electronic destination signs and semi-upholstered seating. They will seat 35 passengers and while smaller than the present fleet, are economically more efficient due to reduced size and weight. The Gary fleet now totals 38 vehicles and GPTC intends on replacing all of the older buses within the next 3 to 4 years.

## **\*\*\* CTA CORNER \*\*\***

ALFRED SAVAGE HAS been replaced as CTA executive director by Robert Belcaster, a retired Chicago real estate executive, and close friend of Mayor Daley.

With the change in executive directors, the CTA Board has also approved a massive overhaul of the agency's administration from the top executive to low-level supervisors, including cutting up to 260 of the 1500 management positions, restructuring and/or privatizing some departments and combining operations and maintenance into one "service delivery" department.

The new organizational will consist of a president - Robert Belcaster - and three vice presidents in charge of capital construction, service delivery and administration. The current structure has an executive director and eight deputies.

However, it appears that the cost savings from the structure changes and rollbacks will not come in time to help address a midyear funding gap of \$9 million to \$14 million. (more next month)