

Green Pennant Special

RUN 109

OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

JUNE 1992



**AN ELECTRIFYING FUTURE
FOR LOS ANGELES**
"ETB" Electric Trolley Bus

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.

*** MAY MEETING ***

The May meeting of The Omnibus Society of America was held on May 1, 1992, at the Welles Park Field House located at 2333 W. Sunnyside. The meeting began at 7:00pm.

Our program for the evening were trolley bus movies taken by Don Idarius. Don has shown his movies at other OSA meetings and this was a continuation of those movies.

*** JUNE MEETING ***

The June meeting of The Omnibus Society of America will be held on June 5, 1992, at the Welles Park Field House located at 2333 W. Sunnyside in Chicago. The meeting will be begin at 7:00pm.

It has been over 12 years since the first production (A)dvance (D)esign (B)us has rolled off the production lines at GM/TMC and Flixible.

This evening Mel Bernero will present a program on the different transit companies that have operated and are operating these vehicles. So join us this evening for a trip around the United States to the land of the ADB bus.

*** PACE PATTTER ***

PACE, IN CONJUNCTION with the Illinois Department of Energy & Natural Resources (ENR), has applied for funding to develop, test and demonstrate an ethanol-fueled, fuel cell/battery powered bus.

The U.S. Department of Energy and the U.S. Department of Transportation are developing three methanol-fueled buses, one of which is slated for Pace. Pace currently is working with the ENR and Argonne National Laboratory to convert the methanol-fuel bus into an ethanol-fuel bus. Pace and the ENR believe the ethanol bus is important to this region's economy and future growth because the ethanol would be produced from corn grown in the state.

This prototype ethanol bus should be ready within the next two or three years if technology can be developed to turn ethanol into hydrogen.

*** CTA CORNER ***

NOW THAT THE GREAT Chicago flood is history and the CTA has re-opened the State Street Subway (Friday, May 1) and the Dearborn Subway (Thursday, May 7) to traffic its effect still lingers on at the CTA.

Preliminary estimates by the CTA show the flood has cost the authority over \$4 million in repairs and overtime pay.

The cash strapped agency was predicting a loss of between \$15 million to \$25 million even before the flood related losses occurred. There is now talk again of service cuts and fare increases before the year is out again.

RIGHT AFTER THE CTA returned to normal with the opening of the subway system, the Douglas Park branch was knocked out of service on Saturday, May 16th when a fire destroyed 600 feet of wooden ties and walkway at Ashland Avenue.

Service on Douglas Park was suspended until Monday between Paulina and Polk street stations while a shuttle bus connected the two pieces.

CTA PRESIDENT Robert Belcaster has proposed setting all CTA fares at \$1.00 and eliminating the 30-cent transfer that allows two changes of vehicles. (cont. on page 2)

***** GREEN PENNANT SPECIAL STAFF

Melvin Bernero - Editor
William Shapotkin - Assistant Editor
John LeBeau - Circulation Manager
Andris Kristopans - Staff
William Shapotkin - Reporters

Please send any news articles to:

Melvin Bernero
3440 W. Evergreen Avenue
Chicago, IL 60651-2309

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.

(cont. from page 1)

CTA CORNER

Critics contend the change would make the system less affordable for those who must transfer several times to get to their destinations, an estimated 300,000 riders.

Belcaster said the flat fee was designed to simplify the administrative hassles associated with printing transfers and having each driver account for them at the end of their shift.

CTA officials hope the plan brings back the customers who stopped riding after the fare increase in December, when rush-hour fares on buses were raised to \$1.50 and rail system cash fares to \$1.50 at all times.

Ridership dropped about 10% after the increase, CTA reports showed. Belcaster said he would like to first implement the \$1 flat fare on Sundays to gauge rider reaction.

EVEN WHILE THE CTA is talking about implementing a \$1 flat, no transfer fare structure, they are also talking about raising the purchase price of the \$15.00 weekly pass because it is too successful.

The CTA is saying that they are selling so many weekly passes that this is cutting into their revenue. However, some people say that the agency should be making money because of the money that is received up front by the pass sales.

DURING ITS FIRST four months of operation, the Chicago Taxi Access Program (TAP) has provided more than 600 taxi rides for people with disabilities at greatly reduced rates.

The pilot program is a cooperative effort between the City of Chicago and the Chicago Transit Authority. TAP enables individuals who are certified under the CTA or Pace Special Services Program to use vouchers to hire Chicago-licensed cabs as an affordable alternative to existing public transportation.

The vouchers, which are worth up to \$10 for each cab ride, may be purchased from the CTA at the reduced rate of \$1.25. At the conclusion of the trip, the passenger surrenders the voucher to the driver who gives the passenger a receipt. The vouchers are then forwarded to the CTA by the cab company for reimbursement of the face value of the voucher plus a \$1 per voucher incentive to both the driver and the cab company.

*** FOREIGN NEWS ***

The following overseas news and observations are through the courtesy of Harold Geissenheimer who traveled extensively in France and Germany between January 31, 1992 and February 11, 1992.

OBSERVED DURING THE TRIP:

NEW TECHNOLOGY

* ORLY YAL: Automated rubber tired train (premium fare) Orly Airport to RER Line B at Antony Station. Excellent ridership observed. Standing passengers from Airport at 8am.

* BERLIN M-BAHN: MAG-LEV Demo removed to allow re-institution of U-Bahn Line U-2 between east and west. Structure and stations demolished. M-Bahn technology will not be used at Frankfurt Airport by AEG. Substitute WE/AEG people mover.

* LONDON DOCKLANDS CARS IN ESSEN: The first two London Docklands married-pair units have arrived in Essen for retrofit and operation on standard gauge LRT Lines. Pantographs will be installed and cabs fitted at outer ends of each pair for manual operations. A mock-up cab is in Car II and pantographs for test operations are installed on the other car. While not meeting British Fire Standards (reason for sale), they will be operated partially underground in Essen, as they were built in Germany and meet German specifications. Cost of sale, move and retrofit of this 4 year old car is estimated at 2 million D.M. compared to 4 million for a similar new car. Had a nice visit with an old colleague, Hans Allbrecht who is in charge of LRY design.

LIGHT RAIL PROGRESS

* PARIS RATP: Saint-Denis/Bobigny LRT: Construction almost complete. First cars due from Alstom in mid February 1992 (similar to Grenoble partial low-floor cars) Line to open on June 29, 1992 (Phase 1 - Bobigny (Metro Line 5) to LaCourneuve (Metro Line 7)). Will be operated by RATP Bus Division but maintained by Metro. Local government has paid for placing paving blocks on all originally proposed ballasted sections. LRT has separate inspection building and wash building but has 3 tracks in Metro Workshop for repairs. All outside storage. (cont. on page 3)

(cont. from page 2)
FOREIGN NEWS

* Munchen: Three section full low-floor LRY in service. Passenger acceptance is very high. Additional cars on order. Munchen has decided to keep and expand trams. Similar low floor cars running in Bremen and proposed for Augsburg.

HIGH-SPEED RAIL

* DB HSR service between Hamburg and Kassel, and Munchen and Frankfurt was on time and excellent in every way. Start-up bugs (if any) all eliminated. Food service uses china. New station in Kassel is working well with tram to downtown. This city is centrally located to rail routes to former East Germany.

* SNCF TGV doing well. Observed heavy loading and on-time departures at both Paris stations.

* D.R. SYT 137-225: 1933 2 car diesel streamliner is part of their historical collection. This unit operated at speeds of 125 km/ph in the 1930's.

BUS TECHNOLOGY

* New RAPT garage has suspended roof supported from outside steel structure. Also, has full basement with open spaces in ceiling which eliminates conventional pits. Outside storage for 220 buses.

* Low Floor Buses: The new German standard low floor bus observed in Berlin, Munchen, Essen and Hamburg. Also, in Salzburg and Innsbruck in Austria. This bus is of similar configuration to the Flyer test bus at JFK Airport.

O-BUS (GUIDED BUS) TECHNOLOGY

* There are 3 guided bus lines in Essen. Two normally operate partially in a Center City tunnel shared with Metre Gauge Trams. Due to a technology problem with the common signal system (for buses: induction thru the side-guideway), O-Buses were operating only in the diesel mode on the surface, using the guideway outside of downtown and reverting to city streets in the city center. Only about 1/3rd of the 50+ articulated guided buses are electric dual-mode. The remainder are diesel buses used on the surface segments.

TROLLEY BUS TECHNOLOGY

* Salzburg has a major trolley bus system with both articulated and single unit vehicles. Vehicle purchase over the years has been small lots with a most varied fleet ranging from standard MAN bus bodies of the 1960's and 1970's to the latest "box" design. All overhead is Swiss K&M. Innsbruck also has new articulated trolley buses and a most unique "double diamond" overhead switch.

* Potsdam (former East Germany) has remains of a large war time trolley bus system with two lines in operation. During the war almost every German city had trolley buses installed to save gasoline. In the east, they survive in Potsdam, Eberswarbe, Weimer and Hayerswerda. In the west, Soligen (near Wupetal) has a modern fleet and Essingen (near Stuttgart) a small partial dual-mode operation. These are in addition to the new O-Bus demonstration in Essen.

SUBURBAN RAIL OPERATIONS

* Former East German (D.R.) Operations in Rostock, Leipzig, Dresden, outer ring of Berlin and elsewhere make extensive use of push-pull electric or diesel locomotive powered double deck trains. The Rostock S-Bahn is a particularly effective line to the Baltic Sea town of Warnemunde with approximately a 15 minute headway for the 25 minute journey. Cars are relatively new, clean and painted brown and heavily patronized due to intergration with the tram and bus system and the presence of major high rise housing along the route. The Potsdam S-Bahn is presently a diesel powered extension of the Berlin S-Bahn from Wansee but is to be electrified.

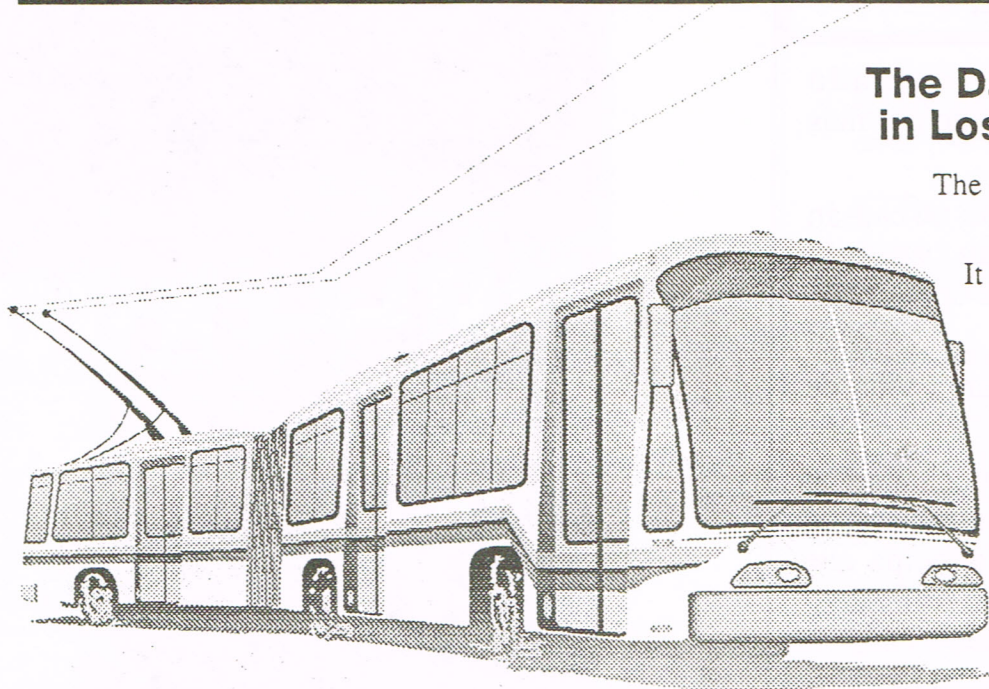
* SNCF, DB and OSB make extensive use of modern diesel or electric two-car self propelled units. The diesel cars are very modern but unfortunately do not meet U.S. F.R.A. crash-worthiness requirements.

* Last SNCF third rail line in Paris is still in operation between Puteauz and Issy-Plaine using older stainless steel two car train sets. It connects the vast electric suburban network radiating from St. Lazarre Station (much of it formerly third rail) with RER Line C. In the future, it may become part of the "orbitale" tram network.

(cont. on page 4)

ELECTRIC TROLLEY BUS

AN ELECTRIFYING FUTURE FOR LOS ANGELES



The Dawn of a New Era in Los Angeles Transit

The next phase of public transportation is coming our way.

It will be quiet and clean, fast and safe.

It will change the way many Angelenos look at mass transit; it will convert many of us to mass transit.

Introducing the Electric Trolley Bus (ETB), due to begin moving people throughout the region as early as 1995. The ETB is a major component of the region-wide program aimed at cleaning our air by reducing vehicle emission levels.

The ETB meets mandated air quality standards for the greater Los Angeles area mass-transit fleet.

The ETB is sponsored by the Southern California Rapid Transit District (RTD) and the Los Angeles County Transportation Commission (LACTC).

The ETB planners and engineers are presently evaluating potential routes, and are anxious to have comments and suggestions from the community — especially in those areas through which the trolley bus will operate.

The Electric Trolley Bus will make our travel easier and help improve our air quality. The future is beginning now!

El Amanecer de una Nueva Era de Transporte en Los Angeles

La siguiente etapa en el transporte público esta en camino. Será limpio y silencioso, rápido y seguro. Cambiará la forma en que muchos Angelinos ven al transporte colectivo, induciendo a muchos de nosotros a usar el servicio.

Presentamos al Trolebús Eléctrico (Electric Trolley Bus o ETB) que comenzará a movilizar gente a través de la región en 1995. El ETB es un componente principal del programa regional para limpiar el aire por medio de la reducción de emisiones de vehículos. El ETB cumple con los requisitos de calidad de aire para la flota de transporte colectivo de la cuenca de Los Angeles.

El ETB es patrocinado por el Distrito de Transporte Rápido del Sur de California (RTD) y la comisión de Transporte del Condado de Los Angeles (LACTC).

Los planificadores e ingenieros del ETB actualmente están evaluando las rutas potenciales y además esperan ansiosos los comentarios y sugerencias de la comunidad, especialmente de aquellas personas que viven en las áreas en donde el ETB va a operar.

El ETB hará nuestros viajes más fáciles y ayudará a mejorar la calidad del aire.

El futuro comienza hoy!

TABLE OF CONTENTS

Electric Trolley Bus facts and artist's drawing ...Pages 2&3

ETB Background; how it fits into an overall regional mass-transit planPage 6

TABLA DE CONTENIDOS

Realidades y dibujo artistico del Trolebus Electrico (ETB) Pagina 2 y 3

Raizes del ETB, como encaja al plan regional del transporte colectivo. Pagina 6

EL FUTURO DE LA RED DE TRANSPORTE MASIVO DE LOS ANGELES LUCIRA ASI ...

- Los trolebuses han operado exitosamente por todo el mundo por más de 50 años.
- Los trolebuses son silenciosos, no causan contaminación y utilizan energía eficientemente, debido a que operan con motores eléctricos.
- Los trolebuses tienen una larga vida de operación.
- Los trolebuses necesitan muy poca energía, en comparación al presente suministro de electricidad, por lo cual se anticipa que éstos no causarán un impacto significativo en el uso de energía eléctrica.
- El plan propuesto de convertir de 10 a 15 líneas de autobuses eliminaría unas 800 toneladas de contaminantes al año.
- Los trolebuses son fáciles de operar; pueden rodear automóviles estacionados y aún así acercarse al conductor para la carga y descarga de pasajeros.
- Los trolebuses no emiten gases tóxicos.
- Los trolebuses son silenciosos.
- Los pasajeros de los trolebuses no experimentarán vibraciones de motor.
- Nuevos postes y soportes serán usados para reducir la visibilidad de los dos cables de suministro de electricidad.
- Árboles y otros elementos decorativos serán agregados para embellecer las calles.
- El desarrollo del programa de trolebuses proveyó trabajo en Condado de Los Angeles. El sistema de Trolebuses Eléctricos será un modelo para la Nación.



AN ELECTRIFYING FUTURE FOR LOS ANGELES

"ETB" Electric Trolley Bus

THIS IS WHAT THE FUTURE OF LOS ANGELES MASS TRANSPORTATION WILL LOOK LIKE....

- ETBs have operated successfully all over the world for more than 50 years
- ETBs are quiet, non-polluting and energy efficient. They are powered by electric motors
- ETBs have a long operating life
- ETB power needs are so small, compared to present supplies of electricity, that no significant impact on power usage or availability is anticipated
- The proposed 10-to-15 line conversion plan would eliminate 800 tons of pollutants every year
- ETBs are very maneuverable; they can travel around stopped cars and still pull to the curb to load and unload passengers
- ETBs emit no exhaust fumes
- ETBs are very quiet
- ETB passengers will experience no engine vibration
- New poles and brackets will be used to reduce visibility of the two electric supply wires
- Trees and landscaping will be added to beautify the street environment
- The ETB development program will provide jobs in Los Angeles County; the ETB system will be a model for the nation

**SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT**

425 S. Main Street
Los Angeles, CA 90013

*The Electric Trolley Bus is a
joint program of the
Southern California Rapid Transit
District and the Los Angeles County
Transportation Commission*

THE ELECTRIC TROLLEY BUS:

Why We Need It. How It Came About. How To Learn More.

The Electric Trolley Bus is a joint development venture of the Southern California Rapid Transit District, Los Angeles County Transportation Commission, Long Beach Transit, Montebello Municipal Bus Lines and municipal bus companies.

The ETB program is being funded by the voters of Los Angeles County through recently-approved transit funding ballot measures. Additional money may come from federal, state and private-sector sources.

The ETB program is part of a comprehensive plan designed to convert the Los Angeles County mass-transit fleet to alternative fuels such as methanol, and 30% of the bus fleet to zero-emission electric buses.

The ETBs will be a completely integrated part of the regional mass-transit program, including Metro Rail, light rail and other components.

El Trolebús Eléctrico

**Por Qué Lo Necesitamos. De Qué Se Trata.
Como Aprender Mas Acerca De Estos.**

El Trolebús Eléctrico es un plan de desarrollo conjunto entre el Distrito de Transporte Rápido del Sur de California, la Comisión de Transporte del Condado de Los Angeles, y las compañías municipales Transporte de Long Beach y Líneas de Autobuses Municipales de Montebello.

El programa de los trolebuses eléctricos es patrocinado por los votantes del Condado de Los Angeles a través de medidas recientemente aprobadas para fondos de transporte, como así también por contribuciones Estatales y fondos adicionales provenientes de fuentes Federales y del sector privado.

El programa de los Trolebuses es parte de un plan para convertir la flota de transporte colectivo regional de Los Angeles al uso de combustibles alternativos, como el metanol, y el 30% de la flota de autobuses a Trolebuses Eléctricos, que no producen ningún tipo de emisiones.

Los Trolebuses serán una parte completamente integrada en el programa de transporte colectivo regional, que incluye al Metro Rail, el Light Rail y otros componentes.

The ETB Time Table

Winter 1992

The process of identifying possible routes for the first Electric Trolley bus continues. Input is gathered from community members and decision-makers on candidate lines, landscaping and design issues, and joint participation agreements.

Spring 1992

Eight to ten candidate lines are selected for continuing studies. Initial engineering and route refinement begins to determine specifics such as frequency of service and effects on local traffic patterns of each of the lines.

Summer 1992

A Draft Environmental Impact Report (EIR) is prepared. Community meetings are held to gather information for the EIR.

Fall 1992

The draft EIR is circulated for public review. Public hearings are held to receive comments. A Final EIR, including responses to public comments, is prepared. District and Commission staff recommend 3-4 lines for initial implementation. A work plan and budget for start-up construction of the initial 3-4 lines are prepared.

Winter 1993

The initial 3-4 lines are selected for ETB routes. The selection is based on cost-effectiveness, community support in the form of joint participation agreements, and other technical factors presented in the final EIR and staff recommendations. The Board certifies the final EIR and pending funding availability approves the work plan and budget for start-up construction of the lines.

For Further Information, Please Contact:

**Southern California
Rapid Transit District
(213) 972-3858**

Para Más Información, Por Favor
Comuníquese Con:

**Distrito de Transporte
Rapido del Sur de California
(213) 972-3858**

(continued from page 3)

FOREIGN NEWS

* Berlin S-Bahn Third Rail: Other than thru operation from east to west at Friedrichstrasse, little has changed. The new west S-Bahn cars are in use on the north end of the S-1 Line while the new east S-Bahn cars are on many lines. The tunnel section of S-1 under east Berlin is under re-construction and will reopen shortly. A new transfer station between the west S-1 Line and various east S-Bahn lines at Barnholmer is open using temporary facilities while a new vertical access is completed. The wall formally separated the two at this point. It is believed that all S-Bahn operations will revert to the D.R. System and that a new common S-Bahn car will be developed. In the meantime, the cars of the 1920's with wood seats and beautiful sounding electric motors continue to serve.

* Vienna S-Bahn continues to expand and is operated by Austrian Railways.

* RER/S-Bahn Investment Pays Off: The Paris RER Lines and the Center City Tunnel S-Bahn operations in Munchen and Frankfurt continue to play a major role in their respective cities. RER ridership is very heavy and the SACEM signal system on Line A provides maximum train capacity. The Munchen S-Bahn built at the time of the 1972 Olympics demonstrates the advantage of a thru-Center City route which has since been duplicated in other German cities.

STRASSENBAHN OPERATIONS IN FORMER EAST GERMANY:

* Dresden and Leipzig have large fleets of TATRA built PCC cars operated in three car trains. Observed new TATRA single unit cars in Leipzig in two car train sets. Ikarus buses also in use in most cities.

* Rostock has a fleet of 1990 TATRA single unit cars in two car train sets and a large fleet of old articulated cars with trailers operating on five lines. It is understood that an order has been placed for a large number of Siemens-Duewag cars. Ikarus buses are also in use as well as a small S-Bahn. This is a very charming and energetic port city and resort on the Baltic.

* Potsdam: This suburb west of Berlin on the main rail line to Hannover has a Strassenbahn LRT system and double deck car push-pull S-Bahn service. LRT cars are standard TATRA 3 section articulated. Many cars have new full car body painted advertising. All are in excellent condition. Many new advertising shelters have been erected complete with maps and schedules.

* East Berlin: The BVB continues to operate a large tram system using TATRA cars. According to a news clipping, new tram lines will be built in the Pankow area at the end of the east U-Bahn Line 2. Several other lines will be extended into the west to access the U-Bahn. Some west double deck buses are running in the east and some east articulated buses are running in the west.

RAILROAD OPERATIONS

* DB/OSB service between Innsbruck and Munchen via Mittenwald and Garmisch-Partenkirchen is a very busy single track line with numerous sidings and meets.

AIRPORT ACCESS

* Munchen: A new S-Bahn line will serve the new Munchen Airport Terminal when it opens this spring. The new line will tie into the full S-Bahn system.

* Frankfurt: The Flughafen Tunnel Station serves not only the S-Bahn trains to HBF, Mainz and Weisbaden but also hourly intercity trains north and south and special Lufthansa trains for air passengers to Dusseldorf, Koln and Bonn and to Stuttgart (four to each).

* Paris: The Orly VAL provides a direct connection to RER Line B connecting to Charles de Gaulle Airport. TGV and RER will have new station at CDG.

* Berlin Schoenfeld Airport is near a large S-Bahn station. Future planning calls for a major expansion.

* S-Bahn in Dusseldorf and Vienna also serve their airports.

SYSTEMS CONTINUING TO PROVIDE GOOD TRANSIT

* Hamburg S-Bahn (third rail) and U-Bahn: New U-Bahn cars due this summer.

* Berlin U-Bahn east and west to be connected.

* Munchen U-Bahn: 6 lines in three Center City tunnels plus S-Bahn. New U-Bahn cars are chopper controlled. Original 1972 routes remain core of system.

* Frankfurt U-Bahn: Really an LRT system with a confused identity. Massive 4 track underground station at HBF underutilized. S-Bahn Center City tunnel extended to Sudbahnhof.

CTA RAIL SERVICE REDUCTIONS

(William M. Shapotkin)

In addition to the bus service reductions effective February 2 (outlined in the April G.P.S.), rail service reductions were made effective February 9. They are as follows:

North-South:

Owl service revised as follows:

Howard-Roosevelt - Every fifteen minutes (every other southbound train turning back upon arrival at Roosevelt)

Howard-58th St - Every thirty minutes (alternate trains to Englewood or Jackson Park)

Howard-Englewood/Jackson Park - Hourly service

Station Changes:

Harvard Closed completely

Morse Closed Lunt St entrance (continues as full-time exit)

North/Clybourn Closed Weekends and Holidays

Thorndale Closed Sunday and Holidays (0001 hours on Sunday/Holidays to 0500 hours Next Day)

Wentworth Closed completely

Wilson Closed Wilson Ave entrance (continues as full-time exit)

West/Northwest:

Service Changes - None

Station Changes:

Chicago Classification changed from "A" to "AB"

Grand Closed completely

Hoyne Will close upon reopening of 18th St (currently being rebuilt)

Irving/Pulaski Pulaski entrance closed (continues as full-time exit)

Laramie Closed completely (See Note 1)

Logan Square Closed Spaulding entrance (continues as full-time exit) (See Note 2)

Medical Center Closed Paulina entrance (continues as full-time exit)

West-South:

Service Changes - Hourly owl service west of Clark/Lake (alternate northbound trains turning back upon arrival at Clark/Lake)

Station Changes:

California Closed completely

Harlem Marion entrance reduced to Weekday rush and Saturday daytime hours only (continues as full-time exit)

Skokie Swift - Saturday service discontinued

Note 1 - With the closing of Laramie, Pace rerouted its #305 bus (which on Weekdays and Saturdays operated north and south on Laramie) to operate via 16th St-54th Ave-Cermak in order to serve the 54th Ave station.

Note 2 - Logan Square was the last twenty four hour, double-ended agency station outside of the Loop.

In addition to those bus service reductions outlined in the April issue, CTA also cut Saturday and Sunday headways on the #86 - Narragansett from 20 minutes to 30 minutes.

While some of the station closings are understandable (Laramie and Wentworth), there are some questions which should be addressed. For example, why was Kildare spared? (Both the 18th St and Cermak buses operate just a few blocks away.) With the closing of California/Lake, the #94 - California now has just one 'L' connection (California/Douglas). The California/Congress station was closed a number of years ago, and the new Midway line is void of a California stop. (Does this promote intermodal travel?) Harvard had served as a quasi transfer point between the Englewood and the Dan Ryan. CTA contemplated such a move (using paper transfers) when a second agent's window had been cut into the ticket booth prior to the opening of the Dan Ryan.

Perhaps most serious station closing is North/Clybourn on the Weekends. With the loss of owl service on Fullerton, there now exists a two mile gap between the North/South 'L' and 24 hour cross-town buses (Chicago and Belmont). In view of this, CTA should have reopened the station at all hours. This question was raised to a CTA transit planner, who asked "Would YOU get off at North/Clybourn at midnight?" The answer is YES - if it's the only (transfer) station in (that part of) town!

A Century of Rapid Transit Service

The Chicago Transit Authority is an enthusiastic participant in the Chicago Day celebrations of institutions marking 100 years of service to the city, and an authentic one was well.

It was on June 6, 1892, that the Chicago & South Side Rapid Transit Railroad began operating steam-powered trains on an elevated structure south of the downtown area.

The original line ran above the alley between State Street and Wabash Avenue from Congress to 39th Street, quickly becoming dubbed the "Alley 'L.'" By the time the World's Columbian Exposition opened in Jackson Park, on May 1, 1893, service had been extended directly to the fairgrounds near 63rd Street east of Stony Island Avenue.

Elevated rapid transit switched to third rail electric power before the end of the 19th Century, and has been part of the Chicago landscape ever since.

It carries millions of riders every year to their places of work, shopping and recreation, helping Chicago prosper through its ability to move people conveniently to their destinations.

And it is still growing. Before this centennial year is over, a new 9.13-mile line will be opened to Midway Airport and the surrounding Southwest Side neighborhoods that never had 'L' service.

Trains on the new line will enter downtown on the same elevated structure that has served generations of riders, stopping clockwise at inner Loop stations along Van Buren, Wells, Lake and Wabash.

Initial Service will be provided by many of the 256 new 'L' cars being purchased from Morrison Knudsen Company of Hornell, N.Y. Prototypes of the new cars are already being tested in service.

Another improvement planned for rapid transit's centennial year is the route realignment

creating a Howard-Dan Ryan line, which will permit greater rider comfort and operating efficiency on both segments.

Already in place is a direct connection between the Clark-Lake 'L' station and the O'Hare line subway below. Both stations are fully accessible by elevators, escalators and stairs.

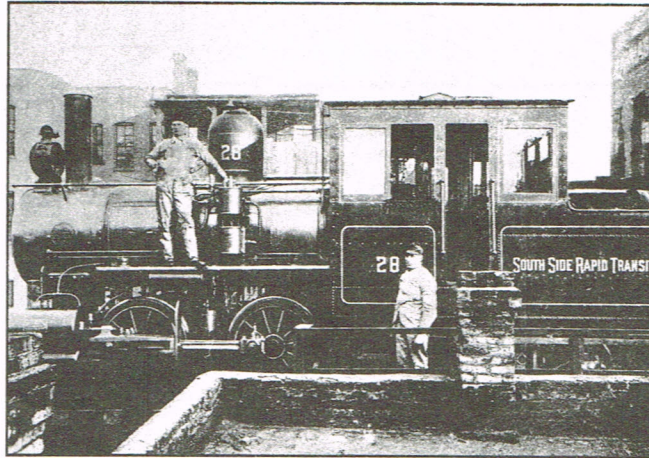
Entry to 'L' and subway is through either the State of Illinois Center or the 203 North LaSalle office buildings, which are on opposite sides of Lake Street between Clark and LaSalle Streets.

Just as public transportation to the Columbian Exposition was provided by both 'L' trains and cable cars, so the CTA offers its riders the latest in bus as well as rapid transit car service.

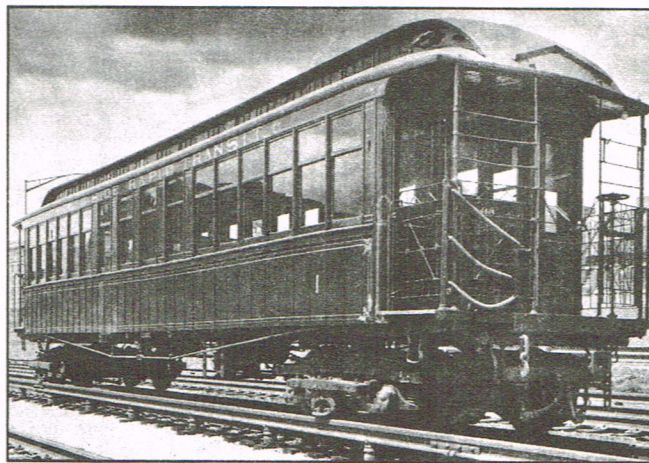
Within the past year, CTA has taken delivery of 961 new buses, representing about 45

percent of its operating fleet. And almost all these buses are equipped with lifts for persons with disabilities.

So while Chicago's original 'L' is now 100 years old, CTA is keeping its service up to date with new routes and equipment designed to serve the needs of its riders well into the century ahead.



Baldwin steam locomotives pulled the first 'L' trains when service on the Chicago & South Side Rapid Transit Railroad began in 1892.



Chicago's first 'L' car, preserved by CTA, was a steam-heated wooden coach with gas lamps, cane seats, slatted shades and cork floor mats.



WW92029

POTENTIAL ETB ROUTES

