

my Metra

A Stroke of Genius: **MURALS AND MORE AT METRA STATIONS**

A GREAT COMBO

Biking & Metra

BACK TO SCHOOL

With Reduced Fares

RAILCAR REHAB

A Win-Win For Riders



my message

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Metra is known for providing safe, timely, affordable and comfortable train service. For art at our stations, not so much.

But as you can read and see starting on **Page 4**, we have a variety of interesting and beautiful artwork throughout our system, most of which is a result of partnerships with the communities we serve. Through our Community Enhancement Program, we're installing artwork that makes our stations more interesting and welcoming while forging stronger bonds with riders and area residents and businesses. It's a win-win situation for us all, and we're always interested in adding art to more stations.

Art is one way to attract potential new riders. Fare initiatives are another, and we have two new ones. First, we are working with the RTA, CTA, and Pace to launch a new Regional Day Pass good for unlimited rides on all three transit agencies. You can read about the new pass on **Page 11**. And second, we are starting a pilot program to offer reduced fare passes to students at the University of Illinois Chicago. Read about that on **Page 8**.

One initiative that we started earlier this year is doing extremely well, and that is our new policy allowing bikes on all trains. Turn to **Page 6** to read about how this policy is doing and how bikes can be a solution to the "first mile, last mile" problem. (And as an aside, the Active Transportation Alliance awarded Metra its "Movers Award" for this new policy – see **Page 10**.)

With our new bike policy, it's easier than ever to get around Chicago. Turn to **Page 14** to see our list of events and attractions reachable by Metra for the late summer/early fall. And our Dine by Your Line feature is on **Page 18**.

Finally, finding ways to save taxpayers money is always a priority at Metra, and our midlife rehabilitation of our Highliner passenger cars is one way we're doing that. Through this program, we're extending the life of our train cars, while making certain they're safe and reliable, while also keeping jobs in Illinois. Learn more on **Page 7**.

As always, thanks for riding with us.



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TAKE OUR READER SURVEY

My Metra is your magazine. So, we want to know what you think of it. Do you like the content? Is it informative? What stories would you like to see in future issues? We want to hear from you.

The survey will take just a few, brief moments. And with your help, we can create a magazine that is even more informative, engaging, enlightening, and fun.

Thanks for your help!

FINDING BEAUTY AND COMMUNITY ALONG THE TRACKS

Under the Metra Electric Line viaduct at Marquette Road and Dorchester Avenue on Chicago's South Side, you find yourself in a transformed landscape of bright colors and sparkling mirrored tiles. Welcome to Woodlawn, where two separate mural projects celebrate the community's history, beauty, and aspirations.

The Green Star Movement's "Woodlawn Gateway" and the Chicago Public Art Group's (CPAG) "Woodlawn Works" capture the vibrancy of a neighborhood and its residents. Murals, mosaics, gardens, and statues have long been used



to beautify public spaces and commemorate significant events in a community's history.

Chicago is home to some of the nation's most recognizable public art. While Picasso's "Chicago" and Anish Kapoor's "Cloud Gate" (a.k.a. the Bean) are internationally known, a deeper dive into Chicago neighborhoods reveals literally hundreds of murals and mosaics, including dozens that decorate Metra stations and viaducts.

On the city's far north side, Green Star's pedestrian underpass at the Milwaukee North Line's Edgebrook Station contains one of the most elaborate art pieces in the system. The underpass walls are covered with mosaic tiles telling the story of the Native American peoples who first lived here and the community's ties to the railroad that has served it for more than 150 years.

Metra's 243 stations are gateways to Chicagoland's vibrant and diverse communities. Through its Community Enhancement Program, Metra works to strengthen its connection to those communities and foster a sense of pride and ownership through public art and landscaping projects. Over the years, Metra has partnered with community groups, local garden clubs, and organizations like CPAG



and Green Star to bring both beauty and context that integrate our rail lines with the communities.

For artists and community groups interested in pursuing a mural or other installation along Metra lines, Metra's Community Enhancement Program was created to streamline the process. You can start at: metra.com/community-enhancement-programs or by emailing communityenhancement@metrarr.com.



Just a reminder: Railroad property is private property; therefore, all projects must be approved by the individual railroads/owners prior to installation. For Metra projects, reach us through the Community Enhancement Program email listed above. For projects along the BNSF Line to Aurora, go to: railpermitting.com; and for any of the three lines operated by Union Pacific (UP North, UP Northwest and UP West) start with UP Community Affairs: www.up.com/aboutup/community/community_contacts.



A FUN, HEALTHY CHOICE: BIKING THE LAST MILE

One of the challenges of offering fixed-route train service is helping customers get from our stations to their final destinations, especially if those destinations are not within walking distance or an easy bus or cab ride.

But Metra's recent decision to allow bikes on all trains, including peak period trains, offers a new solution to what's known as the "last mile" problem. Customers who want to bring their bikes on board can use newly installed racks (we have them on more than 80 cars so far) or the traditional space in the ADA seating area (if that space is not needed for ADA customers).

Adventurous regional residents are also riding the rails, and then their bikes, in increasing numbers. Last year Metra carried a record number of 260,000 bikes on its

trains and is on pace to shatter that record in 2024. Every month so far this year has surpassed last year's numbers.

Metra's new policy, made in response to customer requests, comes as Chicago and other municipalities have made improvements to their bicycling infrastructure, especially downtown, which has also contributed to the surge.

Not everyone bringing their bike (or scooter—they are now allowed on all trains, too) to the train is on their way to work or an appointment, of course. Many are taking leisure trips to explore different parts of the region that are accessible via Metra. But certainly, many are taking advantage of the new policy to make a quick cycling connection to their office or doctor's office.

HIGHLINER REHAB PROGRAM HAS MANY BENEFITS



As the demand for sustainable transportation continues to rise, the midlife rehabilitation of Electric Multiple Unit railcars (EMUs), also known as Highliners, has become a top priority for Metra.

The first generation of 26 EMUs Metra bought from Nippon Sharyo were built in 2005-06. Metra's midlife rehabilitation process includes a comprehensive overhaul of the train cars, including structural repairs, upgrading of mechanical and electrical systems, and refurbishment of interiors. This process not only extends the lifespan of the EMUs but also ensures they meet current safety standards. The first cars to be rehabbed are being leased to the Northern Indiana Commuter Transportation District for use on its South Shore Line.

"We're performing overhauls every 15 to 16 years," said project manager Martin Killarney. "The scope of work includes a full exterior acid cleaning of the car, a retrofit of all the exterior signage, and an overhaul of all the car's subsystems such as the brakes, the air compressor, the

couplers, and the pantograph, which collects electricity from the overhead lines to power the motors. We replace all passenger seating, windows, LED lighting, install passenger cameras, and do a deep clean of the floor panels. When we're done, the car looks close to new."

"This program is important because we keep the work in-house," said Shop Superintendent Gina Drinkwater. "We can control the quality and make sure all the work is up to standards and most importantly give the customers safe, rebuilt equipment, looking like new to provide a more enjoyable travel experience."

Overall, the midlife rehabilitation program of EMUs is a crucial aspect of maintaining a modern, efficient, and sustainable transit system while saving taxpayers money and keeping jobs in Illinois. By investing in these upgrades, Metra can ensure that train cars remain in top condition for years to come, providing safe, reliable, and efficient service to passengers.

METRA STARTS REDUCED FARE PILOT FOR UIC STUDENTS



Metra is launching a one-year pilot program this fall that will provide reduced fare passes to students at the University of Illinois Chicago. If the pilot is successful, it could be extended to students at other Chicago area colleges and universities.

Under the Metra/CTA U-Pass program, which will start in August, UIC students will be asked whether they want a CTA-only U-Pass or a combined CTA-Metra U-Pass+ for the semester. They can also choose to opt out of the program. If they choose the combined pass, the students will pay \$349 for the fall 2024 and spring 2025 semesters and \$275 for the summer 2025 semester.

They would then receive an unlimited ride pass on their Ventra app that would be valid for the semester.

During the pilot, Metra will track program participation and the actual use of the reduced fare student passes, including the times of use and frequency. The pilot will help determine the cost of extending the pilot and whether it would be financially sustainable.

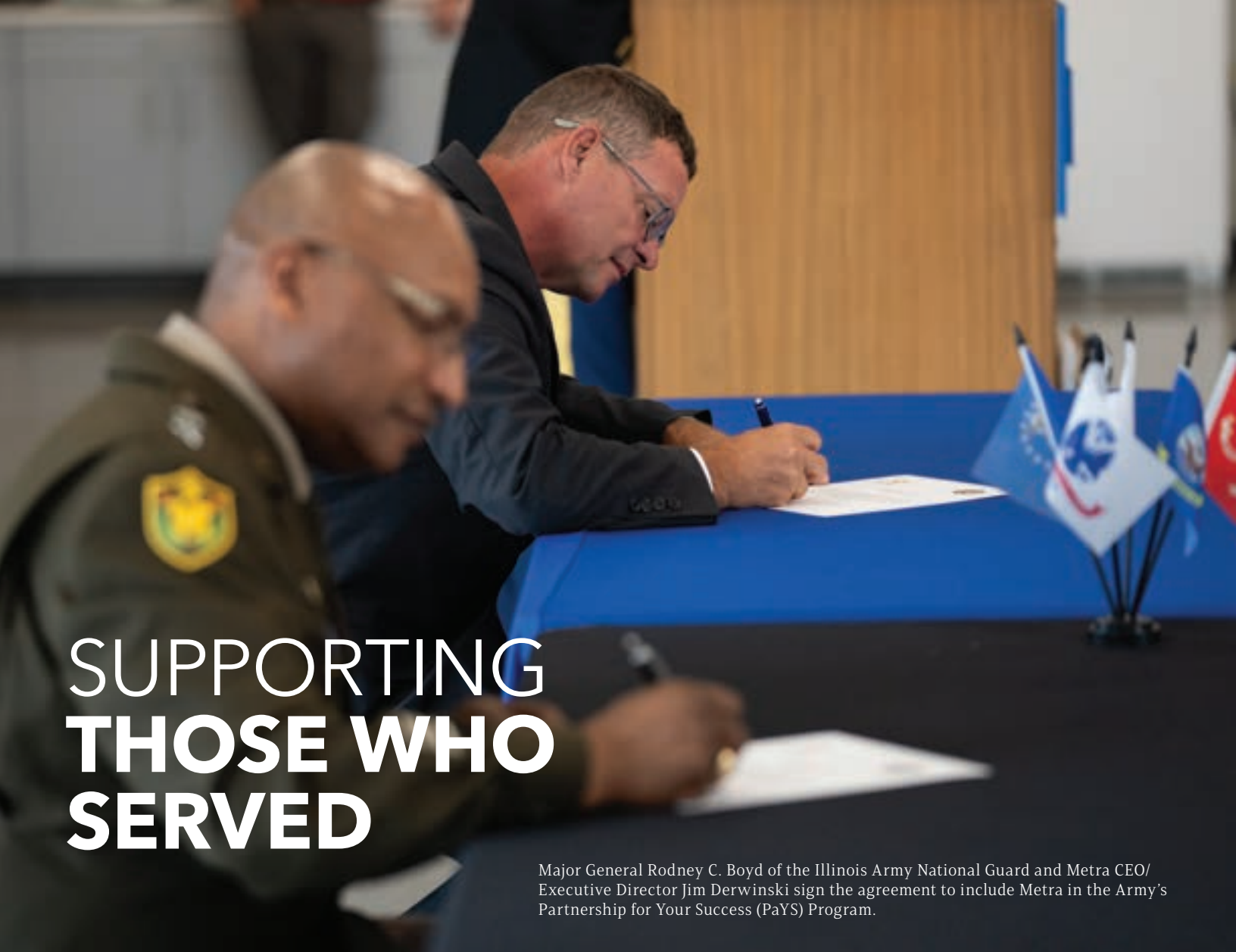
“As Student Trustee, it’s been my honor to have been part of the coalition that made UIC the first university to bring this decades-long effort to fruition,” said former UIC student Mohammed Haq, who was involved with the partnership. “I’m confident that this incredible step to enhance public transportation access and reliability is just the beginning for our broader movement of advocates utilizing their roles to advance student interests.”



FREE TRAVEL ON 1ST DAY OF SCHOOL

Elementary and high school students from across the region will be able to ride Metra, CTA, and Pace for free on Monday, August 26, the first day of school for Chicago Public Schools and many suburban schools.

This is the second year in a row that Metra and Pace are offering free rides to students on the first day of classes. The CTA has traditionally offered free rides for elementary and high school students on the first day of public school in Chicago. On all three transit services, K-12 students attending any public or private school, as well as an accompanying adult, can ride buses and trains for free from 5:30 a.m. to 8 p.m. on August 26.



SUPPORTING THOSE WHO SERVED

Major General Rodney C. Boyd of the Illinois Army National Guard and Metra CEO/Executive Director Jim Derwinski sign the agreement to include Metra in the Army's Partnership for Your Success (PaYS) Program.

Metra has formed a partnership with the U.S. Army that provides soldiers with an opportunity to interview for jobs with Metra and gives Metra access to job candidates with valuable skills and leadership qualities they learned serving their country.

Metra committed to its participation in the Partnership for Your Success (PaYS) Program during a signing ceremony with the U.S. Army on July 22.

"The Army PaYS Program symbolizes our commitment to supporting and recognizing the value that military service members bring to the civilian workforce," said Metra Executive Director/CEO Jim Derwinski. "This ceremony marks an important step towards enhancing our

collaboration with the Army and creating opportunities for our servicemen and women."

The PaYS program is designed to help soldiers prepare for a career after the Army by connecting them with employers who understand the skills, discipline, and work ethic that military service members bring to a business. This program is part of a long-term U.S. Army effort to help soldiers forge professional relationships with businesses and encourage business owners to look to the Army as a plentiful and reliable recruiting source.

Since PaYS began in 2000, more than 1,330 employers have partnered with the program.

STUDENTS LOG MILES ON ALL 11 LINES

Many if not most Metra customers just use one line, and maybe ride the same one line for decades.

Hugh Barringer, 22, from Washington, D.C., and Benjamin Jaffer, 21, from Boston, Mass., have only been in town a few years, and they've already ridden all 11 Metra lines. The seniors at the University of Chicago did it for fun, after doing something similar on the CTA.

"We are also both passionate about transportation and wanted to explore Chicagoland through the lens of rail transport," Barringer said. "Also, we like to do 'speedruns' where we visit every station in a system. A Metra speedrun would have been substantial and we wouldn't have gotten



to fully appreciate the whole system, so we did something inspired by the speedruns."

The pair planned the rides strategically, looking for ways to ride one line out and a nearby line in, making the connections by walking, or using Pace buses or rideshare.

For Barringer, a favorite memory was meeting a fellow railfan (the pair are certainly not the first to ride all 11 lines) and having a long talk about shared interests and passions. Jaffer said he enjoyed exploring small towns like Harvard, McHenry, and Woodstock. "It's incredible to see how towns so far away from Chicago are still reliably served by Metra," he said. "It felt like a whole different world out there!"

Both highly recommend riding the system.

"It's a great system that will take you nearly anywhere in Chicagoland quickly and comfortably," Barringer said. "The system isn't perfect, but it's getting better every year—from new trains and stations to improved schedules, it's a great time to get out there and ride Metra!"



METRA EARNS 'MOVERS AWARD'

Metra Executive Director/CEO Jim Derwinski accepted the "Movers Award" from the Active Transportation Alliance earlier this year. The group, which works to improve conditions for bicycling, walking and transit in the Chicago area, said, "Metra's new policy allowing bikes on all trains, along with improvements to off-peak service and the introduction of a fare program for low-income riders, exemplifies their strong commitment to multimodal transportation."



AGENCIES TO OFFER NEW REGIONAL DAY PASS

Metra, CTA, Pace, and the RTA are coming together to offer a Regional Day Pass valid for unlimited travel on all three transit agencies.

The pass, which is in development with our app vendor, will vary in cost depending on the day of the week and the number of Metra fares zones covered. It can be used for unlimited travel on CTA and Pace systemwide and on Metra between selected fare zones.

On weekdays, it will cost \$10 for a one-zone pass, \$13.50 for a two-zone pass and \$16 for a three-zone pass. Passes for unlimited weekday rides within one zone or between zones that do not include downtown Zone 1 will cost \$10.

Reduced fare passes costing \$6, \$8, or \$9 will also be available on weekdays. And all weekend Regional Day Passes will cost \$10.

Like the Regional Connect Monthly Pass, the Regional Day Pass will be available in the Ventra app only. Purchasing it will require users to have a Ventra card registered in the app to which the CTA and Pace portion of the pass can be added.

“We are pleased to be able to partner with our sister agencies to offer this new pass to our customers and to be able to promote travel throughout the Chicago region,” said Metra Executive Director/CEO Jim Derwinski.

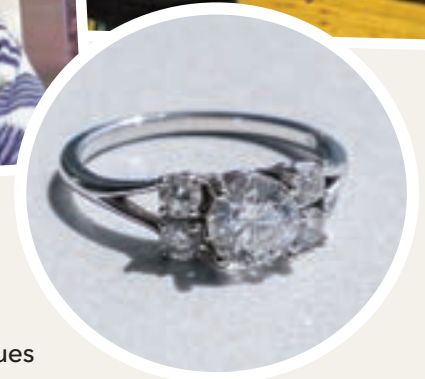
RING OF TRUTH: COACH CLEANER FINDS ENGAGEMENT RING

Metra Milwaukee District Coach Cleaner Michael Logan was busy cleaning one of his assigned cars when he spotted something shiny tucked behind the heater guards. It turned out to be a diamond engagement ring.

Instead of keeping it, Logan immediately notified his supervisor.

As it turns out, the valuable platinum vintage ring featuring five diamonds had been reported lost three days earlier by Gina, a regular Milwaukee North Line rider from Morton Grove, after it had accidentally fallen off her finger. She was overjoyed to learn that it had been found.

“I’ve been crying for the past three days,” Gina said when she was reunited with her ring. “It feels amazing. My heart is so full. My fiancé is going to be thrilled when I tell him. You do not know how devastated I was the last three days, so thank you. I appreciate all of it. Thank you so much.”



Mr. Logan’s integrity and honesty were celebrated by colleagues and managers. For setting a shining example of honesty in the workplace, he was recognized by his colleagues and presented with a letter of recognition as well as a personal thank you card from Gina.

Gina and her fiancé are getting married this fall. We at Metra wish them a happily ever after.

STATION NEAR NEW OBAMA PRESIDENTIAL CENTER TO GET MAKEOVER

Metra is planning a major renovation of the 59th/60th Street Station along the Metra Electric Line that will make it a welcoming gateway to Hyde Park and the new Obama Presidential Center.

The project aims to improve access for persons with disabilities and the overall customer experience with new station headhouses, new elevators, and platforms. A long-shuttered entrance at 60th Street will be reopened, providing more convenient access to the new Obama Presidential Center and the University of Chicago.

Design work on the station is expected to take until next year, and construction will start shortly thereafter and take until 2027. The current anticipated opening date for the Obama Center is 2026.



“This is one of the many station renovation projects that are ongoing or planned for the Metra Electric Line,” said Metra Executive Director/CEO Jim Derwinski. “This will be a station worthy of the great Hyde Park neighborhood, the University, and the Obama Presidential Center.”

Other planned improvements include enclosed street-level entrances, renovation of the bridge viaduct, a full-length canopy over the platforms, and new lighting, benches, signs and station amenities.



CAN O'HARE SERVICE BE IMPROVED?



As a temporary measure during the Democratic National Convention, Metra offered hourly shuttle service to its O'Hare Transfer Station on the North Central Service Line, giving conventioners and all Chicagoans quick access to the airport from Union Station. (If you used the service, use the Contact Us form on our website to let us know what you thought about it.)

But what would it take to offer more frequent (hourly or better) service to O'Hare all the time? It's a good question, and one Metra is trying to answer.

We do know it would require an agreement with two freight railroads —

Canadian National, which owns some of the tracks that would be needed for the service, and CPKC, which dispatches trains on another portion of the route. Those railroads agreed to the temporary service.

Another thing we know is that the existing infrastructure would need major upgrades, such as extra track, sidings, crossovers, and flyovers, for us to be able to offer more service permanently. We may also want dedicated rolling stock for O'Hare Service that is more compatible with quick trips back and forth to the airport than our existing equipment. Metra currently is studying what upgrades would be needed, and their

costs, as part of a major study (the Systemwide Network Plan) looking into how Metra can increase service across the system.

In the meantime, on a smaller scale, Metra received a \$750,000 federal grant with the support of U.S. Rep. Michael Quigley to investigate and outline steps to make the O'Hare Transfer Station a more comfortable and useful station and a better alternative for getting to and from the airport. Chicago also received federal funding to improve the pedestrian connection from the Metra station to the Airport Transit System (the People Mover).

EXPANDED SERVICE REMINDER...

Metra boosted weekend service on the BNSF Line in May, adding six trains to the BNSF Line's Saturday schedule and 16 trains to the line's Sunday schedule.

The changes result in the same level of service on both weekend days, with inbound hourly service from 5 a.m. to noon and from 2 p.m. to 7 p.m. and outbound hourly service from 10 a.m. to midnight. In June, weekend ridership grew significantly. Saturday ridership was up 53 percent and Sunday ridership shot up 81 percent, far outpacing the rest of the system.

In conjunction with the opening of the new Peterson/Ridge Station, Metra also adjusted the UP North Line schedule in May to address customer requests to fill gaps in rush hour service and reduce crowding on rush hour trains. The schedule changes also increase the number of trains serving Waukegan and Kenosha, providing additional options for reverse commuters.

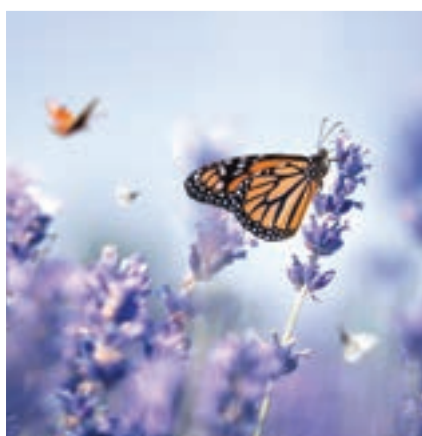
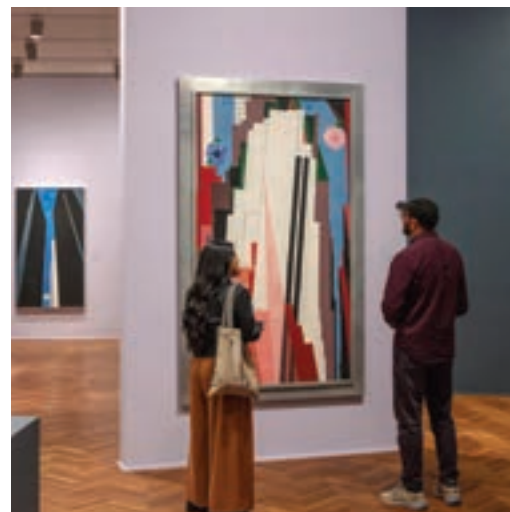
Metra also updated the Milwaukee District North Line schedule in June to restore late night service that was discontinued during the pandemic.

NOW'S A GREAT TIME TO GET UP AND GO

There's So Much To Do...

...And Metra is the best way to do it all. There's still plenty of summer left, and sweater weather, fall colors, and cooler days will be here soon. Sports, concerts, theater, restaurants, a walk on the beach, a stroll through a garden, biking a trail, there's so much to do, so many places to see, and Metra can take you to all of it, without the stress of traffic or the high cost of gas and parking.

Metra has expanded its schedules—weekday and weekend. And Metra offers an array of fare options, including money-saving Saturday/Sunday/Holiday and Weekend Passes. There are also Family Fares, with free rides for up to three kids aged 11 or under when traveling with fare-paying adults. So, get going, *Drive Less, and Do More* with Metra.



EVENT / ATTRACTION	DATE(S)	LOCATION
Millennium Park Film Series	Through August 27	Millennium Park
Jazzin' at the Shedd	Wednesdays through August 28	Shedd Aquarium
Chicago Area Beaches	Through Labor Day	
Butterflies & Blooms	Through Labor Day	Chicago Botanic Garden
Chicago Sky	Through September 14	Wintrust Arena
Georgia O'Keefe Exhibition	Through September 22	Art Institute of Chicago
Chicago White Sox	Through September 26	Guaranteed Rate Field
Chicago Cubs	Through September 29	Wrigley Field

EVENT / ATTRACTION	DATE(S)	LOCATION
Buckingham Fountain	Through mid-October	Columbus Drive
Chicago Fire	Through October 19	Soldier Field
007 Science: Inventing the World of James Bond	Through October 27	Museum of Science & Industry
Back To The Future: The Musical	August 13-September 1	Cadillac Palace Theatre
Oak Park Microbrew Review	August 17	Oak Park
Chicago Jazz Festival	August 29-Sept. 1	Millennium Park
German American Oktoberfest	September 6-8	Lincoln Square
Taste of Greektown	September 6-8	315 S. Halsted Street
Taste of Chicago	September 6-8	Grant Park
Lakeview Taco Fest	September 7-8	3500 N. Southport Ave.
Printers Row Lit Fest	September 7-8	South Dearborn Street
Harry Potter and The Cursed Child	September 10-February 1	Niederlander Theatre
Inherit The Wind	September 14-October 13	Goodman Theatre
Mexican Independence Day Parade	September 15	Little Village Arch
World Music Festival	September 20-29	Various
Randolph Street Market Festival	September 28-29	1341 W. Randolph Street
Boo! At The Zoo	Saturdays and Sundays October 5-20	Brookfield Zoo
Chicago Beer Fest	October 7	The Field Museum
Historic Pullman House Tour	October 12-13	Pullman National Historical Park
Chicago Marathon	October 13	Grant Park
Columbus Day Parade	October 14	State and Wacker
Chicago International Film Festival	October 16-27	Various
Chicago Halloween Ball	October 26	Congress Plaza Hotel
Arts In The Dark Parade	October 29	State Street
Night of 1,000 Jack-O-Lanterns	October 16-20, 23-27	Chicago Botanic Garden
Billie Eilish	November 13-14	United Center



IT'S BEARS SEASON!

But this year, it's the Bears that are on the hunt - for a playoff spot. The season kicks off on Sunday, September 8, against the Titans. Metra can make certain you won't miss any of the action. If you're coming from the suburbs to Union Station or Ogilvie, you can connect to the CTA's #128 Soldier Field Express bus. Plus, Metra's Electric Line Museum Campus/11th Street and 18th Street stations drop you right off at the game.

BEAR DOWN!



Isa Hernandez

Seventeen-year-old Isa Hernandez from Riverside navigates the bustling city streets of Chicago with ease, relying on Metra not only to see family or attend school events, but also for moments of adventure and fun. Taking Metra has become her ticket to new experiences.

How long have you been taking Metra?

Almost four years. I started taking Metra as a freshman in high school. My sister moved to River North after college, and I started taking it to visit her because it was a lot easier to take the train than to ask my parents to drive me. I've also discovered good places to eat and hang out near the stations.

What do you like about riding Metra?

I like it because even when I'm with my friends we are all able to sit close to each other and talk. Also, the conductors are really nice and welcoming. It's always fun taking the train.

Do you feel safe on the train?

I do, I have never felt unsafe. Even when I was 14 and took Metra by myself, I never felt unsafe.

What would you say to a teen who has never taken Metra before?

I would say download the Ventra app. My biggest fear was missing the train on busy days and having to wait an hour for the next train, and it's a lot of pressure when the conductors check for tickets. With the app you can check the schedule, know your arrival time and you don't have to carry cash. I am confident riding now. The first couple of times taking the train were confusing, but the app really helps.

You have a driver's license and can drive now; do you think you'll continue taking Metra?

Yes. Especially coming from the suburbs, taking Metra is better than driving a car. I get to avoid all the traffic and walking to my destination is always a short walk away. Even walking to the lake takes only 30 minutes and I don't have to pay for parking.



Enrique Garcia

Why did you decide to become an engineer?

I was a teacher, but it just wasn't for me. Then I came here. I went to college because I had the opportunity to go and took advantage of it, then I came to Metra because my dad's a railroader and my uncle Danny was a carman, so it's in the DNA, I guess. I've been at Metra since 2010 and I love it.

Why is this work important?

I'm not carrying products, I'm carrying people. I'm carrying grandfathers, grandmothers, fathers, children, doctors, lawyers, even multimillionaires. My wife and kids could be on the train, and I don't want them to get hurt. People's lives—that's what I have on my hands and that's the reason I want to do a great job.

What is something the public doesn't know about this field?

Believe it or not, a lot of the engineers here at Metra are college-educated or have some schooling after high school. There are a lot of educated people who attended great universities, but they just love the field. They love being a train engineer or a conductor and decided to take this avenue. Some of these guys are top-notch and could have been excelling in other fields, but this this is just what they like, and this is what they chose.

What's in your future? Management perhaps?

I don't know if I have peaked or not, but I'm the local chairman, which is a union representative, and a locomotive engineer, and that's a big job. As far as management, I don't know. I might make the jump one day, but as of right now, I'm happy where I am.

As a Metra engineer, Enrique Garcia finds fulfillment in the hands-on nature of his work on the Milwaukee District North Line, ensuring timely arrivals and upholding strict safety standards. With each journey he embarks on, he carries with him the lessons learned from his days as a teacher, infusing his work with patience, empathy, and a commitment to excellence.



FLOSSMOOR STATION RESTAURANT & BREWERY

1035 Sterling Ave., Flossmoor, IL 60422

For this issue of *Dine By Your Line*, we're taking you to a family-owned brewpub located, fittingly, in an old train station! Flossmoor Station Restaurant & Brewery is directly next to the Flossmoor Metra Electric Line station and is serving up stellar food, along with handcrafted brews.

Open since 1996, Flossmoor Station is full of railroad memorabilia and small tributes to the vintage station it calls home. The cozy wood booths and tables only add to the atmosphere, and their large bar is perfect for relaxing and enjoying one of their brewed-on-site craft beers.

Not only is the inside of Flossmoor Station to die for, but they also boast a large outdoor patio perfect for kicking it with friends during the beautiful summer months. Plus, you can peek inside the glass-encased brewing room to see them making their delicious beer right there in the restaurant.

With a specialty in craft beer, it comes as no surprise that Flossmoor Station's menu perfectly pairs with its bar menu. Head Brewmaster Jake LaDuke and

Head Chef Chris Ball work together to create pairings that will send your tastebuds soaring.

"What I look for in a restaurant is cohesiveness. I like for it to all work as a unit—and not be these two separate things like the brewhouse versus the kitchen," Ball said.

With a wide selection of appetizers, burgers, and cleverly named entrees—like "The Burrito That Ate Flossmoor"—this brewpub has something for everyone and for every season. Tuck into a Margherita Flatbread, the Brewhouse Fried Pickles, or split their delectable Brew-Ben—a play on a Reuben sandwich. And, of course, wash it all down with a craft beer made in-house.

So, if you're looking for an afternoon or night out with friends or family, hop on our Metra Electric Line and take a trip down to Flossmoor Station Restaurant & Brewery—you won't regret it.

For more information visit flossmoorstation.com.



THE THING TO TRY: POT ROAST TACOS

Three soft corn tortillas filled with slow-cooked pot roast, rice, beans, and homemade guacamole

If you have a favorite restaurant near a Metra station, let us know by emailing marketing@metrarr.com, and it could be featured in our next issue!

METRA by the NUMBERS

Metra is carrying huge numbers of bikes since it started allowing bikes on all trains in February. There's no doubt we will break last year's record of 260,000 bikes.



STATION BREAK: PETERSON/RIDGE

The newest station in the Metra system opened on May 20 after years of planning and construction. The new station, which is about halfway between the Rogers Park and Ravenswood stations on the UP North Line, features six-car platforms; heated stairs and ADA-compliant ramps; a glass and masonry warming house with side canopies and metal roof; two shelters with on-demand heating; parking for cars and bikes and landscaping with native plants.



HAVE YOU TAKEN OUR ONBOARD SURVEY? NOW'S THE TIME.

While riding our trains you've probably seen the small stickers with a QR code asking you to participate in a rider survey. If you haven't taken the survey, we encourage you to scan the code and share your thoughts. If you've already taken it, we've added new questions and would love to hear from you again. Your answers can help guide us in bringing you the highest level of service. Completing the survey will take just a few, brief minutes. And, remember, you can have a voice and a say in the future of public transportation.



SEE YOU AT THE NEXT PARADE!

Did you know Metra now has a parade float?

It already has appeared in the two major St. Patrick's Day parades in Chicago, at the LaGrange Pet Parade (where it won 4th place for best float!), and at the renowned Bud Billiken Parade. And you'll see it and us in plenty of other parades soon, including the Mexican Independence Day Parade in September.

We don't want to miss any chance to attract new customers. The float gives us a fun and interactive way to do that.

So, watch for us, and wave as our float passes by. We'll be sure to wave back.



Advertise with us to reach thousands of Metra riders.

My Metra magazine is a great, cost-effective way to connect with thousands of consumers. Your ad will be seen by riders on all 11 of our rail lines and will appear online in the digital version of *My Metra*. For more information on advertising opportunities, email us at marketing@metrarr.com.



FAN PHOTO

We're always excited to see photos of our trains taken by Metra riders—often featuring beautiful sunsets and the colors of the changing seasons. If you have a photo you'd like to share, send it to us at social@metrarr.com. Each week, our social media accounts post a rider-supplied photo for **#MetraFanPhotoFriday**. Then, each month, we choose one entry to win a FREE round-trip ticket. So enter today.



Photo taken by @briancaswelltrainphotos

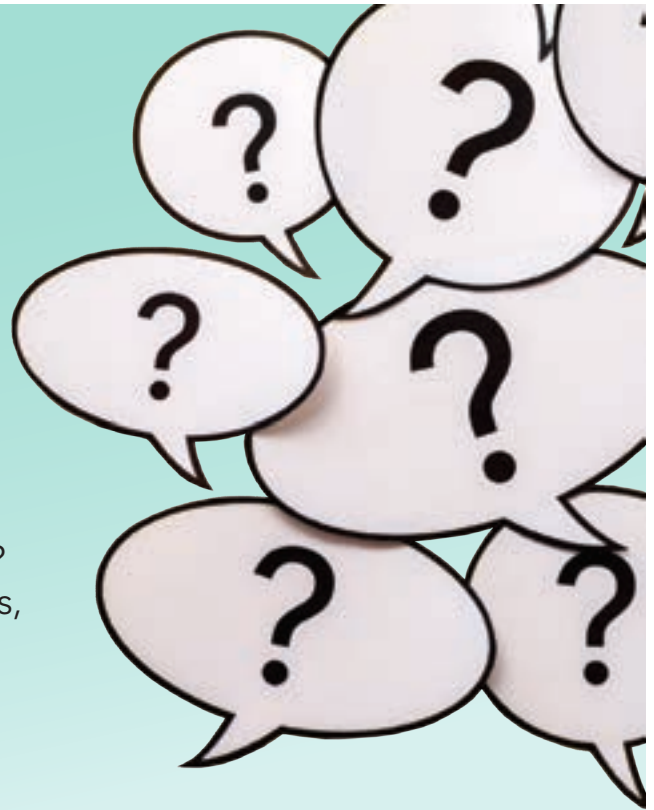
SUDOKU

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Scan the QR code to find the solution to this month's puzzle.



ASK US ANYTHING



Do you have something you'd like to ask us? It could be about our service, trains, stations, any question you have. Just submit your question to mymetra@metrarr.com

I don't know how to do it, but it should be done: the Union Pacific North Line should go all the way to Milwaukee. The train ends at Kenosha but the track keeps going north. The citizens of Kenosha want it, Lake County wants it and the promoters of Milwaukee Fest want it. Let's save gas, clean the air and go north.

– John

Thanks for the suggestion, but it's not something Metra is leading the effort on for two reasons. First, Wisconsin is not part of the RTA, and unlike the six-county Chicago region it provides no funding to help subsidize the service, not even to Kenosha. (Kenosha was grandfathered in when the RTA was formed because we need to go there for the yard facility anyway.) Second, Metra has limited capital funding and must concentrate its resources on maintaining its existing system, not expansion projects.

I remember many years ago when I traveled the old CN&W (UP-W) into Chicago, when the train approached OTC, the conductor would come to the head car, open a little hatch and hand the engineer what appeared to be a small key. Can you explain what that key was for and if that process is still followed today?

– Eugene

The key was for the cab signal system, and the engineer needed it in the locomotive or cab car, whichever was being used to operate the train (cab cars are the head cars on inbound trips, and they are equipped with operating controls for the engineer to operate the train from the front when the locomotive is pushing the train.) Cab signals were a safety system that CN&W installed; they were replaced by positive train control, so the keys are no longer needed.

How much time would it take a nonstop train on UP-NW line (Metra's longest line) to get to Ogilvie from Harvard?

– Jake

It is 63.1 miles between the two stations, and there are multiple speed limits on multiple tracks throughout the subdivision. When you take them all into consideration, the trip would take between 57 and 64 minutes.



Thanks for visiting **Metra's Museum Car** and helping us celebrate our **40th birthday!**



The car, filled with an assortment of historical images, artifacts, documents, and railroad curiosities, was a hit as it made the rounds of our downtown stations this summer, and we enjoyed meeting many of you as we passed out

coupons and gifts on Customer Appreciation Day. We hope we gave you a taste of our past as we look to our future. Who knows what's in store? All we can say is that we look forward to discovering it with you.





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