

Green Pennant Special



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

RUN NO. 6

JULY 1982

Due to circumstances beyond our control, we regret to bring you run # 6 of the GREEN PENNANT SPECIAL, the official newsletter of the Omnibus Society of America, Inc., a non-profit educational organization devoted to the study of transit, not only that of bus (both motor and trolley), but rail, air and water as well. The Green Pennant Special is issued periodically to keep members abreast of the latest happenings in transit news and organization activities. We openly invite all of those with news items of possible interest to our members to feel free to submit them to John Le Beau, at the address shown below.

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-WELCOME-

The OSA wishes to welcome aboard its newest member, Mr. Charles O'Connor, Jr., of Chicago. Chuck becomes OSA #119. Welcome aboard, Chuck, from all of us.

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-JUNE MEETING-

Well, if you missed our annual June meeting, which was held on Friday, June 4th at Chicago's Bismarck Hotel, all we can say is you missed a good one. OSA member Mel Bernero showed numerous slides of his recent visit to

-JUNE MEETING (CON'T)-

various transit properties throughout the midwest (Michigan and Ohio) and south (Chatanooga and Louisville, among others). Bruce Moffat and Bill Shapotkin also presented slides from a recent trip to Cleveland, Ohio (See article elsewhere), which included some of the older PCC cars and the new Breda LRV cars from Italy. The show also included various shots of the vast fleet of AM Generals (sooner or later...) and the RATTY, er, ah, RTS' operating on the Cleveland RTA. Newscast included the Electro/Liberty Liners, both of which have been saved, one as a Libertyliner at Orbisonia, Penn. and one being converted back to an Electroliner at the Ill. Rwy. Museum in Union, Ill. Richard Kunz provided some of the newscast for our fantrip, which was held on the following Saturday (June 5) in Sheboygan and Green Bay, Wis. (See article elsewhere). Some 28 members and guests were present for what had to be one of our more memorable shows in some time, so if you missed it, we enjoyed it all for you.

-NEXT MEETING-

The next "regular" meeting of the OSA will be held on Friday, October 1st, with the location being again at the Bismarck Hotel (OSA Arms) in downtown Chicago. Meeting time is the usual 7:30PM, be sure not to miss it!

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-RENEGADE CHARTER-

On Memorial Day weekend, OSA'ers Bruce Moffat, Bill Shapotkin, Mel Bernero, John Le Beau, Richard Kunz, John Dowdall (B-2 Truck) and David Stanley converged on the Greater? Cleveland Regional Transit Authority for a weekend of transit action.

On Saturday, May 30th, Moffat, Shapotkin, Le Beau and Dowdall traveled from Chicago to Cleveland via Continental Air Transport and Midway Airlines. For those of you who have not been at Midway in recent times,

-RENEGADE CHARTER (CON'T)-

Midway Airlines has virtually taken over the south end of the terminal, and has almost single-handedly revitalized the place into an active airport again. Once in Cleveland, a quick ride on the former CTS Rapid (now the Red Line) and Shaker (Blue and Green Line) gave the tourists the evening to try and find a place to eat in downtown Cleveland, which after 6:00 PM on a Saturday is no small task. On Saturdays both the PCC's and the new Breda LRV's provide the service on the Blue and Green (Shaker) Lines. The PCC's which are being retained for continued service are being equipped with pantographs, but due to operational problems are still using the trolley poles. The Breda cars, which are equipped with pans are having no problems, since the line was rebuilt with new overhead, but are restricted from using the various turnback loops because the radius of the curves are too tight. Instead they use tail tracks located at each terminal. The PCC cars continue to use the loops.

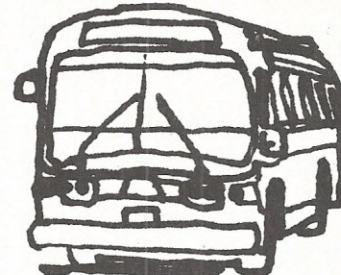
On Sunday all seven OSA'ers (Bernero took the train and Kunz and Stanley drove) met at Cleveland Union Terminal for a seven hour charter of the Red, Blue and Green Lines. The terminal has been fixed up quite nicely and looks quite hospitable since refurbishing. There are now small shops and boutiques located throughout the terminal and has brought back life into the once quiet dead monument of the Van Swerigens. The first car used was PCC #93, built by St Louis in 1944 and still sporting its yellow paint. Photo stops were made at various locations, including the Kingsbury Run (Shaker) Shops, which will be closed later this year in favor of a new facility located at East 55th Street. When it began to rain (as it always does on fantrips) we found that one of the wipers was not working properly, John Dowdall rendered some emergency first aid until we could change to PCC #53, a Pullman at Cleveland Union. (John Dowdall works for CTA as a rapid transit car repairman, and it was his interest in PCC's that led to the outing). Following additional touring with #53 we switched to Breda #802 for operation over the Red Line to Hopkins Airport and Windemere. Historical Car #12 which had been unavailable for our charter

-RENEGADE CHARTER (CON'T)-

was found at Windemere. We also passed the Electric Railroaders' Association charter (using two Breda cars) twice during the trip.

-FANTRIP-FANTRIP-FANTRIP-

Several OSA members, and members of their families ventured into the beautiful state of Wisconsin on June 5, 1982 to visit the transportation departments in Sheboygan and Green Bay, Wis. Both cities have increases in service necessitating more equipment. Sheboygan has leased 2 Twin Coach (Highway Product) and 2 ex-West Towns Bus Co. fishbowls leased from the Northeastern Illinois Regional Transportation Authority. The OSA chartered one of the Twin Coaches which are ex-City of Elgin. We used the one which had been repainted in the Chicago RTA colors and used by the Wilbus system of Wilmette before being leased to Sheboygan. We used the Twin to tour several routes as well as the Sheboygan Falls and Kohler line.



-DANKON-

Sheboygan service is normally performed with twenty 35-foot GMC fishbowls.

In Green Bay we met at the garage on Washington St where an ex-West Towns Bus Co. bus was parked on the street waiting for our tour group. Green Bay has leased 3 ex-West Towns fishbowls to run on a parking lot shuttle for the Bellin Hospital and a parking lot several blocks away. We also met with Frank Butts - owner of Wisconsin-Michigan Trailways. Frank gave us a tour of his garage as well as a tour of the Wisconsin-Michigan terminal in Green Bay.



GREEN BAY TRANSIT

The City of Green Bay service is normally performed by 19 GMC fish-bowls - 18 - 4521&23's, 1 - 4523N (ex-Ashland, Wis City Line), 3 - GMC 4519's (ex-West Towns Bus Co., and 3 Flexetts, ex-City of De Pere, Wis. A good time was had by all --- were you there?

-NEWSCAST-NEWSCAST-NEWSCAST-

RTA/WEST TOWNS

Although unavailable for our last issue, RTA/West Towns has bought back more service. Saturday operations were re-stored on #310-Madison (operating between Hillside and Winston Plaza, no service to Austin), and route #319-Grand had service extended on Saturdays only to/from the Brickyard via Grand-Fullerton-Oak Park-Diversey-Narragansett-Fullerton-Grand. Sunday service was brought back on the following routes:

- 304 - Washington
- 307 - Harlem
- 308 - Medical Center
- 309 - Lake (through routed to/from Oakbrook via York Rd)
- 311 - Oak Park
- 313 - St Charles
- 315 - Austin/Ridgeland/North
- 322 - 22nd Street

and for the first ever, Sunday service was instituted on the #330 - Mannheim. Additionally, the Zoo Bus was brought back, this time operating through to the Burlington Station at Brookfield and service at Brookfield Zoo is provided at the south gate as opposed to the north gate as has been the past operational seasons. An interesting note that although Route 831, the Joliet-Cicero, which is jointly operated with Joliet Mass Transit Dist. operates daily, all other RTA/West Towns routes do not run on Thanksgiving, Christmas or New Years.

WAUKEGAN/NORTH CHICAGO

The RTA has finally reached agreement with Waukegan/North Chicago on a purchase price, so knock off one more independent from the list.

-NEWSCAST (CON'T)-

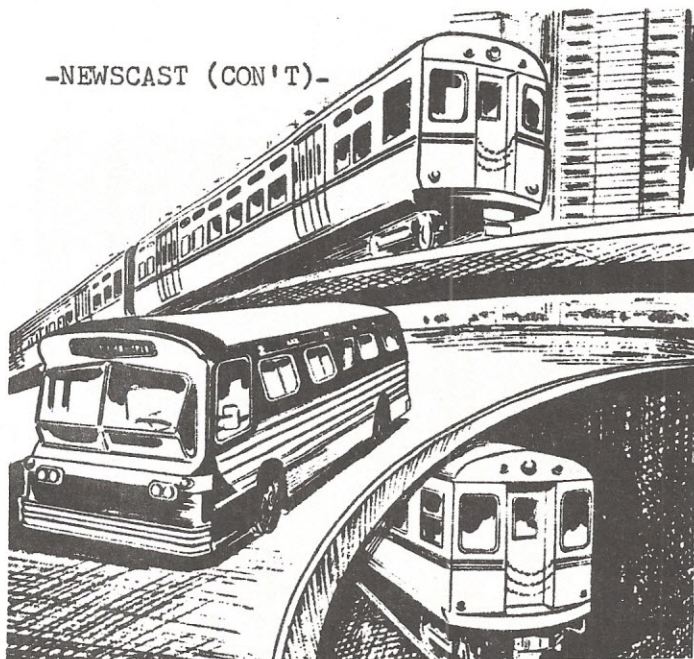


FOLLOW THAT BUS

Recently a CatCo bus assigned to transfer a group of Japanese tourists to O'Hare Airport from the Conrad Hilton took an unusual side trip. The group had just loaded the bus while the driver and escort were still at curbside loading baggage, when a male passerby suddenly bolted onto the bus, got into the driver's seat and drove off. A passing police car noticed the bus going down the street with the luggage doors open and baggage flying out of the bus, curbed the vehicle at Congress and Federal. The officer, realizing the driver was not a CatCo driver put the "bracelets" on the offender. As this was happening the previously silent tourists (none of whom was fluent in English) recorded the event for posterity with their Nikons.

A BUSMAN'S HOLIDAY

A former Greyhound driver who recently set-up his own travel agency decided to save a few dollars by cutting out the middle man on charter arrangements and pocket the savings for himself by showing up at Greyhound's Chicago garage (in full uniform) and driving off in a bus. It had worked once, so why not twice, he thought, but on the second try ran into a real sleeper. While driving along the highway the weary driver pulled off on the side of the road to take a snooze. A passenger on the bus, who thought this to a bit irregular, reported the incident to Greyhound, which of course knew nothing about the charter. Although the offense is not one of theft (he did return the bus after each trip), it's a sure bet that this "renegade charter" won't be making any more trips soon.



JACKSON PARK "L" UPDATE

One Tues., June 7th a public hearing was held at the Jackson Park Field House on the future of the Jackson Park "L". Although the presentation by the City of Chicago and the CTA was informative and interesting, the circus that developed once the public got their turn was something Saturday Night Live would have been proud of. Once the cost analyst and operation options were shown to the public, a number of responsible persons representing various groups, including the Woodlawn Bus. Assoc. and a Commuter Group out of South Shore, racial slurs and remarks about schools, Mayor Byrne and other non-related subjects had their say. After about an hour of this, your reporter, Bill Shapotkin figured that he had heard enough and got out. The future of the "L" is still not known, but don't bet on it coming back, at least not for quite some time.

CONTINENTAL AIR TRANSPORT

Recent schedule changes have included the elimination of operation via Oakbrook of the Aurora-O'Hare route. Service to Aurora is now provided by an extension of the St Charles route. On June 6, CatCo's single RTA route #835 was modified to provide service until 6:40 PM from the Palmer House to Orland Park. The times on certain trips was changed and a few trips were eliminated entirely, as a result some overcrowding has been reported.

GREAT LAKE TRAILWAYS

Effective June 23rd, CatCo operated Great Lakes Trailways and Wisconsin-Michigan Trailways will begin joint through operation between Chicago and Green Bay via O'Hare, bringing Trailways service to northeastern Wisconsin. The schedule is reproduced below:

		XSH	Daily	SH
Chicago	Lv	6:30A	12:20P	6:15P
O'Hare		7:00A	1:00P	7:00P
Grt Lks		7:45A	- -	7:50P
Mit. Fld.		8:45A	2:25P	8:55P
Milw	Ar	9:00A	2:40P	9:10P
(Amtrak Sta)				
Milw	Lv	9:15A	2:55P	9:15P
Green Bay	Ar	11:15A	5:00P	11:15P
		XSH	Daily	SH
Green Bay	Lv	7:00A	12:01P	5:30P
Milw	Ar	9:00A	2:05P	7:35P
(Amtrak Sta)				
Milw	Lv	9:10A	2:20P	7:50P
Mit. Fld.		9D25A	2D35P	8D05P
Grt Lks		D	- -	D
O'Hare		10D50A	4D05P	10:05P
Chicago	Ar	11:30A	5:00P	10:25P

D Stops to discharge passengers only.
XSH Ex. Sun and Hol.
SH Sun Hol only.

NOTE --- This schedule represents only those through trips, and does not show all of the local service either between Chicago and Milwaukee nor Milwaukee and Green Bay.

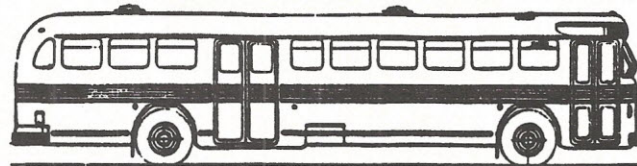
SOUTH SHORE LINE

Although regular service with the new Japanese equipment is still a ways off, South Shore service has improved since the RTA equipment showed up. With the diesels handling many of the "heavy" trips during the winter and spring months, the magicians of Michigan City have been able to pull yet another rabbit out of the hat and restore some of the old electric cars to some sort of operating order. As of the latest public timetable (4/25/82) only one non-electric round trip is running, a tripper in the rush hour.

RENAULT LOVES NEW YORK --- DOES NEW YORK LOVE RENAULT?

Citing low capacity and their rather narrow specs, NYCTA has, after several months of testing, decided not to recommend the new Renault PR100 bus for service. This, despite the fact that drivers apparently like the vehicles because of their quick pick-up, good braking power, wide entrance doors and easily-opened center exit doors. Other features of the bus include a dashboard clock and comfortable driver's seat. The buses, which are 37½ feet long and 98 inches wide are powered by a 6-cylinder, 4-cycle engine. There are two currently being tested, one a 39, the other a 33 - passenger model. NYCTA is also testing a Japanese bus by Hino, which like the Renault is not being recommended. Hino Motors has offered to build a new bus built to different specs so as to be acceptable to New York's standards.

(From the May 1982 issue of Commercial Car Journal and Jan-Feb-March issue of Bus Industry)



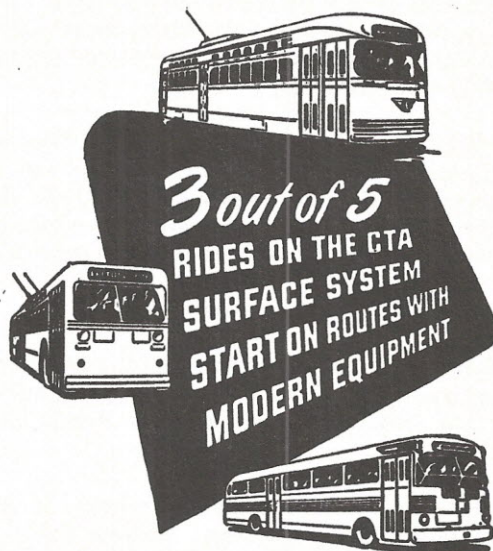
IT WAS A BETTER WORLD DEPT

Express bus service came to the northwest side in a big way with the inauguration of the Devon-Northwest Express on December 5, 1960. The folder announcing this new service is reproduced on the back page. In our next issue we will again hear from our old friend Bill Saver.

-NOTICE-

If you find mistakes in this newsletter, consider they are here for a purpose. We try to publish something for everyone and some people are always looking for mistakes.

The Line Crew



**CHICAGO TRANSIT
AUTHORITY**

Chicago has more new, modern equipment in service now than at any time in the past generation. Since CTA's organization, 2,815 transit vehicles have been purchased at a cost of \$60,000,000.

Today three out of five rides on the CTA surface system start on routes with modern equipment. CTA has modernized 1,000 of its 1,500 miles of surface routes. The Logan Square-Milwaukee Subway route has been completely equipped with the latest type of all-metal, streamlined cars, and the Ravenswood route is being equipped.

New equipment in daily service now exceeds the total amount purchased by the previous two companies in the 30 years prior to CTA ownership and operation.

Deliveries are still being received from the latest series of new equipment purchases of 550 propane buses, 349 trolley buses and 200 subway-elevated cars.

New

EXPRESS BUS SERVICE

VIA NORTHWEST EXPRESSWAY

Effective December 5, 1960

Ride the New Service and Save
16 to 19 Minutes Travel Time
Between Milwaukee-Central Avenues
and Logan Square "L"-Subway Station

* * * * *

Travel Time Between Logan Square and
Downtown Chicago Is a Fast 15 Minutes

* * * * *

Express Buses Operate at 7½-Minute
Intervals from 6:30 A.M. to 8:30 A.M.
and from 4:30 P.M. to 6:20 P.M. on
Weekdays

RIDE NEW EXPRESS BUS AND SAVE 16 TO 19 MINUTES

For the convenience of residents of far northwest Chicago, a new weekday rush hours express bus service via the Northwest Expressway becomes effective Monday, December 5, 1960.

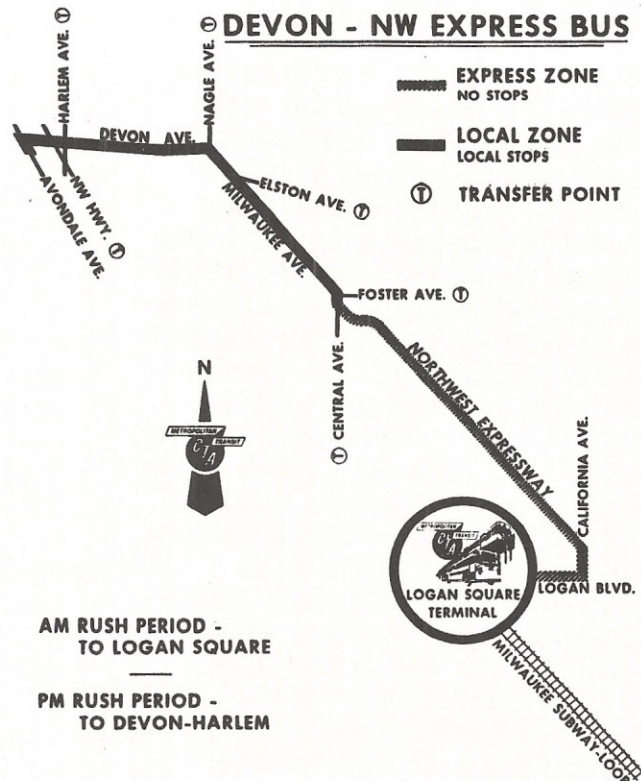
The outer terminal is Devon and Harlem Avenues. The inner terminal is the Logan Square rapid transit station where "L"-subway trains make the run to and from downtown Chicago in a fast 15 minutes.

This new route provides bus service on Devon Avenue west of Milwaukee Avenue for the first time.

For riders originating northwest of Milwaukee and Central Avenues, a time saving of 16 to 19 minutes is estimated. This saving results from the non-stop run on the Expressway. The scheduled running time between Devon and Harlem Avenues and Logan Square station is 26 minutes, which is subject to adjustment later as operating experience and traffic conditions warrant.

The new route operates on the Northwest Expressway between Central Avenue and California Avenue. The local pickup and delivery area is along Milwaukee Avenue between Central and

(more)



Devon Avenues, and along Devon Avenue between Milwaukee and Harlem Avenues.

Morning inbound service is scheduled from Devon and Harlem at approximately 7½-minute intervals between 6:30 A.M. and 8:30 A.M. Outbound in the evening, the Expressway buses leave Logan Square station at similar intervals between 4:30 P.M. and 6:20 P.M.

Inbound from Devon and Harlem, the Express buses operate at street grade in Devon and in Milwaukee to Central Avenue. At Central, the Express buses enter the Expressway and operate non-stop to California Avenue, then proceed non-stop south in California to Logan Boulevard, and then west to Logan Square station.

Outbound in the afternoon, the Express buses operate non-stop to Central Avenue, then at street grade via Milwaukee and Devon to Harlem and Devon.

Outbound in the morning and inbound in the afternoon, on buses traveling against the prevailing direction of traffic, patrons wishing to do so may avail themselves of non-stop rides between the two terminals.

CHICAGO TRANSIT AUTHORITY

11-15-60