

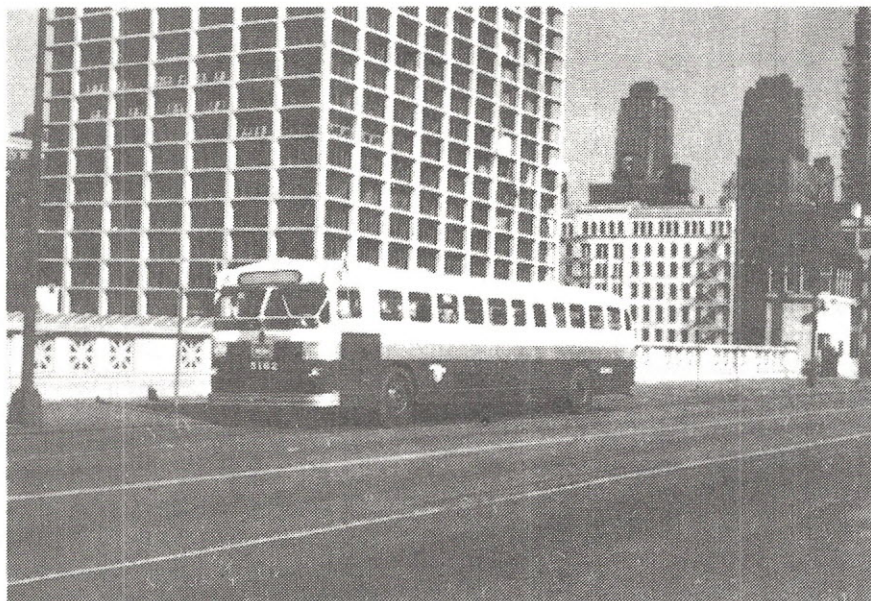
# Green Pennant Special



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

RUN #14

APRIL 1983



## -APRIL MEETING-

The annual April meeting of the OSA will be held at 7:00 PM ( $\frac{1}{2}$  hour earlier than usual) in Room 734 at the Merchandise Mart in Chicago, for "CTA Presents" on Friday, April 1st. The theme will be Chicago Transit - A Historical Perspective and will include both movies and videotapes regarding CTA, CSL, Crosstown Expressway and the Chicago Railroad Fair of 1948-49. A special feature will conclude the program, the 1949 General Electric film "Life stream of the City". This 30-minute film shows the "state-of-the-art" of electric urban transit of the time, and its benefits to the city. After the meeting, at 9:30PM, there will be a 3-hour fan-trip aboard CTA's restored White, #3407. The fare for the trip will be \$3.00, payable in US American Greenbacks, thank you. OSA member and CTA public information co-ordinator Ron Weslow will host the program.

## -MARCH MEETING-

The OSA's annual March meeting was held on Friday, March 4th at the Bismarck Hotel. The program included a newscast by OSA members Richard Kunz, Bill Shapotkin and others, and the thirty-or-so members and guests were treated to a great slide show by John LeBeau and Charles Tauscher (with the help of Dave Phillips) on Boston area transit, which included rapid transit, streetcars, commuter trains, trolley busses and motor busses. Truly one of the greater shows put on for the OSA in recent times, and a hearty "Thank You" goes out to all concerned for a job well-done.



-NEW MEMBERS-

The OSA wishes to extend a "welcome" to the following new members, who joined us by the March meeting:

- 126 Micheal Sanchez
- 127 Jack LaVette
- 128 Austin O'Malley

-50th ANNIVERSARY FANTRIP-

There will be a 50th anniversary (to the day) fantrip in Dayton on their trolleybus system. The trip, being operated by the Cincinnati Transit Historical Association (P.O. Box 11135 Cincinnati, OH 45211) will include one of the retired Marmon-Herrington TT's, and maybe a Flyer. The trip is being held on Sunday, April 23rd and will begin at 9:30AM from the RTA garage at 600 Longworth Street in Dayton, OH. Cost is \$15.00 and can be sent to the association at the above address. GEE [REDACTED], WHY DIDN'T OUR TT's LAST 50 YEARS?

-CTA NEWS-

At 2:21AM on Sunday, February 27th, a two-car train of factory wash job cars 2221 and 2222 departed Jefferson Park terminal to boldly go where no train had gone before, more specifically River Road Station, the present end of the O'Hare extension of the Met "L" Northwest Line. OSA members populated that first trip, and also included such notables as Joe Diaz and Tom Smith. The eventual extension to the airport is to take place later this year.

Buses 9607-9611 have been re-numbered 59-63 for Evanston Service. By the same token, the ex 3300 and 3400 - series buses (Nos. 26-31) presently holding down the service will be retired. The remaining 30-foot Flexibles are in tripper service at Forest Glen, Archer, Limits (Zoo buses) and Washington (Retrofits only) Garages.

Speaking of equipment, 9537 is back at Forest Glen. 9537 was the bus rebuilt with 2/1 seating, formerly assigned to Limits Station. Limits got 9228 back in return. 9228 has a DDA 6V9TA RTS Turbo engine.

-INTERCITY NEWS-

With the increased interest in charter business and less on line-haul, Wisconsin Coach has reduced their Milwaukee-Kenosha service. Already service has been reduced or abandoned outright to points northeast of Milwaukee. In response to the loss of service Greyhound has lifted its intra-state travel restrictions south of Milwaukee.

Continental Trailways has now invaded deep into Greyhound territory by announcing through Chicago-Rockford-Madison-Eau Claire-Twin Cities service. As has been the previous habit of Continental Trailways, connections beyond are Amtrak trains.

Another Continental Trailways development is the lifting of local travel restrictions between Chicago, Joliet and Pontiac (as well as intermediate points) and now provide additional local service which was previously Greyhound's alone.

Greyhound has put Aurora back on its maps with seven buses a day stopping in North Aurora at Rts. 31 and Ill 5. Until now Aurora has been strictly a Trailways point.

MMB has recieved the blessings of the the Ill CC to aquire the assets of Continental Air Transport (which is owned by Checker Motors). The Sale will include franchises, buses, name, but not the garage on Des Plaines St.

-COVER PHOTO-

The Green Fennant Special was the name of the special CTA bus service which operated between the Loop and McCormick Place during special events. (C. Tauscher photo)

-THE STAFF-

|              |                |
|--------------|----------------|
| Bruce Moffat | Bill Shapotkin |
| John LeBeau  | Mel Bernero    |
| Vince Dawson |                |

Send your news items to:  
John Le Beau  
15329 S Chicago Rd  
Dolton, IL 60419



# CHICAGO MOTOR BUS CO. ROSTER

The following roster of Chicago Motor Bus Company, a predecessor of Chicago Motor Coach Company. This roster was compiled for the Omnibus Society by member Zenon Hansen and is the first of a series of rosters on the Chicago Motor Coach Company and predecessor companies. A complete history of the Chicago Motor Coach can be found in the March 1972 issue of Motor Coach Age.

Procurements to April 1, 1922

| Numbers   | Year | Seats | Quantity        | Bodies  | Note |
|-----------|------|-------|-----------------|---|------|
| 101-140   | 1917 | 51    | 40              | St. Louis Car Co. (Job 1112 ordered 8/5/16)           | 1    |
| 141-150   | 1917 | 51    | 10              | St. Louis Car Co. (Job 1138 ordered 1/15/17)          | 1    |
| 151       | 1919 | 52    | 1               |   | 2    |
| 152       | 1919 | 60    | 1               |   | 3    |
| 153-175   | 1922 | 60    | 10(+13 rebuilt) |   | 4    |
| 301       | 1922 | 69    | 1               |   | 5    |
| Total: 63 |      |       |                 | (See <u>Bus Transportation</u> , Feb., 1922, p. 152.) |      |

All buses were built in the CMB shops at 1148 W. Belden, the manufacturing side of the business being split off as American Motor Bus Corp. in 1920. All were powered by 35hp Moline-Knight sleeve valve engines. These engines were manufactured by the R&V (Root and Vandervoort) Engineering Co. of East Moline, IL to the basic design of Charles Yale Knight, an American, under license from Daimler Motor Co. of Coventry, England. (In 1923, Yellow Coach took over this facility as the Yellow Sleeve Valve Engine Works, with sleeve valve engines remaining standard on Yellow products until 1930).

- Notes:
1. Original CMB buses with detachable front-wheel-drive "tractor". Seated 22 on lower deck and 29 on upper deck. Overall length was 24'2". Weight approx. 15,000 pounds. Originally had five windows and sliding rear door on curb side with open mesh rail around the top deck. Later modified with six side windows, no sliding door, modified stairway, and enclosing of mesh rail. Some 13(?) apparently rebuilt and renumbered into 153-175 series in 1922. All retired by 1924.
  2. Conventional rear-wheel-drive, too high for low clearances, apparently retired 1921.
  3. Tractor drive, first closed top double decker in the U.S., built in Nov., 1919, retired 1924. Seated 26 on lower deck and 34 on upper deck. Overall length 25'6", weight 11,500 lbs. Height to top of roof 13ft.
  4. Production version based on above prototype, 10 apparently built new early in 1922 and 13 rebuilt and renumbered, uncertain which is which. All retired in 1924.
  5. Type K prototype "lightweight" (10,850 lbs.) double decker with conventional rear axle drive, completed in March, 1922. Seated 30 on lower deck and 39 on upper deck. A production batch of 20 (302-321) was built later in 1922 and 50 more (322-371) seating 68 for Chicago Motor Coach Co. after 1923 reorganization.

Note-Chicago Motor Bus Co. was incorporated December 8, 1913 and began operations on Sheridan Rd. March 25, 1917. Name changed to Chicago Motor Coach Company March 30, 1923. Chicago Motor Coach Corporation was incorporated in Delaware April 17, 1923; name changed to Omnibus Corporation August 7, 1924.



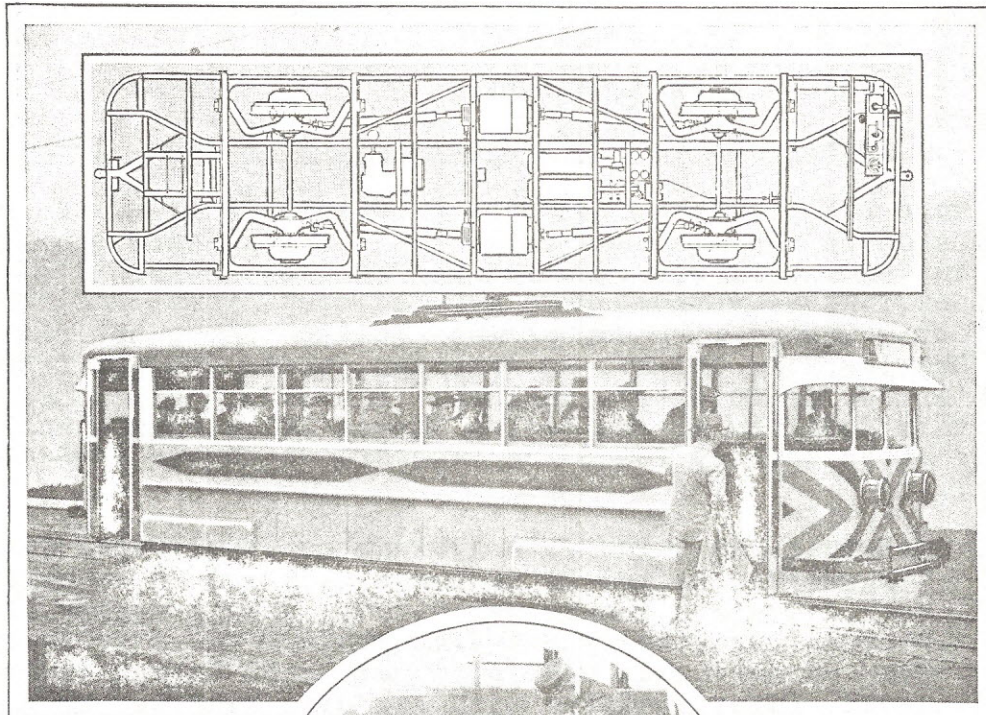
**REMEMBER WHEN:**

The January, 1929 issue of Popular Mechanics contained the following article on an experimental streetcar that bore a striking resemblance to a Twin Coach bus. The article is from the collection of Zenon Hansen. As for the article at the bottom of the page, don't ask us how it ends, as we aren't sure ourselves!

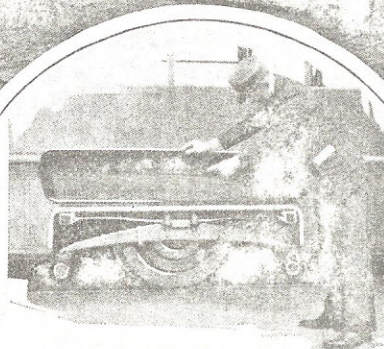
(Jan. 1929)

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POPULAR MECHANICS

**STREET CAR HAS AUTO SPRINGS AND AUTO WHEELS**

A street car mounted on sixty-inch automobile-type semielliptic springs, with each of its four wheels carried on a separate steering knuckle, also of auto type, instead of the usual car trucks with solid axles, has been developed by a motor-coach manufacturer. A forty-four-passenger car weighs but 17,000 pounds, and a fifty-two passenger car 18,000 pounds, whereas the average type street car weighs around 35,000 pounds. Because of the unusual construction, the floor is only twenty-two inches above the rail, while the street-car average is twenty-nine inches to the platform and another eight inches to the body floor. Either two or four motors are used in the new car. If two, they are of fifty horsepower each, with driveshafts leading from both ends to the wheels, which are driven through worm gearing. With four motors, each is of twenty-five horsepower, driving



Plan of the Car Chassis, Exterior, and a Close View of the Springs

a single shaft. Automotive-type air brakes, such as are used on large motor busses, are fitted with expanding brake surfaces instead of the conventional brake shoes on ordinary street cars. An independent set of hand-operated

emergency brakes work on the propeller shafts. The wheels can be removed individually to turn up the treads and flanges, and pneumatic-tired wheels may be substituted, to be used when the cars are operated as trackless trolleys, a double trolley wire furnishing the return circuit.

#### **LIFE DORMANT MANY AGES MADE TO GROW AGAIN**

Tiny life cells, which have lain dormant for possibly 200,000,000 years, have been revived by Dr. C. B. Lipman of the University of California. Some even reproduced their kind under culture and at