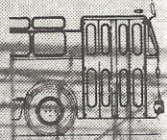


# Green Pennant Special



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

RUN #15

MAY 1983





J	F	A	M	J	J	A	S	O	N	D	
17											1
18											2
19											3
20											4
21											5
22		6									
23		7									
24		8									
25		9									
26		10									
27		11									
28		12									
29		13									
30		14									
31		15									
		0	15	30							16



CHICAGO MOTOR COACH CO. ROSTER  
DECEMBER 31, 1930

The following roster of the Chicago Motor Coach Company is the second in a series of rosters of this company and predecessor companies. This roster was compiled by OSA member Zenon Hansen with assistance from Andris Kristopans and the Motor Bus Society.

<u>Numbers</u>	<u>Builder</u>	<u>Model</u>	<u>Date</u>	<u>Seats</u>	<u>Quantity</u>	<u>Note</u>
none	Yellow	X	1924	16	1	1
101 - 102	Yellow	ZE	1926	60	2	2
181 - 190	Fifth Ave.	L	1922	48	10	3
201	CMC	6W-40	1928	40	1	4
500 - 570 1001-1096 1501-1616	Yellow	Z-67	1923 - 1924	66	284	5
571 - 641						
(1801)						
1901-1902	Am. Motor Bus	K	1922 - 1923	65	70	6
1903-1907	Yellow	Z-29	1927	29	(1)	7
1908-1960	Ruggles	?	1926	33	2	8
1961	Yellow	Z-230	1927	33	5	9
2000	Yellow	Z-230	1928	33	53	9
2001	Yellow	Z-230	1928	33	(1)	9
2002-2046	Fifth Ave.	J	1923	25	1	10
2047-2049	Yellow	Z-29	1923	29	1	11
2050-2059	Yellow	Z-29	1924 - 1925	29	45	11
2101-2130	Yellow	Z-29	1925	29	3	11
2131-2175	Yellow	Z-29	1927	29	10	11
	Yellow	Z-240	1929	40	30	12
	Yellow	Z-240	1929	40	45	12

Total - 563 Buses 12-31-30  
(561 owned - 2 leased  
Depot)

Notes:

1. Apparently Yellow Model X prototype built 1924, acquired 1925 for charter work, etc. Retired 1932.
2. Gas-electric drive. Both retired 12-31-33.
3. Listed as 51 seats thru 1925, (20 lower deck and 31 upper decks). All retired 1931
4. Six wheel chassis; only bus built by CMC after formation of Yellow Coach. Completed in May 1928; retired 12-31-33.
5. Initial Yellow Coach design by Col. George Green combining best features of American Motor Bus Corp. (Chicago) Type K and Fifth Avenue Coach Co. (New York) Type L, produced in new plant at Austin and Dickens. Initially 67 seats, 28 lower deck and 39 upper deck. A total of 128 complete units entered service in 1923 and 155 in 1924, for a total of 283 as accounted for by the numbers listed above. Of these, 7 were used or former demonstrators (uncertain as to exactly which).  
(Continued on next page)



-THE STAFF-

In 1952 the Chicago Motor Coach Company continued to operate as "God intended", despite imminent takeover by CTA, just months away. The scene is looking northbound on Michigan Ave in front of the then Chicago Public Library. Note that X Y and Z bus stops had not as yet come of age. CTA Photo.

Bruce Moffat	Bill Shapotkin
John LeBeau	Mel Bernero
Vincent Dawson	

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

Notes: (cont.)

5. On the other hand, two extra Z chassis delivered in 1923 and initially fitted with service truck bodies 1 and 2 were fitted with K - Type bodies 371 and 366 (later 641 and 606?) in Oct. and Nov, 1925, but these continued to be classed as K's. (CMC records are notoriously contradictory and confusing!) The 500 series was originally to be dark green for West Side routes - the 1000's red for South Side routes - and the 1500's brown for North Side routes. However, photographic evidence indicates these colorings and assignments were not strictly adhered to. The 570 was rebuilt in Feb., 1930 as fully enclosed 61 seat one-man coach with 24 seats on lower deck, 37 upper deck, and pneumatic tires at front only, being fitted with pneumatics all around in June, 1931. The 545 was similarly rebuilt in March, 1930, as 55 seat (18 lower deck, 37 upper deck) "utility six - wheel" type with one dead axle supported on rocker arm arrangement utilizing 109 inch overhang space, the standard 27'6" overall length remaining the same. Many rebuilt as enclosed or semi - enclosed. All retired: 1 (1538) on 1-15-33; 1 in 1934; 16 in 1936; 154 in 1937; 7 in 1938; 78 in 1939; and 27 in 1940. Although officially retired 6-30-40, and not included in subsequent official roster totals, coach 1510 was retained for charter service, apparently as a historical vehicle, until 1943. During this reprieve it managed to accumulate more milage than certain units officially on the roster, such as 103 and 104. Final opentop double deck operation in Chicago was on December 27, 1937. Original Z-67 weight 14,900 lbs.
6. Originally numbered 301 - 371, renumbered circa 1926. Designed by C.O. Ball, chief engineer of American Motor Bus Corp., Manufacturing subsidiary of Chicago Motor Bus Co., located at Belden and Racine, as "lightweight" double decker weighing 10,850 lbs. The 301 - 321 were built in 1922 and initially listed as seating 69 (30 lower deck and 39 upper deck). The 322 - 371 were built after reorganization as Chicago Motor Coach Co., in 1923 and invoiced to Yellow coach, though that facility did not yet exist, these initially being listed as seating 68. One listed as "retired" in 1925 undoubtedly refers to body 367 (later 637?) being fitted to a Z chassis. The remaining 70 are listed as intact until 57 were retired in 1936 and 13 in 1937. However, at least 12 were work vehicles (spreaders) after 1926-27 and two other (371 and 336, later 641 and 606?) were fitted to Z chassis in 1925 though still "counted" as K's. CMC records are horrendously confusing, and it appears that the distinction between passenger and work vehicles, not to mention K's and Z's, was ill defined.
7. Purchased used from unknown source for \$1,119.77; entered service Dec. 4, 1942. Last CMC "hood-in-front" in passenger service. Retired 1947 and converted to tow truck, which was taken over by CTA 10-1-52.
8. Built by Ruggles Motor Truck Company of Saginaw, Mich., for Depot Motor Bus Lines, Inc., to general design of W.T. Gridley, manager of Depot. Original color scheme gray with blue belt rail around body extending over top of hood. Depot leased by Omnibus Corp., May 2, 1927, and dissolved in 1932 when franchise rights were acquired, as a result of which these buses were retired. Depot numbers 13 - 14.



Notes: (cont.)

9. The 1903 - 1907 were delivered in June 1927; remainder in 1928 as follows: 1908 - 1925 in May; 1926 - 1931 in June; 1932 - 1942 in September; and 1943 - 1960 in November. The 1961 entered service 6-18-28 but was not actually purchased until 1934. Withdrawn as follows: 4 (1904 - 1907) retired in 1938; 37 (6 scrapped, 31 to work service) in 1939; 18 (1924 retired, 17 to work service) in 1940. Ten (1911 - 1914, 1916, 1919, 1922, 1924, 1926, 1927) restored to passenger service in 1941. Of these, the 1914 was converted to a tow truck in 1943; the 1911 and 1926 to snow plows in 1944; and the remaining 7 were retired in 1945. The 1926, which originally entered service 6-15-28, still existed as a shed at 77th street as late as 1957 and is believed to have been the last CMC "hood-in-front" type bus to exist.
10. Retired 1931.
11. One acquired 1923 and 45 in 1924. Of the latter, 3 were apparently sold or otherwise deleted in 1925, as reflected in Illinois Commerce Commission year end totals. However, the 11-1-25 equipment trust lists 49 Z-29's, while CMC records indicate these last 6 were a 1926 capital Expenditure! (Yet another example of CMC's mind boggling record keeping!) The Z-29 fleet stabilised at 59 with acquisition of the final 10 in 1927. All retired: 31 in 1936 and 28 in 1937.
12. Two separate orders, the 2101 - 2130 were purchased and entered service in May - June 1929, and the 2131 - 2175 were initially leased and entered service in October - November 1929, being purchased in 1930. Bodies built by Lang Body Company of Cleveland. All retired in 1945.

## A Brief Chronicle of Motor Coach Growth and Popularity

Since the present Chicago Motor Coach Company has just recently completed its second year of operation, certain facts concerning the progress of the company seem particularly relevant at this time.

In September, 1922, the old Chicago Motor Bus Company, which operated its grinding fleet of "tractors" for the despair and discomfort of North Side residents, went out of existence and the Chicago Motor Coach Company, headed by a group of public-spirited and financially responsible Chicagoans, was organized. Buses at that time had been operated on the North Side only, from Devon Avenue and Sheridan Road to Michigan Avenue and Jackson Boulevard. It was a common occurrence for passengers to change from one bus to another three or four times on the way down or up town because of mechanical delays and the type of bus used was an instrument of torture both for the passenger and the operators.

*"Service with a Smile"*



The advent of the Chicago Motor Coach Company, then, was a revelation and was hailed with the greatest enthusiasm by Chicagoans interested in safe, comfortable, healthful transportation.

In October, 1922, there were sixty-five coaches in operation; two hundred and forty-nine men were employed; seven comprised the office force; three routes were operated; the routes covered only 10.5 miles; garage and floor space was limited to 32,000 square feet. The total mileage covered during

the month was 200,000 miles; the total amount of gasoline consumed, 38,000 gallons; and approximately eight hundred thousand passengers were carried.

A comparative statement for the same month of 1924 shows a remarkable increase in the growth and scope of the Motor Coach as an institution.

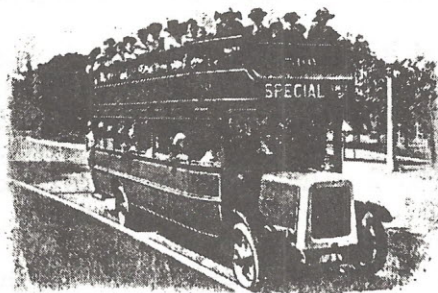
In October, 1924, there were 412 coaches in operation, practically all the new model "Z" type. Approximately 1,700 men were employed; the office force had been increased to seventy-three; thirteen routes, making a total of sixteen, had been added; the routes covered 109 miles and the garage and floor space totalled 220,000 square feet. The total monthly mileage was approximately one and a quarter millions; 250,000 gallons of gasoline were consumed and considerably over five million passengers were carried.

And is that the attainment of a goal? Not at all. That is, in our organization, merely a fine beginning.



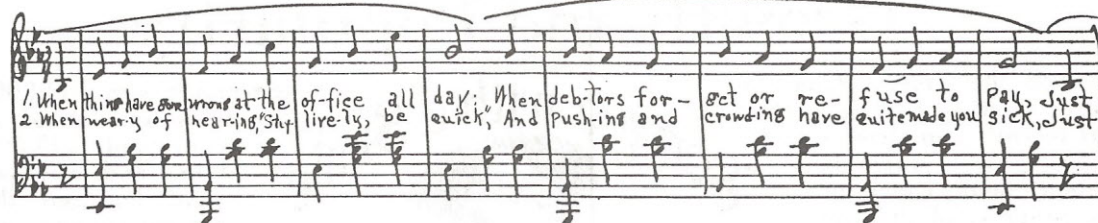
OSA member (and director) Mel Bernero recently acquired the first twelve issues of CMC's employee magazine, which was appropriately named CHICAGO MOTOR COACH. Starting with page five of this issue we are bringing you selected articles from those first twelve issues, published in 1924. The article which appears on page five appeared in the December issue. The article on this page appeared in the July issue.

## Try This Over On The Piano!



### On the Top of a Motor Coach

Words and Music  
by  
E.V.E.



#### Refrain

