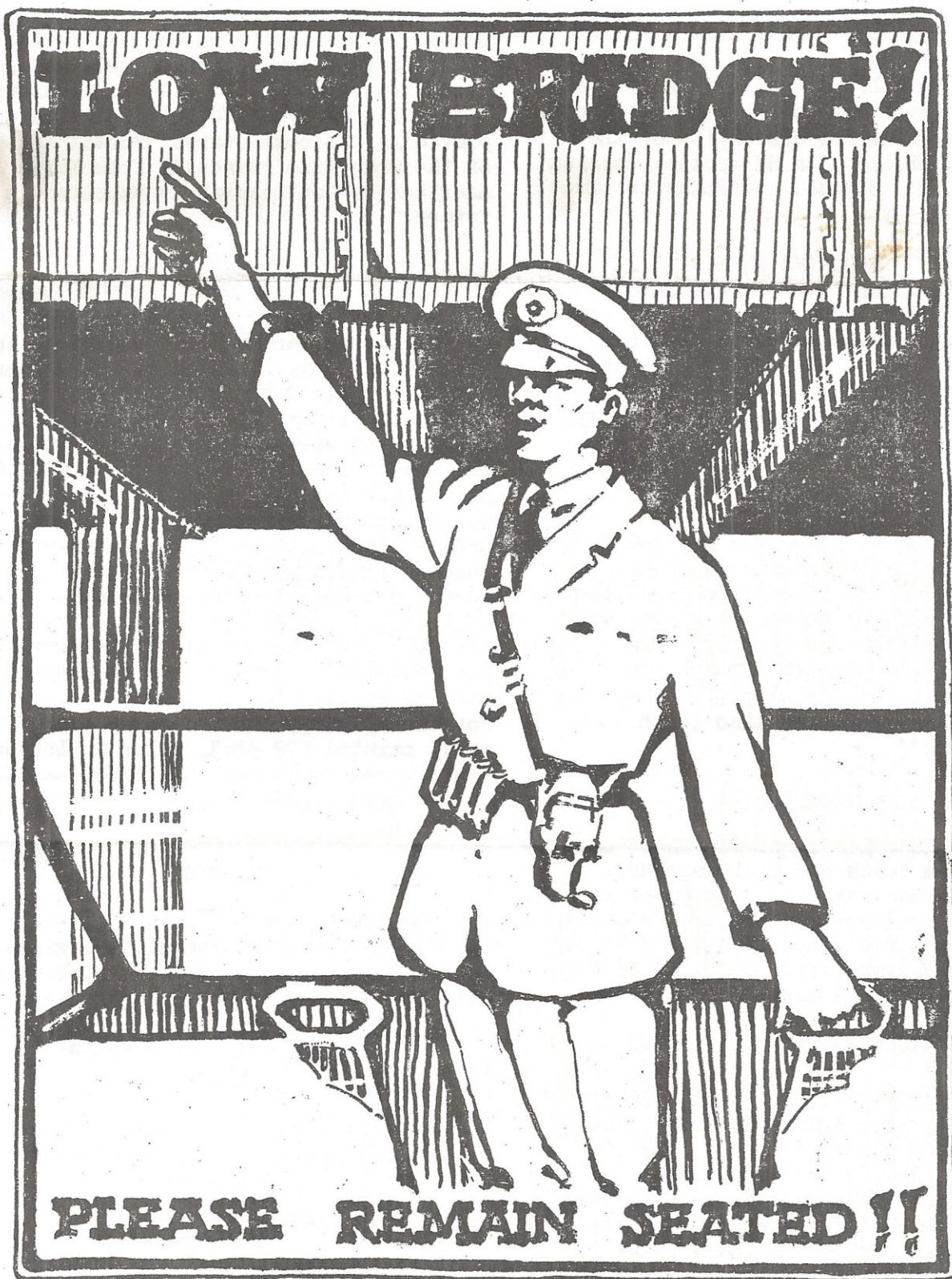


Green Pennant Special

AUGUST 1983 OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

RUN #17



COVER VIEW

This month's cover is a safety reminder from the Chicago Motor Coach Co., circa 1924. (M. Bernero collection)

JUNE MEETING

On June 3rd, the regular monthly meeting of OSA was held at Chicago's own Bismarck Hotel. Slides were presented by just about everyone. Coverage ranged from the Milwaukee convention of the Motor Bus Society to GM trolley coaches in Edmonton, Canada. A fantastic time was had by all.

UPCOMING EVENTS

Our next meeting is scheduled for Oct. 7, 1983, at the Bismarck Hotel in downtown Chicago at 7:30pm. We are also hoping to hold several special events between now and October. Stay tuned for details.

BUS BASH

On September 4, 1983, Bus Bash West will be held at Munsen's Discovery Coaches, 9001 W. 79th Place in Justice, IL. Bus Bash is sponsored by Robert Redden and includes displays and a parade of old and new motor buses. Paul Munsen will be displaying his rare White stretchout limo (with lots of doors!!!).

PARATRANSIT

The RTA has begun receiving an 81 bus order from Coach and Equipment Mfg. Corp. of Penn Yan, NY. The buses are lift equipped and are for use in local paratransit services. The buses are being stored temporarily at RTA's South Holland (Safeway) garage.

RETURN FROM NEW YORK CITY

Our own Andris Kristopans, who left Chicago to work on the New York subway system will be returning to live in Chicago. Andris has been a conductor for the past year and has helped untold millions find their ways on that very complicated system. Welcome back!!!

CATCO NEWS

Under an agreement with Midway Airlines, Continental Air Transport has repainted 3 MC5B's into Midway's new Metrolink (Chicago-LaGuardia) business class service paint scheme. The buses are assigned to the downtown Chicago to Midway Airport run. The buses are painted in maroon, white and gray. CATCO is also now operating the Chicago Gray Line service, but with North American buses piloted by CATCO drivers who are also providing the commentary. Formal transfer of the Gray Line franchise from North American to Continental is expected in the future.

TRAILWAYS

On June 21st, under sunny skies, Trailways new Milwaukee terminal was dedicated in a public ceremony. Located at the corner of 12th and Wells Streets, the former tire company facility offers a spacious, air-conditioned waiting room and two indoor bus bays. The terminal is operated and maintained by a new company, jointly owned by Continental Air Transport (operator of Great Lakes Trailways), Wisconsin-Michigan Coaches (Wisconsin-Michigan Trailways) and North American/Scholastic Transit (operator of Gray Line of Milwaukee). The terminal used by all Trailways schedules serving the Beer City. Royal Coach remains at the Amtrak station.

For the opening, CATCO sent up their newly painted MC9 #263, which is lettered Great Lakes Trailways, the first bus to be so lettered. #262 is also being repainted to match.

CTA SIGNS

The Flyer D901 buses that will be delivered to CTA shortly will have digital signs. The buses will also boast opening windows which will be welcomed by the passengers.

**Green Pennant Special
STAFF**

Bruce Moffat	Bill Shapotkin
John LeBeau	Mel Bernero
Vince Dawson	

Send your news items to:
John LeBeau
15329 South Chicago Road
Dolton, IL 60419

Kipsat Transit has taken over transit service in Kipsat County, Washington, of which Bremerton is a part. Bremerton Charleston Transit operates the service under contract for the County.

The County is going to put up for sale seven (?) of the Twin Coaches formally owned by Bremerton, and is replacing this equipment with used busses from AC Transit and Metro Seattle Transit (4517's). The city service that operates in Bremerton now consists of Gilligs, with the Flexibles that were formally used in city service being used in standby service.

TWINS UP FOR SALE BY
KIPSAT TRANSIT

<u>Bus #</u>	<u>Model</u>	<u>Serial</u>	<u>Built</u>
101	Twin	34S-637B	02/48
107	Twin	34S-638B	02/48
108	Twin	34S-648B	02/48
126	Twin	38S-270B	12/47
127	Twin	38S-271B	12/47
128	Twin	38S-1121	10/50
129	Twin	38S-1122	10/50

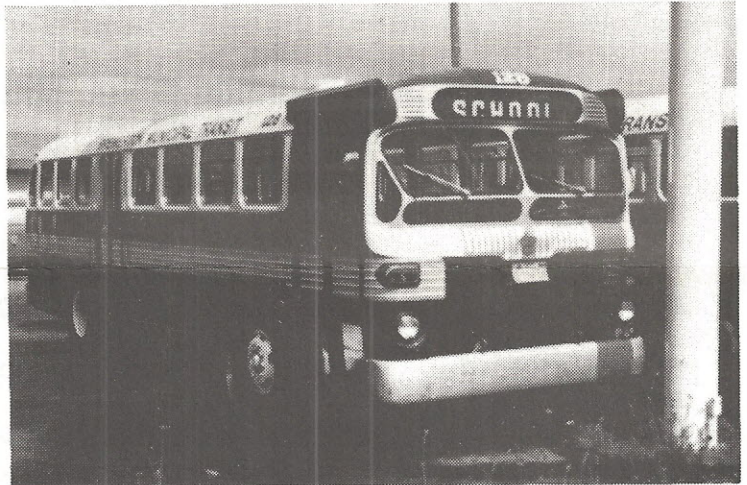
SAN FRANCISCO/OAKLAND NEWS

AC Transit has many 4517's in dead storage all over the Oakland area, these busses being replaced by Gillig and Flyers. Most base and weekend service is operated by the new busses. The local service that AC Transit had operated under contract in Contra Costa County has been taken over by the Central Contra Costa Transit Authority, who has also taken over title to a number of busses to operate line service.

Union City, California, has received new Gilligs to replace the Mercedes 0309D's that were operated in line service. The Gilligs are painted lime green and white.

Photos: Top: Twin Coach #128 is one of those to be sold by Kipsat Transit (M. Bernero photo). Middle: Great Lakes T'ways #263 (B. Moffat photo). Bottom: CATCO #231 in Metrolink colors (B. Moffat photo).

San Francisco is operating at least eight (8) streetcars on Market Street between Castro and Trans Bay Terminal. This "Trolley Pagent" is being operated as a tourist replacement for the cable cars that are not running due to a complete rebuilding of the system.



CHICAGO MOTOR COACH CO.

In this issue, we will complete our roster coverage of the Chicago Motor Coach Company. This outstanding Chicago bus operator and its employees ("The men who man the coaches" as the CMC magazine dubbed them) will not soon be forgotten by those who rode "The Boulevard Route." The three rosters which make up this installment were all compiled by Zenon Hansen. Zenon was aided on the Leased Buses roster by James Buckley and on the remaining two by our own Andris Kristopans.

LEASED BUSES FOR NORTHWEST SIDE ROUTES, OCT. 1928 to 1929

<u>Make & Model</u>	<u>Leassor & No's.</u>
Yellow Z-67	Peoples Motor Bus Co., St. Louis (5 buses): 101, 102, 142, 154, 155.
Yellow Z-29	Peoples (10 buses): 505, 508, 515, 517, 522, 533, 535-8. Shore Line Motor Coach (5 buses): 43-47. Unknown (4 buses)
Fifth Ave. L	Fifth Ave. Coach (10 buses): 800, 873, 903, 905-7, 910, 912, 913, 915.
Fifth Ave. J Aeromarine/ Uppercu	Detroit Motor Bus Co. (12 buses): 131-142. Upper Manhattan Coach Co. (25 buses): 200-224 (formerly Tompkins Bus Corp., Staten Island 1-25.)
International	
Harvester H-21	Shore Line Motor Coach (10 buses): 301, 302, 304-309, 311, 312.

Total leased buses: 81 (leased Oct. 1928 to late 1929).

Note: The Chicago Surface Lines displaced CMC on the far NW side after a very bitter legal battle over franchise rights in this area. CMC service on the NW side was discontinued in early 1930. For further information on this interesting bit of history, the reader is directed to consult the March, 1972 issue of Motor Coach Age.-Ed.

CHICAGO MOTOR COACH CO. TRANSIT TYPE BUSES RETIRED BY DEC. 31, 1951

<u>Numbers</u>	<u>Builder</u>	<u>Model</u>	<u>Date</u>	<u>Seats</u>	<u>Drive</u>	<u>Quantity</u>	<u>Notes</u>
1-30	Yellow	728	1935	32	G-M	30	1
31-55	Yellow	728	1935?	32	G-M	25	2
77	Yellow	718	1934	40	G-M	1	3
103	Yellow	706	1933	72	G-M	1	4
104	Yellow	720	1934	72	G-M	1	5
105-204	Yellow	720	1936	72	G-M	100	6
205-244	Yellow	720	1938	72	G-M	40	7
401-410	Mack	CW	1936	25	G-M	10	8
411	Ford	81-B	1938	25	G-M	1	9
701-718	Yellow	731	1935	36	G-M	18	10
719-753	Yellow	731	1937	36	G-M	35	11
754-778	Yellow	731	1937	36	G-M	25	11
801-830	Yellow	740	1937	40	G-M	30	12
831-880	Yellow	740	1939	40	D-H	50	13

Notes for CMC Transit Type roster:

1. In service July, 1935; All sold: 22 in 1945; 8 in 1946. Base price (new) \$8,876.95.
2. Purchased from Eighth Avenue Coach Co., New York, in Sept., 1941 for \$3,205.54 each. All sold: 13 in 1944; 4 in 1945; 8 in 1946.
3. Prototype 718 (serial #001) built for CMC to New York City Omnibus Corp. design and initially delivered there for testing in their lettering in the fall of 1934. Entered CMC service on April 25, 1935. Cost \$14,214.60. Retired 1948.
4. Prototype rear engine "transit" type double decker, 31 seats on lower deck and 41 on upper deck. Only one with lower deck windows in straight line. Designed for one-man operation with double-width door at right front only and no single width center door as on 720's. Overall height, light 12'11". Overall length 33 ft. Total weight 20,080 lbs. Delivered in solid dard green color, original Yellow renderings show it numbered 1700. Cost \$12,786.42. In service July 15, 1933. Sold 1945 to movie company, currently at Orange Empire Trolley Museum.
5. Prototype 720 (serial #1001) in service October 23, 1934. Demonstrated on Fifth Avenue Coach, New York, in 1935. First CMC bus in "modern" green and cream colors. Length 32'5". Weight 22,050 lbs. Cost \$16,118.50. Sold 1945 to Coast Cities Coaches, Inc., Neptune City, New Jersey, their no. 614.
6. Delivered July-October, 1936 in no logical sequence of any sort; 146 first on July 15th, presumably 720 serial#002. Base price \$18,870.25 each. The 106 and 135 burned in Oct. and Dec., 1937. Forty (105, 107-134, 136-146) converted to diesel-hydraulic drive Jan. 31-July 8, 1941, all of these remaining in service until 1950, except for 108 which was wrecked in 1944. Of the 58 remaining gas units, the 165 was wrecked in 1942; four became Coast Cities 615-618 in 1946 and two more became their 626-627 in 1947; the rest were retired: 2 in 1947; 46 in 1948; 1 in 1949; and 2 in 1950.
7. All listed as entering service Feb. 1, 1938. Base price \$20,137.48 each. The 228 was experimental diesel-hydraulic conversion, Nov. 29, 1940, remaining in service until 1950. The 232 was converted to gas-hydraulic drive on Dec. 22, 1940. Of the 39 remaining gas units, seven became Coast Cities 619-625 in 1946 and the rest were retired: 2 in 1948; 3 in 1949; and 27 in 1950. Final double deck operation in Chicago was on the Hyde Park route July 25, 1950.
8. Seven (401-407) in service July 30, 1936; 408 on Aug. 29; 409-410 on August 31. This plus scattered serials indicates that these were supplied from stock rather than built to specific order. Cost was \$6,022.30 each. All sold 1945.
9. In service August 26, 1938; cost \$3,312.00. Sold during second half of 1940.
10. All listed as entering service January 2, 1936. Cost \$9,460.82 each. The 714 and 716 were sold in 1945 and the remaining 16 were retired in 1948.
11. Two sepearte orders, 719-753 delivered Jan.-Feb. (base price \$9,804.84 each) and 754-778 delivered April, 1937 (base price \$9,830.55 each.) Sold: 40 in 1946 and 1 in 1947. Retired: 18 in 1948 and 1 in 1950.
12. Delivered December, 1937, base price \$12,100.48 each. Retired: 21 in 1948; 1 in 1950; and 8 in 1951. The last eight were replaced on an even basis by Mack "antitrust" buses 1001-1008 in 1951.
13. First CMC diesel-hydraulic buses, delivered in February, 1939. Base price \$12,792.46 each. The 861 was fitted with a smoking compatment in late 1940 at a cost of \$1,948.57. All sold in 1951 and replaced on an even basis by 651-700.

CHICAGO MOTOR COACH COMPANY BUSES TAKEN OVER BY CTA OCT. 1, 1952

<u>Numbers</u>	<u>Builder</u>	<u>Model</u>	<u>Year</u>	<u>Seats</u>	<u>Drive</u>	<u>Quantity</u>	<u>Note</u>
61-72	GM	TDH-3207	1947	32	D-H	12	1
431-440	Ford	29-B	1944	27	G-M	10	2
500	GM	TDH-5502	1948	55	D-H	1	3
501-600	GM	TDH-5502	1948	55	D-H	100	
601-650	GM	TDH-5103	1950	51	D-H	50	4
651-700	GM	TDH-5103	1951	51	D-H	50	5
1001-1008	Mack	C-50DT	1951	50	D-H	8	6
1101-1144	Yellow	TDH-4501	1939	45	D-H	44	7
1145-1169	Yellow	TDH-4502	1940	45	D-H	25	
1170-1204	Yellow	TDH-4505	1942	45	D-H	35	
1205-1279	GM	TDH-4506	1945	45	D-H	75	8
1280-1314	GM	TDH-4506	1946	45	D-H	35	9
1315-1399	GM	TDH-4506	1946	45	D-H	85	10
1400-1439	GM	TDH-4507	1947	44	D-H	40	11
1440-1464	GM	TDH-4507	1948	45	D-H	25	12
Total - 595							

- Notes:
- 61-66 originally red and grey for Shuttle Service based at Wilcox; 67-72 in standard colors based at Rosemont. 67-68 repainted Shuttle colors and transferred to Wilcox replacing first two Fords retired (434 and 437) in 1953. All repainted standard CTA colors in 1956. 66 became work bus BW-35 in 1963 and still exists as a CTA historical vehicle in unrestored condition at Lawndale.
 - Fords 431-440 were originally painted in CMC's standard green and yellow colors but were repainted red and grey for start of Shuttle Service in 1946. 437 became CTA BW-106 (way ahead of BW sequence) on 12/3/53, sold 11/6/56. All out of regular service by 1955.
 - Prototype TDH-5502 (serial EXP 248) built in CMC colors but not demonstrated thereon. Demonstrated on CTA in Mercury Green (PCC) color scheme in March, 1949. Purchased by CMC in 1951. Only TDH-5502 with emergency door.
 - The 605 became CTA training bus BT-4 in 1970 and was partially restored as a CTA historical vehicle in 1981.
 - Replaced CMC's first Diesel-Hydraulic coaches (831-880, Yellow 740's delivered in Feb., 1939) on a one-for-one basis. Fluorescent lights. The 663 became CTA training bus BT-6 in 1971 and is retained at Lawndale as a CTA historical vehicle in unrestored condition.
 - "Anti-trust" buses which replaced CMC's eight remaining gas powered 1937 Yellow 740's of the 801-830 series on a one-for-one basis. Fluorescent lights, all systems completely hydraulic. 1008 burned on Addison shortly after delivery and was returned to Mack for complete rebuilding. All retired by 1960.
 - First 35' Yellow transit buses, essentially "stretched" 740's retaining "pre old look" design, whole being the first large transit coaches with the new Yellow/GM model numbering scheme. Delivered in December, 1939, 1101 (TD 4501 001) on Dec. 12; made famous OSA "Birthday Trip" on Dec. 10, 1961, and was officially retired by CTA at 77th St. Station in Dec. 12, 1961, exactly 22 years later! Base price \$12,595.79 each. Weight: 19,470 lbs.

- Notes:
8. Ordered in March, 1942; delivered June-August, 1945 in ODT grey.
 9. Option exercised in April, 1946. No emergency door.
 10. Ordered May, 1945 (85; plus option on 35 more, 1280-1314, which was exercised in April, 1946). 1361, 1362, 1364-1367 in red and grey Shuttle colors as of CTA takeover on 10/1/1952.
 11. Built to New York standards, believed to be part of order cancelled by Surface Transportation System (Third Ave. Transit Corp.). The 1419 was shortened and converted to snow plow BA-196 in 1970 and remains on the property but is presently inactive.
 12. Built to standard 45-seat configuration, but 1440-1444 had New York style "safety" windows and 1440-1454 had no emergency door.

ONCE UPON A TIMETABLE DEPT.: From the collection of Bruce Moffat (your friendly GPS Editor) comes this vintage CA&E bus timetable showing the CA&E sponsored (?) bus service that along with the Westchester "L" replaced shuttle car service on the Mt. Carmel branch on or after Oct. 1, 1926. Westchester "L" service to Roosevelt Rd. started on Oct. 1.

MOTOR COACH TIME SCHEDULE

Between

WESTCHESTER "L" STATION
AND
OAK RIDGE AND MT. CARMEL

EFFECTIVE NOVEMBER 1, 1926

Direct Connections at
Westchester Station with
RAPID TRANSIT "L" TRAINS
to and from the
"CHICAGO LOOP"

Chicago Aurora and Elgin Railroad
Company

MT. CARMEL, OAK RIDGE AND WESTCHESTER

Motor Coach Time Schedule

DAILY EXCEPT SUNDAY

East Bound West Bound

Leave Mt. Carmel	Leave Oak Ridge	Arrive Westchester "L" Station	Leave Westchester "L" Station	Arrive Oak Ridge	Arrive Mt. Carmel
A. M.			A. M.		
6:30	6:38	6:42	6:45	6:48	6:58
7:00	7:08	7:12	7:15	7:18	7:28
7:30	7:38	7:42	7:45	7:48	7:58
8:00	8:08	8:12	8:15	8:18	8:28
8:30	8:38	8:42	8:45	8:48	8:58
9:00	9:08	9:12	9:15	9:18	9:28
9:30	9:38	9:42	9:45	9:48	9:58
10:00	10:08	10:12	10:15	10:18	10:28
10:30	10:38	10:42	10:45	10:48	10:58
11:00	11:08	11:12	11:15	11:18	11:28
11:30	11:38	11:42	11:45	11:48	11:58
P. M.			P. M.		
12:00	12:08	12:12	12:15	12:18	12:28
1:00	1:08	1:12	1:15	1:18	1:28
1:30	1:38	1:42	1:45	1:48	1:58
2:00	2:08	2:12	2:15	2:18	2:28
2:30	2:38	2:42	2:45	2:48	2:58
3:00	3:08	3:12	3:15	3:18	3:28
3:30	3:38	3:42	3:45	3:48	3:58
4:00	4:08	4:12	4:15	4:18	4:28
4:30	4:38	4:42	4:45	4:48	4:58
5:00	5:08	5:12	5:15	5:18	5:28
5:30	5:38	5:42	5:45	5:48	5:58
6:00	6:08	6:12	6:15	6:18	6:28
6:30	6:38	6:42	6:45	6:48	6:58
7:00	7:08	7:12	7:15	7:18	7:28
7:30	7:38	7:42	7:45	7:48	7:58
8:00	8:08	8:12	8:15	8:18	8:28
8:30	8:38	8:42	8:45	8:48	8:58
9:00	9:08	9:12	9:15	9:18	9:28
9:30	9:38	9:42	9:45	9:48	9:58
10:00	10:08	10:12	10:15	10:18	10:28
10:30	10:38	10:42			

*Via 22nd St. and Wolf Road for School Children.

SUNDAY ONLY

Motor Coach will leave Mt. Carmel at 7:30 A. M. and every thirty minutes thereafter until 10:30 P. M. for Westchester "L" Station.

Motor Coach will leave Westchester "L" Station at 7:45 A. M. and every thirty minutes thereafter until 10:15 P. M. for Oak Ridge and Mt. Carmel.

Motor Coach Rates of Fare

EFFECTIVE NOVEMBER 1st. 1926

Adults—4 tickets for 25c
Cash fare 10c

Children over 5 and under 12—
5 tickets for 15c
Cash fare 5c

RAPID TRANSIT LINES RATES OF FARE

Ticket Fare between Westchester and Chicago 13c

Round trip ticket 25c

Between Westchester and Desplaines Avenue 7c

Cash fare between Westchester and Chicago 17c

Weekly pass good between Westchester and Chicago (Unlimited rides) \$2

School Children's Rates

School tickets (50 rides, West of Desplaines Ave.) \$2.50

Children's Fare—Under 12 yrs. Westchester to Desplaines Ave. 3c

Westchester to Chicago 6c

Free transfer privileges to and from all divisions of the Rapid Transit Lines in Chicago.

CHICAGO MOTOR COACH (INCL. CHI. MOTOR BUS CO.) BUS TOTALS 1917-1952
Compiled by Z. Hansen

- 561 Owned by Chicago Motor Coach Co. 12/31/30.
- 2 Odd purchase (1961, '34; 1801, '42).
- 367 Transits (built 1933-39) retired to 12/31/51.
- 595 To CTA 10/1/52.
- 1525 Buses owned by Chicago Motor Coach Co. 1923-1952
- 2 Leased from Depot Motor Bus Lines 1927-1932.
- 81 Leased for Northwest Side routes 1928-1929.
- 1608 Buses operated by Chicago Motor Coach Co. 1923-1952.
- 62 Built for Chicago Motor Bus Co. to 4/22 (except 301 counted above).
- 1670 Buses owned/operated by Chicago Motor Coach Co. (incl. Chicago Motor Bus Co.) 1917-1952.

* * * *

SEEMS LIKE JUST YESTERDAY DEPT.

On June 21, 1958, streetcar (now known as Light Rail) service came to an end with the conversion of route 22 Clark-Wentworth (Wentworth portion) to motor bus operation. Through the courtesy of the Chicago Transit Authority, we bring you a photo of the last run taken at Clark & Kinzie Streets.

