

## Surface Service Magazine

*A Monthly Publication by and for Chicago Surface Lines Employees*

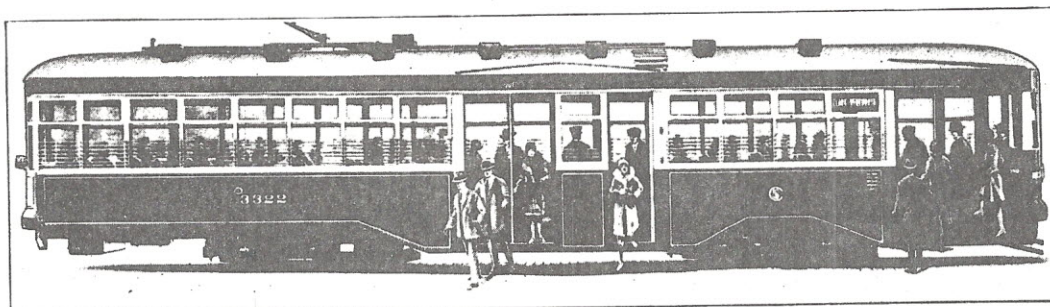
VOL. 6

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No. 7

### Triumph for New Cars

*They Make a Hit With the Public Here and With the Technical Men at A. E. R. A. Convention*



How the New Car Looks in Service

No one can question the popularity of the new type of car put into service October 3. Ten of the new beauties made their appearance on the Clark-Wentworth route on a wet and disagreeable morning. The ease with which they were loaded was the first feature to meet the approval of the early riders, and it was easy for the passengers to adopt the fare collection features of paying "as you pass" and paying "as you leave."

Nearly a week earlier the Brill Company, in whose plant 33 of the cars are being turned out, shipped one of the cars to Atlantic City where those attending the American Electric Railway convention might have a chance to inspect it.

There were about a dozen cars of various designs in the display but the Surface Lines model was easily the center of attraction. It may be too much to say that it was a sensation, but there is no denying the fact that it was constantly crowded with street railway officials who found its many novel features of surpassing interest.

Superintendent Evenson of the Transportation Department spent a large part of his time on the car with visiting operating executives discussing the new ideas incorporated in this latest example of the car builders' art, that would specially

appeal to those concerned with the operation of the car. His explanations demonstrated how thoroughly he had familiarized himself with the mechanical details of what is certain to be one of the most popular types of cars in the Surface Lines equipment.

Mr. Adams held a continuous reception and the representatives of Brill and Cummings, the outside building plants sharing in the construction of the new cars, were also kept busy explaining the new features, and pointing out the many advantages of this type of car. There wasn't an official from any part of the country who missed it and it is safe to predict that new cars in other cities will incorporate much of the design of the Chicago car.

Here at home, the Transportation Department was taking no chances and overlooked nothing to insure a successful launching of the new equipment. In addition to the regular crew assigned to each car, there was a Division Superintendent and a traveling Motorman instructor with each unit. Assistant Superintendents Hall and Quinn from the Transportation Office were on the street or on and off the cars keeping a line on the general movement. Supervisor



Pasche, the accident prevention specialist and Chief Instructor J. M. Johnson under whom the crews had been educated in the handling of the new cars were all over the place.

Division Superintendents W. A. Besette at Seventy-seventh and F. J. Smith of Devon-Limits, from whose barns the cars were operated, exercised supervision at their respective terminals.

Division Superintendents Cricks, Altemeier, Irvine, Bowles, Maguire, McKinney, Brookman, Bolger, Kroll and Hays were traveling back and forth watching the operation and furnishing information to the passengers who were deeply interested and intensely curious about the cars.



A Headon View of the New Car

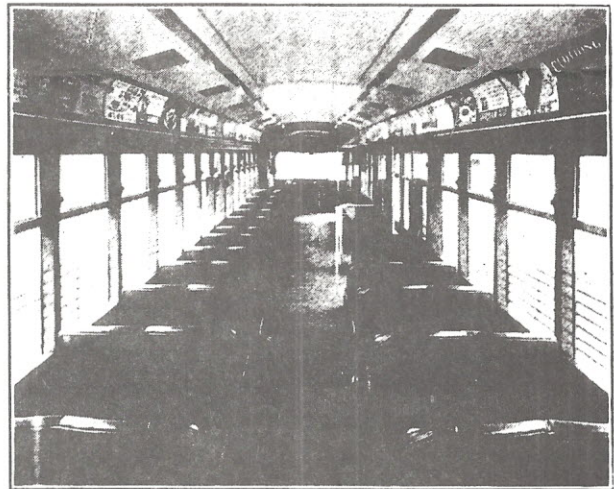
The force of traveling Motormen included J. Todd, W. Schultz, J. Natelborg, R. P. Burns, W. R. Heise, G. Janda, J. Hays, F. Eggert, E. Gagler, J. Rodowski, R. Nelson and J. Hubberts.

The publicity that had been provided by Mr. Crews had been sufficient to make the public familiar with the loading and fare-collection features so that there was little confusion on that score. The automatic acceleration of the con-

trolling mechanism was the subject of much favorable comment.

#### Details of the New Model

The one hundred new cars which have been built for the company during the past summer and some of which are now in service on the Clark-Wentworth Line are of an entirely new type to Chicago. They are known as "Front Entrance, Center Exit" cars and are operated single end. They have a seating capacity for 60 passengers and are equipped with four 50 horsepower motors. The one hundred



A View Looking Forward Showing the Unusual Interior Arrangement

cars have required an expenditure of more than \$1,700,000 for the cars alone and an expenditure of more than \$100,000 for necessary track work in order to provide switching facilities at various points along the Clark-Wentworth Line.

The new cars make use of the "Pay As You Pass" principle and all passengers enter at the front. A triple width doorway is provided at this point to facilitate the entrance of passengers. These doors are under the control of the motorman and it is his duty to see that no one leaves the car by way of the front doors.

The conductor is stationed near the center of the car and passengers pay their fare as they pass him either to seats in the rear of the car or out through the exit doors at the center. Triple-width exit doors are provided in order to facilitate passengers leaving the car.

This principle of fare collection provides a much larger loading reservoir for passengers, as the entire front half of the car body and the front platform are



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available for quick loading of passengers without the delays necessitated by fare collection. This enables the conductor to spread the work of fare collection over a period of time as he is able to collect fares from a much larger group of people without delaying the entrance of passengers at the succeeding stop.

It is urgently requested that all employees of the company, making use of these cars, enter at the front doors and leave at the center doors in order to impress on the passengers the fact that no one is allowed to leave the cars by the front doors.

The seats in the car are upholstered in the finest commercial grade of leather for the purpose and approximately 80% of the seats are cross seats of the semi-individual type. Hand straps have been eliminated from the car and in their place has been substituted an aluminum hand rail extending the full length of the long longitudinal seat. This adds greatly to the appearance of the interior of the car.

The comfort of the crews operating these cars has also been taken care of by providing leather upholstered individual seats in keeping with the remainder of the car furnishings. The motorman

has two heaters at his position and the conductor has one heater located under his seat.

The front windows in the car have been made stationary in order to make them more weathertight and the motorman has been provided with a windshield wiper for use in rainy weather. At the bottom of the center glass a heater has been installed to assist in keeping the glass free from frost.

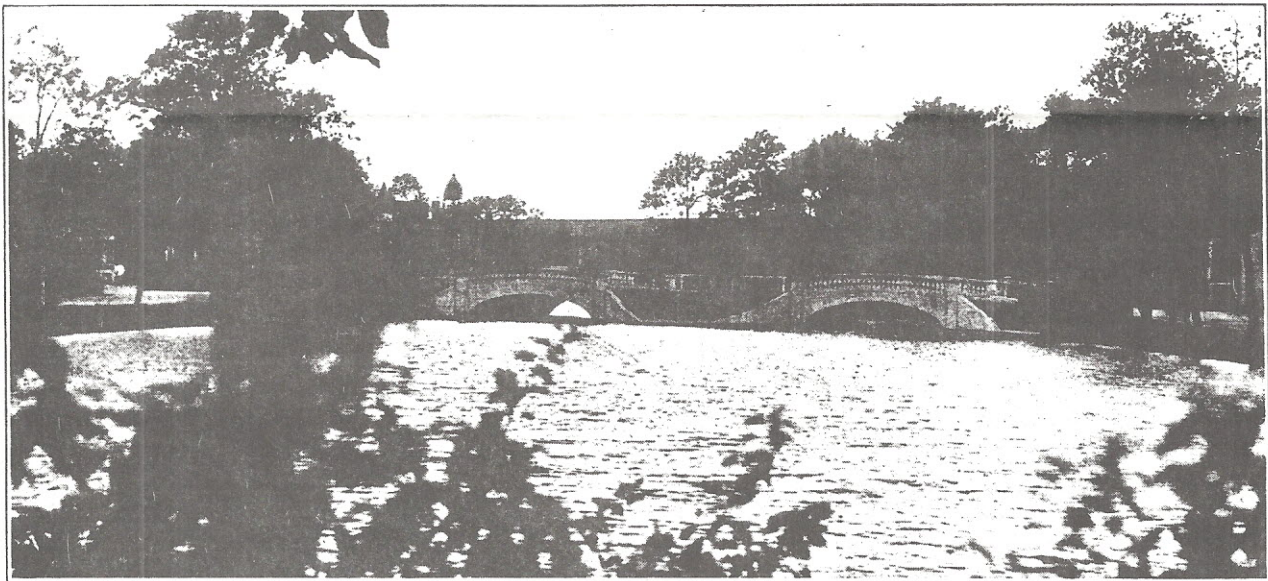
A small ventilator is provided in the letter board above and to the left of the motorman to aid in admitting fresh air to the platform during warm weather and additional ventilation can be obtained through the side windows on the front platform. The cars are provided with automatic control which gives to the car a smooth, rapid acceleration.

The color scheme for the exterior of the car is the company's standard with the exception of the front dash, which has been slightly changed in order to provide a distinctive appearance for the car and to get the full benefit of the new dash illuminating headlight. The car interior is tastefully decorated with a three-tone Duco finish and aluminum striping.

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### HOW WELL DO YOU KNOW YOUR CHICAGO?

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Here Is An Unusual Photograph of One of Chicago's Beauty Spots in a Prominent Residential District. It Is Not a Part of One of the Parks as the View Might Suggest. Are You Able to Identify It? You Can Confirm the Correctness of Your Guess By Turning to Page 24



\*\*\* RTA PLANS SELF- \*\*\*  
INSURANCE POOL

The RTA plans to sell \$40 million in bonds to fund a self-insurance pool for the CTA, Metra and Pace, transit officials said yesterday.

The RTA board is expected to approve an October bond sale at its meeting next month. The bonds would cover large claims resulting from an accident, solving an insurance crisis for transit agencies.

The CTA last fall decided to go without liability insurance against a transit catastrophe after learning that the only available premium would cost \$3.1 million. Metra and Pace premiums have quintupled.

To pay off the bonds, the CTA will pay annual premiums totaling \$2.5 million, Metra will contribute \$2.25 million, Pace will pay \$700,000 and the RTA will add \$140,000.

\*\*\* CTA HISTORIC BUS \*\*\*  
COLLECTION SOLD

In February, the CTA placed its historical bus collection up for bid. The buses that were placed up for bid were "O" ex-8476, 1976 ex-5441, 3177, 8715, BA-135 ex-2362, BT-6 ex 663, BW-35 ex-66, DC-1 ex 8488.

The OSA, acting as broker, bid on these vehicles for a number of our members. Our bid was accepted by the CTA, and hopefully in the future this collection will be placed in operating order by its new owners.

We have also found out that the CTA has just placed up for bid 3407 and 605. It appears that there will be some heavy bidding for 3407 by the two local electric museums in the Chicago area. We will keep our members informed as to the final disposition of 3407.

\*\*\* ROSTER CORNER \*\*\*

This month in Roster Corner we bring you the current roster of Des Moines, Iowa.

DES MOINES METROPOLITAN TRANSIT AUTHORITY  
URBAN TRANSIT BUSES

File: DES MOINES, IA. MTA  
Report: ROSTER 3/86

FLEET #	MAKE	MODEL	SERIAL #	YEAR	CAP.
101-111	GMC	T8H5307A	2438-2448	1974	51
113-125	GMC	T8H5307A	2450-2462	1974	51
127-140	AMG	102408	697-710	1977	50
141-155	AMG	96358	381-395	1977	42
156-175	GMC	T7H603	044-063	1979	42
176-180	GMC	T80204	812464-68	1981	51
181	TBM	-	A00026	1985	31
182	TBM	-	A00018	1985	31
183	TBM	-	F1190015	1985	31
184	TBM	-	A00021	1985	31
185	TBM	-	A00022	1985	31
186	TBM	-	A00023	1985	31
187	TBM	-	A00024	1985	31
188	TBM	-	A000147	1985	31
189	TBM	-	F507492	1985	31
190	TBM	-	F507497	1985	31
191	TBM	-	F2507495	1985	31
192	TBM	-	F2507491	1985	31
193	TBM	-	F1190010	1985	31
194	TBM	-	F1190006	1985	31
195	TBM	-	F1190008	1985	31
196	TBM	-	F2507490	1985	31
197	TBM	-	F2507488	1985	31
198	TBM	-	F1190009	1985	31
201	TBM	-	F1190016	1985	31
202	TBM	-	F1190007	1985	31
513	GMC	TDH4517	950	1960	43
531	GMC	TDH4517	1076	1961	39
535	GMC	TDH4517	1080	1961	39
700-701	GMC	TDH5303	1459-60	1963	51
703-705	GMC	TDH5303	1462-64	1963	51

\*\*\* STAFF MESSAGE \*\*\*

As another summer comes to a close, we begin another 9 months of regular membership meetings and Green Pennant Special issues. We hope everyone had an enjoyable summer and that you will show some of your summer trip slides at OSA.

If you have 100 or more slides that you would like to show, let John Dowdall know and he will schedule a special time slot for you, possibly during a month of your choosing.

\*\*\* MADISON METRO TRIP \*\*\*

On July 12th, the OSA sponsored a fan-trip over Madison Metro. We used Yellow Coach #10, a YC709 model and a brand new Saab-Scania on a tour of beautiful Madison, Wisconsin.

Even though there were showers in the morning, the afternoon turned out to be extremely pleasant. The fifteen members that turned out for the trip had a very enjoyable time. If you were not there you missed a great trip.

\*\*\* SEPTEMBER MEETING \*\*\*

The September meeting of the OSA will be held on Friday, September 5th, in Parlor "E" of the Bismarck Hotel. The meeting will begin at 7:00 p.m.

Our slide presentation will be given by YOU, the OSA membership. Our first meeting after the summer recess has always consisted of the members presenting slides of what they had done over the vacation period.

This meeting will be no different. If you have visited any bus companies over the summer and wish to show what that company is operating, you are invited to bring the slides along and show them to the membership.

\*\*\* BUS BASH \*\*\*

Bus Bash this year will be held at the Free Enterprise System bus garage in Jeffersonville, Indiana, on September 12 - 14th. Jeffersonville, Indiana, is located across the river from Louisville, Kentucky.

For a schedule of events and a registration form contact Bus Bash, Inc., Rt.3 Box 3498 (Theater Road), Delavan, WI. 53115-9566.

\*\*\* CONTINENTAL AIR TRANSPORT \*\*\*  
SELLS MC-5'S

Continental Air Transport has sold 15 of their MCI model MC-5's to a party in Virginia. The following buses were shipped on August 8, 1986: 201-212, 214, 217, 218.

\*\*\* CARDILLI OUT AS CTA \*\*\*  
CHAIRMAN

Michael Cardilli has sent a letter to Mayor Washington asking that he not be reappointed to the CTA board when his term expires August 31st. He cited a desire to pursue a number of private sector opportunities as well as personal and family matters.

Mayor Washington in recent weeks has attacked Cardilli's handling of the transit authority and hinted he would not be reappointed to a new term.

Precisely when Cardilli will leave the CTA remains open to question. Though his term on the board is to expire August 31st, the law says that board members may stay on until their successors are named.



CLEVELAND'S DYNAMIC TRANSIT HERITAGE - Commemorating the First Ten Years of RTA

Published by Northern Ohio Railway Museum; 1985

P.O. Box 29265

Cleveland, Ohio 44129

36 Pages, Profusely Illustrated; \$4.95, plus \$1.00 postage/handling

While regarding "Cleveland's Dynamic Transit Heritage" (CTS, Shaker Heights and Cleveland Railways) and the "RTA" (overseer of operations and service reduction planner) as being two separate and distinct subjects, it is indeed nice to see a book containing so many varied views of Cleveland transit. While the late Harry Christiansen and CERA's Northeastern Ohio (Bulletin 108) provided much information, the lack of good quality pictures leaves a real void to be filled. As a result, when word of a picture book (and I'm generally NOT a picture book fan) reached me, the excitement was just too much.

A long-time Cleveland resident and employee of RTA (formerly CTS), his slanted views on RTA are understandable. Its initial contributions in improving service cannot be disputed. While its highlights are well documented, its apparent failure to retain riders is not. (The decline of the "rust belt" cities in general, and Cleveland in particular, was most likely the real culprit in stealing riders.) Massive service reductions during the late 1970's and early 1980's managed to be missed. If you're gonna take the glory, you gotta take the guff.

A brief introduction informs the reader with the early endeavors of the electric railways, omnibuses and eventually the Van Sweringens. A fine selection of photos shows an early White, Cleveland Railways' 1376 (an initial attempt at an all-aluminum car), the PCC model B, operating at the ATA convention in 1934, and a shot of "Airporter" 151, one of the AC-powered experimentals. A nice selection includes two-car streetcar trains, the British Leyland "railbus" (with no indication as to where it ran during its brief 1985 visit), Boston PCC 3201 (a visitor in June, 1946, when CTS considered PCC's), and Boston LRV 3401 thirty years later, in June, 1976. (Thankfully, CTS thought more of the PCC than RTA did of the LRV.) A series of bus pictures, including "Queen Mary" trackless trolley 6000, a motor-trailer combination of White 554 and camper trailer TC-113, a double-decker, Pullman trolleycoach 850 and a privately restored 1923 White hood-in-front rounds it out. A number of bygone street railway views, including several at Public Square (including the last streetcar in 1954), as well as rapid (heavy rail and Shaker) provide a nice touch.

Ah, but there's trouble in paradise, friends. Besides going on about the virtues and accomplishments of RTA, nearly a third of a page is used in naming every person of importance there. This could have been done without (perhaps it was included to "butter-up" the RTA hierarchy?). Also of no use was the half page picture of the author's and fiancée's sons in the back of a PCC car at East 55th Shops. The caption "Three young Greater Clevelanders enjoy a romp in an old Shaker PCC car" makes us believe they were out for a ride, while it was probably staged, mollifying all concerned with Dad's preoccupation with the book by including their picture. While photo reproduction is generally good, there is one, on page 18, of fishbowls at Public Square, which is washed out and blurry. Were there no better pictures available of busses at Public Square?

A two-page selection of "other transit in Cuyahoga County" on pages 24 and 25, while being nice, is out-of-place. While its inclusion (CUT 1051, a Greyhound "Scenicruser", Erie-Lackawanna's Youngstown commute and others) is subjective, with much ground to cover and only a few pages to do it in, the author should have made better use of each page.

On pages 14 and 15 is a profile of the Northern Ohio Railway Museum in Chippawa Lake, Ohio. While the museum did pay for the book (a fund-raiser), it really does not belong. While a list of preserved Cleveland equipment would have been nice, a list of the stuff saved by N.O.R.M. is not, especially since a museum pamphlet is included in the book.

While not being the "last word" on Cleveland, it is a rather fun book, and since it does not misrepresent itself as being "the story" on Cleveland, we should accept it for what it is, a nice picture book. After all, the proceeds help support a worthy cause, a railway museum, where persons more able (or willing?) than ourselves busily try to save a part of our "Dynamic Transit Heritage". If for no other reason than that, we all ought to spend a few bucks to help. After all, support is spelled CONTRIBUTION.

William Shapotkin



THE WOODSTOCK AND SYCAMORE TRACTION COMPANY

By William E. Robertson

Published by National Bus Trader, Inc.

Route 3, Box 349B, Theater Road

Delavan, Wisconsin, 53115-9566; 1985

Softcover, 60 Pages; 51 Illustrations; 6 Maps, \$10.00, plus \$1.50 postage

The never-electrified Woodstock and Sycamore lasted but a few years (1910 to 1917), but epitomizes the failure of many interurbans having "delusions of grandeur", in trying to build too much with too little and carrying no traffic.

The story of this fascinating road, delayed for over two years in production while a dependable publisher could be located, was definitely worth the wait. Many fine maps (drawn by OSA member Bruce Moffat) orientate readers nicely with the route (which featured street running and side-of-road operation). Like many interurbans, problems occurred in crossing steam roads (it operated in two segments, from 1910 to 1913, with walking transfers across the CMStP&P in Genoa). The inability to build north of Marengo to Woodstock (which would have put it past the site of the Illinois Railway Museum in Union), kept the line from developing stronger connections to the north.

Operation of unreliable McKee motor cars (in lieu of electrification) crippled the line from the beginning. The lack of freight (typical of most interurbans), a marginal mail contract (which lasted briefly) and an almost non-existent express service spelled doom for the line. Even such economies as Fairbanks-Morse engined cars and (as a last resort?) a White railbus could not keep the hapless road alive.

A detailed roster (with dispositions and McKee drawings) and well reproduced photos (especially considering their age), are most informative. Two pages on the road's lighter moments help make this a most delightful piece. Author Robertson must be commended on doing a fine job of research, especially in view of the obscurity and age of available material (especially timetables and other artifacts).

Hopefully Mr. Robertson will be awarded with such success with this book that he may perhaps write on other uncovered subjects - say, Palatine, Lake Zurich and Wauconda.

William Shapotkin

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GREEN PENNANT SPECIAL STAFF

Melvin Bernero	- Editor
Andris Kristopans	- Assistant Editor
Melvin Bernero	- Production Supervisor
John Le Beau	- Distribution Coordinator

Send your news items to ...  
Melvin Bernero  
3440 W. Evergreen Avenue  
Chicago, Il. 60651-2309

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