



Welcome to another issue of The Green Pennant Special. It is through this publication that we endeavour to keep the membership informed on happenings in the organization and the transit community.

*** APRIL MEETING ***

The April meeting of The Omnibus Society of America will be held at the Bismarck Hotel in downtown Chicago on the evening of April 3, 1987. Our meeting will begin at 7:30 pm and be located in Parlor "E".

Our program for the evening will be presented by Dave Stanley. Dave has consented to dip into his extensive movie file and pull out a number of golden oldies of past fan trips.

Our program should bring back fond and bittersweet memories to many of the members. It should prove to be an interesting evening. See you there.

*** MARCH MEETING ***

The March meeting of The Omnibus Society of America was held on March 6, 1987, at the Bismarck Hotel and was presented by Dave Wilson.

Dave dipped back into his slide collection to present a number of scenes of transit happenings in 1967. It was a very enjoyable meeting.

*** FAN TRIP ***

The OSA is sponsoring a fan trip on Pace North Division (Waukegan) on April 4, 1987. We are planning on using one of the new Gillig buses to travel around the Waukegan area, and down to Highland Park to photograph the FlixBus new looks in service in that town.

Our charter will depart from in front of the C&NW train station in Waukegan at noon with our return scheduled at 4:00 pm. The fare will be the usual \$15.00 with wives, sweethearts and seniors free.

For those members taking the train to Waukegan, below is a schedule of the rail service to Waukegan:

leave	arrive
10:35 am Chicago	5:25 pm
10:52 am Rogers Park	5:04 pm
11:01 am Central Street	4:55 pm
11:50 am Waukegan	4:05 pm

Note: If the train is late, our charter will hold for its arrival.

*** PAULINA SPUR TO BE REACTIVATED ? ***

Under a proposed plan for a Near West Side sports-medicine complex located in the area bounded by Damen, Paulina, Congress and Madison the CTA has been approached about reactivating the Paulina Street spur between the Lake and Douglas rapid transit lines to serve the new complex.

The seven-block spur runs between Congress and Lake and currently is used only to transfer trains from one line to another. Architects met with CTA planners to ask if it was feasible to reopen the spur that was last used for passenger service in 1958.

"Our answer was yes, but only after a considerable amount of money is spent," said CTA spokesman Bill Baxa. "The spur is only a single track now, so we'd have to put in another set of tracks. And the whole stretch would have to be rebuilt to make it passenger safe."

*** GREYHOUND NEWS ***

Some 150 unionized ticket agents, baggage handlers and telephone clerks were fired Thursday March 19th from their jobs at the Greyhound bus terminal in the Loop and replaced by nonunion workers who will earn one-third as much.

The dismissals came after Greyhound Corp., of Phoenix, Ariz., sold its Chicago operations, Central Greyhound Lines, to a Dallas-based investment group. Headed by Fred G. Currey, that group goes under the name BDHJ Transportation Management, Inc.

The dismissals occurred despite a clause in the contract between the company and UAW local 2144, stipulating that any firm purchasing Greyhound would have to accept the terms of the agreement, according to Ron Troutman, an international representative of the UAW.

Troutman explained that because Greyhound sold its local operation as a financial asset, the buyers did not have to honor the UAW as the workers representative. Some of the employees, many in their 40's and 50's had worked at the terminal at Clark and Randolph for between 20 and 40 years Troutman said. They were earning between \$10 and \$12 an hour, plus benefits, he said.

City official said the Currey group had approached the city to subsidize the wages of the new employees, who earn about \$4.50 an hour, with funds provided through the federal Job Training and Partnership Act. The city refused, saying such a subsidy would be illegal.

The company has agreed to pay the workers \$500,000 in severance benefits, Troutman said. This means an employee who has worked at the company for 40 years would receive about \$10,000, approximately six months' pay, he said. (Chicago Sun Times)

As stated in the February issue of GPS, the Chicago Greyhound Terminal was sold to Linpro Co., of Suburban Philadelphia.

Member Joel Shannon of Norristown, Pa., has written to say that the Greyhound Terminal situation in Philadelphia is as uncertain as it is in Chicago.

Ruebin, Inc., who owns the Greyhound Terminal located at 17th and Market streets wants to build an office building at that site. Since the lease has several years to run, Ruebin has to find another location for Greyhound as per the terms of the lease.

Ruebin found a site at 10th and Filbert streets, which is in Philadelphia's Chinatown, a very congested area. Needless to say, the Chinese Restaurant owners are very unhappy. Their concern is quite legitimate as the 10th and Filbert location is not a good location for a bus station (narrow streets) and could add to traffic problems.

*** FEATURE ARTICLE ***

In this issue we are presenting an article on the history of the Elston, Clybourn and Elston/Clybourn bus routes prepared by Bill Shapotkin.

*** OTHER CLUB ACTIVITIES ***

2nd Friday - Railway & Locomotive Hist. Soc.
Midland Hotel 7:30 pm.

3rd Friday - Railroad Club of Chicago
Bismarck Hotel 7:30 pm.

4th Friday - Central Electric Railfans' Assoc.
Midland Hotel 7:30 pm.

ELSTON/CLYBOURN - A LONG LOOK BACK

(Bill Shapotkin)

On Monday, September 8, 1986, CTA bus route #41 - Elston/Clybourn, changed its southern terminus to Union Station, marking the return of the route to downtown after a 13 year absence. The change served a two-fold purpose. One was to provide the #41 with a more attractive terminal, both operationally (the turns on Chicago were getting more difficult with the parked cars), and for attracting riders. The area around the train stations offered more offices and better downtown connections. It also allowed CTA to drop the marginal #128 Orleans, which operated between Union Station and Chicago/Halsted. The #41 duplicates this route south of Grand/Orleans. The #41 also acts as a supplemental service for the #125 Water Tower Express, between the Merchandise Mart, Lake Street 'L' and the train stations.

Dispite the service improvement, many observers, including myself, believe it is but a matter of time before the #41 falls victim to the planning department's hatchet, possibly with the next purge. The real reason for its being, carrying factory workers to and from the factories, whose abandoned shells still adorn both Clybourn and Elston, is now gone. Through riders have long dissappeared to the O'Hare 'L', and the fact that most people will not ride past Chicago's infamous Cabrini-Green housing project at Larrabee and Division.

So before the last fare is paid, and the last transfer punched, let's take a long look back at one of Chicago's oldest transit routes, dating back to 1865. The line has the distinction of featuring every type of transit vehicle to have ever seen continuous regular service in Chicago - horsecars, cable cars, street cars, trolley buses and motor buses.

#41 - CLYBOURN (EXCEPT AS NOTED)

- 4-23-1865 Inaugurated horsecar service between Clybourn/Larrabee and Clark/Washington via Clybourn-Division-Clark.
- 1869 Extended horsecars via Clybourn to North.
- 1871 Extended horsecars via Clybourn to Cortland.
- 11-8-1875 Rerouted horsecars via Division-Wells to Randolph.
- 1883 Extended horsecars via Clybourn to Fullerton.
- 3-1888 Extended horsecars via Clybourn to Belmont.
- 5-2-1891 Substituted cable cars for horsecars, from Bosworth terminal via Clybourn-Division-Wells-Illinois-LaSalle (through river tunnel) to Monroe-Dearborn-Randolph loop.
- 6-2-1895 Substituted streetcars for horsecars between Clybourn/Belmont and Clybourn/Bosworth. Remainder of route retained cable car service.
- 10-21-1906 Substituted streetcars for cable cars, and through routed streetcars from Clybourn/Belmont via Clybourn-Division-Wells-Randolph to LaSalle-Monroe-Dearborn loop.
- 6-6-1910 Instituted Through Route 2 Clybourn-Wentworth streetcar service between Clybourn/Belmont and 79th/Halsted via Clybourn-Division-Clark-Archer-Wentworth-Vincennes-79th.
- 7-17-1912 Rerouted Through Route 2 streetcars via Vincennes to off-street terminal at 80th.
- 7-21-1912 Rerouted streetcars via Wells-Illinois-LaSalle (through river tunnel) to Monroe-Dearborn-Randolph loop.
- 2-1-1914 Rerouted Through Route 2 streetcars through downtown via Division-Wells-Illinois-Clark.
- 7-1-1914 Rerouted streetcars via Wells-Harrison to State.
- 9-13-1924 Discontinued Through Route 2 streetcar service.
- 1932 Extended service via Western to Western/Roscoe terminal. (To service Riverview amusement park)
- 5-4-1947 Substituted buses for streetcars, from Western-Melrose-Oakley loop via Clybourn-Division-Orleans-Franklin to Monroe-State-Adams loop. Work transferred from Division Station to Limits Station.
- 9-10-1949 Cut-back evening, owl and weekend buses via Clybourn-Division to Dearborn-Elm-Clark loop.
- 5-28-1950 Transferred work from Limits Station to North Park Station.
- 12-17-1950 Extended evening, owl and weekend buses via Division-Orleans-Chicago to State-Superior-Clark loop.
- 11-25-1951 Transferred work from North Park Station back to Limits Station.
- 10-19-1953 Rerouted evening, owl and weekend buses via Chicago to State-Huron-Clark loop.
- 6-19-1955 Transferred work from Limits Station back to North Park Station again.
- 4-28-1957 Combined with Elston service. See Elston/Clybourn history.