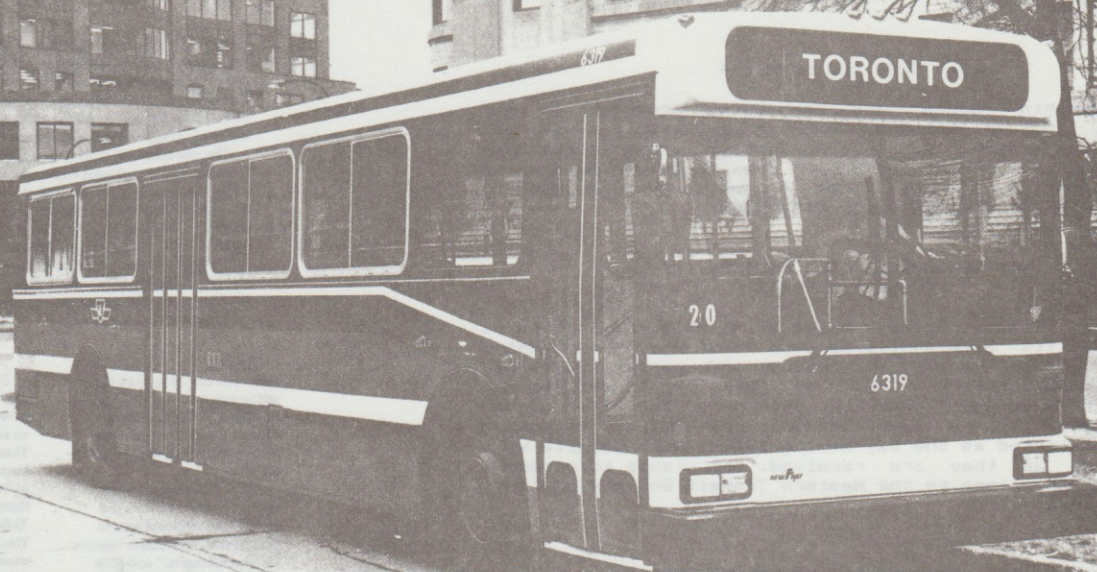


# Green Pennant Special

RUN #62 OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC. MARCH 1988

## IT'S A TRADITION



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

### \*\*\* FEBRUARY MEETING \*\*\*

The February meeting of The Omnibus Society of America was held on February 5, 1988, in downtown Chicago at the Bismarck Hotel in Parlor "E". The meeting started at 7:30pm.

Our program for the evening was presented by Mr. Kevin Kerr, CTA Records Storage Coordinator. Mr. Kerr talked on the subject of record preservation and storage. He explained about the different types of record storage material that is available to slow up the natural destruction of paper and film records, and how to prevent their accidental destruction. It was a very enjoyable discussion.

### \*\*\* MARCH MEETING \*\*\*

In the early morning hours of March 2, 1958, the last streetcar operated in Milwaukee, Wisconsin. On the 30th anniversary of this last run David Stanley will present a program on the streetcars of Milwaukee. Our meeting will be on March 4, 1988, at the Bismarck Hotel in downtown Chicago. The meeting will be in Parlor "E" and begin at 7:30pm. See you there!!!

### \*\*\* DUES REMINDER \*\*\*

OSA membership dues are now being accepted by the Treasurer, Melvin Bernero. Regular membership dues are \$16.00 with senior, clergy and active armed forces dues \$8.00. You can either give your dues to Melvin Bernero at any OSA meeting or mail them to Melvin Bernero, 3440 W. Evergreen Avenue, Chicago, Il, 60651-2309.

### \*\*\* CONGRATULATIONS WESTERN \*\*\* TRANSIT SOCIETY

The Western Transit Society based in Anaheim, California is celebrating its 25th anniversary in 1988. They are planning to visit local transit properties and charter bus firms, selected manufacturers, LACTC or Metro Rail activities, along with a dinner banquet, speaker(s) and after dinner entertainment. It is expected that one Saturday in August will be selected as the day of the event. More details will be supplied as they are received. OSA wishes to extend a warm congratulations to the Western Transit Society on their 25th anniversary.

### \*\*\* CTA "L" CARS VANDALISED \*\*\*

Twenty-nine CTA rapid transit cars operating on the Ravenswood line have had their door safety systems disabled. The vandalism consisted of either cut or pulled loose rubber tubing carrying pressurized air that causes the car door to reopen if it catches a passengers body while closing.

Frank Wilson, the CTA's new senior deputy for operations, said failure of a door's pneumatically operated "sensitive edge" to reopen the doors properly "could definitely result in injury to any passenger caught between the closing doors."

Wilson said the door damage "apparently" has been committed by employees because the tubing is accessible only if a locked wall panel is opened with a key that is supposed to be available only to CTA employees. The same key opens car cab doors and panels carrying the brake fuses and switches. A vandal would have to "know what he's looking for" and understand the result of cutting or disconnecting the tubing. (Chicago Sun Times)

### \*\*\* NEW SALES REPRESENTATIVE \*\*\*

Universal Coach Parts has announced the appointment of Dwight A. Barnett to the position of Sales Representative effective January 1, 1988. Dwight came to Universal Coach Parts after spending his last 22 years with General Motors Truck and Bus Division. His expert knowledge of GM came from working in Coach Production and Technical Services areas, spanning the New Look, Intercity and RTS coaches. Most recently he worked as Sales Engineer.

### \*\*\* MONTHLY FEATURES \*\*\*

Our route history for this month is on the Diverssey line while our roster of the month is on the GMC TDH3302/TDH3302A model.

### \*\*\* FAN TRIP \*\*\*

It was fifteen years ago, March 25, 1973, that the CTA discontinued the last of its non-polluting trackless trolley routes. Join us on March 26, 1988, as we commemorate this day of infamy. Our charter bus for the trip will leave from in front of the old Trailways station on Randolph near State (yes we know a trolley bus never operated under its own power into downtown) at 10:00am. We will travel over the trolley bus network and return back downtown at 3:00pm. As usual our fare for the day will be \$15.00 with wives and seniors free. Show up and help us commemorate this event, black armbands optional.

## *Pace purchases 172 new Orion buses*

In a move that Executive Director Joe DiJohn called "the answer to one of the biggest problems this agency has faced," Pace ordered 100 new buses to replace part of its fleet of Grumman-Flexibles. The 100 new Orion buses, manufactured by Bus Industries of America, Inc., are expected to begin rolling on the streets in late 1988.

The new buses will replace approximately 150 of Pace's troubled Grumman-Flexibles buses, which have been plagued with problems and high maintenance costs. Although the Grumman-Flexibles were expected to last 12 years, Pace will retire the buses early because of their rapidly-deteriorating condition and their poor dependability.

"Passengers now can look forward to a more comfortable ride," said Pace Chairman Florence Boone. The buses will feature air conditioning, improved heating and lighting and more comfortable seating.

The Orions will cost \$149,065 each. The cost of the new buses will be split between Pace and the Regional Transportation Authority, with Pace paying 40 percent and the RTA paying 60 percent.

"This shows serious commitment and cooperation on the part of both service boards to provide safe, dependable vehicles for our passengers," said RTA Executive Director Theodore G. Weigle.

Pace also recently received approval from the federal government for the purchase of an additional 72 new Orions. Those buses will replace GMC buses that have reached the end of their service life. Because there was only one bidder on the 72-bus order, the Urban Mass Transportation Administration was scrutinizing that bus purchase.

\*\*\*\*\*

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Green Pennant is distributed to the members of the Omnibus Society of America at no additional charge and is published in lieu of the regular meeting notice. There is no set frequency of issue.

\*\*\*\*\*



## (Andris J. Kristopans)

serial	delivered	order no	customer	fleet no
001-002 A	5/72	197412-413	Community Motor Bus Co (Portsmouth,VA)	227-228
003-004 A	5/72	197620-621	Univ of Georgia (Athens)	990-991
005 A	5/72	198822	Univ of Georgia (Athens)	992
006-013 A	5/72	198499-506	Muncie City Lines (IN)	025-032
014-021 A	5/72	198569-576	City of Jackson (MI)	301-308
022-029 A	5-6/72	198584-591	City of Yakima (WA)	43-50
030 A	5/72	198645	Red-Yellow Cab Co (Toledo,OH)	100
031-038 A	5-6/72	198740-747	City of Amarillo (TX)	1701-1708
039 A	6/72	198577	South Carolina Electric & Gas Co (Columbia,SC)	235
040-041 N	5/72	197972-973	Johnstown Traction Co (PA)	431-432
042 N	5/72	198495	Univ of Massachusetts (Amherst)	M47
043 N	11/72	199426	GMD Belleville Transit System (Ont)	30
044-047 N	11/72	199427-430	GMD Barrie City Transit (Ont)	512-515
048-051 N	11/72	199473-476	Univ of Connecticut (Middletown)	201-204
052-053 N	11/72	199477-478	GMD Autobus Drummondville (Que)	851-852
054 N	10/72	199479	GMD Galt Pubic Utilities Comm (Ont)	200
055-056 N	11/72	199563-564	GMD Chatham Coach Lines (Ont)	223-224
057 N	2/73*	199612	Unda Bus Service (Stoughton,MA)	7233
058 N	11/72	199694	GMD Moose Jaw Transit System (Sask)	22
059-068 A	11/72	199480-489	S Carolina Electric & Gas Co 232-234,230,231,363-365,361,362	
069-073 A	11/72*	199614-618	Duke Power Co (SC) 1509,1996,1741,2067,1748	
074 A	11/72	199472	GM Coach Sales	
075 N	11/72	200001	GMD D.T.S. Busses,Ltd (Dartmouth,NS)	137
076-077 A	12/72	200014-015	City of Loves Park (IL)	1-2
078-098 A	3-4/73	200363-383	Central Pinellas Transit (Clearwater,FL)	101-121
099-106 A	4-5/73	200396-408	S Broward Transit Auth Dist (Ft Lauderdale,FL)	6209-6216
107-114 A	3-4/73	200428-435	City of Staunton (VA)	1-8
115-116 A	4/73	200439-440	Western Mass Bus Lines (Northampton,MA)	7313-7314
117-128 A	3-4/73	200551-562	City of Waco (TX)	101-112
129-133 A	4/73	200476-480	Duke Power Co (SC)	3595-3599
134-148 A	3-5/73	200484-498	City of Alexandria (LA)	
149 A	4/73*	200667	Allied Aviation Service Co of MO (Kansas City,MO)	15
150 A	4/73*	200668	Monongalia County Court (Morgantown,WV)	
151 A	7/73*	200669	Five-Mile Beach Electric Ry Co (Wildwood,NJ)	74
152 A	8/73*	200670	Univ of Georgia (Athens)	969
153 A	4/73*	200671	Allied Service Co (Houston,TX)	73
154 A	11/73*	200672	Eastern Air Lines (LaGuardia,NY)	
155 N	4/73	200455	Country Club Bus Lines (El Paso,TX)	103
156-163 N	4/73	200649-656	City of Bellingham (WA)	860-867
164-168 N	9/73	200918-922	GMD City of Cambridge (Ont)	201-205
169-177 N	9-10/73	200974-982	GMD Calgary Transit System (Alta)	328-336
178-179 N	10/73	201642-643	Johnstown Traction Co (PA)	433-434
180-181 N	9/73	201738-739	GMD Stratford Public Utilites Comm (Ont)	7322-7323
182 N	10/73	201740	GMD City of Peterborough (Ont)	69
183 N	10/73	201753	State Univ of New York (NY)	
184 N	10/73	201763	GMD Chatham Coach Lines (Ont)	243
185 N	9/73	201773	GMD City of Belleville (Ont)	31
186 N	9/73	201974	City of Ithaca (NY)	130
187 N	10/73	201870	GMD City of Belleville (Ont)	32
188 A	9/73	201682	City of Modesto (CA)	B122
189-190 A	9/73	201778-779	City of Indianapolis (IN)	737,736
191-192 A	9/73	201800-801	Eastern Michigan Univ (Ypsilanti,MI)	42-43
193-194 A	9/73	201776-777	City of Napa (CA)	101-102
195-204 A	9-10/73	201790-799	City of Meridian (MS)	7300-7309
205-208 A	10/73	201905-908	City of Long Beach (NY)	
209-210 A	9/73	202040-041	Eastman Kodak Co (Rochester,NY)	



serial	delivered	order no	customer	fleet no
211-212 A	9-10/73	201765-766	Village of Arlington Heights (IL)	3-4
213-216 A	10/73*	201782-785	Chittenden County Transp Auth (Burlington,VT)	
217 A	12/73*	201786	Skyline Manor (Omaha,NE)	
218-219 A	9-10/73*	201787-788	Santa Cruz Metropolitan Transit Dist (CA)	
220 A	10/73*	201789	Golden Empire Transit Dist (Bakersfield,CA)	
221-222 A	10/73	201866-867	Jefferson City Transit Auth (MO)	602-603
223 A	10/73	201762	Eastern Michigan Univ (Ypsilanti,MI)	46

\* Sold from stock.

-BOOK REVIEW-

Chicago Surface Lines: An Illustrated History

By Alan R. Lind

Third edition, second printing, March, 1986.

Transport History Press

P.O. Box 201

Park Forest, Illinois 60466

496 Pages, profusely illustrated with photos, drawings and maps. \$35.00

Appearance of a deluxe second printing of the third edition of this now especially weighty tome, of which some 10,000 copies are now in print after thirteen years (certainly ranking it as a traction best seller!), justifies a review, even at this seemingly late date in order to evaluate the comments and criticisms of a certain self-appointed "Chicago Surface Lines Historian" (himself an undependable publisher! But "JUST WAIT!") levelled against it over the years.

Lind's single greatest mistake was in not clearly defining the limitations and parameters of the scope of his book in the introduction, or on page 1 (maybe even in bold face type, given the density of the average "railfan"!)). Hence, for the past thirteen years we have been subject to constant whining about how "it's incomplete", "there's no history", etc. In fact, on page 4, Lind states: "In writing about the Surface Lines, one quickly becomes aware that the subject is big enough to fill a half-dozen books" if in-depth coverage was given to the cars, routes, motor and trolley buses, personnel, politics and labor relations. And on page 16 he states: "The first decade of the Twentieth Century and the 10 years after World War II marked the periods of greatest change for street railway transportation in Chicago". Putting two and two together, it becomes obvious that his intention was to produce a basic illustrated review of the system as it existed during its peak years from about 1910 to the CTA takeover in 1947, carrying the history of the car lines through conversion by the CTA. This is what account for various route histories beginning (as in the case of 35th St.): "We pick up the story of this line on October 30, 1911...". It was no more his intention to cover the street railways in-depth prior to the actual Surface Lines era than it was to follow through with bus changes on the various CTA routes up to the time of publication, both being legitimate areas for further research and publications in themselves. Nonetheless, to give a "feel" for the early days, he includes a chapter on the history of the Cottage Grove line from 1859 to 1914 and a selection of photos of cars from the single truck, pre-CSL era.

Unfortunately, the clamor for "history" got the better of him, resulting in a fragmented, disjointed chronology abstracted verbatim from various reports being tacked on to the third edition. Hence, we learn of the "Settlement Ordinance" of 1907 establishing the "Traction Fund", which set the stage for the struggle for "Unification" that was to bounce back and forth through the courts for the next 40 years. But there is not even a brief, basic explanation of the provisions thereof (this undoubtedly being covered elsewhere in the reports he abstracted), hence we are literally left hanging as to just what all the endless litigation and controversy was really all about. In fact, one's initial reaction to all this is that there was no real "history" during this period, for as Lind himself points out elsewhere, the greatest changes took place before and after the period in question. As far as the public was concerned it was business as usual, "always a car in sight", the most notable additions probably being the trolley bus lines on the newly developed Northwest side.

It was only after acquiring some of the relevant reports myself very recently that it became clear what the "Traction Fund" and "Unification" controversy were really about, what they intended to accomplish and with who's money, and why the private companies and financiers fought it tooth and nail. It also cleared up my long puzzlement as to why Chicago's rapid transit development basically stopped with the original 1890's elevated system, as compared to the steady expansion in New York right up to World War II. Surely Lind could have summarized the basics of this needlessly complicated story in much less than the 30 pages devoted to the chronology, at the same time giving us a handle on what it was really all about. Either that or leave it alone.

In fact, other than the photos and drawings, most of what was added to the third edition was a waste. Out of 80 pages, 30 were blown on the confusing chronology, followed by 20 devoted to a computer-generated index by car number and location of every photo in the book - in bold face type, no less! No doubt a "computer hacker's" dream, it adds nothing of substance to the book. At the very least, it should have been run in the smallest type available so it could be disposed of in a couple of pages, telephone book style, rather than 20. I don't think there's any argument that more photos, maps, car plans, etc. would have put these 20 pages to much better use and been much better received. On the other hand, the guide to street name changes connected with street railway history is a useful reference.

The value Lind gives for the money was driven home recently by the partial re-issue of what was originally a 435 page book by a well-known author, originally published in 1967 for \$20 as one volume of a so-called "Traction Trilogy". The current version, containing about a third of one volume of the original "Trilogy" sells for \$42.95! So by the time the rest of this single volume is re-issued in two additional volumes as planned, the price will be around \$130! If the same practice is followed with the other two volumes or the original "Trilogy", which as originally published cost \$65 for all three, the total cost for nine volumes will be in the \$400-\$450 bracket! That's what I call a "Traction TRAVESTY"! By comparison, Lind's book originally sold for \$17.50 in 1974, and while doubling in price over the last thirteen years, is still intact and printed on the very highest quality paper with the best and strongest possible binding (though the original was nothing to be ashamed of). All of which proves that Lind not only knows his subject relatively well, but is a businessman who knows how to control costs and produce and market a quality product. And Lind wastes no space on "garbage" photos, such as of a guy reading a newspaper, a conductor collecting fares, or a close-up of a bunch of people boarding a cars, as does the "Trilogy/TRAVESTY", which at the same time omits a photo of the Pennsy class E-2b, a significant class of motive power. Lind includes photos of all major CSL car types.

To sum up, Lind assembled a very impressive selection of material giving an excellent basic review of the Surface Lines era, no more and no less. Whatever some may feel is missing, whether on CSL itself, its predecessors, or, for that matter CTA or other Chicago transit operations, nobody is stopping them from researching their particular areas of interest and filling in any gaps they feel exist. The fact is, Lind is the only one to date to act on what he had. All the "hidden treasures" in the world are worthless unless use is made of them and people are willing to co-operate. Until that time, Lind's book will stand as the single classic, definitive work on transit in Chicago. Zenon Hansen



# DIVERSEY

Unlike the many routes we've looked at up to this point, Diversey is one which traces its ancestry to both the Chicago Surface Lines and the Chicago Motor Coach. In fact, while the route today more closely resembles the CSL operation (with an extended CMC operation east of Western Avenue), many of the old characteristics still hang on, some thirty six years after CMC joined the CTA.

CHICAGO MOTOR COACH #34 - DIVERSEY (EXCEPT WHERE NOTED) (6/18/24 TO 10/1/52)

CHICAGO TRANSIT AUTHORITY #134 - DIVERSEY (10/1/52 TO 6/19/55)

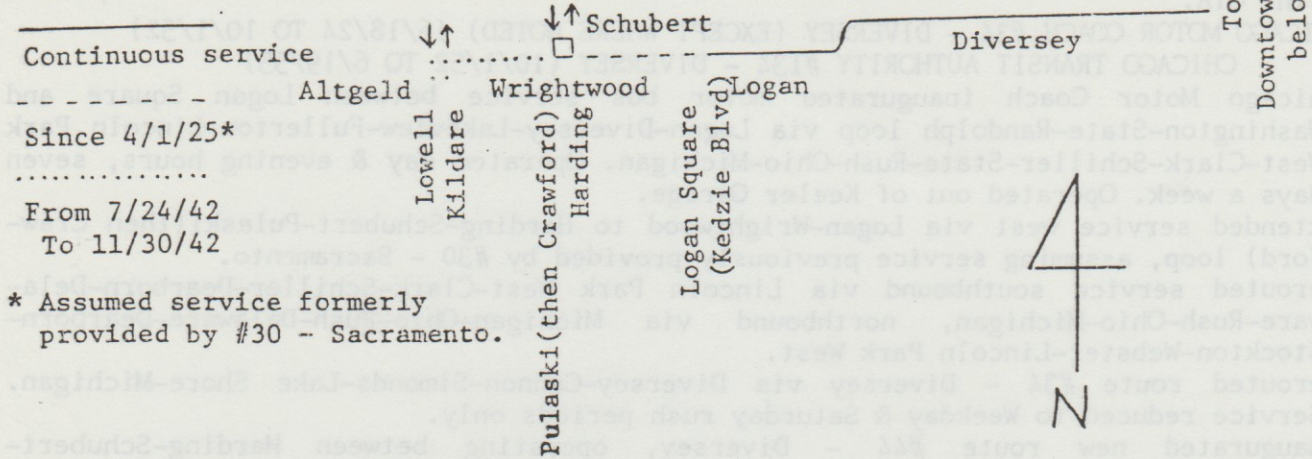
- 6/18/24 Chicago Motor Coach inaugurated motor bus service between Logan Square and Washington-State-Randolph loop via Logan-Diversey-Lakeview-Fullerton-Lincoln Park West-Clark-Schiller-State-Rush-Ohio-Michigan. Operated day & evening hours, seven days a week. Operated out of Keeler Garage.
- 4/1/25 Extended service west via Logan-Wrightwood to Harding-Schubert-Pulaski(then Crawford) loop, assuming service previously provided by #30 - Sacramento.
- 5/16/25 Rerouted service southbound via Lincoln Park West-Clark-Schiller-Dearborn-Delaware-Rush-Ohio-Michigan, northbound via Michigan-Ohio-Rush-Delaware-Dearborn-Stockton-Webster-Lincoln Park West.
- 8/10/27 Rerouted route #34 - Diversey via Diversey-Cannon-Simonds-Lake Shore-Michigan. Service reduced to Weekday & Saturday rush periods only.  
Inaugurated new route #44 - Diversey, operating between Harding-Schubert-Pulaski(then Crawford) loop and Ohio-State-Monroe loop via Wrightwood-Logan-Diversey-Lakeview-St James-Stockton-Lincoln Park West-Clark-LaSalle-Elm-Dearborn. Operated day & evening hours, seven days a week. Operated out of Keeler Garage.
- 10/ 3/28 Extended route #44 - Diversey service west via Wrightwood-Pulaski-Diversey to Narragansett "Y". Closed door operation between Pulaski and Laramie, as CSL had local operating rights over that portion of Diversey.
- 10/20/29 Rerouted all service via Diversey-Cannon-Simonds-Lake Shore-Michigan to Monroe-State-Randolph loop, discontinuing west side Lincoln Park service.
- 12/ 1/29 Cut-back #44 - Diversey Sunday morning service eastbound via Diversey to Cannon-Lake Shore loop.
- 4/17/30 Discontinued #44 - Diversey service, pursuant to CSL winning operating rights over CMC. Extended CSL route #76 - Diversey assumed service west of Laramie (then the current end-of-line), effective this date.  
Resumed operation of route #34 - Diversey service day & evening hours, seven days a week between Wrightwood/Pulaski and downtown over existing route.
- 5/14/35 Rerouted service via Diversey-Stockton-LaSalle-Lake Shore, resuming operations on west side of Lincoln Park.
- 1/12/42 Rerouted service via Diversey-Lakeview-Fullerton-Stockton.
- 1/13/42 Rerouted service southbound to operate via Diversey-Stockton.
- 1/15/42 Rerouted service northbound to operate via Stockton-Diversey.
- 7/24/42 Inaugurated Weekday & Saturday rush period extension bus service between Harding-Schubert-Pulaski loop and Lowell-Altgeld-Kildare loop via Wrightwood. Operated out of Keeler Garage.
- 11/30/42 Discontinued extension bus and cut-back Sunday service to Cannon-Lake Shore West loop, both by order of O.D.T. \*
- 5/23/43 Resumed Sunday afternoon service downtown.
- 10/ 7/45 Resumed Sunday late morning & evening service to downtown.
- 11/10/51 Rerouted Weekday & Saturday daytime service to operate via Michigan to Adams-State-Washington loop, account one-way streets. Evening & Sunday service operated via Jackson-State-Washington loop.
- 12/ 3/51 Rerouted evening & Sunday service to operate via Adams-State-Lake loop.
- 10/ 1/52 Route assumed by Chicago Transit Authority. Route renamed "134 - Diversey".
- 1/26/53 Rerouted evening & Sunday service to operate via Michigan to Van Buren-State-Lake loop, due to Jackson becoming a one-way eastbound street.
- 1/29/53 Rerouted evening & Sunday service to operate via Michigan to Congress-State-Lake loop.
- 3/16/53 Rerouted Weekday & Saturday daytime service to operate via Adams-Wabash-Lake loop, evenings & Sundays via Congress-Wabash-Lake loop.
- 11/ 9/53 Rerouted all service to operate via Adams-Wabash-Lake loop.
- 6/19/55 Route #134 - Diversey discontinued. Service absorbed into route #76 - Diversey.



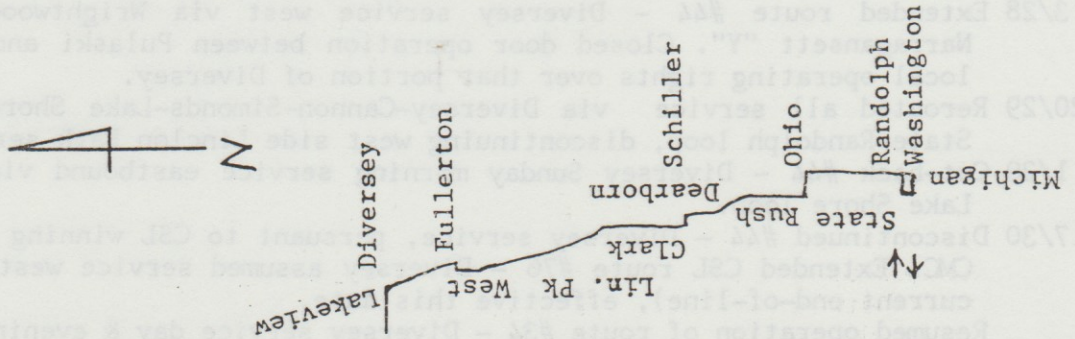
# CHICAGO MOTOR COACH #34 - DIVERSEY

(6/18/24 TO 10/1/52)

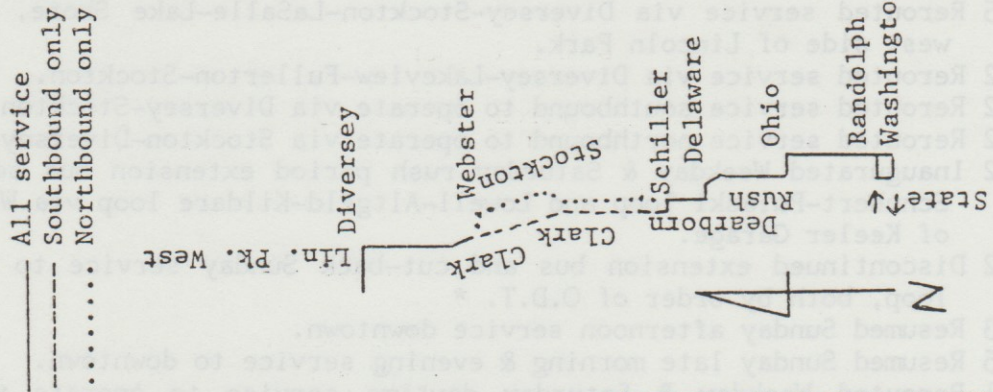
CHICAGO TRANSIT AUTHORITY #134 - DIVERSEY (10/1/52 TO 6/19/55)



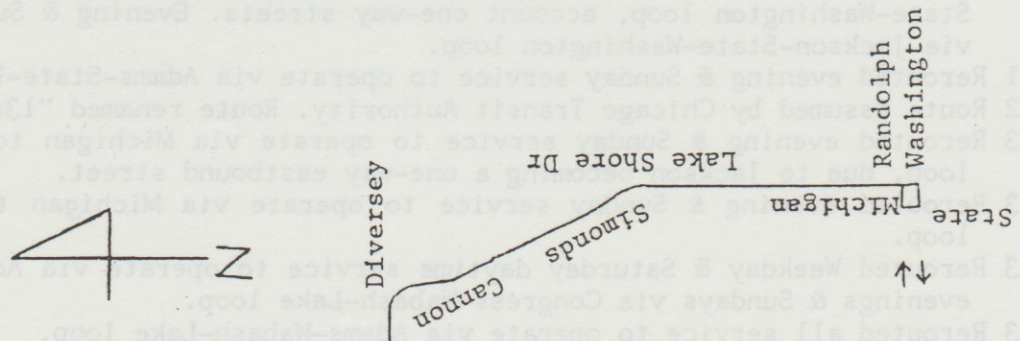
DOWNTOWN ROUTING  
6/18/24 TO 5/16/25



DOWNTOWN ROUTING  
5/16/25 TO 8/10/27



DOWNTOWN ROUTING  
8/10/27 TO 5/14/35





## CHICAGO SURFACE LINES #76 - DIVERSEY (7/16/23 TO 10/1/47)

## CHICAGO TRANSIT AUTHORITY #76 - DIVERSEY (SINCE 10/1/47)

- 7/16/23 Chicago Surface Lines inaugurated one-man streetcar service between Kimball and Pulaski (then Crawford) via Diversey. Operated twenty-four hours a day, seven days a week. Operated out of North Ave Station.
- 8/11/27 Inaugurated extension motor bus service between Harding "Y" and Laramie "Y" via Diversey. Operated twenty four hours a day, seven days a week. Operated out of North Ave Station.
- 4/17/30 Substituted trolley buses for one-man streetcars and motor buses over thru route between Kimball-Parker-St Louis loop and Narragansett "Y" via Diversey. Service west of Laramie replaced former CMC #44 - Diversey service pursuant to CSL winning operating rights over CMC. Route continued operation out of North Ave Station.
- 11/22/31 Extended service west via Diversey to Nagle "Y".
- 6/19/32 Extended service west via Diversey to Neva "Y".
- 9/12/35 Extended service east via Diversey to Western terminal.
- 10/ 4/38 Began using Diversey/Neva terminal.
- 5/19/55 Sustituted motor buses for trolley buses. Through-routed buses between Neva terminal and Adams-Wabash-Lake loop via Diversey-Stockton-LaSalle-Lake Shore-Michigan, operating day & evening hours Weekdays and Saturdays and Mid-morning thru evening hours on Sundays, assuming service previously provided by #134 - Diversey. Owl (and early Sunday morning) service operated between Neva terminal and Elston-Logan loop only. Supplementary Weekday rush period service operated between Neva terminal and Milwaukee-Kedzie-Logan-Milwaukee-Kedzie loop via Diversey. Former trolley bus work transferred to Keeler Garage from North Ave Station.
- 1/8/57 Rerouted Long Square rush period service via Diversey-Kedzie to Logan Square loop.
- 10/22/61 Cut-back Sunday service eastbound via Diversey to Cannon-Lake Shore West loop.
- 9/14/64 Rerouted certain Logan Square rush period trips to operate via Diversey-Pulaski-Wrightwood-Logan, eastbound in AM rush, westbound in PM rush.
- 2/26/68 Reversed east-end owl loop to operate via Diversey to Logan-Elston loop.
- 2/2/70 Cut-back all service to operate eastbound to Cannon-Lake Shore West loop (ending all downtown service). Rerouted Logan Square via Diversey trips via Diversey to Milwaukee-Logan Square terminal-Kedzie loop. Rerouted Logan Square via Wrightwood trips eastbound via Wrightwood-Logan-Milwaukee to Logan Square terminal, westbound via Kedzie-Wrightwood.
- 3/25/73 Transferred work to North Ave Station from Keeler Garage, account closure of Keeler Garage.
- 1979 Reversed Neva loop from counterclockwise to clockwise operation, account change of Neva to a one-way southbound street.
- 9/13/81 Discontinued owl service. \*\*
- 7/4/82 Rerouted through service eastbound via Diversey-Milwaukee-Logan Square terminal-Kedzie-Diversey, westbound via Diversey-Kedzie-Logan Square terminal-Kedzie-Diversey.
- 9/7/86 Route transferred to Forest Glen Station from North Ave Station, account closure of North Ave Station.
- 1/24/88 Discontinued service via Wrightwood.
- \* In compliance with the O.D.T. order, CMC cut-back Sunday morning service to began operation approx. 8:00 AM, as opposed to the usual 5:00 AM. It was felt that the impact would be minimal, as ridership during these hours was rather low. This unique practice continues to-date on many ex-CMC routes.
- \*\* As-part of the distinction of the western portion being a former CSL operation, early Sunday morning service has continued to operate between Neva terminal and Elston-Logan loop. Since 7/4/82, this service was likewise routed through the Logan Square terminal in the same manner as the through service. Thus the former CSL portion of the route continues to operate a full "day and evening hours" on Sundays.

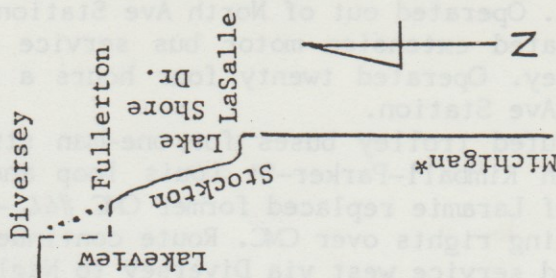
## CHICAGO SURFACE LINES/CHICAGO TRANSIT AUTHORITY #76 - DIVERSEY (7/16/23 TO 6/19/55)

Neva	Narra-	Laramie	Pulaski	Kimball	Western	Since 7/16/23
	gansett					Since 8/11/27
					.....	Since 4/17/30
					-----	Since 6/19/32
					-----	Since 9/12/35

4  
N



\* Downtown loops not shown.  
In service, 5/14/35 to 6/19/55  
.. In service as follows:  
5/14/35 to 1/12/42 - All service.  
1/13/42 and 1/14/42 - Southbound  
only.  
1/15/42 to 6/19/55 - All service.  
--- In service as follows:  
1/12/42 - All service.  
1/13/42 and 1/14/42 - Northbound  
only.



The map shows the DIVERSEY route, which is a horizontal line with a dashed section on the left and a solid section on the right. The route is labeled "DIVERSEY" at both ends. Stops along the route include Narraغان, sett, Diversey, Pulaski, Harding\*, Wrightwood/Logan, Diversey, St James, Lincoln, Stockton, Clark, Elm, Ohio, Dearborn, LaSalle, State, and Monroe. A north arrow points upwards.

CHICAGO MOTOR COACH #44 - DIVERSEY (8/10/27 to 4/17/30)

Narraغان  
sett

Diversey

\*Schubert

Pulaski  
Harding\*

Wrightwood/Logan

Diversey

St James

Lincoln

Stockton

Clark

Elm

Ohio

Dearborn

LaSalle

State

Monroe

In service, 8/10/27 to 4/17/30.

.... In service, 8/10/27 to 10/3/28.

--- In service, 10/3/28 to 4/17/30.

... In service, 8/10/27 to 10.20/29. For routing between 10/20/29 and 4/17/30, see #34 downtown routing during this period.

... Sunday morning east-end loop, 12/1/29 to 4/17/30.

\* During period 8/10/27 and 10/3/28, west-end loop operated via Harding-Schubert-Pulaski.

CHICAGO TRANSIT AUTHORITY #76 - DIV  
Diversey

LOGAN SQUARE TRIPS  
6/19/55 TO 1/8/57

Diversey

LOGAN SQUARE SERVICE VIA  
DIVERSEY E/B SINCE 7/4/82

Diversey

LOGAN SQUARE TRIPS  
1/8/57 TO 9/14/64

Diversey

LOGAN SQUARE SERVICE VIA  
DIVERSEY - W/B SINCE 7/4/82

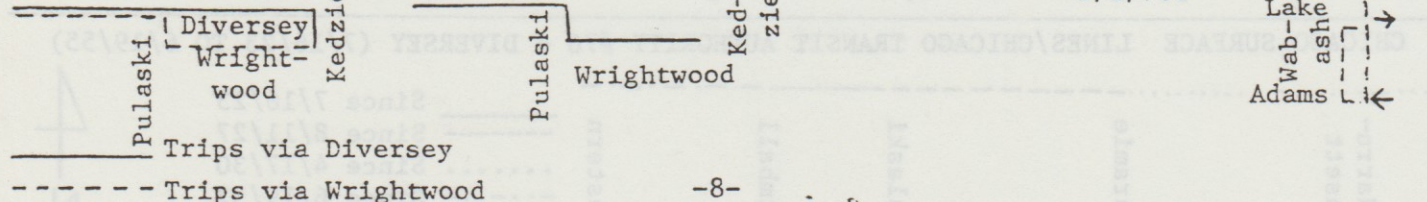
Diversey

LOGAN SQUARE TRIPS  
9/14/64 TO 7/4/82

LOGAN SQUARE TRIPS OFF  
WRIGHTWOOD - 7/4/82 - 1/24/88

Diversey

Since  
6/19/55  
Downtown  
From 6/19/55  
To 2/2/70  
East-end short  
turn terminal,  
Sundays only  
from 10/22/61,  
East-end term-  
inal loop from  
2/2/70.





## THE OMNIBUS SOCIETY OF AMERICA, INC.

c/o John Le Beau  
15329 Chicago Road #12  
Dolton, Illinois 60419-2560

### WHAT IS THE OSA?

SINCE ITS INCEPTION IN 1961, THE OSA HAS GROWN TO BECOME CHICAGO'S MOST ACTIVE TRANSPORTATION ENTHUSIAST ORGANIZATION. THE OSA HAS OPERATED OVER 130 INSPECTION TRIPS OF VARIOUS TRANSIT PROPERTIES THROUGHOUT THE MIDWEST AREA. THESE TRIPS HAVE RANGED FROM SUCH LARGE SYSTEMS AS CHICAGO, ILLINOIS AND MILWAUKEE, WISCONSIN TO THE SMALLER SYSTEMS OF AMES, IOWA AND WAUKEGON, ILLINOIS. OUR TRIPS HAVE TAKEN US AS FAR NORTH AS MARQUETTE, MICHIGAN, AS FAR SOUTH AS HARRISBURG, ILLINOIS, AS FAR WEST AS OMAHA, NEBRASKA, AND AS FAR EAST AS JOHNSTOWN, PENNSYLVANIA. EQUIPMENT ON THESE TRIPS HAS RANGED FROM LONG DISTANCE HIGHWAY COACHES AND TOURING BUSES TO TRACKLESS TROLLEYS AND LOCAL TRANSIT-TYPE VEHICLES. IN FACT, ON ONE SUCH INSPECTION TRIP TO TOLEDO, OHIO, A FORD TRI-MOTOR AIRPLANE WAS USED AS PART OF THE TOUR.





**DOES THE OSA HAVE REGULAR MEETINGS?**

YES. THE OSA MEETS REGULARLY FROM SEPTEMBER TO JUNE ON THE FIRST FRIDAY OF THE MONTH IN DOWNTOWN CHICAGO. PROGRAMS RANGE FROM TALKS AND LECTURES BY TRANSIT OFFICIALS TO MOVIE AND SLIDE PRESENTATIONS BY MEMBERS AND INVITED GUESTS.

**WHO ARE OSA MEMBERS?**

OSA MEMBERSHIP CONSISTS OF BOTH MEN AND WOMEN FROM ALL AGE GROUPS AND ALL WALKS OF LIFE. MEMBERSHIP DUES ARE 16 PER CALENDAR YEAR, AND ENTITLE MEMBERS TO ATTEND REGULAR MEETINGS, RECEIVE MEETING AND FAN-TRIP NOTICES AND PARTICIPATE IN ANNUAL ELECTION OF OFFICERS.

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**THE OMNIBUS SOCIETY OF AMERICA, INC.**

c/o John Le Beau  
15329 Chicago Road #12  
Dolton, Illinois 60419-2560

DEAR SIR:

I HAVE ENCLOSED \_\_\_\_\_ FOR A ONE YEAR MEMBERSHIP IN THE OMNIBUS SOCIETY OF AMERICA, INC.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

TELEPHONE \_\_\_\_\_

PLEASE MAKE CHECKS OR MONEY ORDERS PAYABLE TO OMNIBUS SOCIETY OF AMERICA, INC.