

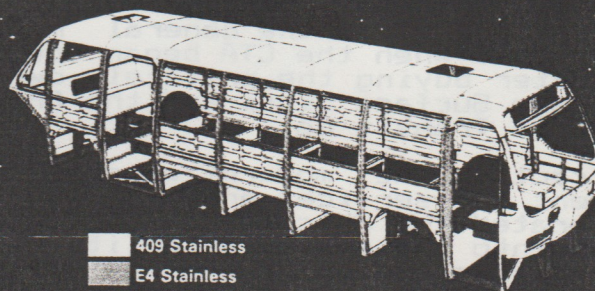
RTS



STAINLESS STEEL

*... for those
extra years.*

RTS COACH BODY MATERIALS



The entire RTS body structure is stainless steel...
carlines, front and rear panels, upper side panels
and understructure.

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 industry.

*** May Meeting ***

The May meeting of the Omnibus Society of America was held on May 7, 1989, at the Wells Park Field House located at 2333 W. Sunnyside.

The program for the evening, U.S. and Canadian trolley bus systems, was presented by John LeBeau and Mel Bernero.

Through their slide collections the members in attendance traveled back into time to again visit the many cities that once had trolley bus systems and to again renew acquaintances with systems still operating.

It proved to be a very enjoyable evening.

*** JUNE MEETING ***

The June meeting of the Omnibus Society of America will be held on June 2, 1989, at the Wells Park Field House located at 2333 W. Sunnyside. As usual, the meeting will begin at 7:30 pm.

Our program for the evening will be presented by John Williams. Johnny will dip into his extensive slide collection to present to us a very mixed program of slides taken by him over the years.

*** WALTER J. MCCARTER PASSES ***

Walter J. McCarter, the first general manager of the CTA, died Thursday, May 18, 1989, in Pompano Beach, Fl.

Mr. McCarter became the general manager in 1947 when the CTA began operation after buying the privately owned Chicago Surface Lines and the Chicago Rapid Transit Co.

He directed the modernization of equipment and services and, in 1952, incorporated the Chicago Motor Coach Company into the system after it was bought by the CTA.

In 1964 he resigned from the CTA and was appointed consulting engineer for the CTA and served as a trustee of its revenue bond issues until retiring in 1965.

He then became a consultant for planning with the Washington D.C. Metropolitan Area Transit Authority and in 1983 was named to the American Public Transit Association Hall of Fame.

Walter J. McCarter dead at 89.



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Green Pennant Special 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.

CTA ROUTE HISTORIES
(William Shapotkin)

In our last issue, we presented the route history of a still operating route, #75 - 75th Street. This month we present two routes ("Golden Oldies"?) which are still operating today, albeit it as parts of other routes.

25 - EWING-BRANDON

- 1/22/18 Chicago Surface Lines inaugurated streetcar service over new trackage between 108th and 118th/Avenue M via Ewing-118th. Operated day & evening hours, seven days a week. Operated out of Burnside Station.
- 5/11/18 Service extended south to 122nd via 118th-Burley.
- 2/ 1/19 Service extended north to Commercial-92nd-Baltimore loop via Ewing-95th-South Chicago and south to Brainard via Burley-Brandon. Route now 7.61 miles long.
- 2/ 5/27 Double track completed on Ewing between 108th and 114th. (Included for historical reference.)
- 4/10/27 Service but-back at north end to Ewing/108th. (Service north of 108th assumed this date by TR 5 - Cottage Grove-South Chicago route.)
- 4/ 8/45 Service on north end cut-back to 118th/Burley. (Service north of 118th assumed this date by #30 - South Chicago route.)
- 10/21/46 Buses substituted for streetcars over entire route, now operating between 91st-Escanaba-90th-Muskegon loop and Brainard-Baltimore-135th loop via 91st-Mackinaw-Ewing-113th-Avenue O-134th-Brandon. Operations transferred to 77th St Station from Burnside Station. (#30 - South Chicago streetcars continued to operated to 118th/Burley until 6/30/47, when replaced by through bus, see service change this date.)
- 10/23/46 Rerouted northbound buses within Hegewisch via Baltimore-132nd-Brandon-134th-Avenue O.
- 12/ 2/46 Reversed north end loop to operate via Muskegon-90th-Escanaba-91st.
- 4/14/47 Rerouted all buses to operate via Ewing-109th-Avenue O.
- 6/30/47 Combined with #30 - South Chicago.

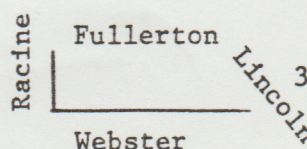
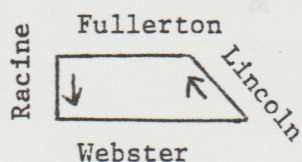
#74A - WEBSTER-RACINE

- 9/14/24 Chicago Surface Lines inaugurated shuttle streetcar service via loop westbound on Fullerton (from Lincoln) to Racine, south on Racine to Webster, east on Webster to Lincoln, then north on Lincoln to Fullerton. Track on Racine and Webster was single track with no passing sidings. Operated day & evening hours, seven days a week. Operated out of Lincoln Station. (This route replaced a terminal loop formerly part of SEDGWICK route, which was through-routed with SHEFFIELD and TAYLOR routes, forming new #37 - Taylor-Sedgwick-Sheffield route this date.)
- 5/ 1/25 Began operation of 1 man cars over route.
- 3/13/27 Loop operation discontinued. Route now operated between Fullerton/Racine and Webster/Lincoln via Racine-Webster. (Passing siding installed on Webster east of Sheffield for two-way operation.)
- 8/31/47 Route discontinued. Service assumed this date by #37 - Taylor-Sedgwick-Sheffield bus, operating via Sheffield-Webster-Sedgwick.

Sources: Chicago Surface Lines: An Illustrated History, by A. Lind.
CTA's Chronological Order of Service Changes.
Andris J. Kristopans
James Buckley

#74A - WEBSTER-RACINE

9/14/24 TO 3/13/27



3/13/27 TO 8/31/47

