

Green Pennant Special

RUN 113

OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC. JANUARY 1993



CTA bus 4436 was briefly decorated in this Christmas motif. It appeared in Chicago's Christmas parade on November 28, 1992, and ran on various North Park Garage routes until after the morning rush on December 2, 1992 at which time the decorations were removed

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.

*** DECEMBER MEETING ***

The December meeting of The Omnibus Society of America was held on December 4, 1992, at the Welles Park Field House at 2333 W. Sunnyside in Chicago. The meeting began at 7:00pm.

Our meeting for the evening was presented by Myron Lane and was a slide presentation on "The changing face of Pace".

*** JANUARY MEETING ***

Because the first Friday in January happens to fall on New Years Day, OSA will **NOT** have a meeting in January. However, because January is the 30th anniversary of the abandonment of the North Shore, CERA has consented to admit any OSA member who displays a valid 1992 membership card, free to their meeting on January 22, 1992, at the Midland Hotel.

So show the flag at CERA and flash your OSA membership card for admittance to their meeting.

*** FEBRUARY MEETING ***

The February meeting of The Omnibus Society of America will be held on February 5, 1992, at the Welles Park Field House located at 2333 W. Sunnyside in Chicago. The meeting will begin at 7:00pm.

The program will be "Miami Transit" a slide presentation by member Phil Cioffi on contemporary rail and motor transit in the Miami-Ft Lauderdale area.

*** CTA CORNER ***

THE CTA'S 6000 SERIES rapid transit cars ran their last miles on December 4, 1992, closing out 42 years of faithful service, replaced by the new 3200 series cars built by Morrison-Knudsen in Hornell, NY. The last runs had actually occurred in mid-November, however CTA consented to run them on two more occasions for railfans.

The first of these was on November 29th, when the midday trips on the Ravenswood shuttle were handled exclusively by three pairs of 6000's. On Friday, December 4th, two Ravenswood rush hour trips were operated in the morning. In the evening a 6-car train was used to handle a northbound Evanston Express trip from the Loop to Linden Avenue. Many OSA members were in attendance.

The train then returned to Kimball with many railfans still aboard. CTA also prepared and distributed a historical flyer marking the event. A copy is included with this issue.

JANUARY MEETING CALENDAR OF EVENTS

Jan 15-The Railroad Club of Chicago meeting. 7:30pm. Bismarck Hotel (171 W Randolph). Admission \$2.50. Program - "Everywhere West in the Land of the Burlington's", a slide presentation by noted rail photographer James Arvites on the Chicago Burlington and Quincy and subsidiary lines.

Jan 20-20th Century Century Railroad Club. 7:30 pm. 329 W 18th Street (Suite 902) Admission \$3.00 Program - "North Shore Line", a slide presentation by John J. Kelly, Jr.

Jan 22-Central Electric Railfans' Association. 7:30pm. Midland Hotel (172 W Adams). Admission free upon presentation of a 1992 or 1993 OSA membership card. Program - "North Shore Line - Route of the Electroliners", a look back at North Shore Line motor bus operations by Bruce Moffat and movies of North Shore Line rail operations by Donald Idarius.

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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.

CHICAGO TRANSIT AUTHORITY

Fleet Listing

11/10/92

146	7400-7944	GMC	TBH5307A	1288-1832	1973-74
239	9000-9599	GMC	TBH5307A	2937-3536	1975-76
118	9600-9799	GMC	TBH5307A	3740-3939	1976-77
20	7000-7019	AMG	10255	298-0157-298-0176	1979
1	7100	MAN	S6310	BC010093	1981
2	7101-7102	MAN	S6310	CC020099-CC030100	1982
2	7103-7104	MAN	S6310	CC040106-CC050107	1982
2	7105-7106	MAN	S6310	CC060177-CC070178	1982
9	7107-7115	MAN	S6310	CC080199-CC160207	1982
62	7116-7187	MAN	S6310	CC170221-CC880292	1982
17	7188-7204	MAN	S6310	DC890293-DC050309	1983
20	7205-7224	MAN	S6310	DC060316-DC250335	1983
22	9800-9821	Flyr	10240-D901	2775-2796	1983
1	9822	Flyr	10240-D901	FP012515	1985
152	9823-9974	Flyr	10240-D901	2798-2949	1983
24	1600-1624	Flyr	10240-D901	2950-2974	1983
362	4000-4361	MAN	SL210	FC151057-FC761418	1985
1	4400	TMC	T80208	KR826511	1989
1	4401	TMC	T80208	KR826824	1989
13	4402-4414	TMC	T80208	LR826956-LR826968	1990
162	4415-4576	TMC	T80208	LR827015-LR827176	1990
43	4577-4619	TMC	T80208	LR827178-LR827220	1990
33	4620-4652	TMC	T80208	LR827246-LR827278	1990
196	4653-4848	TMC	T80208	LR827280-LR827475	1990
26	4849-4874	TMC	T80208	LR827477-LR827502	1990
1	4875	TMC	T80208	LR827504	1990
1	4900	TMC	T80608	LR827476	1990
14	4901-4914	TMC	T80608	LR827505-LR827518	1990
440	5300-5739	FLX	40102-6T	MD102075-MD102514	1991
5	5740-5744	FLX	40102-6TL	MD102515-MD102519	1991
20	5745-5764	FLX	40102-6C	MD102520-MD102539	1991
5	5765-5769	FLX	40102-6T	MD102945-MD102949	1991

total - 2170

ASSIGNMENTS BY GARAGES 11/10/92

FOREST GLEN GARAGE (Elston & Bryn Mawr)

185 FLX 40102-6T 5477-5661
 65 GMC TBH5307A 9203-9299 (9203,06,07,09,10,12,14-19,21-34,38,40,42-45,47-52,56,59,61,62,64-70,72-75,78-81,85,87-89,9292,93,96,99)
 27 GMC TBH5307A 9602-9644 (9602,04,09,11,13-22,25,27-29,31,32,35,37,39-41,43,44)

277

NORTH PARK GARAGE (Foster & Kedzie)

64 MAN SL210 4222-4265, 4271-4289, 4291
172 TMC T80208 4400-4571
20 AMG 10255 7000-7019
30 MAN S6310 7100-7129
39 GMC TBH5307A 9300-9405 (9300-03, 06, 07, 10, 11, 14, 16, 18, 26, 30-32, 34, 36, 38, 41, 48, 56, 59-61, 63, 64, 66, 69, 70, 73, 76, 78, 79, 9381, 83, 85, 88, 89, 9405)

325

LIMITS GARAGE (Clark & Diversey)

24 Flyr 10240 1600-1613, 1615-1624
124 Flyr 10240 9849-9972

148

KEDZIE GARAGE (Kedzie & Jackson)

97 MAN SL210 4000-4096
142 TMC T80208 4572-4713
15 TMC T80608 4900-4914

254

LAWNDALE GARAGE (Cermak & Pulaski)

77 FLX 40102-6T 5400-5476
64 GMC TBH5307A 9184-9597 (9184, 9396-98, 9401, 03, 04, 06, 12, 13, 17, 18, 25, 35, 38, 40, 45, 46, 49, 51, 54, 57, 63, 72, 75, 85, 92, 99, 9501, 06, 07, 12, 14, 23, 28, 30, 32, 37, 39, 41, 43, 49, 50, 54-56, 59, 63, 66, 67, 69, 71, 73, 76, 78, 79, 83, 84, 9586-88, 91, 95, 97)

141

ARCHER GARAGE (Archer & Pershing)

78 FLX 40102-6T 5662-5739
5 FLX 40102-6TL 5740-5744
20 FLX 40102-6C 5745-5764
5 FLX 40102-6T 5765-5769
35 MAN S6310 7130-7164
2 GMC TBH5307A 9434, 9450
91 GMC TBH5307A 9645-9798 (9645, 47, 52, 55, 57, 59, 62, 63, 65, 68, 71, 72, 75, 77, 79-82, 84-89, 91, 93, 96, 97, 9701-05, 08-11, 13, 17, 18, 9720-23, 26, 27, 29-35, 37, 39, 42-44, 46, 50-52, 56, 60-61, 63-68, 70-74, 76, 78-80, 85, 87-89, 91, 92, 94-98)

237

69TH GARAGE (69th & Ashland)

125 MAN SL210 4097-4221

69 GMC T8H5307A 7459-7943 (7459,69,82,96-98,7503,06,07,10,13,14,17,19,21,25-27,33,35,37,40,42,44,56,63,64,67,77,79,80,7588,91,99,7602,05,07,09,12,17,19,7789,7876,78,81,83,85,91,93,96,98,7900,02,05,06,09,12,15,7920,23,26,30,31,33,36,37,39,42,43)

69 GMC T8H5307A 9001-9200 (9001,04,11,15,16,18,21,27,34-36,45-47,49,54,61,63,64,73,75,79,84,85,94,99-9101,07-09,13,14,9118,25,27,32,33,36,37,42-44,47,50,51,53,54,56-59,63,64,71,72,78,80,81,85-87,89,90,94,96-98,9200)

263

77TH GARAGE (79th & Vincennes)

162 TMC T80208 4714-4875

77 GMC T8H5307A 7400-7874 (7400,05,11,12,14-18,20,24-27,29,32,34-37,39,41,43,45,47,50,7622-24,30-32,34,37,39,45,63,65,7668,72,75,77,90,95,7703,12,21,25,28,32,42,43,46,54,55,58,60,64,70,71,74,79,95,98,7807,08,7810,13,16,17,19,31,34,61,62,64,74)

51 Flyr 10240 9800-9848,9973-9974

290

103RD GARAGE (103rd & Stony Island)

76 MAN SL210 4266-4270,4290,4292-4361

100 FLX 40102-6T 5300-5399

60 MAN S6310 7165-7224

236

ZENON R. HANSEN

It is always sad to note the passing of a member, but few sadder than this. On August 4, 1992, member Zenon R. Hansen was struck and killed by a C&NW suburban train at the Rogers Park station on Chicago's north side. Zenon was born December 4, 1937, to Lillian and Zenon C. R. Hansen (of Mack truck fame) - their only child. He spent most of his life in Chicago (Although he did live briefly in both Gary, Indiana and Portland, Oregon). Zenon, a life-long transportation enthusiast, was a charter member (and founding father) of The Omnibus Society of America. He was a long-time member of The Railroad Club of Chicago, Central Electric Railfans' Association and the New Haven Railroad Historical & Technical Association and The Motor Bus Society. Also interested in aviation, he was a member of the Wingfoot Lighter-than-Air Society as well as numerous other air enthusiast organizations.

A prolific writer, he was author of a book, GOODYEAR AIRSHIPS, recalling the history of these famous lighter-than-air ships. He contributed his time doing research (usually roster data) for motor bus histories in MOTOR COACH AGE and writing feature articles in Omnibus Society's GREEN PENNANT SPECIAL. A dutiful researcher, he worked on roster data for a number of CERA bulletins. For a number of years, and even up until his death, Zenon worked with author David Randall on his multi-volume series of books on the Pullman Company. Some of his writings also found their way onto the pages of such nationally-circulated rail magazines as PASSENGER TRAIN JOURNAL.

HAVING AN 'L' OF A TIME BY BUS IN EVANSTON

(William M. Shapotkin)

On Sunday, September 27, 1992, a new Davis station (constructed of wood) was opened just north of Church and Bensen (one block north of the old station, and on the site of the North Shore Line's Church St. stop). This allowed the dismantlement of old Davis and a replacement to be built. Why a "new" Davis when the "old" one opened less than twenty years ago? The facility opened during the 1970's was merely a modernization of the fare collection area at street level. The bus terminal and station platforms were untouched. It was the station platforms which caused the new construction. Their replacement, if not done voluntarily, might soon be forced upon CTA with their collapse. The new station (to be called the "Evanston Transportation Center") will provide a new, handicapped-accessable station, along with a new bus terminal (which it is understood will still not be directly served by CTA buses) at the same location as the old station. Some talk came up at the November OSA meeting about the monument inside the Davis Station, commemorating the original Milwaukee Road line through town. A discussion with noted historian Arthur Dubin, whose consulting/engineering firm is involved with the project, informed this writer that the "new" Davis will contain the same historical monument.

**December
4, 5, 6**

**Valid these days only
Issued as transfer from**

**Shuttle bus
to
Evanston 'L'
at Dempster**

**Must be surrendered
upon request**

**Penalty for fraudulent use
\$200 for each offense**

Chicago Transit Authority

As part of the new station construction, a new bridge, located north of the old stairs and south of Church St. was installed over the weekend of December 4-7. The new bridge, constructed immediately to the west of the 'L' was slid into place (much like the Douglas bridge at Western Ave.). to accomplish this, CTA closed the line north of Dempster shortly after 7:30PM on Friday, December 4th, installing the bridge and reopened the line early on Monday, December 7th. Rail service north of Dempster was replaced by bus.

The route selected (see accompanying map) did NOT serve on-line 'L' stations, except Linden. There were NO SIGNS anywhere indicating bus stops. On Saturday afternoon, I had the occasion to ride the bus. We breezed passengers at several locations, and were flagged down by prospective passengers at others. The lack of signage caused much confusion with riders. Upon payment of fare (which, by the way, was the prevailing bus (not rail) fare), operators on southbound buses issued a boarding pass good for entrance onto the 'L' at Dempster. This caused some ticket/transfer collectors to descend upon the replacement bus and acquire the one-time only boarding passes (reproduced here).

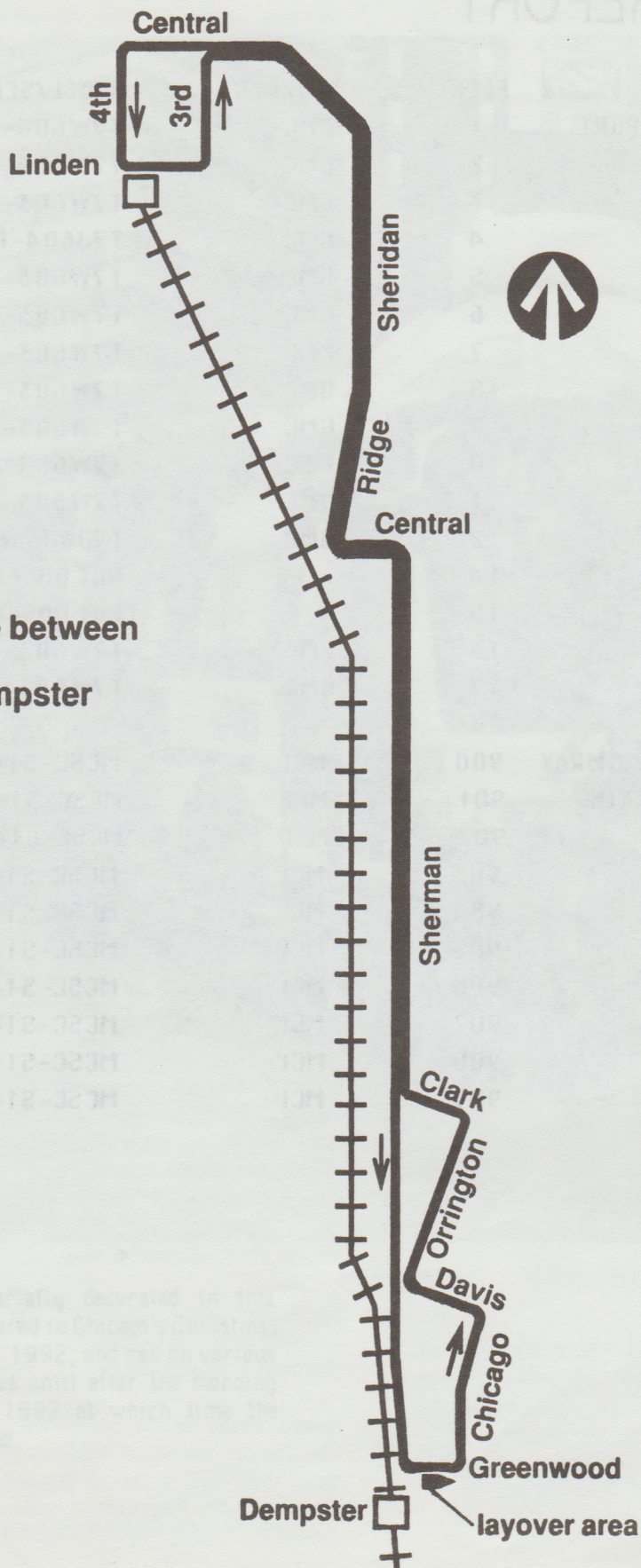
Assuming that my experience was typical, CTA managed to bungle service but good. I arrived at Linden Ave at 2:52PM, finding an RTS waiting to take us south. After waiting for our driver to finish his smoke (and connect with an incoming WILBUS), we departed. After the aforementioned breezing of passengers and being flagged down by numerous others, we arrived at Benson and Greenwood, a block north of the Dempster station. We walked south to the 'L', where we boarded our waiting train at 3:27PM. We then sat until 3:42PM, managing an arrival at Howard Street at 3:50PM, fifty eight minutes after having boarded the bus at Linden. In view of the back-up of trains waiting to pull northbound into Dempster Street, as well as the addition of flagmen, supervisors, etc., the whole thing could have been handled better had a shuttle bus been provided all the way from Howard!

Work was completed and the line reopened about 2:00AM on the morning of the 7th, two hours before the advertised 4:00AM start-up. Linden Ave, however, was still padlocked shut when I went to catch the 4:28AM train enroute to work. I gained access to the platform through the unlocked gate leading to the garbage dumpsters on the east side of the depot. (I knew of this access because both Leo, the vendor at Linden and the CTA janitors **NEVER** lock up the gate, even though it also gives access to the track area - live third rail and all!) I wonder if there were any fares were turned away because the of depot being locked? Is this part of Mr. Belcaster's idea of how to bring CTA's financial house in order? After all, if those money-losing passengers can't ride the service, CTA will lose less money! Right?

1930 hours Friday December 4 through
0500 hours Monday December 7, 1992

Note:

**No train service between
Linden and Dempster**



ROSTER REPORT

PROPERTY	FLEET #	BUILDER	MODEL/SERIAL #
HERTZ - O'HARE AIRPORT	1	GMC	T7W604-820457
	2	GMC	T7W604-820794
	3	GMC	T7W603-412
	4	GMC	T7J604-820105
	5	GMC	T7W603-414
	6	GMC	T7W603-419
	7	GMC	T7W603-415
	8	GMC	T7W603-417
	9	GMC	T7W603-422
	10	GMC	T7W603-A629
	11	GMC	T7W603-411
	12	GMC	T7J603-A008
	14		NOT OBSERVED
	15		NOT OBSERVED
	16	GMC	T7W603-421
	17	GMC	T7W603-420
O'HARE-WISC. LIMO/JIMRAY	900	MCI	MC5C-S14071
O'HARE AIRPORT PARKING-	901	MCI	MC5C-S14097
TERMINAL SHUTTLE	902	MCI	MC5C-S14136
	903	MCI	MC5C-S14048
	904	MCI	MC5C-S14116
	905	MCI	MC5C-S14046
	906	MCI	MC5C-S14010
	907	MCI	MC5C-S14054
	908	MCI	MC5C-S14038
	909	MCI	MC5C-S14129