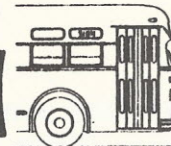


Green Pennant Special



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC

RUN #2

MARCH 1982

-FANTRIP-

Just when you thought it was safe to open the mail again, there appeared Run # 2 of the GREEN PENNANT SPECIAL. Yes, as hard as it may be to believe, this is indeed issue no. 2. It is through this newsletter, which is issued at periodic intervals, to keep OSA members abreast of transit news and meeting and trip notices.

-FEBRUARY MEETING-

Our annual February meeting was held at 7:30 on Friday, February 5, at the Taylor Business Institute. The meeting featured sound movies of streetcar and bus (both trolley and motor) action in the People's Republic of China and suburban electric railway operations in Japan. The program was furnished by Walter Keevil, and was very well done and greatly appreciated. Some 31 members and guests were there.



WHO?



WHAT?



WHERE?

-MARCH MEETING-

Our annual March meeting will be held 7:00PM at Loop College, located at 64 East Lake St in downtown Chicago. Please note the change in time and location. A very special surprise program is being prepared by a number of OSA members, one which we know you will enjoy. Please remember that the time and place for our gathering has been changed, and do not go to our old Marina City location.

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In the early hours of Sunday, January 3, a merry group of busfans indulged in the making of a most memorable trip on board CTA bus #3407, the restored White for special fantrip service. OSA member Vince Dawson was the designated bus operator and he and 14 others rambled 'bout Chicago's beautiful west, northwest and near north sides for an all-night trip of picture-taking and movie making. This trip, while not an OSA charter, was operated by OSA member Daniel Joseph and was well attended by a number of OSA members and special friends who came along. Anybody for a night-charter?

-A MAN AND HIS BUS- (4509 Resurrection)

Odyssey Charter Coach Lines, Inc., headquartered in Chicago Heights recently put an "old look" GMC transit in operation. The bus was leased from OSA member John Le Beau, who purchased the used coach from Marquette Transit Authority in Marquette, Michigan over three years ago.

The bus, a TDH4509, was built by GM at the Pontiac, Michigan plant and was originally delivered to Queens-Nassau Transit in the early '50's. It was later acquired by Sheridan Plaza Line in the mid-to-late '60's. It last saw revenue service as MTA #107 until 1978 when it was purchased by Mr. Le Beau. He kept the bus parked at the Valley Transit lot in southwest suburban Justice, along with Marquette #101, a TGH3101 owned by Vince Dawson. At the present time, the bus is still in the Marquette paint scheme complete with MTA name and blurb for WDMJ radio. Later this year Mr. Le Beau will have the bus re-liveried in a South Suburban SafeWay Lines scheme of the '50's.

The vintage coach made its first revenue run in three years as it shuttled a group of young people thru the suburban North Shore area, a charter contracted through Odyssey. Mr. Le Beau was at the wheel.

The unique fleet of Odyssey Charter is also made up of two GM Suburbans, vintage SDM5301's which can be seen daily in commuter service between the Loop and South Suburban Chicago.

-CONGRADULATIONS-

Our most sincerest congradulations go to Wally Urban, president of Coach Travel Unlimited at the birth of his new son, who has been named "Andy".

-WELCOME-

We wish to "welcome aboard" the following new members, who joined at our December meeting:

OSA # 112 Paul A Johnsen
OSA # 113 Charles Reed
OSA # 114 David M. Buzek



Enclosed in this newsletter are three special discount coupons provided courtesy of Continental Air Transport. Two of the coupons are good on Continental's regular services while the third is good for chartering a coach. These coupons are valid until March 15, 1982. If you are unable to use any of them, pass them along to a friend.

-NEWSCAST-NEWSCAST-NEWSCAST-

RTA/WEST TOWNS

As some of you may be aware, the RTA has indeed purchased West Towns. Operations are still based out of the old West Towns garage on Lake Street in Oak Park.

Service on the street has gradually come back to a level resembling that which existed prior to the Grumman and cash crises which hit last year. Service during the evening hours and on Saturdays has slowly been reappearing, and even such routes as 312 Ogden/31st have come back. Although some service, such as 316 16th Street will most likely never come back.

SUBURBAN TRANSIT

Even under the threat of condemnation by the RTA to force STS to sell out, service has been coming back. All routes are running, although not all the service has been restored. Service north of Ford City on Cicero Ave have apparently been abandoned outright, as CTA already provides service with its 54B South Cicero, al-

-MORE NEWSCAST-MORE NEWSCAST-MORE NEWSCAST-

SUBURBAN TRANSIT (con't)

though service continues to be suspended north and east on 95th Street, south and east of Oak Forest Hospital on South Cicero and east of Playfield Plaza and Harlem/127th.

SOUTH SUBURBAN SAFEWAY LINES

Just like Suburban Transit, SafeWay is under condemnation proceedings by the RTA to force a sell-out of the carrier. Additionally, the city of Harvey has also started condemnation proceedings against the company in regards to the Harvey Garage. The bus garage is falling apart, and besides a report of leaking, the heating system appears to be inadequate.

Although no particulars are known at press-time, operations continue virtually uninterrupted, with a known schedule change coming up at the end of February. Reportedly some Saturday service will be brought back, additional hours of service for many routes is anticipated.



Ban the buck!

cta



THE NEW CTA --- we're on our way!!!

BAN THE BUCK---AND WE'RE NOT KIDDING!
CTA has begun to beef up its efforts at stopping the use of dollar bills in the bus fareboxes. The use of bills has caused untold trouble for the agency, as fareboxes have become jammed and the counting of the money has upped the cost of handling. Now drivers are being told **NO BILLS**, and even with this, the latest attempt to stop the use of the paper money, passengers continue to stuff the boxes with the things. Milwaukee also has the same problem, as the base fare has gone up there also, and the problem has become horrendous.

Please... NO dollar bills

The charge of the extra 10¢ surcharge on CTA express routes has been adjusted to be paid only on the outbound trip from the Loop. This has put to a stop the collection of the extra money from passengers who are riding only local.

-STILL MORE NEWSCAST-**UP WITH ALTGELD --- DOWN WITH RIVERDALE**

CTA has apparently inherited the Altgeld Gardens evening, owl and weekend service on a permanent basis. CTA has been operating special shuttles between Altgeld and 111/Michigan during those "off" hours when the Safeway busses do not run. As it is now

a certainty that Safeway is out of the evening/weekend service for good, CTA has elected to make Altgeld a permanent route. When Safeway does not run, CTA route #34 - South Michigan picks up the service. During the evening that means that every other Riverdale bus stays on 130th Street to service the Gardens. This leaves Riverdale with 40 (instead of the usual 20) minute service during evening hours and on Sundays. During periods of owl service, every other #34 - South Michigan bus to 119/Morgan now services the Gardens. This essentially gives CTA more service without additional cost.

**MILWAUKEE ROAD SUBURBAN SERVICE**

With a loss in ridership of approx. 38%, the Milwaukee has found that many of its commuter cars are now surplus, and they are being stored at the MILW's Western Ave yards, along with a number of E units, which were sidelined due to the addition of the RTA locos. No service on the Milwaukee has been dropped, although trains have become shorter than before and apparently the road has gone to the authorities for permission to drop the service north of Fox Lake, IL which runs into Wisconsin. See What a 75% fare hike can do for you?

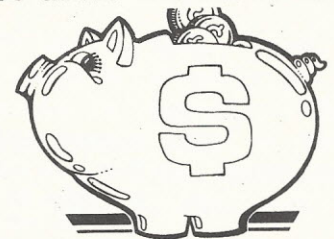
BURLINGTON NORTHERN/NORTHWESTERN

Although ridership on these two carriers is down sharply, the revenue/cost relationship has improved, and has even shown an apparent profit. The combination of fare hikes and service reductions on these carriers has had the interesting effect of making them more cost effective.

the RTA way

**-EVEN MORE NEWSCAST-****ILLINOIS CENTRAL GULF ELECTRIC**

The Milwaukee Road is not the only road suffering from the loss of riders due to the RTA's fare increase, but the ICG has been especially hard hit. Not only were the fares increased over 50% over those in effect in July, but service during evening and weekends has been severely cut. In the city, where a vast majority of the service is offered, the ICG has been priced right out of the transit picture. The South Chicago yards are virtually abandoned and the Kensington locals have been eliminated entirely. In the suburban areas riders have left the trains in favor of the various "renegade charter" operations. In an attempt to recover some of the lost riders, however, the RTA has approved a reduction of the fares on the South Chicago Branch and on the mainline north of 67th Street. Like closing the barn doors after the horse has escaped.

**SOUTH SHORE LINE**

The real success story of the Chicago area rail carriers is the South Shore. Ridership has risen on the line, and even when the old cars gave up the ghost back in early January the RTA came to the rescue with three bi-level trains whose equipment is surplus due to the fall-off in riders on the other roads. The non-electric trains skip all stations with hi-level platforms, and have given the road additional seating capacity and made the service much more reliable than before.

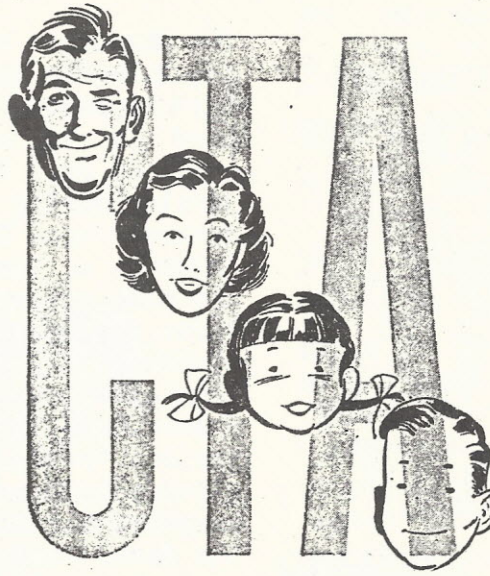
MEET BILL SAVER

Not long after the CTA took over most local transit operations in 1947, it began a public awareness campaign to better familiarize passengers with their system. One effort resulted in the creation of a fictional family headed by Bill Saver. At first seen only on car cards and posters, the Bill Saver theme was later expanded to include pamphlets. The first pamphlet was issued in 1952 and is reproduced on the back page.

It was a better world dept. Amen.

meet Bill Saver

and his family



MANY of you riders may remember me from the times you've read my messages on car cards in CTA vehicles and on the posters and other signs displayed at rapid transit stations.

If you don't, let me introduce myself again. The name is BILL SAVER and, like most of you folks, I ride to and from work every day on CTA vehicles. Since the Chicago Transit Authority was organized in October, 1947, my family and I have been telling Chicagoans and suburbanites about the many advantages CTA offers to local transit riders.

Like all family men, I'm mighty proud of my wife and kids. Kitty's been running things around my home for about twenty years now. She's learned the value of a dollar bill the hard way. By spending long hours over the budget book she's become a real SAVER by stretching a hundred cents over a long line of family necessities. Like most Chicago women she scoots around town on CTA vehicles, getting her shopping done, attending club meetings, and sneaking an occasional matinee.

My son Jack is a typical teen ager who's never flunked a course but, I'm afraid, still prefers football to chemistry. And then, of course, there's Penny, the pig-tailed princess who picks the television shows and dictates movie programs for all of us . . . or else!

So, you see, I've quite a source of material for my messages to transit riders. If I didn't know that there's a lot more to riding transit vehicles than just getting to and from work, these three would certainly put me straight . . . but fast.

Perhaps you'll recall one of my recent car card notes which pointed out how expensive it is to drive to work. I called this "A \$500 tip to motorists" because it actually amounts to just that. Traffic experts say it costs about 8½ cents to drive a mile these days. Mid-

city parking fees average about \$1 a day. At these rates, the worker who lives eight miles from his job is paying about \$500 annually for the questionable privilege of being a motorist.

Kitty and the kids, you may remember, have also had something to say to you, on car cards and posters, about shopping trips, athletic events and the movies. In the future, we're going to be visiting with you in succeeding issues of the leaflet you're now reading. We'll be appearing regularly in the "take one" boxes on all CTA surface and rapid transit vehicles.

It's our feeling that you riders, whose fares pay the cost of providing transit service and purchasing new buses and "L"-Subway cars, should be well informed as to what is being done to give you fast, safe, economical transportation. We believe you'll be interested, too, in the problems CTA faces in moving approximately 2,000,000 people a day by "L", streetcar and bus, and what is being done to solve them.

Interesting behind-the-scenes views of many little known but important phases of the CTA system will be brought to you, as well as tips on how you and your fellow riders can help us continue to provide improved transit service.

Please keep your eye on the "take one" boxes in CTA vehicles. There'll be another visit with my family soon.

Sincerely,

Bill Saver