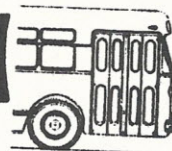


Green Pennant Special



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC

RUN #4

MAY 1982

MAY IS NATIONAL TROLLEYBUS MONTH.



-MAY MEETING-

The next OSA meeting will be held SATURDAY, MAY 1, 1982, not on May 8th, as previously announced! The meeting will be held ON LOCATION at the Illinois Railway Museum in Union, Illinois in conjunction with NATIONAL TROLLEY BUS MONTH.

We've even chartered a special bus for this big event. The bus will leave Mammy's Restaurant (Trailways Depot) on Randolph & State in downtown Chicago at 1:00PM, with a pick-up at Jefferson Park Terminal at 1:20PM, anticipating arrival at IRM about 3:30PM after pausing in beautiful Downtown Union for a lunchstop.

At the Illinois Railway Museum, you will have the opportunity to photograph trackage, equipment, ride the cars in operation, or purchase some of the fine souvenirs on sale at the museum bookstore. At 5:00PM, public operation shuts down, but as special guests we will adjourn to the bus barn where we will be met by our host, Mr. Glen Andersen for a tour of trackless operations at the museum. We will conclude our visit with a slide and movie presentation of trolleybus operations past and present of properties OUTSIDE the Chicago Area. Members are encouraged to bring slides and/or movies of electric powered coaches of anywhere but Chicago.

-MAY MEETING (CONT'D)-

Fare for the bus will be \$15.00 per person (Wives, Sweethearts, Seniors and Children are free, as always)--This does not include the admission price to IRM--fares will be collected on the bus on the day of the excursion. You won't want to miss it!

-NATIONAL TRACKLESS TROLLEYBUS MONTH-

As everybody knows, May is National Trackless Trolleybus Month, and for those of you who have wondered why this is so, we are reprinting below an article which originally appeared in OSA's first publication, TRANSIT, in the May, 1963 issue. Although slightly outdated, the basic premis is still sound.

THIS IS NATIONAL TRACKLESS TROLLEY MONTH -- WHY?

It is by now no secret that the Omnibus Society has designated May as National Trackless Trolley Month. What may not be as apparent are the reasons behind such a move.

We of the Society hold the TT to be a vehicle of both interest and usefulness. It is unfortunate that the trolley coach appears to be following its sister, the streetcar, down the road to oblivion. No new trackless units have been constructed since 1955 for use in the U.S., and the number of transit companies operating TT's is steadily dwindling.

It is our considered opinion that the modern trackless trolley can be of distinct value in the makeup of a local transportation system. The noise-free aspect alone is a definitive advantage in the attempt to quiet our increasingly noisy cities. Though the initial installation cost is higher over that of a motor bus service, the longer life expectancy of the TT over the motor bus tends to equalize the long-term expenditures. We feel that the trackless trolley to be of demonstrable value where the expected patronage will justify the investment.

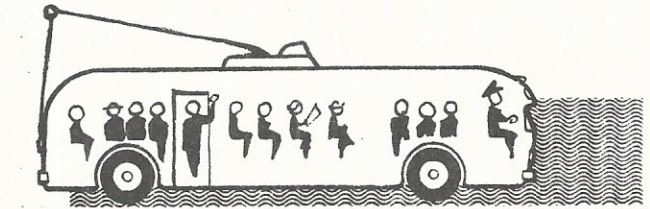
In spite of all its advantages, the trolley coach all too often goes unnoticed. Following the lead of OSA's TT expert, Glen Andersen, the Society is moved to dedicate an entire month to the appreciation of the trackless trolley; 31 days of reflection on the many years of service the TT has chalked up thus far, and the many more (we hope) are yet to come. That is why we have

-NATIONAL TRACKLESS TROLLEYBUS MONTH (CONT'D)-

designated May as National Trackless Trolley Month, and it is our fondest hope that no future such month shall be a memorial rather than a tribute.

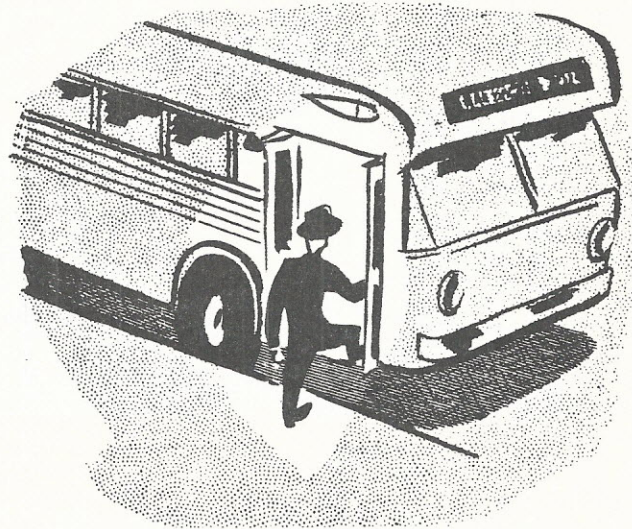
--THE OMNIBUS SOCIETY

ED. NOTE -- Since the above article was written, construction of new trolley coaches has taken place.



-IT WAS A BETTER WORLD DEPT-

On its way to the Illinois Railway Museum, former Cleveland Transit System #874 posed next to CTA #9611 at North Avenue Station on December 19, 1965. The occasion was OSA Trip #30, in which the #874 was used to tour portions of the CTA's then-extensive trackless network---CTA photo.



GREEN PENNANAT SPECIAL STAFF

Editor - Bruce Moffat
Typesetting - Bill Shapotkin
Art and Layout - Vince Dawson
Distribution - John Le Beau
--Send your news items to--
John Le Beau
15329 Chicago Road
Dolton, IL 60419