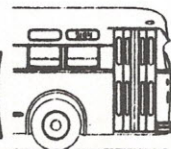


# Green Pennant Special



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

RUN NO. 10

DECEMBER 1982

## DECEMBER MEETING

The December meeting will be held on Fri., December 3, 1982, at the Bismark Hotel on Randolph at Wells in Chicago. The meeting will get underway at 7:30 PM. in Parlor E on the third floor. The meeting topic is a secret.

## OSA ELECTION

During the month of November we will be mailing out ballots to all persons who have paid their 1982 dues. One directorship is to be filled for the three year period starting January 1, 1983. Larry Plachno, editor and publisher of the National Bus Trader, is running against incumbent Bruce Moffat, the OSA's treasurer. When you receive your ballot, read the instructions carefully, failure to follow directions could result in your ballot being "spoiled". Ballots can be mailed or brought to the meeting. The ballots will be counted and the winner announced, at the December meeting.

## NOVEMBER MEETING

The November meeting was held at Munsen's Discovery Coaches in Justice, IL. A small but formidable crowd heard a talk, by Paul M. Munsen on his Discovery Travel Experience. Larry Plachno provided rides in his MC 5A and Vince Dawson displayed his TGH 3101. Following the meeting many of the attendees reconvened at a nearby restaurant to discuss bus industry news.

## DUES NOTICE

Due to increasing costs in room rental, postage and printing costs, it was necessary to readjust the OSA dues structure to the following: Regular members \$16.00; members of the Armed Forces or Military on active duty \$8.00; Senior Citizens (65 or older) and Clergy \$8.00.

Persons who have not perviously been OSA members may join on or after July 1st of any year at a rate equal to 50% of the applicable dues classification.

## DUES RENEWAL BONUS'

When you pay your 1983 OSA dues, you will recieve by return mail two beautiful gifts. Courtesy of Steve Griffith and John Karner of Trailways, a full color map showing all Trailways affiliates and their routes. And from Larry Plachno of the National Bus Trader, a beautiful calendar containing a number of color photos of bus action. Quantities of both are limited, so renew now!

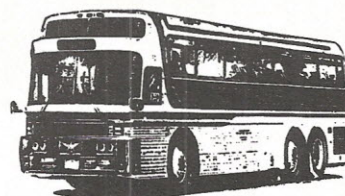
## POSTCARDS and TIMECARDS

Enclosed with this month's G.P.S. is the latest Great Lakes Trailways time-card courtesy of Continental Air Transport. Coach Travel Unlimited provided the post card of their company, while American Coach Sales provided the view of the Model 10 Eagle. Enjoy!

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### Green Pennant Special Staff:

Editor: Bruce Moffat  
Reporters: Mel Bernero  
Vince Dawson  
John Le Beau





CHICAGO RAILWAYS CO.

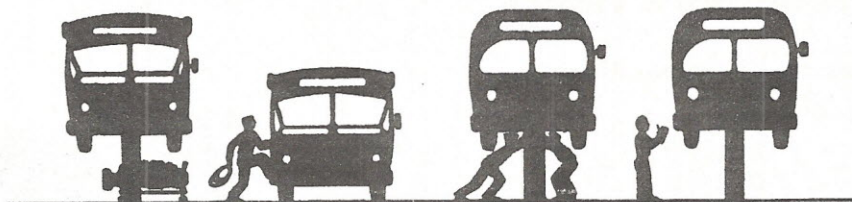
<u>Orig. No's.</u>	<u>1944 - 45 No's.</u>	<u>Builder</u>	<u>Model</u>	<u>Date</u>	<u>Seats</u>	<u>Drive</u>	<u>Quan.</u>	<u>Retired.</u>
1 - 5	1101 - 1105	Twin Coach	40	1927	40	G-M	5	1948
6 - 7	1106 - 1107	Twin Coach	40	1930	40	G-M	2	1948
501 - 508	2101 - 2108	ACF	H-13-S	1935	30	G-M	8	1954
509 - 516	3101 - 3108	White	684	1935	32	G-M	8	1948
517 - 519	4101 - 4103	Sup - Ford	51	1936	21	G-M	3	1948
520 - 522	5101 - 5103	Sup - Reo	2LM	1936	21	G-M	3	1948
523 - 525	3201 - 3203	White	706M	1936	23	G-M	3	1948
526 - 558	1201 - 1233	Twin Coach	30-R	1937	31	G-M	33	1951
559 - 563	1234 - 1238	Twin Coach	30-R	1937	31	G-M	5	1951
564 - 575	4201 - 4212	Ford	70	1937	25	G-M	12	1948
576 - 581	2201 - 2206	ACF	H-13-S	1938	30	G-M	6	1954
582 - 591	3301 - 3310	White	805M	1939	26	G-M	10	1948
592 - 625	6101 - 6134	Yellow	TG2706	1941	27	G-M	34	1950
626 - 631	1301 - 1306	Twin Coach	30-G	1942	31	G-M	6	1951
632 - 646	6201 - 6215	Yellow	TG3205	1942	32	G-M	15	1956
647 - 660	-----	Mack	LC	(1942)	32	G-M	(14)	--
661 - 676	-----	Mack	LD	(1942)	35	G-M	(16)	--
677 - 694	-----	Yellow	TG3606	(1942)	36	G-M	(18)	--
695 - 709	-----	ACF	36-S	(1942)	36	G-M	(15)	--
710 - 713	-----	ACF	41-S	(1942)	41	G-M	( 4)	--
714 - 725	-----	White	788	(1942)	40	G-M	(12)	--
726 - 738	-----	Twin Coach	41-G	(1942)	41	G-M	(13)	--

Note: Delivery of C.Rys. 647 - 738 diverted by order of the Office of Defense Transportation (ODT), 1942.

CALUMET & SOUTH CHICAGO RAILWAY CO.

<u>Orig. No's.</u>	<u>1944 - 45 No's.</u>	<u>Builder</u>	<u>Model</u>	<u>Date</u>	<u>Seats</u>	<u>Drive</u>	<u>Quan.</u>	<u>Retired</u>
801 - 809	2112 - 2120	ACF	H-13-S	1935	30	G-M	9	1954
810 - 812	3207 - 3209	White	706M	1937	23	G-M	3	1948
813 - 822	3221 - 3230	White	805M	1938	25	G-M	10	1948
823 - 825	3313 - 3315	White	805M	1939	26	G-M	3	1948
826	1309	Twin Coach	30-G	1942	31	G-M	1	1951
827	6220	Yellow	TG3205	1942	32	G-M	1	1956
828	----	Mack	LC	(1942)	32	G-M	( 1)	--
829 - 837	----	ACF	41-S	(1942)	41	G-M	( 9)	--

Note: Delivery of C&SC 828 - 837 diverted by ODT order, 1942.





# CHICAGO SURFACE LINES MOTOR BUSES 1927 - 1942

## CHICAGO CITY RAILWAYS CO.

Orig. No's.	1944 - 45 No's.	Builder	Model	Date	Seats	Drive	Quan.	Ret.
301 - 303	1108 - 1110	Twin Coach	40	1928	40	G-M	3	1948
401 - 402	2109 - 2110	ACF	H-13-S	1934	30	G-M	2	1954
403 - 404	3109 - 3110	White	684	1934	32	G-M	2	1948
405 - 414	3111 - 3120	White	684	1935	32	G-M	10	1948
415	2111	ACF	H-13-S	1935	30	G-M	1	1954
416	4104	Sup - Ford	51	1936	21	G-M	1	1948
417	5104	Sup - Reo	2LM	1936	21	G-M	1	1948
418	3204	White	706M	1936	23	G-M	1	1948
419 - 420	3205 - 3206	White	706M	1937	23	G-M	2	1948
421 - 428	3210 - 3217	White	805M	1937	25	G-M	8	1948
429 - 432	2207 - 2210	ACF	H-13-S	1938	30	G-M	4	1954
433 - 434	3311 - 3312	White	805M	1939	26	G-M	2	1948
435 - 436	1307 - 1308	Twin Coach	30-G	1942	31	G-M	2	1951
437 - 440	6216 - 6219	Yellow	TG3205	1942	32	G-M	4	1956
441 - 445	-----	Mack	LC	(1942)	32	G-M	( 5 )	--
446 - 451	6301 - 6306	Yellow	TDH3605	1942	36	D-H	6	1956
452 - 453	-----	Yellow	TG3606	(1942)	36	G-M	( 2 )	--
454 - 457	-----	Mack	LD	(1942)	35	G-M	( 4 )	--
458 - 467	-----	ACF	36-S	(1942)	36	G-M	(10)	--
468 - 479	-----	ACF	41-S	(1942)	41	G-M	(12)	--
480 - 487	-----	White	788	(1942)	40	G-M	( 8 )	--
488 - 494	-----	Twin Coach	41-G	(1942)	41	G-M	( 7 )	--

Note: Delivery of CCRy 441 - 445, 452 - 494 diverted by ODT order, 1942.

## Police and Firemen to the Rescue

Trust the men in blue, the men of Chicago's twin forces of public protection, to come through when needed.

Right now, many of Chicago's police and firemen are giving up days off to run street cars. That is just one more example of how America's second largest city is arising to meet the emergencies of war.

For manpower on the city's transportation lines is a wartime emergency of first proportion. Upwards of 4,000,000 riders daily step on and off of Surface Lines' street cars and buses as Chicagoans move back and forth to essential jobs.

To see that these workers get where they are needed, the Surface Lines is operating more route miles than at any time in history. And all of this must be done in the face of a critical shortage of workers, brought about by the disturbing effects of war upon employment.

Under today's conditions it is not always possible to have a street car or bus where you want it, when you want it. Your neighbors who operate CSL regret that this is true. But depend upon it, they are sacrificing days of rest and working extra hours other days to maintain the best possible service for you.

### NEEDED AT ONCE ... TROLLEY PILOTS

If we are to operate the full amount of equipment needed to transport Chicagoans to and from war jobs, hundreds of additional men must take over the controls of street cars and buses. In this important production area, keeping transportation going is a war job of first importance. Good pay, steady work.

Apply Today—1165 N. Clark  
St., or any car station

## CHICAGO SURFACE LINES

This roster is furnished courtesy of Zenon Hansen/HANSEN ARCHIVES



Green Pennant Special Run #10  
It Was A Better World Dept.

Meet Operator Johnny Sulka, 69th Street. The following report, which he turned in after a recent day's work, proves he's a good man in a pinch:

"When I glanced into the rear-view mirror I noticed a man grab a purse from a sleeping lady's lap.

"He put it under his arm, inside his coat. Coming up to the front of the car, he asked to get off.

"Stopping the car, I grabbed the switch iron.

"Give me that purse,' I told him, 'or I'll wrap this iron around your head!'

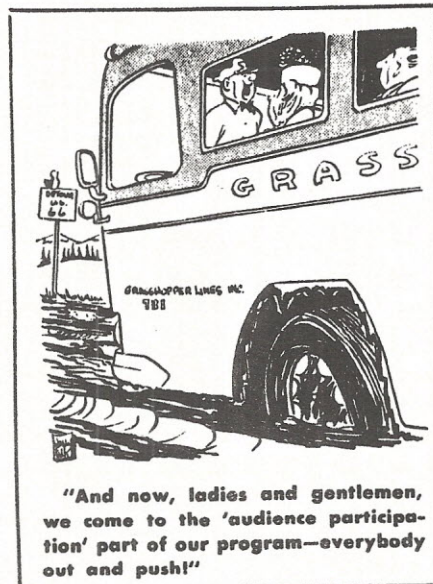
"He pulled a knife from his coat pocket.

"Stepping back, I waved the switch iron and again demanded the purse.

"He put the knife away, then handed over the purse.

"Because I didn't want any bloodshed, I opened the doors. Away he ran.

"No injury and no delay."



"And now, ladies and gentlemen, we come to the 'audience participation' part of our program—everybody out and push!"

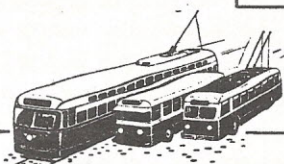
★ ★ ★  
"Ah wins."  
"What yuh got?"  
"Three aces."  
"No yuh don't. Ah wins."  
"What yuh got?"  
"Two eights and a razor."  
"Yuh sho' do. How cum yuh so lucky?"

★ ★ ★

**CSL NEEDS ADDITIONAL MEN  
FOR STEADY PERMANENT WORK**

We need more good men to keep CSL buses and street cars rolling. These are good jobs in good times or bad. There are no pay deductions for such benefits as free hospitalization—life, accident and health insurance—and yearly 14 day vacations. We need you now, so see us today.

Apply Now, at 1165 North Clark Street



**CHICAGO SURFACE LINES**

CHICAGO'S CITY-WIDE TRANSIT SERVICE

This item is furnished courtesy of David Bollinger/BOLLINGER ARCHIVES.