

Green Pennant Special

RUN #19

OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC. OCTOBER 1983

OCTOBER MEETING

Our first meeting of the Fall Season will be held on Friday, October 7, 1983, in Parlor E of the Bismarck Hotel, at 7:30PM. As is our custom this meeting will have as its program-YOU!!! Yes, you the members are encouraged to bring slides of urban and intercity bus transit (as well as maybe a streetcar or two) that you may have taken during this summer's vacation months. You need not feel obligated to bring tons of material, but if you do, we won't complain. Or if you have only a slide or two, bring it along for all of us to enjoy.

NOVEMBER MEETING

Our November meeting will NOT be held at the Bismarck. Due to a conflict with another convention group, we will be unable to meet there. We are attempting to locate suitable meeting space elsewhere and will keep you posted via this newsletter of the alternate location. All subsequent meetings through June of 1984 will be at the Bismarck.

PROGRAMS WANTED

John LeBeau, our Program Director, is looking for individuals to present slide or movie programs for the coming months. If you would like to present a program, please contact John at (312) 849-5393. You do not need a thousand slides to give a program. Talk to John and he can advise you as to the possibility of giving one. Slides of your vacation (transit related) or views from many years ago, they are all welcome.

FAN TRIPS

Bill Nedden will be sponsoring an inspection trip on the Racine, Wisconsin city system. The trip is Sunday, Oct. 2nd from 1 to 3PM using bus #033 which is their newest RTS-04. Meet the bus at their garage which is located on the west side of Racine, 2 blocks west of Lathrop and just south of the Milwaukee Road tracks. The system is known as BUS (which stands for the Belle Urban System).

The Omnibus Society will be holding a trip on the lines of the Municipal Transit Authority, located in Clinton, Iowa on Saturday, October 22, 1983. The trip will start at the MTA garage, 1936 N. 2nd Street and will last from Noon to 4PM. The fare is \$10.00. Clinton is located almost directly west of Chicago on the Mississippi River. If you need a ride, you can call Mel Bernero (our Trip Director) at 342-7945, Fridays only, or Bruce Moffat at 763-0728. These two persons will only take reservations for their own vehicles and cannot guarantee space in other vehicles.

NEWS

On Sunday, September 25th, the South Shore Line operated the old Orange cars for the last time between Chicago and South Bend. A six car train made two round trips between South Bend and Chicago and carried near-capacity loads.

Beginning October 1st, the RTA will begin honoring commuter rail monthly passes on all lines regardless of who was the issuing carrier, for trips between the same zones. For example, a Burlington monthly between zones A and F would also be accepted on the Rock Island between zones A and F.

NEWS

In this issue, we have enclosed the RTA brochure explaining this new monthly pass policy. In a related development, Monthly and Weekly N&W and bus route 835 passes will now be accepted by both lines.

Flyer Industries was the low bidder on the latest CTA proposal for 380 buses. Unlike the 200 Flyers presently being delivered, these will have final assembly handled in the United States at a site yet to be determined. It remains to be seen how this will affect General Motors plan to resume production of New Look transits (GM had bid on the Chicago order). Flyer buses are presently being operated out of Beverly Garage with plans to add additional buses at North Avenue and Forest Glen Garages as well.

Diesel Engine Buses in Service Nov. 1, 1940

Name of Company	No. Buses Owned	Bus Model	Engine Used	Drive	Seating Capacity
Baltimore Coach Co.	7	Twin-40 RCDE	Hercules-4 cycle 6 cyl.	Elec.	41
	11	Twin-40 RDE	Hercules-4 cycle 6 cyl.	"	41
	1	Twin-58 RDE	Hercules-4 cycle 6 cyl.	"	58
	5	GMT-740	GMD-2 cycle 4 cyl.	Hyd.	40
	5	GMT-TD-40	GMD-2 cycle 6 cyl.	"	40
Birmingham Electric Co.	6	Twin-35 RDE	Hercules-4 cycle 6 cyl.	Elec.	35
	7	Mack-CT	Mack-Lanova-4 cycle 6 cyl.	"	35
	1	Twin-37 RDE	Hercules-4 cycle 6 cyl.	Elec.	37
	7	Twin-40 RDE	Hercules-4 cycle 6 cyl.	"	41
	2	Mack-CT	Mack-Lanova-4 cycle 6 cyl.	"	35
Boston Elevated Railway	2	Mack-CT	Hercules-4 cycle 6 cyl.	"	35
	2	GMT-736	GMD-2 cycle 6 cyl.	"	38
	8	GMT-740	GMD-2 cycle 4 cyl.	"	38
	2	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	40
	2	GMT-731	Hercules-4 cycle 6 cyl.	Elec.	37
Boston, Worcester & New York St. Ry. Co.	1	GMT-TD-40	GMD-2 cycle 6 cyl.	Hyd.	40
Burlington Transportation Co.	23	GMT-743D	GMD-2 cycle 6 cyl.	Mech.	28
	15	GMT-PD-37	GMD-2 cycle 6 cyl.	"	33
Carolina Coach Co.	1	White (converted)	HB-Cummins-4 cycle 6 cyl.	Mech.	33
Charleston Transit Co.	18	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	40
	7	GMT-TD-32	GMD-2 cycle 4 cyl.	"	32
Chicago Motor Coach Co.	50	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	41
	44	GMT-740	GMD-2 cycle 6 cyl.	"	45
The City Transit Company	1	GMT-728	GMD-2 cycle 4 cyl.	Mech.	30
	1	GMT-TD-36	GMD-2 cycle 6 cyl.	Hyd.	36
The Cleveland Railway Co.	10	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	40
The Connecticut Co.	2	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	40
Connecticut Railway and Lighting Co.	13	GMT-TD-40	GMD-2 cycle 6 cyl.	Hyd.	40
Dallas Railway & Ter. Co.	8	Mack-CM	Mack-Lanova-4 cycle 6 cyl.	Elec.	40
DeCamp Bus Lines	3	GMT-740	GMD-2 cycle 6 cyl.	Mech.	40
	2	GMT-TD-45	GMD-2 cycle 6 cyl.	"	45
Eastern Massachusetts Street & Railway Co.	1	Twin-37 RDE	Hercules-4 cycle 6 cyl.	Elec.	37
	5	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	35
Eastern Michigan Motorbuses	14	GMT-PD-29	GMD-2 cycle 4 cyl.	Mech.	29
	20	GMT-TD-27	GMD-2 cycle 3 cyl.	"	27
Eighth Avenue Coach Co.	10	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	40
	25	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	40
Gloucester Auto Bus Co.	7	Twin-35 RDE	Hercules-4 cycle 6 cyl.	Elec.	35
	2	Twin-35 GDE	Hercules-4 cycle 6 cyl.	"	35
Grand Rapids Mtr. Coach Co.	1	GMT-TD-27	GMD-2 cycle 3 cyl.	Mech.	27
	1	GMT-TD-32	GMD-2 cycle 4 cyl.	Hyd.	32
Greyhound Lines	61	GMT-743	GMD-2 cycle 6 cyl.	Mech.	37
	69	GMT-PDG-37	GMD-2 cycle 6 cyl.	"	37
	139	GMT-PDG-41	GMD-2 cycle 6 cyl.	"	40
Pacific Greyhound Corp.	24	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	40
	84	GMT-TD-45	GMD-2 cycle 6 cyl.	Mech.	45
Pennsylvania Greyhound	6	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	40
Harmony Short Line Motor Transportation Co.	6	GMT-TD-32	GMD-2 cycle 4 cyl.	Hyd.	32
Hudson Transit Lines	3	GMT-PD-37	GMD-2 cycle 6 cyl.	Mech.	37
Los Angeles Motor Coach Co.	92	GMT-TD-45	GMD-2 cycle 6 cyl.	Hyd.	45
Madison Avenue Coach Co.	10	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	40

*Engine replacement only.

ROSTER

Zenon Hansen reached into his clipping file and came up with the following gem. In 1940, World War II was just getting underway and so was the use of diesel engines to power the nation's transit fleet. Most transit vehicles were either gasoline or electric powered, now over 40 years later, the roles have been reversed, with diesel clearly the major fuel. Chicago Motor Coach reported 94 buses, while the mighty Chicago Surface Lines had zero. CSL did have a rather large gasoline powered fleet however.

Name of Company	No. Buses Owned	Bus Model	Engine Used	Drive	Seating Capacity
Market Street Railway Co.	11	GMT-TD-3601	GMD-2 cycle 6 cyl.	Hyd.	38
New Orleans Public Service Inc.	1	Twin-35-RDE	Hercules-4 cycle 6 cyl.	Elec.	35
New York City Omnibus Corp.	30	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	40
Norfolk Southern Bus Corp.	1	(Converted)	Cummins-White 4 cycle 6 cyl.	Mech.	28
Northern Indiana Transit, Inc.	8	GMT-TD-36	GMD-2 cycle 4 cyl.	Hyd.	36
Ohio Valley Bus Co.	2	GMT-TD-32	GMD-2 cycle 4 cyl.	Hyd.	32
Philadelphia Transportation Co.	1	Mack-CT	Mack-Lanova-4 cycle 6 cyl.	Elec.	35
	1	Twin-40 RDE	Hercules-4 cycle 6 cyl.	"	40
	10	Twin-35 RLDE	Hercules 4 cycle 6 cyl.	"	35
	4	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	40
Public Service Coordinated Transport	100*	GMT ZAAAP	GMD 2 cycle 4 cyl.	Elec.	31
	30	GMT-TDE-40	GMD-2 cycle 6 cyl.	"	36
	1	GMT-Z 240	Mercedes Benz 4 cycle 4 cyl.	"	29
	1	GMT-Z 240 (all serv.)	Hercules-4 cycle 6 cyl.	"	36
Reading Street Railway Co.	27	GMT-736	Hercules-4 cycle 6 cyl.	"	36
	30	GMT-736	GMD-2 cycle 6 cyl.	"	37
	95	GMT-1203	GMD-2 cycle 4 cyl.	"	25
	6	GMT	GMD-2 cycle 4 cyl.	Mech.	30
	27	GMT-TD 32	GMD-2 cycle 4 cyl.	"	29
	25	GMT-TDE-25	GMD-2 cycle 4 cyl.	Elec.	25
	79	GMT-TDE-25	GMD-2 cycle 4 cyl.	"	26
	15	GMT-TD-25	GMD-2 cycle 4 cyl.	Mech.	27
	53	GMT-TD-24	GMD-2 cycle 2 cyl.	"	25
	13	GMT-TD-24	GMD-2 cycle 2 cyl.	"	24
Rollo Transit Co.	1	Twin-35-GDE	Hercules-4 cycle 6 cyl.	Elec.	35
	2	Mack-CT	Mack-Lanova-4 cycle 6 cyl.	"	35
	5	GMT-TD-36	GMD-2 cycle 6 cyl.	Hyd.	36
	1	GMT-728	Cummins-4 cycle 6 cyl.	Mech.	32
Safeway Motor Coach Co.	6	GMT-743	GMD-2 cycle 6 cyl.	Mech.	37
San Diego Electric Ry. Co.	2	GMT-TD-27	GMD-2 cycle 3 cyl.	Mech.	27
	1	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	40
Seattle Transit System	4	GMT-TD-40	GMD-2 cycle 6 cyl.	"	40
	25	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	40
South Suburban Safe Way Lines, Inc.	3	GMT-740	GMD-2 cycle 6 cyl.	Hyd.	40
	4	GMT-TD-40	GMD-2 cycle 6 cyl.	"	40
Tennessee Coach Co.	6	GMT-PD-37	GMD-2 cycle 6 cyl.	Mech.	37
	10	Twin-44-RLDE	Hercules-4 cycle 6 cyl.	Elec.	44
Third Avenue Railway Co. and Subsidiaries	1	Twin-41 RDE	Hercules-4 cycle 6 cyl.	"	41
	21	Twin-41 RDE	Hercules-4 cycle 6 cyl.	"	40
	20	Twin-41-RCDE	Hercules-4 cycle 6 cyl.	"	40
	65	Twin-41 RLDE	Hercules-4 cycle 6 cyl.	"	40
	1	GMT-731	Hercules-4 cycle 6 cyl.	"	36
	10	GMT-746	GMD-2 cycle 4 cyl.	"	40
Trenton Transit Co.	26	Mack-CM	Mack-Lanova-4 cycle 6 cyl.	"	40
	1	White	Hercules-4 cycle 6 cyl.	"	40
Tri-State Transit Co. of La, Inc.	1	GMT-TD-40	GMD-2 cycle 6 cyl.	Hyd.	40
Virden Transportation Co.	14	GMT-PD-37	GMD-2 cycle 6 cyl.	Mech.	37
	1	GMT-TD-36	GMD-2 cycle 4 cyl.	Mech.	36
Westchester Coach Co., Inc.	1	GMT-728	GMD-2 cycle 6 cyl.	"	32
White Horse Pike Bus Co.	1	Mack-CW	Cummins-4 cycle 6 cyl.	Mech.	25
	5	GMT-TD-32	GMD-2 cycle 4 cyl.	Hyd.	32

Effective Oct. 1st

RTA Monthly Regional Rail Ticket Program

Dear Commuter:

It is with great pleasure that I announce implementation of the Monthly Regional Rail Ticket (MRRT) Program on October 1. The MRRT program, for the first time in the railroad industry's long history, gives commuters in the RTA six-county region the flexibility and convenience of using their monthly tickets on the following railroads:

Burlington Northern, Chicago and North Western, Illinois Central Gulf, Norfolk and Western, and the Northeast Illinois Railroad Corporation's Milwaukee and Rock Island districts. (The South Shore is not participating in this program because of the railroad's different fare structure.)

Commuters can travel on any of the six participating rail lines as far as the zone shown on their monthly tickets without paying an additional fare. In the event the interchange trip extends beyond the listed zone, an incremental fare will be charged.

All of the railroads participating in the MRRT program, except the ICG electric line, have similar fare collection systems. The ICG has an automated system whereby commuters insert their tickets in a turnstyle before boarding the train and after disembarking. The following procedure has been established to aid monthly commuters from other railroads who want to ride the ICG.

Commuters boarding at any of the downtown terminals (Randolph St. and Van Buren St.), at 59th St. (Hyde Park/Museum of Science & Industry), or at 115th St. (Kensington), which have ticket agents on duty, should show their monthly ticket to the agent and a specially marked ICG ticket will be issued. This ticket enables the commuter to enter and exit the system through the turnstyles.

Passengers boarding at a station where there is no agent on duty should pick up the orange Passenger Assistance Link (PAL) telephone located near the turnstyles, to call the PAL center and gain entrance to the system. If disembarking at a station that does not have a ticket agent, the commuter should again pick up the PAL telephone in order to receive clearance to exit through the turnstyles. Those commuters disembarking at a station where a ticket agent is on duty, should show their ticket to the gate person and they will be permitted to exit.

Conductors will check tickets on the train and collect any additional fare that may be required.

The MRRT is yet another incentive for Northeast Illinois residents to use the regional commuter rail system and to purchase the discounted monthly ticket.


Lewis W. Hill, Chairman

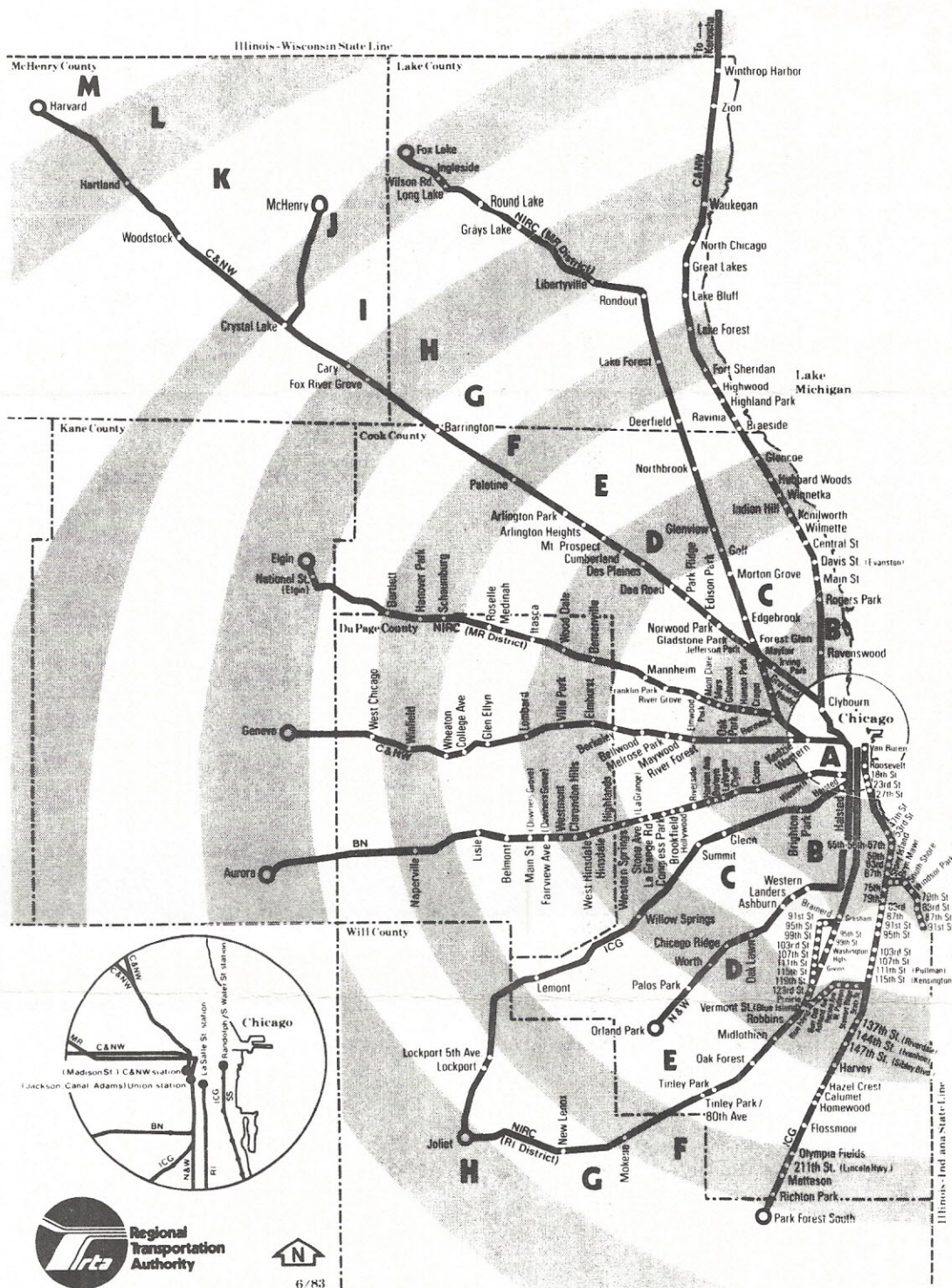


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LEGEND Letters "A" through "M" on the map designate RTA's rail fare zone areas.