

Green Pennant Special

RUN #21

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

DECEMBER MEETING

Our final meeting of 1983, will be held at the Bismarck Hotel in downtown Chicago on December 2nd at 7:30pm in our usual room (Parlor E). Our guest will be OSA Charter Member Jeff Wein. Jeff will present slides of his recent travels around the country. Featured will be the operations of SEPTA and MUNI (Philadelphia and San Francisco respectively). Following Jeff's presentation will be our famous "news-cast." So bring those slides!!!!!!!

NOVEMBER MEETING

Our November meeting was held at CTA's Training Center located on Clark Street above Limits Garage. Our program was presented by John Perkins and Joe Valtierra, both CTA bus instructors. Although we got off to a somewhat late start, a lot of interesting material concerning the training of CTA bus operators was covered. The presentation was well received and we hope to do it again soon. Special thanks are due to CTA management for making this rare opportunity available to us.

FLYER TRIP

On Sunday November 20th, a charter was held using one of CTA's new Flyer transit coaches. Twenty-six passengers were aboard for our first ever trip on a Flyer. Vince Dawson was our driver for this memorable trip to the south side of Chicago. Bus 9902 did the honors. During the trip, a stop was made at Munson's Discovery Coaches where Bruce Moffat and John LeBeau provided demonstration rides on their TGH-3102's.

QUINCY TRIP

Although not sponsored by OSA, this trip is worthy of mention because all of those in attendance were OSA members! On Nov. 12th, a trip using the buses of Quincy Transit Lines provided an opportunity to ride the only TGH-3102's still being operated by a local transit operator in Illinois. Quincy Transit is operated by the City of Quincy and uses a fleet of TMC's to cover normal schedule needs. A reserve fleet consisting of three 3102's is kept on standby to fill in for the TMC's when needed. Photos of this trip and our Clinton and CTA trips will appear in our next issue which will be a special photo issue.

CONTINENTAL AIR TRANSPORT

CATCO has sold Flxible 'Bullet' #139 to a private party who plans to run charter trips to Menard State Prison for relatives of the inmates. This leaves only #153. CATCO is ordering 3 new MC 9's for delivery in early '84. They also have all the Flxible Hi-levels for sale. The days of the Flxible at CATCO are numbered.

REGIONAL TRANSPORTATION AUTHORITY

The RTA plans to hold public hearings in early 1984 to switch route #356-Altgeld from Transit Management of Harvey (SafeWay) to CTA. This is the only 'suburban' route totally within the city.

GREATLAKES TRAILWAYS

Greatlakes Trailways service to Milwaukee has been increased to approximately every 2 hours by operator Continental Air Transport due to the Greyhound strike.

Remember to bring your ballot to meeting or mail it now!

THE PICKWICK SLEEPER

From member Zenon Hansen comes the following article from the pages of Popular Mechanics, along with the following introduction:

Undoubtedly, the most obscure of all that relatively rare breed, the sleeper bus, was the so-called "Pickwick Sleeper" built by Columbia Coach Works, apparently in Southern California, in the fall of 1936. Despite its name, it is not known to have had any connection with its famous namesake. One of its most noteworthy features was one of the first applications of mechanical air conditioning to a bus. Nothing materialized of a plan to organize an operating company, Pickwick Sleeper Coach Lines, to operate a fleet of these buses, and the sole prototype was sold to All American Bus Lines.

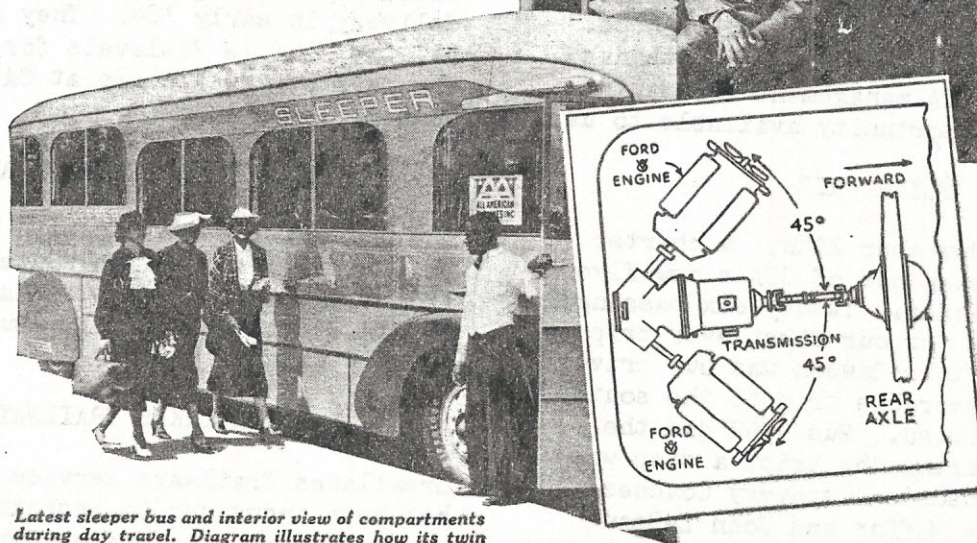
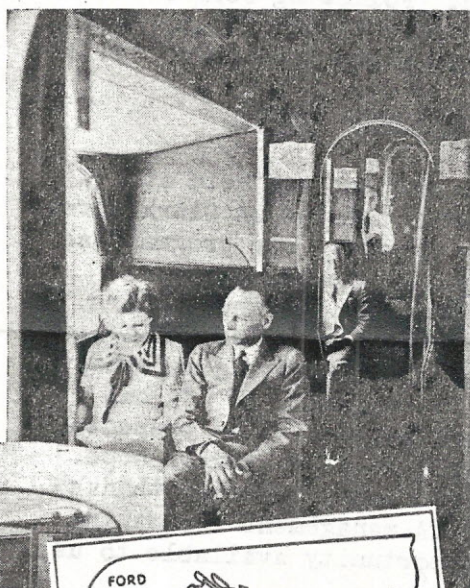
(Nov., 1936)

POPULAR MECHANICS

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Twin Motors with Single Clutch Drive Big Bus

Two eight-cylinder motors set at forty-five-degree angles to the transmission shaft, with a single clutch, give remarkable smoothness and flexibility to a sleeper bus just built in California. Accelerating swiftly like a steam-powered vehicle, it cruises at fifty-five miles an hour yet travels smoothly in high gear as slowly as ten miles an hour. The twin engines are at right angles to each other, connected into a single bevel-gear drive unit that provides sixteen-cylinder synchronized performance. If one motor fails, the bus can travel on the remaining engine. Being interchangeable, a new motor can be installed with little loss of time at the re-



Latest sleeper bus and interior view of compartments during day travel. Diagram illustrates how its twin engines are connected to single drive shaft

pair depot. Designed for the utmost passenger comfort, the bus is air-conditioned and is of the "sleeping car" type with eight compartments, accommodating thirty passengers as a day coach and twenty in berths at night. There are four reclining chairs in a glass-enclosed front observation compartment. Each compartment contains three single berths and a lavatory. The motors are mounted at the rear of the bus, which is built of aluminum.