

Green Pennant Special

RUN #22

OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

JANUARY 1984



-TWO YEARS DOWN-

With this issue, we conclude our 2nd year of Green Pennant Special publication. To commemorate this milestone, we will present a special photo section in this issue. We would also like to thank those who have contributed articles, news, suggestions, etc. to GPS to make it the voice of your OSA.

-ELECTION RESULTS-

At the regular December meeting of the Society ballots were counted to determine who would fill the one Director's slot which would become open upon the expiration of Vince Dawson's term on the board of directors. Mr. Dawson was reelected to a new three year term starting on January 1, 1984. There was a very high rate of balloting, indicating much interest in this race between Vince and his worthy challenger Bill Shapotkin.

-DECEMBER MEETING-

For the record, our meeting was held on Friday, December 2, 1983 at 7:30 pm in Parlor E of the Bismarck Hotel in downtown Chicago. In addition to the election of a Director, a fine slide presentation was given by Jeff Wein. Jeff showed slides of transit action in Philadelphia and San Francisco.

-ON TAP FOR JANUARY-

Our January meeting will be held on Friday the 6th at 7:30 pm at the Bismarck Hotel in Parlor E. Our guest will be John Perkins of CTA's Instruction Department. John will give us a "crash" (no pun intended) course in Restoration of Service techniques used by bus supervisors who encounter a service delay in their area. We will be treated as if we were students in a supervision class. Mr. Perkins will limit his remarks to this subject only. The newscast will follow his presentation.

COVER PHOTO: Better days in downtown Chicago when White buses seemed to be just about every where. (CTA via J. LeBeau)

-DUES TIME-

It is that time of year again. That's right, its dues time. Dues for the year 1984 are now due and should be sent to your friendly Treasurer, Bruce Moffat, 6727 N. Loron Ave., Chicago, IL 60646. Regular membership dues are \$16.00 (the same as last year). If you are 65 years of age or older, or are an active duty member of the armed forces (reservists not eligible) the dues are only \$8.00. A form for your convenience is enclosed.

-COACH NEWS-

On November 11th, Wisconsin Illinois Stages instituted a new route from Lake Geneva to Madison, Wisconsin. Initial service operates on Fridays, Sundays, and for student breaks. Buses pull into the Madison Badger and Trailways terminals and will make a request curb stop at Greyhound. WIS had obtained interstate operating authority on the route in April but had put off starting service until the Greyhound strike which is still in progress.

On November 17th, National Bus Trader took delivery of a 29-passenger Executive coach converted by ABC Bus/Kingston Coach of Winter Garden, Florida. The MC-7 has 2-and-1 seating; a video recorder; two TV's; AM/FM radio with tape player; and a galley with a refrigerator, sink, and two electric thermos units. It replaces the NBT MC-5A which has now been re-converted to a 39-passenger coach and operates scheduled service for Wisconsin Illinois Stages. The coach will be placed in regular service on January 8, 1984. Free transportation will be available to bus fans on this day only. The coach will leave Cumberland "L" at 10:35 am and return at 4 pm with a lunch stop in Lake Geneva. Contact Larry Plachno at (414) 728-2691 for further information. (Thanks goes to Larry for providing the above news items.)

**Green Pennant Special
STAFF**

Bruce Moffat
John LeBeau

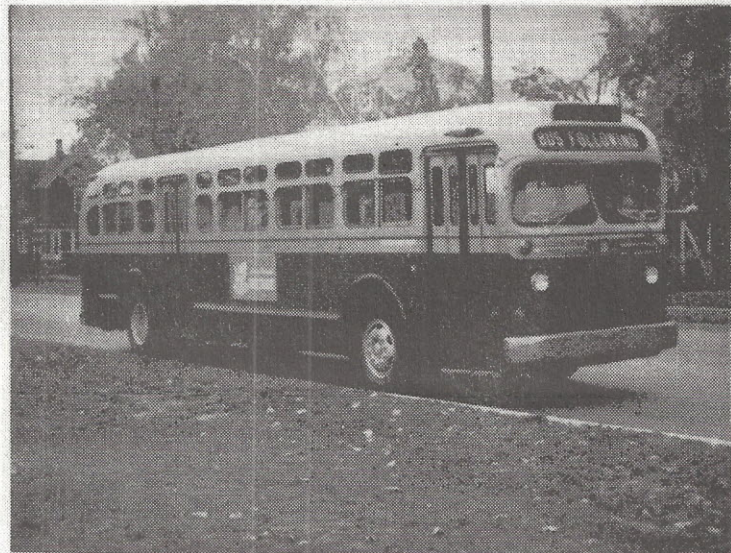
Bill Shapotkin
Mel Bernero

Vince Dawson

Send your news items to:
John LeBeau
15329 South Chicago Road
Dolton, IL 60419

-MORE NEWS-

In addition to the increased service being provided by Great Lakes Trailways during the Greyhound strike, a number of other local intercity carriers have increased their services to meet the demand for intercity bus transportation. Scenic Trailways has doubled service from Chicago to Minneapolis. Buses now leave Chicago at 7:30 am and 12:30 pm. Hiawatha Coaches has extended service to the Badger terminal in Madison, serving Wisconsin Dells, Tomah and LaCrosse. Wisconsin Northern Transportation has extended service to the Badger terminal in Madison, serving Eau Claire and Duluth. Michigan Trailways had applied for authority to run Chicago-Detroit service even before Greyhound went on strike, they have now been joined by Trailways Inc. who would like to also operate over this route. (Thanks to Larry Plachno for the above info.)



Oshkosh Transit System #902 (ex-Evanston) did the honors on our October 10, 1979 trip to the Dairy State. (J. LeBeau photo)

-HAT CALL-

The Treasurer still has a few OSA caps for sale at the low price of \$5.00. See Bruce at the meeting to get yours. They are going almost as fast as Cabbage Patch dolls!

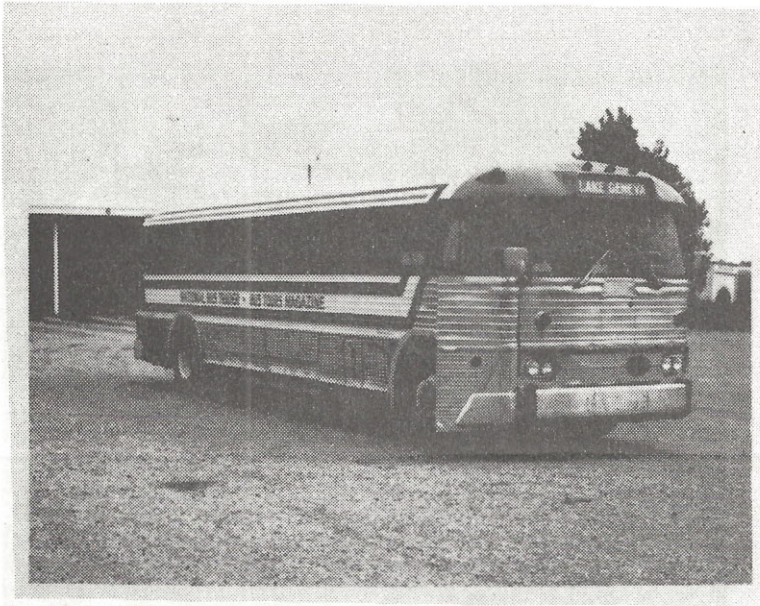
-PHOTOS-

The next few pages are devoted to photos of some of our past trips, historical photos, and others that we thought you might find interesting.

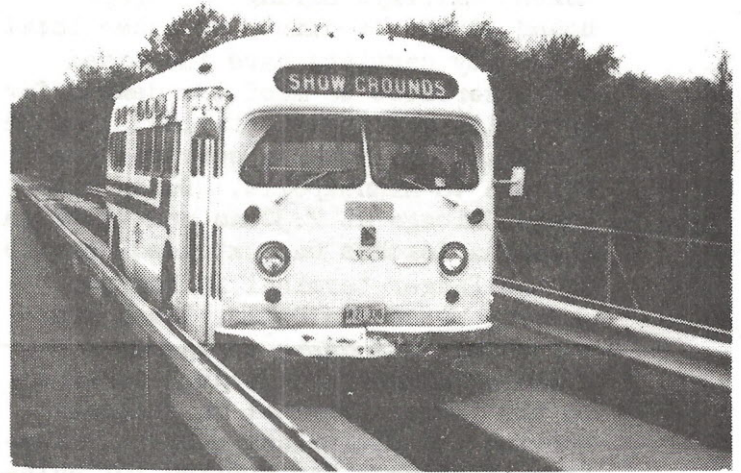


OSA trip #118 was the occasion for bringing out Madison (Wis.) Metro's little #10 which spent many years rusting away until saved by them. (J. LeBeau photo)

← In the summer of 1973, a number of fans converged on Marquette (Mich.) Transit to ride their venerable Ford transit. (J. LeBeau photo)



The National Bus Trader MC-5A was put to use during our September visit to the home of Larry Plachno, Editor and Publisher of NBT. (B. Moffat photo)



Quincy Transit provided TGH-3102 #3501 for a trip on November 12, 1983 that toured many interesting sites in this often overlooked part of Illinois.



In 1951, Roger Bogenberger caught Wakesha Transit #40 and a Speedrail interurban car at the intersection of 6th and Michigan in Milwaukee. To the right you can just make out the terminal of another electric railway which served this city. Just over 30 years later, David Stanley recorded the view of #40 (right photo) at the East Troy Trolley Museum. Dave is now the proud owner of this ACF product and is restoring it to operating condition.

COACH TRAVEL UNLIMITED, INC. BUS ROSTER AS OF 12-06-83

BUS #	CAP.	MANUF.	MODEL	SERIAL#	YEAR
138*	30	GM	PD4106	PD4106-659	1962
142*	41	MCI	MC5	MC5-5055	1964
152	47	MCI	MC7	MC7-S7638	1969
153	47	MCI	MC7	MC7-S10191	1973
154	47	MCI	MC8	MC8-S11937	1976
155	47	MCI	MC8	MC8-S12431	1976
156	47	MCI	MC8	MC8-S13098	1977
157	47	MCI	MC9	1M89CM8A6CP037084	1982
158	47	MCI	MC9	1M89CM6A2CP037005	1982
159	47	MCI	MC9	1M89CM8A8CP037488	1982
160	47	MCI	MC9	1M89CM6A3DP037953	1983
161	47	MCI	MC9	1M89CM6AXDP038081	1983
203*	18	DIAMOND	GT-VIP	1FDKE3013DHB36629	1983
204*	21	DIAMOND	AIRPORTER	1FDKE3017DHB93139	1983
303*	39	MCI	MC5A	MC5A-6587	1966
304*	39	GM	PD4104	PD4104-4032	1959
306*	39	MCI	MC5A	MC5A-6612	1966
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701	47	MCI	MC7	MC7-9623	1972
702	47	MCI	MC7	MC7-S10044	1973
703	47	MCI	MC7	MC7-S10002	1972
704	47	MCI	MC7	MC7-S10398	1973
777	47	MCI	MC8	MC8-S13077	1977
787	47	MCI	MC8	MC8-S13078	1977
802	47	MCI	MC8	MC8-S11612	1977
1116	47	MCI	MC8	MC8-S12549	1977
1117	47	MCI	MC8	MC8-S13143	1978
1118	46	EAGLE	10	1EUAN6B13CB030815	1982
1119	46	EAGLE	10	1EUAN6B15CB030816	1982
2301*	23	FLXETTE	DODBAE9590	M40CK9T521888	1981
2302*	23	FLXETTE	CHGBAE9599	CPS3783221688	1981
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4100*	38	GM	PD4107	PD4104EXP563	1963
4105	39	MCI	MC5A	MC5A-7371	1968
4106	39	MCI	MC5A	MC5A-7407	1968
4107	39	GM	PD4107	PD4107-1075	1968
4110	39	GM	PD4107	PD4017-1095	1968
4111	39	GM	PD4107	PD4107-1156	1968
4112*	39	GM	PD4107	PD4107-707	1967
4114	39	MCI	MC5A	MC5A-7626	1969
4115	39	MCI	MC5A	MC5A-7820	1969
4116	39	MCI	MC5A	MC5A-8090	1969
4117	39	MCI	MC5A	MC5A-8319	1970
4118	39	MCI	MC5A	MC5A-8451	1970

the end

THE FLXLECTRIC BUS

by

Bruce Moffat

In addition to the many gasoline and diesel powered produced by Yellow Coach (General Motors) in the years prior to World War II, was a unique hy-brid, the electric drive bus. Electric drive buses used a normal internal combustion engine which was connected to a generator, which in turn, supplied electric current to the traction motors which actually made the bus move. Essentially, this was a rubber tire version of todays diesel-electric locomotives. Yellow produced its last diesel-electric in 1942. The TDE's (as they were eventually designated) were somewhat of an oddity, never achieving wide acceptance and relegated mainly to eastern operators.

We now move forward to 1967, and an application made by the Chicago Transit Authority to the Housing and Home Finance Agency of the federal government for a demonstration grant to construct four diesel-electric protoypes in conjunction with Flxible, to be known as the Flxlectric Bus. In their application, the CTA described the purposes of the project as follows:

1. "To develop and construct a local transit bus with and electric drive installation which will be compatible with currently available internal combustion engines or any future prime mover that will not contribute to air pollution.
2. "To determine through test operation of four buses the relative economies and advantages of operating buses with self-contained electric generating and propulsion facilities in comparison with present mechanical means connecting an engine with a drive axle.
3. "To establish guidelines useful nationally to public officials, planners, transit operators and others in determining whether equipment of this type should and can be operated."

Flxible was to provide the four buses which were to be identical in exterior appearance to the "new look" units that they were delivering to CTA at that time (50 passenger). The buses were to be demonstrated in actual service throughout the system and be made available to other operators for testing. The funding application was made on January 24, 1967, but was apparently never given any funding. The project was to last 34 months and cost \$700,000. The following two pages show a rendering of the drive system and a letter of support from Flxible. CTA apparently felt that maybe advances in engine design and electric motors and controls might have made the reintroduction of a diesel-electric feasible.

The existance of a copy of the original project proposal was brought to the attention of this writer who used it to prepare this brief article on an obscure aspect of CTA research and development.