

Green Pennant Special

SEPTEMBER 1987

OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

RUN #56

We would like to welcome everyone back after a wet and hot summer. We hope that all of our members had a very enjoyable vacation period this year.

*** SEPTEMBER MEETING ***

The September meeting of The Omnibus Society of America will be held on September 4th at the Bismarck Hotel in downtown Chicago. As usual the meeting will begin at 7:30 pm.

The program for the meeting will be you the member. Yes, it is our annual "What I did on my summer vacation" program. Any member who wishes to show slides of what he did or saw of interest this summer is invited to bring them along to the meeting for showing.

See John Le Beau before the meeting begins so that he can arrange for your slides to be shown. Please try to limit your slides to 36 so that all of the members who bring slides can show them. If there is time available at the end of the program then more slides can be shown.

*** JUNE MEETING ***

The June meeting of The Omnibus Society of America was held on June 1, 1987, at the Bismarck Hotel in downtown Chicago. The meeting began at 7:30 pm.

The meeting for the evening was presented by John Le Beau. John dug into his slide collection and showed slides of CTA bus equipment that has been scrapped many years.

*** SUMMER FAN TRIPPING ***

The OSA had a very busy summer this year operating three fan trips. The first fan trip was on June 20th in Milwaukee. The OSA chartered bus 3600 from Milwaukee County Transit for a four hour excursion around the Milwaukee area.

Our second charter was on July 25th when we chartered two repainted CTA buses. CTA 4062 and 7100 were chartered for a five hour excursion of the Chicago area.

Our final trip of the summer was on August 15th when the OSA traveled to Dekalb, Il., for a charter on Huskie Lines. In Dekalb we toured the Northern Illinois University, traveled to Maple Park, Sycamore and different villages and towns within a twenty-five mile radius of Dekalb.

*** CTA ROUTE CHANGES ***

The following is a listing of route/service changes on the CTA effective Sunday, October 18, 1987:

- 1) 16 - Lake: cut back Mon-Fri evenings, all Saturday EB via Lake to Paulina-Madison-Ashland loop, ending downtown service these hours.
- 2) 37 - Sedgwick/Ogden: reroute in Medical Center area via Taylor-Ogden-Polk instead of via Taylor-Damen-Polk, providing service to a new clinic on Ogden.
- 3) 38 - Indiana: all service discontinued without replacement.
- 4) 47 - 47th: cut back M-Fri rush Austin/65th trips to operate via 47th to Chauffers Training School terminal east of Laramie. (see also #62 - Archer below)
- 5) 54A - N Cicero/Skokie Blvd: Add Saturday daytime service; extend all trips via Cicero-Cuyler-Kilpatrick-Irving Park to terminal east of Kennedy Expwy., returning via Irving Park-Cicero, giving a direct connection at Irving Park to the O'Hare rapid transit. Also, extend M-Fri rush only from Old Orchard terminal via Laverne-Old Orchard Rd to turnaround at west entrance of Skokie Courthouse east of Harms Rd.

- 6) 62 - Archer: reroute certain M-Fri rush trips via Archer-Austin to 63rd-Meade-65th loop, replacing #47 - 47th service.

- 7) 69 - Foster/East River: Discontinued route, replaced by two new loop routes operated M-Fri daytime only:

#64 - Foster/Canfield - one-way loop from Harlem/Higgins station via Harlem-Foster-Canfield-Higgins-Oriole-Higgins to Harlem Station.

#69 - Cumberland/East River - One-way loop from Cumberland station via Cumberland-Lawrence-East River-Pavilion service roadway-Catalpa-Delphia-Bryn Mawr-Cumberland. Loop is reversed after 12:00 noon.

- 8) 80 - Irving Park: extended all times west via Irving Park to Harlem-Forest Preserve loop, further extended day and early evening (Sunday noon thru early evenings) via Irving Park to Cumberland terminal.

- 9) 80W - West Irving Park: discontinued route, service east of Cumberland absorbed by #80 - Irving Park. West end replaced by Pace/West route #326 from River Road station via River Rd-Lawrence-25th Ave-Irving Park to Harlem-Forest Preserve loop, hourly midday, half-hourly rush hours, M-Fri only.

- 10) 91 - Austin: extended alternate M-Fri midday service via Austin-Gunnison-Nagle-Milwaukee to Imlay terminal, resuming service discontinued in 1982.

- 11) 92W - West Foster: discontinued route without replacement.

- 12) 127 - NW/Madison: renamed Madison/Mc Cormick Place. AM reroute via Lake Shore 23rd to McCormick Place, then to 77th garage via 23rd-King Drive-Stevenson Expwy-Dan Ryan Expwy-79th. PM reroute from Archer garage via Archer-Damen-Stevenson Expwy-King Drive-23rd to Mc Cormick Place, then via 23rd-Lake Shore-Balbo-Michigan-Madison. Note that old PM route was via Pershing-Ashland-Archer-Cermak-Michigan-Madison. This change discontinues most service to/from Board of Education headquarters at Pershing/Wood as unnecessary.

*** MORE REPLACEMENT BUSES ARRIVE ***

Ten additional buses have arrived to take the place of Flyers being returned for rebuilding. These buses arrived between July/August 1987, with the CTA numbering them in the 330 series.

330	TDH-5303	C771	331	TDH-5303	C775
332	"	C810	333	"	C770
334	"	C773	335	"	C769
336	"	C767	337	"	C768
338	"	C772	339	"	C811

All are ex-Calgary, last operated at Expo '86 by Western Bus Lines of BC Ltd., Richmond, BC., 5-1-86 to 10-14-86.

GREEN PENNANT SPECIAL STAFF

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Elvis Presley's Tour Bus



Elvis purchased the 1959 Flxible VL 100 Coach and had it customized for road tours by George Barris in California. It was brand new and had never been used as a line service bus. Elvis used the bus through 1967, usually doing the driving himself.

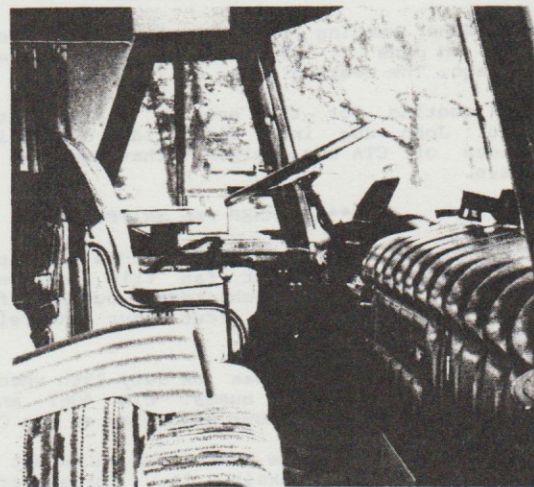
In 1968, Elvis sold the bus to Herb Shriner, an entertainer known as the "Hoosier Hotshot." Mr. and Mrs. Shriner were killed in an accident in Florida before they ever used the bus. It was in their estate until their will was out of probate several years later. In late 1970, the bus was purchased by Crowell Designs to be used for business travel. The Angola Coach Co., which does custom coaches for performers, purchased the bus in 1971 and used it as a model

display coach. The bus was purchased by its present owner on August 12, 1977, just before Elvis' death. It is on loan for exhibit here at Graceland.

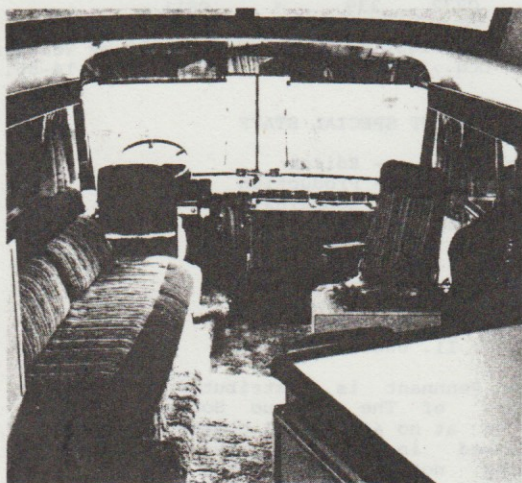
The exterior of the bus is nearly identical to the paint scheme when Elvis owned it. Elvis did not have his name painted on the bus to keep from drawing attention to him and his group as they traveled. Following a minor fire inside the bus in 1970, the interior was refurbished. The bus is powered by a 190 C Turbo Cummins Diesel engine with a 140 gallon fuel tank. It is eleven feet high and weighs 14 tons. The floor is lead lined to keep the motor and road noise down.

The driving area is equipped with a special double fold-down co-pilot seat, cassette player, stereo 8 track player, PA unit, 23 Channel CB, digital alarm clock, altimeter, inside and outside thermometer and ice indicator, and automatic electric step with light.

The front lounge area features two swivel recliner easy chairs and a couch which opens into a double bed.



Behind the front lounge area is the elaborately equipped galley featuring an electric range with oven and rotisserie, refrigerator, garbage disposer, trash compactor, built-in electric can opener, built-in four slice toaster, built-in vacuum, dining bar, storage cabinets and double stainless steel sink.



The bath area contains a full shower, marine commode, vanity and medicine cabinet. There is a queen size bed in the bedroom-dressing area. The sleeping area also has two full-length closets and other storage areas, vanity, full-length mirror and solid privacy door.

Elvis usually traveled with a group of people who passed time on the road playing cards and Yahtzee, listening to music, telling jokes, singing, eating and sleeping.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
RAIL SYSTEM MINI-HISTORY AS OF JULY, 1987
EAST-WEST RAIL LINE

June 30, 1979-Began operation of East-West Line from Avondale to Georgia State. Opened stations at AVONDALE, DECATUR, EAST LAKE, EDGEWOOD-CANDLER PARK, INMAN PARK-REYNOLDSTOWN, KING MEMORIAL and GEORGIA STATE. Service was operated Monday through Friday with 4-car trains.

September, 1979-MARTA rapid transit service was begun on Saturdays and Sundays.

December 22, 1979-East-West Line extended operations from Georgia State to Hightower. Opened stations at FIVE POINTS(upper level), OMNI, VINE CITY, ASHBY, WEST LAKE and HIGHTOWER.

December 15, 1984-Began regular operation of 6-car trains weekdays.

NORTH-SOUTH RAIL LINE

December 4, 1981-Began operation of North-South Line from Garnett to North Avenue. Opened stations at GARNETT, FIVE POINTS(lower level), CIVIC CENTER and NORTH AVENUE. Service was operated seven days a week with 4-car trains.

September 11, 1982-North-South Line extended operations from Garnett to West End. Opened station at WEST END on South Line, and also at PEACHTREE CENTER, on North Line between Five Points and Civic Center.

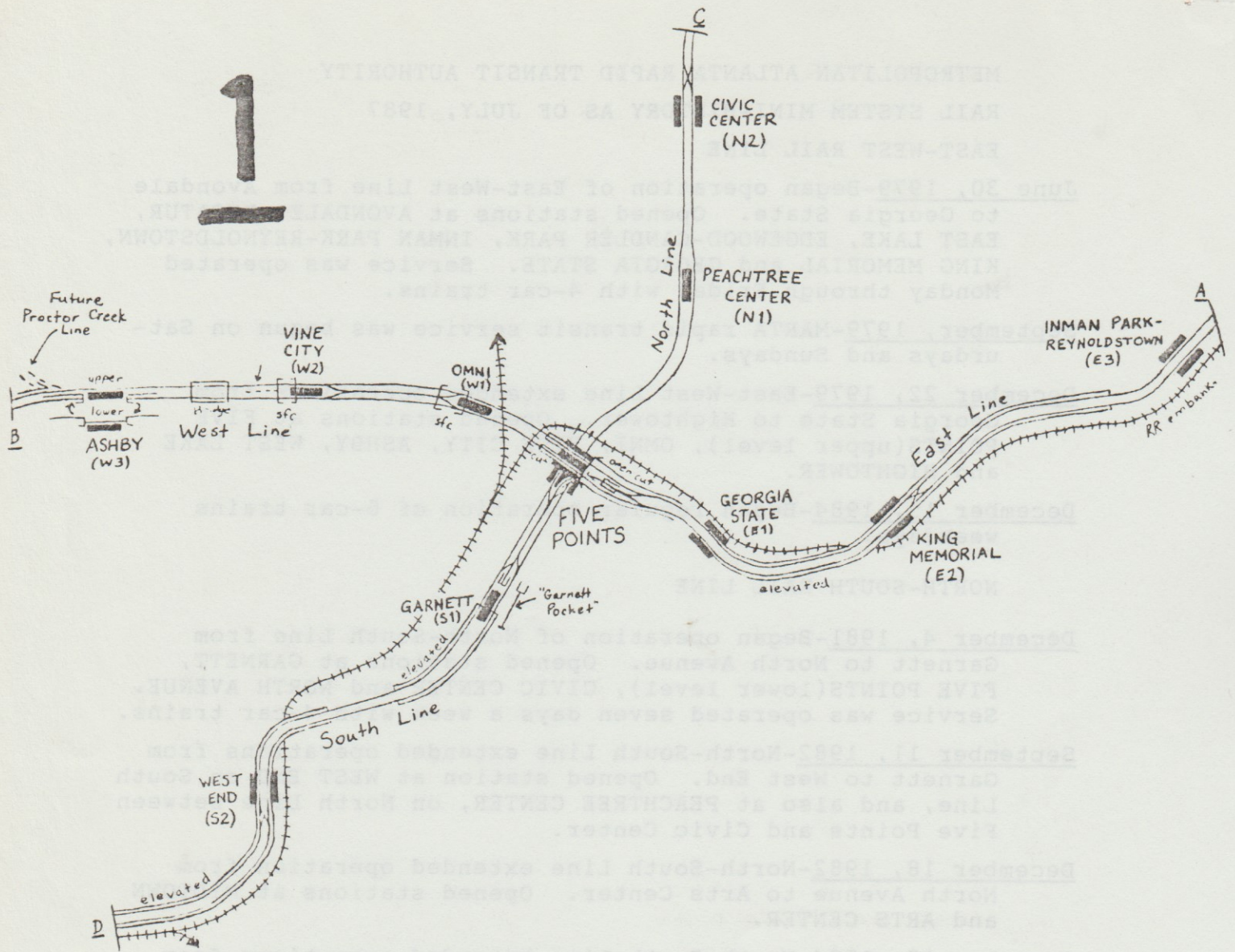
December 18, 1982-North-South Line extended operation from North Avenue to Arts Center. Opened stations at MIDTOWN and ARTS CENTER.

December 15, 1984-North-South Line extended operations from West End to Lakewood-Fort McPherson on the South Line, opening stations at OAKLAND CITY and LAKEWOOD-FORT McPHERSON. Service was also extended from Arts Center to Brookhaven on the North Line, with new stations at LINDBERGH CENTER, LENOX and BROOKHAVEN. Weekday service was alternated, running between Lakewood-Fort McPherson and Brookhaven, and between Lakewood-Fort McPherson and Lenox. Trains terminating at Brookhaven used only the west rail beyond the center track north of Lenox. Began the operation of 6-car trains weekdays.

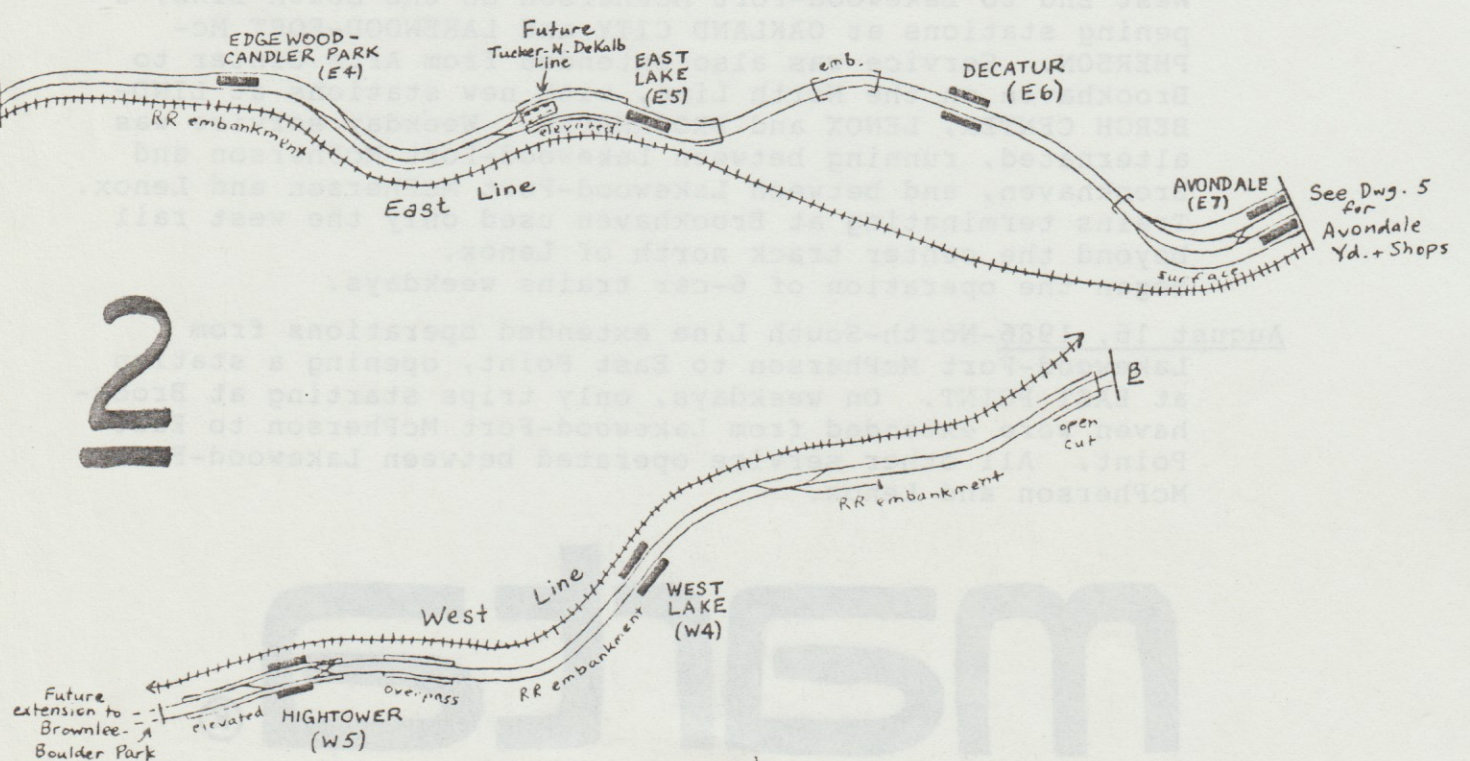
August 16, 1986-North-South Line extended operations from Lakewood-Fort McPherson to East Point, opening a station at EAST POINT. On weekdays, only trips starting at Brookhaven were extended from Lakewood-Fort McPherson to East Point. All other service operated between Lakewood-Fort McPherson and Lenox.

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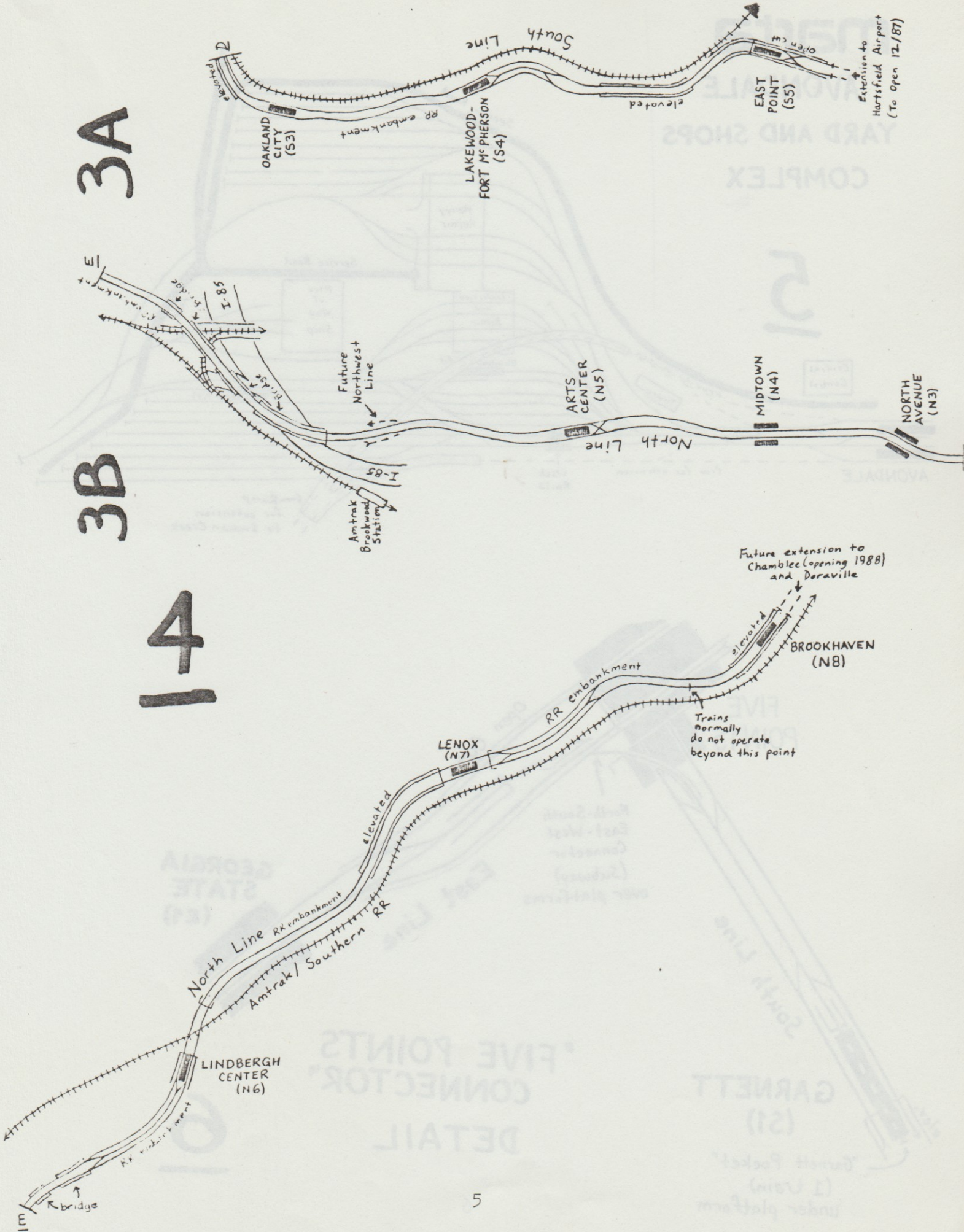
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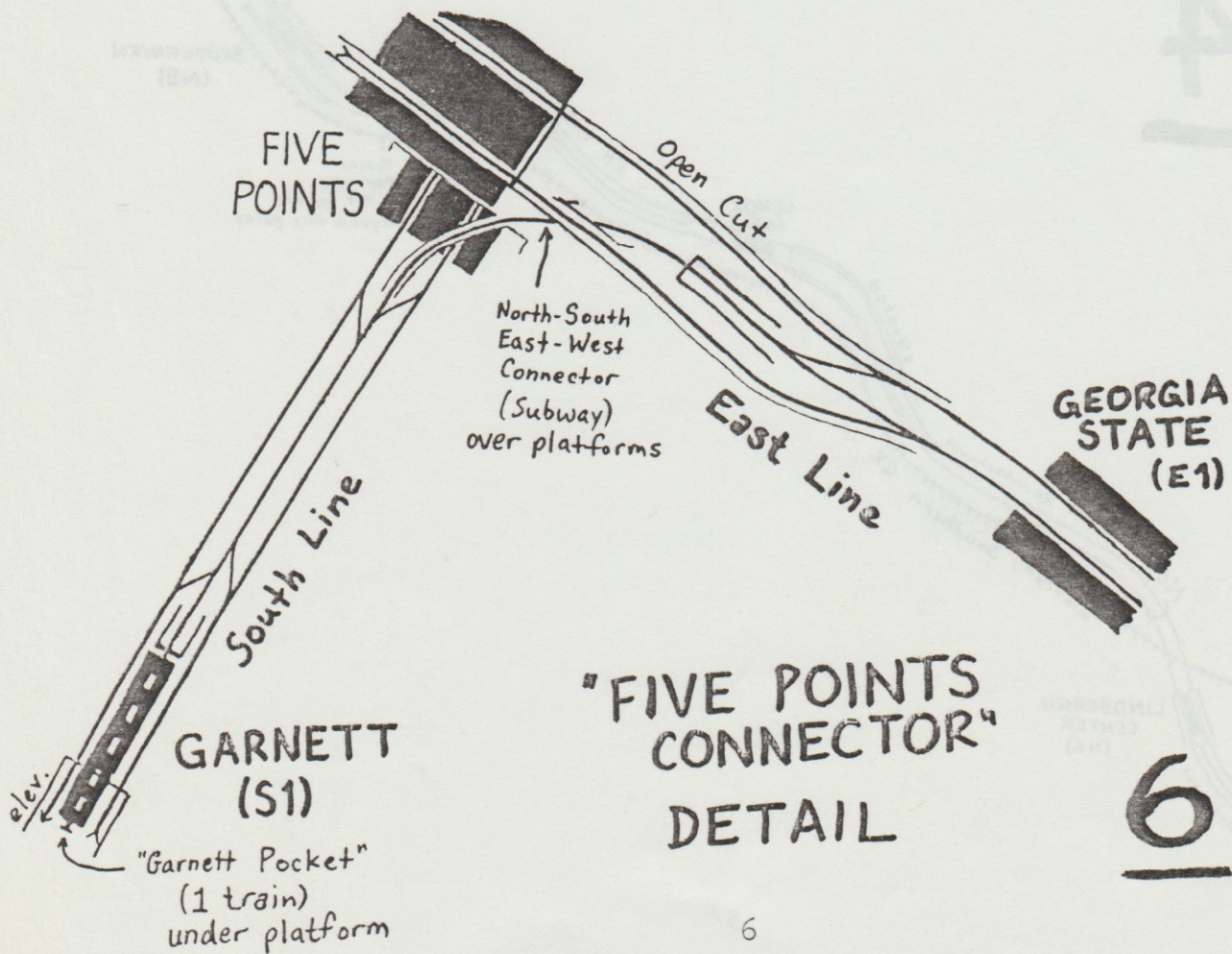
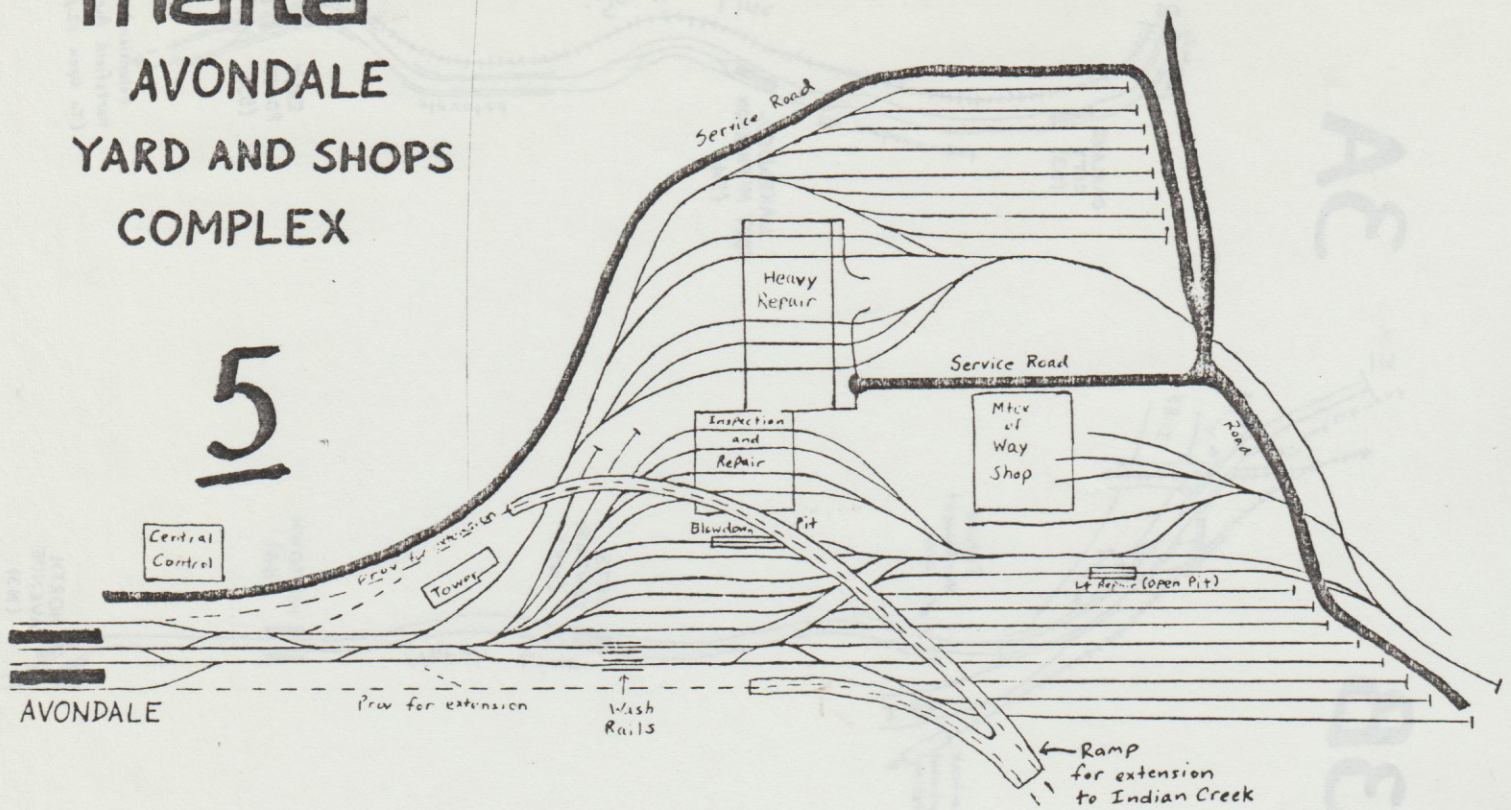
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AVONDALE YARD AND SHOPS COMPLEX

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FACT SHEET ON RAIL TRANSIT VEHICLES

<u>Car Nos.</u>	<u>Configuration</u>	<u>Car Builder</u>	<u>Years Delivered</u>
100-199	Single End-A Single Unit	Franco- Belge	1978-1979
501-520	Double End-C Single Unit	Franco- Belge	1978-1979
200-249	Single End-B Single Unit	Hitachi-America	1984-1985
250-299	Single End-B Single Unit	Hitachi-America	1985-1986
300-319?	Single End-B Single Unit	Hitachi-America	*

*-These cars held in abeyance pending construction of further system extensions to the East-West Line.

GENERAL DESCRIPTION: Electrically-powered, steel wheel-steel rail vehicle; air-conditioned, electrically-heated, tinted windows, upholstered seats, carpeted floors, quiet, safe, fast, comfortable. Each car of unpainted aluminum for minimum maintenance.

NUMBER ON HAND: 220 delivered or being delivered as of 4/1/86.

TRAIN SIZE: Minimum, one car; normally two to eight cars; maximum eight cars.

DOORS: Three 79"-wide, bi-parting, sliding doors on each side and one at each end.

SEATING CAPACITY: A & B cars: 68 seated; C car: 62 seated.

INTERIOR LIGHTING: Reading-light level.

SEATING: 21"-wide per passenger.

SEAT SPACING: 34"(adequate for 6'6" person)

CAR SIZE: Length 75'0"; width, 10'6"; exterior height, 11'10"(top of rail to top of roof); interior height, 6'8"(floor to headlining at centerline of car).

WEIGHT: 77,000 lbs.

PROPULSION: Four electric propulsion motors mounted in trucks.

TRUCKS: Inboard bearing design(similar to Washington Metro), built by Socimi of Italy.

CONTROL: Chopper Control by Garrett AirResearch, Calif.

SPEED: Maximum of 70 M.P.H.

OTHER DESIGN FEATURES: Public address system; design will accomodate wheel chairs; rain gutters over side doors; route and destination signs; car destination signs; stanchions or hand holds; full-width cab, 2/3 open for standees or luggage when not in use; fire extinguishers; fully insulated; aero-dynamic design to reduce wind noise.

