

Green Pennant Special

RUN 73

OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC. APRIL 1989

Welcome to another issue of The Green Pennant Special. It is through this publication that we endeavour to keep the membership informed on happenings in the organization and the transit industry.

*** MARCH MEETING ***

The March meeting of The Omnibus Society of America was held on March 3, 1989, at the Bismarck Hotel in downtown Chicago. Our meeting began at 7:30 pm.

Our meeting for the evening was a slide presentation by Dave Stanley on buses that had been converted to other uses after their passenger duties ended.

*** APRIL MEETING ***

Our meeting location for April and May has been changed. On these two months we will meet at the Wells Park fieldhouse located at 2333 W. Sunnyside. PLEASE NOTE THIS MEETING LOCATION CHANGE. WE WILL NOT BE MEETING AT THE BISMARCK HOTEL THESE TWO MONTHS.

Wells Park is located near Lincoln and Western, close by the Western Avenue stop of the Ravenswood "L". Our meeting will begin at 7:00 pm and be over at 9:15 pm. This is necessary because we need to be out of the fieldhouse at 9:30 pm.

Our meeting will be a group slide presentation on transit in the state of Indiana. If you have any slides of transit properties in Indiana, bring them along for showing.

*** APRIL DINNER TRIP ***

As you will notice, this issue of GPS contains a flyer for a dinner trip to Kenosha, Wisconsin. While the trip is being sponsored by the Railroad Club of Chicago, any profits realized by the trip will be split equally between OSA and RRC.

Send in your reservation for the trip early and help support two worthy organizations. This trip always sells out early so reserve as soon as possible.

*** SUPERBUS AT OCTD ***

After a year of transporting commuters in vehicles that look like luxurious trucks, the Orange County Transit District has concluded that the SuperBus not only works better and is more popular than expected, but it achieves truly remarkable savings.

The SuperBus rarely needs repairs, the Transit District reported, and it attracts ridership. Best of all, the SuperBus turned out to be cheaper to operate. In the fiscal year ended June 30, the district's two SuperBus units cost 43 cents per mile to operate, a savings of 58% over the \$1.01 that the district's conventional transit buses cost. The annual savings was \$58,000.

The SuperBus is a lot less expensive to operate than a conventional bus. The new transit buses require special components that come from the manufacturer and cost more money, but SuperBus parts can be obtained at any truck parts store. Mechanics like to work on the SuperBus because they can tilt the cab forward and get right at the transmission, radiators, pumps and other engine parts.

The SuperBus combines a customized passenger module with a power module supplied by a standard truck tractor for a highly efficient bus with superior performance and passenger comfort. The passenger modules have independent heating and cooling, very large windows, high ceilings and exceptional stability. They kneel to curb height for easy access.

The federal Urban Mass Transit Administration has approved the SuperBus for public transit and will pay transit districts up to 80% for the cost of acquiring them. As a result, the directors of the Golden Gate Transit District in San Francisco have approved the purchase of five SuperBus modules. (National Bus Trader)

*** DAYTON MAY SCRAP TROLLEYS ***

In a move toward replacing its electric trolley fleet, the Miami Valley Regional Transit Authority will seek bids the first week of February to acquire up to 85 diesel buses by the end of 1990. RTA officials are holding open the possibility that 20 of these buses could burn either diesel oil or methanol and meet 1991 federal clean-air standards.

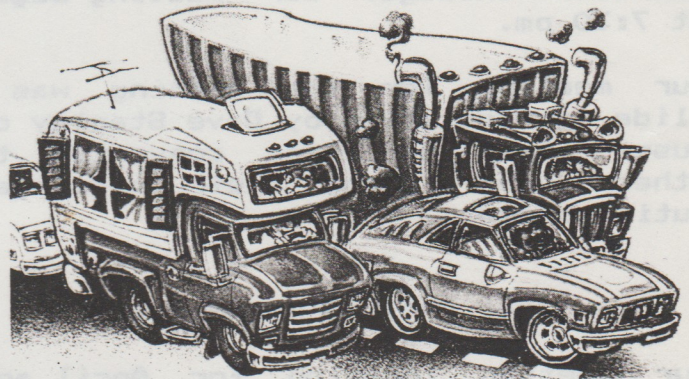
RTA officials said the authority needs buses to replace the existing 65 trolleys and another 20 aging diesel buses. The officials say the present trolley fleet can't be maintained at the current number of vehicles beyond 1991.

RTA wants new vehicles delivered by the end of 1990, when new EPA standards governing emissions from diesel engines go into effect. No diesel engines now manufactured can meet those standards.

Engine Corp. of America has developed an advanced design diesel engine under a Department of Energy contract, and wants to market it to the transit industry. Transit authorities are reluctant to buy the engine without it having been tested in buses operating in regular service. RTA last year applied to UMTA for a federal grant to have it and four other transit authorities do the operational tests.

While the federal agency initially rejected the request, Executive Director Forest Swift said he now has received indications the government is willing to spend for efforts to move clean air technology ahead and favored Dayton as a test site because of the shift away from NON-POLLUTING electric trolleys (capitols ours).

The RTA trustees unanimously rejected the lowest bid, submitted by Mitsui & Co. (USA) Inc., to build new trolley coaches as too high. The bid submitted by Mitsui was for 40 electric buses costing \$464,159 each! Actually the bid requirements were for dual-mode vehicles that could operate away from the trolley bus overhead so that routes could be extended without the cost of extending the overhead.



GREEN PENNANT SPECIAL STAFF

Melvin Bernero - Editor
William Shapotkin - Assistant Editor
John LeBeau - Production Supervisor
Andris Kristopans - Staff
William Shapotkin - Reporters

Send your news items to:
Melvin Bernero
3440 W. Evergreen Ave.
Chicago, IL 60651-2309

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