

# Green Pennant Special

JULY 1991

OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

RUN 98

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.

## \*\*\* JUNE MEETING \*\*\*

The June meeting of The Omnibus Society of America was held on June 7, 1991, at the Welles Park Field House located at 2333 W. Sunnyside in Chicago. Our meeting began at 7:00 pm.

Our meeting for the evening was a slide presentation by John LeBeau and Mel Bernero on Greyhound and Trailways intercity carriers.

John and Mel showed slides of the different equipment types that Greyhound and Trailways has used over the years, some of the affiliate carriers of the two intercity giants, as-well-as some scenes of the different stations that the carriers have and are currently using.

## \*\*\* JULY MEETING \*\*\*

Lights, camera, action !

The July meeting of the Omnibus Society of America will be held at the Welles Park fieldhouse located at 2333 W. Sunnyside in Chicago and is scheduled to begin at 7:00 pm.

This evening film director Bill Shapotkin will present a number of movies on transit subjects. They may not be all bus but Bill states that there will be a good deal of bus scenes in them to keep you interested.

## \*\*\* CTA CORNER \*\*\*

BEGINNING JULY 8 THE Skokie Swift will be shut down for a two month period until a track replacement job currently in progress at Howard yard is completed in September.

Howard yard is in the process of being completely rebuilt and this work is slowing trains getting through the area.

The CTA says that by suspending the Skokie Swift service, the contractor can speed up work on the Howard yard project and on the track replacement on the Skokie Swift line itself. The Skokie Swift has been shut down on weekends for complete track and tie replacement.

With the Skokie Swift trains out of the Howard station, service on other lines at Howard probably will not be disrupted.

During the shutdown, free shuttle bus service will be provided between the Skokie Swift station on Dempster and the Howard station.

CONSTRUCTION WILL BEGIN soon on a new CTA rapid transit station and yard in Wilmette. The \$22 million project includes replacing the present Linden Avenue station and the construction of a loop turning track for Evanston trains.

The new station, scheduled to open in a year, will be built just east of the current station, which was constructed in 1912. An acoustical fence will be erected to cut down construction noise.

THE NEW CTA 5400 SERIES Flexible buses are beginning to be placed in service out of 103rd and Forest Glenn garages. The new narrow TMC RTS buses for Lake Street are also beginning to arrive and are covering almost all Lake Street runs.

## \*\*\* FEATURE ARTICLE \*\*\*

OUR FEATURE ARTICLE this month is on the Flexible VL-100 intercity buses

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# MASS

IN THIS ISSUE:

Trailways  
Introduces New  
Vista-Liners

## TRANSPORTATION

The Magazine of Public Passenger Transportation

FORTY CENTS

MAY, 1955

*any way you look at it...the new TRAILWAYS*

# VISTA-LINER

by **FLXIBLE**

*is today's finest  
luxury motor coach*

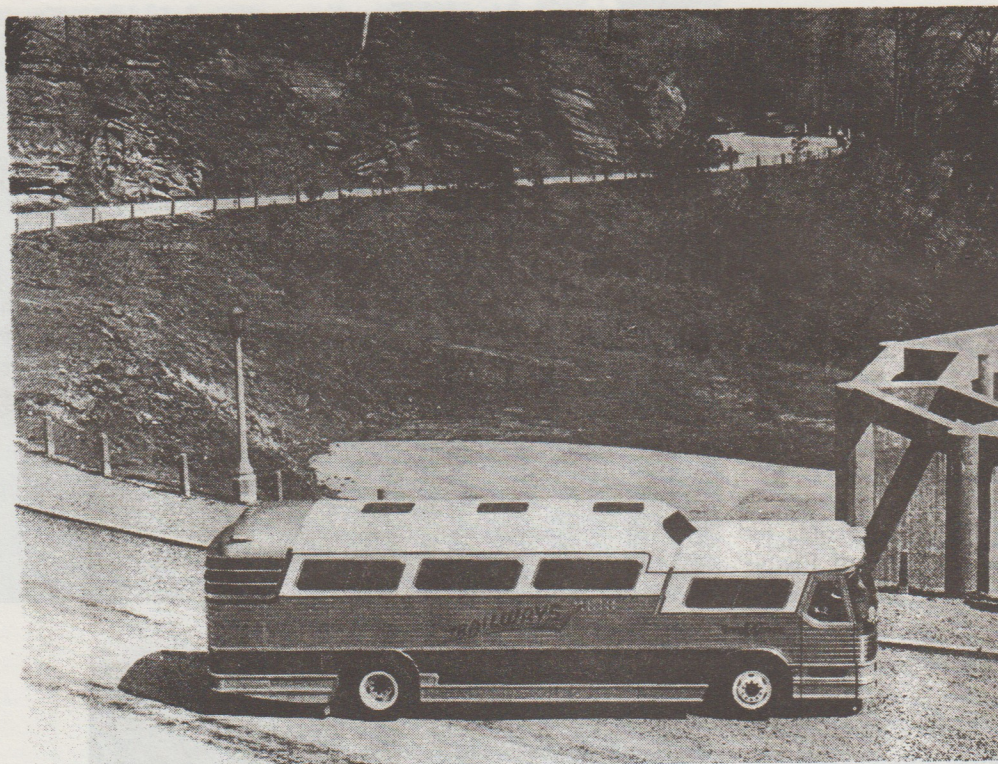
Starting in May, 100 Vista-Liners  
will be placed in thru service  
operation throughout the  
**TRAILWAYS BUS  
SYSTEM**



THE FLXIBLE COMPANY

LOUISVILLE, OHIO





# Trailways

Two-level,  
37-seat luxury  
coaches go into  
service in May

By Bruce B. Howat

**T**HIS month, Trailways Bus System will unveil a new luxury coach designed to secure a greater share of the nation's travel business—the "Vista-Liner 100," a beautiful two-level vehicle manufactured to Trailways' specifications by The Flxible Company of Loudonville, Ohio.

The initial Trailways order for these new coaches totals 100. First units will go in thru service operation within a few days after publication of this magazine. Others will follow just as fast as Flxible can produce

them. Before long, riders on Trailways' routes, such as Dallas to Atlanta to New York—Dallas to Chicago—Mobile to New York—San Antonio to New Orleans—and others will enjoy the sensation of riding in truly luxurious vehicles. They will find new comfort in such advanced mechanical features as torsilastic springs and independent front wheel suspension. Air-conditioning, new type reclining seats and individual loudspeakers for recorded music are other comfort innovations.

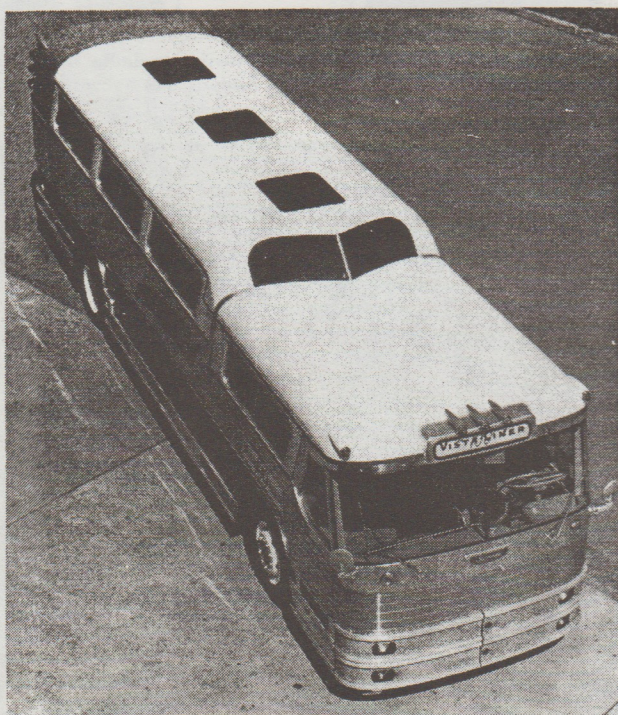
## Product of Years of Research

Announcement of the "Vista-Liner 100" brings to my mind a visit which I made about two years ago to Flxible's big bus plants at Loudonville and Millersburg.

At Loudonville, after we had inspected the Visi-coaches, Airporters and Sightseers—as well as Flxible-Twin Coaches—which were progressing down three long assembly lines, I was taken upstairs to the engineering department. From there, after being sworn to absolute secrecy, I was escorted into a large room, the door to which carried a huge sign—"Keep Out . . . this means you!"

Inside, about a dozen workmen swarmed over a wooden structure. This was my first glimpse of Flxible's long-rumored two level coach, then being built up in entirety in actual size as a wooden model. Seats were already in place, lighting outlets were indicated on the framework, steering wheel and actual driving controls were properly located. My guides, Hugo Young, Flxible president, and Vice President Tom Butler, explained that individual bus components had been constructed previously over a period of several years and thoroughly tested. However, I was witnessing the first over-all assembly of an entire coach.

Last August, I again visited Flxible—this time to ride in the first two level test and demonstration coaches



Eight passengers and the driver ride in the forward section of Flxible's "Vista-Liner"—and 29 ride in the elevated rear passenger deck.



# Introduces New Flexible "Vista-Liner 100"

produced by that company. For several hours, we rolled up and down scenic highways surrounding Loudonville, thru what has been fittingly called the "Switzerland of Ohio." We negotiated hairpin turns at high speeds, finding that the new buses possessed unusual maneuverability, power and riding qualities. When I left Flexible, it was with the firm conviction that I had seen a bus of truly modern design, a coach which would give operators the sort of vehicle they needed to maintain service which could compete successfully with the other types of intercity transportation.

The Vista-Liner 100, now being built by Flexible for Trailways, is similar in design to the standard Flexible Two Level. However, it includes a number of features and refinements developed by Trailways' operators and designed to meet the special requirements of that bus system.

Vista-Liners seat 37 passengers. Eight passengers and the driver ride in the forward section. The elevated rear passenger deck seats 29.

The coach is 35 feet long. Its curb weight is approximately 19,600 pounds. It is powered by a 401 cubic inch Cummins JT-6 turbo-supercharged diesel engine.

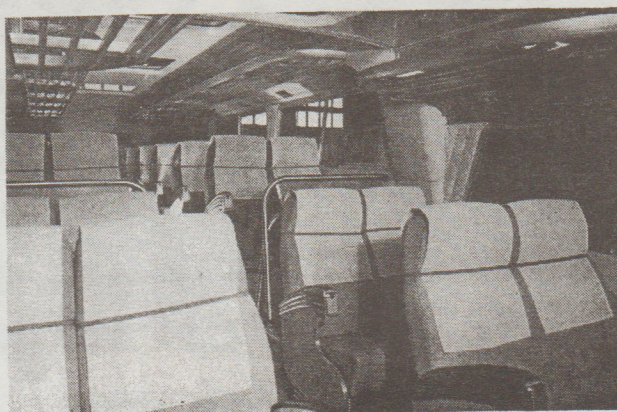
## Torsilastic Rubber Spring Suspension

One of the most important coach features is its torsilastic rubber spring suspension. These springs have been described many times in this and other publications. However, their construction is so novel and their operation so interesting, that a little repetition may not be amiss. Developed cooperatively by B. F. Goodrich Company and Flexible, they are now being used for the first time as standard equipment on intercity buses.

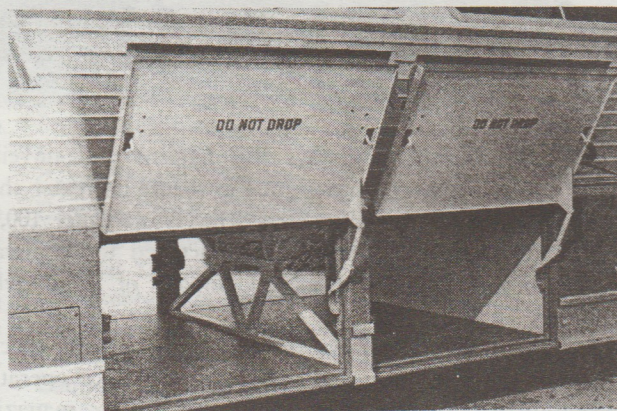
These springs look like steel stove pipes rather than conventional bus springs. They consist of a metal tube enclosed in a metal shell, with space between tube and shell fitted with rubber and bonded to the metals. The outer shell remains fixed (it is bolted to the axle) while the center tube is rotated by a torque arm as weight is added to the coach. All springing action is accomplished by the twisting wind-up movement of the rubber.

Flexible engineers claim that coach stability and riding qualities are greatly enhanced by the fact that torsilastics permit extra-wide mounting of spring shackle arms at the extreme outer rails. They claim that with conventional leaf springs, or even with the so-called modern "air biscuit" type of spring, the width of the mounting or spring base is about 39 inches at the front axle and only about 36 inches at the rear axle.

On Vista-Liners, torsilastic springs provide a 65 inch rear spring base and an 80 inch front base. Consequently, on a 96 inch wide coach, Flexible engineers say that torsilastics give over four times the roll or sway resistance on the front than can be obtained with other types of springs. Likewise, rear torsilastic sway or roll resistance



Vista-Liner interiors feature new type reclining seats and individual airplane-type reading lamps.

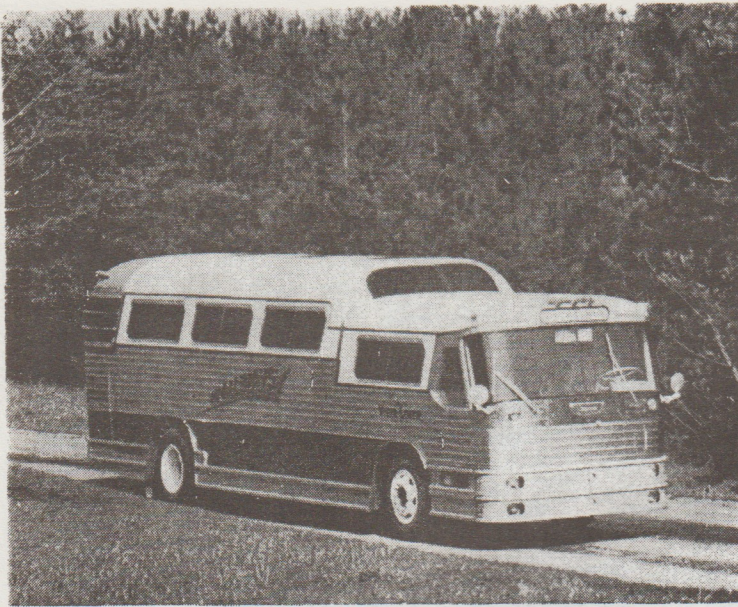


The Vista-Liner's huge luggage compartments are accessible from either side of the coach.

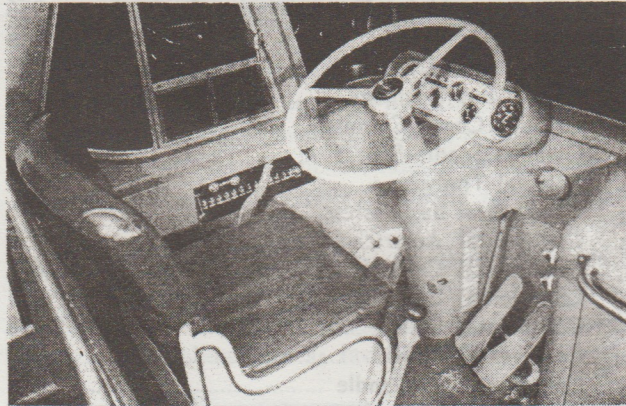


Trailways' 100 Vista-Liners will operate on routes from Texas to New York.

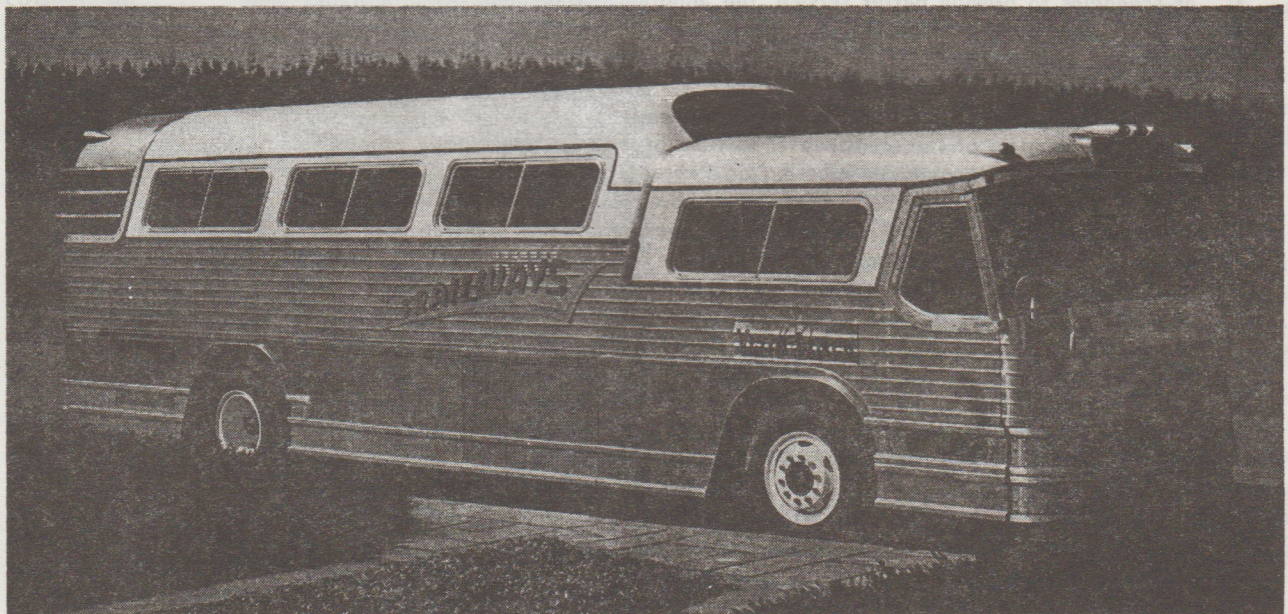




**Torsilastic spring suspension assures Vista-Liner passengers a smooth ride. Independent front wheel suspension reduces road shocks common in buses where front wheels are tied together with an axle.**



**The driver's compartment is enclosed by a lucite panel. Black light eliminates instrument panel glare. Driver controls canned recorded music which plays for 12 hours without repetition.**



**The 37-passenger Vista-Liner is 35' long, weighs 19,600 pounds and is powered by a Cummins diesel engine.**

is said to be three times greater than is possible with other springs.

Shackles between the torsilastic member and body frame are completely insulated with molded rubber. There is no metal to metal contact between spring suspension and body. Since there are no lubrication fittings in this suspension, no maintenance is required except periodic checking of mounting bolts. The spring unit is mounted to the coach frame through a lever and shackle arrangement that provides for adjustment of rebound clearance.

The Vista-Liner's independent front wheel suspension is patterned after the design used for many years on all makes of passenger cars.

The Vista-Liner suspension can best be described by considering the wheel hub, brake drum and other parts as a unit. This wheel assembly is attached to the outer shell of the torsilastic spring by means of a welded box section. The inner shaft is positioned in the coach by end caps. Rotation of the spring, as a unit, is prevented by arms welded on the inner shaft and attached to the body frame. As the wheel unit raises or lowers, rubber in the torsilastic spring undergoes a twisting or torsion action and provides a soft, noiseless ride.

The independent suspension is said to result in easier steering, greater safety, less road shock and improved general roadability. As in the case of the torsilastic spring mounting, the knee action, or independent suspension, was designed by Flexible in conjunction with B. F. Goodrich.

Appearance of Vista-Liners, both inside and out, is attractively modern. Every accessory, every fitting is designed to offer the utmost in practical utility and riding comfort. Seeing the new Vista-Liner for the first time, one cannot help but feel that it will attract new riders—and enable Trailways to even improve upon the excellent service it has given its passengers for so many years.





## Growing Trailways Bus System Pins Hopes on Vista-Liner 100

General Jaynes' 41 member companies  
now operating 75,000 miles of route

IT was just a year ago that Major General Lawrence C. Jaynes, whose more than 35 years of service to the nation were climaxed by distinguished service in North Africa and the Mediterranean areas during World War II, was elected president of the National Trailways Bus System.

This month, as if to mark the anniversary, the first of 100 new two-level Vista-Liners will begin rolling over the system's nearly 75,000 miles of route.

The 41 member companies who make up the Trailways association have shown thru the years that co-ordinated efforts exerted by independent bus operators can be woven into a smoothly functioning organization. The original group of companies with 24,023 miles of routes, principally in the Midwest, has grown to today's membership group of 41 companies which provides service over 72,543 miles thru-out 43 states.

The National Trailways organization is actually a non-profit association. It owns no stock of any kind in any of its member operations. The basic purposes of the association remain today as they were outlined in the original charter—the co-ordination of schedules to provide better service, the adoption of a uniform color scheme for the buses, and the promotion of the name "Trailways" as a symbol of better bus service to the nation.

Altho the name itself and the present trademark, a symbolic emblem of transcontinental service, both came from the first organized meeting on February 5, 1936, the association actually operated in an embryonic stage from the early days of 1934—when a group of Midwest carriers banded together to get more Chicago World's Fair business. The first officers of the Trailways group were Wylie Stewart of the Burlington Railroads' bus operations, President; Paul Dittmar, who was at that time operating his Safeway Lines between Chicago and New York, Vice President; Aaron Greenleaf, head of Southern Kansas Stage Lines, Secretary; and the Burlington's A. T. Williams, Treasurer.

Today Trailways operations are directed from new general offices in Washington, D.C. Jaynes' lieutenant in charge of operating this traffic center of the association is F. H. McIntosh, a veteran of nearly 30 years in the bus business and General Traffic

Manager for National Trailways since 1946. His member family includes the following 41 companies, each operating over the miles of route shown:

Arkansas Motor Coaches .....	464
Atlantic Stages .....	379
Boston and Maine Transportation Co. ....	956
Brooks Bus Line .....	644
Capital Motor Lines .....	1,643
Capitol Bus Company .....	347
Carolina Coach Company .....	3,277
Carolina Scenic Stages .....	1,600
Colonial Trailways .....	519
Continental Bus System .....	3,896
Continental American .....	13,954
Continental Central .....	8,697
Continental Crescent .....	971
Continental Dixie .....	2,138
Continental Pacific .....	900
Continental Panhandle .....	417
Continental Rocky Mountain .....	2,410
Continental Southern .....	5,648
Continental Tennessee .....	736
Continental Western .....	2,885
Dahlonga-Atlanta Stages .....	165
De Luxe Motor Stages .....	317
Denver-Colorado Springs-Pueblo Motor Way	430
Evergreen Trailways .....	65
Frisco Transportation Company .....	131
Georgia-Florida Stages .....	317
Indianapolis and Southeastern Stages .....	715
Jacksonville Bus Company .....	446
Maine Central Transportation Co. ....	1,203
Modern Coach Corporation .....	2,114
Pacific Trailways .....	1,858
Queen City Coach Company .....	4,747
Safeway Trails .....	799
Service Coach Line .....	868
Smoky Mountain Stages .....	1,616
Southern Stages .....	656
Tamiami Trail Tours .....	975
Trailways Motor Tours of Colorado Springs ..	140
Union Bus Lines .....	1,071
Valley Transit Lines .....	81
Virginia Stage Lines .....	1,348

Many of these companies will soon be operating Vista-Liner 100's.



# FLXIBLE VL-100 SERIAL LIST

10101-10102	10/04/55	Blue & White Lines (PA) B5514-B5515
10103-10107	06/55	Tanner Motor Tours (CA) 90,97,98,91,99
10108	04/56	Missouri Transit (MO)
10109	06/55	Arkansas Motor Coaches (AR) R2021
10110	07/55	Southern Stages (GA) X119
10111-10112	07/55	Continental Dixie Lines (TX) D101-D102
10113	07/55	Capital Motor Lines (AL) P218
10114	07/55	Continental Dixie Lines (TX) D103
10115-10118	07/55	American Buslines (NE) A2500-A2503
10119-10126	07-08/55	Continental Western Lines (TX) W951-W958
10127-10129	08/55	Continental Southern Lines (LA) CS1501-CS1503
10130-10133	08/55	Continental Western Lines (TX) W959-W962
10134-10137	08/55	Continental Central Lines (TX) C1639-C1640,C1631-C1632
10138-10140	08/55	Queen City Coach Co (NC) Q3051-Q3053
10141	08/55	Continental Central Lines (TX) C1633
10142-10143	09/55	American Buslines (NE) A2504-A2505
10144-10149	09/55	Continental Bus System (TX) 356,351-355
10150	09/55	Continental Dixie Lines (TX) D104
10151	10/55	Queen City Coach Co (NC) Q3054
10152	09/55	Arkansas Motor Coaches (AR) R2022
10153-10156	09/55	American Buslines (NE) A2506-A2509
10157-10158	10/55	Continental Rocky Mountain Lines (TX) 501-502
10159-10160	10/55	Continental Central Lines (TX) C1636-1637
10161	05/56	The Motor Bus Co (WI) 65
10162-10164	10/55	Continental Southern Lines (LA) CS1504-CS1506
10165	10/55	Campus Travel (NY) 150
10166	10/55	Continental Central Lines (TX) C1638
10167	10/55	Des Moines, Springfield & Southern Route (IA) 52
10168	12/55	Continental Southern Lines (LA) CS1511
10169	11/55	Trailways Travel Bureau Corp (DC) (Housecar)
10170	11/55	Los Angeles-Trona Stages (CA) 1070
10171-10172	11/55	Continental Panhandle Lines (TX) P2111-P2112
10173-10174	11/55	Arkansas Motor Coaches (AR) R2023-R2024
10175	11/55	Los Angeles-Trona Stages (CA) 1075
10176-10177	11/55	Continental Central Lines (TX) C1634-C1635
10178-10179	12,11/55	Continental Bus System (TX) 357-358
10180-10181	11/55	Continental Southern Lines (LA) CS1507-CS1508
10182	11/55	Puerto Rico Motor Coach (PR)
10183-10184	11/55	Capital Motor Lines (AL) P219-P220
10185	12/55	Continental Southern Lines (LA) CS1509
10186	12/55	Continental Dixie Lines (TX) D105
10187-10189	11-12/55	American Buslines (NE) A2510-A2512
10190	12/55	Puerto Rico Motor Coach (PR)
10191-10193	12/55	Continental Western Lines (TX) W963-W965
10194-10195	12/55	Continental Bus System (TX) 359-360
10196-10197	12/55	American Buslines (NE) A2513-A2514
10198-10200	12/55	Continental Central Lines (TX) C1641-C1643
10201	12/55	Continental Southern Lines (LA) CS1510
10202	12/55	Continental Central Lines (TX) C1644
10203	12/55	Continental Southern Lines (LA) CS1512
10204-10205	12/55	Continental Crescent Lines (LA) CR1550-CR1551
10206-10208	12/55-01/56	Continental Bus System (TX) 361-363
10209	02/57	Harding College (AR)



# FLXIBLE VL-100 SERIAL LIST

10210	01/56	White's Motor Transp (IA)
10211	04/56	American Buslines (NE) A2613
10212-10215	03/56	Kansas Trails (KS) 124-127
10216-10217	05/56	Los Angeles-Trona Stages (CA) 1122,1177
10218-10223	02-03/56	Virginia Stage Lines (VA) V901-V906
10224-10225	03/56	Queen City Coach Co (NC) Q3055-Q3056
10226	03/56	Xavier University (LA)
10227	05/56	C&C Transp Co (BC, Canada)
10228	03/56	American Bus Co (NJ) 101
10229	03/56	The Arrow Line (RI) 400
10230-10231	05/56	American Buslines (NE) A2614-A2615
10232-10240	05/56	Continental Southern Lines (LA) CS1601-CS1609
10241-10253	04-05/56	American Buslines (NE) A2600-A2612
10254	05/56	Continental Southern Lines (LA) CS1610
10255-10256	06/56	Continental Western Lines (TX) W966-W967
10257-10258	05/56	Tanner Motor Tours (CA) 92-93
10259	05/57	Warren City Lines (PA)
10260	08/56	Kelvington Bus Service (OH) 14
10261-10265	06/56	Deluxe Trailways (IL) DLT001-DLT005
10266	08/56	Naval Training Center-Special Services (Bainbridge MD) 400739
10267	08/56	Sedalia-Marshall-Boonville Stage Line (IA) 601
10268	08/56	Campus Travel (NY) 151
10269	01/57	Scenic Hawkeye Stages (IA) 12
10270	03/59	Hollidaysburg Transp Co (PA)
10271	01/57	Bohl Tours (NY)
10272	11/56	USMC Recruit Depot Post Recreation Fund (San Diego CA)
10273	01/57	Skinner Furniture Stores (GA) (Housecar)
10274	05/57	Citizen Auto Stage Co (AL)
10275-10284	07/57	Omnibus de Mexico SA (Mexico)
10285	04/57	Hartford Motor Coach Co (MD)
10286	08/57	USMC School Recreational Fund (Quantico VA)
10287	05/57	The Gray Line (MA) 501
10288	05/57	Klippe Bus Lines (PA)
10289	06/57	Pen-Del Coach Lines (PA) 138
10290	06/57	Autobus Drummondville (PQ, Canada)
10291	06/57	Tanner Motor Tours (CA) 94
10292	05/57	Campus Travel (NY) 152
10293	05/57	Singerman Bus Corp (NY) 98
10294	05/57	C&C Transp Co (BC, Canada)
10295	09/57	Pennsylvania State University (PA)
10296	03/59	Tanner Motor Tours (CA) 95
10297-10298	03/58	Omnibus de Mexico SA (Mexico)
10299	08/57	Red Arrow Lines (NJ) 1110 (repossessed, sold to Akron-Manchester-Canal-Fulton Bus Line (OH))
10300-10306	03/58	Omnibus de Mexico SA (Mexico)
10307	03/58	Okanogan Valley Bus Lines (WA)
10308	03/58	Citizen Auto Stage Co (AZ)

NOTE - Some Continental Trailways numbers are probably not as-built, but are the oldest known.