



Welcome to another issue of The Green Pennant Special. It is through this publication that we endeavor 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, 1995, at the Welles Park Field House located at 2333 W. Sunnyside in Chicago. The meeting began at 6:30 pm.

Our meeting for the evening was a slide presentation given by Dave Stanley on vintage Chicago suburban bus operations.

*** APRIL MEETING ***

The April meeting of The Omnibus Society of America will be held at the Welles Park Field House, located at 2333 W. Sunnyside in Chicago. The meeting will begin at 6:30 pm.

Our meeting for the evening will be a program by Myron Lane - "CTA-a rail and bus slide review." Hope to see you there.

*** CTA CORNER ***

Sunday, March 26th, saw the CTA reroute 6 Southwest Side bus lines to make them more convenient to riders.

8 - Halsted - Buses will be rerouted from Halsted at Archer Avenue directly into the Halsted station of the Orange Line.

43 - 43rd Street - Service will be expanded to the Stockyards Industrial Park during rush hours.

63W - West 63rd - Hours will be extended on Sundays and holidays, with the last eastbound bus leaving 63rd and Archer at 8:10 pm., and the last westbound bus leaving the Midway Orange Line station at 9:40 pm. Buses will run every 30 minutes throughout the day.

79 - 79th Street - Hours will be extended on Sundays and holidays to and from the Ford City mall. The last bus operating all the way to the lakefront will leave Ford City at 12:30

am. One more bus will leave Ford City at 12:45 am., and go as far as the Dan Ryan L station. The last westbound bus will leave the lakefront at 11:36 pm.

99 - Stevenson Express - Buses will now leave State and Kinzie every 15 minutes from 3:05 pm to 6:05 pm.

164 - Narragansett Express - Buses will leave 63rd and Archer every 20 minutes between 6:01 am and 8:41 am. Between 3:20 pm and 5:50 pm., buses will leave State and Kinzie every 30 minutes.

In the November 1994 issue of the Transit Riders' Authority newsletter, there is mention that the CTA intends to rehabilitate the Ravenswood (Brown Line) and Douglas (Blue Line) portions of the rapid transit system during 1996 and 1997, after the Green Line reopens. On the Ravenswood line alone, CTA wants to spend up to \$220 million to rebuild the track, structure and stations.

*** METRA RAILS ***

March 14th saw a southbound Metra train jump the tracks about 2:00 pm near 75th and Western while traveling at a slow speed.

The accident involved Metra SouthWest line train 7, from Chicago to Orland Park. One or more wheels of the locomotive left the tracks. None of the five passenger cars derailed.

The 4:30 pm southbound train had to be cancelled because the train that derailed comes back into the city and departs as the 4:30 pm train.

*** RTA HAPPENINGS ***

Neal's Bus Company was the lowest and responsible bidder for express bus service between Romeoville and downtown Chicago on Route 855 for a period of three years, effective March 6, 1995, for a total amount not to exceed \$1,047,200.

*** Pages 2 and 3 are reproduced from the Dayton Railway Historical Society and should be of interest to our membership. Enjoy.

RTA modernization moves ahead with hiring of trolley project director

Clarence Giuliani to return to agency

By Jim Blam
DAYTON DAILY NEWS

Managers at the Miami Valley Regional Transit Authority have started plugging holes left in the trolley bus system by the resignation of the executive director, chief engineer and electrical line foreman.

Executive Director John F. Tucker III, who's leaving that post Feb. 17, confirmed Friday the hiring of Clarence Giuliani as project director for the \$60 million modernization of the trolley system.

Giuliani served about two years as RTA's deputy director for operations before leaving in 1993 to do private consulting work. He resides in Washington Two.

"Clarence is an electrical engineer, with experience at several other trolley operations," Tucker said. "He will be a valuable member of the staff during this time."

Giuliani will collaborate with John Pappas, who joined RTA on Dec. 1, 1994, as director of operations, overseeing all maintenance and bus opera-

tions.

Giuliani is coming back at a time when the line foreman's position is vacant and the supervisor of the electric trolley bus department is on indefinite medical leave.

Pappas has more than 25 years' experience in transit, including time with the Greater Cleveland Regional Transit Authority before working for 17 years with the Houston Metro system in Texas.

Pappas said he took the job here because he was excited about the projects, including the trolley modernization, in which RTA is involved.

RTA has contracted for 61 new electric trolley buses, the first of which is to be delivered this December. A contract for design and construction management of the modernization of the electric distribution wiring is scheduled to be let this spring.

"I think things will move along just fine with them on board," Tucker said, reiterating he doesn't expect any delay in the modernization schedule.

Marian Simmons, active in the founding the Save Our Trolleys organization and a regular monitor of RTA operations, said Tucker's departure is of concern to trolley advocates.

"He has been a strong supporter of trolley service," she said. "It's not going to be easy to find someone to re-

place him who knows the electric infrastructure of the system."

Simmons said the group has watched with concern as an understaffed maintenance department for the past year has tried to keep the old trolleys and wiring working. Half of the trolley line electricians transferred out earlier this month, mainly because they didn't want to work a new overnight shift.

"The people back there have been putting in plenty of overtime, but you can't expect them to function efficiently indefinitely when working so many hours," she said.

Tucker said a candidate to succeed Richard Henry, who resigned as chief engineer on Christmas Eve, has been contacted.

A successor is expected to be announced yet this month, even though the hiring of a new executive director might be months away.

The trustees will use a professional personnel search agency to identify candidates for the chief executive's position.

Deputy executive director Minnie Fells Johnson will take over Tucker's duties after he leaves and carry them until a successor comes on board.

Tucker cited familial health problems back in Philadelphia, where he had lived and worked all his life, as the reason he decided to return there.

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SATURDAY, JANUARY 21, 1995 \$38



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The DAYTON RAILWAY HISTORICAL SOCIETY, INC is a non-profit, unaffiliated historical and educational group serving Dayton, Ohio, and the Tri-State area.

Membership in the Society is open to all persons of good character who are interested in trains - railroad history and preservation at dues of \$20 per year. General Meeting/Programs, are normally held on the second Thursday of every month at 7:30 pm at the Patterson Historic House on Brown Street in Dayton, Ohio. Program usually consist of SLIDES, SOUND MOVIES or a guest speaker unless otherwise noted - STEAM, DIESELS, STREET-CARS, RAPID TRANSIT and TROLLEY BUS subjects are featured each month. Members and their guests are invited to attend. - Free Admission and Parking. Subscription Information, Renewals and Address Changes should be addressed to the Secretary/Treasure: Dean Burnham, 3661 Beacon Hill Court, Dayton, Ohio 45440-3553.

RTA orders new Czech trolleys

for electric routes

By Jim Bland
DAYTON DAILY NEWS

The RTA's electric trolley system, headed for the scrap yard three years ago, is showing new life.

Despite an aging fleet and outdated overhead wires, the 59-year-old system is still the backbone of the Miami Valley Regional Transit Authority operation.

So the RTA will bring European-look trolley buses to Dayton streets as early as next year. Even those familiar wires above — where the trolleys get their power — will have a less cluttered look.

In 1996, the new vehicles built partly in the Czech Republic, partly in the Baltimore area and finished near Dayton by Electric Transit Inc. (ETI), will begin replacing the 1977 model Canadian-built trolleys that now ply the most heavily traveled RTA routes.

The trolleys will become a larger part of RTA's fleet during the next five years, and some trolley routes will be extended, while the diesel fleet shrinks.

The Dayton area, Boston, Philadelphia, San Francisco and Seattle are the only U.S. metropolitan areas with trolley bus service.

Affection for the unique trolley bus, uncertainty about the future supply of diesel fuel and concern about being able to meet federal clean air standards combined to pressure RTA trustees to decide to salvage and improve the system at a cost of about \$60 million.

State-of-the-art technology will be included in RTA's buses and the electrical system that powers them. The riders and drivers on the trolleys will see and feel the most change.

Alene Pank of Dayton described the trolleys she rides on Route 7 as having a lot of rattles, bouncy "and they start off jerking a lot."

Ted Bond, also of Dayton, a Route 4 user, said he's generally satisfied with the ride from the present ones, but would welcome new vehicles "as nice as the newer diesels."

The buses will be the basic TR14 model, of which SKODA works in the Czech Republic has sold hundreds in Europe and the Middle East, with a few changes to meet RTA's needs.

The new ETI vehicles are designed as trolley buses, so there will be none of the operational and maintenance difficulties that post-production additions and changes caused in the present fleet. A wheelchair lift and air-conditioning system will be installed at the factory.

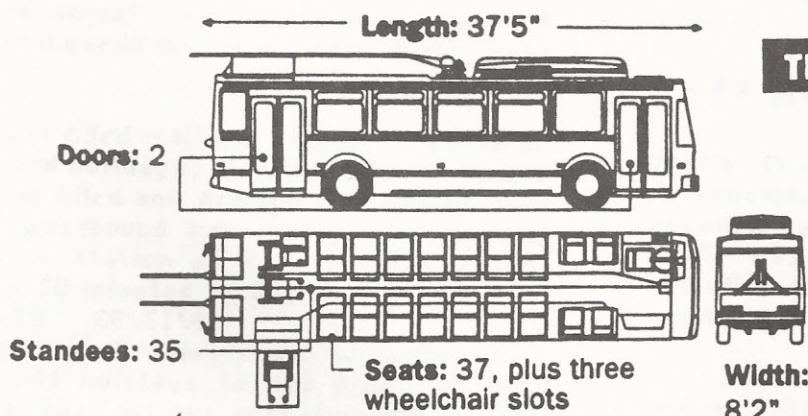
Seating and standee capacity are almost identical to the present trolleys, but three places will be designed at the rear of the bus interior to secure wheelchairs.

An electronic "chopper" control system will eliminate the sometimes jerky acceleration trolley riders are familiar with, RTA officials say. The braking will be more gradual. The air suspension will provide a smoother ride.

A zinc-coated steel body is expected to better resist corrosion, which has eaten away at the present trolleys, and help provide an operational life expectancy of 15 to 20 years.

When the new trolleys take to the streets in 1996 and 1997, passengers will no longer need to be concerned about delays from fires, accidents or detours along routes. The vehicles can be disconnected from the electric power system and travel one mile on battery power to get around obstacles.

DAYTON DAILY NEWS
TUESDAY, JANUARY 11, 1994



THE ETI TROLLEY BUS

Special Items: Air conditioning, wheelchair lift, ability to operate one mile off-wire by battery.

Line voltage: 600 volts

COST: \$518,856 per bus (with spare parts).

BADGER COACHES INC
Madison, WI

#	MAKE	MODEL	VIN	YEAR	ACQUIRED
165-166	MCI	MC-7	10561-62/8298-99	70	New
167-170	MCI	MC-7	10847-50/8671-74	71	New
171-172	MCI	MC-7	11527-28/9254-55	72	New
173-174	MCI	MC-7	11530-31/9256-57	72	New
175-178	MCI	MC-7	12225, 26, 28, 29/ 9935-9938		New
179-182	MCI	MC-8	30333, 43, 45, 54/ S10724-26	74	New
183-186	MCI	MC-8	30845, 50, 51, 66/ S11346-49	74	New
187-188	MCI	MC-8	31496-97/S12196-97	76	New
189-190	MCI	MC-8	32057-58/S11626-27	77	New
191-192	MCI	MC-8	32624-25/S13133-34	78	New
193-194	MCI	MC-9	34072-73/S13701-02	79	New
195-196	MCI	MC-9	34768-69/S14716-17	80	New
197	MCI	MC-9	35548/S15431	80	New
198-200	MCI	MC-9	35612-14/S15463-65	81	New
201-203	MCI	MC-9	CP036696-698	82	New
204-207	MCI	MC-9	DP038601-604	83	New
208-211	MCI	96A3	FP040159-162	85	New
212-215	MCI	102A3	FP040681-684	85	New
216-217	TMC	102A3	HR005935-936	87	New
218		A3			
220-221	MCI	102A3	JP042167-168	88	New
222-223	MCI	102C3	LP043298-299	90	New