

MOTOR COACH AGE



June-July, 1987

Quality Railroad Books and Magazines

Printed by:



Crusader Printing

2293 Amber Drive • Line Lexington Industrial Park
P.O. Box 267 • Hatfield, PA 19440
(215) 997-1080 • Outside Pa.: 1-(800)-248-2102

We are commercial printers specializing in railroad hobby printing.

Products:

- Newsletters
- Flyers & Tickets
- Books & Booklets
- Magazines

Services:

- Single & Multi-Color
- Small & Large Quantities
- Typesetting & Design
- Bookbinding

Customers:

- NRHS Chapters
- Historical Societies
- Book Publishers
- Hobby Businessmen

MOTOR COACH AGE

VOLUME XXXIX, NO. VI-VII

ISSN 0739-117X

PUBLISHED BY MOTOR BUS SOCIETY, INC.

Dues are \$25.00 per year. Single copies are \$4.00. Quantity prices available. See back issue list for prices and availability of non-current issues.

ADDRESS FOR CORRESPONDENCE:

MOTOR BUS SOCIETY, INC.
P.O. BOX 7058
West Trenton, N.J. 08628

Founded in 1948 as the National Motor Bus Association, the Motor Bus Society has had as its main purpose the collection and publication of information about the history and progress of the bus business in the United States and Canada. Its membership includes representation of many phases of the industry as well as students and members of the general public with an interest in bus transportation.

The Society is a not-for-profit organization with unpaid volunteer officers.

President
Executive Vice President
Vice President-Library & Research
Vice President-Administration & Finance
Vice President-Education
Vice President-Publications
Regional Vice President-At Large
Regional Vice President-New England
Regional Vice President-East
Regional Vice President-Midwest
Regional Vice President-Pacific Coast
Regional Vice President-Southwest
Regional Vice President-Southeast
Regional Vice President-Canada

DIRECTORS

Michael Glikin (NJ)
Harold Geissenheimer (NJ)
James Penning (Ill.)
Robert Smith (Pa.)

TRUSTEES

S. M. Goldmann (NJ)
Jeff Miller (NJ)
Donald Coffin (NJ)

Conventions
Legal Matters
Vintage Coach News
Publication Sales

Secretary
Treasurer

FRONT COVER

Salt Lake City, Part III, will inform you about all the suburban operations, which, with Salt Lake City Lines, went into the UTA. Here's downtown Ogden's Washington St, north of 25th showing two buses.

Charles Sullivan
Eli Bail
John Hoschek
Donald Coffin
Brian Sullivan
Albert E. Meier
Gerald Squier
M. R. Castellanos
Donald L. Weiss
Jack Rhodes
John McKane
Ronald Mahaffey
Ron Van Kleek
Chris Prentice
Bruce Korusek (Va.)
Nicholas Lang (O)
George Howell (N.C.)
Ed Buckley (Cal.)

J. P. Hoschek (NJ)
Murray Kramer (NJ)
Paul Semendinger (NJ)

Stephen M. Goldmann
Jonathon Goodman, Esq.
Murray S. Kramer
Donald L. Weiss

Fred McGullam
Donald M. Coffin

Motor Bus Society, Inc. is a New Jersey Corporation

SALT LAKE CITY

PART III REGION

BAMBERGER RAILROAD The Bamberger Railroad, creation of one of Utah's pioneer coal mine operators, Simon Bamberger, connected the states two major cities. The Bamberger would prove to be one of the country's most successful electric interurban railways due to its good track, relatively high-speed entrances to its populous terminals of Salt Lake City and Ogden, as well as significant on-line traffic sources.

Simon Bamberger was born in Darmstadt, Germany in 1845 and emigrated to the United States as a young man. He moved west and became involved in hotel and mining ventures around Salt Lake. In January 1891 he was instrumental in the formation of the Great Salt Lake & Hot Springs Railway. The steam railroads (notably the Union Pacific) were oriented to through freight and Bamberger wanted a line that would be responsive to local needs.

Construction pushed northward from Salt Lake City, in 1892 the line reached Bountiful, 1894 Centerville and by 1895 Farmington. Construction was stopped due to financial problems and the railroad was reorganized as the Salt Lake & Ogden Railway on October 25, 1896. A large amusement park built at Lagoon, north of Farmington, became a significant traffic generator; Kaysville was reached in 1903, Layton in 1904 and Sunset in 1905. Finally in 1908 the line reached 31st Street in Ogden. The original intent was to build through Weber (pronounced Wee-ber) Canyon to Coalville leaving Ogden on a branch line. The idea was abandoned in 1907 due to the financial situation. The first passenger train ran between Salt Lake City and Ogden on August 5, 1908 and electric operation began on May 29, 1910. The electric trains proved so popular that the Union Pacific added steam-powered "Flyers" to compete.

Simon Bamberger became Governor of Utah in 1916 and served until 1920. His son Julian became president of the railway when an older son who had been groomed to take that job passed away. Over the years, the railway had become popularly known as the "Bamberger Road" and on August 14, 1917 its name was officially changed to the Bamberger Electric Railway. Two more tragedies would soon touch Simon Bamberger's railroad. On May 7, 1918 the Ogden carhouse burned destroying 21 cars and in 1923, floods washed out the roadbed at Rosedale, Becks, Centerville and Lagoon. On a more positive note, that same year saw construction of a modern station across from Temple Square in conjunction with the Salt Lake & Utah, an interurban which ran from Salt Lake City south to Payson.

The elder Bamberger died in Salt Lake City on October 6, 1926, two months after the railway received its first bus certificate from the Utah commission. The basic purpose was to stave off competition and a single trip per day was operated starting in September using two new Yellow Coach model Y parlor cars. Passengers preferred the interurbans and winter patronage was so sparse that the PUC permitted service to be suspended on December 25. The buses were temporarily put into the barn.



ABOVE - Bamberger's third bus was the PG-2504 of 1940. It finished its career carrying military passengers in Texas after the O.D.T. shut down Bamberger's bus operation during World War II.
--GMC

BELOW - Bamberger resumed bus service in 1946 using five model PD-2903 buses including number 33 shown here signed up for a Lagoon short turn. Bamberger doubled its fleet during the next year by buying five more.
--Railway Negative Exchange

The Bamberger Transportation Co. was formed the following year as a subsidiary to hold the bus rights and a new certificate was issued allowing resumption of bus service on May 15, 1927. Service was restricted over the ten miles between Salt Lake City and Centerville to protect the suburban buses of the Utah Light & Traction Co. (MCA January 1987). When the UL&T line was cut back to Bountiful in 1932, local service was permitted beyond that point and in May 1938 when the UL&T line was again cut back, the balance of the restriction was removed between Bountiful and 16th North & Beck Streets in Salt Lake City.

As a result of the depression, the railway went into receivership in 1933. The road's president, Julian Bamberger became a co-receiver along with Lehman V. Bower of Chicago; I. M. Bamberger was the treasurer.



At that time the Bamberger owned 84 freight cars, 4 locomotives, 29 passenger cars, 2 express cars, one work car and the two Yellow Coach buses. The newest passenger car had been purchased in 1916. This caused the management to visit several interurban lines across the country looking for equipment to modernize the Bamberger. The result was the purchase of five almost-new streamlined lightweight interurbans from the Fonda, Johnstown & Gloversville Railroad in New York during 1939. In July, the road was reorganized as the Bamberger Railroad.

March of 1940 saw the delivery of the Bamberger's third bus, a Yellow Coach PG-2504 Cruiserette. Utah charter rights were obtained from the PUC in October of 1940 and nationwide charter rights from the ICC in March, 1942. These incidental rights would prove to be the company's most important assets in later years. Certificated routes at that time were from Salt Lake City to Ogden via US 91, a parallel route via Alternate US 91, and an alternate entry into Ogden via US 91 and Utah Highway 38.

Due to its limited extent, the Office of Defense Transportation ordered curtailment of the Bamberger bus service for the duration during 1942. The three buses were accordingly sold to a company in El Paso, Texas for military transportation service. A tremendous volume of business was handled by the interurban between the war-related installations along the line and the terminal cities. Bus service was restored in 1946 using five new Yellow Coach PD-2903 buses and as though to affirm this latest effort, five more were added during the next year.

By 1948 fifteen bus runs each way were scheduled daily between the terminal cities, compared with 11 trains. Seven new TDM-4509 buses in two orders arrived during 1952 signalling an intent to further expand the bus service. A disastrous fire in the North Salt Lake shops on March 11, 1952 precipitated the final decision. Damage was estimated at \$200,000 and the rail maintenance equipment lost to the fire could not be replaced at any cost.

A new schedule issued on March 30 eliminated 9 north-bound and 8 southbound rail runs leaving 3 weekday-

BELOW - Two of Bamberger's PD-2903 GM buses pose at the Salt Lake City terminal with a second-hand Cincinnati lightweight interurban in the background. The coach at the right sports the simplified paint scheme applied after arrival of the TDM-4509 sub-urbans in 1951; 35 in the foreground is signed for an Upper Road commuter run. --Bob Burrowes

RIGHT COLUMN - Bamberger bought seven TDM-4509 sub-urbans in 1951 including 62 (above) and 61 (below) caught between runs at the Salt Lake City yard. Their larger capacity was welcome on commuter runs. --both, Bob Burrowes



only round trips. As a result of passenger complaints, the PUC ordered the railroad to increase rail service to five round trips daily by April 27. On that date, the road added four round trips plus a trip to Lagoon and return. A fire destroyed the Ogden substation in June, 1952 and the line applied to the PUC to abandon all passenger service.

At a subsequent hearing the rail freight service, which by that time was primarily dieselized, was said to be profitable. Rail passenger operations on the other hand, had lost almost \$30,000 and the bus service an additional \$10,000. On the basis that an all-bus system might be profitable, the abandonment of rail passenger service was approved and the last run was made on September 6, 1952. At this time the railroad became a freight-only diesel shortline.

No longer interested in passenger operations, Julian Bamberger sought a buyer for his bus line. While Salt Lake City Lines showed no interest at that time, general manager Dale Barratt indicated a personal interest in acquiring the operation. Sale of the Bamberger Transportation Co. to Barratt along with its 17 buses was agreed to on July 3, 1953 and at that time the name of the company was changed to Lake Shore Motor Coach Lines, Inc.

The PUC approved the transaction in August and the ICC followed in January 1954. Barratt maintained his interest in Lake Shore even after he left Salt Lake City to succeed former associate Skip Pratt as president of NCL-controlled Baltimore Transit Co. His associate Bill Wilson stayed on to manage Lake Shore. Lake Shore received package express rights in 1956 replacing those kept by the railroad. Pickup and delivery of packages within the city limits of Ogden and Salt Lake City as well as along the route was now allowed. Julian Bamberger sold the railroad to Texas interests in that year and in 1959, the main line between Hill Field and North Salt Lake was abandoned leaving the terminal trackage to the Union Pacific and the Denver & Rio Grande Western.



ROSTER OF BUSES

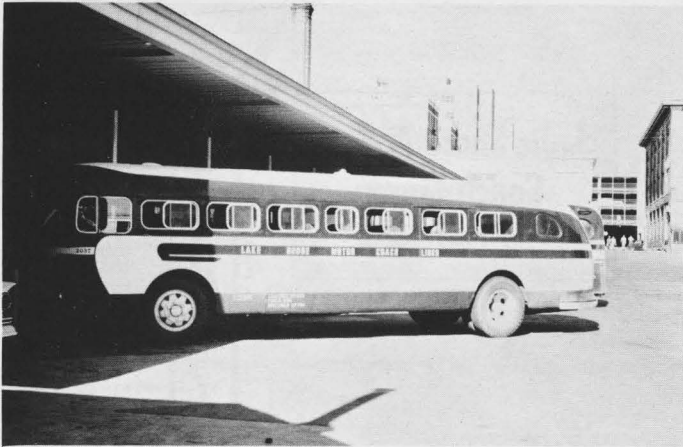
Bamberger Electric Railroad Co. (Buses 1926)

Bamberger Transportation Co. (1927-1953)

1-2	Yellow	Y-O-254	120095,120100	25 1926 Y-P-255 bodies, serials 5262,5267
3	Yellow	PG-2504	032	25 1940
32-36	GM	PD-2903	062-066	33 1946
37-41	GM	PD-2903	279,281,280,282-283	33 1947
61-67	GM	TDM-4509	190-192,264-267	45 1951

Lake Shore Motor Coach Lines, Inc.(1953-1969)

2032-2041	GM	PD-2903	062-066,278-283 as above	33 1946-6	renumbered from 32-41 in 1953
2061-2067	GM	TDM-4509	190-192,264-267	45 1951	renumbered from 61-67 in 1953
2061 (2nd)	GM	PDA-3702	334	37 1945	(1954) Washington Motor Coach Co.
2068	GM	PD-3302	092	33 1945	(1954) Auto Interurban Lines
2060	GM	PD-4104	1424	41 1955	
2069-2070	GM	PD-4103	473-474	41 1951	(1956) Auto Interurban Lines
2071	GM	PD-4104	2074	41 1957	
2072	GM	PDA-3702	045	37 1945	(1957) Baltimore Motor Coach Co.
2078-2079	GM	PD-4106	437-438	41 1961	
2040-2043	GM	SDM-4501	095-098	45 1962	
2050-2051	GM	TDM-4515	330-331	41 1958	(1964) Los Angeles MTA 2408-2409
2076-2077	GM	PD-4106	2589-2590	41 1964	



LEFT - Repainted in Lake Shore black and white and renumbered by adding 2000 to their Bamberger numbers, 2037 reflects their new ownership and changed image.

--E. L. Tomberlin

BELOW LEFT - Lake Shore bought two new PD-4104 coaches in 1961 for charters and tours. 2079 was in such service when it was photographed at Disneyland.

--Warren Quon

BELOW - Two TDM-4515 suburban buses were bought from the Los Angeles Metropolitan Transit Authority in 1964 to bolster Lake Shore service. 2050 poses in front of the Salt Lake City garage in 1967.--Warren Quon

Dale Barratt left Baltimore in February, 1961 to become president of the Eastern Mass. Street Railway, still retaining ownership of Lake Shore. Finally in 1965, he sold the property to Salt Lake City Lines. Lake Shore offices and garage were in a leased building in Salt Lake City and it was soon determined that the entire Lake Shore fleet could be housed in the City Lines garage on East Fifth South. Another benefit of consolidation was that City Lines equipment was immediately available to Lake Shore during busy charter

seasons. Before long, all management, operating and maintenance functions were merged with Salt Lake City Lines. The line operation was, however, kept separate. Lake Shore equipment during this period was augmented by new and used GM suburbans and cruisers including new PD-4104 and PD-4106 buses for charter service.

Lake Shore service in the mid-1960's was characterized by 10 to 12 round trips between Salt Lake City and Ogden via Highways 91 and 106, several via Hill Field,





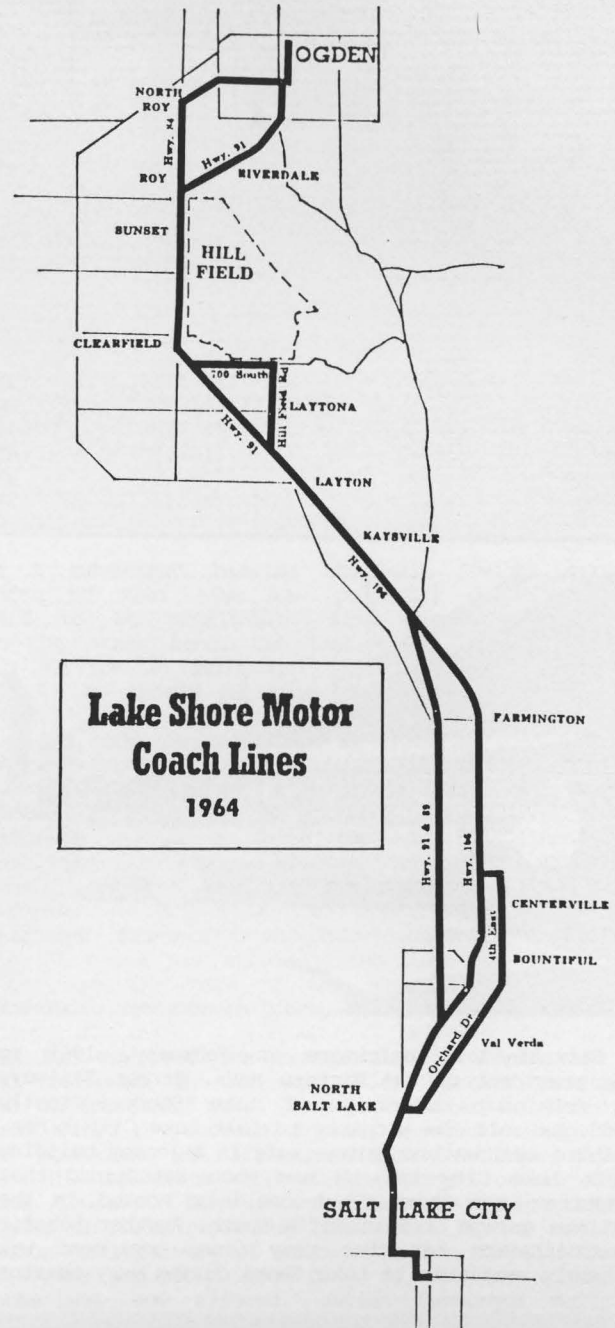
or via North Roy and West Ogden. Six commuter trips were run from Salt Lake City to intermediate points between Hill Field and Farmington. Six additional runs turned at Centerville, half using the alternate Upper Road route via Orchard Drive and 4th East. Some trips still terminated at the Greyhound depot on West South Temple, but most morning inbound trips and evening outbound trips were extended along Main Street in downtown Salt Lake City.

Dale Barratt would become general manager of the Southern California Rapid Transit District in October 1966, but stayed on as a director of Eastern Mass and president of its subsidiary, Union Street Railway. Barratt left SCRTRD in the midst of controversy during the summer of 1968 and found the city of Salt Lake and National City Lines looking for a buyer for Salt Lake City Lines. Barratt immediately began negotiations and on August 28, 1968, Union Street Railway bought Salt Lake City Lines and its subsidiary, Lake Shore Motor Coach, from National City Lines.

When an operating subsidy was negotiated with Salt Lake County, it was determined that Lake Shore would have to be sold, since it operated outside the county. Under the terms of the agreement, SLCL had to divest itself of Lake Shore, and financial and physical separation of the two properties was ordered on September 10, 1968. After evaluation of several offers, Lake Shore was sold to the Cook Transportation Co. of Logan on May 9, 1969.

ABOVE - TDM-4509 number 2066 in the summer sun waiting for an assignment. The year is 1967 and the locale is the Salt Lake City Lines yard. Colors are light green and white, the same as used on NCL buses of that era.
--Warren Quon

RIGHT - Mint green and white 2042 picks up passengers in downtown Salt Lake City during the last days of Salt Lake City Lines' ownership in October 1968. This SDM-4501 was one of four bought new in 1962. The bright setting sun shining from behind the coach makes this photo less than perfect, but it is the only one we have representative of this type coach.
--Warren Quon





UTAH-IDAHO CENTRAL RAILROAD The Utah-Idaho Central Railroad was the longest of Utah's interurbans, extending northward from Ogden through Logan and the Cache Valley to Preston in southern Idaho. It was controlled by the Eccles interests, comprised of the Eccles, Browning and Scowcroft families, which controlled a significant portion of Utah's commerce, including Amalgamated Sugar and the First Security Bank.

The Ogden, Logan & Idaho Railway was an outgrowth of the city systems in Ogden and Logan. It began with the electrification of the steam dummy line between Ogden and Hot Springs and its extension to Brigham in 1907. The segment from Logan to Smithfield opened in 1912 and was extended north to Preston and south to Wellsville in 1915. The last gap in the line was closed in that year as Wellsville and Brigham were connected via the abandoned Utah Northern grade across the Collington Divide. Through service began on October 14, 1915 and on January 1, 1918, the name was changed to the Utah-Idaho Central Railway.

TOP - Utah Idaho Central replaced the city streetcars in Logan with Mack AB buses including No. 4, photographed running through melting snow on a warm day in March 1927 --Mack

RIGHT - Vernon Cook painted his Lake Shore equipment in a scheme of white with orange stripes; a drastic change from the previous green. TDH-4509 2004 was an ex-San Diego bus snapped at Washington Boulevard and 25th Street in Ogden. --Gerald Squier

PHOTO ON PAGE 8 - Newly repainted and lettered for "The Lake Shore Line", 2006, an ex-Los Angeles TDH-5103, loads a Salt Lake City schedule at the Ogden Greyhound depot. --Ed Buckley

The line shared the Ogden station with the Bamberger Electric but never achieved that road's success despite connecting schedules. Service was soon cut back and by 1926 the U-IC was in receivership. On November 5, 1926, the property was sold by the receivers, renamed the Utah-Idaho Central Railroad and reorganized so that control was shared with the majority bondholders, the Singleton interests of St. Louis.

In order to forestall possible competition, the U-IC began bus service between Ogden and Preston on August 5, 1924. Two small Fageols operated the route which paralleled the rail line except between Brigham and Wellsville where the road via Mantua cut 16 miles off the trip. City streetcars in Logan were replaced by two model AB Macks in 1926. The buses proved more economical to operate and three small Superiors were added in 1935 and 1936.

Expenses were barely covered in 1938, but several small Crown intercity coaches were bought for the interurban line, and at least one Yellow Coach model



ROSTER OF BUSES

The Lake Shore Line (1969-1970)

2002	GM	TDM-4507	3003	45 1948	(1969) Atomic Energy Comm. 19
2004	GM	TDH-4509	2147	45 1952	(1969) San Diego Transit Co. 840
2006	GM	TDH-5103	574	51 1951	(1969) Southern California RTD 2872
2008,2010	GM	TDH-5103	016,119	51 1950	(1969) SCRTD 2715,2818
2012	GM	TDH-4512	742	45 1951	(1969) San Diego Transit Co. 969
2014	GM	TDH-5103	324	51 1951	(1969) SCRTD 2897
2016	GM	TDH-4509	1720	45 1951	(1969) San Diego Transit Co. 815
2018	GM	TDH-5103	027	51 1950	(1969) SCRTD 2726
2070	GM	PD-4102	?	41 ?	(1969) ?

Note: Buses 2006, 2008, 2010, 2014 and 2018 were sold by SCRTD to Cook Transportation and operated briefly as Cook's C51 - C55 until transfer to the Lake Shore service.

733 and (in 1940) a TG-2101 were bought for the Logan city service. The situation grew worse since most passenger traffic was along the road and 90 percent of the rail passenger revenue was from school service; freight revenue had also declined due to a coal strike. In 1945, the deficit was \$245,000.

Two Yellow Coach PD-3302 buses which arrived in August, 1945 would prove to be U-IC's last new buses; rail passenger service was reduced to one round trip daily. The remainder of the service was provided by the buses, which by then were operating in competition with Union Pacific Stages and Fastway Lines. Both had been granted rights by the PUC to carry passengers between points north of Ogden to and from Salt Lake City due to the U-IC's inability to carry the wartime traffic.

With operating deficits mounting, the U-IC again entered receivership in December, 1946 and the last interurban ran in February, 1947. The buses continued to operate while the sale of highway rights to the Burlington Transportation Company was being negotiated. Burlington took over the routes under temporary authority from the ICC on March 31, 1947 and operated them under lease until June when the sale was approved. At that time six buses along with the operating rights between Ogden and Preston, a Lewiston-Franklin-Preston short turn and the alternate route between Brigham and Logan were transferred to Burlington.

COOK TRANSPORTATION COMPANY J. Vernon Cook started in the bus business during the summer of 1943 running between Logan and the Logan-Cache Airport. By 1947 he was operating as Fastway Lines from Salt Lake City via Logan to Lewiston in competition with Union Pacific Stages and the U-IC (between Ogden and Lewiston). Cook traded his Salt Lake City-Logan-Lewiston rights to the Burlington Transportation Co. on February 25, 1948, for the former U-IC rights between Logan and Wellsville via Utah Highway 101, and the Logan city service. Along with the rights came four former U-IC buses.

Burlington changed the nature of the former Fastway line by operating it as a feeder to its transcontinental route. This caused the loss of most of the on-line business leading Burlington to return the Fastway rights to Cook for the sum of one dollar on October 23, 1950. Cook followed up by purchasing the former U-IC rights between Logan and Preston on February 2, 1951.

In January, 1949, Cook had taken over contract bus service from Garland County to the Ogden defense installations from Grant S. Nielsen. These rights later passed to Moss Transportation of Ogden. Cook continued in the contract work bus business by running from various Cache County points to the Ogden area installations and to the Thiokol Chemical Corporation near Brigham City. Cook's fleet was not large during



those years, amounting to 7 buses in 1960 growing to 9 by 1965.

Vern Cook reorganized as Cook Transportation Company, Inc. on March 28, 1969 and made a bid to purchase Lake Shore Motor Coach from Salt Lake City Lines. The effort was successful and Cook took over Lake Shore on May 9, 1969 operating it as "The Lake Shore Line". A number of the newer Lake Shore buses were soon sold (perhaps to recoup part of the purchase price), and replaced with five TDH-5103 buses purchased from the Southern California Rapid Transit District.

In an effort to bring the operating costs more in line with revenue, a new schedule was issued eliminating three round trips between Salt Lake City and Ogden on weekdays and reducing Sunday service from six trips to four. At the same time, all trips began to operate into downtown Salt Lake City via South Temple and Main to Fourth South, instead of only selected trips on Weekdays. Certain peak hour runs even bypassed the Greyhound depot, previously a stop on all schedules.

Vernon Cook, a long-time resident of Logan, found that operation of the larger Lake Shore system from that distance was not practical. Not wishing to move to Ogden or Salt Lake City, he enlisted the aid of John Yeaman (owner of Ogden Bus Lines and its subsidiaries) and Harry Hardman (owner of Utah Valley Transit). Yeaman was to operate a portion of the Lake Shore service from Ogden, and Hardman a portion from Salt Lake City, each using Lake Shore equipment. The arrangement proved less than satisfactory and it ended with Vern Cook selling Lake Shore to Yeaman on February 24, 1970.

Cook continued his line and charter operations from Logan, leasing the Logan service to the city in June, 1971. Circumstances would, however, soon provide him with another opportunity for involvement in the operations of Lake Shore Motor Coach.

OGDEN The city of Ogden, in Utah's central valley, is 37 miles north of Salt Lake City at the confluence of the Weber and Ogden Rivers. The town was named for Peter Skene Ogden, representative of the Hudson's Bay Company, who trapped in the area during the 1820's. Fifteen years later the Mexican government granted to trader and trapper Miles Goodyear, "all the land between the mountain and the lake". Goodyear's log cabin, the first in Utah, still stands in Ogden's Tabernacle Square. Brigham Young led a group from Salt Lake City to Ogden in 1850 to lay out the city and it was legally incorporated in 1861. The event that was most important to Ogden's commerce took place on May 10, 1869 when the golden spike uniting the Union Pacific and Central Pacific railroads was driven at Promontory Summit west of town.

Ogden is the center of a fine outdoor recreational area and is the focus of the regional railroad and livestock industries. Its largest employer is, however, the Federal government. The regional Internal Revenue Service center is located here, and it, along with the Supply Depot to the north and Hill Air Force Base to the south, are the main employment centers.

Public transit in Ogden began in 1884 with the horsecars of the Ogden City Railway. The lines were electrified by the Ogden Electric Railway Co. but they did not fare well. The Ogden Rapid Transit Co. was formed in May, 1900 to acquire OER, which at the time had only two cars left in operation. ORT put the local lines in first class condition and began construction of interurban lines into the surrounding country. The company succeeded in beating the Bamberger to a choice route in Ogden Canyon despite the fact that Simon Bamberger owned a large resort hotel there.

In 1914 the Eccles interests merged ORT and the Logan Rapid Transit Co. into the newly formed Ogden Logan and Idaho Railway, later to become the Utah-Idaho Central Railroad. At the time of the merger ORT was operating seven local lines in Ogden as well as 33 miles of suburban and interurban trackage. Local service was also operated in the town of Brigham.

On January 1, 1920 the city lines in Ogden and the canyon line were taken over by a new Eccles firm, the Utah Rapid Transit Company. Nineteen single-truck Birney cars bought the year before would provide streetcar service until the end of operations. Ogden's first bus service was authorized in October 1928 and was started early the next year using two Pierce-Arrow buses with Buffalo bodies. The ORT car lines continued to run until December 1935 when the Birneys were replaced by 14 Superior-bodied buses on various makes of truck chassis. Three similar buses were delivered the next year.



Early in 1936, the bondholders, led by the First Savings Bank of Ogden, forced the Utah Rapid Transit Co. into receivership. URT general manager P. H. Mulcahy was appointed receiver by the court. Perhaps more important was a permanent injunction secured by the company preventing the city from establishing a competitive municipal bus system. At the close of 1936 all the assets of URT were sold to the newly-formed Ogden Transit Company, incorporated by the Eccles interests to continue transit operations in the city. Three Yellow Coach 733 buses were added to the fleet during 1937 and two more in 1939; by the end of that year 20 buses were being operated over seventeen-and-a-half miles of route.

Ogden Transit prospered during World War II since the city was surrounded by key defense installations. Almost 40 buses were acquired during the war years divided almost equally between small Yellow Coaches and Ford Transits.

Ogden, typical of Utah towns, is laid out with extremely wide streets providing unusually good parking and by 1950, had an extremely high ratio of automobile registrations per person. This plus the fact that Ogden had wound down to a peacetime economy spelled financial difficulty for Ogden Transit, which had not scaled back its operations accordingly. After a strike in 1951, an application was submitted to the Utah Commission to abandon the service as unprofitable. After considerable legal wrangling, the petition was granted effective May 19, 1952. In the light of

LEFT - Ogden Transit Co. bought 3 Yellow Coach 733 buses in 1937 and liked them so well that 16 buses of the same basic design were acquired over the next four years. In the new Yellow Coach model designation scheme, the three buses delivered in October 1940 (including 45) were TG-2101.

TOP RIGHT - Ogden's last metropolitan style bus was 53, a TG-2105 delivered in August 1941. One can always tell the TG-21 series from the 733 because the 733 had square back windows.

--both, Collection of Barney Neuberger



ABOVE - Ogden Transit Co.'s first rear-engined buses were 8 model TG-2401, which arrived in the spring of 1941. 57 was photographed ready to leave on a West Ogden run in July 1949. --E. L. Tomberlin

TOP RIGHT - This Crown Coach came to Ogden from one of the Eccles-owned interurban companies. It is a good example of the Los Angeles builder's attempt to enter the light intercity bus business during the late 1930's and early 1940's. The colors were yellow and silver. --E. L. Tomberlin

BELOW -- Starting in 1942, Ogden Transit turned to Ford for its new buses; 19 were purchased over the next 5 years. Number 74 dates from the middle of that period. Here it is shown filling a Pleasant View schedule on September 5, 1949. --E. L. Tomberlin

BOTTOM RIGHT - When Ford and Transit Buses, Inc., split, the new Transit Buses, Inc. unit was called the model 81. The bus number matched the model number on Ogden's first Transit 81, photographed during July, 1949 on busy Washington Boulevard. Ogden Transit Lines had ten Transits in all. --E. L. Tomberlin

the injunction against municipal operation and not anxious to leave a town of 57,000 without public transit, city officials sought a new operator for the system.

Into this situation came John Yeaman and Eugene R. Boswell, partners in the Yeaman Transit Company operating in Boone and Marshalltown, Iowa. The partners, having been successful in applying their operating methods in the midwest were looking for a larger property on which to apply them. After assessing the Ogden situation they presented a planned program of changes to the city for a more economical operation.

Franchise negotiations with the city of Ogden went smoothly, at least partly due to dissatisfaction with the Eccles ownership. However, as the final details of the agreement were being ironed out, Timothy



J. Manning, of National City Lines fame, made an offer to purchase the outstanding capital stock of Ogden Transit Company. Negotiations ceased while the tender was evaluated and the city worried about having to pull back its franchise offer.

After 48 hours, Rex Bachman of Ogden Transit notified the partners that Manning's offer could not be validated and shortly thereafter, a twenty-year franchise was awarded by the city of Ogden to John Yeaman and Gene Boswell. The newly organized Ogden Bus Lines took over the operation of the Ogden Transit Co. from Landy Norris and J. Rex Bachman on May 20, 1952, ending 52 years of transit operations in the Ogden area by the Eccles interests.

The new owners started with 31 buses, 29 Fords and Transits from the former owners and two TGH-2708 GMs brought in from Iowa. The former owners kept the five newest buses (also TGH-2708) but succeeded in selling only two; the remaining three stayed in storage for some time until they were sold to Ogden Bus Lines. The partners declined to take over the ancient car barn along with its \$7,500. annual heating bill, choosing to lease the U-IC storage bays for a year until the business office and garage could be combined under one roof in a leased cinder block building. Both maintenance and administration were scaled down to a more realistic level and plans were made to decrease daily mileage and to raise fares and drivers' pay as well.

There were five city routes, four operating on 20-minute headways and the fifth (West Ogden) hourly. Tripper service to the surrounding defense installations was cut with four scheduled out-of-city runs to the Supply Depot from Washington Terrace, South Ogden, Grand View Acres and 25th & Fillmore replacing 14 previously operated runs. A further step toward producing more revenue was the receipt of charter rights on March 4, 1952.

The requested route rescheduling and realignment



ROSTER OF BUSES

Ogden Transit Company (1940 - 1952 only)

43-45	Yellow	TG-2101	073-075	21	1940
46-49	Yellow	TG-2102	010-013	21	1941
50-53	Yellow	TG-2105	039-042	21	1941
54-61	Yellow	TG-2405	087-094	24	1942
62-65	Ford	29-B	559931,559933,559935,559938	27	1942
66-69	Ford	29-B	570127-570130	27	1943
70-74	Ford	49-B	577594-577597	27	1944
75-77	Ford	69-B	?	27	1945
78-80	Ford	79-B	?	27	1947
81-85	Transit	81	?	31	1948
86-88	Transit	81	?	31	1948 (1949)
89-90	Transit	81	?	31	1948 (1950)
91-94	GM	TGH-2708	197-199,233	27	1950
95	GM	TGH-2708	141	27	1951

Wasatch Motors (1941 - 1953)

45	International	?	3AL050862	24	1941
50	White	?	248381	33	1941
51-52	White	?	308347,308328	33	1945
53	International	KS-6	KS68479	28	1942 (?)
55	White	?	253915	33	1941 (?)
57-58	International	?	431005V65,431007V65	24	1942 (?)
60	Yellow	PG-2903	053	29	1941 (?) Overland G.L. 210
61-62	Yellow	PG-2903	152,056	33	1941 (?) Overland G.L. 231,213
63-64	Yellow	PG-2903	138,021	33	1941 (?) Overland G.L. 217,208
65	Flxible	33-B1-48	8435	33	1947
66	Flxible	37-B1-48	8490	33	1948
67	Flxible	218-B7-50-33SU	30029	33	1950 (?) Consolidated Bus Lns
68	Flxible	37-B7-48	8445	37	1948 (?) Bountiful Trp. Co.
69	Flxible	218-B1-51-33SU	30107	33	1951
70-71	Beck	Mainliner 220	8630,8628	37	1946 (?) Northwest G.L. 784,782
72	Beck	Mainliner 220	8655	33	1946 (?) Northwest G.L. 789
73	Beck	Mainliner 220	8631	37	1946 (?) Northwest G.L. 785

Flxible 67 was ex-Consolidated Bus Lines (West Virginia)

Metro Transportation, Inc. (1954 - 1974) M = Metro Ogden Bus Lines (1952 - 1974)

20	GMC	TGH-3101	?	31	?	(1952)
21	GMC	TGH-3101	528	31	1951	(1952) Yellow Cab (Minot ND)
22-23	GMC	TGH-2708	173-174	27	1950	(1952) Yeaman Trans. (Boone)
24-26	GMC	TGH-2708	197-199	27	1950	(1952) Ogden Transit Co. 91-93
27	GMC	TGH-3102	325	31	1954	
28	GMC	TGH-3102	690	31	1957	
59-64	GMC (M)	PD-3751	?,1599,1215,?,?,1536	37	1948	(?) Tropical Coach Lines
67	GMC	PDA-4101	150	41	1948	(?) Jordan Bus Co.
97-98	GMC	TD-3609	150,134	36	1946	(?) Sacramento 5629,5603
101-102	GMC	TDH-3714	501-502	37	1956	
103-104	GMC	TDH-4512	2801-2802	45	1958	
105	GMC	TDH-4512	3189	45	1959	
106-107	GMC (M)	SDM-4501	115-116	45	1960	
108-109	GMC	TDH-4512	880-881	45	1955	(?) Santa Monica 4504-4505
110-112,114	GMC (M)	TDM-4507	3035,3034,3036,3037	47	1948	(1966) AEC 51,50,52-53
115	GMC (M)	PD-4104	1602	41	1956	(?) MK&O M565
116	GMC (M)	PD-4103	346	41	1951	(?)
117-127	GMC (M)	TDM-4515	024,026,028,029,031-034,036-038	45	1954	(1965) Western Greyhound
						930,932,934-935,937-940,942-944
128	GMC (M)	PD-4104	738	41	1953	(1969) County Tr Lns 16
129	GMC (M)	PD-4104	3258	41	1958	(1969) County Tr Lns 17
1101-1103	GMC	TDH-3501	776-778	35	1966	(1969) County Tr Lns 101-103
1104-1105	GMC	TDH-3501	1047-1048	35	1967	(1969) County Tr Lns 104-105

was approved and instituted on August 15, 1953. The daily mileage was cut from 2800 to 2200 by cutting one run from each route by extending headways from 20 to 30 minutes. Sunday service was eliminated except for the strong Washington Blvd. line which provided half the system revenue. The routes were simultaneously rearranged with Route 4 cut back to the Union Depot; its Wall Street service south to 36th Street appended to Route 2, and Route 1 extended to cover the Washington Terrace Loop. Route 3 was rearranged to cover most

of the South Ogden loop vacated by Route 1. The new lines were as follows:

1. Washington Boulevard
2. 25th-21st-South Wall
3. 23rd-29th Streets
4. 27th Street-Depot
5. West Ogden-El Rancho

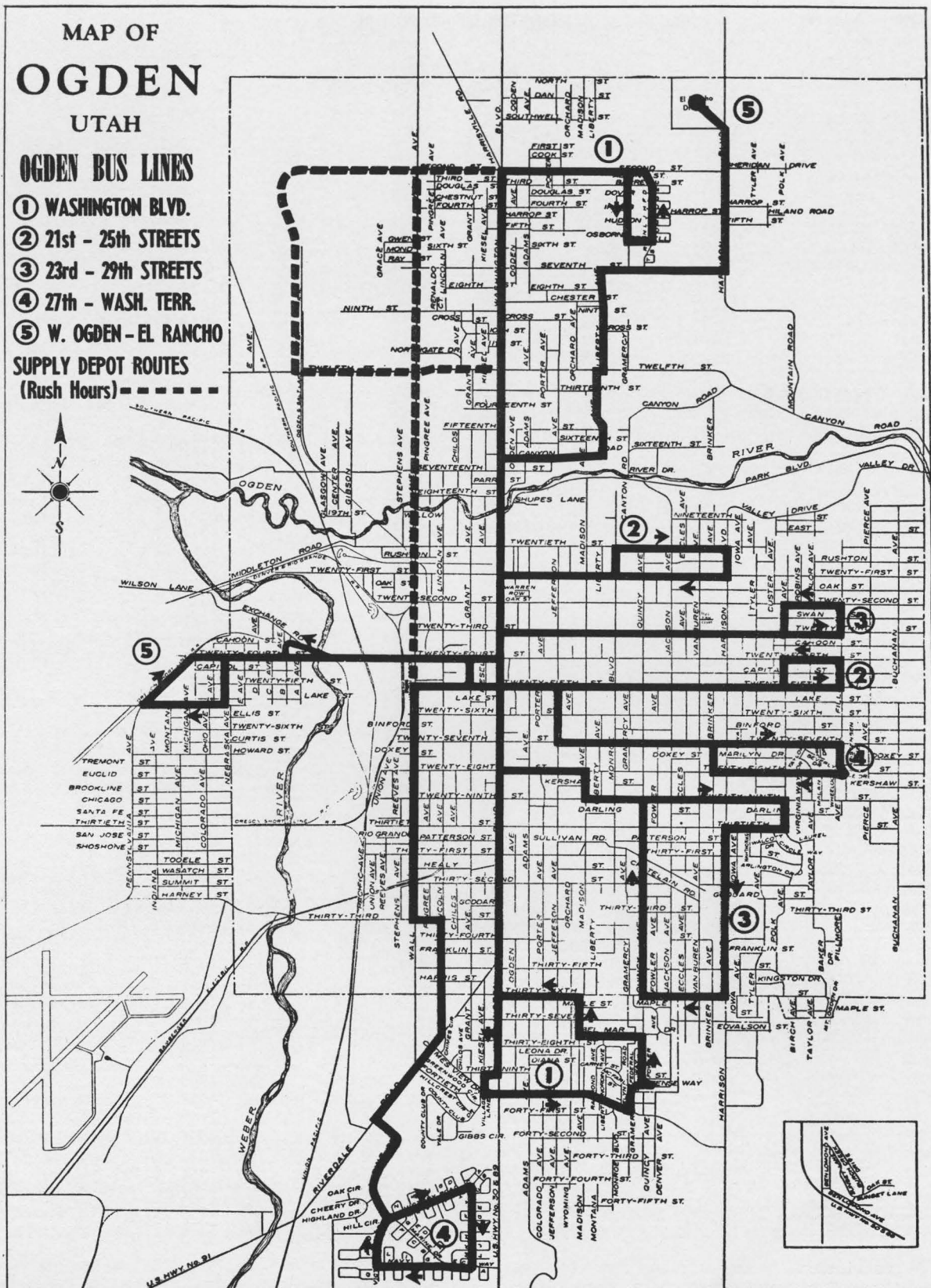
The requested fare raise (to 15-cents) was granted on October 5, 1953. Weekly cut-rate coupons were

MAP OF OGDEN UTAH

OGDEN BUS LINES

- ① WASHINGTON BLVD.
- ② 21st - 25th STREETS
- ③ 23rd - 29th STREETS
- ④ 27th - WASH. TERR.
- ⑤ W. OGDEN - EL RANCHO

SUPPLY DEPOT ROUTES
(Rush Hours) - - - - -



tried for a while but were soon discarded. It is a credit to the management that this fare was maintained for eleven years without substantial decrease in service on the major lines.

It was soon discovered that the inherited Ford Transits were not adequate for the operating conditions in Ogden. They could not climb the grades up to the benches north and east of town while carrying a full

load. On heavy school trips, the students had to walk the block where the grade was steepest in order for the bus to make it up the hill. The heaters proved inadequate to cope with the Utah winters causing further passenger complaints. The Fords were soon replaced by more of the small GM gas buses which had served the partners so well in the midwest.

Over the next few years, the Ogden management acquired



two locally-based operators for their contract and charter rights operating them as subsidiaries. Both had been started by local cab companies. The first was Wasatch Motors, originally a wartime contract carrier of workers between Ogden and the defense-related facilities to the south along Utah Highways 84 and 91: Hill Field, the Naval Supply Depot at Clearfield and the Arsenal. The firm, originally a partnership of the Robinson, Anderson and Moffatt families, passed to Dale Barratt, Gerald Swarthout and Bill Wilson on November 30, 1953, and was subsequently bought by Boswell and Yeaman on February 19, 1954. With the purchase came 22 buses and intrastate charter rights from all Weber County points.

The second acquisition was the Moss Transportation Co. which had been started by George Moss in 1952. It was incorporated in May 1954 to provide contract service from the Garland area to Hill Field and the other defense installations in and around Ogden along Highways 84 and 91. The name of the company was changed by Gene Boswell to Metro Transportation, Inc. at the time of its purchase on July 28, 1954.

When the Thiokol Chemical Corporation, a large producer of solid-propellant rocket motors located north of Brigham City put its contract service up for bid, Metro was the winner. Authority for service from Weber and Box Elder counties was accordingly issued on July 10, 1959 and service was started using pre-owned GM Cruiserettes from Swanson Bus Lines of South Dakota. They proved too small and were soon replaced by two new SDM-4501 buses and several PD-3751 coaches formerly used by Miami's Tropical Coach Lines in service to Hialeah Race Track.

Three new TDH-4512 GMs bought in 1958 and 1959 for the city service became the mainstay of the heavy Washington Boulevard line. By June 1961, the lines had once again been rearranged. In the northern part of town the El Rancho leg of line 5 was cut back to Twelfth Street and rerouted into the newly developed Simoron Park area. The northern end of line 1 was extended in a large loop returning to Washington Blvd. along Seventh St. A new service, Ron Clare Express, was added to line 5 making limited stops along Washington Blvd. out to 1100 North. Neither new line 5 service was to prove successful and the entire route, including the West Ogden segment was given up in the mid-1960's.

Route 4 was given up entirely by June 1961 with the 25th St. leg of line 2 rerouted to serve Ogden High School and St. Benedict's Hospital. The eastern loop of line 3 was, in turn, expanded to cover some of the territory formerly served by line 2. At the same time, the southern end of line 3 was extended, looping through Weber College.

By 1965, Metro contract service had resolved itself into two lines; Ogden-Brigham City-Thiokol, and Tremonton-Brigham City-Hill Field. The Wasatch Motors rights were still operated between Ogden and Hill Field. During the next year, four TDM-4507 suburbans were acquired from the Atomic Energy Commission at Arco, Idaho for these services. The Thiokol runs were quite profitable during the years of three shift operation as each bus made three trips per day carrying workers in both directions. As production relaxed to two shifts, service was cut back extensively.

Gene Boswell withdrew from the partnership in 1966



ABOVE - The width of Washington Boulevard is illustrated by this photo from the camera of Barney Neuberger. Fords and Transit Buses filled most of Ogden Transit runs during the postwar years. See also the cover photo.

RIGHT - One of the last buses purchased by Ogden Transit Co., TGH-2708 number 93 was snapped in 1959 at the Ogden Bus Lines garage. It was not part of the original purchase and was acquired shortly thereafter from the Eccles interest when they could not sell it elsewhere. --E. L. Tomberlin



ABOVE - The last hydramatic bought new for Ogden was this TGH-3102 delivered in January 1957; Bus 28 poses at the Ogden garage in June 1959. E.L. Tomberlin

BOTTOM LEFT - Four TDM-4507 buses were acquired from the Atomic Energy Commission for the industrial commute service in 1966. Bus 110 waits between runs at the Ogden garage in 1969. --Ed Buckley

BOTTOM RIGHT - By the later 1960's, Ogden's diesels were not lettered since they operated for the parent company as well as its subsidiaries (Metro, Wasatch Motors, and later, Lake Shore). No. 97 was one of two TD-3609 buses bought from the Sacramento Transit Authority. --Ed Buckley

A word of explanation. On the west coast, journey-to-and-from-work trips are called "commute" trips, whereas on the east coast they are known as "commuter" trips.

and moved to northern California. John Yeaman bought out Boswell's interest and assigned 12 percent of his holdings to his new partner, his wife. Ogden

had grown to a city of almost 70,000 by this time and local transit had fared much as it had elsewhere with ridership declining in typical fashion. Used buses continued to be acquired for the industrial services with the most prominent being a group of 11 TDM-4515 suburbans from Western Greyhound Lines' San Francisco commute region.

Ogden bus Lines and its subsidiaries were pressed to insure that all equipment was in service on May 10, 1969 when national attention was focused on Promontory Point for the Golden Spike centennial celebration. In one of the largest movements in Utah bus history, some 100 charter coaches provided by several companies brought upwards of 9,000 people to Promontory Summit 30 miles northwest of Ogden. There they witnessed a reenactment of the driving of the Golden Spike which completed the transcontinental railroad in 1869. Other operators providing buses were Salt Lake City Lines, Gray Line of Salt Lake City, The Lake Shore Line, Greyhound and Continental Trailways.

During 1969 John Yeaman became involved in the operation of The Lake Shore Line for Vernon Cook. The arrangement





ABOVE - John Yeaman bought a group of used TDM-4515 suburban buses from Greyhound in time for the Golden Spike Centennial and they became the mainstay of the industrial and interurban service. Bus 120 is at Second & Main in Salt Lake City in April 1973. It is decked out in Yeaman's colors of black and white. --Jerry Squier

GM Hydramatics provided city service in Ogden until UTA takeover in August 1974. Bus 28 is shown on Washington Boulevard and 17th, a little worn by this time. - TOP RIGHT --Jerry Squier

BOTTOM LEFT - Bus 27 passes through a residential area at 25th & Madison on the 2 route in April 1973 about a year and a half before the end of private operation. Three of the photographs on this page show the excellent mountainous scenery one encounters in the Ogden area. --Jerry Squier

2010, a TDH-4509, replaced the ex-Los Angeles TDH-5103 which first carried that number; its origin is not known. Here it is shown photographed at 34th & Washington in the orange and white colors during the last months of private operation. --BOTTOM RIGHT --Jerry Squier

Note - a number of photos were made from slides, with the resulting loss of quality

proved to be unworkable and Yeaman acquired Lake Shore Motor Coach Lines, Inc. (still the legal corporate name) from the Cook Transportation Co., Inc. on February 24, 1970. The sale included the Lake Shore equipment which continued to operate in its white and orange paint.

At the time of sale, Lake Shore operated 11 round



trips on its 37-mile Salt Lake City-Ogden route plus additional short-turn commuter trips. Lake Shore did not thrive under the Yeaman ownership. Most of the first line equipment was used for charter and contract operations and in 1970 five TDH-3501 buses and two PD-4104 coaches were leased from County Transit Lines (former partner Gene Boswell's operation in Walnut Creek, California) to operate most of Lake Shore schedules. Sunday service was eliminated entirely and Saturday as well as weekday service further cut back on May 17, 1971.

When John Yeaman died unexpectedly in January 1972, his combined holdings in Ogden Bus Lines, Metro Transportation, Wasatch Motors and Lake Shore comprised the second largest bus operation in Utah. The Bank of Utah as trustee for the estate, took over the holdings and appointed Gary Peterson manager of Ogden Bus Lines. Harry Hardman operated the charter certificate for the heirs on a commission basis.

Meanwhile, Lake Shore service reliability deteriorated to the point where it became the subject of frequent articles in the newspapers of both cities. Service eventually ended amid a barrage of passenger complaints and suits about buses with no heat in the middle of winter, breakdowns without relief buses, and other passenger agonies.

Finally, on August 1, 1974, the Utah Transit Authority bought up the remains of the Ogden-based companies for the sum of \$195,000. With the purchase came 39 Ogden, Metro, Wasatch and Lake Shore buses and promises of new lines in Ogden as well as 90-minute Monday-through Saturday headways. After the UTA replaced most of the line equipment with its own buses, only the well-worn fleet of GMs used in industrial service remained, the last vestige of John Yeaman's once grand enterprise.



SALT LAKE & UTAH RAILROAD The Salt Lake & Utah was incorporated in 1912 by W. C. Orem of Boston, builder of several western mining railroads. The route ran south along the west side of Salt Lake City via River-ton and Jordan Narrows into the Utah Valley. The railroad was completed as far as Provo on Utah Lake in 1913 and started operation with three Hall-Scott gasoline railcars. The road was electrified in July and a local line along Academy Avenue in Provo was started in October using three used streetcars from the Utah Light & Traction Co.

Construction pushed on to Springville in 1915, to Spanish Fork in January 1916 and to Payson, 67 miles south of Salt lake City, in May. The interurban was moderately profitable, operating hourly service at first, then two-hourly in the mid-1920's. Rail service was reduced to four round trips supplimented by bus service in June 1930. The bus line was subse-quently sold and rail service restored. By the late 1930's business had dipped and the road passed to G. S. Eccles and W. C. Browning, owners of the Utah-Idaho Central, at a foreclosure sale in 1938.

In order to forestall competition, the new owners immediately applied for rights to run buses between Salt Lake City and Payson, and within Provo. Interurban bus operation started in January 1939 using two 27-passenger Superiors on Ford chassis (see photo on page 7 of the February 1986 MCA). Local service in Provo was started in April 1940. A small Crown was added in 1941, and two Ford conventionals with Wayne bodies in 1944. A Ford Transit was also acquired in that year, presumably for the Provo city service.

The Eccles management made no attempt to inmprove the condition of the property during the war and the company entered bankruptcy in December 1945. At that time local rights between Salt Lake City and Payson passed to the Rio Grande Motorway. This highway subsidiary of the Denver & Rio Grande Western had been operating buses and trucks on this route since 1929 in replacement of some Silver City and Marysville branch trains. At least five SL&U buses were included in the transaction. The line passed to Continental Rocky Mountain Lines with the sale of RGMW to Transcontinental Bus System (Continental Trailways) in 1948.

The demise of the SL&U left Provo without any city bus service and in the late fall of 1952, the city and the Chamber of Commerce invited Gene Boswell and John Yeaman to fill the gap. A trial line between Orem, Brigham Young University and downtown Provo was started using Ford Transits not needed in their Ogden operation. The line was not to prove successful

despite a small subsidy from BYU and was given up after six months.

ROSTER OF BUSES

Salt Lake & Utah Railroad

500-501	Ford	27	1939 Superior bodies
502	Crown	?	1941
503-504	Ford	29	1944 Wayne bodies
?	Ford 49-B 577598	27	5/44

UTAH VALLEY TRANSIT Harry Hardman operated a filling station in Heber in the early 1950's when be began operating a contract work bus using the name Mt.. Timp Transportation, from the Heber Valley to the U. S. Steel Geneva Plant near Provo. A second line, owned by a local cab company in Provo, operated from Santaquin, at the southern end of the county, to the steel plant. When the company foundered, Hardman bought it, and with the industrial operation came the city service in Provo, the then-current successor to the Salt Lake & Utah local line.

The industrial service was first operated using school buses with deluxe seats, but Hardman soon acquired several ex-Trailways PDA-3704 coaches as well as two PDA-4101 coaches from Jordan Bus Lines. By 1965, Utah Valley Transit owned ten buses including several used PD-4104 coaches for charter service. In 1969, Hardman operated a portion of the Lake Shore service for Vernon Cook until its sale to John Yeaman. He again became involved after Yeaman's death in 1972 by operating the Lake Shore charter certificate for the estate.

While it was not practical to compete with the UTA for the Salt Lake City - Ogden line business, the charter rights had considerable value to Hardman and Cook, and they applied to purchase Lake Shore from John Yeaman's estate. The application was granted and the Lake Shore equipment was divided between Utah Valley Transit and Cook Transportation. The buses remained in Lake Shore livery and, in fact, one Sunday run each week was made over the combined rights from Logan to Salt Lake City to hold the regular route authority. Charter service was once again handled from both ends of the line with Cook handling business originating in the north, and Hardman in the south.

Over the years the original Heber work bus was discon-tinued, but the Utah County bus ran until early 1977 when it too was given up. Today, Utah Valley Transit continues to operate as a charter carrier in its own right with a modern thirty-bus fleet including

RIGHT - Utah Valley Transit 27 was a PD-4103 acquired from Crown Coach Co. in Missouri. The colors are blue and cream. --Kingsland Hobein, Jr.



several brand new MC-9 coaches.

PROVO CITY LINES In the early 1970's Hardman was operating two routes in Provo that converged downtown at University & Center. Both routes were operated with one bus, a used TDH-3714. Later a TGH-3501, Hardman's first new bus, handled the city lines with the TDH-3714 as standby. Business was terrible and Hardman was ready to give up after finding that the Provo City Corporation would not provide a subsidy.

Students from Brigham Young University drove the city bus (and made up most of Utah Valley Transit's drivers) and they did not want to see their jobs end. University Mall in nearby Orem had just opened and they asked Hardman to revise the route to run from downtown Provo through the University to the Mall. This became the only successful transit route in Provo's history. The new route ran hourly from 6 am to 9 pm Monday through Saturday with many of the students driving for one or two hours between classes. One bus could still operate the service.

The fare was 25-cents and a special multiple ride ticket was available. The route averaged 400-500 passengers per day and at times a bus had to be pulled out of service due to the farebox vault filling up to the point of jamming. The bus would be replaced or someone from the shop would meet the bus at the end of the line and change fareboxes.

Quite often on Saturdays the run would have to be doubled and this was usually done with the other city bus, but after an accident involving the 3741 and the 3501 occurred, a Utah Valley Transit PD-4104 with a farebox bolted into the front stepwell was pressed into service. The accident forced Hardman to buy a second TDH-3714 from Marlin Christianson, operator of an industrial service from Lehi (at the north end of Utah County) to Geneva Steel.

Larger equipment was needed and when two TDH-4517 transits were found at a retirement community in Florida, Hardman drove to West Palm Beach with a friend, repaired the two buses and drove them back to Utah with his pickup truck trailing behind. The two 4517 buses provided the needed passenger capacity and they finished out Provo City Lines service which by 1979 was operated under contract to the Timpanogos Transit Authority. Residents of Utah County voted to become part of the UTA service area in 1984 and today, city service as well as service between Provo and Salt Lake City, is provided by that agency.

ROSTER OF BUSES

Provo City Lines

3	GM	TDH-3714 079	36 1953 (?) Oceanside Transportation Sys. 510
8	GM	TGH-3501 065	35 1966
5	GM	TDH-3714 084	36 1953 (?) Christian-son Bus Line
302,319	GM	TDH-4517 742,738	45 1960 (?) Century Village

ACKNOWLEDGEMENTS Walter R. Jones, The University of Utah; Cecil O. Sharp, II, Salt Lake City Library; Stanley F. X. Worris; Swett's Interurbans of Utah used as a base; Gene Boswell; Kingland Hobein, Jr.; Robert A. Burrowes; Van Wilkins; Al Copeland; Ed Buckley; Gerald Squier; George Howell; Eli Bail; and John P. Hoschek.

TOP - This spotless UVT PD-4104 was right at home in scenic Provo Canyon. The headsign on coach 37 betrays its origin as a former Continental Rocky Mountain Lines bus used on the old SL&U main line from Salt Lake City to Payson. --Kingsland Hobein, Jr.

CENTER - This UVT PD-4106 was lettered for use on Lake Shore tours and charters. The bus was photographed in front of the Plains Hotel in Cheyenne, Wyoming. --George Howell

BOTTOM - Provo City Lines equipment in its last years consisted of two TDH-4517 buses originally from Tampa Transit Lines. No. 302 was snapped in Provo still in its two tone blue Florida paint. --Kingsland Hobein, Jr.



