

MOTOR COACH AGE



FEBRUARY 1970

MOTOR COACH AGE

Vol. XXII, No. 2

Published monthly by the Motor Bus Society. Dues are \$7 a year (\$9 in Canada) and the price of single copies is \$1.

Address all correspondence concerning subscription requirements, address changes, and back issues to Donald M. Coffin (Secretary-Treasurer), 767 Valley Road, Upper Montclair, N.J. 07043.

The editor is Albert E. Meier, P.O.Box 441, Philadelphia, Pa. 19105 (telephone 215-386-5498).

THE MOTOR BUS SOCIETY

Since its founding in 1948, the 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 representatives of many phases of the industry as well as students and members of the general public with an interest in buses.

CHANGE OF ADDRESS

Notify the Secretary-Treasurer in writing at least six weeks before the change is to take effect.

BACK ISSUES

Format and style of past issues are variable. The most recent issues are sold for 70 cents each, or 60 cents each in lots of five or more.

ON THE DRAWING BOARD

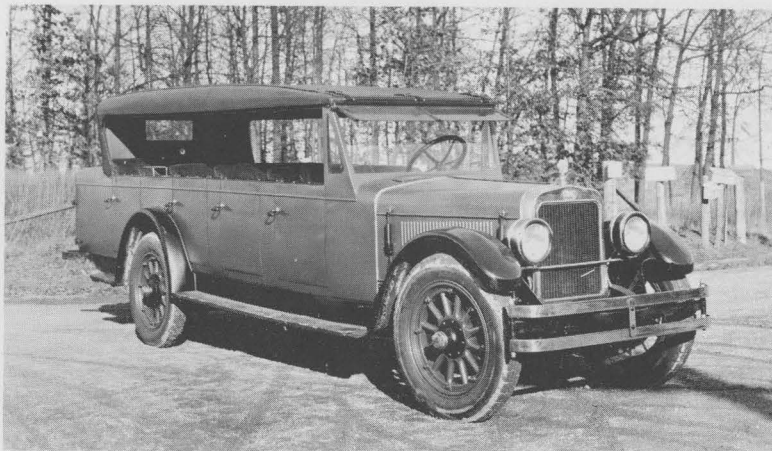
Although contributions from members are welcome at any time, assistance with feature stories that are already in progress is especially valuable. Those presently under way are the following:

Almeida Bus Lines, New Bedford, Mass.
Atlantic City Transportation Co.
Canton (Ohio) City Lines
Grand Canyon bus service
Inter City Transportation Co., Paterson, N.J.
New Haven & Shore Line Railway Co., New London
North East Transportation Co., Waterbury
Portland (Ore.) Traction Co.
Safeway Trails and Quaker City Bus Co.
Union Street Railway, New Bedford, Mass.
Youngstown (Ohio) Transit Co.

FRONT COVER

In the bright red and yellow colors of the parent Union Pacific Railroad is the last of a number of Flexibles in the Utah Parks Co. fleet. A special bus with 21 seats and a large baggage room, this Flexible was used in train connection service.

The Union Pacific emblem on the radiator cap is all that distinguishes this GMC K-18 commercial chassis (with a 10-passenger Weir body and a Buick engine) as one of the first buses used by Utah Parks Co. [GMC photo]



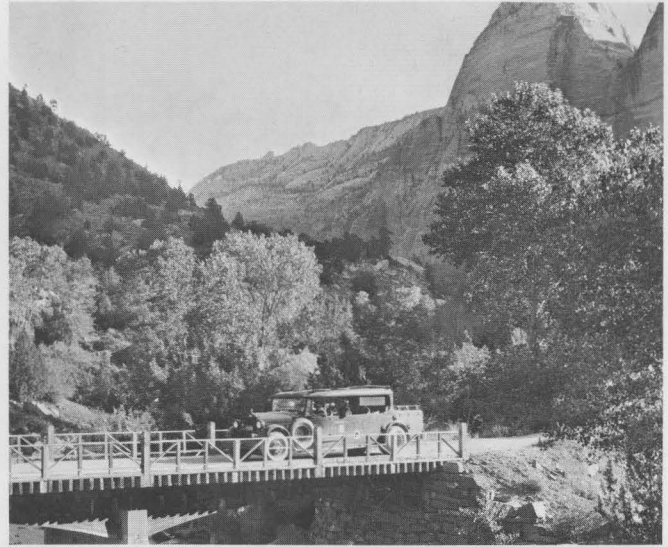
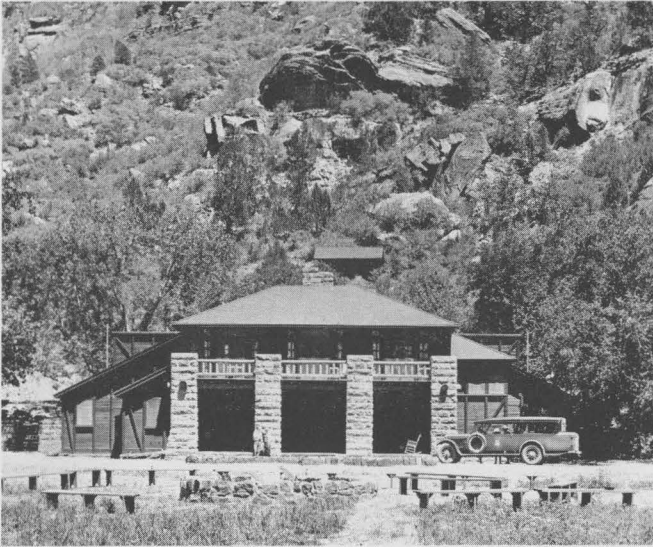
Roads and lodges were built and camp sites were laid out, and on May 15, 1926, Zion National Park was declared officially open. Utah Parks Co. had actually started in business during the 1925 season, with four limousines and 40 small buses. From Cedar City, the Zion National Park tour took two days and cost \$21.25, while a second two-day tour to Bryce Canyon National Monument (which became a National Park in 1928) covered 186 round-trip miles. Utah Parks Co. spent almost \$2 million to develop facilities in the various parks before ever carrying a paying customer.

In April 1927, Utah Parks Co. bought a controlling interest in the Utah & Grand Canyon Transportation Co. and has since operated the services to Grand Canyon as well. The two companies were officially merged in 1928. During the late 1920's a number of 13-passenger White 65's were placed in service as business grew, and these established the basic bus design for the operation. Basically conventional closed buses with large windows, they incorporated a retractable canvas top which was folded down in good weather for better sightseeing. Utah Parks bought such buses until 1946.

Utah Parks Co. was used as the agency for an expansion of Interstate Transit Lines in 1930. Interstate was the Union Pacific's bus subsidiary and later became Overland Greyhound Lines. In the spring of 1930, Utah Parks acquired from T.W. Boyer the operating rights between Salt Lake City and Payson, and shortly thereafter was one of two carriers (the other was Pickwick Stages) to receive permission to run between Payson and the Arizona line. Almost immediately, these rights were turned over to Interstate Transit Lines to form part of a through route between Salt Lake

In the original 1925 fleet were eight of these White 53's with Scott bodies. No. 104 is seen on Zion Highway in Zion National Park in 1927. [White photo]





Two early views in Zion National Park. Left, A GMC at Zion Lodge [Union Pacific photo]. Right, A White 53 at a scenic spot in Zion Canyon [White photo].

City and Los Angeles. Since that time, Utah Parks Co. has remained essentially a sightseeing operation, though in more recent years its buses have ventured west of Cedar City to Lund to connect with UP trains. Direct rail service to Cedar City is no longer offered.

The parks were closed to the public during World War II, and the Air Force established a training detachment at Cedar City. The three newest buses, PG-2903's, were leased to the government and used in the Pacific Northwest. Other buses in the fleet at that time were leased to the City of Phoenix, and they never came back.

An interesting fact is that Utah Parks Co. has never owned a diesel bus. This policy is explained by management's belief that gas buses perform better on steep mountain roads and have greater pulling power. Another feature of the bus operation was the annual move of many buses to the Union Pacific's winter resort at Sun Valley for the busy season there. This ended when Sun Valley was sold in 1964.



No. 50, seen at Bryce Canyon Lodge in 1935, was one of five White 65's built in 1929. The Yellows and Fageols delivered in that year were similar in design. [Union Pacific photo]



ROSTER OF BUSES

1-32	GMC	K-18	?	10	1925	Weir bodies, Buick engines
101-108	White	53	?	10	1925	Scott bodies
33-42	GMC	K-18	?	10	1927	Weir bodies, Buick engines
43-46	White	53	?	?	1927	(1928) Utah & Grand Canyon Transportation Co.
47-51	White	65	?	13	1929	
52-56	Pageol	Safety Coach	?	13	1929	
57-61	Yellow	W	?	14	1929	
70-81	White	706	?	18	1937	
82	White	706	?	18	1938	
83-90	White	706	?	18	1939	
20-22	Yellow	PG-2903	071-073	29	1941	Canvas top
23	Flx	29BR-46	7307	29	1946	
24-26	GM	PG-2904	062-064	29	1946	Canvas top
27	Flx	23BR-46	7547	23	1946	
28-32	GM	PG-2904	065,066,097-099	29	1946	Canvas top
33-34	Flx	23B2-47	7619,7648	23	1947	
35	Flx	23B3-47	7655	23	1947	
36-42	Flx	29B1-47	7865,7904,7905,7926, 7955,7966,7967	29	1947	
43-44	Flx	29B6-48	8719-8720	29	1948	
45-47	Flx	218B1-53-29IC	30609-30611	29	1953	
48-51	Flx	218FA1-55-29IC	30829,30830, 30839,30840	29	1955	
52	Flx	218F1-56-21SU	30920	21	1956	Baggage compartment
71-74	Crown	A-590-11	34076-34079	37	1959	
75-76	Crown	A-590-11	34314-34315	37	1961	
77-78	Crown	A-590-11	?	37	1962	
79-80	Crown	A-590-11	?	37	1964	
81-82	Crown	A-590-11	?	41	1965	
83-84	Crown	A-590-11	?	41	1966	
85-86	Crown	A-590-11	35274-35275	41	1967	
87-88	Crown	A-590-11	?	41	1969	

No. 28 was rebuilt with 17 seats and a rear baggage compartment for train connection service.
 Nos. 25, 26, and 40-42 were transferred to Sun Valley; 26, 41, and 42 were returned to Utah Parks in 1962.
 On hand for the 1970 season are Nos. 26, 38, 39, 41-52, and 71-88 (32 buses).

Above, The canvas top concept applied to a modern bus. Exterior and interior views of No. 20, a Yellow PG-2903 of 1941. [GMC photos]

Right, No. 36, the first of seven Flexible 29B1-47's bought when the parks were reopened after World War II. [Flexible photo]





Eight Flexible Visicoaches came in 1953-56, numbered 45-52. They are all still in service. [Flexible photo]

Zion Canyon, the feature of chief interest in Zion National Park, was named by Mormon settlers in the 1850's. Its floor is about 4000 feet above sea level and 3800 feet below the park's highest point at the top of West Temple. The canyon walls are sandstone and show that the region has undergone many changes of climate during the past 200 million years. It was periodically submerged under shallow seas or lakes and then raised and eroded by rivers; at still other times, desert conditions prevailed. There is evidence that prehistoric cave dwellers lived in the area. The canyon walls grade from rust red at lower elevations through shades of pink to white at the summits.

Bryce Canyon National Park is if anything even more spectacular. It has been described as a series of natural amphitheaters, rather than a canyon, inside which are innumerable white and orange columns and walls that have been shaped over millions of years by wind, rain, and frost. Its geological story is related to those of Zion and Grand Canyons, the stone of all three having been laid down while the entire region was under water, but the sandstone and limestone walls of Bryce Canyon were formed during a more recent period.

Both of these natural wonders are still visited annually by thousands of people. But few tourists come by train any longer, and with the increasing tendency to use private autos, Utah Parks Co. has become less important in the overall picture for the Union Pacific. From a record of 23,500 passengers in 1957, travel dropped to 16,200 in 1968, representing 24 per cent of the total guests accommodated at lodge facili-



Bryce Canyon Lodge as it looks today, with morning departures being "sung away" by the staff. [Union Pacific photo]



Above, A view of majestic Bryce Canyon and Crown 73 [Union Pacific photo].
Right, The last 10 years have seen Crowns like 75 and 81 [Crown photos].

ties, and only 4600 passengers were carried from UP trains at Lund in 1968. An agreement was reached early in 1968 to sell Utah Parks Co. to the General Host Corp., owner of Yellowstone Park Co., Everglades Park Co., and many western camping areas. The agreement hinged on Utah Parks obtaining more attractive concession terms from the National Park Service, and when this proved impossible, the sale was called off. For the forthcoming season, then, Utah Parks Co. will offer its daily scheduled tours from Cedar City to the three National Parks, as it has done ever since 1925.

