

MOTOR COACH AGE

MARCH-APRIL 1991



Buses of the Union Pacific

From the Editor

Union Pacific

The Union Pacific Railroad operated motor buses under five different names, as follows:

Utah Parks Co., established in 1925 to run connecting buses from Cedar City to Zion National Park (which opened in 1926) and sight-seeing tours within the park; later expanded to serve Bryce Canyon and Grand Canyon National Parks.

Union Pacific Stage Co., established in 1927 to take over from Utah Parks Co. the operation of tours in Death Valley; operated train connection buses to and from East Los Angeles after 1929; sold in 1972 to American Pacific Stage Co.

Union Pacific Stages, established in 1927 to take over a Pendleton-Walla Walla bus route started in 1925 by the railroad itself; eventually ran intercity routes in the territory from Salt Lake City to Portland and Spokane; sold in 1952 to Greyhound.

Interstate Transit Lines, acquired in 1929 and eventually operated between Chicago, Omaha, Denver, Cheyenne, Salt Lake City, and Los Angeles with numerous branches; a partial interest was sold to the C&NW in 1929 and a one-third share to Greyhound in 1943, the rest in 1952.

Union Pacific Railroad of Sun Valley, established in 1939 to operate train connection buses to and from the Sun Valley resort; sold in 1964.

The operations of Utah Parks Co. and Union Pacific Stage Co. have already been described in MOTOR COACH AGE. The feature article in this issue deals with the two main-line intercity operations, Union Pacific Stages and Interstate Transit Lines, which after 1929 were collectively called "Union Pacific Stages" west of Omaha and "Chicago & North Western Stages" between Omaha and Chicago—and "The Overland Route" throughout.

A UP-C&NW alliance was forged in 1887, when the first through sleeping car was put on between Chicago and San Francisco via the Central Pacific. "The Overland Limited" was later the premier fast passenger train over these rails. Adapting the familiar slogan for the long-distance bus service linked it with the famous train, and the "Overland" name continued even after Greyhound took over.

We have pledged to prepare and publish more feature articles on Greyhound and its predecessors, and this one was selected because our files contained numerous photographs, timetables, maps, and a corporate history prepared by the Union Pacific in 1951. As with most intercity properties, we cannot reconstruct the equipment list without research into regulatory commission files in distant states, a project that would require more time and expense than can be managed. Rather than postpone indefinitely publication of the material that is available, and in which readers have expressed much interest, we have chosen to proceed without the detailed roster data, in the hope that someone closer to the scene might someday get interested.

On the Front Cover

For its initial foray into "transcontinental" bus service in the fall of 1929, the UP's Interstate Transit Lines purchased a sizable fleet of parlor buses from different manufacturers. Included were 10 Mack BK's that were used on routes running north and south out of Omaha. In July 1930, two more were added, and 502 was posed for this photograph. All 12 Macks had Bender bodies, and all were off the roster by 1937.

MOTOR COACH AGE

Vol. XLIII, Nos. 3-4
March-April 1991

MOTOR COACH AGE is published by the Motor Bus Society, Inc., P.O. Box 10503, New Brunswick, N.J. 08906. Dues are \$25 per year. Single copies \$5. Quantity prices available. See back issue list for prices and availability of non-current issues.

Founded in 1948 as the National Motor Bus Association, the Motor Bus Society has as its main purpose the collection and publication of information about the history and progress of the bus industry. Its membership includes representatives of many phases of the industry as well as students and members of the general public with an interest in bus transportation. The Motor Bus Society is a not-for-profit New Jersey corporation with unpaid volunteer officers and trustees.

President.....Charles R. Sullivan
Executive Vice President.....Eli Bail
Secretary.....Fred McGullam
Treasurer.....Murray S. Kramer

Trustees:

Charles Bailey
Edward T. Gibbs
Stephen M. Goldmann
Murray S. Kramer
Jeffrey S. Miller
Paul R. Semendinger

The editor is Albert E. Meier. Contributions are welcome at any time and on any subject related to bus history or to current events, and they should be addressed to the post office box number given above. News items and brief articles on historical or current topics are particularly desired, with sharp photographs if possible. Readers interested in undertaking extensive research projects should contact the editor in advance for specific guidance and to learn what materials may already be available in the Society's library.

As a nonprofit educational organization, the Motor Bus Society is qualified to certify that contributions to its library, whether as cash or historical materials, are income deductions for federal tax purposes. Please consider supporting the Society and its unique collection whenever you have historical material that you no longer want.

In order to foster good fellowship and to enhance its members' knowledge of the bus industry, the Motor Bus Society organizes an annual convention each spring in the Northeast and a fall meeting elsewhere in the country. Your participation in these events is encouraged. The dates and locations for 1991 are April 13 and 14 (Albany) and October 12 and 13 (Denver).

Please mention MOTOR COACH AGE when ordering books reviewed here or products advertised in these pages. Your continued support is essential to maintaining the role of the Motor Bus Society as the principal resource for all those interested in the history of bus transportation.

ISSN 0739-117X

BUSES OF THE UNION PACIFIC

Union Pacific Stages Interstate Transit Lines Overland Greyhound Lines

On August 20, 1925 two of four daily Union Pacific local trains between Pendleton and Walla Walla were replaced by bus service. Earlier in that year Utah Parks Co. had been set up by the railroad to run a train connection bus and sightseeing service at Zion National Park. The Pendleton-Walla Walla route, however, was the first Union Pacific bus line that replaced rail service. It was operated with a single White 50-A by the Oregon-Washington Railroad & Navigation Co., the UP subsidiary that ran the railroad branch.

The bus was a direct substitute for the superseded trains, charging the same fare and honoring railroad tickets, whether local, long-distance, or interline. Each passenger could bring along up to 70 pounds of baggage at no charge, typical of railroad practice but not the case on most bus lines in those days. It isn't known whether the White had a baggage space at the back, but it probably did. Round-trip bus tickets were sold at 1½ times the one-way fare, in common with the custom on most western bus lines, but unlike the railroad's tariff, which didn't provide any reductions for round-trip tickets.

The first bus schedule on the 46-mile Pendleton-Walla Walla run had the bus leaving Walla Walla at 7:20 A.M. daily, arriving Pendleton 9:15, returning north at 11:30, and arriving in Walla Walla at 1:30 P.M. A second round trip started at 2:30, and the bus was back in Walla Walla at 7:10, finished for the day. It isn't known where or by whom the single bus was maintained; but there was no spare.

Many readers already know that in the Pacific Northwest, as a general rule, wherever there was a passable road there was a bus service, and the Pendleton-Walla Walla route was no exception. The railroad had to be content to operate its bus without Washington intrastate authority (though Oregon did grant rights) because of the prior presence on the line of another operator. A Pendleton-Walla Walla bus route was already being operated by the Davin-Horn Co. when the Washington PSC began to issue motor carrier certificates in 1921. It was transferred to W.I. Coldiron of Walla Walla in December 1921. At some unknown time Coldiron began to use the operating name "Blue Line Stages."

Coldiron acquired additional routes in the region subsequently: Walla Walla-Dayton from J.E. Williams and M.G. Snell in January 1925; Dayton-Dodge-Lewiston from Fred Lowrey also in January 1925; and Dodge-Colfax from Inland Empire Stages, Inc. in August 1925. His certificate was transferred to Emma Coldiron, presumably his wife (or widow), on April 20, 1926. Five small Yellow Coach type X parlor cars were placed in service during 1926 and a larger Mack in 1927. Emma Coldiron sold Blue Line Stages to Blue Mountain Transportation Co. of Boise on March 22, 1929.

Along the Columbia River Highway

By the late spring of 1924 there was significant bus competition to the Union Pacific's Oregon Short Line Railroad over the

231-mile stretch between Portland and Pendleton, where the Columbia River Highway had recently been completed. This was operated by the Columbia Stage Co. of Portland, owned by A. Jaloff, which had 38 buses (Whites and Pierce-Arrows are known) worth \$400,000 and which reportedly operated 70 schedules per day. Columbia Stage Co. was said to be the largest individually owned bus company in the country at that time.

Jaloff's bus line dated to 1911, when he began running between Portland and Seaside (128 miles) in competition with the Spokane, Portland & Seattle Railroad. As the Columbia River Highway was pushed eastward from Portland beginning in 1921, Columbia Stage Co. added buses and extended service. The first timetable for the Portland-Pendleton operation showed a running time of 9½ hours and two round trips a day.

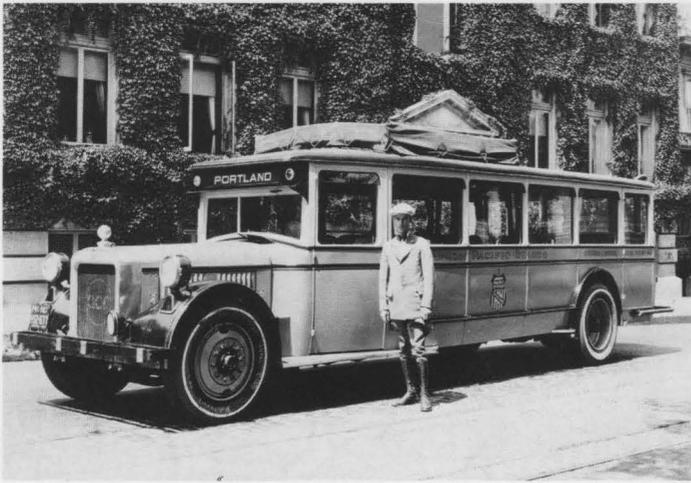
Jaloff sold his original Portland-Seaside line and 15 Whites to the SP&S in May 1925, after the railroad had instituted its own bus service, but held on to the Portland-Pendleton route. Then in May 1926 Columbia Stage Co. was merged with the Reliance-Mount Hood Auto Stage Co. of J.L.S. Snead (started in 1913) and with the Portland-Vancouver (Wash.) and Portland-Camas-Washougal lines of Camas Stage Co. to form Columbia Gorge Motor Coach Co., capitalized at \$200,000.

The driving force behind Columbia Gorge was William T. Crawford, who had started Camas Stage Co. before 1921, sold it to Park Auto Transportation Co. (Stone & Webster) in 1925, and bought part of it back as his contribution to the new company. Operating superintendent was B.T. Peyton, whose bus career began in Yellowstone Park and who had worked for both Crawford and Jaloff.

Crawford was an imaginative and aggressive bus operator, and under his direction Columbia Gorge was soon offering through tickets (not through service, though such was advertised) between Portland and Spokane by arrangement with Yakima Transit Co., in spite of its name an intercity and not a local carrier. Connecting links with other operators were also pursued. During Park Auto's ownership of the two Camas Stage Co. routes, Fageol Safety Coaches had been introduced to these lines. Only the six newest of 38 buses from the predecessors were kept long by Columbia Gorge, as Crawford immediately ordered 10 Fageols. Effective September 1, 1926 two of the Fageols were used to begin "sleeping car service" between Portland and Pendleton. These buses had 21 reclining seats of a special design that Crawford had drawn up.

Formation of Union Pacific Stages

The effect on the railroad of all this activity was that on July 1, 1927, with considerable publicity, the Union Pacific commenced operation of its own bus service between Portland and Pendleton. Union Pacific Stages was incorporated in Oregon on March 14, 1927. On May 1 it took over operation of the Pendleton-Walla Walla bus, the ownership of which remained with the railroad. Immediately following the incorporation of Union



Union Pacific Stages began with three ACF 508-2-B3's (1-3) and two Mack AL's (4-5). Shown are examples of each, the Mack posed at Multnomah Falls. Perhaps the earlier White was numbered 6 after its ownership had passed to the bus company. In the beginning each of the buses had its assigned driver, so when one didn't work, neither did the other. Buses 7 and 8 were also ACF's of the same type as 1-3, delivered at the end of 1928.
—Railway Negative Exchange

Pacific Stages, 500 shares of 1000 authorized were purchased for \$50,000 by the Oregon Short Line Railroad. Of the balance, 496 shares were held by J.P. O'Brien, general manager of the OSL, and one qualifying share each by four other directors, all of Portland, probably all OSL people. O'Brien was president of Union Pacific Stages.

In its application for operating authority Union Pacific Stages proposed to run two daily round trips between Portland and Pendleton, and the railroad was to discontinue one daily train each way between The Dalles and Pendleton. At that time it was disclosed that an application had been submitted for a Walla Walla-Yakima route; this is not known to have operated, and perhaps it was not granted.

Railway Age described the Portland-Pendleton bus operation in its issue dated April 28, 1928, saying, in part, "The color scheme of the exterior of the coaches is blue and gold. In addition to the name Union Pacific Stages, the Union Pacific insignia is painted on the sides of the coaches, and the same insignia illuminated at night is carried on the roof at the front and below the windows at the rear. The effect of the signs is excellent.

"The parlor-type seats in the motor coaches are upholstered in blue mohair. Partly on account of the baggage traffic which has been handled, and partly because the coaches are taxed in Oregon on the basis of their seating capacity, the four rear seats in each of the coaches have been removed, which allows an extra large space for express and baggage inside the coaches."

Eastward from Pendleton along the line of the Union Pacific, through Boise, Twin Falls, Pocatello, and Ogden to Salt Lake City, there were few if any local trains susceptible of being replaced by buses. Distances were great and population sparse. Thus Union Pacific Stages continued to operate just the Portland-Pendleton and Pendleton-Walla Walla routes until the early part of 1929. Then within three months the railroad put together a bus system that paralleled and complemented its rail lines all the way from Omaha to the west coast. By the end of that year the UP owned over 200 buses, without including the fleets of the Utah Parks Co. (sightseeing service at Zion National Park) and Union Pacific Stage Co. (train connection service at East Los Angeles).

The acquisitions that formed a major part of the expanded bus system came in rapid succession, though the groundwork must have been laid earlier through negotiations. Some of the purchases were not announced until a year or more later; thus the industry monthly *Bus Transportation* could speculate about the railroad's plans in its July 1929 issue, after all of those plans had been carried out. Fortunately the Union Pacific compiled a list of the acquired franchises for its bus operations in 1951, so that the sequence of events is clear. Extension of the Union Pacific Stages operation to Salt Lake City came first chronologically and so naturally follows the developments in the Pacific Northwest already described.

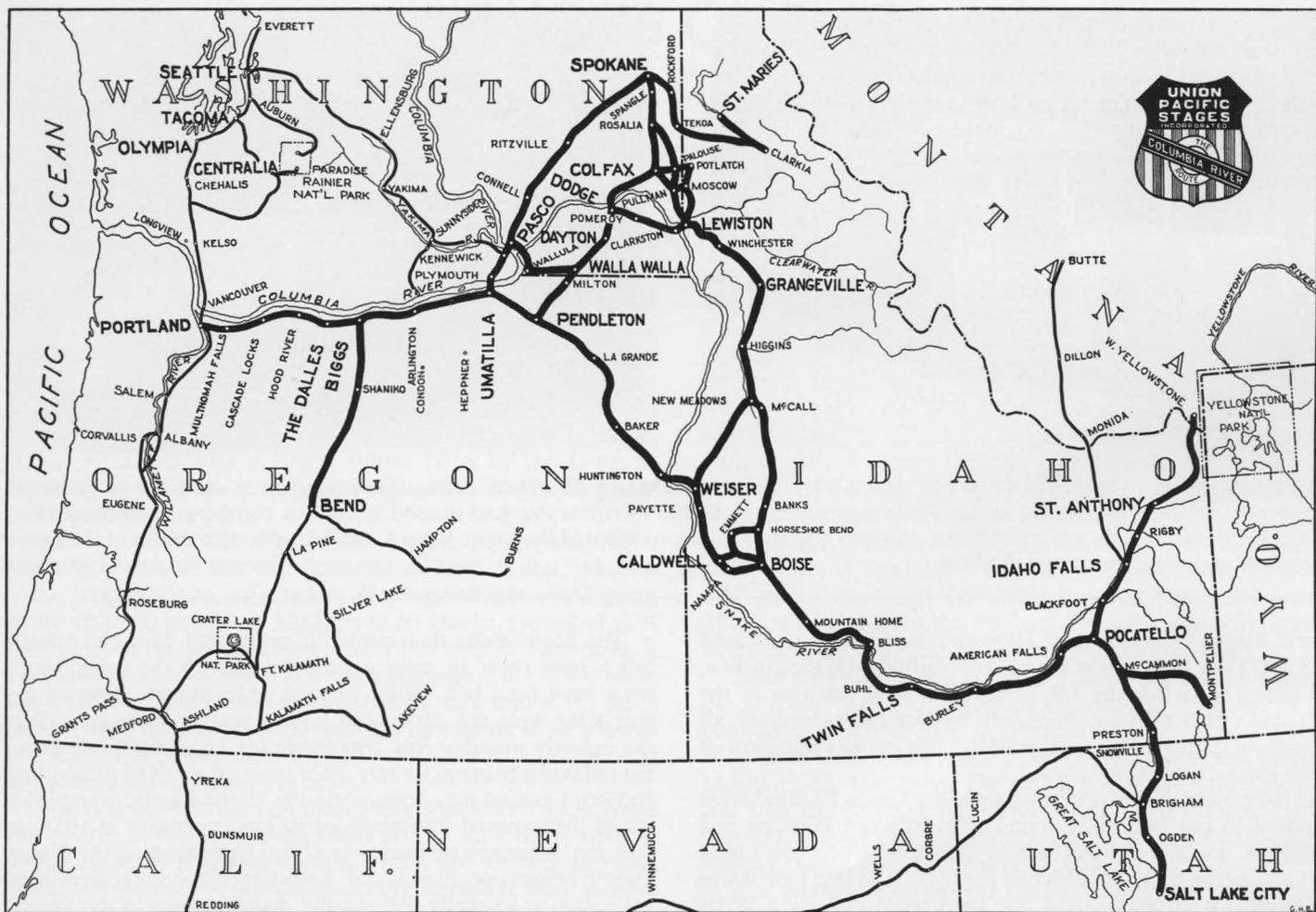
Interstate Coach Co.

In January 1929, W.C. Nichols of Spokane sold Interstate Coach Co. for \$350,000 to H.B. Olson and George B. Fay. The buyers had long careers in the bus business, mainly in Canada, which cannot be gone into here; readers with extensive back issue files are referred to *MOTOR COACH AGE* for July 1972. Olson and Fay owned Interstate Coach Co. for only a short time, at any rate, and it is Interstate rather than its buyers that is of interest in the present context.

The 500 Taxicab Co., Inc. of Spokane was already operating buses between that city and Lewiston via Colfax and Pullman when the earliest Washington state certificates were granted in 1921. The taxicab company began to use Yellow cabs and eventually changed its name to Yellow Cab Co., while the bus line became Interstate Coach Co. An alternate route between Pullman and Lewiston via Moscow was added in 1926 by application, and Spokane-Fairfield-Tekoa-Clarkia came from Green Stage Line, Inc. in April 1928.

What kind of equipment was used previously hasn't been discovered, but Interstate Coach Co. was an early buyer of Yellow Coach type Y parlor buses and had 13 in all between 1925 and 1928, plus one that came from Green Stage Line. While Olson and Fay owned Interstate Coach they added three Yellow type W's with Lang bodies.

Early in 1929 as well, Motor Transit Corp. of Chicago, the holding company that operated the Greyhound Lines, acquired a



minority interest in W.T. Crawford's Columbia Gorge Motor Coach Co. as part of its reach toward the Pacific Coast. Possibly sniffing out the Union Pacific's intentions, Crawford had secured options to buy a Pendleton-Boise-Twin Falls line from Blue Mountain Transportation Co. and a Twin Falls-Salt Lake City route from Beehive Stages. Crawford said Motor Transit would own most of the stock in Columbia Gorge as soon as that company's authorized capitalization had been increased, and that he would become in effect Greyhound's regional manager for the new line between Portland and Salt Lake City.

The revised table of organization of Columbia Gorge left no place for Barney Peyton, who on April 1, 1929 (presumably acting on behalf of the Union Pacific) acquired Interstate Coach Co. from Olson and Fay. Then on May 1, Peyton was named to the new position of general manager of Union Pacific Stages. His appointment marked the end of the Oregon Short Line Railroad's officers dividing their time between the railroad and the bus line.

Acquisitions in Idaho and Washington

The public announcement of Peyton's move to Union Pacific Stages said that "reorganization" of the bus company was under way. What had actually happened was that during the month of April the Union Pacific had signed agreements to purchase bus lines as follows:

- Pendleton-Walla Walla-Dodge-Colfax and Dodge-Lewiston from Blue Mountain Transportation Co. (formerly Coldiron's

Blue Line Stages) for \$75,000, including an unknown number of buses (probably the five type X's) worth about \$36,000.

- Walla Walla-Pasco from Walter C. Schacht for \$10,500, not including any buses.
- Boise-Emmett and Boise-Payette Lakes from Earl E. Smith for \$9000, including probably one bus worth \$7350.
- Boise-Payette Lakes from W.A. O'Neil for \$8000, including two buses worth \$3350.

Union Pacific Stages was also the owner in fact of Interstate Coach Co., though this operation was not immediately merged. Further, during May 1929 the acquisitions continued:

- Grangeville-Weiser from Mumford & Brown for \$8500, including three buses.
- Boise-Emmett and Boise-Collister-Eagle-Middletown-Star-Caldwell from Tom Maruaga (or Muruaga) and Max Celeya for \$7850, including probably three buses.
- Boise-Meridian-Nampa-Caldwell by purchase of all the outstanding stock and bonds of Gem State Transit Co. from H.D. Monson and A.D. Scrivner. Four buses were included.

Thus, although thwarted by W.T. Crawford and Greyhound as far as major connecting lines were concerned, the Union Pacific had stitched together a chain of intrastate rights and had added about 35 buses of various kinds. During this period two White 54's, two Twin Coaches, and three Yellow W's were purchased new.

By April 22, 1929 Union Pacific Stages was also operating from The Dalles south to Bend, supplementing the railroad's one daily passenger train. Columbia Gorge ran over this route as

well, having taken it over from an independent operator. The policy of the Oregon PUC from the beginning of bus regulation (1922) was to certify any carrier who applied over any route, letting the marketplace determine how many competitors would survive. Because Columbia Gorge was competing for business on its other lines, Union Pacific Stages started its own service to Bend and later extended some trips through to Klamath Falls.

Merger of Interstate and Gem State

During June 1929 Interstate Coach Co. purchased for \$90,000 from Auto Interurban Co. three buses of unknown type and a Spokane-Cheney-Pasco-Umatilla route, which enabled a direct Portland-Spokane run to be established. Gem State Transit Co., which like Interstate Coach Co. had been acquired but not merged, bought Pocatello-Montpelier and Pocatello-West Yellowstone routes from Beehive Stages in August 1929.

By extending the Gem State operation northwestward and the Portland-Pendleton route southeastward, Union Pacific Stages inaugurated through service from Portland to Salt Lake City on September 1, 1929, about four months after Columbia Gorge had pioneered such service. Probably at the same time, Spokane-Salt Lake City through service was begun by Interstate Coach Co., which was formally merged into Union Pacific Stages on May 1, 1930. Gem State Transit Co. had been merged on November 1, 1929. To operate the new through service, Union Pacific Stages added five more six-cylinder Whites in September 1929, four ACF's in December, two Mack BK's in February 1930, and finally four more ACF's and four Yellow Z-250's with FitzJohn bodies in May 1930, giving the company a total of 82 buses.

A Union Pacific Stages system timetable dated November 1, 1931 shows three round trips a day over the 960-mile Portland-Salt Lake City line, a 36½-hour trip by bus vs. 29 hours by Union Pacific train. In general most of the bus lines had two or three trips a day; Spokane-Lewiston had five, but over two different routes. The Walla Walla-Pasco route had already been leased to Washington Motor Coach Co. and then sold to Yakima Motor Coach Co.

Nebraska Bus Pioneers

Development of the "Union Pacific Stages" system was even more dramatic at the eastern end of the railroad. Intercity bus lines radiating from the railroad's headquarters city of Omaha began in 1921, as soon as roads were improved, but the original entrepreneurs, mostly using locally built Weir 16-passenger bodies on Reo Speedwagon chassis, failed to survive the first winter.

Union Pacific Stages buses at the UP engine house, Pendleton, about 1931. Left to right, a 1929 White 54, a 1930 ACF P-40, a 1929 ACF, and two 1927 or 1928 ACF's. The belt rail lettering differs on the various buses, which were presumably assigned to specific routes, the late-model ACF's holding down the through schedules to Salt Lake City.

—Greyhound collection



With the 1929 purchase of the Interstate Coach Co. of Spokane, Union Pacific Stages acquired a fleet of Yellow Coach type Y's; this one was photographed at Spokane in 1931. The enclosed roof bins were added locally.

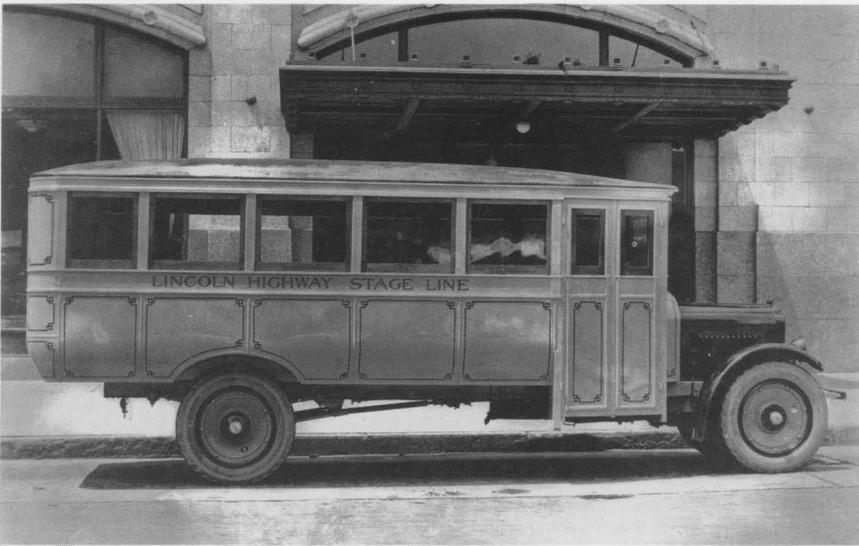
In 1922, with the more substantial White model 50 bus chassis on the market, an affiliate of the Twin City Motor Bus Co. of Minneapolis called Boulevard Transit Co. placed six of these with Eckland bodies in operation between Omaha and Fremont, making five round trips a day, and pioneered an Omaha-Sioux City line (105 miles). Meanwhile White Transportation Co. started running similar buses between Omaha and Lincoln and on to York, using the Boulevard company's Omaha terminal at 1715 Douglas Street. Boulevard Transit subsequently extended service beyond Sioux City to Correctionville.

Interstate Transit Lines

Russell J. Walsh of Omaha, doing business as Interstate Transit Lines, resumed the Omaha-Nebraska City line on February 23, 1923. This was a route that had been operated (briefly) in 1921, with two buses and four trips a day. According to a later biographical note in *Bus Transportation*, Walsh bought the line for \$250, whereas the Union Pacific's own history says he started it new.

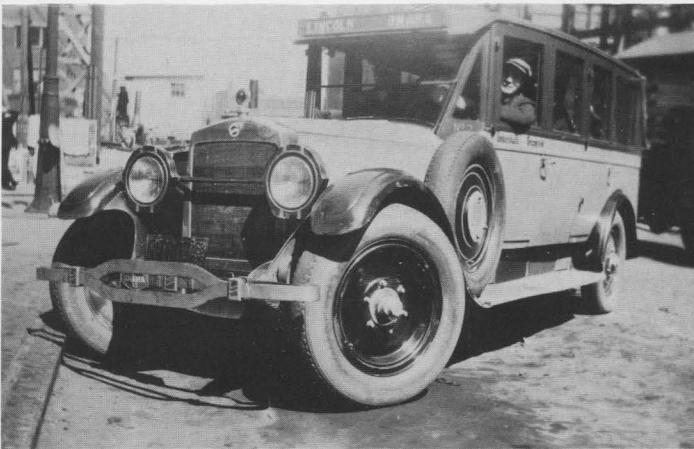
At any rate, evidently successful, Walsh acquired White Transportation Co. on March 1, 1924 and Boulevard's Omaha-Fremont line on July 1, 1924. The link between Lincoln and Fremont was purchased in 1925 from Lincoln-Fremont Bus Line, and a Fremont-Norfolk extension came from Norfolk-





Although most early intercity operators based in Omaha ran Reo buses, the Lincoln Highway Stage Line of C.E. Haas and J.R. Brandt was an exception. This 1921 GMC model K was one of at least five buses owned by the company, which went out of business during the winter of 1921-22, defeated by the weather as were the other Omaha pioneers. C.E. Haas had moved to Nebraska from California and was instrumental in setting up a union stage depot in Omaha, patterned on similar installations in California.

—Collection of Thomas C. VanDegrift



Early equipment of Russell Walsh's Interstate Transit Lines, photographed at Omaha in 1926. *Left*, Studebaker No. 2, with a sign reading LINCOLN-OMAHA; this was built before Studebaker had introduced its bus chassis and therefore was a stretched six-cylinder automobile chassis with possibly a Miller body. *Right*, One of two 1924 Fageols, of the unusual and short-lived "deluxe" type, which had a central aisle and a single passenger door that was not opposite the driver's seat.

—Greyhound collection



Following the early Fageols, Interstate Transit Lines bought three Macks in 1925, then four more Fageols in 1926 and four ACF's in 1927. Its first Whites were delivered in July 1927 and included three model 53's and a 54; six more 53's followed in September. Shown is one of 10 six-cylinder model 54's with 28-passenger Lang bodies placed in service during November 1928, which may have been Interstate's last new buses prior to the purchase of the company by the Union Pacific on July 1, 1929.

—White

Evoking a vanished transportation era in midwestern America is this 1926 scene in Hastings, Nebraska. The buses belong to Cornhusker Stage Lines and are four-cylinder AB Macks with 25-passenger Lang parlor bodies. Their paint may be mud-spattered, but the glass is clean, and the cigar smokers will find one another in the smoking compartment, no doubt to swap tales of life on the road. Cornhusker existed for about five years and played a role in establishing through bus service between Chicago and Denver. —Mack



Fremont Bus Line, also in 1925. There were competitors on some of these routes, because there was as yet no Nebraska regulation, but Interstate Transit Lines survived while the rivals sold out or gave up.

Omaha-Sioux City service via two routes was restarted later in 1925, apparently having failed for Boulevard Transit, and Walsh's Nebraska City route was extended to St Joseph and Kansas City. During 1926 Interstate Transit Lines started an Omaha-Wahoo line and a long route from Omaha to Fairmont, connecting with Northland Transportation Co. for Minneapolis and St Paul. By March 1928 the company owned 34 buses.

Interstate Transit Lines acquired the Seward-York-Aurora or SYA Bus Line of George O. Armand with 11 buses effective June 1, 1928, Armand staying on for a short time. SYA ran between Lincoln and Grand Island, and it was probably started in 1925 with Macks. To carry out this acquisition Russell Walsh incorporated Interstate Transit Lines on June 20, 1928. He kept 37,975 shares of \$10 par value stock and gave 5278 shares to George Armand, the proportion representing the values of the net assets of the former proprietorships. After a few months Walsh bought back Armand's share.

Interstate Airlines

The incorporation papers of Interstate Transit Lines stated that the purpose of the new company was to do a "bus and aviation business," and this was not just extravagant talk. Interstate Airlines soon had three Stearman airplanes flying between Omaha, Minneapolis, and Chicago. In charge of this operation was an associate of Russell Walsh's named Timothy J. Manning, another of the figures in this chronicle who had a long and varied career in the bus business.

Like most early airlines, Interstate lost money carrying just passengers but was able to win a mail contract on the Chicago-Evansville-Atlanta route effective December 1, 1928. The contract route incorporated branches east and west from Evansville, and it was these short hops that made Interstate Airlines attractive to the Aviation Corp., predecessor of American Airlines, for they linked Continental Airlines at Louisville with Universal Air Lines at St Louis, and the Aviation Corp. owned both of those. Interstate Airlines was purchased by the holding company as well, sometime in 1929, by which time it owned 12 airplanes.

Acquisition by the Union Pacific

Walsh's purchase of Armand's company made Interstate Transit Lines the largest intercity bus operation in Nebraska and certainly the most visible to Union Pacific officials seeking to secure some motor carrier revenue for their coffers. On July 1, 1929, for a price reported but never confirmed to be \$1.5 million, the railroad purchased Interstate Transit Lines and on the same day that company acquired the Cornhusker Stage Lines system of O.W. Townsend, centered around Hastings, with 29 Mack buses, and the Queen City Coach Lines operation of E.J. Delehant of Beatrice, with six buses.

Townsend had started Cornhusker Stage Lines in 1924 with a route from Lincoln to Hastings. North-south feeder routes and local service in Hastings (pop. 20,000) were subsequently added. Beginning on April 1, 1927 Cornhusker Stage Lines became a link in a chain of independently owned small intercity bus companies that were collectively called Yellowway Lines and that were attempting to reach from coast to coast. Before long Townsend's company was running its buses under the Yellowway name all the way from Chicago to Denver and perhaps to Salt Lake City. Interstate Transit Lines also arranged connecting schedules with Yellowway on its Omaha-Lincoln route.

In 1928 a new holding company based in San Francisco and called American Motor Transportation Co. acquired most of the independent Yellowway operators, which were thereafter operated as Pioneer Stages or the "Yellowway-Pioneer System." The interstate operations of Cornhusker Stage Lines were included, but not the older Nebraska local lines. The Yellowway-Pioneer System was acquired by Motor Transit Corp. ("Greyhound Lines") early in 1929.

Townsend started Atlantic & Pacific Stages (St Louis-Kansas City-Denver-Albuquerque-Los Angeles), also with Macks, even before he sold Cornhusker to Interstate. Atlantic & Pacific Stages was merged in 1930 with T.L. Tallentire's Interstate Transit, Inc. ("Colonial Stages"), which thereafter operated as Colonial Atlantic Pacific Stages. This was one of many extensive but marginal interstate bus operations that flourished briefly but were liquidated during the depression. After its failure, O.W. Townsend acquired Teche Transfer Co. of New Orleans from F.J. Feight, allied it with Greyhound as "Teche Greyhound Lines," and ran it until Greyhound bought him out in 1941.



Under Union Pacific ownership, Interstate Transit Lines ordered 76 new buses of several makes and styles in 1929. *Left*, A Fageol 80-6RB for the Salt Lake City-Los Angeles service; how many of these there were is not known, but they were numbered upward from 300. They were among very few Fageols with Bender bodies. *Right*, Three Studebakers with FitzJohn bodies stopped for refueling and refreshment while in the course of delivery from Muskegon to Omaha. —Greyhound collection



Interstate Transit Lines 400-409 were Mack BK's, also with Bender bodies, delivered in October 1929 and used on the Omaha-Kansas City and Omaha-Sioux City lines as well as on shorter routes within Nebraska. When these were new, the operating name "Union Pacific Stages" and the railroad's familiar shield emblem had not yet been applied. Regardless of labels and emblems, all the buses on this system except those that ran between Salt Lake City and Portland belonged to Interstate Transit Lines from 1929 to 1952. —Mack



More than half of the new buses placed in service by Interstate Transit Lines during the fall of 1929 were White 54's—39 of them altogether, numbered 410-448, and used to establish the main through service between Chicago and Salt Lake City via Omaha and Denver. They were also operated elsewhere, as demonstrated by this view of 432 in Kansas City, with a Missouri certificate number, in 1929. —Greyhound collection

"Transcontinental" Bus Service

The value of the Nebraska acquisitions to the Union Pacific, unlike the situation in the Pacific Northwest, lay not so much in the routes as in the operating experience and organization that was being acquired. The railroad wanted to protect its passenger revenue, but also had in mind the operation of a long-distance bus service that could be marketed alongside the passenger trains, and to get this going quickly, some practical experience was required.

The railroad could have looked elsewhere for regional bus companies to buy, and in fact was rumored to be involved in the expansion of Roe Emery's Rocky Mountain Parks Transportation Co. in 1926, when Emery acquired Colorado Motorway. But Omaha was the UP's gateway as well as its headquarters, while the railroad had much less of a presence in Denver. With Interstate Transit Lines in its control and already covering much of Nebraska, eastward and westward extensions were the logical next step. Orders were placed for 76 new buses, and applications for intrastate operating authority were prepared and filed. Negotiations were opened to interest the Chicago & North Western Railway in taking part ownership of Interstate Transit Lines. The Union Pacific and the North Western had operated through sleeping cars between Chicago and Los Angeles ("The Overland Route") since before the turn of the century.

Chicago-Denver bus service began on October 10, 1929, with two trips a day using a new station at 163 North Clark Street in Chicago. By agreement dated October 24, 1929, effective July 1, 1929, the Union Pacific sold one-third of the outstanding stock of Interstate Transit Lines to the Chicago & North Western Railway at par, and on October 27, "transcontinental" Chicago-Los Angeles bus service commenced. The advertising names "Union Pacific Stages" and "Chicago & North Western Stages" began to be used by Interstate Transit Lines at that time, as did the slogan "The Overland Route."

The Chicago-Omaha-Denver-Cheyenne-Salt Lake-Los Angeles route was joined on October 30, 1929 by St Louis-Kansas City-Denver connecting service, which actually had to run to East St Louis (or at least the tickets had to say so); like the Missouri Pacific, the UP never did obtain Missouri intrastate rights for its bus subsidiary.

Connecting Lines and Local Rights

Two keys to the success of so far-flung an operation were the eastward connections at Chicago and St Louis and the acquisition of intrastate authority, especially on the segments through sparsely settled territory. The UP did well on the operating rights but poorly on the connections, selecting Nevin Bus Lines in the beginning, later Interstate Transit ("Colonial Stages"), neither of which contributed much traffic and both of which failed.

Because most of the acquisitions of local operating rights were quite minor and did not involve any equipment, they are presented in a list. Unless otherwise specified, these certificates were obtained by application.

- 8/23/29 Across Kansas on U.S. 40 (Kansas City to the Colorado border) except Topeka-Salina (to protect Cardinal Stage Lines);
Denver to Limon (a "half interest" in this certificate, what ever that meant, was obtained from Pickwick-Greyhound Lines at the same time that the rights were acquired by that company from Paradox Land & Transportation Co.).
- 9/1/29 St Joseph-Hiawatha-Seneca by purchase of Blue Diamond Bus Line.



Taken at Multnomah Falls and used for years in Union Pacific Stages timetables, this view shows buses 95 and 96. They were Mack BK's with Mack bodies and added luggage bins. —Mack

- 9/25/29 Denver to the Wyoming border.
- 10/30/29 In Wyoming (the Nebraska border to the Utah border, and Cheyenne to the Colorado border).
- 12/31/29 Cedar City-Paragonah from J. Lowe Barton.
- 1/28/30 Across Iowa (Clinton-Cedar Rapids-Ames-Council Bluffs) except Cedar Rapids-Marshaltown (to protect Safety Coach Transit Co.).
- 2/14/30 Greeley to the Wyoming border from Royal Coach Lines.
- 3/26/30 Ogden-Echo-Coalville from D.R. Hout.
- 7/2/30 Salt Lake City to the Arizona border from Utah Parks Co., which had acquired Salt Lake City-Payson from T.W. Boyer and the rest by application.
- 2/31 Greeley-Julesburg.
- 5/8/31 Echo to the Wyoming border.

Acquisitions in Iowa

The Omaha-Sioux City line was extended to Sioux Falls over two routes and two other lines (Sioux Falls-Worthington and Sioux Falls-Spirit Lake-Estherville) were acquired by purchase of all of the intercity routes of Sioux Falls Traction System on May 12, 1930. Sioux Falls Traction had also been a competitor of Interstate's for Omaha-Sioux City traffic since 1925.

Later in May 1930 a Spirit Lake-Spencer connection was purchased from J.W. Harris and a Sioux City-Holstein-Storm Lake route from Yellow Cab & Transfer Co. The Omaha-Fairmont line was extended to Minneapolis in June 1930. Purchase of



In May 1930 seven new Yellow Coach "type 250" parlor cars took over Chicago-Omaha runs. The illustration shows 316 in front of the Interstate Transit Lines station at 12 South LaSalle Street, Chicago, just a few doors away from the Union Pacific's city ticket office. The full designation for this chassis was Z-BI-610, and with Yellow Coach bodies the Interstate buses were essentially identical to Z-BC-376 buses being placed in service at that time by Greyhound companies.

—Greyhound collection

M.B. Hildreth's Sioux City-Denison-Odebolt line took place on August 26, 1930. Interstate Transit Lines buses replaced Union Pacific trains between Lincoln and Beatrice and between North Platte and Cheyenne during 1930 as well.

Effective February 28, 1931 Interstate Transit Lines acquired 39 buses and routes covering 515 miles of Iowa highways from the Fort Dodge, Des Moines & Southern Transportation Co.

Formed in May 1925, this company had begun by acquiring a Fort Dodge-Algona route from Mary Sorensen. By application, Des Moines-Ames service was started probably in August 1925. The two routes were linked in June 1926, so that buses paralleled the main line of the parent FDDM&S Railway's electric interurban line, and an extension northwest from Harcourt through Rockwell City to Spencer began in September 1926 in place of the Rockwell City branch of the railway.

The Fort Dodge, Des Moines & Southern acquired Hawkeye Stages in June 1927, adding 14 buses, mostly Reos, and Des Moines-Indianola and Des Moines-Oskaloosa-Ottumwa routes. Hawkeye Stages was still in existence as a separate subsidiary of the electric railway at least as late as the fall of 1928. By that time an Ames-Marshalltown-Waterloo route was being operated by the FDDM&S and a Monroe-Knoxville branch by Hawkeye. As of that time the combined system had 33 buses and autos, 19 of which were Reos and the rest a mix: three ACF's, two Yellow



Union Pacific Stages joined in purchasing Yellow Z-BI-610's in 1930, but for whatever reason insisted on its traditional rooftop baggage bins and no interior lofts. Yellow subcontracted the bodies for the four buses to FitzJohn, with the results shown in these pictures.

—FitzJohn



One of four ACF 701-1 chassis with P40 bodies delivered to Union Pacific Stages in May 1930. These were built at the same time as the peculiar Yellows with FitzJohn bodies, and as can be seen they had interior baggage racks, suggesting perhaps that they were intended for use on different routes than the Yellows. —ACF



Y's, two Pierce-Arrows, three Grahams, a Fageol, a Federal, and a Packard.

Interstate Transit Lines paid \$275,000 to acquire the Fort Dodge, Des Moines & Southern, of which about \$132,500 represented the 39 buses, \$33,000 the Des Moines garage, and \$99,700 the value of the franchises. The minor Fort Dodge-Algona line was leased on July 1, 1932 to L.L. Larson trading as Algona Bus Line, in perhaps the first disposition of any route by the Union Pacific's bus system.

Included in the purchase of the FDDM&S was an operation within Ames, from the center of town through the Iowa State campus, which had formerly been a local streetcar line. Interstate Transit Lines ran through buses from the campus to Des Moines at two-hourly intervals every day of the week, with a round trip that left Des Moines at 1 A.M., and there was a local shuttle line too, operated until September 15, 1944, when it was finally sold.

An Agreement With the Burlington

A major competitor of Interstate Transit Lines in its original territory was the Burlington Transportation Co., incorporated as

a subsidiary of the Chicago, Burlington & Quincy on February 14, 1929. Burlington's operations commenced when five Yellow type W's were placed in service on Omaha-Lincoln, Lincoln-Grand Island-Hastings, and Lincoln-Fairmont-Hastings routes on April 9, 1929; an extension from Hastings to Kearney was authorized later in that year.

In the summer of 1930 the two companies agreed to divide the Nebraska territory. Burlington discontinued service between Grand Island and Hastings, while Interstate gave up Lincoln-Nebraska City, Lincoln-Hastings, Hastings-Superior, and Hastings-Red Cloud. Also Interstate rerouted its through service via Grand Island and Kearney (points on the Union Pacific) instead of via Hastings (served by the CB&Q). Between Omaha and Lincoln, both Interstate and Burlington previously had buses leaving every hour. Under the new arrangement each company ran alternate trips, tickets were interchangeable, and Burlington moved into Interstate's Lincoln terminal at 13th & M. Apparently Lincoln-Grand Island service was divided in the same way.

The UP history calls the arrangement a "sale" of operating rights for both lines. Much of the former Cornhusker Stage Lines system was no longer served by Interstate Transit Lines.

Interstate Transit Lines 329 was one of five ACF 175-264 chassis delivered in July 1930; the body appears to have been built by Lang. These buses were mainly used in long-distance charter service. —ACF





Along with Yellows and ACF's, Interstate Transit Lines took delivery of 10 additional Whites in May 1930, these of the new 54-A type, and here is one of them lettered Chicago North Western Stages for use east of Omaha. —Greyhound collection

Bus service between Chicago and Minneapolis via Milwaukee (interstate only) was begun in April 1931, presumably at the behest of the Chicago & North Western, which ran fast passenger trains to and from the Twin Cities. Buses were already being operated over the route by Northland Greyhound Lines, which also held intrastate authority as the successor to Royal Rapid Lines and Mohawk Stage Line.

A Link With Greyhound

To the west and southwest from Chicago, Pickwick-Greyhound Lines operated pioneering bus lines that had been acquired by Greyhound. Pickwick-Greyhound had come into existence in 1928, after Motor Transit Corp. had acquired Purple Swan Safety Coach Lines (Chicago-St Louis-Kansas City) and then sold a half interest in it to the Pickwick Corp. of Los Angeles. The Pickwick Stages System, wholly owned by the Pickwick Corp., was the largest intercity bus company in the United States at that time, with routes along the Pacific coast from Portland to San Diego and a Los Angeles-El Paso operation.

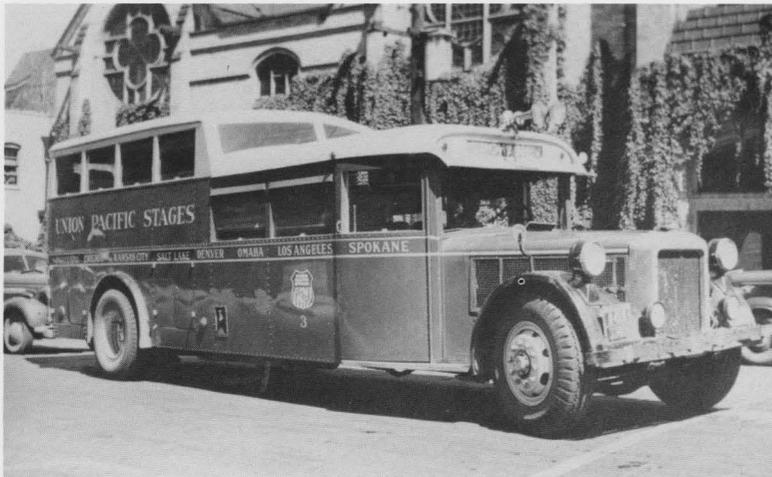
Pickwick was strong in the west and was expanding eastward, establishing an El Paso-Oklahoma City-Tulsa-St Louis route in November 1927 with a fleet of new Mack AL's. Greyhound was building an extensive midwestern system. Rather than dispute the territory in between, the two large companies agreed to share it. Pickwick-Greyhound Lines, jointly

owned, was run from Kansas City by Howard H. Morgan, who had come from Pickwick Stages.

After Motor Transit bought the Yelloway-Pioneer system in February 1929, its Chicago-Dubuque-Ames-Omaha-Denver operation was transferred to Pickwick-Greyhound Lines, and so was a Chicago-Davenport-Des Moines-Omaha line that had been taken over earlier by Greyhound. Therefore Pickwick-Greyhound Lines paralleled the main line of Interstate Transit Lines and moreover held intrastate rights over most of those routes.

The Pickwick Corp. put Pickwick Stages into the predecessor of Pacific Greyhound Lines in May 1929, receiving in return a one-third interest in PGL. Not publicized was the fact that in 1930 Pickwick had sold that interest to Greyhound, which suggests that Pickwick's other ventures (hotels, bus terminals, radio stations, and Latin American airlines, as well as part interests in Pickwick-Greyhound and Southland-Greyhound) were not performing well. By the summer of 1931 Pickwick was in worse trouble and had begun to pay its quarterly dividends in stock. Investors had already decided that the company's future prospects were dim, as the share price had fallen from \$8 to under \$2 during 1930. The Pickwick Corp. was declared insolvent in January 1932 and was unable to bear its share of the operating losses being run up by Pickwick-Greyhound.

What Pickwick-Greyhound Lines had that Interstate Transit Lines wanted was the flow of Greyhound traffic through Chicago, and for its part Greyhound needed a financially more



By 1937, when this picture was taken in Spokane, Union Pacific Stages had rebodied at least one of its original ACF buses with a deck-and-a-half body that was probably built by Heiser. This type of intercity bus body originated in the Pacific Northwest and was widely used there, mainly to protect baggage and express shipments from the rainy weather that is typical of that region.

At least 11 Chevrolet chassis with what appear to be Beck bodies were delivered to Interstate Transit Lines between May and July 1934 for use on feeder and connecting lines. Here is one being used to promote bus trips to the Century of Progress exposition in Chicago during that depression year. Union Pacific Stages had at least seven similar buses. —Greyhound collection



secure connection to the west. Because of depressed business conditions generally, Greyhound was in no position to take over Interstate, or Burlington Transportation Co., or Southern Kansas Stage Lines, even if their owners had been interested in selling. But the extensive duplication of Pickwick-Greyhound and Interstate Transit Lines suggested a different solution.

Dissolution of Pickwick-Greyhound

Effective February 7, 1932 Pickwick-Greyhound Lines discontinued service on approximately 3000 miles of routes. Clinton-Cedar Rapids-Council Bluffs, Des Moines-Osceola-St Joseph-Kansas City, and Omaha-Denver services were abandoned. Interstate Transit Lines purchased for about \$284,000 the Chicago-Davenport-Council Bluffs route and its branches, the Kansas City-St Joseph-Omaha route, plus 10 (or more?) Yellow Coach Z-250's, and Union Pacific Stages of California acquired Pickwick-Greyhound's California intrastate authority on the Los Angeles-Salt Lake City line plus two buses for \$27,000.

In this way, not only was competition eliminated on the Chicago-Los Angeles "Overland Route," but also Interstate Transit Lines gained local rights in Illinois and California that had previously been denied to it because of Pickwick-Greyhound's presence. Union Pacific Stages of California was a nonoperating company formed in July 1930 to seek such rights, which were turned over to Interstate Transit Lines as soon as

they were acquired. Furthermore, Interstate Transit Lines took over Pickwick-Greyhound's intrastate operating authority in the territory between Denver, Cheyenne, and Salt Lake City, as well as through Arizona and Nevada.

Pickwick-Greyhound Lines also discontinued the Columbia Gorge route between Salt Lake City and Portland. The UP history mentions the acquisition from "Columbia Gorge Motor Coach System (Pickwick)" of buses worth almost \$40,000, but no franchises. Columbia Gorge was purchased from Motor Transit Corp. by Pickwick-Greyhound Lines on May 31, 1929, but Columbia Gorge was never absorbed into Greyhound. After May 1929, Columbia Gorge had extended service over some Union Pacific Stages routes by application (Spokane-Umatilla and Spokane-Lewiston, for instance) and also had acquired independent operators on other lines (such as Spokane-Coeur d'Alene, competing there with Auto Interurban Co.).

During 1931 Columbia Gorge sold its three routes that did not duplicate those of Union Pacific Stages, namely Coeur d'Alene-Wallace (to Spokane-Wallace Stages) and Portland-Vancouver and Portland-White Salmon-Cascade Locks (to North Bank Highway Stages, which was owned by W.T. Crawford and which was undoubtedly formed to take these lines over). In August 1931, in the interest of economy, operation of the Salt Lake-Portland line was divided at Pendleton, Pickwick-Greyhound running only west of that point and Union Pacific Stages only between Pendleton and Salt Lake City. In the

Streamlining arrived on the main lines when 20 White 54-A's were placed in service at the end of 1934, followed by 10 more in 1935. —White





Whether because of the Greyhound influence or for some other reason, Interstate Transit Lines bought 15 Yellow Z-CR-834 streamliners in December 1934 and added 25 similar Z-CT-843's in 1936. Six more 843's were built for Union Pacific Stages in 1935. Thereafter these companies purchased Yellow Coaches almost exclusively. The picture shows one of the 834's in Fort Dodge. —Greyhound collection

absence of better information it seems that Greyhound let the main line go to the Union Pacific for only the promise of continued connecting traffic, meager as it may have been.

The Columbia Gorge route to Bend went to Mount Hood Stages, formed for the purpose by a group that included Gene Allen of Pickwick-Greyhound, and this was the genesis of the system that later became known as Pacific Trailways. Its history was described by George Howell in *MOTOR COACH AGE*, April 1978.

As part of the same transaction that made Interstate Transit Lines Greyhound's principal western link at Chicago, a similar arrangement was put into effect at Kansas City for north-south traffic. Pickwick-Greyhound's withdrawal from the Kansas City-Des Moines route has already been mentioned. Northland Greyhound Lines gave up its Omaha-Sioux Falls operation and also discontinued service south of Fairmont, so that the principal intercity bus routes in the heart of the Chicago & North Western's territory belonged exclusively to Interstate Transit Lines.

The UP-C&NW subsidiary in turn stopped running between Kansas City and St Louis, where Pickwick-Greyhound was stronger by virtue of holding intrastate authority, and between Milwaukee and Minneapolis as well as north of Fairmont, in favor of Northland Greyhound. Interstate Transit Lines took over from Pickwick-Greyhound Lines the Chicago-Milwaukee rights that had originated with Metropolitan Motor Coach Co. and also Pickwick-Greyhound's lease of the Chicago-Lake Geneva line from Metropolitan.

As in California, there was a separate Illinois corporation to hold intrastate rights in that state; it was called Interstate Transit Lines, Inc.

Interstate Transit Lines and Pickwick-Greyhound Lines still had one route in common, namely Kansas City-Denver, on which it was arranged that each carrier operated alternate trips and accepted one another's tickets. The name of Pickwick-Greyhound Lines was changed to Western Greyhound Lines on April 5, 1932, legally, and as far as the traveling public was concerned the Pickwick name vanished on May 1, when new timetables were issued.

Corporate Changes

At about the same time, early in 1932, management of Union Pacific Stages was consolidated with that of Interstate Transit Lines under Russell Walsh at Omaha, and the position of general manager of Union Pacific Stages was abolished. B.T. Peyton

resigned. Timothy J. Manning, formerly assistant general superintendent of Interstate Transit Lines, became general superintendent of Union Pacific Stages, based in Portland.

The depression and the absence of regulation of interstate bus traffic spawned a number of cut-rate operations over important routes throughout the country. Indicating that unnamed "California operators" were cutting into its revenue, the Union Pacific began its own cut-rate Omaha-Los Angeles service under the name of Coast-to-Coast Stage Lines during 1932. A trip left each end of the line every other day. How long this lasted isn't known; the operation is not mentioned in the railroad's own history of its bus system.

From time to time after 1929 additional capital stock in Interstate Transit Lines was issued to the two shareholders, at par, to repay them for capital expenditures in their respective territories. As of June 27, 1933 the Union Pacific owned 186,965 shares (71 per cent) and the North Western 76,864 shares (29 per cent). No change in stock ownership occurred thereafter, until the 1943 sale of a part interest to Greyhound. Capitalization of Union Pacific Stages was increased in December 1934 to \$650,000, the Oregon Short Line purchasing all of the 5500 new shares plus the 500 shares formerly held by the directors, and the entire capital stock was acquired by the Union Pacific itself on December 31, 1935.

Crandic Stages

Effective February 1, 1934 Interstate Transit Lines acquired the routes and buses of Crandic Stages from the Iowa Railway & Light Co. for \$86,000, almost all of which represented the value of the equipment. "Crandic" was an acronym for the Cedar Rapids & Iowa City Railway Co., an interurban electric line also owned by Iowa Railway & Light.

Crandic Stages had been incorporated early in 1930 and had promptly acquired Des Moines-Marshalltown-Cedar Rapids and Des Moines-Grinnell routes from Safety Coach Transit Co., a Fageol and ACF operator. By the end of 1930 Crandic was also running Des Moines-Omaha and Des Moines-Sioux City and had 21 buses, 12 of them Yellows bought new in 1930. From the beginning, Crandic Stages took over the Marshalltown local bus service previously operated by Iowa Railway & Light itself, but this local operation was not included in the sale to the Union Pacific.

At some time after 1930 Crandic Stages took over the previously separate bus operation of the Cedar Rapids & Iowa City Railway Co. This had started in 1925 in response to independent

Taken in 1946, after the buses had been repainted in Greyhound colors, this picture shows Interstate Transit Lines 1000 and 1001, two of the five Yellow 719 Super Coaches placed in service in October 1936. They are westbound somewhere along U.S. 30; can any reader identify the location?

—Collection of Donald M. Coffin



operators Clarence Carl and Harvey F. Schaffer, who began running buses between Davenport and Tipton as soon as the road was paved. With these operators likely to extend their line into Cedar Rapids whenever they could, thus threatening the railway's Cedar Rapids-Mount Vernon-Lisbon line, the Cedar Rapids & Iowa City instituted its own bus service between Cedar Rapids and Tipton and in July 1925 bought out Carl and Schaffer.

Late in 1927 an Iowa City-Washington line was acquired from Irvin J. Kelley with six buses. A route between Monticello and Dubuque, opened in 1926 by the partnership of Laude & Huntoon, was purchased in June 1928, so presumably the CR&IC was already operating between Cedar Rapids and Monticello. Four Yellow Coach type Y's, two delivered in 1927 and two in 1928, were the bus line's premier equipment at that time. The interurban electric service to Mount Vernon and Lisbon and some trips on the main Cedar Rapids-Iowa City rail line were replaced by buses during 1928. Also in that year the parent Iowa Railway & Light Co. completed the replacement of its Marshalltown local car lines by buying seven new Yellow X's, among the very last made of that type.

On April 1, 1930, shortly after Crandic Stages had come into being, its intrastate authority between Marshalltown and Cedar Rapids was sold to Interstate Transit Lines for \$9000. By this purchase the Union Pacific subsidiary closed a major gap in its local rights across Iowa.

Subsequent extensions of bus service by the Cedar Rapids & Iowa City Railway itself (or by Crandic Stages, perhaps) cannot be dated accurately, except that Cedar Rapids-Tipton-Burlington was started at the beginning of 1930. Later on, service to Burlington was operated from Iowa City via West Liberty; but by the time of the sale of the whole system to Interstate Transit Lines in 1934 there was no service to Burlington at all. The CR&IC also had a Davenport-Dubuque line, and there were 19 buses in its fleet at the end of 1930.

Last Acquisitions

The two bus lines of the Kansas City, Clay County & St Joseph Auto Transit Co., which ran Kansas City-Parkville-St Joseph and Kansas City-Excelsior Springs, were purchased by Interstate Transit Lines for \$45,050 on September 17, 1934. To meet independent bus competition, the Kansas City, Clay County & St Joseph Railway Co., an electric line, had started the bus company and placed five Fageols in operation on these two

routes during 1924. Additional buses, mostly Yellows, were purchased in 1925, and it appears that the railway bought out its competition in that year as well. The independent buses had been operated by the McDavid-Silver Coach Line, which also operated Fageols after beginning service probably in December 1923 with smaller buses of an unknown type.

The McDavid-Silver company had been in the transportation business, in a manner of speaking, since 1804, as a supplier of saddles and other riding gear. Its original bus line ran between Kansas City and Excelsior Springs, a resort town, and was opened soon after a new highway had been completed. This company also ran other bus lines—Kansas City-Emporia, for instance—but seems to have faded from the picture quite early. The Kansas City, Clay County & St Joseph ran electric cars until 1933, though it was put into receivership in 1930; presumably the sale of the bus franchise was part of its liquidation.

There was no shortage of through bus service between Kansas City and St Joseph. Interstate Transit Lines had run two trips a day since 1925, and Pickwick-Greyhound Lines had also had Kansas City-St Joseph-Omaha service, but both companies ran via Smithville, not Parkville. The Kansas City, Clay County & St Joseph Auto Transit Co. itself operated only two daily round trips through to St Joseph but had much more frequent Kansas City-Parkville short-turns. There were likewise two trips a day to Excelsior Springs. It seems unlikely that the company ran its early Fageol and Yellow buses until the end; but there is no record of any subsequent deliveries, and Interstate Transit Lines did not acquire any buses with the routes.

Union Pacific Stages bought a Salt Lake City-Boise route from Northwestern Stages in January 1935 and at the same time acquired Salt Lake City-St Anthony (Idaho) rights from Lewis Brothers Stages. These purchases added alternate routes to the existing lines. Another such route was operated for interstate passengers only beginning on January 1, 1937, when some trips between Lewiston and Spokane were routed via Moscow and Coeur d'Alene. Intrastate authority over this route was secured in January 1938, but the route was sold later in that year to Moscow-Coeur d'Alene Stages.

Interstate Transit Lines began to run between Las Vegas, Boulder City, and the site of Boulder Dam in October 1931, carrying interstate passengers only, and acquired intrastate rights from Southern Nevada Stages in July 1936. Once the dam had been completed this service was extended to Lake Mead.

Bus operation in place of trains on the branch between Lund and Cedar City was undertaken on behalf of the Utah Parks Co.



The two Union Pacific companies had 109 Yellow 743's between them. Here is Interstate Transit Lines 1007, one of the first, posed at the Joslyn Memorial in Omaha. ITL 1005-1072 and 27 buses for Union Pacific Stages were built in 1937, and ITL 1073-1086 came in 1939. All had 707 gas engines. Illinois and Iowa certificate lettering suggests that this one was assigned to Chicago-Omaha runs.



The 743's looked like this after being repainted in the contemporary Greyhound scheme beginning in 1943. Union Pacific Stages 2024 was photographed in Portland in 1947.



T.J. Manning, at left, Russell Walsh, in the center, and an unidentified man pose proudly with an air-conditioning unit fitted to ITL 1058. Though most of the 743's that were built in 1939 were air-conditioned to begin with, this was a 1937 bus that must have been air-conditioned by the company's Omaha shop. Perhaps it was the first one done, hence the publicity photo. The date is not known.

Nicely posed on Pershing Drive along the Missouri River in Omaha in 1946 is Interstate Transit Lines 1092, one of 10 gasoline-powered PGG-3701's built in 1940. Presumably the Greyhound emblem and lettering were added after 1943, but no photographs of these buses with Union Pacific or Interstate Transit Lines lettering have turned up in the research for this article.

—Greyhound collection



in September 1934, with tourist travel reduced by the depression. Rail service was restored in October 1942.

Establishment of a Greyhound affiliation, the withdrawal of ACF and Mack from intercity bus production, and the bankruptcy of Fageol combined to change the equipment policies of Union Pacific Stages and Interstate Transit Lines to some extent. In 1934 the two companies purchased 20 streamlined White 54-A's and 21 Yellows to begin modernizing the principal routes. Thereafter Yellow Coaches dominated these services: after 10 more 54-A's in 1935 came another 25 Yellow streamliners in 1936, then five Super Coaches in October 1936 (originally ordered for Southwestern Greyhound but cancelled), then 109 model 743's. All of these had gasoline engines, as did 10 Silversides delivered in 1940.

For the system's less important lines, at least 18 Chevrolet commercial chassis with 21-passenger streamlined bodies (possibly by Beck) were introduced in 1934. Both Ford and GM Truck chassis with similar bodies followed these, and a large fleet of Yellow PG-2901's and PG-2903's arrived in 1940-42.

Overland Greyhound Lines

Once the Interstate Commerce Commission had been granted regulatory power over interstate motor carriers and had made clear its policy that railroad-owned bus companies were to support rail lines, the bus system of the Union Pacific stopped expanding. Its lines already duplicated virtually all of the significant passenger-carrying rail lines of its two parent railroad companies.

Unlike the UP, the Chicago, Burlington & Quincy had been content to operate buses on relatively minor routes as long as buses owned by competing railroads stayed clear of its territory. In 1934, however, the Burlington Transportation Co. began to run between Chicago and the west coast after buying Columbia-Pacific NiteCoach Lines, and several feeder routes were started during 1935, mostly by application.

Early ICC decisions stipulated that railroad-owned bus and truck companies could not obtain new authority to serve points that were not on the parent railroad's lines, and even before a

Burlington application to do just that had been taken up by the commission, the Burlington had decided to offer its bus subsidiary for sale. In 1937 an agreement was reached with the Union Pacific, but in line with previous rulings the ICC did not approve the transaction.

Meantime Union Pacific Stages had applied to buy the Auto Interurban Co. of Spokane, which had an extensive regional system, and Interstate Transit Lines had reached agreement to acquire Ottumwa-Cedar Rapids Bus Lines, which ran just three buses. While denying the Iowa purchase because some of the points to be served were not on the C&NW, the ICC approved the acquisition of Auto Interurban, only to have it turned down by the Washington commission.

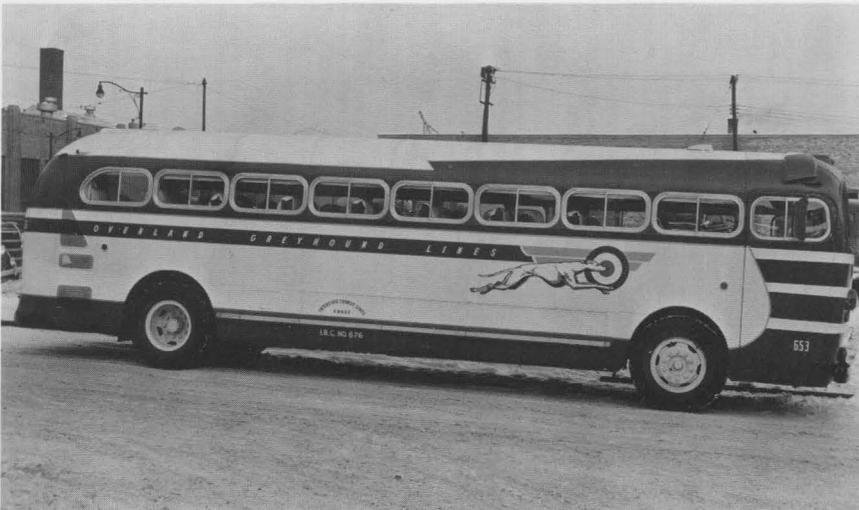
Interstate Transit Lines earned a profit for its owners in every year after 1933. Its gross revenue, however, remained essentially

The last buses that the Union Pacific purchased before World War II interrupted deliveries were Yellow Coach "Cruiserettes" for lightly traveled routes. Union Pacific Stages received 35 PG-2903's numbered 903-937, and Interstate Transit Lines had PG-2901's 201-203 and PG-2903's 204-242. Shown is 216 in the later Overland Greyhound scheme.





The Overland Cafe and Union Bus Depot in Ames, with Overland Greyhound 262 getting ready to depart for Fort Dodge. This is one of 25 GM PGA-3702's delivered in 1945 and built at the Pontiac automobile plant while auto production was interrupted by World War II. The picture was reproduced from a commercial postcard.



Aerocoach resumed production of its Mastercraft bus in April 1944 after a short wartime hiatus and constructed more than 1500 buses to this design between then and 1947, all with the company's trademark tubular aluminum frame, the early ones with steel body panels, later ones aluminum. Most intercity carriers had at least a few.

Left, Interstate Transit Lines 1159 was a PD-3751, one of 150 in the fleet (1100-1249). Greyhound had intended to introduce an entirely new design of bus in the postwar period, but the proposed 50-passenger high-level Highway Traveler was never put into production. While trials of the prototype were under way, no orders were placed for any buses, so that deliveries of postwar Silversides did not begin until the summer of 1947. These were Interstate's first diesels. *Right*, The last buses built for Interstate Transit Lines were GM PD-4103's, 25 in 1951 (1400-1424) and 25 in 1952 (1425-1449). Here is 1426 at Salt Lake City when new. All 200 postwar diesels and almost that many older buses passed to Greyhound ownership on October 1, 1952. —1426, E.L. Tomberlin



For the line between Kansas City and Excelsior Springs, which had frequent short-turns to Liberty, Overland Greyhound Lines bought five TDH-4512 transit buses in 1954, numbered O-100 to O-104. The route was later sold to Jefferson Lines, which ran over it anyway en route to Des Moines, and then passed to the Kansas City Area Transportation Authority in 1969.



flat (at about \$3.5 million) from 1935 to 1940, then increased sharply because of war-related travel. With further expansion blocked, with other railroads equally unable to obtain new authority that would threaten the UP, and with Greyhound interested in strengthening its position on the Overland Route, the railroad decided to turn over operation of its bus system to Greyhound.

By agreement dated November 5, 1943 the Union Pacific sold to the Greyhound Corp. 52,412 shares of Interstate Transit Lines stock for \$786,180, and the Chicago & North Western sold 35,531 shares for \$532,965, giving Greyhound exactly one-third of the shares and leaving the UP with 51 per cent and the C&NW with 15.67 per cent. At the same time 2200 shares of Union Pacific Stages (33.85 per cent) were sold to Greyhound for \$495,000.

Effective December 1, 1943 both Interstate Transit Lines and Union Pacific Stages began to operate as Overland Greyhound Lines and to use the Greyhound color scheme and emblem. The main office remained at 2116 Leavenworth Street, Omaha, and the officers of the companies were unchanged, but in January 1944 Carl Wickman and Orville Caesar of Greyhound were added to the boards of directors, representing the Greyhound interest. Greyhound's investment was rapidly repaid, as per-share dividends were greatly increased during the war; earnings

increased even more dramatically, the accumulated surplus of Interstate Transit Lines rising from \$375,000 in 1942 to \$2.7 million by the end of 1947.

Overland Greyhound Lines received 25 new GM PGA-3702's and an unknown number of Aerocoaches, all gas buses, during 1945-46, when all carriers were desperate for new equipment. The first diesels in the fleet were PD-3751 "Silversides," of which there were 150 delivered between August 1947 and September 1948. At the end of 1948 the roster comprised 408 buses, the highest total ever. Afterward the size of the fleet began to decline slowly as old equipment was sold off and some minor routes were cut back.

On October 1, 1952 the Greyhound Corp. acquired the balance of the shares of Interstate Transit Lines and Union Pacific Stages for cash and stock. Both companies were liquidated and succeeded by Overland Greyhound Lines, now a division of the corporation and not just an operating name. In 1956 its routes and buses were divided between Western and Northland Greyhound Lines as part of a consolidation of divisions.

Acknowledgments Research begun by John P. Hoschek and published in part as an MBS Special Bulletin in 1966. Eli Bail and P. Allan Copeland provided assistance with the FDDM&S and Crandic Stages background. The manuscript was reviewed by Warren K. Miller. —AEM

Overland Greyhound added 49 PD-4104's (O-1500 to O-1548) in 1953-54 and then 83 PD-4501 Scenicruisers (O-1700 to O-1782) between 1954 and 1956. Here is O-1701 on public display before being placed in service. In 1956 these new buses plus the 4103's and Silversides were distributed to Western and Northland Greyhound along with the Overland routes.

