From: carol doig <cddoig@comcast.net>
Subject: **Re: Two emails today: Bus Transportation Magazine**
Date: January 5, 2014 9:46:31 AM PST
To: mmsw922@aol.com



Marcella, hi--I think you've already heard from Carol this morn, so let me try quickly to get on the wavelength of the bus magazine. You have it figured out right, I don't much want to trek to local libraries for it, so how about this: unless some local librarian gives you on-line access to l951ish issues, let's put those in abeyance, go ahead with the whopper photocopy your AACA source offered (for pete's sake, let me reimburse you on that), and see if that'll do the job for me. If it doesn't, I'll resort to the UW or Seattle Public Library holdings, later on. I don't want to get too caught up in chasing this bus stuff, so to speak--a trip to either of the local libraries, much as I love 'em, eats up about half a day--so I'm better off to have the material land in my lap here at home. Sound right to you?

Have now heard from both friends who looked over the manuscript, and they proclaim to like it. Kathrin, Carol's longtime faculty colleague who taught German and is German, had very few changes in the lingo I've done for Herman the German, to my surprise and gratification. The other reader, Ann in Bellingham (to whose party I sent Carol, Kathrin, and another friend in a town car last summer, if you remember our report on that) gave me the simple solution to Herman saying "You betcha" and thus sounding like a Norwegian, at least to our Puget Sound ears--make it "I betcha"! Next sound was me smacking my forehead, saying Of course.

All for now. If we need to thrash through the bus magazine matter any further after your Monday exploration, how about giving me a call. Otherwise I'll leave you alone. Glad to hear you had a good Christmas. Ours was terrific, with the two sets of old trusted comfortable predictable friends.

Best,
Ivan

On Jan 4, 2014, at 11:47 AM, mmsw922@aol.com wrote:

> Hi Ivan and Carol,
>
> This will again be the start of a small email series--in this case about Bus Transportation Magazine. My young earnest friend at the AACA (American Antique Automobile Club of American--the parent organization of the bus museum) called yesterday after he'd really scoped out the 1946 issue of the Bus Transportation Magazine. He wanted to be sure that I really wanted all 260 pages copied. He offered (a) to send me the scanned index page and advertising page and (b) to send me links to Google Books locator for libraries that held the magazine. So that's what's below and attached.
>
> From scouting around on the links he sent (something I should have done--read a sheepish smile here--I was too fixed on that bus museum), we quickly learn that copies of the Bus Transportation Magazine live-----drum roll here----at the UW Suzzallo-Allen and the downtown Seattle Library.
>
> So----------on Monday, before I get back in touch with young Matthew at the AACA archives in Hershey, I will try to talk live to a librarian in one of those two Seattle locations. I suspect that you are not keen on trekking to local libraries so I'll talk more about whether they have an issue from 1950 or 1951 or so and how best to get it copied if they do. Otherwise, Matthew is on! As best I can read Matthew's scan of those indices, the magazine is business and technical----------and so a lively source at least of terminology.
>
> Isn't it a wonderful world!!
>
> Love
>
> Marcella

From: mmsw922@aol.com
Subject: **Two emails today: Bus Transportation Magazine**
Date: January 4, 2014 11:47:18 AM PST
To: cddoig@comcast.net
▸ 2 Attachments, 3.4 MB

Hi Ivan and Carol,

This will again be the start of a small email series--in this case about Bus Transportation Magazine. My young earnest friend at the AACA (American Antique Automobile Club of American--the parent organization of the bus museum) called yesterday after he'd really scoped out the 1946 issue of the Bus Transportation Magazine. He wanted to be sure that I really wanted all 260 pages copied. He offered (a) to send me the scanned index page and advertising page and (b) to send me links to Google Books locator for libraries that held the magazine. So that's what's below and attached.

From scouting around on the links he sent (something I should have done--read a sheepish smile here--I was too fixed on that bus museum), we quickly learn that copies of the Bus Transportation Magazine live-----drum roll here----at the UW Suzzallo-Allen and the downtown Seattle Library.

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Isn't it a wonderful world!!

Love

Marcella
-----Original Message-----
From: Matt H. Hocker <MHocker@aaca.org>
To: mmsw922 <mmsw922@aol.com>
Sent: Fri, Jan 3, 2014 1:39 pm
Subject: Bus Transportation Magazine

Dear Ms. Walters,

Attached are scans of the article table of contents and advertising index pages from the August 1946 issue of *Bus Transportation*. Hopefully, this will give you and your friend somewhat of an idea of what to expect.

You can find information on some issues of the magazine on Google Books:
http://books.google.com/books?q=editions:UOM39015022630563&id=A0LmAAAAMAAJ&lr=&sa=N&start=10

Unfortunately, they do not have issues online for viewing, but they do refer you to libraries which have the publication in their collection through WorldCat.org. WorldCat is like an online network of libraries. The website allows you to see which libraries have a particular book you are looking for.

To see such a listing, click on one of the magazines you are interested, such as this one:
http://books.google.com/books?id=zGwOAQAAIAAJ&dq=editions:UOM39015022630563&lr=

Then click on the heading, "find in a library" (located on the left side under the "Get Print Book" button). You will then be taken to a listing of library's which have the publication: http://www.worldcat.org/title/bus-transportation/oclc/1537861

We hope this information helps you. If you have any further questions, please don't hesitate to contact us. Thank you and have a great weekend.

Sincerely,

Matthew Hocker
Library Assistant
AACA Library & Research Center
501 West Governor Road
Hershey, PA 17033

Phone: (717)534-2082

BUS TRANSPORTATION
WITH WHICH IS CONSOLIDATED BUS AGE

PLATFORM

1. Immediate planning to stimulate greater future public use of all forms of bus service.
2. Modernization of bus fleets to provide more attractive service and maintain a high level of riding.
3. Prompt development of more comprehensive public relations and merchandising programs.
4. Immediate surveys of present local routes with a view to possible changes to provide greater coverage and faster service.
5. Greater consideration to be given to the expansion of express service by both city and intercity carriers.
6. Improved relations between management and labor.
7. Careful selection and training of employees with a view to raising the standard of bus personnel coming in contact with the public.
8. Better passenger terminal facilities for both local and long haul bus services.
9. Close cooperation with municipalities in plans to speed up the flow of vehicular traffic.
10. Immediate reductions in excise taxes

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10. Immediate reductions in excise taxes on all public transportation equipment and repair parts.

•

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During the current year articles in BUS TRANSPORTATION will be listed in an index which will be available on request at the close of the year. All material is listed regularly in Engineering Index and Industrial Arts Index.

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use with fantasy of saving the bus?

From: mmsw922@aol.com
Subject: **Haunts**
Date: December 17, 2013 3:02:35 PM PST
To: cddoig@comcast.net

Carol and Ivan,

"Columns" arrived yesterday with Julie Garner's outstanding piece about really - you both. Great quotes from good friends. A great sense of your home and you and your work! Thank you!

Then today, "We Were Dreamers" arrived - bent and crinkled through years of use at (from the stamps inside) Casey Junior High Library. I always love to think about a used book's travels. I haven't cracked it yet - but soon!

I'm fresh back from an outing to the shipping store and passed Helena High kids in shorts--it's a sunny 47 degree afternoon. Why not!

And then, on such a lovely day, you never know what a jaunt around the web will produce:



From: carol doig <cddoig@comcast.net>
Subject: **Re: Haunts**
Date: December 17, 2013 4:09:54 PM PST
To: mmsw922@aol.com

Yowsa! The driver's cap is terrific, the fetching scrollwork "coast to coast" and the hard-running "puppy" as Jim Lehrer's envious bus-poor clan called it. Have fun in Goessel, Galva, Valley Center et al, although probably not in the gawdawful Marion Hotel, which made even me as an old boarded-out sleep-anywhere kid shudder.

Don't succumb to shorts like them crazy kids, OK? Best--Ivan

On Dec 17, 2013, at 3:02 PM, mmsw922@aol.com wrote:

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>
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>
> And then, on such a lovely day, you never know what a jaunt around the web will produce:
>
> The label for this is 1952 - Milwaukee's first Afro-American bus drivers!!!!!!!!!!!!!!!



All rights reserved © Milwaukee Public Library

The label for this is 1952 - Milwaukee's first Afro-American bus drivers!!!!!!!!!!!!!!!!

From: mmsw922@aol.com
Subject: **Re: big mag**
Date: January 15, 2014 7:23:09 PM PST
To: cddoig@comcast.net

Hi all,

Great--for the tome's arrival. Makes you wonder how Jim Lehrer studied that at such a tender age.

I'll be home tomorrow until about 5:15 my time--4:15 yours. So if that works, I'll be listening!

I'll be thinking Hugo and beyond.

Take lots of care.

Love,

Marcella

-----Original Message-----
From: carol doig <cddoig@comcast.net>
To: Marcella Walter <mmsw922@aol.com>
Sent: Wed, Jan 15, 2014 4:29 pm
Subject: big mag

Hi, just to tell you the Greyhound has landed. Total charges $0:00. How did you ever swing that? Give me that noble young gentleman's name, please, so I can tell him he'll get a book when it's done. Haven't had time to more than paw through the three inch stack of pages--mild weather is holding here, another afternoon had to be spent on the berry bushes (raspberry today)--but will get into it soon as I can. Still likely to give you a call tomorrow afternoon, mostly to be in touch, if you're going to be around. (Email me if you want a different day, although it'll need be after what is a jammed weekend for us.) Get your Hugo mojo working, I'll try to regale you insofar as my regalator is functioning.

Sweet job you did on the Hershey outfit! --Ivan

Order# M-11740

Ivan Doig
17277 15th Avenue NW

Seattle, WA 98177

01/13/2014

Qty	Item	Description	Unit Price	Total Price
1		Photocopy - Bus Transportation Magazine (1946) - PAID		

Comment:
Dear Mr. Doig, we hope the information in this magazine will help you out with your research. Good luck with writing your book.

	Sub-Total	
(PA residents only)	**Tax Charged**	$0.00
	Shipping	$0.00
	Total	

Antique Automobile Club of America 501 W. Governor Road Hershey, PA 17033
(717) 534-1910 email: store@aaca.org

Jim Lehrer, We Were Dreamers

28--Greyhound Silversides Supercoach
30--air brakes
34--war movies
***152--Bus Transportation magazine, many details mentioned: have Marcella find?
169--GMC silver-sided supercoaches with a "puppy" on the side (i.e, Greyhound)
172--air door. "It'll mash you in half."
2--details: ticket punch, elaborately tooled holster; cap badge
4--lever by dashboard, slammed the door shut; Shhhssss-sh! airbrakes released
5--gunned it
6--roller (destination) sign

From: mmsw922@aol.com
Subject: **We Were Dreamers**
Date: December 19, 2013 7:28:05 PM PST
To: cddoig@comcast.net

Hi Ivan and Carol from icy Montana - as measured in temperature and road condition.

Still we had a lovely small run of dry pavement and walkable temperatures. I see that you just might have snow tonight , , , . . I doubt if you asked Santa for a white Christmas!

So, first impressions from "We Were Dreamers:'

- Boy, were they ever.
- Where did that optimism come from?
- For sure, I could picture all those towns and scenes.
- And **nothing** about Lehrer's description or my memories incline me to return.
- We drove the road from McPherson through Galva, Canton, Hillsboro, Elmdale, Strong City, and Emporia SO often. My mother's sister, Blanche, and her family lived in Topeka and then Kansas City for much of my growing up. My favorite road in all of Kansas was the Elmdale to Emporia stretch---the Flint Hills. A huge feedlot was somewhere close to Strong City and I was always sure that the name referred to the smell. Marion was close to that route, but just off it a whisker--so I have fewer Main Street memories of that town.
- The countryside around McPherson - and Galva and Canton are just pure pancake flat--dimension coming almost solely from the Osage orange hedge rows--although they are disappearing now. Water towers and, as Lehrer talks about, grain elevators really did spike the horizon.
- Those Dunkers are, of course, my Church of the Brethren pals. And the Dunker College President was Woodford W. Peters, Ph.D. And we didn't take the Bible literally---most assuredly not. For god's sake, we couldn't have wine.
- I have distinct memories of the Warren Hotel in McPherson (which was many cuts above the Marion Hotel). But as a kid I only knew one person who ever stayed there: Aunt Blanche's despicable husband, Oliver-tractor salesman Uncle Ray---who --when his sales route brought him to McPherson--would stop by the house and see what we were having for dinner before he decided whether he would join us. So I always pictured forbidden things happening in his Warren Hotel room.
- Given how religious all of Kansas was and sort-of still is, the Lehrers seem to--have to--ignore all of that. They don't seem to have missed it at all.

Then, impressions that seem more relevant to The Dog Bus:

- Young James and Donny really are on about the same emotional, knowledge, interest pages. So if Lehrer is the benchmark, you're dead on with the voice for a 12 year old.
- The mechanics and processes of Betsy and Lena and Susie are perhaps most related to your opening scenes--to the buses that get to the buses. In those post-war years, of course, they had to try and resurrect pre-war models.
- It's harder for me to glean any more sense of cross-country Greyhounding from this narrative.

- For sure, it's a look at how much the country depended on buses----and that there was a fair amount of competition among bus lines.
- It's also a look at folks' fascination with buses--or at least young boys' fascination with buses. In my paperback copy, it's page 27 that says it all.
- I was struck by just how much young James knew and remembered and thought about motors--brakes--tie rods. I forget the mechanical knowledge that so many people had about cars and combustion engine. My dad was not at all adept in that regard---and yet he could hold his own in any conversation with the mechanic. James exceeds that.
- Though James had work to do, it seems like he didn't pay much attention to the scenery either------it was all about how people behaved and the roads. And maybe the roads are a pertinent issue for Donny and his buses. I've been assuming all pavement---albeit that utterly narrow, no shoulder, conform to the topography kind of pavement. Should I be researching that?
- Maybe the whole naivete and innocence are relevant. Maybe that's part of the post-war deep sigh of relief, figuring out the world all over again. Still, the degree of debt that the Lehrer family faced doesn't square with any of the folks I knew--including despicable Uncle Ray.
- I am struck by just how much making do went on: masking tape for holes, etc. That part fits. The world were we had a couple little shops in McPherson with guys who just repaired small items.
- Placement of motors, page 41 in my copy:: " Unlike the post-war GMC Greyhounds and Flexibles, which were "pusher" models with the motors in the back . . . ."
- As you've already portrayed in "Bartenders," I was struck by how much the family ate out. They had to, of course, but there's still a casualness about it that intrigued me. We ate out only when old maid Aunt Mary paid.

Hmm. Maybe enough for tonight. I kept suspecting that I should see more--of relevance than perhaps I did. Want to send me back through?

Take lots of care.

Love,

Marcella

PS: Did I tell you that I read the entire Dasani story last Sunday afternoon. Wow. I learned that our former head of affordable housing, Jeff, had done so too with the same reaction.

From: carol doig <cddoig@comcast.net>
Subject: **Re: We Were Dreamers**
Date: December 20, 2013 9:46:54 AM PST
To: mmsw922@aol.com



Marcella, good morning. Out here in sissy country it has snowed a skift, just enough to turn the city on its back like a beetle as any snow at all always does, so I've just postponed going out to lunch with Tony Angell at Third Place bookstore and signing up some Thunders. Carol kids me about my kneejerk insistence whenever snow is in the forecast that we get a bunch of food in, but she's the one who went out yesterday when I suggested we roast a chicken and came back with...a ten-pound turkey. Now let 'er come, as you've no doubt heard grizzled blizzard veterans down at the country store defy nature from a safe place.

Excellent runthrough on the bus dreamers of the Kansas Central and central Kansas, and I'm with you in not seeing much to apply to Donny and the Greyhound, except a bit more feel for the vehicle etc. I think I may give him a Jim Lehrer moment of imagining some heroic feat of grabbing the steering wheel when the driver collapses or something. The one specific I wonder if you see any way to get to is that Bus Transportation magazine, mentioned on p. 152 of my copy. If your on-line magic can't produce it, suppose the bus museum you mentioned might have an indexed library holding of it? This maybe is real fishing, but I'd be curious to see some of the nitty-gritty bus stuff Lehrer mentions if we can zero in on it somehow. If you're game to give it a try, probably wait until after Xmas when museum types or whatever are more apt to be at work? In any case, don't let it interfere with your holiday season, hear? And tell me if it's just too much of a longshot.

All for now. Your Christmas letter was splendid as always.

Ivan

On Dec 19, 2013, at 7:28 PM, mmsw922@aol.com wrote:

> Hi Ivan and Carol from icy Montana - as measured in temperature and road condition.
>
> Still we had a lovely small run of dry pavement and walkable temperatures. I see that you just might have snow tonight , , , . . I doubt if you asked Santa for a white Christmas!
>
> So, first impressions from "We Were Dreamers:'
>
> • Boy, were they ever.
> • Where did that optimism come from?
> • For sure, I could picture all those towns and scenes.
> • And nothing about Lehrer's description or my memories incline me to return.
> • We drove the road from McPherson through Galva, Canton, Hillsboro, Elmdale, Strong City, and Emporia SO often. My mother's sister, Blanche, and her family lived in Topeka and then Kansas City for much of my growing up. My favorite road in all of Kansas was the Elmdale to Emporia stretch---the Flint Hills. A huge feedlot was somewhere close to Strong City and I was always sure that the name referred to the smell. Marion was close to that route, but just off it a whisker--so I have fewer Main Street memories of that town.
> • The countryside around McPherson - and Galva and Canton are just pure pancake flat--dimension coming almost solely from the Osage orange hedge rows--although they are disappearing now. Water towers and, as Lehrer talks about, grain elevators really did spike the horizon.
> • Those Dunkers are, of course, my Church of the Brethren pals. And the Dunker College President was Woodford W. Peters, Ph.D. And we didn't take the Bible literally---most assuredly not. For god's sake, we couldn't have wine.
> • I have distinct memories of the Warren Hotel in McPherson (which was many cuts above the Marion Hotel). But as a kid I only knew one person who ever stayed there: Aunt Blanche's despicable husband, Oliver-tractor salesman Uncle Ray---who --when his sales route brought him to McPherson--would stop by the house and see what we were having for dinner before he decided whether he would join us. So I always pictured forbidden things happening in his Warren Hotel room.
> • Given how religious all of Kansas was and sort-of still is, the Lehrers seem to--have to--ignore all of that. They don't seem to have missed it at all.

From: mmsw922@aol.com
Subject: **Bed time thoughts**
Date: November 12, 2013 9:34:09 PM PST
To: cddoig@comcast.net

Carol and Ivan,

Raspberries for your breakfast this morning! No! Not when it's winter here. I had the furnace man here today for his annual inspection and then took the car in for its winter check up and tune up. But temperatures also reached 51 today--so I'd better not complain. Still--raspberries!

I'm sorry that the current myeloma-fighting drug needed that boost--------that the slight vacation from drugs seemed to come at a price. I trust always in your wisdom and determination and your good doctors. But still--I would not wish on both of you that increased worry to live with--live around. I am always certain that the realities of your fight are tougher than you ever acknowledge.

I took another Elizabeth George with me to J & J Tire this afternoon for that car work and that may not have been a good idea. She may be so good at her genre that I'll need to spend another few minutes prior to bed time reading just to re-learn her characters and remind myself of the small traps that she's already laid along the way.

And - for you to consider in the morning (it's those 1950s outfits that take the cake):



Or this version of an ad (there are actually a lot available):


Here's friendly travel for friendly people
SQUARE D
FOR TRIPS TO SOUTHERN RESORTS
FOR FARM BUSINESS TRIPS
FOR VISITS AND REUNIONS
FOR SHOWS AND SHOPPING IN THE CITY
A LOT MORE TRAVEL FOR A LOT LESS MONEY!
It's GREYHOUND with
courteous service. . .convenient schedules. . .
money-saving fares everywhere!
A harvest-time square dance . . . a trip to the city . . . a pleasant vacation down South or out West. No matter where you go, you'll find yourself "among friends" when you go Greyhound!
There's something about Greyhound travel that makes people more relaxed, more neighborly, easier to talk to. For one reason, the driver is careful, competent, known for his courtesy. The Super-Coach with its comfortable easy-chairs is another . . . and there are many other reasons such as frequent, prompt schedules, unequaled scenic enjoyment.
Greyhound makes friends with your pocketbook, too . . . at only a third the cost of operating a private car—far lower rates than any other type of travel!
FREE! Picture Book of Beauty Spots
Mail coupon to the Greyhound Information Center, P. O. Box 6388, Cleveland 1, Ohio, for the "Beauty Spots" booklet of highway scenes in full color!
Name
Address
Town & State

Or:


How this farm family travels More for Less Money!
Greyhound Lines



Or:



Take lots of care!

Love,

Marcella

Greyhound Lines

From Wikipedia, the free encyclopedia

Greyhound Lines, Inc., based in Dallas, Texas, is an intercity common carrier of passengers by bus serving over 3,700 destinations in the United States, Canada and Mexico, operating under the well-known logo of a leaping greyhound. It was founded in Hibbing, Minnesota, in 1914 and incorporated as "Greyhound Corporation" in 1929. Today, it is headquartered at 350 North St. Paul Street in Downtown Dallas, Texas,[1] and under the ownership of British transport firm FirstGroup, which operates Greyhound as an independent subsidiary, and a division of FirstGroup America.

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Greyhound Lines



Greyhound Lines #8879, a Prevost X3-45, in the new blue-and-silver livery, departs New York City on Schedule 8535.

Slogan	*Go Greyhound and leave the driving to us*
Parent	FirstGroup
Founded	1914 by Carl Wickman
Headquarters	Dallas, Texas, U.S.
Service area	United States, Canada, Mexico
Service type	Intercity coach service
Routes	130 regular routes 1 NeOn route
Destinations	3,700+
Stations	2,400+
Fleet	MCI MC-12, 102D(L)3, G4500, D4505 Prevost X3-45 Van Hool C2045L
Chief executive	David Leach

History

Web site	www.greyhound.com (http://www.greyhound.com/)



Former logo of Greyhound Lines

Early years

Carl Eric Wickman was born in Sweden in 1887. In 1905 he moved to the United States where he was working in a mine as a drill operator in Alice, Minnesota, until he was laid off in 1914. In the same year, he became a Hupmobile salesman in Hibbing, Minnesota.[2] He proved unable to sell the car. In 1914, using his remaining vehicle, a 7-passenger car,[3] he began a bus service with Andy (Bus Andy) Anderson, by transporting iron ore miners from Hibbing to Alice (known for its saloons)[3] at 15 cents a ride.[4]

In 1915, Wickman joined forces with Ralph Bogan, who was running a similar service from Hibbing to Duluth. The name of the new organization was the Mesaba Transportation Company, and it made US$8,000 in profit in its first year.

By the end of World War I Wickman owned 18 buses, and was making an annual profit of $40,000. In 1922, Wickman joined forces with Orville Caesar, the owner of the Superior White Bus Lines. Four years later, Wickman reached an agreement with two West Coast operations, the Pickwick Lines and the Pioneer Yelloway System.

In 1926, Wickman's bus operations became known as the Greyhound Lines. Ed Stone, who set up a new addition from Superior to Wausau, Wisconsin - during his inaugural run, passing through a small northern Wisconsin town saw the reflection of the 1920s era bus in a store window - it reminded him of a greyhound dog and he adopted that name for that segment of the "Blue Goose Lines", as the Wickman lines were known: later the entire system became Greyhound. Stone later became General Sales Manager of GM's Yellow Truck and Coach division, which built Greyhound buses. (At the Greyhound Bus Museum in Hibbing, a plaque displays this information.) Wickman, who was president of the company, continued to expand it, and, by 1927, his buses were making transcontinental trips from California to New York. In 1928, Greyhound had a gross annual income of US$6 million.[3]

Wickman's business suffered during the Great Depression, and, by 1931, was over US$1 million in debt. However, with the improvement in the economy, the Greyhound Corporation began to prosper again. In 1935, Wickman was able to announce record profits of US$8 million. By the outbreak of World War II, the company had 4,750 stations and nearly 10,000 employees.

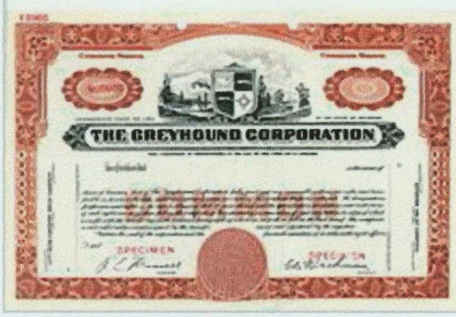
Wickman retired as president of the Greyhound Corporation in 1946, being replaced by his long-time partner, Orville Caesar. Wickman died at the age of 67 in 1954.

Postwar expansion and diversification

After World War II, and the building of the Interstate Highway System beginning in 1956, automobile ownership and travel became a preferred mode of travel in the United States. Along with a similar downward



A Greyhound GMC PD-3751 "Silversides" in the 1950s livery



1936 stock certificate #0000

trend in public transportation in general, ridership on Greyhound and Trailways bus routes began a long decline.

Greyhound leadership saw the trend, and began significant changes including using the profitable bus operations to invest in other industries. By the 1970s, Greyhound had moved its headquarters to Phoenix, Arizona, and was a large and diversified company, with holdings in everything from the Armour meat-packing company (which in turn owned the popular Dial deodorant soap brand), acquired in 1970; Traveller's Express money orders, MCI bus manufacturing company, and even airliner leasing. Indeed, Greyhound had entered a time of great change, even beginning to hire African American and female drivers in the late seventies.[5]



A GMC PD-4106, ready for boarding in Salem, Oregon for a trip north on new Interstate 5 in Autumn 1965

For many young people from Europe, Greyhound was the way they got to know America because of a special unlimited mileage offer: "99 days for US$99" (equal to $777.75 today) or, in other words, a dollar a day (equal to $7.86 today), anytime, anyplace, and anywhere.

Greyhound established the Premier Cruise Line in 1983. It would last until 2000, and at one time billed itself as the "Official Cruise Line of Walt Disney World".

In late 1984, Greyhound had a major driver's strike, typified as bitter, with one fatality in Zanesville, Ohio.[*citation needed*] By the time contract negotiations were due again, three years later, the bus line had been spun off from the parent company to new owners. This resulted in Greyhound Lines becoming solely a bus transportation company headed by Fred Currey, a former executive with the largest member of the National Trailways Bus System. Greyhound's corporate headquarters then relocated to Dallas, Texas. The old parent changed its name to the Dial Corporation.

Spin-off from Dial Corporation



Under new ownership in 1987, led by Currey, Greyhound Lines acquired Trailways, Inc. in June of that year (formerly Continental Trailways), the largest member of the rival National Trailways Bus System, effectively consolidating a national bus service. Greyhound was required by the ICC in their action approving the merger, to maintain coordinated schedules with other scheduled service operators in the U.S.

Three years later, there was another costly strike beginning in March 1990.

ENGLISH FRANÇAIS

1 SEARCH 2 DISCOUNTS 3 SCHEDULES 4 FARES 5 PURCHASES

- > Travelling By Bus
- > Children Travelling
- > Disabled Travelers
- > Baggage Information
- > Refunds & Exchanges

Please be sure to select the correct date, as not all schedules operate 7 days per week.

Travel Tips
Customers do not need a reservation to travel with Greyhound, but reserved seating is available for a fee.

Online Discount Applied

Select Departure Schedule for Tuesday, January 22, 2013

Select	Departs	Arrives	Duration	Transfers	Carrier	Schedule
*	02:50pm	03:35am	1d, 11h, 45m	3	RRS	0013

* No fares for this schedule

d=day h=hour m=minute

RRS: RIMROCK TRAILWAYS

Fares are not available for your schedules. Some U.S. and Canadian fares are not included in our online offering.
For fare information within Canada, call us at 1-800-661-8747. If your travel plans involve the U.S., please visit the Greyhound U.S. Web site or call 1-800-661-TRIP (8747).

SEARCH DISCOUNTS

Your Itinerary

One Way
Adults: 1

Departing: Jan 22, 2013

From: Great Falls, MT
To: Milwaukee, WI

Miles: 1806



GREYHOUND BUS DEPOT, GREAT FALLS, MONTANA

COOPER'S PHOTO

Current Great Falls image:



Billings Bus depot:



Minneapolis bus depot:



Cheyenne, Wyoming bus depot:



Small rural depots:

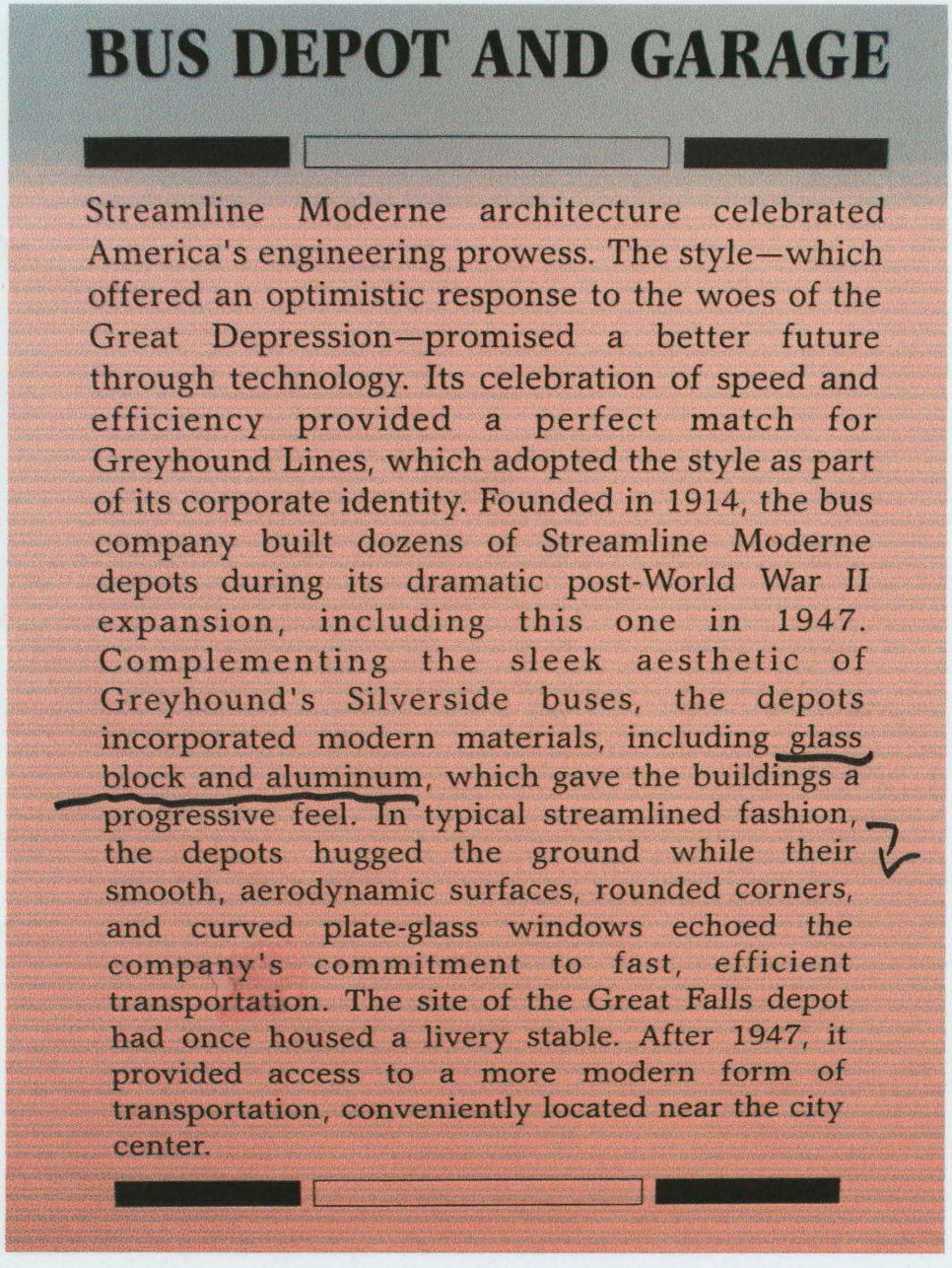
From: mmsw922@aol.com
Subject: **Bus Depots**
Date: November 19, 2013 8:23:44 PM PST
To: cddoig@comcast.net

Great Falls first:

Here's a link to the photo of the Great Falls bus depot. For the life of me, I can't make it copy into the email the day I can all the rest.
http://www.cardcow.com/images/set457/card00977_fr.jpg

There's no question that if the Greyhound bus depot had any say in the process bigger town bus depots were Art Deco, streamlined, located on corners when the sleek curve becomes visible.

This is from the Great Falls National Register sign.



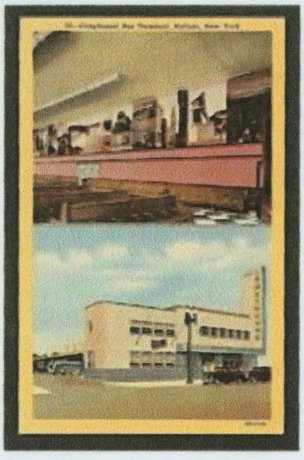
BUS DEPOT AND GARAGE

Streamline Moderne architecture celebrated America's engineering prowess. The style—which offered an optimistic response to the woes of the Great Depression—promised a better future through technology. Its celebration of speed and efficiency provided a perfect match for Greyhound Lines, which adopted the style as part of its corporate identity. Founded in 1914, the bus company built dozens of Streamline Moderne depots during its dramatic post-World War II expansion, including this one in 1947. Complementing the sleek aesthetic of Greyhound's Silverside buses, the depots incorporated modern materials, including glass block and aluminum, which gave the buildings a progressive feel. In typical streamlined fashion, the depots hugged the ground while their smooth, aerodynamic surfaces, rounded corners, and curved plate-glass windows echoed the company's commitment to fast, efficient transportation. The site of the Great Falls depot had once housed a livery stable. After 1947, it provided access to a more modern form of transportation, conveniently located near the city center.











From: mmsw922@aol.com
Subject: **Bus depot interiors**
Date: November 20, 2013 9:20:56 AM PST
To: cddoig@comcast.net

These are NOT interiors from Great Falls. But they come from the era of Greyhound deco bus construction.

Here's a link to a better interior shot--though small--than the ones below: http://www.ebay.com/itm/Vintage-interior-image-of-Greyhound-Bus-Terminal-in-St-Louis-Mo-1966-Print-Ad-/120894525920





From: mmsw922@aol.com
Subject: **Because I can't resist - acres of clams**
Date: November 19, 2013 8:25:20 PM PST
To: cddoig@comcast.net

I stumbled on this image - and you had to have it:



CloseUp

Leg room, cheap tickets lure travelers onto buses



MARK LENNIHAN / THE ASSOCIATED PRESS

Travelers from Virginia pull their suitcases along a sidewalk in the Chinatown section of New York after arriving Tuesday. Millions of Americans are discovering that a bus is one of the cheapest and most comfortable modes of travel.

UPGRADES | After nearly a century of decline in bus ridership, sleek new coaches offering Wi-Fi are a refreshing option to driving or dealing with crowded airports.

By JASON KEYSER
The Associated Press

CHICAGO — As millions of Americans hurtle through the jumble of transportation arteries for Thanksgiving, many are discovering that bus travel may be the cheapest, comfiest and even coolest way to stay Zen during the nation's largest annual migration.

After nearly half a century of decline in the bus industry, a new breed of sleek, Wi-Fi-pumping intercity coach is transforming the image of buses as the much-ridiculed travel option of last resort. With free Internet connections, tickets as cheap as $1 and decent legroom, companies such as Megabus.com and BoltBus are luring holiday travelers disenchanted with the hair-pulling rituals of airports and driving.

"I've been doing it for a

Many new bus carriers offer free Wi-Fi and have electrical outlets at each seat. Megabus.com has slapped GPS tracking devices on its fleet of 300 double-decker buses, allowing travelers and the people waiting for them on the other end to track the trip in real time with a smartphone app.

"Those kinds of things we feel really matter," said Mike Alvich, Megabus.com's vice president for marketing. Such innovations along with the prices, he said, are why Megabus.com has enjoyed so much success pulling people

trips that launched from seedy downtowns, included numerous stops and were often punctuated along the way by the — let's call them eccentricities — of a fellow passenger or two.

"I had visions of 'Midnight Cowboy,' but this is nice," 31-year-old Andy Dale joked, referring to the movie in which Dustin Hoffman's character dies of an illness on a bus journey. But his Michigan-bound Megabus was a lot more comfortable than he'd imagined, Dale said.

There's even a touch of razzle-dazzle from compa-

growing form of intercity travel in the U.S., according to a study released this year by DePaul's Chaddick Institute for Metropolitan Development.

The study found that service by discount operators rose by more than 30 percent from 2011-2012. The 2013 numbers are still not in, but Schwieterman, who co-authored the study, expects the sector's scheduled operations to top 1,200 for the year.

No baggage fees, security

hassles or limits on using laptops are some of the reasons the companies are drawing more passengers like Alex Leopold, who said she'd rather take the nine-hour Megabus ride from Chicago to Nashville than fly.

"This is reliable, and there aren't any layovers," the 20-year-old DePaul advertising student said, an ear bud dangling from one ear as she waited to board.

The traditional Greyhound service also has rebounded

somewhat after decades of cuts. It spun off the BoltBus brand in 2008 to get into the discount game.

BoltBus General Manager David Hall says he has been blown away by its success.

"It's a bit overwhelming, quite frankly," Hall said. "... You get people who haven't ridden the bus in years, and yet they're coming down to give us a try because they've heard it's cool."

Information from Seattle Times archives is included in this report.

and BoltBus are luring holiday travelers disenchanted with the hair-pulling rituals of airports and driving.

"I've been doing it for a couple of years and it is a nice ride," said theater student Natalie Sienicki, 22, sitting inside a blue double-decker Megabus idling on a windy, snowy street corner near the grand colonnades of Chicago's Union Station.

Her journey on Monday was not only cheaper than flying ($56 round trip) but also took her all the way to her destination in Ann Arbor, Mich. If she had traveled by air, Sienicki would have had to make a side trip through Detroit.

The new bus services are capitalizing on generational and technological shifts: Younger urbanites are espousing a car-free lifestyle, and gadget-wielding travelers of all ages increasingly expect to buy tickets online and stay connected for the duration of their trip.

"Young people have no great psychological connection with the car," said transportation-trends researcher Joseph Schwieterman, of DePaul University in Chicago. "They just want to get from Point A to Point B, and being able to use their electronic device on the way is a bonus."

president for marketing. Such innovations along with the prices, he said, are why Megabus.com has enjoyed so much success pulling people out of their cars. The company says 30 percent of its customers are people who otherwise would have taken a car for the same trip.

In another technological leap, new companies such as Wanderu have emerged to become the Expedia or Travelocity of buses, offering deal-seekers the chance to compare prices.

The industry is using a demand-driven pricing model common to airlines and hotels but with a much lower starting point: as little as $1. Prices go up the closer you get to the date of travel and as the bus fills up, but for someone traveling alone a last-minute booking is often still cheaper than driving.

The companies are able to offer such cheap seats because their online-only booking systems save them from having to staff ticket offices. Operating from curbsides rather than bus terminals also keeps costs low.

It also helps that the typical 18- to 35-year-old passenger barely remembers the bad old days of bus travel. That image problem endures for older travelers who braved interminable bus

gain-bound Megabus was a lot more comfortable than he'd imagined, Dale said.

There's even a touch of razzle-dazzle from companies like Lux Bus America, which operates in Southern California and goes to Las Vegas. It bills itself as an "airline on the ground." Its fleet has leather seats with comfy headrests and seatback entertainment systems. An attendant serves up beverages, snacks, pillows and blankets.

The bus rebirth began around 2006, when Megabus.com, which first started in Britain, entered the U.S. market in Chicago. It now operates in 120 cities in North America and hit 30 million customers in September.

In mid-2012, BoltBus began service between Seattle, Portland and Vancouver at significantly lower fares than Amtrak. While the company would not disclose ridership numbers, a BoltBus spokesperson did confirm that customer response in the Northwest has exceeded expectations. The company has increased the frequency of service to meet the demand, and added new routes; Bolt Bus now serves Bellingham, Eugene and Albany, Ore.

Buses are now the fastest-

to top 1,200 for the year.

No baggage fees, security

The traditional Greyhound service also has rebounded

Information from Seattle Times archives is included in this report.



M. SPENCER GREEN / THE ASSOCIATED PRESS

Passengers settle in Tuesday on a Megabus headed to St. Louis and Memphis. Many new bus carriers offer free Wi-Fi and have electrical outlets at each seat.

