

# **THE NEW JERSEY HISTORIC BUS, COACH & STREETCAR COLLECTION**

## **Part One - Introduction to Bus and Motor Coach Heritage**

By S. David Phraner (7/10)

### **Why Buses?**

Buses may not have the broad appeal of railroad trains, the sylvan beauty of canals nor the visceral excitement of passing steam locomotives, but they are essential to a full understanding of surface transportation history. Friends of the New Jersey Transportation Heritage Center, Inc. ("Friends") is dedicated to preserving and interpreting that surface transportation history in its entirety.....in New Jersey. We believe that "Friends" surface transport preservation obligation includes buses. Bus history is highly appropriate here in New Jersey. Of all the states, New Jersey played a most innovative role in the development of modern motor coach design and operating practice. Interpreting New Jersey bus and motor coach heritage is compelling nationally. Other major metropolitan areas recognize the importance of motor buses and are preserving their bus and coach history. Why are buses important in New Jersey?

New Jersey is the corporate and archival home of the (National) Motor Bus Society (MBS). MBS's professional-level research and news publication Motor Coach Age is published in New Jersey. MBS archives and library are here. Many of the leading bus researchers and practitioners reside in our state. In spite of its modest geographic size, New Jersey has one of the most diverse and prolific bus operation centers in the nation. New Jersey is also one of the leading states in vintage coach and bus preservation, though Pennsylvania claims to be the home of *the* Museum of Bus Transportation (MOBT's, fine collection is no larger than that of New Jersey's). NJTransit and "Friends" have assembled one of the largest and most representative transit bus collections in the US. We think it's important to document American surface transport history, using New Jersey's bus and coach artifacts as interpretive tools. Write to NJ Transport Heritage editor, or webmaster at [www.NJTHC.org](http://www.NJTHC.org) or to Friends' PO Box 147, Phillipsburg, NJ 08865-0147, if you have comments on this article or wish to contribute additional research or artifacts. MBS sources were used to prepare the series. We will continuously update this document as our collection evolves.

### **The Story We Intend to Tell:**

This monograph, originally appeared a decade ago as a four-part series in Friends' bi-monthly periodical, NJ Transport Heritage, in response to requests to describe the historic bus collection preserved by NJ Transit and "Friends." It has been revised, expanded and updated to reflect the subsequent changes in the bus and coach collection. Streetcars have been added as the historical predecessor of the bus and coach. In combination with the truck collection, they comprise the greater street and highway transportation collection.

To understand bus nomenclature used in describing the collection, the reader needs some background and context. A capsule history of bus design prefaces the detailing of the vintage bus roster. We show how our historic bus collection came to be formed. We tell of the hard decisions to cull and thin the original collection because of limited resources. That accessioning and deaccessioning process continues to upgrade the collection. This article starts by tracing the history of US motor bus invention. It describes a classification of bus and motor coach types and to show how the collection represents vehicles most prevalent and characteristic of New Jersey. In the process we explain how NJ was a leader in bus industry growth and change.

Each vehicle in our current collection is briefly described. A summary inventory of the collection and a "search list" of vehicle "missing gaps" from a comprehensive bus collection concludes the monograph. Some of the buses on the search list are privately owned right here in New Jersey. Over a half-dozen vehicles on the search list have already been acquired since the original series was published.

### **A Jersey Perspective on Bus History:**

Public Service Coordinated Transport (PSCT), a predecessor of NJ Transit our statewide bus carrier, was one of the largest bus and streetcar operators in the world. PSCT influenced the design and use of buses simply because it was such a large consumer of the coachbuilder's products. While many of the streetcar enthusiasts today criticize the unwillingness of PSCT ("PS") executives to commit to modern street railway technology in the early 1930s, no one can deny however, that PS was a bus innovator and New Jersey was the place where it happened. Examples abound...

- First (and nearly the only) operator of gas/electric/electric dual power "All-Service Vehicles" (ASVs). ASVs were essentially trolley coaches with off-wire capability and two complete drive systems. It took nearly a half-century for domestic use of dual power buses to return (in Seattle and elsewhere).

- First North American testing and use of a practical production "oil"-electric (diesel) buses, with GMC/Yellow Coach. These and their gasoline fueled predecessor buses of the 1920s were the forerunners of the current gas-electric hybrid automobiles.
- Innovator and refiner of the suburban and semi-suburban (or deluxe transit) bus type design. The first production suburban "fishbowl" bus, of thousands produced, was delivered to PS and is now in our collection (Public Service #P-700, an SDM-5301, serial #001). This vehicle accompanied and supported the growth in New Jersey suburbs.
- PS ordered the initial production run (serial #001) of no less than 14 bus demonstrator models, (with some models exclusive to PSCT) in the YC/GMC and Mack catalogs in four decades between the 1930s and 1960s.

### **How Buses Evolved in the US:**

Aside early horse-drawn carriages, motorbuses evolved from early stretched sedans and truck components. These vehicles were referred to as "jitneys." Jitneys competed with electric trolley cars that had earlier displaced cable, battery, steam dummy and horse drawn streetcars. These early in-street rail vehicles, in turn, had replaced horse-drawn charabancs, sleighs, or omnibuses. Light rail is now replacing high-density bus services completing a cycle of evolution from rail to bus and back to rail. Like the automobiles from which they originated, jitneys and early buses had their engines mounted longitudinally in a hood that extended beyond the front of the passenger cabin. Front entrance doors were located behind the front wheels of these vehicles. The conventional bus power train was a large displacement gasoline-fueled engine mated to a non-synchromesh manual transmission with a drive shaft to a differential mounted on a rear axle. This basically describes the common contemporary school bus, indicating how far that type of vehicle has evolved.

In the late 1920's American bus design started to evolve away from the auto and truck origins as described above to become purpose-built vehicles. Buses came in many forms as small bus builders designed their bodies to fit several chassis and engine options produced by others. New Jersey hosted several of these early bus chassis and body builders including Day-Elder, Paterson Vehicle Co., Backus, and Rehberger. Manufacturers that are commonly associated with automobile production made early motor buses including Studebaker, Packard, Pierce-Arrow and Dodge/Fargo. Truck builder specialists, including Mack, Garford, Federal, Brockway, Sterling, Graham, Reo and White, also produced bus models. Body and chassis builders like White and Bender were frequently paired to produce a marketable motor coach.

### **Bus Design & Application Comes of Age:**

During the 1920s, Twin Coach produced the first practical "flat front" buses with the front door forward of the front axle and the engine amidships. Fageol patented the "safety coach." Electric "transmissions" were applied to transit buses because a practical heavy-duty "no-shift" automatic had not yet been perfected. In New Jersey, PS operated over a thousand electric drive buses in the three decades up to World War II.

Bus design branched into two types, the "parlor *coach*" for longer distance, intercity trips and the "transit *bus*" for short distance multi-stop intra-city transit routes. Initially, the parlor and transit type vehicles were similar, but as these evolved, the two designs diverged and became more specialized. Even today the term "coach" is used to describe an upscale, long distance bus, while "bus" describes a transit vehicle used in local service. Motor coach and Motor bus are somewhat obsolete terms to differentiate between vehicles propelled by electric power and those by combustion power (trolleybus vs. motorbus for example).

### **Bus Innovations of the Thirties:**

If the 1920's defined the basic types of buses, then the 1930's produced the greatest innovation and variation in bus engineering and design. The decade of the thirties spawned the "oil" (diesel) engine adaptation to buses and motor coaches. The hydraulic automatic transmission followed. The rear or "pusher" engine placement and drive train, transversely mounted engines and "v" drives combined prime mover and drive train innovation. Air conditioning and improved ventilation increased passenger amenity. In a throwback to the jitney era, cheap affordable buses returned to replace marginal streetcar lines. Luggage stowage moved from the roof to inside or under the floor. Construction changed from body-on-chassis, composite wood and steel to all-steel and ultimately to monocoque (unit body/stressed skin) of steel or aluminum by the late '30s.

Our collection has examples of the above (Somerset's Ford #9082, Holloway's Beaver #50, and several early 1950s GMC buses), but regrettably, only three buses of 1930s vintage (two PSCT Yellow Coaches (#5496 and #5104), and ex-LVT Mack #449). After WW-II rationing of strategic materials, buses reverted to thin-gauge stamped and

riveted steel construction for a short period before commercial bus production was discontinued during the war period. Few of these war time buses survived as the thin gauge steel succumbed to winter road salt and oxidation..

### **Post War Bus Industry:**

Transit ridership dramatically declined after the war as affordable cars and housing became widely available. Bus manufacturing boomed momentarily however, to compensate for lack of bus production during the war and because buses resumed being substituted for streetcars. The unhappy trolley enthusiasts and many transportation professionals called large-scale 1940s and 1950s replacement of trolleys by buses as "bustitutions" or "motorizations." In retrospect, this wholesale substitution of buses for streetcars and interurbans proved unwise, since much of the rail transit infrastructure then discarded is now being recreated at great expense under a new name..."light rail."

Bus design between the late thirties and late fifties is now termed the "Old Look" era. The most popular post-war standard became a rear engine diesel of 30', 35', or 40' length. General Motors Truck and Coach dominated the market eventually driving smaller companies like, Ford and Checker (yes, they made more than taxis) Transit, Reo, Beaver (we have one of three surviving Beaver samples!), FitzJohn, Aerocoach, Garwood, Spartan and Beck, out of business. Larger manufacturers who specialized in buses also were pressed by GMC. These included Mack, ACF-Brill, Flxible, and Fageol-Twin Coach. Even thriving commercial vehicle manufacturers like White, Kenworth, Superior and Mack (the latter with a large NJ presence) discontinued bus and coach production. We have a Mack "old look" in the collection (North Blvd. #B129)!

Two significant changes in bus design occurred in the 1950's. Buses grew larger. Forty feet became the standard rather than thirty-three or thirty-five feet in NJ. A hybrid transit bus body design was evolving in NJ and elsewhere called the "suburban" type.

Public Service and NJ independent companies like DeCamp, Somerset, Red & Tan, and Short Line recognized that transit buses in longer-distance suburban to city trips were unsatisfactory for their passengers. The transit bus models offered some seats that were longitudinal and cramped. All seats were low backrests and non-reclining. Standee windows were an unnecessary expense in these longer distance services with few, if any standees. Two-speed automatic bus transmissions of the day could not attain highway speeds. There was no place to stow brief cases except on laps. Reading was difficult with center aisle area lighting. Transit buses were also noncompetitive in medium distance charter service, a profitable complementary business for bus operators in non-peak hours. Parlor type coaches (like our Asbury Park - NY Transit #125) were selected by some suburban commuter carriers, but a new bus type was needed and it evolved in New Jersey in the early 1950s.

Working with other NJ carriers and GMC, Public Service helped to develop a suburban model built on the transit design, sharing most transit components, but offering greater comfort and amenity. The new "suburban" had one single-stream door (most transit buses had two doors), larger windows, individual reading lights, under-floor luggage compartments and interior parcel racks, 4-speed manual transmissions, all forward-facing, reclining, upholstered seats, and higher floors built on platforms to permit under floor storage. Air conditioning was available on all but the earliest of these suburban type coaches. GMC introduced factory air in its 1958 buses and PS bought it.

Other refinements in design were applied to both transit and suburban models. The first of the 40' suburban GMC "old look" models came in 1952. Only 15 TDM-5107s were built by GMC, *all going to NJ operators* with the first ten going to PS (their F-700 series). Our collection's PSCT #M720, a 1958 model TDM-5108 is similar in appearance, the major difference being the air ride bellows of the 5108 models replaced steel spring suspension on the earlier very rare 5107 series.

A semi-suburban or deluxe transit type preceded the suburban type in the old look era. These vehicles retained the standee windows of the transit bus and had a mixture of seating types, but with manual transmissions and one-door features of the later suburban type coaches. PSCT chose not to air-condition its shorter distance services, so transit buses were not air-conditioned until the very end of PS's dominion. Our collection has two generations (new and old look) of suburban, semi-suburban and transit models in both 40' and 35' lengths (#P700, #M720, #Z546, #743, #G572, #J411, #E313, #60).

Parlor buses were also undergoing change in the mid fifties. The famous Greyhound Scenicruiser (GMC model PD-4501) and a 35' single deck version (like our #L627 and #W608 were extremely popular. PS bought the 35' model single deck model (designated PD-4104) one of which is a restored part of our collection (ex-PSCT #L627). It replaced the GMC model PD-4103 model (our ex-Asbury Park-NY Transit #125) and was superceded by the model PD-4106 (our #W608).

### **Bus Refinements of The Sixties:**

For lack of a better term this might be called the "new look" of bus design. "Fishbowl" is a term sometime erroneously applied to this period of motor bus development. "Fishbowl" refers to the convex shape of the large 6-piece windshield *found only* on GMC new look transit and suburban models and does not apply to Flxible "new looks" with their 4-piece flat glass windshields. Some of the transit models' "new look" hardware was also used in the design of GM's long distance "parlor" model coaches, but not the windshield configuration hence the parlor coaches are not considered fishbowls. Again, New Jersey and Public Service and the private bus operators were in the forefront of innovation during this period. PS got the first ever, production suburban model of this popular and familiar bus. We have it in our collection (PS #P700, SDM-5301, serial 001). The collection also includes examples of GMC and Flxible "new looks" in 35' and 40' lengths, (#7375) in transit, semi-suburban and full suburban configurations. More about this and other bus nomenclature below.

GMC, AM General (till 1970s), Gillig (a west coast builder specializing in school buses) and Flxible were the only competitive *transit* bus manufacturers remaining domestically by the 1960's. Eagle and GMC dominated the parlor coach market, but two Canadian manufacturers, Motor Coach Industries (MCI) and Prevost Bus and Car (say "Preevoh") were beginning to erode the intercity/parlor bus market share enjoyed by GMC and Eagle. In less than two decades, MCI and Prevost would dominate the market. Later, European coach makers like Neoplan, Setra, and VanHool would invade the North American domestic coach market. Much later in the 21<sup>st</sup> century, Pacific Rim and South American coach builders are invading and capturing a portion of the domestic long distance and tour coach market. GMC and Eagle offerings would disappear. Our transit collection traces the evolution of GMC and MCI parlor coaches in 35' and 40' lengths between the late '40s to the late '80s. (#125, #L627, #W608, #Z603, #6106, #5036).

### **Bus and Coach 1980's and Beyond:**

In 1970, in an attempt to develop a national standard transit bus design, UMTA (now Federal Transit Administration or FTA) initiated a competition among the three extant major domestic bus manufacturers for a new generation of transit buses. This initiative was called the "Transbus." None of the three prototype vehicles types built were considered successful, being too complicated to be practical and never making it beyond the experimental stage of production. Two of the three manufacturers (GMC and Rohr, later Flxible) refined and simplified their prototype Transbus designs to become "Advanced Design Bus" or ADB. GMC produced its ADB as the "RTS" model. No New Jersey operators bought the initial GMC RTS models. The improved RTS however, represents a later orders of transit buses for NJ Transit. After over 20 years their manufacturer, Canadian Nova Bus has announced end of production. A contemporary Nova RTS (possibly #2600 series) is on our search list to represent the last of the ADB types in New Jersey.

Rohr sold Flxible to Grumman, another aerospace company. Their ADB, the "model 870" and later "Metro" predominated the 1980s New Jersey Transit bus fleet. Original AM General, GMC and Flxible ADB designs were structurally flawed, but eventually fixed. In a highly publicized action, New York City Transit Authority got rid of all their new Flxible ADBs numbering in the hundreds. NJ Transit purchased these model 870s at discount. With Grumman factory remedies, these buses ran an additional 15-20 years! We have one of these former NYCTA, later NJT buses (unconverted #1596, with NJT exterior and NYCTA interior) and an original NJT order Flxible model 870 #1128).

# THE NEW JERSEY HISTORIC BUS & COACH COLLECTION

## Part Two - Bus and Coach Classification and Nomenclature

by S. David Phraner (7/10)

Summarizing, in Part One of this four-part series, we traced the history of buses with emphasis on New Jersey bus innovation. We paused in the history in the 1980's, because that time represents the newest buses in our present collection. In Part Two, we describe the physical features that distinguish bus models and how they are designated. We have also received some comments on Part One that we are responding to in Parts Two, Three and Four. One reader stated that what we called "semi-suburban" type buses were called "deluxe transit" by Public Service. He also stated that Greyhound Scenicrulers are not particularly significant to New Jersey because they didn't conform to NJPUC specifications and therefore they couldn't make stops in New Jersey (but they did run here).

### Bus Nomenclature:

Why is nomenclature important? Most bus nomenclature is very descriptive of the variations in bus model design. Understand bus nomenclature and you can picture the bus in your mind. In the late '30s, GMC Truck and Coach Corp. developed a simple system for classifying their bus models that was to last for over three decades. Arguably, it surpassed the rationale of their EMD division's designation for GM railroad locomotives (why wasn't there an SD-19 or 21? What's the rationale for GP-39 or 59 designations... the 12-cylinder versions of GP-40 or GP-60 models.)

Prior to 1940, GMC and its predecessor Yellow Coach had a three-digit model designation which was non-descriptive and seemed random. Friends' little Yellow Coach model 733 bus is the only example in our collection. Just before the war however, GMC/Yellow devised a more descriptive system to designate its bus and coach models.

Since our bus collection is nearly 80% GMC and since New Jersey was predominantly GMC we will briefly explain the GMC system. The first letter of the model number denotes the type of bus: "T" for transit, "S" for suburban and "P" for parlor or intercity.

The second letter denoted the engine type: "G" for gas and "D" for diesel. GMC never officially marketed propane or after the 1940's, trolley coach electric propulsion. In GMC's one post-war venture into dual power buses, Public Service #D900 had a hydraulic 2-speed automatic transmission, trolley poles, traction motors and controls, but it was designated by GMC simply "TDH-4509" just like its conventional "old look" brethren without trolley poles and electric power. #D900 was converted back to a conventional diesel hydraulic drive and later reportedly sold through a broker to Puerto Rico. Our #E313 TDH-4509 is identical, but without the electrical apparatus unique to the #D900. The #D900 was designed to replace streetcars on the surface and in the Newark City Subway (PCC cars came instead). Only one prototype ASV "old look" trolley coach was ever produced and #D900 was never replicated anywhere.

Later when GMC stopped making gas-engined transit buses, the second letter in the model designation became numbers to designate the number of cylinders (6 or 8) for transit diesels. For example, TDH became T6H or T8H in the first four digits of GMC's transit bus nomenclature.

The third letter symbolized the transmission type: "M" for manual, "H" for hydraulic automatic and "E" for electric drive (which was very seldom used since electric transmissions were on the decline as this nomenclature was introduced). Some war years Yellow and GMC buses did not use the third or transmission letter designation. For a period after the war and up to the mid 50's, the last digit for parlor buses sometimes denoted whether the bus model was a Greyhound standard or a separate model for independent operators. GMC for decades enjoyed a near exclusive arrangement to design and build special purpose long distance buses for Greyhound. All parlor buses at that time featured manual transmissions, so the third letter could be used for other descriptions. A PDG-3701 was a Greyhound 37-passenger model exclusively while a PDA-3701 was a different model of the same size, but produced for independent bus operators in the intercity business. Later GMC dropped the third (type operator) digit as it became superfluous.

The first two of the last four numeral digits in the model classification system designated nominal seated capacity and therefore inferred length) and the last two digits was the model generation or sequence. Like EMD locomotives, GMC occasionally skipped a sequence number or numbered a non-production experimental bus. There were TDH-4501 thru 4512 models and 4514 through 4515 but never a TDH-4513. Perhaps a corporate superstition was the cause?

Three or four digits followed the model designation. That was the sequence of production or serial number. As air-conditioning became an option, another suffix digit was added with "A" for air conditioning and "N" for non-a/c. "N" and "A" were seldom used in the US, but more commonly used in Canada where air conditioning is less common.

Consider a little test of the system and your powers of comprehension... What's an S8M-5303A? How about a TDH-4507?...the latter is a 45-(seated) passenger/35', transit type bus with a diesel engine and hydraulic transmission.

A 4507 is the 7th generation of that bus model. Coincidentally, it was produced in 1947-'48. Some, but not all transit model number last two digits being odd or even designated the two industry standard bus widths, 95"/96" narrow or 101"-102" wide. In a few instances, the GMC model numbering system defied consistency in bus width designation, so we will not detail the peculiarities and exceptions to that system here. Another more sensible reason to avoid this confusing element of bus nomenclature is that New Jersey was one of the last States prohibiting wide (102" width) commercial vehicles in intra-state service. By the time NJ accepted and were ordering wide buses, the manufacturers were producing the narrow (96") models only on a limited special order basis. NJ prohibited wide buses in intra-state service till quite late and as a result, the earlier old look and new look vehicles in our collection reflect that prohibition. A small additional clue for bus detecting is that a manual transmission in a transit bus usually indicates that the vehicle is a deluxe transit or semi-suburban type (one-door and some high back seats with overhead luggage racks and individual reading lights). Even PSCT had an exception to this. One order of TDM-4512s with conventional high-density transit seating and two doors came with 4-speed manual transmissions! All the TDMs were manual transmissions and all the TDHs were automatic transmissions. Occasionally we are criticized for having over representation of a particular bus type or manufacture; too much GMC, too much Public Service, or manual transmissions in the 'State's historic collection, but those imbalances reflect what one would encounter on the streets of New Jersey during various epochs in the State's history.

Other bus manufacturers patterned their bus model designations similar to GMC, except that they were not as consistent and changed more frequently. Some were too complex to decipher except for the most ardent bus enthusiast. Flxible's system was complex but improved over time. Our Flxible model 870s are designated "40102T" or 40x102". Mack's system was simple. Our only post-war Mack is a C-47DT (City service, 45/47-passenger seats, Diesel, Transit). Pre-war Mack models were less decipherable, our ex-LVT Mack model L3G being a good example.

All of the model designations are shown in the collection roster to help you to picture the vehicles just from reading the descriptions...and knowing the system.

### **Public Service Bus Fleet Numbering System:**

The private bus operators in New Jersey used a variety of bus numbering schemes, but most sequenced the fleet numbers in the order that the bus appeared on the roster or were randomly assigned wherever space in the numbering sequence permitted. Some used the same fleet numbers again and again, assigning the same number from the retired bus to the new replacement vehicle. Our Mack #B129 is a good example of multiple use of the same number. Other operators used the first digits in the fleet number to show the year the bus was manufactured or purchased.

PSCT, the State's major bus operator had a more complex but easy to comprehend fleet numbering system. Overlaid on GMC's model designation was a very logical system for fleet numbering developed by PSCT after World War II. During war time and prior, PS used up to four digits for its extensive fleet. In the post-war period, PS started using alpha-numeric bus fleet numbering to avoid duplicating numbers or to avoid adopting a five-digit system for its very large bus and trolley fleet. Letter prefixes indicated the year of manufacture starting with "A" in 1947. "B" would follow in 1948 and so on. PS left out "O" and "I" letter prefixes as they could be mistaken for numbers. A three-digit fleet number followed the letter. By 1968, PS had worked all the way through the alphabet to "Z" prefixes (like our #Z546 and #Z603). Since all the 1947 A--- buses had been retired by that time, PS could have started all over again without duplicating fleet numbers for active buses. Instead, they used *suffixes* starting with "A" for subsequent bus orders. The last prefix bus was #Z619 (we have sister bus #Z603 in the collection, a 1968 PD-4903, serial 089). The first PS bus using a suffix fleet number was a 1969 T6H-5306, serial 208 numbered #300A (deaccessioned early from the collection). One of our members Mark Waterhouse donated to the Heritage Center a former Public Service suburban type coach #720B from the last order of new suburban type buses purchased by Public Service from GMC.

PS also cleverly numbered their buses by type. For example, generally within a series 100s were 32-passenger transits. 200s were 36-passenger transits. 300-400's were 45 to 53-passenger transits, 500s were "semi-suburbans," often called "deluxe transits." 600s were parlor types and 700-800s were suburban types. A-900s were unusual (for PS) ACF-Brill C-44 suburban types. Other 900 series were intended, but never used for post-war dual power (ASV) like the experimental #D-900. It was the only bus purchased in 1950, hence the only "D" prefix bus ever on the PS roster. Transport of New Jersey ordered a sole 2-axle Eagle demonstrator coach designating it #900D.

Understanding all of this numbering reveals a lot about a bus. Let's take our ex-Public Service bus from the collection; #P700, its builders plate shows it as model SDM-5301 serial 001. The fleet number tells us that this is a (700-type) suburban coach, purchased in (P-year) 1960. The model number confirms a "S" suburban type, "D" diesel engine, "M" manual 4-speed transmission, carrying capacity up to 53 seated passengers (actually PS installed only 49

seats in these vehicles), it may be inferred that the bus is 40' long. It is the first generation (01) of this series (which happens to be a "fishbowl" or "New Look") and it is the first (001) production bus of this model series.

The streetcars of the Public Service era were largely 4-digit sequentially numbered by order and year of manufacture. Exceptions existed differentiating between city and interurban cars. The thirty PCCs purchased second hand from Minneapolis were 2-digit fleet numbered starting with #1. PS had a system for fleet numbering streetcars designating work service from passenger cars, northern from southern (wide gauge) division cars and city from suburban or interurban cars, but that is another complex monograph meriting separate space.

NJ Transit's current system for bus fleet numbering is more conventional and similar to other large transit operators. Basically, vehicles are sequentially numbered within classes or orders of vehicles. Numbering by sequence has an exception. NJT attempts to number a vehicle order or series starting with a hundredth of a four digit number. For example, the first RTS order started with #2600 (2601 actually) following the last number of the early Flxible 870s in the 2500 series and skipping to next hundredth to start the series. Numbers are reused after former occupants of that number are retired and remove from the fleet roster. The current 2500s are now Nova/RTS models.

### **The New Jersey Bus Collection:**

The core of our initial historical bus collection came mostly from two sources, a private collection that was being liquidated and visionary Public Service, TNJ and NJ Transit management staff who set aside certain representative bus models in hopes that the means would some day exist to preserve them as a formal State of New Jersey historic collection. Later, "Friends" added its collection, from donations and purchases from a variety of sources. It also was a major force in establishing a New Jersey Transportation Heritage Center to protect the future of the collections. Subsequently, the practice of considering and preserving representative bus and rail equipment became routine.

In other major cities, several large urban transit companies had undertaken to set aside and preserve representative vehicles from their active roster of transit rolling stock. Atlanta, Chicago, Baltimore, Seattle, Calgary and San Francisco to name a few, have fine collections representing the growth and importance of street transit in their respective cities and metro areas.

Public Service Coordinated Transport (PSCT) and its predecessors, in spite their wealth, size and influence, as corporate policy, *never preserved one item of its bus or streetcar rolling stock roster, that numbered in the thousands!* This deprived New Jersey of its legacy of transit innovation and compelled private individuals and organizations with limited resources to attempt to preserve New Jersey's streetcar and motor coach heritage. This indifference to New Jersey's transport heritage unfortunately persists today in the State and manifests itself in several forms. Fortunately, NJ Transit of today is far more proactive in preservation than its predecessors.

There was a railroad equivalent of this preservation indifference describe above. It is shown in the contrast between the Pennsylvania and the New York Central Railroads. The PRR accumulated a splendid collection of cars, and locomotives that formed the basis for today's famous Pennsylvania State railroad collection in Strasburg, PA. The B&O did the same for Maryland and Baltimore. New York Central saved *nothing*, hence no official state collection exists for its namesake New York. What a pity to trade away a proud corporate heritage for a few thousand dollars worth of scrap salvage. Fortunately our railroad collection contains Central Railroad of New Jersey artifacts, representing its namesake state.

The original NJ bus collection totaled almost 25 vehicles. #P700, #K339, truck #T776 and several other vehicles were set aside for preservation by some visionaries at PSCT. Additional vehicles acquired initially from the private bus collections were either damaged, vandalized or in advanced state of deterioration. Some duplicate model buses were included to serve as a source of parts for sister vehicles to be restored. Several buses were in restorable, though hardly pristine condition. Some were interesting curiosities, but had no relevance to New Jersey or its surroundings. One such bus was a rusted hulk that was once a Berlin, Germany double-deck built by Büssing.

Two buses in the collection were adopted by NJ Transit facility staff and restored; a 1957 parlor coach PD-4104 #L627 and a 1951 transit type, TDH-4509 #E313. Trenton Garage restored #E313. Under the direction of the then executive director of NJ Transit, Thomas Gagliano (earlier, a State Senator and the first State Museum Study Commission Chairman), #L627 was restored by NJT Newark Shops as a VIP coach using parts from another deaccessioned PD-4104 (#L619) that was cannibalized to save its sister,

### **First Crisis in the Bus Collection:**

The bus collection was about to be evicted in 1990. NJ Transit staff, who were knowledgeable in bus technology and history (also members of the Motor Bus Society and "Friends") were asked to recommend reducing the

size of the collection. The reasons for deaccessioning was the amount of active garage space the collection occupied. The criteria for deaccessioning was any vehicle with a lack of NJ history/relevance and redundancy. The vintage bus collection was to be displaced from their temporary quarters in a former toy factory that was to be converted to new bus overhaul and repair shops "NBC" for NJ Transit. That facility is now Ironbound Garage and shops. If all this sounds familiar, it's a true replay of interim preservation of the vintage railroad rolling stock equivalent... spending money moving equipment and finding places to store and stabilize rolling stock until a secure and permanent heritage center site was found. Throughout all of these travails, NJ Transit headquarters and bus and rail executive staff have been highly supportive.

The selection of buses to eliminate was difficult to make, but ultimately about ten units were recommended for removal from the collection. The bus collection size was reduced, and those removed from the collection were advertised for sale. Unfortunately, the winning (and only) bidder was a salvage yard owner who scrapped them. Among those removed were a damaged Aerocoach, a Flxible Clipper high headroom X-ray coach, two duplicate GMC TDM-4515s, a GM PD-4103 from Michigan, a Mack C-33GT from Connecticut, the Berlin double decker Bussing, and a T6H-5306 (#300B, auctioned to a collector).

Meanwhile, Friends' director Bill McKelvey spearheaded a campaign to save and restore a bus that would represent 1930 bus technology in New Jersey. "Friends," through Bill's generosity, acquired Lancaster (Ohio) Transit #1, a 1937 Yellow Coach model 733. The story of this bus now numbered #5496, as a surrogate for the over 400 model 733s once owned by Public Service is described below. At the time, we believed none of the Yellow Coach 733s indigenous to New Jersey had survived. Lancaster Ohio #1 was appropriately the first bus titled to Heritage Center and considered the first in the Heritage Center collection.

The current status of the 30-plus vehicle collection is that over three-quarters of the historic fleet are now operable or stored serviceable. One of the major developments in achieving a high level of serviceable vehicles was volunteer effort and Friends of the Heritage Center, with NJ Transit's cooperation, obtaining a Federal grant

### **The ISTEA/TEA-21 Enhancement Grant Program:**

It has been suggested that we record for posterity, the grant process for restoring six and a half buses in our collection. With the comprehensive multi-year Federal Transportation Act approved by Congress, funding is delivered to the States and other recipients by several major categories. One of those categories is called "Transportation Enhancements." Back in the 1990s this massive Federal program and its periodic Congressional reauthorizations came to be known under variations of the acronym "TEA" (Transportation Efficiency Act). There are several interpretations of the motive behind this Enhancement category of funding. The most common is that the damage created by the three-quarter century of American road building should be mitigated to heal the wounds of construction, make transportation improvements more user-friendly, and in doing so create a more livable environment around transportation infrastructure. These are our interpretations of the enhancement provision of the Act, but are pretty close to the intent of Congress and the achievements of the program in New Jersey over the past two decades.

The Enhancement program is administered primarily by the Federal Highway Administration (FHWA). FHWA enables each state to administer the program, that is, the grant funds are allocated to each State by formula and the State DOTs exercise their discretion in administering the project selection process, the distribution of the grants it selects and accounting for the expenditure of the grant funds. In New Jersey, NJDOT is the responsible funding agent and Enhancement program administrator. Each year of the Federal authorization, NJDOT announces a schedule for accepting applications for grants in the Enhancement program. Typically, several hundred grant applications are received in Trenton. from local agencies, non-profits and various jurisdictions of local government. One of the principal categories of improvement is historic preservation (transportation related). Applications within this preservation category are extremely diverse.

Friends of the NJ Transportation Heritage Center, following the successful precedents of its sister organization United Railroad Historical Society (URHS is a New Jersey Corporation and a federation of NJ railroad museums, historical and technical societies), decided to apply for funding to restore up to nine buses in the combined NJ Transit and Friends historic collection. Dave Phraner wrote the grant application and upon receiving a notice to proceed, John Wilkins, then at NJ Transit, would administer any grant funds obtained. Both were also directors and officers in the Friends of the Heritage Center in addition to their professional transport affiliations.

With the advice of our legislative district office, the application was submitted to NJDOT and at length it was approved in the amount of approximately \$360,000! A bidding document was prepared and process for obtaining the services of a qualified bus rebuilder commenced. Bus Body Works of South Amboy NJ was the lowest qualified bidder and received the contract to perform the work. After various estimates for restoration of each bus was prepared, it became clear that our original intention of restoring nine buses with a \$360,000 grant was unrealistic. The age and

rarity of the buses, availability of parts, the extent of the heavy damage and vandalism to the buses required us to lower expectations. With the advice of NJT staff and other experts, Phraner and Wilkins pared the list down to six with a possible seventh bus to be restored under the program. The following six vehicles were selected for restoration: #P700GM SDM-5301, #M720 GM TDM 5108, #Z546 GM T6M-5306, #Z603 GM PD-4903, #G572 GM TDM-4512, and #50 Beaver B35PT. The seventh bus would be #W608 GM PD4106, if there was any surplus funds or a grant supplement could be obtained. Units included in the original nine-vehicle grant application but dropped for insufficient funds were: #B129 Mack C47DT, #3 Walters Service truck, and one other undesignated vehicle depending on funding availability and cost estimates.

Bus Body Works (BBW) began their restoration tasks, having between one to three buses at their South Amboy shop during the five-year duration of the project. Part of our arrangement with this contractor was that we could wait for the work to be performed and our project could be scheduled around other contract work that BBW undertook. This proved wise since unavailability of vintage parts caused several delays as BBW personnel, principally its president John Czoch and Wilkins and Phraner scouted for rare parts. In the process, four complete buses were purchased and delivered to BBW as parts supply and three others were dismantled in place by Friends volunteers to yield parts. These seven parts buses are listed at the end of this document. Each month, Wilkins would get a completion report from BBW and translate that into a report format to NJDOT. Fortunately at the time, Friends had a set aside a cushion from another project to first instanced payment to BBW, as NJDOT required Friends to furnish proof that we had paid the contractor before getting reimbursed by the State. Some times that process total three months of prior billing and an amount over \$40,000! The project ran from 2002 to 2007.

Toward the end of the project a modest surplus enabled BBW to obtain another parts PD4106 coach to replace missing parts for our #W608. Friends applied for a grant supplement to complete the work of #W608, but the political climate in Trenton had changed and our request in the amount of about \$65,000 was denied. We also assisted North Jersey Electric Ry. Historical Society in their Enhancement grant application to complete restoration of historic Public Service Railways streetcar #2651, but that effort and two other Enhancement applications for #2651 in successive years were also rejected at Trenton.

### **Status and Future of the Collection:**

Seven of the original 14 vehicles had been awarded and completed the TEA-21 Enhancement grant for rehabilitation to a museum-quality level of exhibit. Fleet numbers #9082, #5496, #L627, #M720, #P700, #Z603, #Z546, #G572, and #E313 have been used in special events and parades. Buses #204, #125, #1596, #1128, #6106, #5039, #F599, #720B and #J411, are also operable. Numbers #E313 and #L627, formerly assigned to active garages that "adopted" them, are now at Lakewood. Other buses may be adopted by their former "home" garages or individuals. Currently, six buses in the collection are adopted in special contract agreements by qualified professional driver members as follows: #G572, #Z545, #50, #6106 and #204. Our ex-Lowell MA/ex-Hunterdon County trolley (unnumbered) mini-bus was restored in 2005 and leased to the town of Phillipsburg. Two service trucks, an ex-Capital Transit wrecker and an ex-PSCT stake truck #T776 had been considered part of the bus and coach collection, but have since been deaccessioned and sold to a collector to make room in covered space for more appropriate additions to the collection. As of this writing it is anticipated that four additional buses recently retired by NJ Transit will be added to the official roster. These include two RTS (one 40', the other 30') and two more 40' Flx Metros. Most recent donations include a late model GM suburban fishbowl and a late model GM transit fishbowl. Various older buses are being considered for deaccessioning to make room for these new additions. The bus and coach collection continues to evolve, but its size is limited by the storage capacity at Lakewood and Phillipsburg. Three other very desirable additions to the collection, a White 788, Twin 44S and Mack trolley coach are in deteriorated condition from years of outside storage, but are complete and nominally owned by a Friends member. The titles to these vehicles however, are clouded. A notable absence in the collection is a product of ACF Brill. Four other vintage trucks, including a 1920 Mack chain drive are also preserved for the Heritage Center. These motor trucks are not considered part of the bus and coach collection, but form the core of the Heritage Center's motor truck collection. A strategy for exhibition of the vehicles and museum management planning is on going.

The challenges facing this (or any bus collection) may be summarized as follows:

- Sufficient covered secure storage space
- Organizing to manage the collection, including a succession plan
- Obtaining professional volunteer talent to maintain, repair, operate and manage the collection
- Developing and updating a museum and collection management plan
- Developing and executing a promotion, and collection exhibition policy

- Funding to sustain the collection and its programs
- Reaching consensus on all of the above.

**How the Collection is Organized:**

The NJTHC bus and coach collection spans four eras and six decades in transit bus evolution:

- "ADB" Advanced Design Bus (1980-2000) [six buses, two coaches],
- "New Look" (1960-1980) [five buses, three coaches],
- "Old Look" (1940-1959) [five buses, two coaches],
- "Pre-Old Look" (1930-1946) [four buses].

Representatives of additional eras are missing and needed for our collection as follows: early '30s or late '20s vintage engine-in-front bus or coach such as that portrayed in the former "Friends" logo and post-ADB examples such as Volvo articulated, RTS and Eagle. NJ Transit managers decided that they would not support preserving the unique NJT model Eagle, so this unusual and uniquely New Jersey coach was not officially preserved. These gaps in the collection are identified by type or model numbers. They appear in a search list along with the vintage bus collection roster at the conclusion of this series. Note that even now, the New Jersey collection attempts to represent each of the eras or bus design generations with an attempt to interpret the first and last models within each era to show model evolution. Various manufacturers are represented, though GMC predominates, as it really did in New Jersey.

In the concluding two parts of this series of four parts on the New Jersey historic bus and streetcar collection, we will describe each vehicle in the current collection and dwell briefly on a search list of proposed acquisitions to round out the collection.

## THE NEW JERSEY HISTORIC BUS & COACH COLLECTION

### Part Three - Description of the Vintage Fleet (Bus and coach)

By S. David Phraner (7/10)

In this, the third part in the series, we describe the physical characteristics and history of each bus and coach in the collection. Since the bus collection is a dynamic feature of the Heritage Center, changing as we make new acquisitions and deaccession other vehicles, this description is periodically updated. As a new feature in 2010, deaccessioned vehicles are listed separately along with their disposition. Part Four is devoted to the streetcar collection. We will identify its significance to New Jersey and American public transportation on streets, in general. We will also describe the search list for buses that are missing from what could be a truly representative New Jersey (and national) collection. Finally we will describe one more element of street transportation that is part of the collection, though possessed by others... New Jersey streetcars held by Friends, affiliate organizations and related collections. Because the streetcar story requires its own space and there is always exciting, breaking news to share, streetcars will be a separate article to appear in a future issue of NJ Transport Heritage and our web site [www.NJTHC.org](http://www.NJTHC.org) It will be merely summarized in Part Four.

Earlier, we referred to these vehicles as "bus" or as "coach." For purposes of this article, a "bus" is a street transit passenger conveyance, while a "coach" is a premium model or "parlor" passenger vehicle for over-the-road, intercity passenger or long-distance commutation functions.

These listings originally appeared in ascending order of age, youngest first. That order continues except for buses that have been added to the collection subsequently between 1996 and year 2000. Please refer to Part Two (above) to help in understanding of the fleet numbering and nomenclature that follows below:

#### Collection Description:

By way of review and as described earlier, our transit bus collection is divided into four overlapping epochs commonly expressed in North American bus history literature: "ADB" (1980-2000), "New Look" (1960-1980), Post-war or "Old Look" (1940-1960), and the Pre-"Old Look" (pre-1946). Significance of each vehicle is underlined within the description. The collection fleet is described in ascending order of age.

A fully representative NJ collection could eventually include the contemporary overseas influence (1990-2010 and beyond) and earlier 1920s front engine designs and finally, pre-bus sedans, jitneys and truck adaptations of the first two decades of the twentieth century. The collection's parlor buses and service vehicles are not considered among the transit bus epochs listed above. Another coach, former PSCT #Y604 (serial #884), a rare coach for PSCT, model PD-4107 (body shell only), is not described. Never officially part of the collection, it was deaccessioned and auctioned. Selected buses that have subsequently been deaccessioned (as noted) are included in the fleet descriptions below:

**Public Service Coordinated Transport #5496**, 1937 Yellow Coach model 733, serial # 943

**Public Service Coordinated Transport #5104**, 1936 Yellow Coach model 733, serial # 089

Clearly a centerpiece of our collection, #5496 was Friends' first rolling stock acquisition and its first (and so far only) successful, in house volunteer complete bus restoration. We have a detailed story of #5496 in NJ Transport Heritage, Vol. 4, No. 4, Sept, 1995. The YC model 733 is a small (23.5') gasoline engined (Chevrolet straight six) bus, popular with the independent bus operators and major transit carriers in NJ. #5496 is not authentic to New Jersey but the model 733 was very common to New Jersey. #5496 is a fleet number assigned by Friends as the next vacant number in the Public Service fleet numbering scheme for its YC model 733s. Originally, serial #943 was delivered to the Lancaster Ohio local transit system to replace their notoriously obsolete, antique and decrepit fleet of single truck streetcars. It became Lancaster's fleet number 1! Well beyond its life expectancy, serial 943 was retired by Lancaster and acquired by a private bus operator and collector John Eagle. His collection was later acquired by Bill Lawson, president of DeLuxe Stages, Jackson, MI. We learned that Lawson was disposing of his bus collection and had three 733s from Lancaster, Ohio. There was a choice of all three 733s in the auction collection. McKelvey, on behalf of the Heritage Center, bid on one of the the two 1937 733s, serial #943 sight unseen. He won the bid and the 1937 model 733 serial 943 was trailered east in March, 1991. The first sight of it was discouraging since all but three panes of glass were either broken or missing...but it was relatively complete and the aluminum skin had held up well over the years, even in the Ohio and Michigan climates. It was decided to restore the bus to Public Service paint scheme as the 733s were delivered. Had Public service ordered one more 733, it would have been numbered #5496, so we adopted that number for our new acquisition. In addition to the purchase price, the restoration was directed, executed and financed by "Capt." Bill with the help and assistance of Friends' members, volunteers and organizations.

McKelvey's team of volunteers after three years, delivered serial #743, resplendent in pre-war PS yellow, cream and gray, and christened Public Service Coordinated Transport fleet number 5496. It became a popular exhibit at a number of historical venues like the Hoboken Festival, where it arrived under its own power. Later McKelvey donated the restored #5104 to Friends, for which we are very grateful.

At the time our purchase and restoration of 733 serial #943, we believed that all 395 Yellow Coach model 733 buses once owned by Public Service had been scrapped. Not so. Our curator Bill McKelvey learned of a 1936 model 733 and suspected it was of New Jersey origin, possibly even an authentic Public Service YC model 733. John Wilkins visited the place in Watertown where the bus was stored, surveyed its condition and determined its YC serial number as #089. Our bus historians in Friends *verified that serial #089 had been a Public Service bus carrying the fleet number #5104.* Again, McKelvey, with board approval, moved on #5104's acquisition by Friends based on its provenance. Yellow Coach had started producing its model 733 in 1936 and #5104 was among the first order of 733s by Public Service. As its serial number indicates, #5104 was the 89<sup>th</sup> vehicle of this model built and delivered by Yellow Coach Inc. (later becoming part of General Motors). As only one year separates serial numbers #089 from #943, it is easy to determine that the 733 was a very popular bus, selling in the thousands over its three-year production run. Typically the YC 733 was purchased to replace small streetcar operations (as with Lancaster Ohio #1), or short low volume routes of larger operators like Public Service. Our two 733 represent both of those popular transit applications.

Delivered in October of 1936, #5104 was assigned by Public Service to its Essex Division, operating on lower volume, semi-rural, suburban, feeder and crosstown routes. Some time in the later 1940s or early '50s, Public Service retired it and it was sold to the Brookdale (Bloomfield NJ) Baptist Church. It later cascaded down to the New Milford (NJ) Baptist Church. Finally it was taken out of service as a public conveyance when the NJ Dept. of Motor Vehicles would not longer license the vehicle as a motor bus. It was then sold to a private owner who intended to convert it to an RV. He drove the little Yellow Coach all the way from his North Jersey home to Watertown NY, a 6-hour trip now in the days of 70-mile per hour interstate highways. Plans for the conversion were never executed and the little bus sat motionless in a wetland for decades. That's where Messrs. Wilkins and McKelvey discovered it. In Sept. 2009, our second model 733 (former PSCT #5104-, serial number 089) was acquired and moved to Phillipsburg for restoration. The significance of #5104 is that it is now the oldest bus in our collection and the earliest former Public Service and New Jersey bus believed to be in existence anywhere. #5104 is complete but inoperative and in rough condition because of storage in a damp location and severe "lake effect" winters in Watertown NY. Work on its restoration has commenced.

Plans for our now duplicate restored (but not authentically New Jersey) YC 733 #5496 have not been fully determined. One might make the case that since it has been resident in New Jersey since 1991 and its service life expectancy was optimistically 10-12 years and it was the first bus in the Friends Collection and our only volunteer restored bus, it has earned Jersey historic authenticity.

The official PS series for 733s was #5100-#5495, (including 5 acquired by Suburban Bus Co.). Yellow Coach designed this lightweight (6,500 lbs.), 21-passenger model specifically for PS. More 733s were sold than any other Yellow model during the late 1930's. The PS 733 series was purchased between 1936 and 1938 at a cost of from \$3,000 to \$3,575 each. They were used primarily in Camden, Essex, Hudson, Middlesex, Morris, Passaic, and Union counties. The PS units had a manual door opener that required the driver to reach down on his left side to operate the door lever. Our first 733, #5496 was equipped with a vacuum operated door. Brakes were of a vacuum-assisted hydraulic type. Drivers called them the "Mickey Mouse" bus, and complained that the "Chevies" had no power. They called them other names when they jumped out of gear when going over a railroad grade crossing or hitting a pothole. The gear shift lever is mounted behind and to the right of the driver! Many of the PS fleet ended their service as cinder vehicles. Their rear panels were removed and in winter, a worker shoveled grit out the rear hatch onto the street along bus routes.

The model 733 was significant in US transit history because it was one of the first Yellow Coach models of the small, economy transit type. It was used extensively to replace marginal streetcar lines in the late 1930s. It is significant to our collection because so many operated in New Jersey by a variety of operators. Both 733s are the oldest buses currently in our collection and older than any railroad locomotive in the URHS collection as of the year 2010. Presently, #5496 is stored serviceable indoors, needs some mechanical and body work, but it is otherwise operable and work continues on #5104.

#### **Lehigh Valley Transit #449, 1939 Mack L3G, serial # 1054**

This small 25-passenger bus is an excellent representation of vehicles that provided feeder service and replaced local streetcars in the mid to late 1930s. Though assembled in Mack's Allentown plant, some components may have been manufactured at Mack's Plainfield or New Brunswick New Jersey plants. The body is believed to be built by Bender. It was delivered to Lehigh Valley Transit (LVT) by the Mack Truck Company on November 6, 1939,

about the same time that LVT sold its Phillipsburg, NJ local bus operation and discontinued Easton local streetcar routes. It is therefore very probable that #449 ran on Easton city streets, but unlikely that it ventured across the river into Warren County, NJ. LVT owned more L3Gs (75 in the class) than any other transit operator. A total of 350 L3Gs and similar L-25 models (former had air brakes and the latter vacuum hydraulic brakes) were built by Mack. Boro Buses, PS and several independents owned these Mack models. The manufacturing run for this bus commenced in 1935 when Mack introduced the predecessor CW and later the L-25 and L3G models. A popular bus model for LVT, they were known locally as "Allentonians" though they operated throughout the LVT vast system of routes stretching from Chestnut Hill to Easton and P'burg. LVT's L3Gs were retired around the early to mid 1950s with the coming of their replacements, ACF-Brill model C-31s and GM TDH-3612s. #449 was retired in 1956. Some were sold as farm sheds as two L3Gs were spotted in a farm field along side old Route 22 west of Allentown as late as the mid 1990s. Other L3Gs were spotted in salvage yards, so this phase of our #449's history is unclear. At some point its Continental 290 cubic inch gas engine and model CW three-speed manual transmission were removed. #449 and a sister L3G were purchased for use by a film company. It was inexplicably renumbered 939 of the "Surface Transportation Co. of NY" and repainted in the same paint scheme but substituting green for the LVT crimson. It appeared in the movie "Cradle will Rock" featuring Orson Wells and Tim Robbins and reportedly in a Woody Allen movie with Robert DeNiro and Al Pacino. #449 and sister L3G #447 were then purchased by a collector, but was forced to dispose of the one in least good shape (our #449) to a towing operator Anthony Dente. Dente donated #449 to us on the condition that he be paid to deliver the bus to P'burg. It was accepted by Dave Phraner at our leased lot space in Lopatcong Township at 10:00PM on May 10<sup>th</sup> 2004. It is the one bus in our collection temporarily stored outside. Plans are to move #449 to our pump house or Lakewood site and a crew is organized to stabilize this vehicle. The body is remarkably complete and in good shape in spite of years of outside storage. The interior has unauthentic school bus seats and the engine and drive train are missing, but it makes a fine static exhibit. Thanks to the late Kerry Day for finding the vehicle in a trailer drop yard in the Marion Section of Jersey City and also for researching the bus delivery dates with Mack records center in Allentown and to members and volunteers like Wade Bates, Dave Phraner, and Bill McKelvey who helped save this valuable addition to the State collection.

**Somerset Bus #9082, 1946 Ford Transit 69-B, serial # 770015**

This bus demonstrates a long history of varied ownership. It represents a very popular pre and post-war small, cheap bus purchased by many large and small operators. The Ford came originally with a flat head, 239 cubic inch displacement V8 used in the Ford/Mercury automotive product line. Though the V8 worked fine in automobiles, the heavier bus and the rigors of stop and go driving was hard on the engine. A heavy duty in-line, L-head, 6-cylinder engine that generated more torque was substituted in #9082 and many other Fords. Ford built the chassis and supplied the engine and drive train, but the bus body was built primarily by Union City Body Works. Public Service operated hundreds of Fords, but they did not last long and were retired early (for buses). Independent operators such as Somerset Noll Corporation used these buses on local routes in New Jersey.

Following retirement from Somerset, #9082 was purchased by Michael DeCorso d.b.a. Summit New Providence Bus Line. DeCorso was noted for his excellent maintenance. Several of his buses were sought after by collectors at the close of his operation. NJDOT purchased the bus to demonstrate the "before" in a before/after example of how bus service and equipment had been improved. Following that, bus enthusiast and broker, Luke Bonagura of South Jersey bought the bus. In 1981, a bus collector (the late) Ray Foley bought it, numbering it #1946 for the year it was built (see Transport Heritage Vol.9 No.4, page 1). Foley sold the bus to Bill Clelland in 1988. After careful maintenance and occasional operation Clelland repainted the bus into its present traction orange and crème. It was his intention to eventually repaint the bus into its original attractive maroon, black and silver Somerset Bus "Blue Star" paint scheme. After experiencing health problems and increasing storage expenses, he donated the bus to Friends on the condition that it continues to be stored inside and eventually will be restored to Somerset colors. The bus is presently stored inside at Phillipsburg where it is infrequently operated for exhibit purposes. It participated in several parades and was on display for the first annual Friends members' day in 2000. The ownership of Somerset Ford #9082 is an important fulfillment of one of the critical items on Friends' bus and coach search list. We appreciate Bill Clelland's generosity and the foresight of its previous owner preservationists.

**Trackless Transit #60, 1948 GMC TDH-3207, serial # 671**

#60 is a significant part of our collection as it is the sole representative of the first generation of GMC "Old Look" buses (1939-1948). It is also our only representative of the 28.5' 32 passenger model and DD 4-71 diesel engine in the GM/Yellow Coach catalog. A significant redesign of the transit model line occurred between 1948 and '49. #60 was the last of the old, so called "squarry" window designs. Subsequently, GMC transit buses would feature paired windows with rounded corners, hence called "pairesys." #60 also has a two-speed Spicer-built automatic

transmission. Though primitive by today's standards, the Spicer "box", was among the first practical and reliable automatic transmissions built for transit buses. 1948 was the last year for Spicer transmissions in this GM model.

Delivered to Trackless Transit in 1947, #60 is unusual in our collection as being a bus that served its entire life for one transit operator and therefore has only one dark green and cream paint scheme. Trackless was owned by the Weiss family and ran basically a three-route, with each route connecting end to end. The system ran between Linden and Belleville. #60 probably spent most of its service life running on the number 94 Stuyvesant Route between Linden and East Orange. It may have also been assigned to the short route number 98 Belleville between the Soho section and North Newark. The middle route (#96 Clinton) usually was assigned earlier Yellow model TD/G-3205 buses. Trackless had at least two charter long distance affiliates, Reliable Coach and White Bus Co. for which a short transit bus with an obsolete transmission like #60 would have been unsuitable.

In 1955, records show that #60 was retitled in a reorganization of the ("Sandy") Weiss bus holdings. Close to retirement in the middle seventies, #60 was used only infrequently as a spare or school assignment. Finally it was retired, still in operating condition in 1978. It was purchased by member, retired teacher and professional driver Ed Napiwocki from Trackless in 1979 and stored in a number of locations, including Boonton, right next to the Heritage Center's first outside storage bus location off Fanny Road. Ed cosmetically restored his #60 while Phraner was doing the same to the Heritage Center's #G572 at the Amaducci drop yard shared, at the time, with Central Jersey Bus. Co and the Furmanek collection...more like an instant bus museum. Napiwocki donated the #60 to the Heritage Center in the fall of 2003. It was trailered to Lakewood from a North Jersey location where Ed kept his other bus, an immaculately restored ex-AC Transit TDH-4519. Ed started and drove #60 into the garage at Lakewood where it is now in protective custody.

#### **Public Service Coordinated Transport #E313, 1951 GMC TDH 4509 serial # 1901**

TDH-4509, #E313 is the spring suspension version of our #J411, a TDH-4512 described in Part Three below. These two buses, though a model change apart, appear outwardly identical to those unfamiliar with the details of bus design. There are refinements in the design, window sash, ventilation and suspension systems that make both bus models 4509 and 4512 worthy additions to our collection. #E313 was purchased new by PS, but later was operated by Mercer Metro in Trenton, NJ and was painted in the Trenton paint scheme as their fleet # 920. It has been restored to its original 1951 PS paint scheme and number. It is in running condition and had been adopted by Hamilton/Mercer Garage staff as their restoration and mascot project. #E313 was a model project for other NJT garages to emulate. The #E313 and its sister #E300s have one other dubious distinction, they replaced trolley cars on Public Service Route 29 "Bloomfield Ave." in 1952. This proved to be the last motor bus substitution for surface streetcars in the State. As such it would have been assigned initially to Montclair (Bell St. carbarn) as the transition was being made from Bloomfield Ave. streetcars. Later it may have been assigned to Greenwood and ultimately to Orange Garage. Ultimately it was sold to Trenton's Mercer County Improvement Authority, an agency that had taken over the local bus system from Capital Transit, successor to Trenton Transit. When retired, it was registered at Mercer Garage on 6/12/90 and at Hamilton Garage when that facility was built in 9/6/90 to the spring 2010. The manager of Hamilton Garage had requested that the #E313 be removed to Lakewood. It had been stored serviceable at Hamilton Garage of NJ Transit, till it was taken to Iron Bound shops for maintenance and then driven under its own power by our members to Lakewood garage in the spring of 2010.

The previous year to the E-300 series delivery, PS ordered a single bus order of the TDH-4509, the D900 was an experimental "All Service Vehicle" (ASV) that was used in experiments with trolley bus wires and poles on Bloomfield Ave. This bus was equipped with an automatic transmission and a separate 600-volt electric transmission. Imagine #E313 with dual poles and you see how the D-900 appeared. PS ordered 100 of these E300 series conventional TDH-4509s as the first 35', 45-seat transit buses (C300-C399) in 1949. Prior to 1949, PS was required by the NJPUC to order shorter 33' 40-passenger transit buses as its largest transit buses. The TDH-4509s also represented a mid-generation "old look" design change by GMC between the 1940-1948 squared single sash and the 1949-1959 more rounded and paired sash window arrangement. Bus fans distinguished these as "squarries" and "pairies." #E313, in spite of its number, is a lucky bus, surviving all its sisters. It was often on display at Hoboken Festival and the Bus "Rodeo" when those events were held, always arriving and departing under its own power.

#### **Public Service Coordinated Transport. #F599, 1952 GMC TDM-4509 (suburban), serial # 403:**

#F599 is one of a 80-bus order by PSCT (#F568-#638 TDM-4509, #F700-#F709 TDM-5107) that order set a precedent that would continue for decades. It was the very first order by Public Service for suburban type buses; a transit bus design adapted for semi-long distance purposes. Prior to this PS used a variety of transit buses for suburban service and parlor coaches for longer distance runs, such as Atlantic City. Features of the then new suburban model included high-back, all forward-facing upholstered seats (non-reclining, high density on a raised platform floor), one-

door, manual transmission. It has the same dimensions and similar specification as our collection's transit counterpart #E313 and similar in appearance to our suburban model Intercity #743, except that the latter is equipped with air ride, rather than the conventional spring suspension inherited from the early 1940s.

In 1952, PS ordered 191 new buses from GMC. All were a mixture of transit/semi-suburban and suburban models and oddly, all were manual transmission-equipped. Part of this large order for semi-suburban and suburban buses, #F599 was a 35' GMC model TDM-4509. At that time, GM did not differentiate between transit and suburban model 4509s. Public Service ordered 139 TDM-4509s (#F500-#F638), of which the first 68 were semi-suburbans, also known as deluxe transit types. The remaining 71 were like #F599. Also ordered were the 40' version of F599, the rare model TDM-5107 (#F700-#F709). Only 15 of these non-air conditioned, spring suspension 40' suburban types were ever built, all destined for New Jersey carriers. Public Service had the first nine. Orange and Black among other independents had the remainder.

Following retirement from Public Service #F599 was sold to a New England bus operator, Fitchburg and Leominster Street Railway (F&LStRy) where it was painted into a two-tone buff and orange. When retired from F&LSt Ry, the bus was sold to an individual with plans to convert it to an RV. All rear rows of the interior seats were removed, but the first row remained intact. Without being fully RV converted, #F599 then came into the possession of Seashore Trolley Museum, the largest streetcar museum in the world and the oldest in the US. Through the intervention of their vintage bus division and Tom Santorelli, Seashore kindly donated #F599 to FNJTHC. Though operational, it was moved to Lakewood and delivered from Maine to Lakewood by Keith Clopton of Big Rig Classics on November 29, 2006. Dave Phraner accepted the coach at the Lakewood Garage on that date. In June of 2010, Friends BOD, under the recommendation of the historic bus division crew at Lakewood, deaccessioned the F599. It's fate has not been determined as of the summer of 2010.

**Asbury Park – New York Transit Corp. #125**, 1952 GMC PD-4103, serial # 934

Coach #125 is an acquisition in fulfillment of our collection search list (PD4101-4103 post war spring ride diesel over-the-road 35' coach). It also adds another privately owned bus carrier representative to the State vintage bus and coach collection. Asbury Park-New York Transit was owned and operated by the Rollo family. This family operation provided local bus services around Keyport and Keansburg after the demise Central Jersey Traction trolleys. Rollo, under contract also provided bus service for Central Railroad of New Jersey upon discontinuance of local trains service on the CNJ Freehold Matawan Branch. Rollo, doing business as Asbury Park - N.Y. Transit (APNYT) expanded his family's coach operation into an interstate commuter service to the midtown Manhattan PABT. Subsequently, APNYT sold #125 to Super Service, a charter coach operator and bus broker in South Amboy. Title was then transferred to Faith Temple Church of God in Christ, a church in Perth Amboy. It was then sold to a private collector the late Jeff Miller, an MBS member. Following Miller's death, #125 was rescued just before scrapping by member Nick DeBenedetto, a Jersey bus collector and MBS member. He donated it with many spare parts (including 45 replacement seats) to Friends NJTHC in February 2002 as part of a three-party trade. The bus was towed to Lakewood on February 22 and driven into the garage under its own power. Replacement sash and seats have subsequently been obtained from other collections.

This coach was last of nine Rollo-owned 4103s, numbered in the #115-#125 series, purchased between 1951 and 1952 by APNYT. #125 was purchased new and was equipped with 45 high density reclining deluxe seats, but no air conditioning. APNYT preferred parlor buses at this time because they were more marketable for charter work than the transit bus-derived early suburban bus designs of the era. The PD4103 model was popular among Jersey Shore family operators. Boro Buses (Russell family), N.Y. Keansburg Long Branch Bus Co. (Gelhaus family) and Lincoln Transit (Casser family) all bought 4103 models. At least ten other New Jersey operators purchased this model as well as Trailways and Greyhound. Almost 1,500 units were sold by GMC in North America in the three years it was produced. The model PD-4103 was superceded by the air-ride PD-4104 like our ex-PSCT #L627, a complete redesign of the 4103 model it succeeded. The succession of GM parlor coach models including the PD-4103, 4104, 4106 and 4903 and later the MC-9s our collection exhibit the evolution of motor coach design between the late 1940s and the late 1980s.

**Holloway Bus Service Inc. #50**, 1953 Beaver B35PT, serial # 953

This bus, perhaps more than any other in the collection, typifies the small, privately owned, independent bus operator, carving out a small niche in New Jersey's bus market. Holloway Bus Service, a small family owned operation provided charter and school service in the Blackwood area of South Jersey. They purchased #50 new after a favorable experience with a 1952 Beaver demonstrator (#48) that they had acquired the year before. This other Beaver, Holloway #48, was also a B35PT but with standee windows and is now also preserved in Pennsylvania (AMCAP). B-35PT models were the most popular (a total of 381 being built) in the Beaver catalog accounting for 80% of their post-

war production. Only three Beavers are known to survive, the other two being privately held in Pennsylvania. Following Holloway service, #50 was sold to Haddon Heights aka "Heights Transit" for its local senior citizen service in the Haddonfield area of South Jersey. Following its retirement, it was purchased by two transit professionals and bus collectors (John Hoschek and Murray Kramer) who then sold it to Brian O'Neill for his collection. It subsequently went to NJ Transit when the O'Neill collection was liquidated. An article in NJ Transport Heritage, Vol. 5, No. 1, Feb. 1996 featured this bus. Because of its rarity, Beaver #50 was selected to be restored under the TEA-21 Enhancement grant program. It entered the paint booth at BBW in South Amboy, the week of July 9, 2006 and its restoration was completed by early fall of 2006. Its delivery was delayed because of the lack of replacement sash components destroyed by vandals much earlier. Missing sash components were designed and fabricated by industrious BBW staff from coach windows from a donor ACF Brill coach body found in mid Pennsylvania by Wilkins and Phraner.

Beaver #50 is the one-door suburban version with large sash with sliding subsash popular with ACF and some other post-war bus builders. As its model number implies, #50 is a 35-seat bus, 30'3" length, 95" width and 195" wheelbase. In contrast to old look aluminum/steel composite GMC, the #50 is all-aluminum construction! It has an International "Red Diamond" model RD-450 (450 c.i.) gasoline engine mounted longitudinally in the rear, as many small manufacturers installed these in their post-war "pusher" buses. This was the largest engine available to Beaver buyers. Transmission was a 3-speed manual with a rear axle ratio of 5.28 meaning that it could climb hills and accelerate easily, but not travel at sustained highway speeds. Beavers were modestly popular among New Jersey independent bus owners and their associations including Bergen Ave IBOA, Crosstown, South Blvd. IBOA, Lafayette and Greenville IBOA, Starr Transit (Princeton), TA Gearty (Verona), Fairlawn Transportation and others. For a time, a single ex-Bergen Ave. IBOA Beaver operated the famed Ocean Grove Sunday Loop bus, the only vehicle to move on the Sabbath in that formerly strict blue law town. At least 35 Beavers were known to be registered in New Jersey during the peak of their use. Beaver Manufacturing Co. did not survive the 1950 decade. Even Beaver's single manufacturing plant near Pittsburgh was flood inundated and few traces of it exist. Motor Coach Age Magazine (March 1977) features the story of Beaver Metropolitan Coaches, Inc., a unique little bus manufacturer formed from a struggling small town streetcar system in Beaver Falls, PA. This spunky trolley operator decided to build its own buses to replace its obsolete streetcars and grew the business into a viable bus builder. Beaver's production almost reached 1,000 units. #50 is adopted by Friends member, veteran Public Service and retired NJ Transit executive Roger Gengaro.

#### **Public Service Coordinated Transport #G572, 1953 GMC TDM-4512, serial # 061**

#G572 was Friends' third bus acquisition. After retirement from PSCT, it was auctioned/sold to a private party. It came to our collection through a donation by the Washam and Dolan families on April 26, 1999 after eight years of static storage outside. It had been professionally converted to an RV configuration by owner the late John Washam, complete with shower, bed, stove and refrigerator. During the conversion process, the original PSCT 1960s paint scheme was retained. During restoration we found faded photo of #G572 posed at one of the western US National Parks. The original family owners confirmed that it had indeed gone across country on a fishing vacation. On the same day as taking title, #G572 was towed from Drakestown (near Budd Lake) to Friends' interim storage location at Boonton, where it was cosmetically restored by director, Dave Phraner, expending about 200 hours. Director Jason Wechsler provided mechanical assistance. One of the Friends' director's meetings was held in the bus, the only such meeting ever held in a bus. Later it was trailered to Lakewood to await full restoration. It was subsequently restored to its original deluxe transit interior arrangement with appropriate seats and interior fittings removed from ex-Public Service #L714, a TDM-5106 located in a salvage yard. The Kober family, owners of the yard kindly donated these important parts. #G572 was included in the TEA-21 Enhancement award for bus restoration. Restoration as completed in December of 2006 and the bus was delivered under its own power to Lakewood from BBW on Friday December 15, 2006. It was restored to its second generation blue and white PSCT paint scheme as the collection already had two similar models buses (#J411 and #E313) in the as-delivered Public Service gray, blue with red wheels. It is the first vehicle to introduce our bus adoption program (by member and professional driver Joe Mahawash) and is a popular attraction in the many venues where it is exhibited.

This GMC model is typical of the New Jersey semi-suburban or "deluxe transit" type bus. We had sought this or similar models on Friends' previous vintage bus search list. This 35' bus features a manual 4-speed non-synchromesh "v" drive transmission, a single door with transit forward and more deluxe forward facing seating in the rear. While most common in the Southern Division operating out of the Newton Ave. Garage in Camden. G-572 spent much of its life assigned to the Elizabeth Garage on the #62 Perth Amboy - Newark or the #134 New Brunswick - Newark routes. As delivered, #G572 wore the post-war gray and off white with dark blue belt rail stripe and red wheel paint scheme. Interior was dark green below the windows with cream homosote as the headliner. In January 1965, G572 was repainted to the blue and white stripe, second generation PSCT paint scheme that was supposed to match the

"silver side" feature of later series old look and new look (fishbowl) buses. In 1970, G572 was assigned to the inactive reserve fleet. By October 1973, at age 20, it had been removed from the official PSCT roster and sold.

Public Service's #G500 series bridged two near-identical GMC models. The lower number #G500-#G517 were TDM-4509, while the later 1953 delivered #G518-#G561 were model TDM-4512. These latter buses were serial #001-044, reflecting Public Service influence in getting the first of unique new series models. #G572 therefore was in the first order of this model. Still later in 1953, #G562-#G585, including our #G572, were delivered to Newark from Pontiac MI. These last vehicles in the series came with lower density (43 rather than 45 seats) and deluxe upholstery. The principal difference in these outwardly identical appearing two GMC models was that the later 4512s had air suspension while the 4509s were spring suspension equipped. Public Service purchased 82% or 208 of the total GMC production of 252 buses in the TDM-4512 series. After 1956 model year, PSCT preferred the 40' 51- passenger semi-suburban model typified by our ex-PS #K702 (TDM-5106, since deaccessioned). In 2010, G572 was loaned to The Museum of Bus Transportation for inside exhibit at Hershey PA for a period of six months. It is on exhibit there as of this (7/10) writing.

**Public Service Coordinated Transport #J411**, 1955 GMC TDH-4512 serial #1156, **#K339**, 1956 GMC TDH-4512 serial #1440:

These two buses are nearly identical, built only a year apart. They are 35' two-door transits with 2-speed automatic transmissions and a mixture of longitudinal and transverse seating. They feature air ride suspension, introduced three years prior. Our #G572 was one of the first New Jersey buses with air ride. G572 shares the same transit body shell as #K339 and #J411, but otherwise differs with its single door, deluxe seating, and manual transmission. #K339's high serial number indicates that this was a very common and popular bus across the US. TDH-4512s are one of the most popular US bus models of all time and the most prevalent GMC 35' "old look" design with over 3,250 units produced between 1953 and 1958.

#K339 was delivered 4/14/56, then assigned to Hilton, Elizabeth, Greenville, Montgomery, Union City, Montgomery, and retired to Newark shops 10/31/72 after 26 years. It was stored at New Brunswick Annex 12/20/84 and joined the collection at Newark (CBS) on 9/9/86. It was successively transferred to Maple Shade then Mercer before being towed in very bad condition to Lakewood where it has languished since. #K339 is used as parts supply for #J411, #K702 and #G572. It was the only bus in the second generation green and crème striped transit PS paint scheme. As a duplicate of the restored #J411 and in exceedingly poor condition, it was deaccessioned in January 2010 and removed by NJ Transit for auction to make room at Lakewood for additions to the collection.

We are unclear on the details of early service history of #J411. It is listed as being assigned to Public Service's Passaic Garage in April 1956. It probably spent most of its service life there. Passaic Garage was closed in Aug/Sept 1972 and #J411 was stored at Greenwood Garage (Montclair) by September '72. It was retired and dropped from the active list of PS equipment by February 1974 along with 35 other J300-J400 series TDH 4512s.

Both #J411 and #K339 were delivered from GM in Public Service gray, crème/grey roof with dark blue stripe and red wheels. Some time in the early 1960s #J411 was repainted into the medium green and crème two-stripe transit bus paint scheme. We do know that #J411 was officially retired from the Public Service roster in 1973 and sold to Hausman Bus Sales in January 25, 1974. Hausman sold the bus to Hudson Bus Lines of Medford MA shortly thereafter. Hudson repainted the bus in their maroon and crème paint, but they retained the two-stripe Public Service paint layout, changing only the PS medium green to Hudson maroon. In 1984, #J411 was sold to Chet Furmanek/Central Jersey Bus. Furmanek repainted (third time) the bus back to its original, as-delivered PSCT post-war gray and cream paint #J411 was donated to the Heritage Center by Furmanek in late 2002. Member and since deceased, Bob Wasche drove #J411 under its own power and loaded with Furmanek-donated spare parts from the Onka Bus Service yard at East Millstone to Lakewood on October 26, 2002. About two years later, member Bob Devine detailed #J411 which improved its appearance. #J411 history is an excellent example of how a private collector or bus operator like Furmanek and Wasche has the foresight to preserve vintage buses until institutions such as the Heritage Center, when it is sited in its permanent home, can assume institutional responsibility for restoring and displaying these vehicles to the public.

**North Boulevard Bus Owners Assoc. Inc./Northend Bus Co. #B129**, 1955 Mack C-47DT, serial # 1159

Mack is an essential part of our collection, because, after GMC, Mack was among the most popular and representative bus manufacturers on the streets of NJ. Mack is also representative of NJ bus industry because it manufactured bus and truck components in its Plainfield, NJ and New Brunswick NJ plants. Currently, #B129 is painted unauthentically in 1960 vintage NY City Transit Authority colors as #6286 for its role in movies. Its owner following a movie shoot abandoned it. #B-129 ultimately came into the Brian O'Neill collection. #B129 has 45/47 seats in a transit configuration over its 35' length. North Blvd. IBOA (independent bus owners association, a common

descriptive term once used by the PUC motor carrier division and NJDOT, but an unofficial designation) was one successful association of a variety of organization types formed cooperatively by former jitney operators sharing a franchise route. Common in New Jersey, but rare elsewhere, these associations have a present-day existence as lightly regulated van operators skimming passengers on major NJ's bus routes. The specific owner holding certificate B129 was Northend Bus Company. Each bus in the association was assigned a number based on its PUC certificate number, probably carried over from late jitney days. When a new bus was purchased, it inherited the fleet (and certificate) number of its predecessor. B-129 was therefore used on several generations of buses on the North Hudson County Boulevard. The Mack C-45/47DT's "old look" competitor was GMC's TDH-4509, like our ex-PS #E313 or TDH-4512 #J411. Even post-war Mack buses are increasingly rare. B129 is one of the buses extensively vandalized, but its outward body appearance is acceptable and complete, though missing most windows.

**Inter City Transportation Company (Richmond Group) #743, 1956 GMC TDM-4515, serial # 230**

#743 is basically the 35' version of the 40' #M720 described below. It represents a very common 35'x95" "old look" suburban bus that evolved from transit bus design and was very popular with privately owned independent bus owner/operators, especially in New Jersey. #743 was delivered in Inter City's attractive orange and medium brown paint scheme with stainless steel trim strip along the lower sash and across the front dash. Inter City operated several subsidiary operating companies including Lake Region Transportation, Northeast Coach and Mountain (Catskills) Coaches and later Warwick Greenwood Lake Stages. All except the latter shared Inter City family's brown and orange exterior colors. It is not clear at this point to which, if any of these affiliates #743 was assigned. Garages were located at Maywood and Paterson and 743 likely was assigned to both during its life with the Richmond family bus holdings. A full suburban model, the GM model TDM-4515 features one-door and a 4-speed manual transmission. Seats are fixed but high back and all forward facing. Individual reading lights and interior luggage racks provided increased amenity. Unlike the last two of four orders for GM 4515s by the Richmond Family group, #743 and sisters in the first two orders were not retrofitted with Trane air conditioning. To replace sash and glazing and other panels on vandalized #743, Friends dismantled another Inter City TDM-4515, serial 302 (fleet #749) of the 1957 order retrofitted with AC. This latter coach was offered for parts through the generosity of the Schneider Family of Sargeantsville NJ.

Some DeCamp and Red & Tan old look suburban types had automatic transmissions but of a total production run of 452 buses, only 40 model 4515s were automatics. Other features included, limited under floor storage, and large side windows. #743 was powered by a DD 6-71 and was the first suburban featuring air ride rather than steel spring suspension. Nearly all suburban bus operators in NJ owned these reliable buses. PS had two orders of these TDM-4515s before standardizing on the 40' model. #743 was purchased new by Inter City Transportation Co., a Richmond family - owned operation in Passaic, Bergen, Sussex, Rockland, Orange and the Catskill, NY Counties. This bus along with sister 4515s were taken over from the Inter City group by Maplewood Equipment Co. (MEC) as successor to the Inter City, Orange and Black family-owned (Richmond, and Engelhardt) bus operations. It was then leased to Passaic Athenia Bus Company as their MEC #8394 and repainted in the light and dark green paint scheme. MEC and Transport of New Jersey combined to become NJ Transit Bus Operations, Inc. This coach was one of the collection that suffered the vandalism at Maple Shade and Trenton/Mercer Garage dead storage locations, but the interior is intact. The 6/71 engine needs replacement. Ex-Inter City #743 and ex-PSCT #F599 are almost identical models in appearance, differing mainly in suspension types, the former being air and the latter spring.

**Public Service Coordinated Transport #L627, ("NJT-1"), 1957 PD-4104 serial # 2281**

This PD-4104's high production serial number indicates the strong operator appeal of this coach model. GMC built 5,065 PD-4104s through the last production year of 1960 for this very popular model 35' (34'9") intercity coach. #L627 was part of a 1957 order for 49 coaches. PS ordered fifteen PD-4104s (#G600-#G619) in 1953, the first year of its production. PS purchased 4 more (#J639-#J641), but this time PS in a rare move, bought *used* 4104s in 1963 from Safeway Trails (former #S594-#S596), coming to PS when Safeway gave up its NYC to Ft. Dix route. A final order for 49 (#L600-#L648) of which #L627 was a part came in 1957. Like later GMC model 41-seat series parlor coaches, PS specified rear emergency doors, which we believe usually distinguish this model as a New Jersey bus. The PD-4104 was the first model ordered by PS of long-distance coaches equipped with factory installed air conditioning. So intent was Public Service on post-war reequipping its transit bus fleet and substituting the last streetcars with buses, that between 1947 and 1954, the company purchased no parlor-type coaches. PS did not purchase parlor types for almost ten years. It ignored two intervening GMC parlor-type models between their 1948 #B600-B614 series PD4101 order and their 1957 #G600-G614 series PDA-4104 purchases. Independent operators in New Jersey, especially those at the shore purchased these intermediate models such as our collection's Asbury Park-NY Transit #125, a 1952 GMC PD-4103.

All the buses and coaches described in our collection were originally equipped with pivoting "crowd gates," another unique NJ feature required by the NJ State Public Utilities Commission, Motor Carrier Bureau (PUC), then responsible for regulating the bus industry in NJ. The crowd gate is a stainless steel tube bent in the shape of a "D" to the right rear of the driver. The crowd gate was pneumatically interlocked with the front doors, closing and preventing passengers from intruding forward of the white line on the floor of each NJ-registered bus. #L627 was restored minus the crowd gate as a VIP coach using parts from a sister (#L619) PD-4104 (the shell of which was subsequently sold for scrap). Greyhound owned hundreds of PD-4104s as did independent bus operators. The PD-4104 was the first GMC new model motor coach extensively shared between Greyhound and independent coach operators, like PSCT. The famous Scenicruiser introduced in 1954 was a deck and a half, 40' version of this PD-4104 35' coach. The PD-4501, as Scenicruisers were designated, was exclusively a Greyhound GMC design until they were sold on the second-hand bus market.

#L627 represents one of the most popular motor coach designs ever built in North America. It's robust and reliable design is reflected in #L627's active service life for PS spanning 23 years (1957-1980) and the fact that PS bought used 4104s. #L627 was kept in the ready reserve fleet for another six additional years to 1986, even though its license had last been renewed in 1980! During its service life, #L627 was reassigned twenty times to nine PS bus facilities including Berlin, Newton Ave, Union City, New Brunswick, Perth Amboy, Elizabeth, Maple Shade and Ferry St. It's restoration and conversion into a VIP coach by NJ Transit forces was completed and it was issued license plate "NJT-1" in November of 1990. It now carries that fleet number. Conversion consisted of a unique hybrid paint scheme commemorating PSCT, TNJ and NJT. It has been reequipped with Alcoa aluminum disk wheels and deluxe amenity interior. #L627 participated in numerous Hoboken Festivals, Bus "Roadeos" and other popular events in New Jersey and is maintained and garaged at Ironbound Garage and shops. Its current paint scheme while attractive, is not historically authentic, but represents a blend of PSCT, TNJ and NJT paint scheme features.

#### **Public Service Coordinated Transport #M720, 1958 TDM-5108 serial # 296**

If #P700 was the first of the 40' "new look" suburban types then #M720's significance was its status among the last of the 40' (39'9") "old look" suburban type buses whose design had originated in 1940! PS rostered two basic versions of this coach, 'with' and 'without' factory installed Trane air conditioning. Both of variants in the 'M' and 'N' series featured a Detroit Diesel (DD) series 6-71 (6-cylinder straight block with 71 cubic inches per cylinder), 4-speed manual, non-synchromesh transmission, 51 non-reclining seats on interior platforms and some under floor luggage space. As originally equipped, the first order (#M700-#M767, serials 276-305,261-275, 306-328) like #M720 had no factory-installed air conditioning. Forty more TDM 5108s ordered by PS in 1958 arrived from GMC with integral air conditioning compressors and evaporator units installed in a nacelle above the squared rear window. The a/c unit in this later order was powered directly from the engine resulting in lethargic performance. Another TDM-5108 of the latter type with integral air, is preserved by an east coast private collector (#M780). On June 4, 1963, records indicate that PS retrofitted #M720 with separate air conditioning units powered by an auxiliary small engine (Perkins diesel) mounted below the floor. Her 67 sisters in the first order followed with this retrofit. This was a more reliable arrangement than the integrated a/c as long as the small auxiliary engine was kept fueled. The driver could start and shut down the auxiliary from his seat. Silversides (fluted aluminum siding) along with the new blue and white stripe paint scheme had been applied to #M720 on October 29, 1961 at Ferry Street Shops in Newark. Because of the stainless fluted sides and the air conditioning grills altered the outward as-delivered appearance of this coach, it was decided when restoring it, that the original gray, crème and dark blue paint would be an inappropriate match. Three additional former PSCT 1958 TDM 5108s are preserved in collections; #M705 and #M780 by Art Smith and #M704 at Double A Buses in Connecticut. We believe that the TDM-5108 is the most preserved of the ex-PSCT "old look" models. Several others in poor condition are located in a salvage Yard at Nook PA. Even though these were suburban buses adapted from transit models, the "S" designation had not yet been adopted by GMC till "New Look" arrived, hence #M720 and sisters are TDM-5108.

#M720 was delivered to PSCT in the original PS gray, crème, dark blue stripes and red wheels from the Pontiac, MI GM plant on April 12, 1958. It was first assigned to Hackensack Garage on April 18<sup>th</sup>, thence assigned to the now closed Bergenfield Garage and back and forth between Hackensack and Bergenfield. On April 18 of 1961, #M720 was moved south to Barrington Garage (4/18/61), then Newton Ave. (Camden) (2/16/63), then Turnerville (2/6/76). It was then classified 'stored serviceable' at Turnerville Garage on Dec. 3, 1976, then stored at Maple Shade Garage (12/23/76). Following it's retirement from Public Service, #M720 was sold to broker Wilson Bus Sales of Templeton, MA on 7/17/77. This broker then sold the #M720 to Holyoke Street Ry. who renumbered it #230. It was subsequently

sold to a collector who later traded the #M720 for former PSCT #Y710 (1967 GMC SDM-5302-1029) who sold the #Y710 to another private collector and former PSCT official (and FNJTHC member) who sold it out of state. Now part of our collection, #M720 was moved to NJ Transit's Ferry Street Shops (Newark) on December 12, 1989. It subsequently was moved to the closed Maple Shade and Mercer Garages where it was extensively vandalized. Finally moved to Lakewood Garage as part of the official NJ Transportation Heritage Center collection, #M720 was selected for restoration under the first (and only as of this writing) TEA-21 grant. This restoration was started late in 2005 using parts from a sister bus, ex-PSCT #M763 TDM-5108-323 obtained from a salvage yard in central Pennsylvania. #M720 coach restoration was underway during the summer of 2006 under the TEA-21 grant obtained by NJTHC. Delivery from the contractor (BBW) was made under its own power in mid-2007. It has been exhibited in NJ and Pennsylvania by Friends of the NJ Transportation Heritage Center, Lakewood Vintage and Classic Bus Division.

**Public Service Coordinated Transport #P700, 1960 SDM-5301 serial # 001**

Arguably, the most significant bus in our collection, this vehicle is sought after by other museums and private collectors. #P700 is the first production "new look," 40' suburban fishbowl ever built! It is first in a generation, first in a series and first of a major redesign that typically lasted 20 years or more. As the first production model, #P700 was subject to retrofits and service bulletin fixes to remedy structural weaknesses in early production models. Its engine compartment rear panel and some other appliances are not original.

As currently restored, #P700 resembles its as-delivered appearance. The first orders (1960-1964) of new look fishbowls for Public Service sported a new look paint scheme. Suburban buses were painted a metallic light blue, while the transit buses were painted a metallic light green. These light metallic colors proved to be unsuitable. Public Service repainted the fleet in a darker non-metallic blue for suburban and darker green for transit buses. Contrast the darker blue of #Z546 and the earlier metallic blue of #P700 in our collection.

Unlike later suburban models in the Public Service "X" and later series having V8s, this bus has a 6V-71 (426 c.i.) and 4-speed manual transmission. Its air-conditioning unit (Trane) compressor works directly off the engine, reducing power on hills on hot days. This bus series has a distinguishing hump or nacelle above the rear window for the air conditioning evaporator. We are aware of only one operator (Gelhaus) in NJ who initially ordered this and subsequent suburban models *without* air conditioning.

PS specified 49 rather than 53 seats, as did many Jersey bus operators. These buses were used on short-haul charters and featured reclining seats, individual reading lights, luggage racks and under floor luggage compartments. This was considered a highly successful model, but in its early PS versions, it and the "P" through "W" series were considered under-powered and were not particularly well-liked by the drivers. PS received 120 of these buses in their first order (P700-P819) but were unable to get 120 consecutive units directly off the production line (PSCT "P" series serial numbers are 001-100, 200-219). Overall, PS purchased 240 SDM-5301s or 41% of GMC's total production of 589 units of this model! Public Service was to purchase over 560 suburban "new look" buses. Over a thousand operated in NJ if you combine the private operators' buses with the PS fleets. Two identical SDM-5301, but painted Red and Tan Lines (including serial #166) are preserved in private collections. In a refined version called "The Classic," the "new look" bus was still produced in Canada into the 1990s, nearly 40 years after its introduction. Our ex-Lafayette and Greenville Bus Co. T8H-5307A (#204) represents the very last production runs (by then built in Canada) of the fabled "fishbowl" series from GM. Most recently, our newest acquisition (as of 2009) is ex-PSCT #720B, the very last GMC suburban fishbowl order by Public Service.

As with all new PSCT vehicles, #P700 was delivered to Newark Shops (4-28-60). It was first assigned to Hackensack Garage of 5/2/60). Next successive assignments were Oradell (6/15/62, 16<sup>th</sup> Ave (Newark)(6/21/68), back to Oradell (9/3/68), Hilton (Maplewood)(1/10/73), Newark Shops (9/16/76), New Brunswick Annex (12/20/84), and CBS/Newark (9/9/86) where it was set aside for preservation. Note that almost a decade passed with the coach being in reserve status since between '76 and '86, the #P700 was assigned to central shops or an inactive garage (New Brunswick). Its last year under license was 1976. Like the other early coaches in the collection, #P700 was stored and vandalized at Maple Shade, and Mercer Garages before being assigned to Lakewood. #P700 was restored by Bus Body Works Inc., as part of a successful TEA-21 grant application by FNJTHC. It was delivered back to Lakewood in 2005. #P700 has been exhibited at the Museum of Bus Transportation's annual vintage bus show at Hershey, PA and at other venues in New Jersey where it attracts much attention and compliments. Thanks go to our Lakewood Crew of volunteers that keep #P700 and the 20-plus other coaches there in good operating and display condition.

**Public Service Coordinated Transport #W608, 1965, PD-4106. serial #3129**

By the mid-1960s, the 35' intercity or "parlor" coach was becoming obsolete and being replaced with the 40' coach. #W608 was one of PS' last 35' single deck parlor types and was part of an order of five coaches (#W605-#W609, serials 3126-3120) with 38 seats and a lavatory. It is the only coach in the collection to be so equipped, which

adds to its uniqueness. PS also ordered five other 4106s in 1965 (without lavatory) and the usual 41 seats for this model. This was the last of production *single-deck* 35' coaches ordered by PS. One additional small order of 35' coaches followed for five GMC PD-4107 (#Y600-#Y604) with "deck-and-a-half" configuration in 1967. Intercity/Maplewood Equipment Co. (MEC) also had a few 4106s and 07s. The W600s were also the last PS coach to feature drumhead type signs on the rear engine cover panel. These 35' coaches were considered high performance with Detroit Diesel (DD) 8V-71 engines, usually designated for 40' buses and coaches. DD nomenclature is easy to comprehend; "8" for number of cylinders, "V" for V configuration of the cylinders in the engine block, and "71" for the cubic inch displacement per each cylinder. Transmission was a 4-speed manual w/o synchromesh and with a solenoid reverse. Interior upholstery was originally green and brown. This coach was delivered in the new medium blue and white adopted as a standard by PSCT in the middle 1960s. Later, red highlights were added to this attractive paint scheme under TNJ management. Ultimately, it was painted NJT white with three diagonal stripes.

Always a Southern Division coach, #W608 was delivered to Ferry St. (Newark Shops) on May 11, 1965 and immediately assigned to Berlin Garage three days later after preparation and testing. This preparation procedure included installation of NCR cash registers and Public Service logo and wings on the front dash. This was one of the first coach orders to be delivered without NJPUC-mandated crowd gates. These gates, unique to NJ, are found on several buses in our collection. They were devices interlocked with the door prohibiting passengers from straying forward of the white line on the floor to the right of the driver's seat. Crowd gates in discriminately enforced the driver's constant admonition to "step back in the bus please." They are described above (#L627).

#W608 was then reassigned to Newton Ave. (1/21/66), back to Berlin (9-30-71), Newton Ave. (2/18/72), Riverside (10/10/72), Maple Shade (4/30/83), Newton Ave (12/14/83), Atlantic City (3/12/85). A year and a half later on Sept. 8, 1986, #W603 was retired from active service and placed in the ready reserve fleet at Sewaren Generating Station of PSE&G. It was then officially retired and taken to Newark CBS shops on the second day of January 1987. At some early point in its life, it was used in a publicity photo that appeared on the cover of Public Service's Allentown-Newark-New York bus route timetable. It was moved successively with the rest of the collection to Maple Shade, then Mercer Garages, and finally after damaged sustained at the two previous locations, safeguarded for preservation at Lakewood. It requires a rebuilt transmission and some exterior cosmetic work has begun by Lakewood volunteer forces. It is a priority coach in the restoration program and a "parts 4106" had been secured for stripping to replace vandalized and missing parts from #W608.

#### **Public Service Coordinated Transport #Z603, 1968 GMC PD-4903, serial # 078**

The fourth coach in the first of three orders by PS for this model parlor coach. Z600s were the first 40' parlor coach series owned by the company. #Z603 was among a 10-bus order (#Z600-#Z609, serials 075-084). All subsequent orders, including an additional ten 4903s, ordered by PS in 1968 specified 46 seats with lavatories while this initial order was for 49 seats without lavatory. Air conditioning was by Trane and the engine was a Detroit 8V-71 (567.4 c.i.). It was delivered with split rim wheels, size 20x8 (11.00x20 tires). Later, one-piece tubeless tires and wheels were substituted. Transmission was a 4-speed manual, with a solenoid reverse, but without synchromesh. The distinguishing feature of this coach is near full-length deck-an-a-half seating platform in the coach. Vertical clearance was 11' from the surface of the roadway to the topmost part of the roof. This gave a commanding view for passengers and allowed for profitable longer distance charter work requiring large under floor baggage. As a publicly-owned and Federally supported carrier, NJ Transit and other transit carriers were later prohibited by the Federal Transit Administration from competing with private operators in the lucrative charter trade, the business for which this coach was designed.

Z600s were also the first PS coaches using an optional retractable tag or third axle required in some states at the time for 40' coaches. This wheel set was concealed behind stainless steel access doors on both rear sides of the coach. In two-axle coaches of this model, the last hatch door accessed additional under floor baggage space. #Z603 was delivered in the post 1963 blue and white paint scheme.

Z603 and the other buses purchased by PS came equipped originally with two-piece tube-type rims/wheels. These were eventually considered hazardous to maintain by the bus industry and they were replaced in the 1970s with tubeless-type, one-piece steel wheels. Later buses and coaches of the late 1980s came equipped with, or were converted to one-piece aluminum Alcoa disk wheels. Our collection has each type of wheel mounted on selected buses. Spares of the tube type wheels are kept in storage to restore some of the late 20<sup>th</sup> century coaches back to their as-delivered appearance (in static display). This PD4903/4905 series "deck" coach was the last intercity parlor coach that GMC was to produce before exiting the business. It represents the very last order (the near identical PD-4905 600C-609C was last production (1971) order) for any bus or coach that PS was to buy before it transitioned to Transport of NJ and eventually, state ownership.

#Z603 was delivered to Newark Shops (on Ferry St.) on May 11, 1968. It was put in service on May 16, 1968 at Union City Garage. On October 10, 1978, it was transferred to Elizabeth Garage. In 1982 #Z603 was reassigned to south Jersey where it spend its remaining service years as follows; Maple Shade 7/2/82, Newton Ave (Camden) 12/1/82, Atlantic City 3/12/85. It was retired in 1987 and assigned to Newark CBS on 8/17/87. There it was set aside to be part of the historic collection. It was moved from CBS to Maple Shade and then to Mercer Garage in Trenton. At both later abandoned garages, #Z603 was heavily vandalized. It was finally towed to Lakewood for preservation. #Z603 was restored in 2005 by Bus Body Works, Inc. as a part of the TEA-21 Enhancement grant program. An Onka Bus Co. PD-4107 was acquired to provide parts to restore #Z603. #Z603 has been exhibited extensively.

**Public Service Coordinated Transport #Z546**, 1968 GMC T6M-5306N, serial # 047

This "new look" or fishbowl transit bus was Friends' second bus acquisition. Three Friends' directors (Miller, Phraner and Wilkins) purchased and donated it to the collection in operating condition. It came from Chet Furmanek, charter bus operator (Central Jersey Bus) and collector of vintage buses. Furmanek advertised the sale of eight buses in the collection including the famous "Peaches" bus featured in the Tom Hanks movie "A (women's baseball) League of Their Own." #Z546 was among them. We would have liked to purchase others including an ex-Somerset TDM-5108 and an ex-Red & Tan SDM-5301 in fine condition. All were subsequently sold. "Peaches" was sold overseas.

#Z546 is significant as it represents the new look semi suburban so typical of New Jersey, but rare elsewhere. Its rarity and New Jersey uniqueness is demonstrated in that it is the forty-seventh of only fifty model T6M5306N semi-suburban transit buses ever produced. All of this model were ordered by Public Service. It features a Detroit Diesel 2-stroke 6V-71 engine mated with a 4-speed non-synchromesh V-drive transmission. The bus was delivered without factory air conditioning. The next series of this type bus (the PSCT #500A series) came with factory integral air. Our #Z546 and the later PSCT 300A series buses were retrofitted with an under-floor mounted air conditioning unit powered by an independent 4-cylinder diesel. Ductwork was installed along the left interior headliner of the bus. The first cross seat on the right side of the bus was rendered nearly unusable by a steel box structure intruding above the floor of the bus to house the a/c engine and compressor below. The retrofit was successful and the little diesel unit turns over with its electric start. While #Z546 spent its service life assigned to the Newton Ave. and Maple Shade (the latter now demolished) Garages, it is now equipped with a Bergen County front sign curtain and a post-PATCO Camden side sign curtain. As delivered the #Z546 was painted PSCT's typical medium blue and off white roof and stainless steel fluted side panels. Later it was painted in TNJ dark blue and white and finally all-white with the NJ Transit diagonal three-color band. #Z546 was towed to Lakewood for storage, but it was operable and complete, even including its NCR fare register and sign curtains. It subsequently was selected to be the first bus to be restored in the seven-bus TEA-21 grant program obtained by FNJTHC. Bus Body Works (BBW) of S. Amboy completed restoration of this coach and it was returned to Lakewood in fully restored condition in 2005. #Z546 is the second bus to be adopted by member(s) in the Friends collection and the first to be adopted by a group of members, Messrs O'Kane, Skelton and Mahawash, with the latter member being the lead "parent."

**NJDOT/TNJ/Trackless Transit/Community/HAML #7375**, 1976 Flxible 45102-6-1, serial #61551

Part of the New Jersey State's historic first purchase of transit buses, #7375 was part of the historic 1976 Flxible "new look" order. Flxible transit and suburban buses in the NJDOT order were delivered in 30' 35' and 40' lengths in both one and two door configurations. The order is significant because it signaled the first acknowledgment by the State for any responsibility to fund the state's bus capital needs program for Transport of New Jersey and the other private bus operators. This is the sole surviving representative of this large order preserved in our collection.

This is a two-door version with standee windows and is in all other respects, a transit type bus. It is a 45-passenger, 35'-long by 102" -wide bus equipped with a Detroit Diesel 6V71 series and 3-speed automatic transmission. Many of these buses were leased to private operators. #7375 was leased initially to Trackless Transit and was operated on their number 94 and 96 routes between Linden and Bloomfield. In 1983, it was transferred to Community Bus and finally on July 14, 1989, to HAML Corp., a subsidiary of Suburban Transit Corp. operating the Rutgers Campus bus Service under contract. The collection has few 35' buses and now only one Flxible 'new look' type bus. It was withdrawn from the auction list and was temporarily stored at Ferry St. (Newark) Shops, pending acceptance into the collection. In the Spring of 2003, it was delivered to Lakewood filled with spare parts for Flxible ADBs. It is possibly the last survivor of the 35' buses in the historic NJDOT order of 1976.

**NJ Transit #1128**, 1981 Grumman Flxible 870-40102-6T serial #93957

While this and other ADB-generation buses numbering over 1,000 vehicles in the New Jersey Flxible 870 and Flxible Metro family appear to be very similar, there are subtle differences. The differences are in the design and history of each bus and those distinctions that differentiate the four buses of this ADB series in our collection. #1128

was among the first of the NJ Transit order of ADB-generation buses purchased by the Port Authority of New York and NJ (PANYNJ) on behalf of both New York and New Jersey. The PA purchased and leased over 2,000 buses of various types to New York City and New Jersey bus operators during 1980-1982. NJ Transit and NYCTA/MABSTOA (New York City Transit Authority and Manhattan & Bronx Surface Transit Operating Authority) obtained the most

In an innovative financial arrangement, the equity in the PANYNJ's buses' value was used as a 20% match for Federal Transit grants (including those for purchasing rail equipment)! As delivered, all the Port Authority-owned and leased buses had "PA" prefixes added to their fleet numbers. After the expiration of the PA "lease", NJ Transit took direct title to the buses and the PA prefix was dropped from fleet number. The "class" bus #PA1000 was too heavily stripped and damaged at the time of its retirement to recover it for the collection. #1009 (former #PA1009) is the ninth of the series and was also originally set aside for preservation, but it and several other 870 set asides were found to be deficient or missing parts. #1128 was finally selected for preservation because of its exceptional condition, low mileage, and late survival due to its unique non-revenue functions.

#1128 was among the first Grumman Flxible buses ordered new for New Jersey. The model 870's popularity resulted in many subsequent orders totaling hundreds of buses. It may have influenced NJ Transit to venture with Grumman Flxible on the purchase and retrofit of over 700 former NYCTA Grumman Flxible 870s with defective suspension trunions/A-frames, like sister bus #1596 below. It features 47 seats in a transit configuration and two doors. The ADB generation buses marked the transition from the Detroit 71 series engine to the 92 series. With larger displacement per cylinder and turbo charging, V6 cylinder engines in the 92 (for displacement per cylinder) series outperformed the older 71 series V-8 diesels.

During its entire revenue service, #1128 was assigned to Hilton (Maplewood) Garage. Before retirement, #1128 served in non revenue service equipped with odometers and other devices for calculating route mileages and times used in new bus route planning. In this function, it was still assigned to Hilton. As such its interior was modified with an instrumented work desk over the front left (interior) wheel well. Several pairs of conventional transit seats were replaced with deluxe reclining seats such as those found in the cruiser type parlor coaches creating an unusual and non-prototypical seating configuration. Having a lock and hasp on its front door, #1128 served as our secure property and crew welfare bus in the early development of the Lakewood Vintage and Classic Bus Division. As presently equipped, #1128 could serve as a off site office and reception center for Heritage Center activities, thought this and other uses remain to be determined.

**NJ Transit #1596/NYCTA #401**, 1980 Grumman Flxible 870-40102-6-1 serial #92057

Part of a massive and controversial transfer of over 500 buses from NYCTA to NJ Transit, #1596 was one of a 700 bus NYCTA/MABSTOA fleet. #1596 was within a special category of the former New York City fleet. The most common category of former initial order of "TA" and NJT Flxible 870 models is represented by our collection's ex-NJ Transit #1128 (NJT 1000-1100 series). The former New York City buses were typically high mileage city transit buses used rigorously on NYCTA, and MABSTOA urban bus routes. These buses were the first to exhibit cracks in their trunion frames. A change in management and policy at the NYCTA, resulted in these buses being removed entirely from service and substitute used buses deployed until replacement GMC RTS models were delivered to NYCTA. NJ Transit and the builder Grumman formed a partnership to retrofit the buses. As a result they were extensively rebuilt and re-equipped inside, leaving little trace of their original New York City heritage. Our ex-NJT #1596 however, was part of another NYCTA/MABSTOA similar but slightly different specification.

Originally numbered NYCTA #401, our #1596 was part of an order of 59 buses in the "TA" 393-452 fleet number series (serials 92049-92108). It was equipped with attractive deluxe two-toned blue seating and used on Staten Island express routes. As such #401 made as few as two round trips to Manhattan or Brooklyn each day. It was assigned to Staten Island's Castleton Depot. In rush hour express service, #401 had relatively low mileage and therefore exhibited less critical structural flaws than the earlier buses in intensive city street (i.e.: pothole) duty. A less comprehensive rebuild was required. It's interior therefore, was spared a major reconstruction. As a result we have a bus in the collection that appears as NJ Transit on the outside and as New York City Transit Authority express deluxe bus on the inside.

After repainting into NJT colors and renumbering number #401 as #1596, it was assigned to Atlantic City Garage in April 1987. There it was operated by NJT as part of the former Atlantic City Transportation Company bus route system. It was reassigned in January 1988 to Newton Ave. Garage in Camden and then back to Atlantic City in June 1989 and finally to Egg Harbor Garage. Before being retired, #1596's frequent NJT driver was Friends member Bob Wasche. Upon withdrawal from service and consignment to the auction lot, #1596 was destined for the salvage dealer. A friend of Bob's placed a bid for the bus and was awarded highest bid for Bob's favorite NJT bus. Bob obtained the bus, donated it to Friends and then paid to have the bus towed to the Lakewood interim vintage bus storage facility. #1596 runs very well, but needs to have some cosmetic work complete that was initiated by Bob Devine.

During the decommissioning in preparation for the bus auction at Caven Point, the NJT stripes and logos were carelessly painted over with yellow paint applied with a roller. The resulting exterior appearance is now very unattractive, but #1596 is complete, is in good condition inside, is mechanically sound and runs well. We are appreciative of the late Bob Wasche's donation.

**NJ Transit #6106**, 1982 MCI MC-9(A), serial # CP037503: (ex #PA6106)

This coach is the first representative of contemporary suburban coach travel and large scale adaptation of parlor buses for commuting purposes. Called "Jersey Cruisers" these coaches were purchased by NJDOT for NJ Transit using Port Authority of NY (PANYNJ) and NJ funds. As such it was assigned a PA prefix for the term of the lease with the PA. The latter organization actually held title to the buses for a specific period when the bus titles reverted to NJ Transit and the "PA" prefix on the fleet number was scraped off the exterior of the coaches. While under PA NYNJ ownership, any traffic violation summons resulting from the operation of these buses by NJT, were sent to the PA as the title holders. A PA employee was assigned the job of resolving the resolution of issues and payment of fines between the agencies. By ordering 700 of these coaches, NJT was able to specify special features that made these MCI coaches initially unique to New Jersey. The most apparent of these features was the placement of the destination sign centered above the front windshield. Prior to this time, production MC-9 roll signs (if equipped) were placed in the front right window. This NJT electronic destination sign position was higher, and more visible and was among the prominent features desired by NJ Transit to adapt this parlor type over the road bus for suburban transit use. This NJ feature became so popular that MCI offered it as an option to other customers. They also were equipped with 3-speed dual range automatic transmissions. The Jersey Cruisers were very popular with commuters, as the introduction of suburban type amenities on transit buses had been three decades earlier.

#6106 was first assigned to Lakewood Garage and is the only coach in our historic collection returning to its original revenue service garage, now hosting the State's historic bus and coach collection. It was transferred to Howell Garage when Lakewood was closed. #6106 spent its entire career in Route 9 (eg: Bus Route #139) service. Following retirement, it was driven to the old Ferry St. Shops in Newark for temporary storage. From there it was driven to Ironbound and finally driven by a member and former NJT executive Roger Gengaro to Lakewood where it now reposes. While in generally good condition, #6106 exhibits some chronic air suspension problems. #6106 has been adopted by member and NJT professional driver Antonio Merced.

**Lafayette & Greenville Bus Owners Association #204**, 1983 GMD T8H-5308A, serial #0366

Originally three buses were donated by L&G to the Heritage Center (#204, #205 and #206). These were the last vehicles acquired in the 20th Century for the Heritage Center. Two of the three were deaccessioned and sold to private collections when it became apparent that there would be not need to have a fleet of the same model buses for shuttle service within the Heritage Center central museum site that was not to be due to barriers overcoming its implementation. #204 remains in the collection. #204 is significant to the New Jersey collection and bus history for a number of reasons. 1.) It represents the very end of production for the "fishbowl" or "new look" generation of buses. 2.) Its presence in the collection enables us to contrast, interpret and display the very first suburban new look (PSCT #P700) and L&G #204, the last of the production transit vehicles for the new look generation of buses. 3.) This is the first donation to the Heritage Center from a contemporary independent bus owners association, in this case, Lafayette and Greenville Bus, Inc. (L&G). This ensures that least one independent bus owner association paint scheme and logo will be represented in the State's collection.

The first and last buses in the new look generation, spanning 23 years, contrast in design, representing the variety of options and refinements available in the new look series. These variations found in our state's collection (PSCT #P700 and L&G #204) include V-6 and V-8 engines, manual and automatic transmission, suburban and transit platforms, one and two doors, with and without standee windows, initial US GMC production and ending in Canadian independent production. Many less apparent refinements were made in the GMC new look design over the 23 years of its production run.

The three originally accessioned (actually four including a parts bus not removed from the L&G lot, except in pieces) was originally purchased as part of a large order by the State of Connecticut Transit (CTT). In the early 1980s, CTT was conservative in their bus specification. They ordered "new look" type buses fully three years after the newer generation Advanced Design Bus (ADB) was produced. After "new look" production was discontinued, Connecticut and several private operators continued to order a Canadian update of the new look called "The Classic." The term "Classic" was derived from the over 20 year old designs made over with new window treatments and some new body panels. Surprisingly, no Classics ever operated in New Jersey and therefore they do not appear on the Heritage Center search list. The Classic model was an alternative for the operators that were skeptical of the new ADB generation. Their skepticism was reinforced by the structural failure of the initial Flxible and GMC ADB production designs. Our

NJT Grumman Flxible #1596 sold to NJ Transit by New York City Transit typified this early design flaw that was subsequently remedied by Grumman/NJ Transit retrofits and alterations.

Connecticut distributed its 1983 fleet of 53 "fishbowls" among the state's transit operators and cities, in much the same way that NJ Transit leases new buses to New Jersey independent bus operators. Consistent with earlier Connecticut practice, the fishbowls were fleet numbered in the 8301-8333, 8351-8370 series (for 1983 year of delivery and manufacture). CTT disposed of the retired 8300 series buses by auction. Our three "fishbowl" buses are believed to have been purchased by bus broker and operator "Double A" Transit and then resold to Lafayette and Greenville Bus. The first bus in the CTT order #8301, our parts hulk, never ran for L&G.

All three (now one, #204) of these buses in the collection are equipped with a two-stroke, 8V-71 series Detroit Diesel mounted transversally at the rear of the vehicle. The drivetrain is an Allison V-730 3-speed automatic transmission. Air conditioning is integral gear driven (earlier models like the P-700 were belt driven) off the engine. The series is a two-door transit configuration, 40' long by 96" wide.

These are air-conditioned 53-passenger models in the eighth (and last) generation, hence "T8H-5308A nomenclature." Bus #206 (former #8310, serial number 0363) was repainted into L&G's attractive green and white paint scheme, but not registered, titled or used. It is equipped with deluxe tan vinyl high-back seats in a combination of cross and longitudinal configuration. #206 appears to have been last assigned to Northeast Transportation Company, a contract operator in Waterbury, CT. We found Northeast Transportation literature inside the bus. Our current bus #204 (former #8313, serial number 0366) is equipped similar to #206. New Britain Transportation re-equipped #205 with deluxe reclining high back cloth seats, a rarity in transit buses, especially in cross and longitudinal configuration. The current L&G paint schemes vary slightly between the three buses. All were repainted by L&G's maintenance force. Friends member, Sidney Keyles researched the origins of the buses. #205 and #206 are deaccessioned and transferred to other collections.

We are very appreciative of L&G generosity and specifically Mr. John T. Failla, L&G's former Chief Financial Officer and General Manager. All of the three buses ran well and #204 and #205 ran under their own power from L&G's Jersey City Garage to the Lakewood Division vintage bus interim storage facility. Lafayette and Greenville has ceased to be an independent operating entity, but its bus routes remain operated by another bus carrier.

Aside from historical significance, what are the functional possibilities of the L&G donation to the Heritage Center through "Friends?" Initially, our plan was to use this donation L&G to open the possibility of having a dedicated number of similar vintage buses that can be used for on-site tours, once a Heritage Center site is obtained and developed, or during the center's development process. These buses would have been used for guided tours of the site by Heritage Center visitors prior to the construction of a trolley line or on days when the trolley would be out of service, or on days when the volume of visitors does not justify opening the trolley operation. They also provide opportunity as dynamic exhibits of bus industry development and bus vehicle design evolution. As operating exhibits, any of these buses could also potentially participate in parades or be exhibited at special events, like the Hoboken Festival, representing the Heritage Center. In one future scenario, if one or more of the buses becomes disabled or damaged, one or two of the others could be used to keep one representative of the vintage fleet operating. In February 2002, bus #205 was de-accessioned in a transaction to obtain an operating 1952 GMC PD-4103 (see below). #206 was deaccessioned in 2006. #204 remains in the collection and was extensively detailed by member Bob Devine. Though adopted by member and professional driver Troy Beverett, #204 is proposed to be deaccessioned as recommended by the Lakewood crew to the BOD because of its limited NJ provenance and perceived duplication with recently acquired ex-ONE #B340, a similar vintage and model (see below).

#### **NJ Transit #5036, 1987 MCI MC-9(B), serial # HP041461**

As of 2010, #5036 is among the last Jersey Cruisers MC9B series to be retired. It differs from the preceding MCI cruiser order or MC9A series in a number of ways. Those most apparent are the large sign box above the front windshield. This gives the coach a bow wave or pompadour brow and is distinctively a New Jersey designed option. Only NJ Transit MC9s came equipped with this feature, but since this series has been retired and the coaches auctioned, they appear across the US as used coaches for churches and less affluent tour bus and charter operators. The MC9 As and Bs also differed in the application of air starts in the Bs. It should be mentioned parenthetically that the "A" and "B" designation was NJ Transit in origin. MCI never differentiated in its official model designations between these two coach orders. We use the discreet designations here and in the collection management to avoid confusion between the models. #5036 ran in North Jersey its entire service life initially at the Paterson Market St. Garage and finally was last assigned to the Wayne Garage. It was driven from North Jersey to Lakewood under its own power.

**Public Service C.T. #720B, 1970 GMC S8M-5303A serial # 262** (ex-TNJ, NJ Transit, Hudson Bus (Red and Tan), Classic Tours)

If #P700 is significant as the first order of GM “fishbowl” suburban coaches, then #720B is significant as the last order (though not the last bus in the order – that being #734B) of fishbowl suburban coaches ordered by Public Service in the last year that they ordered new suburban buses. Side by side, the first and last buses look very similar, but the refinements that went into the 720B reflect all of the two-decade experience in designing, operating and maintaining this very popular model coach. A major difference is in the 8V-71 engine in the newer bus vs. the 6V-71 in the #P700. The 6-cylinder engine turned out to be inadequate for hilly terrain and sustained highway speeds. At one point in the restoration of P700, we considered installing an 8-cylinder engine, but that idea was rejected because we wanted to come as close to P-700’s original as-delivered appearance and mechanical features.

#720B came to us on Saturday January 10, 2010 as result of the generosity of Friends member Mark Waterhouse, President and CEO of Classic Tours of Lakewood. Originally part of a 35-bus order for 40’ suburban coaches from GMC by Public Service Coordinated Transport and Transport of New Jersey, it was transferred to Hudson Bus (part of the Red & Tan Capitani family bus holdings), then returned to NJTtransit for retirement and disposal in the 1990s. It was then sold to Classic Tours where it has been in charter service until retired from that operation and held for preservation by the company owner. It is now located at Lakewood Garage

**NJ Transit #3778, 1994 Flxible Metro 40102-C8, serial # 104872**

This bus is similar to the other three Flxible Advance Design Buses (ADB) in the collection except that it is a one-door suburban model with a higher degree of amenity than that of the transit type Flxible 870 or Metro models. It represents a change in fleet mix policy at NJT. This model bus was applied to function on routes where the former deluxe transit or semi-suburban new look buses of the past had run successfully. They were also assigned to some of the suburban routes as substitutes for Cruiser/parlor types but like the semi-suburban adaptations of the Volvo articulated coaches, they were not accepted well by the public in that role in comparison to the high amenity, high floor parlor type coaches.

#### **THE FOLLOWING ARE BUSES ANTICIPATED FOR ACCESSIONING IN THE NEAR FUTURE:**

**NJ Transit #2625** 1995 Nova, T80206 (RTS type), serial #83081 ( 40’)

This is a milestone vehicle as an example of the first NJ Transit RTS type transit buses ordered from Nova, after years of ordering Flxible 870s and Metro transits exclusively. Like the two buses below, this coach saw limited revenue service. At the time of our inspection, it was used exclusively for driver training. As such it has only 84,000 true miles on the odometer. It is fully intact as an in service bus and is in remarkable condition. #2625 did have a mid-life overhaul like the other buses in this series. #2625 is another example of fulfilling a model vehicle acquisition on our collection search list. It is expected to come into the collection upon its retirement 2010 or 2011.

**NJ Transit #2501** 1999 Nova, T60206 (RTS type), serial #834141 (30’)

This bus was the pilot/demonstrator model for an 80-bus specification order that followed for short (30’) RTS buses ordered from Nova. It and #2501-#2529 are 1999 models, while the rest of the order of 30’ buses are designated year 2000 models. While #2501 was used in limited passenger service initially, it was set aside for maintenance training and is very low mileage (around 12,000 true miles) and is in excellent original condition. Other buses in the series were repainted to a somewhat different paint scheme. It also was not subjected to a mid life rebuild, so it is the only bus in the series currently in as-delivered paint scheme, appearance and features. This bus may be transferred the historic collection as early as 2010.

**NJ Transit # 1976,** 1994 Flxible Metro 40102-C8, serial # 105224

This was the last bus in this order by NJ Transit and has never been put in passenger revenue service and carries an historically significant fleet number. It has 1,063 actual miles on the odometer because it was used in driver training exclusively. It is unique as virtually a new bus in an historic collection. As transferred to FNJTHC, it has no seats except for the wheelchair seats. It is powered by a Cummins C.83 engine and a ZF automatic transmission and is a one-door deluxe transit model 102 by 40’. This bus was transferred to the historic collection in early 2010.

**Orange, Newark, Elizabeth (ONE) #B340,** 1973, GMC T6H-5308A, serial #040

With the proposed deaccessioning of Lafayette & Greenville #204 and the proposed donation of this bus by Friends member/ director Jason Davis, 40’ transit bus #B340 may be the only “fishbowl” transit in our collection. As such, it represents the end of the domestic production of the popular and common to NJ “new look” or “GM fishbowl”

model's two-decade production run. It complements the #P-700 at the very start of fishbowl production and presents a contrast of the two-door transit and the one-door, platformed suburban design. It also is a study in contrast with its contemporary peer ex-PSCT suburban #720B.

#B340 represents a select number of "stealth" Public Service buses, looking like PSCT even though it never operated under PSCT or its successors. From all appearances in color and type, #B340 and two or three other fleetmates could pass for late Public Service transit fishbowls, but they are not. #B340 spent most of its in-service life owned and operated by independent bus owners operators in the Newark West Orange and Elizabeth urban area. Even its fleet alpha-numeric "B340" follows PS practice in numbering their buses...300 series being transit type. It differs from its PS contemporary transit buses in the additional of factory installed air conditioning, its 2-speed automatic transmission, the lack of PS logos and markings and in its excellent condition. This bus was exceptionally well-maintained during its entire life under several independent ownerships. Originally it was delivered to and operated by Wohlgemuth Bus Company, one of the owner/operators on the independent Newark - West Orange Association. The traditional independent operator and permit holder names were often retained in this and other associations for insurance purposes. This association shared the 24 West Orange bus route in joint franchise with Public Service. That accounts for its PS paint scheme so that it would blend in with the PS buses in the shared franchise. Eventually, the Route 12 - Newark Elizabeth and the Route 24 - Newark West Orange independents were consolidated corporately and their two routes, 24 and 12 were combined with the Route 44 Tremont into the successful and well managed ONE organization, but they were operated as separate routes. All three routes were former PS-operated bus franchises that paralleled counterpart trolley routes; 21 Orange, 11 Elizabeth and 23 Central. As a point of reference, in the Essex Division of Public Service, even numbered routes were bus lines and odd numbers were streetcar routes.

Though these vintage buses brought to a close, the fishbowl bus era in downtown Newark, their superior maintenance and longevity resulted in their occasional appearance as a school charter or back up for their replacements; NJT-owned Flxible 870s that were leased to ONE. Eventually, ONE declared the fishbowls surplus and they were put on the used bus market. #B340 and one of its near identical sister buses were acquired by Central Jersey Bus as school charter vehicles. When that company folded and its assets liquidated, B340 was purchased by member Art Smith for his collection. It was stored at a yard near Florida, NY along with the other buses in Smith's fleet. Smith decided to reduce his fleet and concentrate his restoration to two ex PS "old look" suburban TDM 5108s. He put several of his buses up for sale including #B340. Its excellent condition attracted some inquiries and at least one potential buyer with the intention of converting it to an RV. This aroused the concern of several of the area's bus enthusiasts because as a transit bus #B340 would not really make acceptable recreation vehicle and the proposed conversion would disfigure an otherwise near pristine vintage bus of historical interest. Member Jason Davis intervened and made arrangements with Smith to purchase the bus, thus saving it from a possible RV conversion. During Davis' ownership, the #B340 attracted the interest of the movie industry and it was proposed for appearing in several motion pictures. The logistics and time consumption of such an activity was more than Davis as a student and full time job holder could schedule. Meanwhile, the bus' appearance at some historical venues attracted the admiration of bus fans. Davis proposed donation of the bus and in effect a substitution of ONE #B340 for L&G #204 in the Friends' collection. This donation and transaction is still in process as of this update.

#### **A SUMMARY LISTING OF VEHICLES DEACCESSIONED FROM THE COLLECTION:**

**Public Service Coordinated Transport #T776**, 1942 Mack Service Truck, model LJU, serial #\_\_\_\_

This heavy-duty (for its time) truck is representative of non-revenue service vehicles used in support of bus and streetcar transit. It features a cab-over-engine configuration with a flat stake body on a two-axle body with an electric winch mounted on the front of the stake body. It is gasoline fueled. We are still researching its service assignments and details of its design. It was assigned to the Newark Plank Road shops as late as the 1970s. Its number assignment predates the post war use of the #T700 series for 1963 SDM-5301 buses. As space in Lakewood garage was needed, this truck was deaccessioned and sold to a private collector in Staten Island in the fall of 2009.

**Capital (Trenton) Transit #3**, 1946, Walters "Snowfighter" Service Truck, model #FOS, serial #416726

This is a heavy-duty truck in common use by transit operators and public works departments. National Railway Historical Society "Horseshoe Curve Chapter" has preserved one of these vehicles with a dump body of similar vintage, as the only surviving rolling stock of the Altoona & Logan Valley St. Railway. Our truck is gas-fueled with a service truck body featuring built-in steel tool cabinets, a winch and stationary gantry that serves as a hoist in combination with the winch. As its name implies, it was common to mount a snow plow on these trucks. It was probably assigned to Lalor St. Garage in Trenton originally. Research on the provenance of this vehicle continues. This vehicle was deaccessioned and sold to a private collector in Staten Island in the fall of 2009.

**Public Service Coordinated Transport #K702**, 1956 GMC TDM-5106 serial # 018

The #K700 series was a breakthrough for Public Service and New Jersey. #K702 was part of the first delivery and the third 40' transit bus ordered by PSCT. Sister #K700 was the first. NJPUC had prohibited single rear axle 40' transit buses at a time when they were very popular in New York, Chicago and other large cities. Previously, NJPUC had prohibited transit 35' buses used commonly elsewhere, causing Public Service to standardize its 1940 to 1948 GM orders on 33' TDE4001 (serial #001) to TDH4008 models. #K702 is an "old look" sample of the semi-suburban or deluxe transit type bus, featuring single door, mix of forward facing and transverse seats and a "stick shift." Our collection's "new look" or fishbowl equivalent of #K702 is #Z546, purchased 12 years later to replace buses like the K series. Yes, its 700 series fleet number violates the rule that reserved the 700 block of numbers for full suburban configurations. This may be because PS ordered both 35' transits (like our #K339) and 40' transits like #K702 in the same year and differentiated between them in the fleet numbering scheme. PS reordered this popular GMC 40' x 95" TDM-5106 "old look" model in 1957 and 1958 as their "L" and "M" fleet series. Like the K series, the L series 40' transit models also violated the 700 suburban type fleet number designation rule, but with the M series, Public Service finally settled on the rationale with #M300s for transits, #M500s for semi suburban and the M700s being full suburban types. PSCT's TDM 5106s totaled 85 units, which were 77% of GMC's total production run for the model. This is yet another proof of the influence of PSCT and how this model typifies NJ bus operations. In contrast GMC produced 1,727 of the full transit version TDH-5106 of which PS ordered only 60. The TDM-5106s would be used in such routes as the #70 Newark-Morristown, a heavy local, stop and go route that was medium distance with some higher suburban speed requirements. They featured single doors, longitudinal seats in the front mounted above the wheel wells, forward facing seat pairs except for single seats over the rear wheel wells, manual transmission, luggage racks in rear two-thirds and transit-type standee windows. As its nomenclature betrays, this is basically a transit coach adapted for medium distance, local and highway bus routes.

This type semi-suburban or deluxe transit bus emerged from the New Jersey experience and this bus typifies that genre. The 1956 #K700-K724 series (serial #016-040) is the first 40-foot semi-suburban or "deluxe transit" bus model ordered by Public Service Coordinated Transport and it signaled the end of 35' buses as a standard for Public Service and other of Jersey's major bus carriers. Our 1956 #K339 TDH-4512 serial 1440 (to be deaccessioned) was the last 35' transit buses ordered by Public Service.

#K702 was delivered from GM to Newark Ferry St. on 3/23/56. It was initially assigned to Bergenfield Garage 3/7/56. In successive assignments, #K702 moved to Oradell 6/15/62, Hackensack 4/24/64, then to Bergen Storage 10/30/72 as a 16 year-old bus nearing the end of its life expectancy (FTA currently allows 12 year life expectancy on new transit buses). It remained in storage for almost a year, being moved to Newark Shops in 8/15/73 where it may have been reconditioned for reassignment to the Southern Division and a second life. On 6/28/74, it was assigned to Maple Shade and to Newton Ave. on 10/1/74, then back north to Hilton on 2/10/75 and back to Newton Ave of 5/15/75 from which #K702 was retired by PS after 20 years of service. It was sold was sold to Wilson Bus Sales, a Massachusetts bus broker on February 28, 1976 and thence to Holyoke Street Railway who renumbered it #233 and simplified its blue and white paint scheme. It was then retired and resold back to a New Jersey collector. #K702 was then traded to NJ collector for ex-Warwick Stages #415, a 1967 SDM-5302-938. That "fishbowl's" new owner subsequently sold the #415 to another private collector in Albany, NY. #K702 was moved to NBC (Newark) of 3/1/90, thence via Maple Shade and Trenton where it was heavily vandalized and then towed to Lakewood. Interior appliances and body panels along with replacement sash were collected to aid in restoration of #K702 and similar GM transit type buses, but since it is a 40' near duplicate of our 35' #G572 and required expensive rehabilitation beyond our means, it was deaccessioned. Sister #K701 still exists complete but inoperable condition with Double A Buses in Wethersfield CT. This bus was physically removed from Lakewood by NJ Transit for auction in early 2010 in order to make room for additions to the collection.

**Public Service Coordinated Transport #K339** 1956 TDH-4512 serial #1440 See description under #J411 above. (K339 was deaccessioned and removed from the property in early 2010)

**Westwood Transportation Company (Casser Group) #248**, 1965 SDM-4502 serial # 087 (deaccessioned 2003)

Relatively rare in New Jersey, but not uncommon elsewhere, the 35', 42-45 seat GMC "new look" suburban was never ordered by Public Service. Most other NJ "fishbowl" owner/operators seldom bought them, favoring the larger more productive 40', 49 to 53-seat versions. Westwood Transportation, a subsidiary of the family-owned Casser Group (including Westwood, Manhattan, Lincoln, and Mohawk corporate entities) was an exception with a few of these 35' fishbowls. #248 came to us from a collector who had obtained the bus from Monroe County (Stroudsburg,

PA) Transit Authority, its second owner. This bus is equipped with a 6V-71 and a 4-speed manual transmission. Automatic transmissions were available, but not popular. Its suburban configuration enabled it to be used for short-haul charter work. Its reduced capacity relative to the 53 passenger buses made it less popular and therefore the 41-45 passenger 35' suburban fishbowls never advanced beyond the second 4502 generation. This bus was deaccessioned because of its heavily vandalized and poor condition and because it resembled other vehicles in the collection. It was deaccessioned and removed from Lakewood to NJ Transit's (then) Caven Point disposition yard for auction in March/April 2003.

**NJDOT/Transport of New Jersey #7653**, 1976 Flxible 53096-8-1, serial #61895

While similar appearing to the other '76 Flxibles, the coach was designed to cater to suburban longer distance riders. It is therefore equipped with only one-door, 49 all forward-facing high-back reclining seats, interior luggage racks, individual reading lights. As its model number indicates, this was a 96' wide coach. It is Flxible's suburban model competitor to GMC and for comparison should be considered along side of #P700. Sixteen years separate these two similar designs. While the '76 Flxible design is not greatly advanced over the new look of 1960, the choice of 3-speed automatic transmission and 8V-71 engine are better choices for optimal New Jersey suburban service. This was the last of the suburban type new look buses purchased in New Jersey. NJT subsequently switched to over-the-road parlor type coach designs offered by Motor Coach Industries (MCI). Our #6106 and #5036 are examples of this next major change in suburban transit travel preferences.

Initially following delivery to Transport of New Jersey (TNJ) with title held by NJDOT the nominal owner, #7653 was assigned to Maple Shade Garage between January 1977 and February 1983. It was reassigned to Turnerville by April 1983 and remained there until October 1985 when it was transferred to Newton Ave. (Camden) Garage till August of 1988. It was then assigned to Washington Township temporary garage until August 1989 and thence returned to Newark Shop Annex by February 1990. Between 1990 and 2005, the provenance of this coach is not apparent.

#7653 came to the Heritage Center collection indirectly through sale on ebay. Three members of the FNJTHC purchased #7653 from a church in North Carolina. Presumably, the coach had been bought at auction from NJ Transit when retired from New Jersey service. Arriving at North Carolina, the coach was painted all white with green rocker panels and the name of the church. This is the second bus that comes to us through church ownership, the other being the Asbury Park-NY Transit #125. Unlike the Flxible buses above, #7653 served Transport of NJ, then NJ Transit routes during its NJ period of service. Mechanical problems disabled the bus on the way back to New Jersey and Bill McKelvey generously representing FNJTHC stepped in to recover the coach, having it towed to P'burg. At the time of its arrival back in New Jersey, it required a replacement Allison V730 transmission. A suitable replacement had been donated, but the cost to install was around \$1,000.00. After careful consideration and professional condition report on the cost to restore this bus and the deteriorated condition of it's under carriage, this vehicle was deaccessioned and sold to NIMCO bus brokers in 2007.

**NJDOT/Transport of New Jersey #7126**, 1976 Flxible 53102-8-1, serial #61368

Also part of the historic NJDOT 1976 bus order, #7126 is of 40'x102" dimensions with two doors in a typical transit configuration. These buses were delivered to Transport of New Jersey (TNJ) for operation, but were owned by NJDOT. Eventually, TNJ's successor NJT took title to these and the other Flxibles in the order. Flxibles were also delivered to New Jersey DOT in suburban one-door, automatic transmission, 8-V71 engine, versions with all forward facing high back seats, like our #7653. Mechanically, this bus is nearly identical to the suburban version, differing in gear ratios, non-deluxe transit seating and standee windows. As delivered, these buses had white roofs, stainless steel fluted side panels and a dark blue belt rail stripe rising diagonally across the parallelogram slant-shaped window line to the roof at the front quarter panel of the bus. "Transport of New Jersey" was spelled out at the belt line and a NJDOT logo applied to the sides.

Buses leased to the independent operators differed only in the color of the paint stripe (green, light blue, orange, or red instead of dark blue) and the name of the operator. #7126 operated for Transport of New Jersey initially at the historic former car barn and still active, Market St. Garage (Paterson). It was reassigned to the Number 22-Hillside Bus -Robert McIntyre Inc. (between Hoboken and North Bergen) on January 28, 1986. 22-Hillside is an affiliate with Academy Bus Co. developed by the Tedesco family. It was off the 22-Hillside equipment listing by 1988. By July 14, 1989, #7126 was assigned to the Rutgers Campus Bus Service operated by The HAML Corporation. This bus and its 35' counterpart (#7375) were moved from Ironbound Garage to Lakewood during two rainy weekends March 20, and April 9, 2003. Found to be in bad condition and in view of having a 35' version of the same bus, combined with the need for space at the Lakewood Historic Bus storage garage, this vehicle was deaccessioned by NJTHC and recovered and auctioned by NJ Transit in January 2010.

**Lafayette & Greenville Bus Owners Association #205**, 1983 GMC T8H-5308A, serial #0403 (deaccessioned - '02)  
**Lafayette & Greenville Bus Owners Association #206**, 1983 GMC T8H-5308A, serial #0363 (deaccessioned - '06)  
(reference L&G # 204 above for description)

**High Bridge, NJ/Lowell, MA #unnumbered**, 1986 GMC/TT (trolley replica mini-bus)  
serial # 1GBH6T1F1FV2113982Z:

This body on chassis trolley replica was obtained from High Bridge who had purchased it used from the Lowell MA Transit system. FNJTHC has leased this vehicle to the Town of Phillipsburg in 2004 to be used as a parking shuttle in support of the Steam Train initiative. P'burg restored this vehicle and repainted it into crimson from its original Lowell dark green. The Heritage Center still maintains nominal ownership of this vehicle, but it is officially deaccessioned from the historic bus and coach collection.

**The first nine coaches below were initially preserved or otherwise used but were never formally part of the State's collection. They were auctioned off and scrapped unless otherwise noted before FNJTHC became custodian of the collection. Those four vehicles designated with a \* were purchased as parts buses during the TEA-21 restoration program. Those designated @ were donor parts buses whose owners retained the shells on their property. Their parts gave new life to our collection buses that were stripped and heavily vandalized at Maple Shade and Trenton garages.**

**Mack C-30GT Bridgeport (CT.) Auto Transit** - no NJ provenance  
**GMC PD-4103 Northstar (MI) Lines** - no NJ provenance  
**Bussig - Berliner Verkehrs Betrieb (double decker)** - no NJ provenance  
**Aerocoach P-37** - former operator unknown  
**Flxible Clipper X-Ray high headroom coach** - no transit provenance  
**GMC TDM-4515 Garfield Passaic Bus Co** (auctioned because it duplicated our IC #743 TDM-4515)  
**GMC TDM-4515 Garfield Passaic Bus Co.** (auctioned because it duplicated our IC #743 TDM-4515)  
**GMC T6H-5306N Public Service C.T. # 300B** (traded to a collector, since replaced by #B340)  
**GMC PD-4107, Public Service C.T. # Y706** (stripped shell, never formally part of the collection)

**The following vehicles were purchased or existed as parts supply as part of the ISTEA or other bus restoration projects.**

**GMC PD-4104, PSCT #L619** (for restoration of #L627)

\***GMC PD-4107, Onka Charter Service**, (for restoration of #Z603)  
\***GMC SDH-5303A, Burlington Transit**, (for restoration of #P700)  
\***GMC TDM-5108, PSCT #M763**, (for restoration of #M720)  
\***GMC PD-4106, owner unknown ?** (for restoration of #W608)

@ **GMC TDM-5106, PSCT #L714** (for conversion and restoration of #G572 and #K702, and spares for #J411)  
@ **GMC TDM-4515, Inter City Transportation #749** (for restoration of #743 and/or #F599)  
@ **GMC TDM-5106, Orange and Black #302** (for restoration of #K702 and spares for #E313 and #J411))

**THANKS:** Go to Paul Semendinger of MBS and Murray Kramer of NJT for their assistance in updating the information container herein.

**NEW JERSEY STATEWIDE HISTORIC BUS AND COACH - COLLECTION\*\***

Compiled by S. David Phraner (as of 7/10)

<b>Orig.#;</b>	<b>Operator;</b>	<b>Model (serial.#);</b>	<b>manufacturer;</b>	<b>year built;</b>	<b>length(ft.);</b>	<b>owner</b>
*E313;	PSCT	TDH-4509 (1901);	GMC;	1951;	22;	NJT
	Mercer County (Trenton) Improvement Auth. #920 -					
3;	Capital Transit;	“FOS”(416726) wrecker;	Walters Snowfiter	1946;	n/a;	***NJT
* 50;	Holloway Bus	B-35PT (A953);	Beaver;	1953;	35;	NJT
	Haddon Heights Transit #1776					
B129;	North.Blvd Tran;	C-47DT (1159);	Mack;	1955;	35;	NJT
	NYCTA #6286 - (fleet number and paint scheme for movie use)					
K702;	PSCT;	TDM-5106 (018);	GMC;	1956;	40;	*** NJT
K339;	PSCT;	TDH-4512 (1440);	GMC;	1956;	35;	*** NJT
743;	Inter-City Trans	TDM-4515 (230);	GMC;	1956;	35;	NJT
	Passaic-Athenia/NJDOT #8394 –					
*L627;	PSCT;	PD-4104 (2281);	GMC;	1957;	35;	NJT
*M720;	PSCT;	TDM-5108 (296);	GMC;	1958;	40;	NJT
*P700;	PSCT;	SDM-5301 (001);	GMC;	1960;	40;	NJT
W608;	PSCT;	PD-4106 (3129);	GMC;	1965;	35;	NJT
248;	Westwood Tr;	SDM-4502 (087);	GMC;	1966;	35;	***NJT
	Monroe County (Stroudsburg, Pa) Transit #248 –					
*Z603;	TNJ;	PD-4903 (078);	GMC;	1968;	40;	NJT
7126;	TT/HAML;	53102-8-1 (61368);	Flxible;	1976;	40;	*** NJT
7375;	HAML;	45102-6-1 (61551);	Flxible;	1976;	35;	NJT
*1128;	NJT	870-40102-6T (93957);	Flxible;	1981;	40;	NJT
*2625;	NJT	RTS T80206 (830911);	Nova	1995;	40;	+ NJT
*2501;	NJT	RTS/T60206 (834141)	Nova	1999;	30;	+ NJT
*1976;	NJT	Metro 40102-C8(105224)	Flxible	1994;	40;	+ NJT
*3778;	NJT	Metro 40102-C8(104782)	Flxible	1994;	40;	+ NJT
5104;	PSCT;	733 (089);	Yellow Coach	1936;	23.5;	FNJTHC
*5496;	PSCT;	733 (943);	Yellow Coach;	1937;	23.5;	FNJTHC
	Lancaster (OH) Transit #1 -					
449;	LVT;	L3G (1054)	Mack;	1939;	25;	FNJTHC
T776;	PSCT;	“LJU” cabover flatbed	Mack;	1942;	31;	*** FNJTHC
*9082;	Somerset Bus;	69-B (770015)	Ford Transit	1946;	25;	FNJTHC
*60;	Trackless Transit;	TDH-3207 (671)	GMC;	1948;	28’4”;	FNJTHC
*F599;	PSCT;	TDM-4509 (403)	GMC;	1952;	35;	FNJTHC
*125;	Asb.Pk. NY. Tr;	PD-4103 (0934)	GMC;	1952;	35;	***FNJTHC
*G572;	PSCT;	TDM-4512 (061)	GMC;	1953;	35;	FNJTHC
*J411;	PSCT;	TDH-4512 (1156)	GMC;	1955;	35;	FNJTHC
*7653;	NJDOT/TNJ;	53096-8-1 (61895)	Flxible	1976;	40;	***FNJTHC
*Z546;	PSCT;	T6M-5306N (047)	GMC;	1968;	40;	FNJTHC
*1596;	NJT;	870-40102-6T (92057)	Grum/Flxible	1980;	40;	FNJTHC
	New York City Transit Auth. (NYCTA) #401					
*1128;	NJT;	870-40102-6T (93957)	Grum/Flxible	1981;	40;	FNJTHC
*6106;	NJT;	MC-9(A) (CP037503)	Motor Coach Ind.	1982;	40;	FNJTHC
*204;	Laf & Greenvl;	T8H-5308A (0366)	GM Canada	1983	40;	FNJTHC
*205;	Laf & Greenvl;	T8H-5308A (0403)	GM Canada	1983	40;	***FNJTHC
*206;	Laf & Greenvl;	T8H-5308A (0363)	GM Canada	1983	40;	***FNJTHC
	Ct. Transit (CTT)/Northeast Transport. (Waterbury), New Britain Transport. #8313, #8367, #8310					
*---;	High Bridge, NJ	1GBH6 T1F1FV2139 82Z	GMC/TT;	1986;	33;	FNJTHC
	Lowell RTA (MA) [trolley replica/minibus] -leased to Town of P’burg 4/04					
*5036;	NJT;	MC-9(B) (HP041461)	MCI;	1987;	40;	FNJTHC
*720B;	PSCT/R&T/Clas.	S8M-5303A (262)	GMC;	1970;	40;	+ FNJTHC
*B340;	ONE	T6H-5308A (040)	GMC;	1973;	40;	+ FNJTHC

**Notes:** 7/10 Vehicle Count Total - 33, (FNJTHC - 18, NJ Transit - 15) (assuming 6 acquisitions in 2010 +)

\* Vehicles are operable or stored serviceable . \*\*\* Vehicles deaccessioned and off the property

**NEW JERSEY HISTORIC BUS AND COACH - SEARCH LIST**

Compiled by S. David Phraner (as of 6/10)

**New Jersey Bus and Coach Collection Search List:**

There are gaps in New Jersey's present collection. A periodically updated "search list" helps us to identify acquisition priorities to fully interpret street transportation in New Jersey. For example, the collection has no representative of a 1930s heavy-duty bus or a 1920-30 vintage engine-in-front, long distance coach. Also not represented are ACF or Mack 31-32 and 36-37 passenger transit buses of the 1940-50s, though they may be available from private collections. Some items in prior search lists have been subsequently obtained. A semi-suburban "new look", a Ford Transit, MCIs and ADBs are now in the collection. The state's historic first bus fleet purchase in 1976 of hundreds of Flxible transits and suburbans is now represented by preserved 35' model. Some manufacturers once fairly common in NJ are entirely missing including; ACF-Brill, Reo, Twin Coach., Aerocoach, Beck, and White.

<b>Orig.#;</b>	<b>Operator;</b>	<b>Model(ser.#);</b>	<b>manuf'er;</b>	<b>yr. built;</b>	<b>length (ft.);</b>	<b>owner/comment</b>
8647;	PSCT;	(ASV/DE) 736/729...;	Yellow Coach;	1938;	30;	NMT
*	Summit N. Prov.;	786-1, 788, 798;	White;	1940-49;	30;	JM
*335/39;	ACty.Tr/TTC;	41-S or 38-S;	Twin Coach;	1947-51;	33-35;	JM
*	Greyhound/Ind.;	PD/3707,4151;	GMC;	1947;	35;	
*B600;	PSCT/Ind.;	PD-4101,02,03	GMC;	1948-'53;	35; xxx	** 2/02 (#125)
*A200;	PSCT/Ind.;	TDH/M-3610/12;	GMC;	1950;	30;	S,RF
*A100;	PSCT/Ind.;	TDH-3206, 07;	GMC;	1947;	28; xxx	** 5/03 (#60)
A900;	PSCT/Ind.;	C-44; C-36	ACF-Brill;	1951;	33-45;	WK
*	PSCT/Ind.;	69-B	Ford/M-Herr.	1946-'53;	25; xxx	** 9/01(#9082)
-;	Atl.Cty. Jitney;	Metro/C10;	Int'l/ACF/Willys;	1947-'51;	18;	
-;	Trailways/Ind.;	PB-37/IC-41;	ACF;	1950;	35;	
*C120;	PSCT/Ind.;	TDH/M-3209;	GMC;	1949;	28;	AA
-;	Ind.;	PDA/GA-3301/033702/3	YC/GMC;	1940-'47;	33-37;	
-;	PSCT/Ind.;	TD/G-4001-6/7/8;	YC/GMC;	1940-'47;	33-40;	
-;	PSCT/Indep.;	any engine-in-front, pre-war model		(examples: White "54" or YC "Z");		
*7300;	NJDOT/TNJ/Ind.;	35" model "new look"	Flxible;	1976;	35; xxx	** 4/03 (#7375)
*1000-2500	NJT/Ind.;	any 870/Metro ADB	Flx/Gru/Flx.	1980-'87	40; xxx	** 2001 (#1596)
*PA6100;	NJT;	MC-9(A) "Cruiser";	MCI;	1982;	40; xxx	** 9/02 (#6106)
*PA5000;	NJT;	MC-9(B) "Cruiser";	MCI;	1987;	40; xxx	** 9/02 (#5036)
5500;	NJT/Independent	Eagle AE-20;	Eagle;	1960-89;	40;	NJT staff rejected
*9100;	NJT;	B-10-M Articulated;	Volvo Bus Corp.	1990;	60;	
*2600;	NJT;	RTS ADB;	Nova Bus Inc.;	1995;	30-41; xxx	**1/10 (#2625)

**Potential generic additions to the search list:**

- trolley coach - to represent a PS All-Service "trolley" coach, consider another bus model like the D-900 (TDH-4509/12 cosmetically altered) or a conventional trolley coach.
- early taxi - PS owned Yellow Cab Co. or equivalent \*\*\* 1953 Plymouth Belvedere sedan
- stage coach, horse drawn omnibus or operating replica
- horse car... or replica
- sled versions of the latter three items that were used in winter.
- Any bus vehicle manufactured in NJ. Other rail and streetcar items are subjects of a separate list

**Notes:**

Owners: These are initials of those known to have such models or specific buses in their collections in or about N. J.

footnotes: \* - denotes vehicles are restored and/or operable.

\*\* - denotes vehicles currently owned by NJT or FNJTHC Inc. stored at Lakewood vintage bus storage and other NJT facilities, #L627 at Doremus Ave./NBC; #5496, #5104,#9082 at FNJTHC, pump house facility Lopatcong. + preserved elsewhere

xxx - denotes partial or total fulfillment of search list.

## THE NEW JERSEY HISTORIC BUS, COACH & STREETCAR COLLECTION

### Part Four - Description of the Vintage Fleet (Streetcar Collection)

By S. David Phraner (6/10)

Nine streetcar type rail cars comprise this rail element of the NJ State Historic Street Transportation Collection. Like the bus and coach collection, the streetcar collection ownership is split between the NJ Transit and various historical and technical societies affiliated with the NJ Transportation Heritage Center. As time permits a more detailed history of each of these rail cars in the collection will be provided.

#346 Carris/Lisbon 1906 Stephenson Car Co (note 1)	FNJTHC
5221 PS RR. PSCT 1912 Russell d. t. line car (note 3)	NJT
5245 PS Rys. PSCT 1921 Russell d. t. plow (note 2)	NJT
5246 PS Rys PSCT/NJT 1926 Russell d.t. sweeper (ex Trenton and Mercer County Traction #51)	NJT
5174 PS Rys. PSCT Russell s.t. sweeper (frame and running gear only) (note 4)	NoJERHS
2651 PS Rys. PSCT 1916 d .t city car (note 4)	NoJERHS
5223 PS Rys. 1916 PSCT/NJT . (ex-2683 PS.Rys. city car converted to flat car) (note 3)	NJT
5 PSCT/TNJ/NJT 1946 St. Louis (ex- Minneapolis TTC)	FNJTHC
6 " "	"
10 " "	"

- Notes:
1. Stored at J Supor Warehouse, Harrison NJ
  2. Deaccessioned and transferred to Shore Line Trolley Museum (BERA), East Haven CT.
  3. Stored at National Capitol Trolley Museum, under a 5-year lease Wheaton MD.
  4. Stored and under restoration at PRRH site, Phillipsburg, NJ

Preserved New Jersey streetcars **not** part of the New Jersey collection:

2431 PS Rys. PSCT 1912, 12-window city car	BERA
34 5-Mile Beach Ry. / Lynchburg Va 9-bench, single truck open car	BERA
45-- PS Rys. Double truck center entrance trailer	BERA
36 5-Mile Beach Ry. / Lynchburg Va 9-bench, single truck open car	CTERA
-- 5-Mile Beach Ry. 12-bench double truck open	?
-- 5-Mile Beach Ry. 12-bench double truck open	BVTM