

BUS DIVISION PROGRESS REPORT

August 2013



[NO YOU DIDN'T MISS AN UPDATE](#)

You probably thought your name had been taken off our list as it has been over two years since we got time to send out a Bus Division Progress Report. We apologize for the long delay, but there just never seemed to be time to sit down and crank out a report. Hopefully from now on we will get something out once or twice a year which has always been our goal.

[WARREN BISBEE BUS LINE #1](#)

Catching up on progress over the last 2 years

We have accomplished a lot on our dual engine 1928 Twin Coach since our last “Progress Report”. Overall we estimate the project has gone from about 38% complete to over 68% complete. Below is a list of completed items broken down by category.

- AXLE, CHASSIS and MECHANICAL WORK is estimated to be about 95% complete. In May we ran both engines together for the first time and shifted into gear and marveled that both sides of the rear axle turned! Right now we have the bus up on blocks and leveled for installation of the body panels, but once they have been installed we will mount the wheels and tires and test drive it. Mechanical & Chassis work since our last report included:
 - Linkage installed and adjusted.
 - Mufflers and piping installed, and muffler heat shield replicated and installed.
 - Air tanks and air lines installed and tested making air brakes and doors operational, including installation of door motors.
 - Electrical wiring work continued.
 - Both engines, transmissions, clutches, and drive shafts were installed, and test run.



Gene Caywood and Dennis Gibbs installing the engines in May of 2012.

- **BODY WORK**

- New center roof section fabricated by Alamo Steel Design, then bolted and riveted down and painted with rust protector.
- Body structural “skeleton” repaired where broken and badly rusted.
- The remainder of the original “plymetl” body panels removed. Sheet metal laser cut and plywood hand cut for new “plymetl” body panels. 75% of them have been installed, first with nuts and bolts, which were then replaced with steel rivets.
- The left side transmission compartment door was replicated and mounted.
- Rear passenger door rehabbed by replacing rusted out lower frame members, painting and reassembling with glass. Rehab work on front door, which was left in place as a pattern, was started.



Dennis Gibbs on fork lift placing new center roof section on top of bus on June 2, 2012



Front body panels, headlights and builder’s name plate, March 1, 2013.



Rear door finished and installed in February 2013.

- Headlights were replicated and temporarily installed.

- Sun visors had their original holes welded shut and the welds ground down in preparation for body work and painting.
- INTERIOR
 - Ceiling center section wood trim restored.
 - Ceiling panel support wood rehabbed and replaced where necessary.
 - Aluminum ceiling panels repaired where corroded or torn, or replaced as needed. Missing door motor cover was replicated. “Body work” was then done on the ceiling panels, they were primed and painted, and installation was begun.
 - Driver’s platform rehabbed and painted.
 - The driver’s seat and base was rehabbed and painted, and upholsterer **Dave Knittel** completed four additional seats.
 - The instrument panel was replicated and painted, and most of the gauges rebuilt.



Student interns Alex Bauerelen and Tommy Ogden installing ceiling panels on July 26, 2013.

[TUCSON RAPID TRANSIT COMPANY # 50](#)

Given our focus on the 1928 Twin Coach, further progress on the 1946 Ford Transit Bus has been slow. Nevertheless, a number of things were accomplished since our last report including:

- Removing the old rubber flooring and starting repairs on the plywood under floor.
- The driver’s platform was replaced and new rubber flooring installed on it.
- Rust was sanded off the roof, and small holes in it patched.
- The dash consol and wall panels adjacent to it were mounted.
- The doors motors were installed and doors made operational.
- **Tom Higgins** continued work on the electrical wiring and on cleaning up lighting fixtures.
- The windshield wipers were mounted and checked to make sure they work.
- Rehab was done on the center step in both stepwells.
- The wheelwells and their trim strips were welded where torn and prepared for painting.
- Two interior trim pieces above the windows were rehabbed and prepared for painting.
- Glass was installed in the lower passenger windows, but they cannot be placed in the bus until the proper blue glass is obtained for the upper passenger windows.
- The odometer and its sending unit were cleaned, then sent to a shop for rehab.



This photo shows the dash and adjacent wall panels mounted above the new driver’s platform flooring in September 2011

18th STREET STORAGE YARD BEING SOLD – ***HELP NEEDED***

For 18 years we have had free rent on City of Tucson property where we have stored our bus collection, a couple of trolleys and rail for the Street Railway Division, and our 1917 boxcar the Museum Division someday hopes to restore and display at the Southern Arizona Transportation Museum downtown at the former Southern Pacific railroad depot. Unfortunately, due to the continuing recession and accompanying revenue shortages, the City is selling the property to help balance their budget. Subject to all the formalities involved, the buyer will be our neighbor, **Bestway Electric Motor Service**, which has a need to expand their shop building to the west. This means that we will have to find a place and the means to move things stored there. Fortunately there is room for some of the collection at the Broadway yard and shop we lease from the City. Also we are in discussions with Bestway about possibly leaving some things on the portions of the 18th St. property they don't need. And we are looking at other adjacent property – which brings us to our plea for help. Whatever we do won't be free, and the moving will take many additional volunteers. There are three ways you can help – contact Gene at caywoodgm@juno.com or at (520) 360-0268:

1. Tell us if you know of property we might use free or for a low rent.
2. Donate money, either a one-time amount to help with the move, or a monthly commitment to pay for new space.
3. Volunteer Saturdays for the next several months to get buses started or otherwise ready to move, and help us move them to a new home.

DESERT METAL WORKS

Darrell Teegarden at Desert Metal Works supplied and laser cut the sheet metal for the body panels now being installed. Darrell is always very helpful no matter how unusual or small the request or project we bring to him. If he can't help, he always knows who to refer us to. Even if you don't need their help on a metal cutting or fabrication project you have to see their show room at 2465 N. Huachuca Drive. They create and sell amazing furniture and art all fabricated out of metal.

LOU SMILEY

In this issue we recognize occasional volunteer **Lou Smiley** shown here standing next to the rear body panels he helped install on his last visit. We have mentioned Lou a number of times in the Progress Report, but wanted to single him out for praise in this issue. He lives in California in the winter and normally travels to other parts of the country a couple of times a year and makes it a habit of stopping by to help us out for a few days or a week or two. His long-time mechanical experience proved invaluable initially during our 1938 Yellow Coach restoration and now on the work on the 1928 Twin Coach. He has also volunteered at the **National Auto and Truck Museum** in Auburn, Indiana where he helped restore one of GM's fabled "Futurliners." Thanks Lou, for all your help and friendship down through the years.



[HIGH SCHOOL STUDENT INTERN PROGRAM STARTED](#)

The Old Pueblo Trolley (OPT) Motor Bus division is pleased to report the receipt of an \$8,120 grant from the **Collectors Foundation** to establish a vehicle restoration training program focused on high school students who are enrolled in automotive shop classes at their high school. OPT volunteer and new board



Gene Caywood and Roger Hobbie assisting student interns, and Flowing Wells High School seniors Alex Bauerelen and Tommy Ogden with left side body panel installation in July 2013.

member **Bob Schlanger**, owner of **British Car Service** on North Stone, is active in the community and is also an elected member of the **Pima County Joint Technical Education District (JTED)** Governing Board. He is working with shop teachers to identify Junior and Senior shop students who would benefit from additional hands-on experience beyond that received in their school training. Initially the students have been helping OPT's historic bus restoration program, but over time we hope to expand their efforts to the street railway and museum divisions.

The Pima County JTED is a public school district that overlays the entire county for the purpose of administering Career and Technical Education to students of high school age. Students enrolled in these programs are required to perform community service and are encouraged to seek internship opportunities. OPT's goal is to provide opportunities for students to fulfill these

requirements while gaining real world work experience. The historic vehicle restoration industry desperately needs an influx of young people so the skills that are fast disappearing can be passed down.

Collectors Foundation is an educational grant-making organization founded by **Hagerty Insurance** and funded by collector vehicle and classic boat enthusiasts to serve youth development and the long-term interests of the collector vehicle and classic boat communities. More information about the Foundation can be found on its website: www.collectorsfoundation.org. Their funding awarded to OPT is being used for additional tools and safety equipment and to fund a part-time training program coordinator.



Flowing Wells High School students listen to Gene Caywood on their field trip to our shop last fall. We plan to make presentations to other high schools in the coming months.

[DONATE YOUR CAR](#)

As an offshoot of the student intern program, **Bob Schlanger** has set up a program where autos donated to Old Pueblo Trolley can be repaired by students in shop classes, then sold to benefit OPT's various divisions and programs. In return, a portion of the proceeds will be donated to their after school club. So, if you have an auto that you no longer want to fool with, please call Bob at **419-7410** and make arrangements to donate it.

SUBURBAN STYLE GM BUS ACQUIRED

A year ago we acquired former Sun Valley Bus Lines #203, GM model TDH4509, serial 2121, thanks to generous donations by **Dennis Gibbs** and **Tony Haswell**. Fortunately the former owner, **Steve Jaurique**, had kept it in running condition, so **Dennis Gibbs** and **Gene Caywood** were able to drive it 174 miles on back roads from Wittman, Arizona to Tucson.

Sun Valley Bus Lines #203 in service. It was used on their route between Phoenix, Tempe and Mesa. The photo is from the book on GM "old look" buses by Bill Luke. The caption provides more information on Sun Valley Bus Lines.



Sun Valley Bus Co., Phoenix, Arizona, owned this GM Model TDH-4509, acquired in 1952 with three other Model TDH-4509s. It was reported that the air-conditioning unit was added in 1964. Sun Valley Lines also had in its large bus fleet six GM Model 4512 buses. The company had a varied career, first operating as Valley Transit Lines in the 1940s, including city service in Phoenix. Gray Line sightseeing service in the Phoenix area was another of the services. An intercity route between Phoenix and Las Vegas was also operated. Greyhound Lines owned the company between 1976 and the late 1980s. The intercity route returned to Greyhound Lines in the 1990s.



The Sun Valley Bus Lines #203 as discovered in Wittman, Arizona in May 2002, in use as a motor home by the Jaurique family.

Dennis Gibbs poses beside the bus on the road between Maricopa and Casa Grande on August 23, 2012 on the way to a new home at Old Pueblo Trolley.

