



National Bus Trader

The Magazine of Bus Equipment for the United States and Canada

Volume XLVI, No. 2

January, 2023

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Greyhound's Historical Fleet for Sale

by Larry Plachno

For some people, their first encounter with the Greyhound Historical Fleet came in 1979 at the first Bus Bash in Beaver Meadows, Pennsylvania at Baran Transit Lines. Greyhound graciously brought the newly-restored Mack to the event and put it on display. This photo was taken during the bus parade of that event by Robert Redden. NBT ARCHIVES.

Towards the end of 2022 FlixBus decided to put most of the Greyhound historical bus fleet up for sale. Approximately a year earlier, on October 21, 2021, FlixBus had announced its acquisition of Greyhound Lines from First Group, its then current owner. First Group has extensive operations in Europe and also other holdings in the United States including First Student, the school bus operation. FlixBus has been growing in Europe in long distance bus operations. The company provides online sales and support for many lines while working with bus companies to actually operate routes and schedules.

Michaud Bus Appraisals, LLC was selected to handle the sales. Spike Michaud had been active in the well-known Michaud Bus Lines in Salem, Massachusetts. In more recent years he, assisted by his son Jim who also runs the BusesOnline.com Web site, has been active as a leader in appraising buses and working with many companies on fleet sales and valuation. Most of the historical fleet is being offered with prices set on individual coaches.

The Greyhound Historical Bus Fleet had an interesting origin back in the 1970s under the direction of Fred Dunikoski, one of the most respected and liked Greyhound leaders. Fred originally started to work for Greyhound at the age of 16 because he was too young to enlist in the military for World War II. He was employed as a clerk and typist in the dispatch office of Central Greyhound Lines in New York which was then located in a shop in Long Island City.

In 1942, Fred turned 17 and was able to enlist in the Marine Corps. He had an impressive military record starting with being assigned to the battleship *Texas* and participating in the Normandy invasion of Europe. Later he served in the Pacific and was involved in the battles of Iwo Jima and Okinawa. After returning to civilian life, Fred returned to the Greyhound office and shop in Long Island City. He became the administrative assistant to the supervisor of drivers for both Central Greyhound Lines of New York and New England Greyhound Lines. One of Fred's friends introduced him to his kid sister, Rita. All of them had attended the same schools on Long Island. Fred married Rita, starting a marriage that would last until his passing 64 years later.

Fred's abilities were noted by Greyhound management and he soon began moving up the ladder. In 1949 he was promoted to dispatcher and in the early 1950s he was dispatching for Pennsylvania Greyhound Lines and working at the Pennsylvania Greyhound Lines station on 34th Street in Manhattan. What may have started his interest in historical buses came in 1954 when the first Scenicruisers arrived at Greyhound. Fred was the dispatcher on duty for the first Scenicruiser dispatched by Greyhound, a run from New York City to Miami. The bus was Pennsylvania Greyhound Lines P-5446 which carried serial number PD4501-001, the first production Scenicruiser.

In the following years Fred continued to move up the Greyhound ladder and into corporate management. In September of 1956, Fred became superintendent and terminal manager at Albany, New York. October of 1969 found Fred at Greyhound headquarters in Chicago



Credit for originally creating the Greyhound Historical Fleet goes to Fred Dunikoski, one of the most loved and respected leaders at Greyhound. Faced with selling the first production Scenicruiser, Fred decided to keep it, and it became the first bus in the Historical Fleet. Fred and his wife Rita are appropriately shown here in the front seat of a Scenicruiser in 2010 at a Scenicruiser gathering in Texas. NBT.

with the title of system-wide director of transportation for Greyhound Lines. A meeting shortly after his arrival in Chicago set the stage for developments that would lead to the historical fleet.

Fred was called into the office of Chairman of the Board G. Trautman and President of the corporation Ray Shaffer. As someone who had come up through the ranks, Fred was asked what he thought was needed to improve the bus line. Fred suggested that the fleet was too old and the company should be buying 400 new buses each year instead of only 200. At that time the company was selling about 200 used buses annually. Fred was challenged that if he could increase used bus sales to 400 per year, the company would then buy 400 new coaches. Fred accepted that challenge, put in a toll-free phone line, got an advertising budget and amazed everyone by selling 416 buses.

In May of 1970, Fred was upgraded to system wide vice president for transportation and in August of 1971 moved to Greyhound Corporation's new headquarters building in Phoenix. In April of 1976 Greyhound began looking to sell used coaches outside the United States. In

particular, they were trying to avoid letting the unique Scenicruisers end up in other domestic fleets. There was little success with this so Fred ended up selling used Scenicruisers along with other coaches from the Greyhound fleet. It is somehow coincidental that the first two Scenicruisers sold by Greyhound were purchased by Spike Michaud and ended up as buses 181 and 182 in the fleet of Michaud Bus Lines.

It all started when Fred found PD4501-001 on the list of Scenicruisers to be sold. He undoubtedly remembered his involvement in sending it out the first time when he was a dispatcher in New York City. Fred told his staff that he was reluctant to turn loose of 001. While other Scenicruisers were in better shape, the decision was made to hang on to 001. It was sent to Miami for restoration work that started what became the Greyhound Historical Fleet.

Based on available information, it appears that the second historical bus was the 1931 Mack. It was restored and was shown by Greyhound at the first Bus Bash in 1979 in Beaver Meadows, Pennsylvania. Both the Mack and the Scenicruiser were displayed at the

This Greyhound publicity photo was taken on May 1, 1982, the opening day of the Knoxville World's Fair. By this time the Yellow Coach 743 and ACF-Brill had joined the Historical Fleet. Greyhound sometimes provided drivers in period uniforms: Sam McConnell with the Mack, Jim Bowen with the 743 and Emory Hysell with the Brill. NBT ARCHIVES.



ABA Baltimore Marketplace in December of 1980. The historic fleet continued to grow by adding coaches newer than the Scenicruiser from the Greyhound fleet. These were typically selected for appearance and condition rather than by serial number. Older coaches were acquired from other sources, restored and painted in Greyhound colors. While there were larger collections of historic buses, the Greyhound Historical Fleet not only showed a high state of restoration but the coaches were also in operating condition.

Fred Dunikoski was promoted to the top in 1983 as the president and chief executive officer of Greyhound Lines. This ended in December of 1986 when Greyhound Corp. decided to concentrate on other activities including meat packing and soap by announcing it was selling Greyhound Lines to an investor group headed by Fred Currey of Dallas. The Historical Fleet was included in the sale. The bankruptcy of Greyhound Lines in 1990 prompted the sale of some of the historical units, particularly duplicates, but the bulk of the historical fleet remained intact. It appears that the sale of Greyhound Lines ended efforts to expand the historic fleet. It is interesting that while a Scenicruiser was included, the MC-6 and MC-12 were not. While original plans most likely included both the PD4104 and PD4106 models, neither survives in the current historical fleet.

In the following years, Greyhound Lines went through additional ownership changes with Laidlaw, First Group and now FlixBus. The Historical Fleet survived and some of the coaches were put on display at various events and shows. What was probably the biggest project of all was Greyhound's 100th anniversary celebration. Commemorating the start of Greyhound in 1914 when Carl Eric Wickman began running a Hupmobile between Hibbing and Alice in Minnesota, the company organized a nationwide tour. Running from east to west across the United States from May through December, Greyhound had both a North and South tour stopping at major cities. In addition

to several of the historic coaches, modern coaches and historic items were on display.

This brings us up to current times. First Group had been under pressure from stockholders to divest itself of Greyhound Lines. The result was that on October 21, 2021 FlixBus announced that it had acquired Greyhound Lines. Founded in 2013 in Germany, the company manages an extensive long distance bus network in Europe as well as some rail operations under the FlixBus and FlixBus brands. Prior to the acquisition, Michaud Bus Appraisals was hired to appraise the entire Greyhound fleet including the Historical Fleet. This was not the first time that Michaud Bus Appraisals had appraised these buses.

In late 2022, FlixBus made the decision to sell seven of the eight vehicles in the Greyhound Historical Fleet. They elected to retain the 1914 Hupmobile since Greyhound traces its heritage back to Hibbing, Minnesota that year. Carl Eric Wickman took a new Hupmobile that had not been sold and used it to start a bus route from Alice to Hibbing, Minnesota. An interesting side note is that what was then Alice is Hibbing today because the town was moved to allow access to iron ore using open pit mining. Today's Greyhound Museum is located on that original route.

It was not unexpected that Michaud Bus Appraisals LLC was selected to handle the sale of the historical fleet. Founder Spike Michaud is a well-known bus expert. His son, Jim, represents the fourth generation of family members in the bus business. Jim's great-grandfather, Mike Michaud, founded a bus company in 1914, the same year that Greyhound was founded.

Information offered indicates that every one of these buses have been restored to museum-like quality both inside and out. All are

Taken on May 4, 1985, this photo looks into the Greyhound Shop at Dallas, Texas. By this time the PD4151 Silverside had joined the Historical Fleet. Over the years parts of the Historical Fleet were usually housed at different locations. TOM LANGFORD.



as close to original as possible including running gear and drivetrain. All of the buses run and drive. They participated in the Greyhound 100th Anniversary tours in 2014 that crossed the United States. They were a huge hit everywhere they stopped and drew large crowds.

Jim Michaud commented: "We are extremely familiar with these particular antiques and have a long history of not only appraising antique buses, but restoring several ourselves over the years. It made sense for us to represent these buses for sale." Jim went on to say: "Although we are sad to see these buses go up for sale, it is an honor to represent them and to make sure they go to the proper buyers who will preserve them for generations to come." Asking prices have been placed on the individual coaches and additional details can be found in listings on BusesOnline.com. Following are some details on the individual coaches presented in chronological order.

1931 Mack BK Parlor Coach

Many people are not aware that the Mack Brothers built buses before they built trucks. Their Model BK to a large extent represented a new and higher level of development in conventional buses. Replacing the Mack AL chassis, the new BK was introduced in 1929. It boasted better brakes and a new and larger engine. Powered by Mack's largest engine, an inline six-cylinder 525 cubic inch gasoline engine, it was reportedly capable of speeds of up to 70 miles per hour. The BK provided seating for up to 33 passengers in seats with window curtains and had a fancy rear end that was designed to imitate the styling of a railroad observation car.

The Mack BK remained in production for five years while 544 buses were built. All of them were purchased by Greyhound. This model might have remained in production longer, but the Depression years cut into ridership and bus sales. However, the Mack BK became a major part of the Greyhound fleet in the 1930s. On some occasions when this bus was put on display, Greyhound provided a driver in a period uniform to show off the coach and answer questions. The asking price for the Mack BK is \$225,000.

1937 Yellow Coach Model 743

John D. Hertz began building vehicles in 1910 under the Yellow Cab name and established Yellow Coach in 1923 to build buses. Gen-



The 1931 Mack BK is the oldest bus in the Greyhound Historical Fleet. It represents one of the best examples of conventional (front engine) highway buses of that era. Indications are that it was the second bus selected for the Greyhound Historical Fleet. NBT ARCHIVES.

eral Motors took over Yellow Coach in the late 1920s and moved operations to Pontiac, Michigan. By 1930, Greyhound was buying and operating Yellow Coaches.

The Yellow Coach Models 719 and 743 represent a major change in the bus industry to rear engines, underfloor luggage compartments and integral construction. Around 1929, Dwight E. Austin developed integral construction for the Pickwick Nite Coach because it was impossible to do what he wanted with a chassis. While Pickwick failed to continue production into the Depression years, Austin was

Greyhound's bankruptcy in 1990 prompted the sale of the extra buses in the Historical Fleet. The 743 with two-and-one seating that had been used to provide the power train for the restored Yellow Coach went to Alex Lock in California. He sold this coach later and it has been restored. ALEX LOCK.





The cockpit area of the Mack was state-of-the-art in 1931 but certainly lacks what drivers expect today. However, these Macks often drove for long distances over unimproved roads before the interstate highways were built. MICHAUD BUS APPRAISALS.



One of the more interesting features of the Mack BK was the rear end. It was designed to look much like a railroad observation car. That rack on the roof was for luggage since the Mack had no underfloor luggage compartments. MICHAUD BUS APPRAISALS.

hired by General Motors and put to work developing a new rear engine integral coach with underfloor luggage that was introduced as the Model 719 Super Coach in 1934. This was later upgraded to the Model 743 that offered Detroit Diesel's new 6-71 inline diesel engine.

Fred Dunikoski wanted a Yellow Coach Model 743 in the historical fleet and related what he went through. He started by finding a 743 that had been converted to two-and-one seating. He continued looking and found a former Northland Greyhound 743 at Black Hills Stages in Nebraska. After that, a third 743 was acquired to be used for parts to restore the 743 acquired from Black Hills Stages. The Yellow Coach 743 became the flagship of the Greyhound fleet until the new Silversides design came along. With bus production curtailed during the war years, the 743 was essentially a major part of the Greyhound fleet through World War II until the arrival of the new Silversides after the war. The asking price on the Model 743 is \$75,000.

The cockpit area of the Yellow Coach 743 contained the usual clutch and floor mounted stick shift. It was unusual by modern standards with minimal gauges and push-pull switches along the front dash. Note the crank on the side for opening the driver's window. MICHAUD BUS APPRAISALS.



The Yellow Coach 743 offered a comfortable interior for passengers and even provided some overhead parcel rack space. While it had no restroom, passengers were pleased that their luggage was now carried in underfloor compartments rather than on the roof. MICHAUD BUS APPRAISALS.

The 743 Yellow Coach was an improved version of the earlier 719 model and offered an optional diesel engine. It brought coach design up to a new level with underfloor luggage compartments and integral construction. These buses were the backbone of the Greyhound fleet during World War II and were eventually replaced with the post-war Silverside buses. MICHAUD BUS APPRAISALS.





The cockpit area of the Silver Side continued with the push-pull switches on the dash of the previous models. However, its defining feature was the column-mounted shift lever and the air-assist clutch that provided a unique sound in operation. MICHAUD BUS APPRAISALS.



The Silver Side coaches provided comfortable seating for passengers along with larger overhead parcel racks that were occasionally known to provide beds for sleeping children. These coaches were important in the fleet until the arrival of the Scenicruisers. MICHAUD BUS APPRAISALS.

1947 GM PD4151 Silversides

Yellow Coach introduced its Silversides design in the late 1930s as the replacement for the Model 743. Production during the war was limited because the assembly line in Pontiac was used to make amphibious Ducks for the military. Production resumed after the war under the General Motors name but was again hampered by a major strike from November of 1945 through the end of March, 1946.

In common with most other bus operators, Greyhound struggled through the war years with increased ridership, an aging fleet and little or no new coaches. In 1947, Greyhound placed an order with GM for 2,000 Silversides coaches to rejuvenate its fleet. It was reportedly the largest bus order ever placed. While most of the order involved the PD3751 model, there were some of the newer PD4151 model. This was a special model for Greyhound with four additional seats.

While additional orders for following "41" models were placed with General Motors, the Silversides effectively served as the flagship model of the Greyhound fleet for many years. Noteworthy features included the reliable inline 6-71 diesel engine and an air clutch with a column-mounted shift handle. This model developed a reputation

for durability and being a very solid coach, sometimes compared to a Sherman Tank. This member of the Historical Fleet has already been spoken for by the Pacific Bus Museum. As of December, 2022 they are gathering together donations to pay for it.

1948 ACF Brill Model IC-41

Greyhound began moving to Yellow Coach buses around 1930 but did buy from other manufacturers for special applications. For example, lines with lighter patronage did not require the larger coaches. Hence, some smaller coaches including the Gar Wood, Aero-coach, FitzJohn and even the small Flexible Clipper were brought into the Greyhound fleet. In order to modernize its fleet quickly after the war, Greyhound turned to the ACF Brill Model IC-41.

American Car and Foundry expanded into the bus business with the acquisition of Fageol Motors of Kent, Ohio and J. G. Brill Company of Philadelphia. Fageol had been founded by the Fageol Brothers in 1916 in Oakland, California and had built coaches including the popular Safety Coach introduced in 1921. Brill was the largest builder of street-cars and was moving into the bus business. After the war the company built a series of Brill transit buses both gas and electric trolleys. The IC-41 model was the company's most popular post-war intercity coach.



While Yellow Coach developed the Silver Side design in the late 1930s, production was limited during World War II. It was not until after the war that Greyhound was able to place an order for 2,000 Silver Side coaches to update its aging fleet. The model PD4151 was similar to the PD3751 but had four additional seats. PACIFIC BUS MUSEJM.



The cockpit area of the Brill looked substantially different than the Yellow Coaches. While faster, the Brills had less underfloor storage space because of their underfloor engine. MICHAUD BUS APPRAISALS.



The seat to the right of the driver on the Brills accommodated two passengers. In the center of the dash is the knob for the air-operated control for opening and closing the door. MICHAUD BUS APPRAISALS.

In spite of its unique features it was purchased and operated by many bus companies including Greyhound and Trailways.

Although being the standard 35 feet long and 96 inches wide, the Model IC-41 had some features that were different than other coaches. The passenger door was located behind the front axle and was operated by air from a knob on the dash. As a result, there was a passenger seat in front of the door and to the right of the driver at the front of the coach. What was probably the biggest difference is that the IC-41 was powered by an underfloor Hall-Scott Model 190 gasoline engine. This overhead cam engine had a huge displacement of 779 cubic inches and offered a great deal of power. On the negative side, the underfloor engine limited luggage space. On the positive side, it could push those buses to 80 miles per hour or more. Unfortunately, fuel consumption was rarely better than three miles per gallon. Some say that the IC-41 originated the phrase "... it will pass everything but a gas station." The asking price on the Brill is \$85,000.

1954 GM PD4501 Scenicruiser

The Scenicruiser is obviously the star of the historic fleet. In addition to being the coach that started the Greyhound Historic

The ACF-Brill IC-41 coaches were different from the Yellow Coaches in several ways. The air-operated passenger door was located behind the front axle and made room for a passenger seat to the right of the driver. An underfloor Hall-Scott engine provided a high operating speed but was notorious for requiring fuel. MICHAUD BUS APPRAISALS.



Fleet, it represents the first production unit of the model generally considered to be the most iconic American coach. Having been unable to replace its aging fleet during the war, Greyhound placed a record order for Silverside coaches and then set about in 1947 looking for a new model for the future. This led to the double-deck GX-1 or *Highway Traveler* that was impressive but considered too radical.

In 1949 General Motors built a prototype GX-2 that was a deck-and-a-half design with a length of 40 feet. At that time prior to interstate highways the states controlled vehicle dimensions. Hence, the GX-2 was brought to state capitols to foster legislation approving the 40-foot length. The new technology from the GX-2 went into developing the 35-foot GM PD4104 that was introduced in 1953 and the new Scenicruiser that was built for Greyhound starting in 1954.

Jim Michaud comments: "Obviously, the PD4501 has extreme significance as it has serial number PD4501-001. It is the very first one off the production line and has remained in Greyhound's fleet its entire life. There is no other bus that is more iconic and represents the bus industry better than the Greyhound Scenicruiser. There are a few out there today that have undergone significant restorations that are on par with "001," and each of those restorations were well over one million dollars. But they still do not have the significance or history of being the first production model."

A total of 1,000 production Scenicruiser coaches were built from 1954 to 1956. They all went to Greyhound and became the new flagship model of the fleet. Since 2,000 PD4104 coaches were also added at this time, the Greyhound fleet was highly modernized and given a new appearance. An attempt to replace the Scenicruiser with the 102-inch wide MCI MC-6 model was not successful because of the width. Hence, the MCI MC-7 model was the effective replacement for the Scenicruisers in the Greyhound fleet.

As late as the gasoline crunch of 1973, half of the Scenicruiser fleet was still operating for Greyhound. Some of them racked up more than three million miles before being sold to other bus companies. By 1978, all of them had left Greyhound except for the preserved 001 and two units in San Francisco that were out of service. The asking price on the Scenicruiser is \$980,000.

1968 MCI MC-7

Some people have asked about the gap between the Scenicruiser and the MCI MC-7. It has been suggested that initial plans called for adding a PD4104 or PD4106 to the Historic Fleet, but they were not retained. While the MCI MC-6 was an exclusive model for Grey-



To a large extent, the Scenicruiser represents the queen of the Historical Fleet. It required many years of development and brought the coach industry up to the 40-foot length. Originally built with dual 4-71 diesel engines, the Scenicruisers were later updated to a single 8V-71 engine. MICHAUD BUS APPRAISALS.



For many of us, the MC-7 moves up into a more modern era. It effectively was an extended and raised MC-5 with a higher passenger level and a length of 40 feet. The MC-7 was the model that effectively replaced the Scenicruiser in the Greyhound fleet. MICHAUD BUS APPRAISALS.



The cockpit area of the Scenicruiser was similar to the PD4104 in using toggle switches and a meaningful side panel. Like the rest of the fleet, the Scenicruiser in the Historical Fleet had been converted to the 8V-71 engine. MICHAUD BUS APPRAISALS.



The cockpit area of the MC-7 brings us into a more modern area. This was the last model in the Greyhound fleet with a clutch and mechanical transmission. MICHAUD BUS APPRAISALS.



Shown here is the GM builder's plate on the historical Scenicruiser that shows it as PD4501-001, the first production Scenicruiser. This makes it the first off the line of the model that has become an iconic part of the bus industry. MICHAUD BUS APPRAISALS.



The interior of the MC-7 brings us back to the era of blue festival seating and the baby powder smell from the restroom chemicals from the rear restroom. MICHAUD BUS APPRAISALS.



The cockpit area of the MC-9 was somewhat modernized from earlier 40-foot coaches but retained the toggle switches and side panel. What is noteworthy is that this is the first model in the Historical Fleet without a clutch and stick shift. MICHAUD BUS APPRAISALS.



Newer upholstery and larger windows give the MC-9 interior a brighter appearance than the older coaches. Passengers can still take advantage of overhead parcel racks and a rear restroom. The transition and increased amenities from the past are obvious. MICHAUD BUS APPRAISALS.

hound, it had only a limited production run and hence was never a big factor in the fleet so it was not included in the Historic Fleet. It was the MC-7 that effectively replaced the Scenicruisers.

Greyhound began switching to buying MCI coaches with the 35-foot MC-5 that was introduced in 1963. The MC-7 model built upon this basic design but had a length of 40 feet, three axles and a raised passenger level to increase luggage capacity. Like the PD4106 and MC-5, it was powered with the Detroit Diesel 8V-71 engine. The first MC-7 delivered to Greyhound had skirting over the bogie axle and was lettered "Scenicruiser." Subsequent coaches were lettered "Super 7 Scenicruiser" to carry on the Scenicruiser name but differentiate the new MCI.

The MC-7 started production in 1968 and remained in production until 1973. When it entered the Greyhound fleet, the MC-7 effectively took over as the Flagship model although some of the Scenicruisers were still around for another decade. It also marked the end of purchasing 35-foot coaches for the fleet. Greyhound became the largest operator of the MC-7 model and during the last year of production, Greyhound began ordering MC-7 coaches with automatic transmissions. With the introduction of the MC-8 model in 1974 the MC-7 was replaced as the flagship of the Greyhound fleet. The MC-7 in the Historical Fleet has already been sold and will be going into a fleet that is active doing movie work.

The MC-9 became the most popular of the MCI 40-foot models and remained in production for an unusually long time. They served as the flagship model in the Greyhound fleet for many years. It is noteworthy that the MC-9 in the Historical Fleet was built at Roswell. MICHAUD BUS APPRAISALS.



1984 TMC/MCI MC-9

Newest of the coaches in the Greyhound Historical Fleet is an MC-9. The MCI MC-9 model was introduced in late 1978. It replaced the MC-8 in the MCI product line and effectively became the flagship of the Greyhound fleet when purchased by Greyhound. It is noteworthy that when MCI discontinued their 35-foot MC-5C model in 1980, the MC-9 became the only MCI model in production until the introduction of the new "A" model in 1984.

Effectively an updated MC-8, the MC-9 was very popular with many coach operators. In spite of the fact that MCI offered newer models, the MC-9 remained in regular production until 1990 – a span of nearly a dozen years. July of 1989 saw MCI offer a Special Edition of the MC-9 that featured a special interior and an attractive price. When regular production ended in 1990, a total of 9,513 units had been built. This set a new American coach production record, bypassing the 5,065 GM PD4104 coaches that had been built over a span of eight years.

Also noteworthy about this particular coach is that it was built in Roswell, New Mexico. The gasoline shortage of 1972 and 1973 increased sales at MCI and prompted the opening of an additional manufacturing plant at Transportation Manufacturing Corporation in Roswell, New Mexico. Although initially intended to produce coaches for Greyhound, Roswell built coaches for other companies. This MC-9 was built there in 1984. The asking price on the MC-9 is \$55,000.

Historical Fleet Notes

Why did the Greyhound Historical Fleet end with the MC-9? The most obvious answer is that Greyhound Corp. announced that it was divesting itself of Greyhound Lines in late 1986. The new owners probably had little chance to make decisions on this before financial problems appeared and they were forced into bankruptcy. After Greyhound Lines was back on its feet again, it became very conservative and starting buying the MC-12 model, effectively an updated MC-9. It was somewhat of an anachronism since it continued with the 40-foot length and 96-inch width while the industry was moving to 45 feet and 102 inches. The Historical Fleet never did develop beyond the MC-9.

Additional information and photos of the coaches can be found on BusesOnline.com. Michaud Bus Appraisals has indicated that they are accepting offers from those that are interested in acquiring one of these coaches from the Greyhound Historic Fleet. For more information on these buses contact Jim Michaud at (603) 679-2800 or Jim@BusAppraiser.com. □

From the
January, 2023



Issue of

National Bus Trader

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