



**2004 Hall of Fame Inductee
Presented December 2003 Boston, Massachusetts**

Lawrence A. Anzuoni, Sr.

Mr. Anzuoni served on the executive board of the New England Transit Club until reaching the rank of President in 1973. To revive the NETC, the New England Passenger Transit Association was formed. Mr. Anzuoni, as President, changed the policy to allow women to join as members. Under Mr. Anzuoni's leadership, the organization formed goals to create policy, changed laws to benefit the transit industry.

Served as Vice President to the New England Bus Association and was voted as President at the same time as NETC but did not serve because of a conflict.

George Anzuoni, Sr. purchased the Hart Bus Company in 1920. The name was changed to Service Bus Lines of Revere. The company provided transit service to the surrounding towns of Everett, Chelsea, Malden, Melrose, Lynn, as well as Revere. They also served as a link to the Boston Narrow Gauge train service into Boston. More patrons used the buses to travel to the beaches and Oceanside amusement parks in the area. Lines were added to travel to the race tracks as well as the many dinner clubs that were popular at that time. The Saugus Transit Division of the Warwick Co. was acquired in 1953 which provided additional local service from Malden to Revere.

As the Anzuoni family lived in walking distance from the bus garage, Larry Anzuoni Sr. helped out at the business after school. During the War, help was very scarce which resulted in long hours, 7 days a week of work for Larry as a young boy. He swept the garage, washed buses and even did repairs. Being an entrepreneur from a young age, Anzuoni was also his own boss, driving an ice cream wagon for "Pony Boy Ice Cream" at the age of 14. He remembered it as one of the best times of his life.

Television had a negative effect on the evening bus business around 1949. People were staying home more to watch what was then the latest form of entertainment. Anzuoni began running "Beano" buses to New Hampshire and Rhode Island and within one year had 35 trips every week.

In 1954, Larry's father, George, purchased the Brush Hill Transportation Co. from Warwick Bus Line. With a fleet of two transit buses, Anzuoni, at the age of 26, moved his family to Milton, Massachusetts and took over the bankrupt company, then located in Mattapan.

Brush Hill's business consisted of two commuter lines, the Parkway East and West and the Stoughton to Mattapan run. To run more efficiently, Larry combined the Parkway runs using 1 bus, but providing the same service. The Stoughton Line was reduced in hours without problems. Patrons of a popular roller skating rink were able to find transportation services via Brush Hill. Using the commuter service as a base, the company development increased charter business in the city of Boston and surrounding areas. Additional buses were purchased from Martz Bus Lines in Wilkes Barre, Pennsylvania and some from Schenectady, New York. These were the old transit style buses.

As the company began to grow. Anzuoni continued to pursue new avenues of service and astutely assessed the growing needs of the public. He also was responsible for billing his customers and collecting the money as well as driving runs as needed.

The biggest competition at the time was companies like Greyhound and Trailways. Brush Hill lacked the type of equipment necessary to be competitive in the long haul market.

At the height of the Drum & Bugle Corp, era. Brush Hill carried up to 25 different bands. Athletic teams began to require services for travel. One of the first contacts acquired was from Boston College. A memorable moment occurred on the very first charter. After the bus was loaded with players, the bus unfortunately was not strong enough to pull away from the curb. The time had arrived to acquire some modern equipment. The business continued to prosper and grow and began to compete with the largest coach companies for work.

In 1960, the Old Colony Railroad went out of business. Twelve to fifteen coaches a day were used to supplement Plymouth & Brockton's (a sister company) fleet to service their commuter routes. Brush Hill had its own Milford to Boston commuter service, which at one time ran ten buses a day. Brush Hill Auto Body, a school bus division, was the lucky recipient of the Boston School System's contract during the introduction of desegregation in the City of Boston.

As the transit commuter service died, due to more people owning their own cars, Brush Hill had to change focus accordingly. Anzuoni had the foresight and made it a point to pursue a sightseeing license in Boston. The license was obtained in 1981 and opened the door for new opportunities to serve the sightseeing public. A full schedule of one day Boston and New England tours continue to be offered as well as the Beantown Trolley Shuttle, a rubber tired trolley car, with fully narrated 100 minute tour of Boston and point to point shuttle service.

Brush Hill now represents the Gray Line Association as well as American Sightseeing International in New England. Also members of NTA, ABA, UBOA, Discover America, NEBA, NEPTA, Greater Boston Convention & Visitors Bureau, MPI, and the Chamber of Commerce.

Mr. Anzuoni Sr. was nominated by John McDonough, Director of Operations.

Mr. Anzuoni Sr. passed away in 2007 and is missed by his friends and colleagues in the transportation industry. NEPTA is proud to have honored Larry in 2004 as a well deserved NEPTA Hall of Fame Inductee.