

October 2013 MBT Annual Meeting

The MBT Annual meeting was held on October 26th with 58 members in attendance at the meeting and an additional 5 others joining us for the luncheon and bus tour.

We were honored to have **Frank Martz Henry, Chair of the Martz Group**, to address us this year. Frank was accompanied by Ted Patton, from Martz's marketing unit, who has been with the Martz organization all of his working life representing 48 years. Frank started off this presentation by having Ted show a very informative historical overview of the growth of the Martz organization.

Of interest to our group, especially, were photos of older Martz equipment dating from the White of the 1930's through various ACF and GM models. MCIs entered the fleet with the MC-7 then onto MC-8, MC-9, and into the "lettered" groups. We also noted Prevost and Vanhool units (the latter part of a small group in the Martz fleet in the early 2000's.)

Mention was made of the Gold Line, Tourtime, Franklin, and other members of the Martz family. Mr. Henry's talk was also centered on the importance the Martz group places on its employees. He was very proud to note how many of their employees, like Ted Patton, have been with them for many years.

The Wilkes-Barre operation is mainly regular route oriented. Mr. Henry noted that currently there are over 60 trips to/from New York City from the Pocono Mountain area. His son Scott heads up that segment of the operation. Several of the trips serve areas of New York City (i.e. Wall Street) rather than terminating at the Port Authority Bus Terminal. Monthly commuter tickets are sold for commuters at all of the Pocono Mountain agencies. The large terminal at the Delaware Water Gap, with its large commuter lot, is the main terminal in that region.

Recently Martz has engaged in a "quasi-curb" operation by dispatching buses to area college campuses and transporting students directly to New York City.

These trips are designed for a "day on your own" with a specific pm departure time from various street locations in downtown Manhattan.

Mention was made of the local operation, known as White Transit, which was the basis for the current Martz operation. Long time employee, the late George Gallagher, was shown in the video along with the 1912 White transit bus which is currently on loan from Martz and in our Museum.



One of Martz' new TEMSA coaches was on display out front of the Museum throughout the day.

The business meeting commenced right after Mr. Henry's presentation. We started off the meeting by noting the passing of long time member Francis "Frank" Spotts.

The minutes from the 2012 meeting were approved as presented as was the financial report presented by Ed and Vicky Wolf. Our financial advisor, and Board member, Ralph Fetrow discussed our investments and noted that the MBT has basically no debt. All of our real estate and vehicles are completely debt free. Ralph manages our investments which are mainly in "secured" CD's.

Secretary John Dockendorf reported that there were 117 ballots returned this year which represents over 30% of our total membership! Incumbents Tom Collins, Dino Mandros, Clancy Cornell, and Jeff

Goldwasser were reelected to serve another 3 years. Doug Campbell was also elected to the Board. These terms will commence in January of 2014.

The fleet report was given by Ken McNelis who was proud to announce that all vehicles we own will, for the first time, be under cover this winter. This was accomplished through the addition of the new rental facility which is called the Fullington garage, the George Sage Annex, and the spaces we occupy in the Museum. Ken also mentioned that we obtained the part-time services of Jim Tay who is an employee of Conestoga Tours. Jim is an excellent mechanic who has been able to get our 1940 White and 1945 Ford running as neither have run for several years. Jim is paid for his services and is our only paid staff member.

Special awards, for outstanding service, were presented to Tom Mozer, Ed Wolf, Ken McNelis, John Lenhart, Terry Cosentino, and Ed Eiting. These gentlemen have spent many hours working at the Annex or around the Museum.

Board member Jot Bennet won the model Fageol military bus which we chanced off. Member Kenn Cosgrove made the model several years ago for a customer who never picked it up. This was a very unusual "one off" model.

On display out front of the Museum all day were 3 BRAND new bus models – a Thomas school bus from Rohrer Bus Sales, a new low floor Gillig from Capital Area Transit, and a new TEMSA from Martz Lines. Bob Quinn's 1949 GM TDH 3612 was also on display and later used for our planned bus tour to our two storage facilities.

An excellent luncheon was, again, catered by one of Hershey's outstanding restaurants – "What IF".

This was one of our very best annual meetings.

BOARD OF DIRECTORS

J. Thomas Collins, President
Capital Area Transit

Robert L. Smith, Vice President/Archives
Johnson Bus, Inc. (retired)

John Dockendorf, Secretary
PennDOT, Bureau of Public Transportation

Edwin P. Wolf, Treasurer
E and B Transportation

Donald R. Barlup
Requiment, Inc.

Jot Bennett
Capitol Bus Company (retired)

Clarence Cornell
ABC Companies, Inc.

Elaine Farrell, CAE
Pennsylvania Bus Association

Ralph J. Fetrow
Members 1st Credit Union

Jeff Goldwasser
Coach Sales

Constantine Mandros
S. Mandros Imported Foods Co.

Ken McNelis
Retired

Howard D. Nice
Greyhound Lines, Inc.

ADVISORS

Donald M. Coffin, Retired Bell Telephone

Terry S. Cosentino, C & C Tax
David Millhouser, Retired ABC

Thomas Mozer, Retired NJ Transit

Oliver Ogden, Retired

Sharon Ogden, Retired

Walter Earl, Capital Area Transit

We are winding down 2013 with this issue of the newsletter. Looking over the year for the MBT, we would once again classify it as fairly successful.

Membership remains stable at the 400 mark. We have lost several members who, for one reason or another, have not renewed. The majority of these individuals fall into the category of losing contact with as they either moved and we were not able to forward newsletters or notices, and several, unfortunately, have passed on. We have added a nearly equal number of new members, several of them bus operating companies or suppliers.

Major contributions continue to be at a reduced level (of note is that has also occurred for the "car side" of the Museum). Fortunately, we continue to receive smaller contributions from our membership (see separate column in this issue) – all of them acknowledged, individually, and appreciated.

We have always encouraged the general membership to attend our board meetings and, over the summer months, we have been pleased to have several members in attendance.

The **United Motorcoach Association** has been VERY good to us this year. We were granted free annual membership which includes a free subscription to Bus and Motorcoach News, we have received excellent press releases of our various projects thanks to the editorial staff at Bus and Motorcoach News and the submission of material from Dave Millhouser. The UMA provided complimentary floor display space at their February 21-23, 2013 Marketplace in Orlando. ABC, through Board member Clancy Cornell, supplied a display bus for us at this event. This opportunity gave us a chance to sell ourselves the attendees.

We no longer have to submit annual reports to the States of California, Maryland, and New Hampshire; this saves us filing time and trims our expenses since each required a filing fee. The type of organization the MBT is registered as with the IRS no longer is required to submit this type of report.

As we continued to move buses to and from restoration locations this past year, our transport expense was much higher in 2013. This will subside as we have nearly completed all the 2011 flood related repair work. The Fixible Vistaliner project cost us more than expected. In order to avoid this in the future, we have adopted a form which must have Board majority approval of the work estimates.

One of the AACAM Board members who is an attorney, has assisted us with several By-Law and policy matters at no cost to the MBT.

We are looking ahead to 2014 with new board member, and dedicated volunteer, Doug Camp-

bell. Elaine Farrell chose not to run for a second term but will continue as an advisor, will maintain our membership data base and prepare the quarterly newsletter.

Here's to a great Holiday Season to all of you and our best in 2014.

Unrestricted Donations to General Fund

J.C Spychalski	D. Krapf	I. Steinberg
T.J. Mozer	R.J. Fetrow	P. Semendinger
C.E. Natter, Md.	H. Eckert	R.E. Moore (for
C. B. Pywell	K. McNelis	Fixible Vistaliner
S.J. Lubowicki	G. Lindsey	Fund
J.F. Calnan	N. Freidman	G. Rosenau
M.C. Lennon	E.F. Erickson	Denville Bus co.
J.T. Collins	M. Burshtin	G. Lindsey

In Passing

As we stated in our recap of the annual meeting, we dedicated our moment of silence to recognize the recent passing of retired Carl R. Bieber employee Francis "Frank" Spotts. Frank was cut from that special mold...a bus enthusiast employed in the industry he so loved.

Frank only had three jobs in his entire life, all of them with bus companies. Through several years as a regular driver on Bieber's Reading to New York service and, later, on the Allentown to Philadelphia line he was instrumental in advising management on improvements to both operations.



A year ago he told us he was working on an article for our "My Favorite Bus" column which would have featured his favorite bus, the MCI MC-8. Bieber had 23 of these during Frank's tenure.

Frank served as an MBT docent until early 2011 when he began to have health issues.

We were able find in our archives a picture of Frank behind the wheel of a 1978 MC-8, taken for a Bieber publicity photo in the Spring of that year.

Model Bus Musings by Doug Campbell

Bonnets, vistas, and even something from a mine...all as model buses!

Since your museum has one of the 1950's TRAILWAYS Flexible Vistaliners VL-100's being readied for display in its collection, this seems a great time to show my miniature version of the bus. It is 8 inches long in cast resin material, made as number 10 of 25 models and produced by master model builder Dave Dearstyne. It literally has all the outside details and



graphics of the real coach in truly impressive miniature modeling! This is a 37 passenger bus designed by Flexible in 1955 to be Trailways' answer to the Scenicruiser (sold only to Greyhound); the real coach is 35 feet in length. Almost 300 of these buses, almost all with Cummins Diesel engines, were manufactured between 1955-1957.

Next is an unusual 8 1/2 inch long model of a Neoplan coach from 1986, based on an NZG German model bus. There were 300 of these replicas manufactured as special presentation gifts for a bus conference held in Pennsylvania in 1986, and made out of solid Pennsylvania COAL! The models were handcrafted



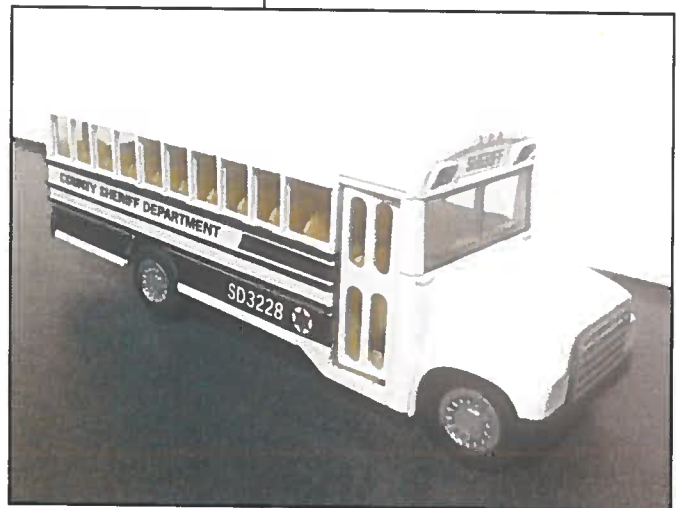
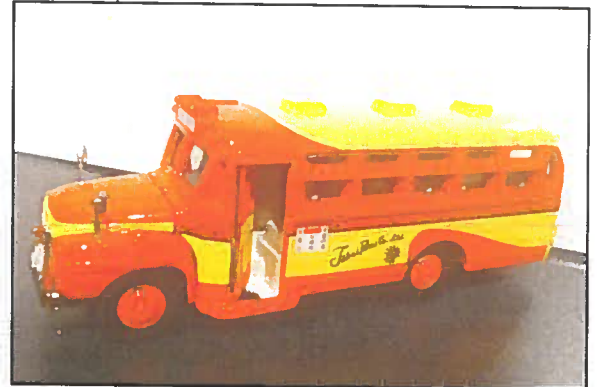
from coal by Vanguard Coal Products of Pennsylvania, and are rare to find today. The model Neoplan coach was distributed at a meeting held not too far from what was in that year Neoplan's USA Headquarters/Parts Distribution Center at Honey Brook, PA. Truly a model in a MOST unusual medium!

And onto some bonnet buses, a style popular in Japan still today. My first is a tiny 2 1/2 inch long tin model, possibly used in Japan as a premium of some kind, as underneath on the base is the "Meiji" logo, known here in the USA as the corporate owners of Stauffer's Cookies of York, PA., and a leading snack food producer in Japan. The model coach is in a most attractive green and kind of orange color scheme, and is made from pressed tin with unusual "Mountain Reserving Bus Company" graphics! The base & wheels are plastic. Model is made in China.



Finally in this issue, we'll look at a really nice fully-die-cast 7 1/2 inch long, 1/43 scale Japanese Isuzu Bonnet Bus. It has a left hand door, with full interior details, in a pleasing orange & yellow paint scheme. This model is by Tomica/Dandy models, manufactured in Japan in the 1970's and in the graphics of Tokai Bus Co., Ltd. It comes complete with bus stop sign and benches! This model bus has a lot of nice chrome details such as mirrors and bumpers, and even the base of the model is fully die-cast of metal! This represented a typical Japanese bus of the later 1970's period. Happy Collecting!

Found on many American souvenir stands and at model railroad shows is this 5 inch long die-cast "County Sheriff Department" prisoner transport bus based on a school bus casting by "Kinsfun Toys" of China. I noticed on the base that it was manufactured in March of 2011 in China by Kintoy Die-Casting Mfg., Ltd. The front right passenger door opens, full interior is included, and it even features a "pull-back" motor! It looks to be based on an International school bus.



FLEET REPORT

The Fleet Committee members, with the help of twelve volunteers, were able to complete the following items for the Spring Fling:

1. Buses stored at the Fullington Garage were moved from the George Sage Annex;
2. 3 Buses were staged at the Annex for visitors to photograph;
3. The Annex was cleaned and prepared for the Open House with the RTS and the Chevy Stretch left inside;
4. Tables were moved from the Annex and set up at the Museum for the Flea Market Vendors;
5. The Museum floor display of buses was changed;
6. Buses in this change were all cleaned and detailed; and

The Committee would like to take this time to thank the following individuals for this work they did for the success of the 2013 Spring Fling: Jot Bennett, Doug Campbell, Tom Collins, Terry Cosentino, Walter Earl, Ed Eiting, John Fetrow, Jim Mahraj, Ken McNelis, Tom Mozer, Mark Watson and Ed Wolf.

A very special thanks goes out to Becky and Angel Tollens for their valuable help the night before the Spring Fling with the Vendor Tables.

NEW ADDITION TO OUR FLEET

AMTRAN, Pennsylvania's Oldest Transit Authority, retired a 1993 ORION I (# 402) from active service and donated it to the MBT to replace their earlier donation of bus # 153 a 4523 that was damaged in the 2011 flood.

Members Terry Cosentino, Ken McNelis,

Tom Mozer, and Ed Wolf traveled to Altoona, PA. on October 13, 2013 to bring this bus back to Hershey, PA.

The MBT would like to thank the Management and Employees at AMTRAN for their help and support with this generous donation.

The following is a summary of our progress this Fall and our needs:

- The volunteers were able to cut down three trees and remove all unnecessary brush from the Annex property so that new rain gutters could be installed on the Annex.
- Both the Fullington Garage and the Sage Annex have been Winterized for the season.

The Committee is still in need of TWO ITEMS for use at the George Sage Annex. We need a 2 - 4 TON FLOOR JACK and a GAS POWERED POWER WASHER.

If any member would like to donate either item, or make a donation to purchase either item, please call Ken McNelis (610-203-7998) or Tom Mozer (717-343-0058).

FLEET COMMITTEE - WORK SESSIONS

The last Work Session for the year was held on November 5, 2013. Work Sessions for the Spring/Summer of 2014 will begin in March. The first four Work Sessions will be Tuesday, March 4, Saturday, March 15, Tuesday, April 1, and Saturday, April 12. Later Work Session will be announced in the next Musings and on the Museums website.

Volunteers are reminded to please contact Ken McNelis (610-203-7998) or Tom Mozer (717-343-0058) to let them know if you are planning to attend any or all sessions. This way work can be planned and you can be notified if a Work Session has to be canceled or rescheduled.

RECOGNITION

The Fleet Committee would like to thank the following 25 volunteers who

helped us with our Fleet and properties at Work Sessions conducted over the many months of 2013. These volunteers gave the MBT a combined total of 570 hours of service! The volunteers were:

Don Barlup, Jot Bennett, Doug Campbell, Tom Collins, Terry Cosentino, Cameron Crouse, Phil Crea, Bruce Crowarth, Walter Earl, Ed Eiting, John Fetrow, Bill Freeman, Wilson Gibson, John Lenhart, Cal Little, Jim Mahraj, Dino Mandros, Ken McNelis, Tim Minsker, Tom Mozer, Oliver Ogden, John Stoudt, Jim Tay, Mark Watson, and Ed Wolf.

Six of these volunteers qualified under the new Board Policy "to be publicly recognized at the Annual Meeting" for attending three full Work Sessions in a calendar year.

ADOPT-A-BUS PROGRAM

At the October 1, 2013 MBT Board Meeting, board member Ken McNelis submitted a written proposal for the Adopt-A-Bus program. The idea for this program would allow any member to adopt their favorite bus for a one year period for repairs, maintenance, and storage. A member may adopt their favorite bus or spread their donation over the entire Fleet

The fee for this program would be an outright \$300 donation or a donation of \$25 per month for twelve months totaling \$300. The donor's name would be posted on the windshield of the Adopted Bus in the Museum. If the donation is for a bus that is stored at the George Sage Annex or the Fullington Garage, the donor's name will be published on a poster at the Museum, as well as, the windshield of the stored bus for all visitors to view.

A list of all members who Adopt-A-Bus and the Bus they adopt will be published in Bus Musings. The program was adopted by the Board.

An ADOPT-A-BUS Form is included with this issue of the Bus Musings for your use. We encourage all members to participate in this worthwhile program. Please complete the Form with your choice of option and return it along with your donation to the Museum. The ADOPT-A-Bus Form will also be available on the website for download. SEE FORM ON PAGE 5.

Along the Line Continued on page 6





Adopt a Bus Program

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Yes, I would like to participated in the MBT Adopt a Bus Program for 2014

Please select Option #1 or #2 below and indicate if would like to adopt one bus or the entire fleet:

Option #1 ~ Enclosed is my donation of \$300.00

I would like to adopt bus _____ (funds will be used for storage and maintenance expenses for this unit)

OR

I do not want to adopt just one bus, I would like to spread my donation of \$300 over the entire fleet

Option #2 ~I pledge \$25.00 per month for 12 months (total of \$300)

to adopt bus _____

OR

I would like to spread my donation over the entire fleet.

By adopting a particular bus, your name will be displayed on the description plaque if the bus is in the Museum or on the windshield if the bus is stored.

If you choose to spread your donation over the entire fleet, your name will be placed on a special plaque, which will be placed on the wall of the Museum near the buses.

As you may know, we are a 501(c) 3 organization; your fee may be used as a tax deduction.

Thank you in advance for your generosity and continued support of MBT!

Please mail completed form and check (if applicable) to:
Museum of Bus Transportation
161 Museum Drive
Hershey, PA 17033

To date, the following have signed up for the Adopt-A-Bus Program:

- | | |
|---------------------|--------------|
| C and C Tax Service | D. Campbell |
| J.T. Collins | F. Henry |
| E. Wolf | R. Garrett |
| J. Dockendorf | F.M. Henry |
| R. Sauer | D. Campbell |
| J. Stoudt | T. cosentino |
| A. Maguire | |

1954 Flxible

We have sold the former Harran 1954 Flxible (218-FA1-54-33AC-30717) to Rich Fitzpatrick of Erie, Colorado. We had over 20 inquires regarding this unit but most of them were not interested once they learned it had been through the 2011 flood. Mr Fitzpatrick does not plan to use it as a seat-coach.

Michaud Bus Sales was instrumental in the sale of the coach (there was not commission or fee for us). The final sale price was \$10,000 which has been received.



FLXIBLE Vistaliner

Our 1955 Flxible Vistaliner is now at **Ber-gen Auto Upholstery**. **Mrs. Nancy Citti**, president of the firm, is installing an entirely new interior including seats and side panels. This bus, as you know, was restored and placed back into the official Trailways colors at the **ABC Camden, N.J.** facility. They put over \$37,000 into the bus with the MBT portion being \$25,000. To date we have collected \$17,000 in donations or sales of other units. We are still looking for additional donations to defray the cost of restoring this unit.

Recently we received donations from the Trailways corporate office, Fullington Trailways, Burlington Trailways, and Richard Phillippi.

We will have a very rare coach in our fleet when all of the work is complete.

If you have special interest in this coach please consider an donation and just mark your check "Flxible 2-level coach."

Book Review

Greyhound Scenicruiser – "Flagstaff of the Fleet" By Tom McNally and Fred Rayman

This book, well done, by two very qualified authors depicts the PD-4501 coach in one of the finest forms we seen. It is a "must read" for all of us bus enthusiasts. Your MBT store has it in stock – call us at 717-566-7100 X 119 for more information.

Member Ed Erickson

Over Halloween, ED dropped a line to Tom Mozer relating to an old Yellow "Z" model in service from South Amboy to New Brunswick, N.J. back in the 1930's. It seems the driver, who is a prankster at heart, paid someone to drape a sheet on a clothesline that was then placed over the highway. He knew his bus would be loaded with young fellows heading out to meet their dates – they were "ripe" for a scare so when he had to stop for the "ghost" across the highway even the police got involved (story goes they were not amused).

From time to time Ed contributes bus related articles.

Publicity

As we are about to enter 2014, two articles are in preparation. The first is a timeline update from Larry Plachno, editor of National Bus Trader who has been working with our vice president Bob Smith. Trailways is going to feature our Flxible Vistaliner in its January quarterly Trailways Magazine. Bus and Coach News has also asked us to submit some material.

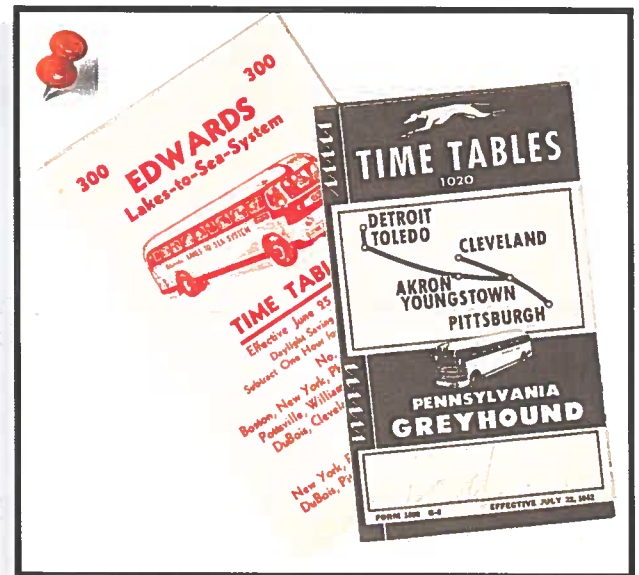
A Bus Called Peacemaker

A visitor to the Museum supplied us with some data on the "Peacemaker", a four level 42 foot long coach which is a combi-

nation of a 1949 Aerocoach and a 1955 PD 4501. This unit was constructed in 2007. We have contacted the owners to obtain more information and are seeking the possibility of having it appear at our Spring Fling in 2014.

Timetables

Although the MBT is not, as such, a timetable collector we do have some interesting ones donated to us from time to time that we display in our glass cases. In late August a visitor to the Museum (hopefully, to become a member) by the name of Warren Clifford dropped off a set of old and interesting timetables from Adirondack Transit, Safeway Trails, Greyhound, and Edwards. Two of them are shown here.



In Retrospect

Member Mike Demeter, who donated his 1924 Fageol to us 3 years ago and later a 1945 Ford Transit, submitted this interesting photo of buses in his Peninsula Charter fleet in mid-1981. Buses include from left to right:

- 1924 Fageol Safety Coach (now in our fleet and on the Museum floor)
- 1954 GM TDH 3714 (286)
- 1967 GM TDH 4519 (1934)
- 1981 GM RTS – 04 (T80204-812502)

We have Mike's former Ford prepared for paint; Mike provided us with the proper Dupont paint numbers which was very helpful. Painting will be done in early 2014 as the bus is now in storage for the Winter.

Our thanks to Mike



Work Session

Dedicated volunteers **Ken McNelis, Ed Eiting, and Tom Mozer** readied our 4104 for storage in the Fullington facility at a work session in mid-July. The 4104 had just been delivered from Wolf Bus Lines who did the final mechanical work required to put it back into "service" after the 2011 flood damage.

We have 7 buses stored at this garage.



UPCOMING MEETINGS & EVENTS

2014 Board Meetings

- January 7
- February 4
- March 4
- April 1
- May 6
- June 3
- July 1
- August 5
- September 2
- October 7
- November 4
- December 2

Spring Bus Fling

Saturday, June 7,

Annual Meeting

Saturday, October 25

Regular Board meetings are held at the AACA Museum in Hershey at 6:30 pm and are open to all members.

My Favorite Bus by John P. Quinn



I was a Greyhound operator for nearly 30 years (Pennsylvania Greyhound and, later, Eastern Greyhound). As such I came through the "GM" era.

I drove all models of the Silver-sides, the 4103's, the 4509 Suburbans,

the confusing instrument panel, the off center drivers seat, and the fat steering model. The baggage Doors and the seemingly small compartments were also early complaints.

Scenics, 4104's, 4106's, 4107'S and then into the MCI era.

As the MCI MC-5's were introduced into our fleet I'd have to admit that many of our operators did not, initially, take to them. Early complaints were

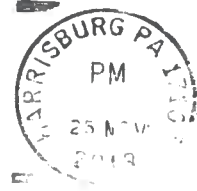
AS these items were addressed, with the arrival of the MC-5A series, I, for one, became a big fan of this coach.

I always thought these coaches looked neat (except for the rear window!)... they were fast and very quiet (unlike the 4106!) Given a choice I would always pick one out of the "ready line".

Overall Greyhound, in the U.S. and Canada bought 1600 MC-5's of the various versions. In the used coach market we had no problem disposing of them.

Museum of Bus Transportation
161 Museum Drive
Hershey, PA 17033

FALL 2013 Bus Musings



11/25 



BERGEN

Known and respected in the transportation industry for over 60 years for its reliable, professional and price competitive service.

BERGEN offers a full range of seat refurbishing and reupholstering services for intercity and transit buses to include:

- Pillow headrest conversions
- Complete cut, sew and ship of covers to your specifications
- Headrest covers in cloth or vinyl
- Spare parts for all major OEM seat companies
- Door windguards
- All soft goods fabrications with a wide selection of colors & materials

Bergen Auto Upholstery Co., Inc.

375 North Street, Suite U
Teterboro, NJ 07608

Phone: (201) 457-9100 Fax: (201) 457-9103
e-mail: Bergenauto@aol.com

PERFECT BODY CO.

7100 West Side Ave.
North Bergen, NJ 07047

Bus Body Repair and Painting

Joseph Patella
General Manager

Phone: (201) 868-8994
Fax: (201) 861-2205