

Featuring MBT's Archives



Marvin Walsh, Miss Philadelphia '57, and Charles B. McInnis pointing, proudly, to the Trailways Emblem on S-536... soon to be applied to all former Quaker buses)

In realigning our office and storage space in the AACA Museum, we discovered several interesting historical documents which had been donated to us over the years. This is of particular interest to those of us who have an interest in the "old" National Trailways and its network of carriers providing regular Route services. From its inception in 1939, many small companies were added resulting, to the average customers another nationwide bus company.

Donated to us by the late John H. Wirth, former manager of Safeway Trails Philadelphia division, was the interesting merger data between the former Quaker City Bus Company (aka Quaker City Limited) and Safeway Trails, Inc. (Safeway Trails). John kept a large scrapbook detailing the merger between the two carriers.

Quaker City was the first intercity carrier to apply for, and receive, operating authority over the New Jersey Turnpike. That service was begun with a fleet of Aerocoach model 373s (the last Aerocoach / replete with picture windows) Quaker operated very frequent service from its humble Terminal at 1311 Arch Street in downtown Philadelphia to New York City. Additional pickup points were made in Camden, Pennsauken, and Cherry Hill, NJ.

As service grew the Aerocoach fleet was supplemented with 4103, IC41AD, and 4104s. Quaker City was unique in that none of its buses were equipped with restrooms nor

did they have reclining seats. Seating for the Aerocoaches was 41 and the other buses all seated 45.

Safeway Trails also ran service from the Union Terminal, two blocks away to and from New York City, mostly with "through buses" starting in Baltimore and Washington.

Safeway had eyed the Quaker operation for several years with the thought of creating another Trailways member – Quaker City Trailways. John Wirth's documents detail, carefully, the closing of the sale of Quaker City to Safeway. Quaker City was sold to Safeway on October 14, 1957; the next day there was a rolling press conference. Philadelphia and



New York City newspaper editors, Trailways officials, Miss Philadelphia, and Safeway Hostess Peggy Gallagher accompanied the group. Safeway Philadelphia division's senior operator Harry Crane and senior Quaker operator Len Caneel were also guests. Safeway provided a brand new 1957 PD 4104 (S-536) for the trip. Safeway buses, at that time, featured the reverse spear on the roof (only 1957 deliveries had this livery).

Prior to the trip, a Quaker 4104 (#204) was posed nose to nose to Safeway S-536 for the "official merger.

Over the next few days all Quaker buses, then green and cream, were renun-

bered to have a QT-prefix before their old number. A Trailways plate was attached to the front of each vehicle. Safeway sold off most of the former Quaker equipment by the end of 1957, replacing it with new restroom equipped 4104's.

Immediately, with the combined former Quaker Turnpike trips and the several that Safeway had been operating there were 72 trips between New York City and Philadelphia every 24 hours. These were at least every 30 minutes throughout, on a regular weekday. Initially, Safeway and Quaker trips, were merely combined, over the next year all trips were considered "Safeway" trips with seniority rosters merged as well.

For many years John Wirth worked under the late Charles Langner, the former president of Quaker, who was named general manger of the Philadelphia division. The Museum of Bus Transportation is pleased to have this 26 page historical scrapbook and photograph document of the merger of two outstanding bus operations. This is the type of data that we strive to collect and maintain.



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Even through the Winter months (with only one cancelled meeting) we've managed a fair amount of business for your organization.

First off in our report to you, is that we have been awarded an "Excellence in Newsletters" certificate from the Antique Automobile of America Office Bus Musings. The Museum of Bus Transportation is also a "region" (chapter) of the AACA. Over 40 of our total membership is also part of the Region.

Each year the AACA solicits newsletters and judges them in various categories. Ours won an award for quarterly newsletters. It was noted that we had interesting content, excellent photos (most in color), that the newsletter promotes the hobby (for us, buses!). We thank our membership for providing data for us, such as "My Favorite Bus."

Special thanks go to Elaine Farrell, Executive Director of the Pennsylvania Bus Association, who composes and edits each edition of "Bus Musings".

Lately, we have some of the general membership attend our monthly meetings – remember all are invited.

Correspondence, membership records, and meeting notices, etc. are handled by T.K. Linn whose fee is funded by an outside donor with no effect to our MBT budget.

Board members Ralph Fetrow and Ed Wolf have done an analysis of the budget proposed for 2014 and have also looked ahead to the next 5 years. A number of ideas were discussed at a recent meeting:

- re-establish on-site, one-on-one meetings with bus industry personnel, including non-member companies;
- engage in a more aggressive membership program focusing on increasing more life and company memberships;
- Increase promotion our two annual events, the Spring Fling and Annual Meeting, to increase participation; and
- closely monitoring our investments for maximum growth.

Ralph Fetrow provided the Board with a Conflict of Interest and Confidentiality Policy statement, similar to what the AACA Museum Board uses, for Board consideration.

Doug Campbell has been instrumental in working with the Museum's volunteer program so that "car" guides have more "bus" knowledge. The Museum is revising its volunteer program to improve it.

We are going to revisit setting up a table in the Port Authority Bus Terminal in New York City for one day, perhaps, in the Fall. This idea was submitted by two members several years ago and we were never able to obtain approval to do it. We plan to hand out material relating to MBT not only to bus operating personnel, but to the general public. You will hear more on this later.

MBT 2014 UPCOMING MEETINGS & EVENTS

Board Meetings

June 3

July 1

September 2

October 7

November 4

December 2

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.

Spring Bus Fling

Saturday, June 7

ARCHIVES Continued from Front Page

Our thanks go out to the late Mr. Wirth for his early support of our organization. The late Marvin Walsh, who passed away several years ago at age 102, was the president of Safeway Trails and was also an avid supporter of the MBT right up to the time of his passing.

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

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Collection of Roberts "HO" Bus Models

by Art Zinn – New Port Richey, Florida

My collection of bus models started at an early age with Tootsietoy, Marx, Dinky and others as a result of living across the street from a local bus company in Haledon New Jersey, which is a suburb of Paterson, NJ. During the late 1970's I became acquainted with the late Dave Roberts of West Palm Beach who painted over 250 models for me, approximately 200 "HO" scale and 50 "O" scale.



The "HO" models represent 16 New Jersey Bus Companies, some of which are now out of business. They are DeCamp, Inter City Lines, Warwick Stage Lines, Manhattan Bus Lines, Red & Tan Lines & Shortline (both now Coach USA), Lakeland Bus Lines, NJ Public Service / NJ Transit, Somerset Bus Co., Orange & Black Bus Co. and other smaller local companies.

Each "HO" model is an exact duplicate to scale of the actual bus that the company had in operation including its respective assigned bus number – bus roster of each company was reviewed at the library of the New Jersey Motor Bus society. Of the approximately 200 buses, there are 50 models from NJ Public Service / NJ Transit, alone, 18 DeCamp models and 15 Lakeland models.

During December 2013, Walter Earl stopped in New Port Richey to view this collection and we reminisced bus stories. I look forward to my first visit to your museum during summer 2014.



Our Members

Jeff Goldwasser, an MBT Board member, has joined La France Industries as a sales executive for, La France's transportation fabrics.

Jeff's involvement with the bus industry began over 45 years ago when his family owned and operated Peak Tours (New York City area). Jeff also worked for Classic Coach and National Seating.

Jeff has been instrumental in contacting several bus operating and support companies, advising them of MBT and our activities. This has resulted in a paint job at Perfect Body (for our TGH 3302), and five new member companies. Jeff is, indeed, a "bus guy".

Bill Luke, a long time supporter and a household name in the bus industry, recently celebrated his 90th birthday. Over the years Bill donated photos and literature to the MBT and also advised us on designing a better, and more informative, newsletter. Congratulations to Bill.

Ken McNelis, our fleet manager, and his wife Ann represented the MBT at the recent Pennsylvania Bus Association's March 19th and Maryland Bus Association March 20th marketplaces. The events, held in the suburban Philadelphia area, are designed to promote "destinations" for tour and charter bus operators. Ken and Ann distributed flyers for the MBT Spring Fling as well as membership forms. As a result of their fine efforts we received several phone calls for more information on the Spring Fling. Our thanks to them for their time.



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Gene Kelly. In our last issue we mentioned the possibility of acquiring an ACF-Brill C-36 from Mr. Kelly. For the present time, he wants to retain his vehicle which he frequently displays at country fairs, antique auto shows, and local parades, in the Hagerstown, MD. area where he resides. He is considering, however, allowing us to have it "on loan" over the Win-

ter months as long as we would display the bus inside the Museum. These C-36's were common in eastern Pennsylvania during the mid to late 1940's. It would be great to have one on display, if only for a short time period.

Dave Millhouser, MBT Advisor, has taken the lead in our search for a Scenicruiser Hunt. At this time we may have a possible short term loan of a Scenic. As reported in our last issue, not a week goes by that one of the docents does not field a question relative to a Scenic and the fact that we don't have one in our fleet or on display.

Donations. As usual, we want to thank the following for recent donations of artifacts or unrestricted cash donations:

John Andrejco Dino Mandros
Robert Faulkner John Wirth family

Adopt a Bus Program. Although we have not received any additional Adopt A Bus participants since our last newsletter there have been several inquiries. The basic question has been, "If I adopt a Bus can I pay the \$300 over time." The answer is yes. Several of those already in the program are doing just that. An interesting note is that this is the 100th year



Anniversary for Greyhound....our "Greyhound" – a PD 4103 has yet to be adopted. A form is attached. Anyone interested?

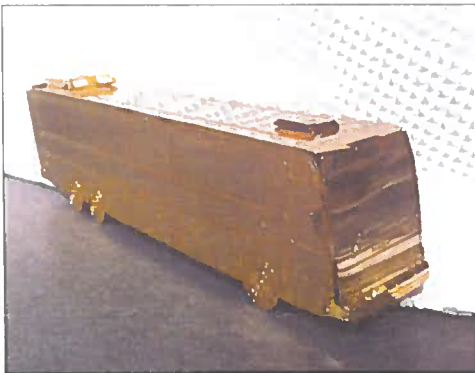
Correction. In our last issue of "Musings" we credited a former director of the Museum (Patrick Foltz) as offering office space to the MBT. The credit should have gone to one of our own board members, Don Barlup. Don not only offered the suggestion but for submitting the idea to the AACA's Museum Board and getting their approval.

Our apologies for Don for the oversight and our, belated, thanks for this.

Continued on Page 5

Model Bus Musings by Doug Campbell

With all the bright Spring colors appearing in gardens this time of year, here's a BRIGHT gold-plated model that I have had in my collection for many years, but know little about its origins. It's 7 inches long, is made of tin metal, with the sides, front & back all folded down from the roof, and separate air-conditioning units attached to the roof with little tabs. It's completely gold plated, and was a promotional model for MACK TRUCKS, Inc. when they tried introducing this touring coach many years ago. The model even has a tiny driver's and right side mirrors attached, as part of the thin metal pressing. I remember seeing this real coach at a MACK show I believe in the 1970's, and I believe someone at MACK gave me this little model coach. Full of details pressed into the metal sides, this is really quite a BRIGHT showpiece on the model shelf!



The next model this month is just one of those strange models you come across and just "have-to-have". I found it in a bargain close-out-lots store in Lancaster County, PA., called none other than "The City Dump." The \$4.00 price tag made me feel I just had to have one! It's made of a resin-like solid cast material, and being a rather generic touring coach, the top deck is molded into what looks like a "planter." It's quite colorful in a tan, aqua,



gold, orange, yellow, etc. paint scheme, with "Champagne de Cognac" side ad panels, and a destination sign cast in as "We're going to Timber City." This is just a neat collectible model

coach, with no manufacturer or country of origin anywhere on it. I saw some others in the shop painted red, with same graphics castings. A model such as this one is just FUN to display maybe on a desktop!

At a recent model TRAIN meet, on a table full of German model trains, I spotted this neat little 4" long, bright yellow double decker, European-style, die-cast coach with "Berliner Doppeldecker" graphics in blue. Ber-



lin, Germany city scenes are outlined around the second deck and all over the colorful box! A destination sign on the front reads "100 Bhf Zoo", which I assume is a Berlin route to the city zoo! Rubber tires, and full interior details complete the model. I notice on the box that it is made in China by Idena, and had a price sticker on the box from a German toy shop. It was probably sold only in that country on the toy market, and probably ONLY in Berlin!

In HO 1/87 scale is another most attractive German coach model made in Germany by Rietze, who seems to turn out model HO scale buses by the THOUSANDS! Most of them are for promotional use, and many are overrun for the hobby market in Germany. This one is a handsome burgundy-red paint scheme produced for the German bus operator "Car Rouge" of Laupen, Germany, and models their double-decker SETRA S328DT coach, pulling a typical European luggage trailer. The tiny wipers, mirrors, and tow hook all must be carefully attached, a job that took me almost an hour with tiny tweezers, and a magnifying lens! Full interior and undercarriage details are included.



A few months ago, a firm called "Luppa" issued an interesting series of die-cast buses "Autobuses del Mundo" which were sold only on NEWSSTANDS in South America. Each was packed with an interesting photo magazine, all in Spanish, about the coach which was modeled. As of this writing I have about half of the collection of about 15 models. This handsome 12 wheeled (4 axle) split deck Sultana TM-44 18SP is painted in a bright white, blue, yellow paint scheme for Transportes Rojas S.A. of PERU, and has no manufacturer name nor country of manufacture on the model. The box states "Made in China". A most unusual touring coach! It is a heavy die-cast with full interior or details, windows, and mirrors.



My favorite of the South American newsstand models is this handsome GM 4104, 6" long, with mirrors, full interior, and painted in graphics for BRAZIL, but sure is "American-looking." No GM emblems appear on the model to avoid license fees, of course, but it's really quite an exact replica! The all-Spanish magazine points out 7 features of this model, and all graphics and license plates are for Brazil! Happy collecting, around the world!



My Favorite Bus by the late A.J. Luhn



If you drove a bus for Louisville Transit in the 1960's, and were working a particular route for any period of time, you did not get much variety of equipment. Buses were, generally, assigned, by type, to a particular route and that is where they stayed for their revenue lifetime.

I worked out of the 4th and Avery garage and my route always used the #601-650 series 1946 Mac k C-41-G's.

Louisville purchased products from Mack, White, GM, and Ford in the early post war years. After 1948, nothing was purchased until 1951 (5103's for our busiest route). The final order of new buses for my employer of 32 years were "baby coaches," as we called them, - 3102's.

Back to the Macks, this is one solid bus. The driver was surely in mind when the folks from Allentown, PA designed these Units. They had great steering, visibility, and a super seating position. I never liked the small

windshield on our GM's and Whites.

Macks were also safely built; over the years we had several in major accidents resulting in very few passenger injuries, and no driver injuries that I could recall.

"Built like a Mack" was a great motto for a great bus. I loved my C-41-G's!

(this article was written as told to our editorial staff several years prior to his passing)



Along the Line *continued*

Fleet Committee

Ken McNelis and his team have completed several projects which have been festering for sometime...our 1940 White and 1945 Ford are now both in running condition.

Ed Wolf is working on our 3301 and 4106 to get them back in running condition, both projects are close to completion.

The team had a general Spring cleanup session on Tuesday April 1. This included cleaning and dusting the vehicles on the Museum floor and checking and/or adding air to the tires on each display unit.

Our only paid maintenance worker, Jim Tay, continues to help us as time permits with his regular job at Conestoga Tours.

Additional work sessions are slated for;
Saturday, May 17
Tuesday, June 3
Friday, June 6 (Fling preparation day)

Volunteers are reminded to please contact Ken McNelis (610-203-7998) or Ton Mozer at (717-343-0058) to let them know you are planning to attend. Calling ahead will assist them in planning the scope of work for the day.


FLING PREP IN ACTION

Saturday June 7th is not that far away. Our Annual Spring Bus Fling appears to be another successful one...hope you are planning to attend.

The photos on the right show the prep work our volunteers have been doing for Spring Fling.



**THE MUSEUM
OF BUS
TRANSPORTATION**



presents

2014 Spring Fling

A Bus and Motorcoach Show

June 7 in Hershey, PA

DATE

Saturday, June 7, 2014

LOCATION

Antique Automobile Museum
Campus (indoors and outside),
Rt. 39, Hershey, PA

TIMES

8:30 am—4:30 pm

ADMISSION

Free to MBT members.
Regular admission will be
reduced to only \$5 for non-
MBT members from \$10!

**NEED AN OVERNIGHT
ROOM?**

Marriott Springhill Suites
717-583-2222. Rate is \$99 +
tax; mention the MBT Spring
Fling event for special rate.
*Release date for rooms is
4/30/2014.*

FEATURING



Some of the Museum's recently
acquired vehicles including:

**VIEW MODES OF BUS
TRANSPORTATION**

Intercity, transit, school bus,
motorcoach conversions.

BUS STUFF TO PURCHASE!

Inside 20 tables of bus and
transportation artifacts for
purchase!

**VIEW THE MUSE-
UM'S RESTORED
FLEET!**

A Shuttle bus will run
every hour between
the Museum and
MBT's storage An-
nex to view the MBT
fleet. Donations will
be accepted for the
shuttle bus to offset
costs. Shuttle bus
offered by **Wolf's
Bus Lines, York Springs, PA.**

**FOOD AND BEVERAGES
AVAILABLE**

Special food court will be open in
the Museum





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

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Hershey, PA 17033

Spring2014 Bus Musings



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