

## 2016 SPRING FLING RECAP

The 2016 Spring Fling was a success even with competition from two area car shows, Carlisle and Gettysburg, and the threat of some severe weather. It did result in a reduction of overall attendance compared with 2015, but the show still went on!

In terms of attendance, Saturday numbered 363 - combining those attending our event with the general visiting public. There were some other visitors, approximately 30 or so folks consisting mostly of young families with children, on the Museum campus, who came to observe the buses on display, but did not



enter the Museum to sign in. ing detail shop. Buses can then be moved, often with the use of a tow motor to keep the amount of fumes from running engines to a minimum.

Removed was the 1951 Fitzjohn, on loan from Wolf's Bus Lines, and the 1936 International school bus. Replacing them were two newly restored buses, the 1945 Ford model 59-B and the 1951 Brill C-31 (school bus version).



enter the Museum to sign in.

The number 29 seemed to be the magic number. This year there were 29 vendors offering all types of bus related materials, and 29 "outside" buses on display around the Museum campus!

The bus-related weekend started Friday morning when a crew of MBT volunteers and Museum staff members changed the bus display on the Museum floor. A change in the display requires all of the cars on display to be removed and stored in the adjoin-

The two new arrivals had arrived at the Museum a few days before the event and we were anxious to place them on display.

MBT members Angel and Becky Tollens and Anne McNelis dressed our recently acquired mannequins with 4 sets of older, but well maintained and recently cleaned and pressed, bus driver uniforms. We now have uniforms from Bonanza, Wolf Bus Lines, Trailways, and Greyhound

adorning the mannequins. This has greatly enhanced the overall bus display.



The Trailways-related display case was ready in time for the Fling. It featured the collection from the late Jerry and Lorraine Smith donated by their daughter and son-in-law, the Rollens.

Last year the Friday evening recep-

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## From the Board Room

### BOARD OF DIRECTORS

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Manager

John Lenhart  
Retired

Ken McNelis  
Klein Bus Service, Retired  
Fleet Manager

### Financials to Date

We are pleased to note that our Profit and Loss Budget (vs. Actual) for the first 5 months of 2016 shows that we are a bit more financially healthy than the corresponding period a year ago.

Our new agreement with the AACAM, although not permanent, and trimming expenses has helped to cut our losses.

The Spring Bus Fling is one of our two fundraisers. The funds collected, in various accounts, show a net profit of \$2,967.00.

We have had a nice increase in Adopt-A-Bus sponsorship as well.

We operate on a standard calendar year rather than a fiscal year, and projecting ahead to the end of 2016, indications are that, at this point, we will finish on budget.

Contributions, specific or unrestricted are always appreciated.

#### 2016 Board Meetings

August 2  
September 6  
October 4  
November 1  
December 6

#### Annual Meeting

October 29, 2016  
Regular Board meetings are held at the AACA Museum in Hershey at 6:30 pm and are open to all MBT members.

## Along the Line continued

*Continued from page 9*

### MBT Vehicles Available for Sale

Our 1997 MCI MC-5C was sold since our last issue of Musings. The following are still available:

**1954 Flixible Visicoach** - GMC gas "truck" engine.. Basically good body and no damaged glass. Bus was in 2011 flood and should be reupholstered (if it is to be kept as a seated bus.) There is no title on hand, bus currently not in running condition. Price \$13,000 fob Hershey, PA (bus acquired from Harran's Transportation.)

**1946 Ford Transit** (single door) Good body (repainted 5 years ago), glass intact, and has a good set of transit seats. Ford cylinder engine, but not currently in running condition. Price \$1750.00 fob New Bloomfield, PA (bus in Lebanon Coach livery but acquired from private owner in Tennessee.)

## Getting to Know Our Fleet



We've learned more about our Brill C-31 school bus since placing it on the Museum floor back on June 3.

ACF-Brill built 424 C-27 or C-31 models (same set of serial numbers) -only 26 of them were configured, and sold, as school buses. The largest fleet of them was a total of 9 which were delivered over 3 years to the Lower Merion School District, Ardmore, Pa.

Ours is serial number C-31-302 - delivered to Reading School District.

Krapf's Coaches funded the restoration of our Brill while Premier Fleet Services, Inc. did the work. The coach stands proudly on the Museum floor, looking good as new.



**Perfect Body Company**  
**7100 West Side Ave.**  
**N. Bergen, NJ 07047**  
**201-868-8994**  
**prfctbody@aol.com**

**Joe Patella, General Manager**  
**Bus body repair and painting, minor and major collision repairs, rehabs**

**1975 GM T6H 4521A** Body fair condition. Glass intact, good parts bus. Was in 2011 flood and is not in running condition. We have salvage title. Asking \$1500 fob Hummelstown, PA, but will accept a reasonable offer.

Call the office at 717-566-7100 x119 for information



## Spring Fling Recap continued

Continued from page 1

tion proved successful and popular, so we repeated this again this year with the same success.

From 5:30 pm to 8:30 pm, early vendors and those displaying buses, including the "Jersey Boys," were treated to fun picnic-



style food, including hot dogs, hamburgers, beans, and desserts. There was also a beer and wine bar. The same two anonymous donors from last year also hosted this year's food and beverage. We are most grateful.



We took the opportunity to christen, of sorts, the 1945 Ford and 1951 Brill by acknowledging Perfect Body Company and Board member Jeff Goldwasser, who was instrumental in arranging restoration for the Ford, and Rich Andrietta and Supreme Fleet Services for the restoration of the unique Brill school bus.

We introduced MBT board advisor Terry Cosentino, a Reading area resident, who gave the reception attendees the back-

ground of the Brill's part in Reading school operations. It had a special set of runs not related to the general day to day transport of students to and from class

The vendors who had set up on Friday afternoon, opened for business after dinner and the presentation, and prepared for Saturday's event.

Guests began to arrive on Saturday as early as 7:30 am and many stayed until the Museum closed at 5:00 pm. Fleet manager Ken McNelis, assisted by Jim Tay, manned the Annex while



guests were transported back and forth via the bus donated by Wolf's Bus Lines and operated by our favorite Wolf operator and MBT member, Doug Replogle, at the controls. There seemed to be a great interest in visiting the Annex so the shuttle was operated about every 30 minutes rather than the expected 60 minute frequency.



Lunch was available at 12:30 pm when we were able to obtain an emergency delivery of 30 pizzas, as well as chips and beverages, since the arranged food truck did not arrive. A special thank you to Nuria Guarneschelli, the of Museum Director of Sales and Events, for making this happen, and to the Museum events staff who provided the manpower to sell the items to our guests. Chaos was averted!

Saturday's outside bus display was a bit more varied than in the past. We received more school buses than we've had in the past. Local Derry Township Schools (Hershey) had a new Blue Bird propane unit on display and there were some interesting older vehicles, including a Crown.

Capital Area Transit, absent last year, displayed their latest acquisition, a 2000 Neoplan AN-460. Now bus number 2001. It was formerly SEPTA #7204. This unit will be deployed in Summer service to/from Hersheypark from downtown Harrisburg.

ABC featured a new Van Hool 35 foot coach. It is our understanding that this recently unveiled coach has been very well received in the mid-Atlantic region.

The Museum parking lot looked a bit like a virtual bus terminal by early afternoon, thanks to Mark Watson and Terry Cosentino who parked the buses. Terry and Dave Millhouser also acted as our official photographers.

## *Fleet Report by Ken McNelis*

### **WORK SESSIONS**

The following dates are being set aside as scheduled Work Sessions at the George Sage Annex for the remainder of the summer and fall. The dates are:

Saturday, July 23, 2016  
Saturday, Sept 17, 2016  
Saturday, Oct 15, 2016  
Friday, Oct 28, 2016

All work sessions start at the Annex at 8:30 A.M. and run until 3:30 P.M. unless the time has to be adjusted.

Volunteers are asked to please call Ken McNelis (610-203-7998) or Tom Mozer (717-343-0058) to let them know if you are planning to attend any or all of the work sessions listed. This way work can be planned for each session and you can be notified before you leave home, if a particular work session has to be rescheduled, canceled, or the times need to be adjusted.

Please consult the Museum website or Mark Watson's post on Facebook for any deletions or additions that may be necessary to the above dates.

### **SPRING FLING VOLUNTEER RECOGNITION**

The Fleet Committee would like to thank the following member volunteers for their help behind the scenes at the Annex and the Museum to make the 2016 Spring Fling a huge success.

These volunteers all came in two days early to wash and detail buses, clean interiors, clean up the Annex building, stage buses at the Annex, sort manuals for sale, change the Museum floor display of buses to feature the 1946 Ford Transit and the 1951 ACF Brill School Bus, and set up tables for the vendors.

Members to be thanked are Michael Burshtin, Terry Cosentino, Ken McNelis, Tom Mozer, Jim Tay, Angel Tollens, Becky Tollens, and Mark Watson.

A "special thank you" goes to Jim Tay who personally re-washed and Wheel-Brited all

the buses staged outside the Annex, after an overnight rain storm Thursday left these vehicles streaked and less presentable for a Museum quality show in his eyes. He also worked at the Annex the entire day Saturday. Thank you, Jim.

### **FLEET PARTS NEEDED**

Is there any member of the Museum who might have or know someone who has, the following parts that we need to repair vehicles in our Fleet?

1. The air cylinder/Shift Cylinder (F-N-R) Cylinder Valve body, or any automatic transmission shift related electronics for a 4523
2. Wiper Motors for a 4104
3. Carburetor Gasket Kit for a 1947 Buick straight 8 engine for our 1946 Flxible 29B-47
4. Greyhound Destination Sign for a Scenic 4501
5. Any tires - size 920

If you have any of these items, would you please contact our Fleet Manager Ken McNelis at 610-203-7998 to work out the details of acquisition.

### **RECOGNITION FOR PARTS DONATIONS TO FLEET AND MUSEUM**

The Fleet Committee would like to recognize the following individuals for their generous donations:

John Vickery for his donation of an original generator, regulator, and circuit breakers for a 4104.

Ralph Ciccone for the donation of 10 standee windows and a drivers sun visor for the 1952 Beaver 35BT he donated two years ago.

Terry Cosentino for his donation of 10 traffic cones to be used at the Annex or Museum for traffic control at our Open House events.

Terry Cosentino and Ken McNelis for their

donation of cleaning supplies, toiletries, and drinking water for use at the Annex.

Frank Gonzales for his attempt to deliver a MC5C from California to Hershey for our Spring Fling. His MC5C painted in Greyhound colors was to replace the damaged 1975 MC5C (Bellair Baker Shuttle). Frank only made it to Phoenix, and had to turn back due to transmission problems. He plans to attempt his delivery later this year.

### **COMMITTEE - FLEET REPORT**

The projected plans for the Summer/Fall of the Fleet Committee are:

- Continue working on securing titles and license plates for the 1956 GMC 4501, the 1986 GMC Santa Monica, the 1991 Prevost, and the 1946 Lehrer Flxible.

- Complete preparation of the 4104 to be re-titled and licensed at an Enhanced Vehicle Safety Inspection for road worthy operation.

- Repair or upgrade the lighting system at the Annex building.

- Attempt to get the 1934 Yellow (Blue Bird Coach) bus running again.

- Change bumpers from the AMTRAN #153 to the Williamsburg Bus TGH-3302.

- Attempt to get the 1954 Flxible Visicoach (Harran Bus Company) running again.

- Sell our MC5C (Bellair Baker Shuttle) by ABC in Camden, New Jersey.

- Complete all routine maintenance on all vehicles both at Annex and Museum.

### **PEOPLE'S CHOICE AWARD**

2016 saw the introduction of a new Award for visiting buses to our Annual Spring Fling. The People's Choice Award was the idea of Anne McNelis, the wife of our Fleet Manager.

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161 Museum Drive Hershey, PA 17033 • Tel. 717-566-7100 Ext 119 • Fax: 717-566-7300 • [www.busmuseum.org](http://www.busmuseum.org)

## 2016 Adopt A Bus Program

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

Thank you for your interest in adopting a bus. We appreciate your support in interest in keeping the MBT fleet healthy!

Please select Option #1 or #2 below and indicate if you 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 particular unit)

OR

☐ I would like to spread my donation of \$300 over the entire fleet.

☐ **OPTION #2:** I pledge \$25 per month for 12 months for a total of \$300.

☐ I would like to adopt bus \_\_\_\_\_

OR

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

### GUIDELINES:

- By adopting a particular bus selected above, 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.
- The Adopt a Bus Program support is for one fiscal year.
- The Museum of Bus Transportation is 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 the MBT!

Please mail completed form and check made out to the Museum of Bus Transportation to:

Museum of Bus Transportation  
161 Museum Drive  
Hershey, PA 17033

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The Award is based on one or all of the following three qualifiers:

- 1) Vehicle that traveled the farthest
- 2) Oldest bus in attendance
- 3) Most popular vehicle

This year's award went to Cornelius Jackson of C&J Bus Company from Brooklyn, New York. The bus of choice was his 1971 T8H-5305 (Ex. Golden Gate Suburban). The owner/driver was presented with a trophy in recognition of his award. It is also believed that the winner of the Spring Fling 50/50 was a passenger on this same bus. Congratulations to both winners.

### **SHOW CASE DISPLAY**

Thanks to museum member, Ken Cosgrove, we have new display in our display case by the diner in the Museum.

The display covers six shelves featuring Ken's collection that covers four areas of interest:

- Scratch built collectibles - HO 1/2" scale
- Various bus collectibles - in wood, tin, metal, rubber, and folded cardboard
- Hand painted flats
- British model buses

The display will be featured for eight to ten months. Please stop by to enjoy Ken's unique collection.

Following last issues' paragraph on the 4104 - we thought it might be fitting to give the 4106 some time.

It was, perhaps, difficult, even for GM, by far the leader in intercity and transit production in this era, to come up with a successor for the highest production coach (at that time) it had been producing from 1953 to 1960.

As the Interstate Highway System expanded intercity bus operators and, of course passengers, wanted more express, or limited-stop long distance buses. They also wanted a more powerful engine with direct take off for the air conditioning system. Larger windows and a refined look were required and incorporated into a great new coach.

Introduced at NAMBO, now ABA, and the 4106 was immediately well received. 3227 of them were produced from early 1961 through 1965.

Former Martz operator John Murray related his feeling about the 4106 to our editor several years ago. John could not emphasize enough how the powerful V-8 was the perfect fit for Martz, since a major portion of its regular route operation was over hilly terrain, not the least of which was coming right out of its home base of Wilkes-Barre and heading for New York City or Philadelphia.

Martz purchased a set of 4106's in each of the years it was produced.

John said he was always proud to "pilot," as he phrased it, a 4106 into the New York City Port Authority Terminal, especially in 1961 as Martz and Greyhound were among the first to receive these coaches.

"My all time favorite," said John. He was not so fond of the successor to the 4107, which is a story for another time!





## Model Bus Musings by Doug Campbell

With so many members on vacation this summer, traveling far away on vacation, maybe by BUS, here's a selection of model coaches from many lands, including here in the U.S.A.!



First is a 16" long hand-built, wonderfully-detailed replica of a 1955 FlixBus model VL-100, a bus designed for Trailways, as they wanted a 2-level bus similar in design to the GM Scenicruiser. This coach was very popular with the public, and a most attractive 35' bus on the highway. There were 248 built, and 113 went to Trailways. This model is made in Brazil by a model bus artist, all hand-crafted out of resin and signed on the bottom by the artist, Juan Hernandez, as made in 2013 and one of only 12 made! It has correct graphics, and colors, and lots of metal detail across rear windows, and side mirrors attached. The model is heavy, and has free rolling wheels too. A showpiece for the model shelf indeed.

Next, I pictured this handsome 1:76 scale (7" long) Irizar PB coach, decorated in the exciting livery of BULLOCKS (slogan is "comfort as standard") of Great Britain, in front of a nicely de-

tailed HORN-BY (Great Britain) model bus garage. I always find European motor coaches so attractive, and I can never seem to take enough photos when visiting Europe of their beautiful buses. This model, full of every possible detail, is



manufactured by Oxford Models of England (made in China), who is a leading model producer today. Even all those tiny graphics are fully readable, and full interior details really set this model apart!

April 21st of this year was Queen Elizabeth II of England's 90th

Birthday, and Corgi Toys of Great Britain (made in China) issued this handsome purple Routemaster double-decker bus model to commemorate the occasion. In 2015, Queen Elizabeth II became Britain's longest reigning monarch. This fully die-cast replica is 4 1/2" long with molded interior and all graphics are painted directly onto the model. The royal purple color makes this little bus really stand out on the collector shelf.

Next we travel to Germany to board this HO scale all plastic, and finely-detailed AWM model Mercedes CapaCity Europa Park model bus. Its fully articulated in the center, and has such truly wonderful graphics all



over! Interesting are the two axles at rear, and in 1/87 scale, AWM Models achieves the highest level of details. The fun graphics for Europa Park really come alive all over this model's sides! AWM Automodelle GmbH is really a manufacturer that is a leader today in HO scale model buses.

Back to the U.S.A., also in 1/87 scale is this die-cast/plastic TRAILWAYS VanHool coach by Hollad OTO Models, a Dutch model firm, with the production done in China. "Go Big Red" is emblazoned across front and rear bumpers. It's amazing how detailed the graphic work is on these tiny models. This model is 6 1/2" long. I photographed the

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## Model Bus Musings continued



model in front of a ceramic model bus station for interest.

Finally this issue, let's visit Hong Kong to ride this die-cast 1/43rd Toyota Coaster



TVB Series Hong Kong Mini Bus. It certainly has to be one of the most COLORFUL model buses, and has fully detailed both interior and exterior. It features authentic TVB Drama Series Graphics, and comes packed with a certificate that this one is no. 418 of a production run of 2,000 models, made in October 2005. The model is also numbered on bottom. It is made in China by Unique Replica, Tins' Metal Manufactory, Hong Kong, China. The details inside the model are too many to describe, and even the undercarriage is detailed. The bus seats only 16, and is a public city bus. Even the front wheels steer! Happy Collecting.



Enjoy this great summer weather!

## Along the Line

### Antique Automobile Club of America Fall Show



2016 Eastern Division National Fall Meet

hosts the annual event.

The MBT is a region of AACA - The Bus Transportation Region.

We been offered a vehicle display space at the show on Saturday October 8, 2016.

Recently we registered our unique (and

pristine - thanks to our Fleet staff - Ken McNelis, Tom Mozer, and Jim Tay) 1945 Aerocoach P-37 (ex-Baran's Transit Lines) for display at the show.

The Aerocoach will be in commercial class 22-F, years built 1943-1966 and over one ton. We checked off the "to judge" position on the registration form so we'll see how we stack up against other vehicles in that class (must be over 1 ton).

### New York Port Authority

Several years ago we planned to ask New York City Port Authority if we could setup a table or stand to get the word out about the MBT. While wanting to enroll managers and supervisors we also planned to chat with bus drivers themselves. Hundreds of drivers pass through the

terminal on a typical weekday and we'll bet that many of them do not know we exist.

Many of these regular route drivers work charters and specials on weekends and often come to Hershey on these trips - we're hoping to have them include the Museum on these specials.

We plan to contact Port Authority personnel by the beginning of August for permission and then we will be canvassing our New York City members to help us man the table.

### Annual Meeting

Our 2016 Annual meeting is scheduled for Saturday October 29, 2017.



## Along the Line continued

Our format will be the same as in previous years - a guest speaker, business meeting, and then a sit-down catered luncheon.

Our featured company this year is Coach USA. One of our newer board members, John Oakman, will address us on Coach USA and the Megabus operation.

John hopes to have a bus on display for us as well.

We are just now planning the afternoon bus "fan trip." Those details will follow in a special mailing, which will also include information on the regarding the MBT board elections.

By the way, if any member in good standing, wishes to run for the board this year (it is a 3 year term) please let us know sometime over the next few weeks. The office number is 717-566-7100 X 119.

### My Favorite Bus Column

A reminder to all MBT members to consider submitting an article and photo of your favorite bus.

To date most of the articles we publish come from retired personnel - just fine with us but, often, from the onset they are not MBT members. Most become members once we forward them the proper forms and data.

We have only one article "in stock" (our files!) which we'll use in the Fall issue.

In the meantime, everyone has a favorite bus and we'd like to have you share it with us and the membership.

### Contributions

Thank you to George Stiles who made a recent contribution to MBT.

### Member Ed Springer

Ed, who hails from Philadelphia, has been a consistent supplier of schedules, news releases, charter bus advertising material, and other data.

In the most recent set of material he gave

us, on Spring fling Day, was this parade of GM "new looks" through downtown San Antonio. Although the flyer was not dated we know that the buses were part of the first generation of "new looks" - circa early 1960's.

Parades of this type were, somewhat, common in fleets around the country - as a means to show off this radically new transit bus to the public.

The flyer Ed provided also shows that, at that time, San Antonio Transit also provided extensive charter service ("charter a bus, a fun bus, or a hundred" says the ad.) They were the Gray Line affiliate in San Antonio as well.



Interesting old stuff - thanks Ed.

### Checker Car Club

The Checker Car Club held its annual convention in Hershey in late June using the Museum campus as a base. Nearly 20 Checkers, mostly cabs, were on display.

The Club took a group photo in and around our Checker bus, aka Transit Bus model 01, which is on display on the Museum floor.

This bus was donated to us in 2002 by the Gilmore Museum. The "Checker guys" believe it is the lone survivor of Checker bus production.

### New MBT Members

We are always pleased to welcome new members to the MBT:

Leonard Zimmerman - Jersey City, NJ

Darrell Gerke - Lancaster, PA

Most Rev. Michael Scalzi - Hummelstown, PA

M. Fordham Dennis - Gaithersburg, MD

William Layer - Phillipsburg, NJ

We had several inquiries regarding membership via phone and are pursuing them.

### Recent Publicity

The AACA Museum (our home) was featured in the Travel Section of the Philadelphia Inquirer in late June. The Museum, together with photographs, was mentioned in an article describing it and 3 other automobile or transportation museums in Pennsylvania.

Thanks to Dave Millhouser for submitting a well written article about our Spring Fling, which was published in the July 1, 2016 issue of UMA's Bus and Motorcoach News. The article, with a photo, covers most of page 18.

The Monday June 20th issue of the Reading (PA) Eagle has a lengthy article on our 1951 Brill school bus - which started its life in Reading, Pa. Our thanks go to MBT advisor Terry Cosentino for writing the article and following through to have it printed.

### Looking Back

An admitted Trailways fan stopped by the Museum several weeks ago. He was noted as spending a considerable amount of time studying our timeline - with particular emphasis on Trailways items.

He handed the docent on duty 2 interesting Trailways photos.

Of particular interest was this excellent highway photo of Queen City Trailways #Q-3001 - a 1955 Beck Deck and Half. The coach was enroute to Ashville, N.C.

Our visitor advised the docent that Queen City had nearly every make of intercity, and, in some cases, transit as well, coaches produced during the 1950's.



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**Museum of Bus Transportation  
161 Museum Drive  
Hershey, PA 17033**

**Summer 2016 Bus Musings**