

## V-904 FINALLY on Display!!



On December 8, 2010, we received a call from Marvin G. Carter from Choctaw, Oklahoma, concerning a VL-100 that he owned which was still seated. This was his all time favorite intercity bus and he had his heart set on preserving it. He encountered some health problems at about the same time, and lost storage space for it. He went on to tell us that he had intentions of donating it to a "worthy cause" who would retain it as a bus.

The VL-100 was shipped to Chicago where, he thought, it was going to a bus related museum but we never got the full story on that. While it was in Chicago, he learned about us through an industry contact and wanted us to have the bus instead. He agreed to turn the bus over to us and pay all the shipping costs; he told us that he did not think the bus was in running condition.

We contacted Falzone Towing from Wilkes-Barre, PA, the firm that Martz Trailways uses, to bring the bus back to us. They were able to "backload" the transportation from Chicago with a delivery of a truck, thus keeping Mr. Carter's costs as low as possible. It arrived in Wilkes-Barre in March of 2011, then Tom Collins drove up the Falzone property to inspect it. He recalls initially not being impressed as it needed a lot of work and it was not in running condition.

Falzone got it running and offered to deliver it, via flat bed; again, on a "backload" to Hershey. We had it shipped to Jonestown, PA where we arranged temporary storage and a promise to have it painted. The firm, now closed, was in the process of restoring our 1951 Transit (aka Checker.) Getting it to

Jonestown which is about 10 miles from Hershey, was the end of Mr. Carter's commitment to have the bus delivered.

Through most of 2011 and 2012, he would call periodically to obtain the status of the restoration." Unfortunately, we never had very good news for him except that the bus was under cover at all times. On one of Mr. Carter's calls he told us he

thought he had located the aluminum decorative shades for the back window area but, later, they got away from him and were never located.

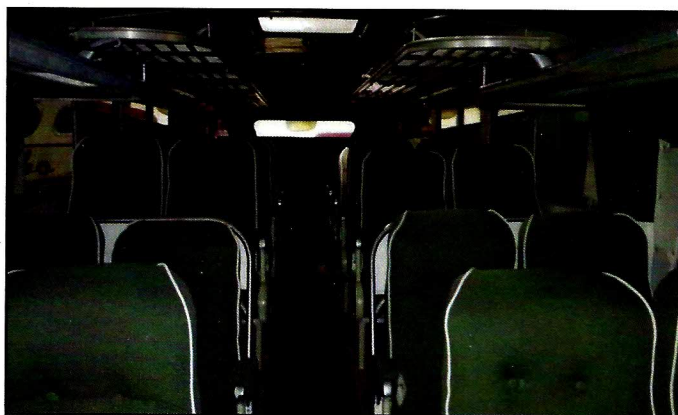
We contacted Clancy Cornell to see if ABC would be willing to tackle restoration. Their Camden, NJ facility had already done 3 buses for us and they were willing, this time on a time and material basis, to do the job. The VL-100 was shipped there in 2013 and was completed in February 2014. From there it was shipped to Bergen Auto Upholstery where President Nancy Citi replaced all the seats, side panels, and flooring with materials as close to those used in 1955. The interior work was performed for virtually nothing. Finally, the bus was shipped to Hershey in time for our 2014 Spring Fling.

Work was not yet complete, though, since we had a broken windshield which is hard to find for a 1955 bus! The bus also needed mechanical work, addressed by our Jim Tay. Lettering and TLC was all that was needed and that has been completed. The bus is now on the floor where it joins a Golden Eagle and a Scenic.

Although as serial number 142881, it was never in the Virginia Trailways fleet (Virginia Stage Lines, Inc.) They did have 5 of them (V-901-V-905) and we had some photos of them in active service on their franchise so we lettered and numbered it as V-904.

Unfortunately, our donor, Mr. Carter passed away and was never able, as he had hoped, to see "his bus" finished as he had envisioned it. Included are photos the bus on the floor. The Trailways checkmarks" on the side panels were attached after the photos were taken.

V-904 has been adopted by Bob Garretty, Tom Collins, and Bill Miller. Dick Phillippi also donated funds.



## From the Board Room

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Retired NJ Transit

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Retired

**Elaine Farrell**  
Pennsylvania Bus Association  
Editor for Bus Musings

We finished **2014 nearly on budget** with a net loss. The membership should be aware that we have a "net loss" each year because we factor in "pre-paid rent" as a monthly expense which is the \$500,000 paid up front to become a part of the AACA Museum complex. This amount is being amortized over a twenty year period.

The **Adopt-A-Bus Program** has been instrumental in helping us maintain the fleet. We apply the amount donated to a specific vehicle and deduct any expenses for that vehicle. We had several unspecified vehicle donations which enabled us to perform some very necessary mechanical work. Now, for the first time, EVERY vehicle that we own, is now running.

We continue to have **storage problems** with our "Fullington" facility in terms of water seepage. In early January board members Ralph Fetrow and Tom Collins met with staff members of Hershey Trust in an effort to address the problems. These are being corrected.

At the January board meeting we came up with a plan to begin some long awaited **site visits to intercity bus operators** who are not currently members of MBT. In the next issue of Musings we will have more details on this.

**Attendance is up in the Museum** and we are finding more visitors that are mainly "car oriented" also inter-

ested in our recently revised bus display. We credit the arrival of the Scenicruiser with this additional interest. When one of us is "on duty" we allow visitors to go inside the Scenic.

The **Gift shop** has been reorganized and sales of our merchandise has increased over 2013. John Dockendorf manages the gift shop.

We have plans for a revised **Annual Spring Bus Fling** by adding a Friday evening reception (see Spring Fling Details).

We've encouraged MBT members to attend our Board **meetings**; as a result, we've seen a slight increase in attendance in 2014. Remember you are welcome.

Several years ago we chose to brand ourselves MBT for short, rather than MOBt. Remember that when submitting checks or correspondence.

We need to make some improvements in 2015 to make the organization grow and operate more efficiently. We would appreciate any comments on those items.

Thanks for your support - here's to a great 2015.

## My Favorite Bus by the late Sterling S. Dissinger

### REO Flying Cloud

I was a bus operator for the Harrisburg Railways Company, long before the introduction of public transit authorities! I went to work there after my previous employer, Lebanon Valley Transit, went bankrupt after a long employee strike.

At Lebanon, we had all Ford Transits and 1 ACF H-15. Achieving employment at Harrisburg put me "into the big leagues" in regards to pay and, especially, equipment. Harrisburg, during my tenure, had 5 makes of buses, all relatively new and most with automatic transmissions which was a big WOW back then!

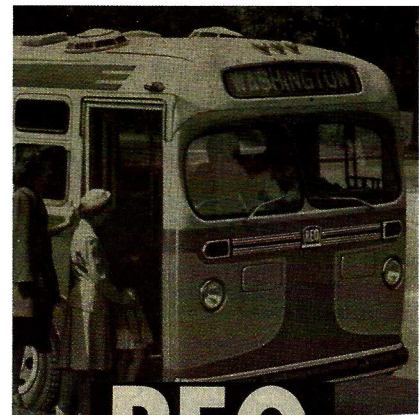
Of the five makes, my favorite (I think I was the only operator who felt this way!) was the small group of 1949 REO Flying Clouds that were in our fleet. These, as I recall in my notes, were known as model FC-37-A, serial numbers 1077-1081; our fleet numbers were 901-905.

These were the first group of non-ACF buses purchased by my employer after the War. Harrisburg Railways Company preferred under-floor engines so the REO Continental engine fit into the ACF fleet. I, virtually, loved the dash layout, the automatic transmission control which was a simple rod on the dash, and the slant of the windshield since there was no glare at night.

Unfortunately, in the test of 4 other makes of buses

including 3 fuel types, REO did not get rewarded with a repeat order from my employer. The 5 of them in our fleet were then relegated to short tripper work, and then only after the Continental Engines were replaced with Hall-Scotts. As an extra board operator, I would take out a REO whenever I had a choice of vehicles. I was known as "Dutch" and the shop knew that Dutch would always "relieve" them of a REO for a run.

I was unhappy when our management chose to transfer these buses to another affiliated company.



**REO**  
FLYING CLOUD TRANSIT COACHES

This article was dictated to the editor in 2008.

## Along the Line

### Gift Shop Comments, John Dockendorf, Manager

In 2014, the MBT's gift shop generated over \$9,000 through the sale of bus related merchandise. This was a 35% increase over 2013, largely a result of several generous donations of toy and model buses, bus publications, hat badges, and books, all from MBT members. Our goal in 2015 is to arrive at a balanced budget to achieve \$10,000 in sales. Again, we need the help of members to donate bus items to stock our gift shop. Among the items needed are Corgi (US models) bus models and other die-cast city and intercity models.



Items made in China including both US city and intercity models, plastic bus banks, and bus related books also sell well, when we can get them.

Items are sold at prevailing retail prices and we ask that donated items be in good to excellent condition and be boxed, if possible.

We appreciate whatever you are willing to provide, and here's to a good sales year at The Gift Shop—we'll keep you posted!

**Recent Donations** (following represent cash, Adopt a Bus, or Artifact donations)

P. Semendinger, Jim Husing, Lucy Trentadue Joel Shannon, Tom Collins, Robert Sauer Robert Quinn, Ann Maguire, Doug Campbell John Stoudt, Hugh Mose, Edward Erickson Dino Mandros, Ralph Ciccone, and Phil Wagner.

### Industry Marketplace Representation

MBT will have tables at the following important Industry events:

- **Pennsylvania Bus Association** Marketplace on March 17, 2015 at the Valley Forge Casino Resort, King of Prussia, PA. MBT will be represented by Ken McNelis
- **Maryland Bus Association** Marketplace on March 18, 2015, at the Hunt Valley Inn, Baltimore, MD. MBT will be represented by Doug Campbell

### Scenicruiser Update

MBT is currently preparing paperwork, including an appraisal from Michaud Bus Appraisals, to submit to ABC concerning PD-4501 – 932 which is currently on loan to us. This data is required prior to ABC donating the coach to us. It is, and ALWAYS will be, on the Museum floor. It garners a lot of attention in its present position displayed alongside our Golden Eagle and VL-100. It shows the development of the multi-level Intercity coach in 3 versions.

A savvy bus visitor reminded us that BECK (C.D. Beck and Co) made this type of bus (doubtful, with low initial production of them we'd ever find a BECK.)

### Spring Bus Fling Enhancement

We are going to add a Friday night, June 5th, reception to our Spring Fling program this year. Currently in the planning stages, the Friday night event will be from 5:30 pm to 8:30 pm in the vendor area of the Museum next to, of course, the buses. Food and a cash bar will be

available. We'll have fun, food, and fellowship in typical "bus industry fashion."

More details in the next Musings and with past vendors provided direct mail pieces with advanced detail.

### Bus Company Memberships

One of our goals for 2015, is to solicit more private bus company members. We plan to do this through industry publications, UMA, ABA, and with personal visits. Company memberships are \$150.00 yearly.

### Fleet Report

On December 14, 2014, Kim Hawkin, Paul Johnson, Tom Mozer and Ed Wolf traveled to Eighty Four, PA, to pick up bus parts that member Ralph Ciccone donated to the Museum. Ralph donated a Beaver 450 and a Brill 406 engines, two Beaver and two Brill transmissions, a shift box for each bus, a differential, and a large amount of small parts. He also included maintenance manuals for each bus. These volunteers traveled 10 hours round trip and chose to unload these parts the next day at our Annex building with the help of Jim Tay.

Ralph Ciccone is the member who donated his 1952 Beaver and his 1951 ACF Brill C-31 to the Museum collection a year and half ago. Thank you gentlemen for your service.

### FLEET COMMITTEE WORK SESSIONS

The fleet committee is posting the following dates for work sessions at the Annex:

- Tuesday, March 3rd
- Saturday, March 21st
- Tuesday, April 7th
- Saturday, April 11th
- Tuesday, May 5th
- Saturday, May 16th
- Tuesday, June 2nd
- Friday, June 5th
- Tuesday, July 7th

All work sessions start at the Annex and run from 8:30 A.M. until 3:30 P.M., unless the times have to be changed.

Volunteers are reminded 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 work sessions. This way work can be planned and you can be notified before you leave home, if a work session has to be rescheduled or canceled.

Please consult the Museum Website or Mark Watson's Facebook posts for any deletions or additions that may be required for this schedule.

### UPCOMING MEETINGS & EVENTS

<b>2015 Board Meetings</b>	<b>Spring Bus Fling</b>
March 3	Friday, June 5 - Reception
April 7	Saturday - June 6
May 5	
June 2	<b>Annual Meeting</b>
July 7	October 31, 2015
August 4	
September 1	<i>Regular Board meetings are held at the AACA Museum in Hershey at 6:30 pm and are open to all members.</i>
October 6	
November 3	
December 1	

## Along the Line continued

### Important Notice for Work Session Volunteers

All members who volunteer and work at any work sessions know that their time and work is recorded. The Fleet Manager has been recording all this information and then submitting it to the AACA for recording Bus Museum volunteer time.

The AACA has gone to a new computer volunteer time recording system called Volgistics. Everyone who has volunteered in the past and who is considering future volunteer work sessions, is asked to send your email address and name to Ken McNelis at [Busman398@aol.com](mailto:Busman398@aol.com). Once we have your email, you will be enrolled in the AACA volunteer database and assigned a log in number. You will receive an email from Barry Huber, Museum volunteer on this project, on how to access and use VICNet with your own login, password, and volunteer number. You can then access VICNet from your home computer. VICNet will allow you:

- Schedule gallery time if you wish to be a docent;
- Check on your total service time;
- Get notifications (currently car events, eBay car sales, etc) and add bus events;
- Gain access to Museum documents, training, etc.

Once all bus volunteers are assigned a num-

ber, that number will be kept in a binder in volunteer room behind the main desk in the event you have forgotten your number and want to look it up or log in on your own while at the Museum.

### Annex Flood Evacuation Plan

Over the next two months, the fleet manager will be contacting governmental agencies, local neighbors, and all volunteer drivers to update our Annex Evacuation Plan for 2015. If you are not on our list of volunteers to help us move our vehicles from the Annex property in the event of a flood, and would like to help us, please contact Ken McNelis at 610-203-7998, or by email at [Busman398@aol.com](mailto:Busman398@aol.com) by March 14th. We need both CDL and Non-CDL licensed drivers to successfully carry out this plan.

### Can You Help With 2 Needed Items?

Is there any member who might have an Original 38 3/4" Greyhound Roll Sign for a PD-4501 Scenicruiser? The PD-4104 sign will not fit. The second item is a red/black GM Motor Coach front nose plate with the following dimensions: Top width - 7", height - 6", bottom width - 9".

If you have either of these items, would you please call Ken McNelis (610-203-7998) to sell or loan the item to the Museum.

### Adopt – A – Bus

We are pleased with the "renewals" we have received so far in this new year. Ledgers are maintained for each vehicle in our fleet in our new filing system. So we are able to track expenses on each unit in our growing fleet. Several vehicles have not been adopted as yet, though. If you have an interest please call us at 717-566-7100 X 119.



### Loyal Volunteers!

Left to right: Kim Hankin, Ralph Ciccone, Ed Wolf, and Paul Johnson. Tom Mozer taking photo so not in picture!

## Getting To Know the MBT Fleet

### 1952 GM PD 4103

For this issue we will introduce you to our token "Greyhound" – our 4103.

This coach was one of the first vehicles donated to us. A gift of Louis A. Magnano, it arrived on December 30, 1999.

Serial number PD-4103-1296 as new it was delivered to Quaker City Bus Company, Philadelphia, PA, as their #204. When Quaker sold to Safeway Trails, Inc., it was renumbered QT-204 then sold to Sand Hill Tours, Doylestown,

PA. Unique to Quaker was to provide as many seats as possible; this one seats 45 on non-recliners.

Mr. Magnano acquired it in the late 1980's and had it painted for his Blue Bird Coach Lines. By 2001 it needed painting, and ABC, under Clancy Cornell, offered to paint it. Since we did not have a Greyhound in our fleet we had them refinish it in Greyhound livery, also. A nearby sign shop made a set of Greyhound dogs for the sides.

It was, unfortunately, caught in the September 2011 flooding at our storage annex but we were able, with insurance funding, to have it completely restored including retaining the originals seats which was done by Service First Restorations. It "smokes" a bit when running but, otherwise, is a fine example of the set of 4013's that were in the Greyhound fleet in the 1950's.

It has been adopted by Ken Finch and Sal Cilleo.

### Old Photo Department

As we have mentioned before, members drop off, mail, or directly give us photos and other archives from their collection. This excellent photo, which appears to have been taken at or near Pontiac, Michigan, in the Winter of 1938 shows a New England Transportation Company Yellow Model 739. Wonder if any of these are still around?





## 2015 Adopt A Bus Program

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

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

Thank you for your interest in adopting a bus in 2015. 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

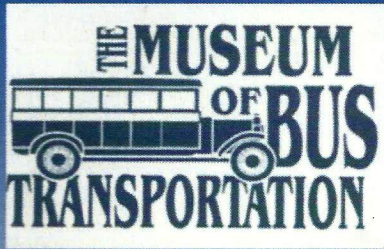
### GUIDELINES:

- 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



presents

## 2015 Spring Fling A Bus and Motorcoach Show

June 5-6, 2015 in Hershey, PA

**DATE.** Saturday, June 6, 2015

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

**TIMES.** 8:00 am—4:00 pm

**ADMISSION.** Free to MBT members. Regular admission will be reduced to only \$7 for non-MBT members from \$12!

### NEED AN OVERNIGHT

**ROOM?** Hampton Inn and Suites (1/2 block north of Museum). Special group rate of \$149...Mention event #591. Cut-off for reservations is May, 2015, 717-566-3369.

Friday, June 5 | 5:30 - 8:30 PM



**Reception in Bus and Vendor Display Area**  
With fun, food, beverages, and fellowship

### FEATURING

#### MODES OF BUS TRANSPORTATION

Intercity, transit, school bus, motorcoach conversions.

#### BUS STUFF TO PURCHASE!

Tables of bus and transportation artifacts for purchase!

#### VIEW THE MUSEUM'S RESTORED FLEET!

A Shuttle bus will run every

hour between the Museum and MBT's storage Annex to view the MBT fleet. Donations will be accepted for the shuttle bus to offset costs. Shuttle bus provided by Wolf's Bus Lines, York Springs, PA.

#### FOOD AND BEVERAGES AVAILABLE

Special food court will be open in the Museum



## Model Bus Musings by Doug Campbell

### American Model Buses and a Foreign Flair!

Going back, I guess it was about 1990, a firm in Buffalo, NY, known as "American Precision Models" / The Truck & Coach Division, pro-



duced in China, some really excellent 1:87 (HO Scale) plastic American bus replicas. One of their finest, as many were just "generic" colored models, was this green & cream "Old Look" GM transit bus, in the exact graphics for CHICAGO MOTOR COACH COMPANY "The Boulevard Route". The box lists this model as stock # SP-107. My model is numbered as fleet No. 1427, and the roll sign is set at route 26 Jackson-Michigan. On the front of the coach is lettered "Go the Motor Coach Way", and this tiny gem of a replica has fully detailed interior, side mirrors in chrome, rubber tires, and full windows. I just found this version at a early 2015 toy show, as I believe it to be rather rare, as I have not seen one for sale in all the many past years since it was released by American Precision Models. I am told these early APM dies were sold years ago to Brekina Models of Germany.

Next is a 8" long plastic-like solid molded (maybe a "Dina" prototype?) desk model from down in Mexico, in a cream color with beauti-



ful blue colors and a red stripe, lettered for "Omnibus de Mexico" (these name graphics are applied by clear labels), and manufactured a few years back by Vinilos Romay SA" Models of Mexico, and along with a coin slot in the roof (coins removed through round door in roof bottom), in the front of the roof are 4 holes to be used as a pen or pencil holder for the desk. This looks like a Mexican promotional model, and the hard plastic tires are somewhat crudely filled to steel axles, and are free rolling. Side windows are painted black, and front windows are light blue with painted wiper blades, and red warning lights too. This is a most attractive and unusual toy model of a bus seen only on Mexican highways! "Omnibus de Mexico" graphics also appear on the rear side of this interesting model coach!

One of the finest models I have seen to date of a Greyhound GM "Gold Stripe" Scenicruiser, is this rather new 11" long plastic/resin finely cast model from Hachette, who



sold these exclusively at news agents last year in Europe. I am sure, although I have not actually seen a copy of it with a model, it was sold along with a magazine about the real bus, and although my "blister card" on which the model was packaged has I believe Italian Hachette address language on it, I have also seen it on French language cards, also all red on the front. The blister card says the model was made in Bangladesh, although no such markings are listed on the rather heavy model casting itself. The details and graphic quality I feel is as good as the Russian Vector models, made some years back, of this beautiful American motor coach, and all the interior details are included, along with mirrors and wipers. Under the front of the model is cast "Greyhound Scenicruiser 1/43 scale", and it really is quite a quality replica, and seems to be currently turning up

on E-Bay at various prices! The fleet number is 5542 on this model, and has "EXPRESS" as the destination sign. Two silver grey engine mufflers are molded under the rear of the coach model. Even tiny American license plates are tampo printed onto this model, made in a country I have not seen model production before Bangladesh!

For my last review for this month's BUS MUSING issue, we'll travel around the world to



Hong Kong, who certainly has some of the most unique and colorful buses on its busy streets. "Collectors Model" of Hong Kong manufactured this TRULY colorful double decker 1/76 scale die-cast Dennis Dragon 11m in a very limited edition of only 400; mine is numbered as #100 of 400 in a beautiful blue color with total graphic coverage for "PROMISE" which after trying to read something on the Chinese Promise web-site, seems to be some kind of investment, financial, or insurance group in China. The graphics really make this model special; notice how the little yellow automobile on sides gets its wheels, from the dual rear-wheels of the bus itself! The model bus has a destination of route 1A Star Ferry, and has FULL interior details, tiny side mirrors, and even has front wheel steering! The model is 6" long, and like most Hong Kong buses, even has roof graphics so they are visible from the tall buildings of the city! On the back of the box I find it fascinating that the toy manufacturer lists such details as "no URGLY (spelling!!) rivet posts", and "details oriented", and "excellent printing"! What fun in a handsome model bus! Happy Collecting!

## Some History About Faribo Lines Scenicruiser by Fred Rayman

Below is some information about the Faribo Lines Scenicruiser bus that ABC Bus plans to donate to the Museum. Exact dates and times are not available, unfortunately. This is a replica of Clancy's first Scenicruiser.

The bus is a 1956 retired Greyhound Scenicruiser delivered to Eastern Greyhound Lines on May 18, 1956; Serial No. PD4501-932, fleet No. E-5626. The bus was transferred to Central Southwest Greyhound Lines and renumbered to C-1247, then renumbered again after the refurbishing around 1962 as No. 1247. The "C" prefixing was dropped. It was assigned to equipment Pool No. 260. The states it could be operated in were CA, AZ, NM, TX, OK, KS, MO, IL, AR, TN, LA CO and east.

Sometime around 1967, Bus No. 1247 experienced a major fire in the rear. The rear one third of Bus No. 1147, PD4501-365 was mated to the front two-thirds of Bus No. 1247; where the rebuild was done is unknown, however. The bus was rebuilt as a Combo-Car. Western Greyhound called their freight/passenger buses Combo-Cars or combo's at that time. We know that the first Combo-Car was put in service on December 12, 1967, Fleet No. 0799, old Fleet No. 1392. This was done for Greyhound at Blitz Body in Chicago, IL.

Scenicruiser PD4501-365 was delivered to Pacific Greyhound Lines as fleet No. K-2232 on April 6, 1955, and renumbered to P-2232 Western Greyhound Lines. Renumbered to C-1197 Central Southwest Greyhound Lines, renumbered to 1197 with the "C" prefix being dropped because of divisions being consolidated. 1197 also was assigned to equipment Pool No. 260.

Early in the morning of August 29, 1965, 1197 was being operated on a Houston to New Orleans schedule on a two-lane highway U.S. 90 between Vinton and Edgerly, LA. A west-bound lumber truck crossed over the center line and hit the bus nearly head on. The truck driver and ten passengers on the bus were killed, and 27 passengers were injured. The Houston based Greyhound driver, Jeff Blankenship, survived. The downstairs of the bus was totally destroyed. Thus, the rear of Serial NO. 365 was mated with the front of Serial No. 932 and was made into a 26-passenger Combo-Car fleet No. 0753.

0753 was assigned to equipment pool No. 001 and was operated from Dallas to Memphis to New Orleans to Houston and back to Dallas. The Combo fleet was retired early in 1977. 0753 was seen parked on June 28, 1977 along with the rest of the Combo Fleet at Blitz Body in Chicago, IL.

Sometime after June 28, 1977, the bus 0753 was sold. Paperwork left in the bus by ABC indicates the First Baptist Church of Denver, CO owned it from November 26, 1991 through July 12, 1996. The Trailways Denver shop performed maintenance work on it for the church.

A certificate of registration for the State of Washington shows the bus being sold to Bellingham Sumas Stages of Bellingham, WA on October 21, 1997.

The bus 0753 was sold to Hasselgrave Charters



of Bellingham, WAS on or about January, 2003. Hasselgrave bought the bus from a guy that was going to make it into a motorhome. This, no doubt, saved the bus' life. How long and how much Hasselgrave operated the bus is not known. Hasselgrave sold 0753 to one of their drivers, date unknown. It is not known if the driver ever operated the bus. The driver sold 0753 to ABC Bus in about January 2007. ABC refurbished the interior and exterior at their maintenance center in Faribault, MN.

When ABC acquired the bus, it still was configured as a 26-passenger Combo-Car. ABC put the seats back in the upstairs, and used a solid bench seat across the rear of the bus instead of the five individual reclining seats that all Scenicruisers had. Also, the cargo door was removed and replaced with a solid side wall. Where the bus was between 1977 through 1991 is not known. This history has more questions than answers it seems!

The last long road trip for the Faribo Lines Scenicruiser was from Winer Garden, FL to Amarillo, TX, a distance of about 3,006 miles, round trip. This was for "The Hounds of the Mother Road Route 66," held on April 8, 9, 10, 2010. The event featured a lunch at Adrain, TX which is half-way between Chicago, IL and Los Angeles, CA. The lunch was held in what was the Greyhound Bus Station in years past. The bus was driven by John Oakman and David Millhouser and it performed flawlessly.

The Museum Bus is a replica of the original Scenicruiser that Faribo Lines bought from Western Greyhound Lines in 1973. It was refurbished and placed in their charter fleet at that time. Faribo Lines operated the bus for sometime before selling it to Northfield Lines of Northfield, MN, date unknown. Northfield sold the bus to Ventourus Charters of Louisville, KY about June, 1986.

Ventourus operated the bus in charter service for many years. It is thought this Scenicruiser was the last Scenicruiser to be used in revenue service in the United States.

The original Scenicruiser was PD4501-777, delivered to Northwest Greyhound Lines on February 13, 1956 as Fleet No. Y-723. The bus was renumbered to P-2375 Western Greyhound Lines. Then renumbered again to No. 8300 Western Greyhound Lines and assigned to Equipment Pool NO. 250. The bus could be operated in the following states: CA, OR, WA, ID, MT, NV, UT, WY, CO, KA, NE, SD, ND, MN, IA, MO, WI, IL, and east.

### ATTENTION READERS! MY Favorite Bus

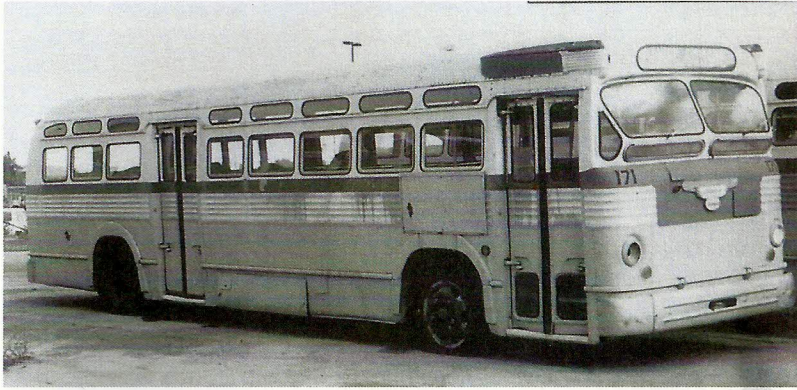
Nearly everyone has a favorite bus whether it be transit, intercity, or school. Why not share your experiences such as driving, dispatching, or just having an interest in a certain vehicle with us by writing an article?

If you submit some basic points about you and the vehicle we can always take it from there and compose an article. This issue of Bus Musings includes the late Mr. Dissinger's REO article which is a good example of our request.

Looking forward to hearing from YOU via e-mail or US mail!

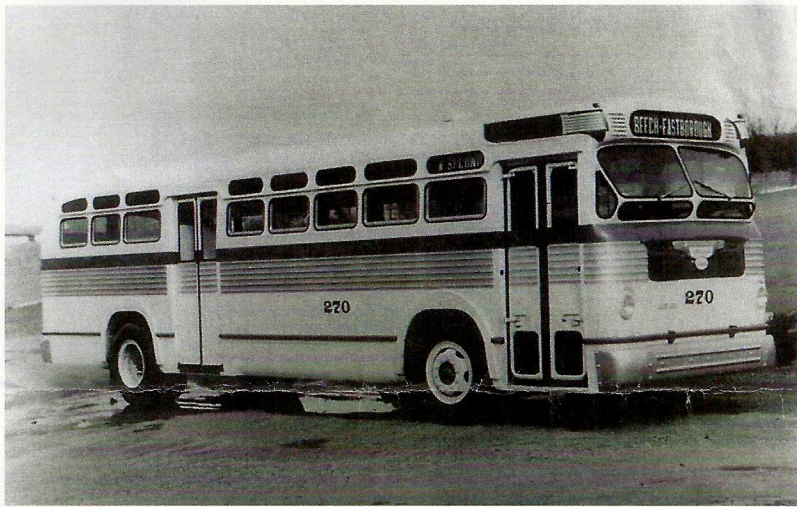


# ADOPTION AVAILABLE! Twin Coach Model FL-P-33



## ◀What it looks like today!

Restoration is currently underway at a Lebanon garage. If you can help by adopting this bus, call 717-566-7100 X119, Tom Collins or complete the Adopt A Bus Form in this Bus Musings.



## ◀What it should look!



## orders 10 more PROPANE FLXIBLE-TWINS!



• In 1950, Wichita Transportation Corp. became one of the first of the nation's transit companies to operate on propane.

Today Wichita has a fleet of 91 propane Twin Coaches—and will soon put 10 more 40-passenger Flxible-Twins into daily service.

Last year's operating figures show a total of 4,296,321 miles traveled with a fuel cost per mile of only .03366.

As for maintenance, J. E. Ebinger, Wichita vice president and general manager, says: "The first of our Fageol powered propane buses, purchased 3½ years ago, has operated 230,000 miles. Based on results to date, it is not inconceivable that propane engines will run 400,000 miles before a rebuild, and perhaps even more."

And—in Wichita, odorless propane helps to keep the city free of obnoxious, irritating exhaust fumes.



THE FLXIBLE COMPANY • LOUDONVILLE, OHIO

This advertisement, A-9149, appears in BUS TRANSPORTATION, MASS TRANSPORTATION, BUS & TRUCK TRANSPORT and CANADIAN TRANSPORTATION, March; and in PASSENGER TRANSPORT, March 26, 1954.

Prepared by Palm & Patterson Inc., Cleveland, Ohio

PRINTED IN U.S.A.

◀This is an industry publication ad from March 26, 1954 showing what the Twin Coach Model FL-P-33 looked like back then.

MBT could use your financial assistance to bring this bus back to life!

Please use the Adopt A Bus Form included in this issue of Bus Musings.

Thank you!

Museum of Bus Transportation  
161 Museum Drive  
Hershey, PA 17033



Winter 2015 Bus Musings



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