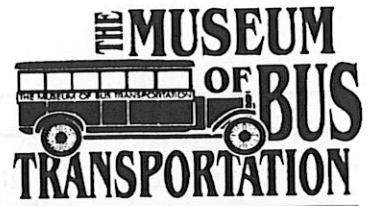


# Bus Musings



A Newsletter of the Museum of Bus Transportation

Spring 2001

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Things continue to move along in a positive direction here at the Museum office. With the recent flurry of activity we've hardly noticed that winter has passed and we are now into the warm spring season (excellent weather to enjoy this hobby!).

Andy Pilotti, Vice President for Advancement, has hit the ground running and is working hard on several fronts. He's done a lot of study on the past accomplishments of the campaign, its potential donors (nationwide) and identification of those who have not yet made a gift or pledge to the Museum.

Museum Vice President, Fred Lehrer, has been very helpful to Andy in his first few months on the job. Andy,

Dick was assisted by his family and Museum member Tom Jones while at Baltimore, and I was assisted by members Bob Beard, Tom Jones, Howard Nice and Andy Pilotti in Atlantic City. These antique buses attract everyone's attention at these shows, giving us the opportunity to speak with a great number of people about our efforts to create a Museum.

The last issue of "Bus Musings" was very well received; it is the type of first class quarterly newsletter that we have been planning for almost a year. It will act as our format to keep you informed of all of our activities as we move toward our common goal of establishing a first class facility in cooperation with the AACA.

to any member of the Museum so please feel free to stop in when you are in Harrisburg (you can call the office for specific dates).

Our meetings usually last about 2 \_ to 3 hours and although they are of a business nature you can bet we get our share of good old fashioned bus chat.

Perhaps, the biggest news of all is the arrival of the two additional buses to the Museum fleet.

Richard M. Allison, President of Panhandle Trailways, Amarillo, Texas delivered Panhandle's 1971 Golden Eagle, fleet number 42303 to the Museum of Bus Transportation in

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## From the President

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on his own, has been researching and drafting a case statement for the campaign, along with a totally new brochure and a "ways of giving" pamphlet.

Some very attractive and informative material is in the works, and we are looking forward to it being completed by mid-spring 2001.

Dick Fullington, Sr. and I displayed antique buses at both the American Bus Association Marketplace in Baltimore and the United Motorcoach Association EXPO in Atlantic City, NJ. In both cases the Association provided prime exhibit space for the displays and we are most grateful to them for their generosity and support.

I recently was advised of a "Silversides" Greyhound (I think it is a PD 3751), and a 1936 Yellow Coach model V (that served Burlington Trailways) both are available from members for purchases and restoration. The Museum doesn't have the funds to do it because we are channeling our resources toward the Museum itself. We've had two "angels" purchase and restore buses for the Museum so far. Perhaps you want to be the third "angel". Contact me at the Museum office for more details, if interested.

Our dedicated Board continues to meet monthly in the Lemoyne office. Generally, the monthly meetings are held on the third Tuesday of the month at 6:30 PM. All meetings are open

Pennsylvania for its collection. The Golden Eagle performed Five Star service between New York City and Los Angeles in the 1970's. In later years it was used in prestige charter service to points throughout the U.S. and Canada. The Eagle has performed 1,394,597 miles of service for Panhandle.

The Golden Eagle in its coast-to-coast travel days was a part of a pool of coaches running back and forth on the New York-Pittsburgh-St. Louis-Oklahoma City-Amarillo-Los Angeles route, which was operated in 2 \_ days in each direction. A premium fare was charged for the service, and seat reservations were provided. Snacks and beverages were served en route. What a grand way

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*On the cover: C.D. Beck and Company of Sidney, Ohio produced many fine looking buses over the years. One of the more unusual ones is this 1948 Mainliner Special outfitted with a sightseeing package. This ran as 301 for Wylly's Tours, Miami Beach, Florida.*

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to see the country! Now it is in the Museum collection for all to enjoy.

The Golden Eagle joins two other vintage Trailways coaches at the Museum – 1956 Reading Trailways GM PD4104-1947 and 1964 Capitol Trailways (of PA) GM PD4106-2800.

Mr. Allison brought many collector/display items with the Eagle; an authentic stewardess uniform, a driver uniform, Five Star blankets, pillows, cards, lighter, terminal-gate red carpet, stanchions with red rope, and a step stool.

The Golden Eagle performed faultlessly on its over 1,500 mile, 2-day trip from Amarillo, Texas to Pennsylvania. It certainly is a credit to Panhandle's Maintenance Personnel.

The other addition is a very rare 1985 Volvo model B-10M 40-foot city bus (complete with a Volvo underfloor engine) formerly #8590 of the Southeastern Pennsylvania Transportation Authority (SEPTA). Serving as a demonstrator for Volvo prior to entering the SEPTA fleet this interesting bus has logged only 193,000 miles in its 15 years of active service; that averages to only about 12,500 per year, very low when compared to an average SEPTA vehicle which logs over 50,000 per year. Assigned its whole life to SEPTA's Allegheny District, this bus was only assigned to certain expressway runs or special services.

Board Member (and SEPTA employee) Tom Collins delivered the bus to the Museum storage facility in York Springs, PA in early April. Tom said that the bus performed quite well

on the nearly 200 mile trip from North Philadelphia to our garage. While this pales in comparison to the 1,500 mile trip for the Eagle previously described, it is noteworthy because the bus has not been run in nearly 14 months! This will be a conversation piece when the Museum is open, as it will be an example of some of the "off shore" manufacturers who entered the U.S. market in the mid-1980's but are no longer soliciting U.S. city bus orders.

This will end my report for this issue. Best wishes to all of you for a great Spring.

*Richard J. Maguire*

*Richard J. Maguire, President*



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**MOBT Board of Directors:** (from left) Bob Smith (Johnson Bus), Don Coffin (Greyhound archives), Dick Fullington (Fullington Trailways), Dick Maguire (retired Capitol Trailways), John Dockendorf (PennDOT), Ed Wolf (Wolf Bus Lines), Tom Collins (SEPTA). Missing is Howard Nice (Greyhound Lines).

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**NEW ARRIVALS:**

**Eagle**

*Richard Allison, President of Panhandle Trailways poses with Eagle #42303 on March 13, 2001 at York Springs, PA.*



**Volvo**

*Tom Collins, Director of Schedules at SEPTA and MOBT Board Member, carefully backs the newly acquired Volvo #8590 into the storage garage on April 7, 2001.*



**MYSTERY BUS**

*Robert J. Malley of Pittsford, New York correctly identified the Queen City Flxible in the last issue of Bus Musings as a 1940 Flxible model 20 29-BR-40 (verified by L. Tew who supplied the picture). Now let's see if anyone can identify the make and model of this rather homely unit. First one to call the Museum office (717-774-4848) wins a prize. Good Luck!*

