

Bus Musings



A Newsletter of the Museum of Bus Transportation

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Our new arrival: 1940 White bus, Model 786-1, on Pennsylvania Route 924 en route to the Museum's storage on June 30, 2001; Michael Gliken at the wheel.

On June 30th of this year the Museum accepted delivery of a 1940 White bus, Model 786-1, from Michael Glikin and Jan Okonsky.

This bus, serial number 224837, was delivered to its first owner, Michael DeCorso, d/b/a/ Summit – New Providence Bus Line in October, 1940. Mr. DeCorso had formed his bus line in 1920 and operated the White along with about 15 other buses in school, contract, and local and long distance charter service. The White was one of his first-line charter buses through the early 1950's, seeing many charters to

such points as Washington, DC and Atlantic City.

In later years the bus was used in school and contract service. Glikin and Okonsky purchased the bus from DeCorso in 1971, and they have owned the bus almost as long as it was in service for DeCorso. The bus is the first bus registered as an antique vehicle in the State of New Jersey. In 1985, the bus was repainted in the livery of Red & Tan Lines fleet No. 19. Red & Tan was a well known user of White buses. Bayshore Bus Company of Bayonne, NJ has provided inside

storage of the bus since the late 1970's.

This White bus has a 12-cylinder opposed-piston gas engine mounted mid-ship under floor of the bus, with a three-speed synchromesh transmission. It has a top speed capability of 75 miles per hour, and gas mileage of two or three miles per gallon.

The Museum welcomes this exceptional historic bus to its collection. It will serve as an outstanding example of the quality craftsmanship that rolled off the Cleveland assembly lines in the 1940's.

On the cover: Perhaps we should have saved this unusual bus for our "mystery bus". How many of you could have correctly identified this as a 1949 Corbitt Model G-402P21?? Produced by the Corbitt Company, Henderson, NC (a fairly successful truck manufacturer from 1913 to 1952), this 33-passenger intercity bus was powered by a Continental Model T-6427 gasoline engine. This was one of two demonstrators. We couldn't trace any actual deliveries of these units.

Although June and July finds many of our Directors on vacation, things have continued to move along for the Museum.

Vice President-Advancement, Andy Pilotti, has been targeting his contacts with potential donors to carriers based in Pennsylvania, and continues with his calls and visits to them to gain

From the President

financial support for the construction and endowment of our Museum.

As you will see in more detail in this issue, Michael Glikin and Jan Okonsky have donated an exceptional historic White bus to the Museum for its collection, and much thanks goes to them for their generosity.

I am joined by Don Coffin, Andy Pilotti,

and webmaster Rod Rose in working toward a total remodeling of our web site to promote donations to the Museum's campaign and promote growth in Museum membership. The Museum story is being re-written and provisions are being made for credit card payment of donations and membership fees. We expect to have a special provision on the site for members-only to enhance what we offer in return for membership fees. This careful planning is taking time, but we hope to have the remodeled site in place in the 90 days.

There are three new Museum publications, a case statement, brochure, and ways of giving pamphlet. Copies of the three were sent to selected AACA Museum officials and the three top level of donors to the Museum. Calls complimenting the quality and information provided were received; this is encouraging.

Ed Wolf, our Treasurer reports assets are \$687,843. The net income, year-

to-date, is \$18,449.45. Ed will continue to invest available cash in certificates of deposit given the uncertainty of the interest levels in notes.

We have been offered a 1980 MCI MC-5 from member John Draugelis. Red Lion Bus Co. (Red Lion, PA) has reported that it would like to donate the first new charter bus purchased by the current owners (The Warner Family) – a 1975 MCI MC-8. This bus is in very good condition and we are carefully pondering the acceptance of it.

The end of summer is fast approaching; I hope it's been a great one for you.

Please feel free to call the Museum or attend any of our meetings. You are always welcome!

Richard J. Maguire
Richard J. Maguire, President



Mystery Bus: Aaron R. Sussman of Newsington, CT correctly identified the mystery bus featured in our spring issue as a Wayne Transit on a White chassis. An experimental model (like the Corbitt on the cover of this issue), we know of no actual deliveries.

Let's see if anyone can identify the make and model of this 17-passenger unit. Remember, we are looking for the name of the chassis and body manufacturer here. Also, anyone ever hear of Bee Hive Stages? Please call the Museum office (717-774-4848) with your answer.

Continuing with our series of biographies of MOBT Directors, in this issue we feature our token "transit" member J. Thomas Collins (Tom).

Tom is the Director of Schedules for the Southeastern Pennsylvania Transportation Authority (SEPTA). Tom has been with SEPTA nearly 16 years, and prior to that his career path included a mix of private and public transportation positions. Starting as a bus operator for Conestoga Transportation Company in 1960, he then worked for Safeway Trails, Inc. (Trailways), Carl R. Bieber Tourways, ATE Management, Inc., and Trans-Bridge Lines in various capacities.

In Tom's current position at SEPTA he is responsible for the administration of the System's 136 fixed route network operator and public schedules. He also handles special services for the Authority (such as last year's RNC shuttles).

Staff Bio

Tom has a degree from Elizabethtown College (where he recently completed a two-year tenure as President of the Alumni Council), and holds a certificate from the Personnel Training Institute (Richmond, VA) in Bus Operations. He served as President of the Philadelphia Metropolitan Bus Association for nine years. He is well known in both transit and intercity circles in the East.

Tom has a collection of nearly 400 bus models, but his main interest is gathering data from Pennsylvania bus operations in the 1940 to 1960 era. He also has an extensive collection of bus sales literature dating back to the early 1930's.

Tom is a loyal MOBT Board member whose main responsibility is vehicle archives. He also assists in the preparation of our quarterly publication. He and his wife, Pat, reside in Newtown Square, PA.

