

Bus Musings

THE MUSEUM
OF BUS
TRANSPORTATION

A Newsletter of the Museum of Bus Transportation

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Your MOBT Board has a slightly new routine as we ease our way into the final quarter of 2004.

We're getting accustomed to our new office and conference room in the Museum building. We are receiving more telephone calls, and we are able to respond to requests (by phone or letter) in a more timely manner. Thanks to the AACA we can access these calls via voice mail on a daily basis.

The Museum itself is open seven days a week for the summer months. Our section is staffed every weekend and, on occasion, we are able to have a representative during the week (especially if we know that a large group is due).

You will recall that one of our goals for 2004 was to add 100 new members. So far, we have added 60 new members.

Our Gift Shop has received a face-lift. We changed all the displays and now each item is clearly priced. Soon the Museum will include a new direct mail program. The Peter Pan PD 2903 has been

a hit with the influx of tourists at the Museum over the summer.

It is interesting to note that we replaced our 1947 Flxible with the 2903. These 33' units competed with each other even back in the 1947-49 era.

On the equipment side, the Board of Directors of the Cambria County Transit

From the Board Room

Authority (CCTA), Johnstown, PA, recently donated their very nice 1948 GM TDH 3207 to us.

We hope to have it on display at our annual meeting (see back panel).

Frank Henry, Chairman of the Martz Group, recently renewed the lease for their 1920 White City Bus. This unit is now the "cover girl" for Museum information.

We are amazed at the amount of vehicles that are available for loan in the Museum. Two of them, which we are now pursuing, are a 1960 Crown (California) School Bus and a Beaver Transit Bus. Does anyone know of an available Ford Transit Bus that needs no cosmetics?

Don Coffin has been working with the AACA's web master Shawn Kline, and by the time you read this we will have a new look in that department.

Bob Smith has done a masterful job in developing the Timeline. The 1930's are complete and he is now working on the 1940's.

We received grants of \$1200 from the Waypoint Bank (Harrisburg, PA) and \$400 from Abrams-Cherwony and Associates to be applied to the Timeline. Soon we will be soliciting sponsors for the 1940's panel. Please call Bob Smith at Johnson Bus, Inc., 800-692-7218 if you are interested in being a sponsor. (See attached for available subjects.)

IN MEMORY

We are sad to report the passing of John L. Baran, retired President of Baran's Transit Lines, Beaver Meadows, PA.

John was well known in Eastern bus circles and was always a friend to the enthusiast. He recently donated his Aerocoach to the MOBT.

ON THE COVER:

1930 Pickwick Duplex. This 53-passenger Coach was powered by a 12-cylinder Sterling gas engine. This unit was part of a single production run. Five Greyhound Divisions tried these buses.

bepeaking of donations, we encourage them at all times. If you want your donation to go to a SPECIFIC cause such as restoration of a certain bus, a timeline panel, or accessories in the Museum (mannequins, signage, etc.) please indicate that in your letter or on your check.

Even with the increase in membership and the growing number of visitors to the Museum, our expenses outweigh income. Your Board remains dedicated toward efficiency and

is taking additional steps to trim expenses and add income.

Our funding campaign is nearly ready to commence, thanks to the efforts of Peter Pantuso and the staff at ABA. We have also received some great suggestions from several of you and we appreciate that.

Board Members Don Coffin and Dick Fullington have been confined due to illness. Although we miss them at our meetings, they both stay in

contact by email and phone. We're preparing for Board Member elections and our Annual Meeting --- always a lot of work, but very rewarding thanks to your support.

Please continue to support us every way you can (add a member, send a contribution or be a volunteer).

NOTE: Dues will increase from the current \$20 to \$25 in 2005.

BOARD NOMINATIONS:

Beside the endorsed candidates for the MOBT Board, we are using this format to allow time for additional nominations. Please forward the attached form if you wish to nominate someone. Please make sure that person has filled out an acceptance form and resume.

COMING EVENTS:

*Tuesday, September 7, 6:30 Pm
Board Meeting – AACA Museum*

*Saturday, October 2 – Sunday, October 10
“Automobile Week” – Hershey*

*Tuesday, October 12, 6:30 Pm
Board Meeting – AACA Museum*

*Saturday, October 23
MOBT Annual Meeting “Bus Day” at the Museum (see attached flyer)*



1948 GM TDH 3207

This is the newest addition to the MOBT fleet. Recently, the Board of Directors of the Cambria County Transit Authority (Johnstown) turned over the title and vehicle to us – Watch for it in the Museum soon.

(R. Sauer)

1949 GM PD 2903
This perky Coach is on loan to us for a period of six months courtesy of Peter Picknelly, Sr. It was driven to Hershey from Springfield in slightly under eight hours!
(T. Moser)



1952 GM PD 4103

Southeastern Greyhound Lines #M-180 as shown on the Museum floor. Completely refinished by ABC Companies (Camden, NJ), this unit receives a lot of attention in the Museum.

(T. Moser)

1952 GM TDM 4509
Another Greyhound Division – Pennsylvania Greyhound Lines #P-5205 is shown working the local route between Baltimore and Washington in early 1953.
(F. Schneider)

