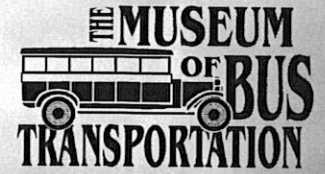


Bus Musings

Summer 2006

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The Newsletter of the Museum of Bus Transportation

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From the Dispatch Desk:

We are happy to report to you that our latest fundraising effort seems to be moving along at a nice pace. If you were not able to participate earlier, perhaps you will take a few minutes to make a check out to MOBT.

The 2006 Spring Fling is now history. Although the number of vendors was down from last year, the crowd was still about the same and our net profit was up. Thanks to all who helped set up and clean up.

One of the potential storage facilities that we had our eye on

was sold to an investor just days prior to us receiving financial approval. We are back to shopping for a garage which will afford us about 15,000 square feet. Our facility in Myerstown only has about 6,000 square feet.

Also on the horizon is our October 28th Annual Meeting. We have added some new items this year, so it's time to start thinking about it. (Look for forms in our next newsletter.)

Come on out to Hershey to see us, if you can. Have a great summer!

Tom Collins

Along the Line:

Model Donations

Member James Jimmy Gladden (Trailways) donated three very large wooden models that were built by William Snook. They are currently on display in Hershey.

MOBT Publicity

Thanks to Board Member Bob Beard for the article about MOBT in the June 2006 issue of Metro.

We are working with Bob Adel of Bus Ride Magazine on an upcoming (August) article on the MOBT. Again, Bob Beard was instrumental in planting the seeds for this.

Howard Kolus of the Lebanon Daily News, always a friend to us, gave us wonderful coverage on the Spring Fling, including a full-page color spread.

Fleet News

Our Fleet Manager and Vice President recently announced that titles have been obtained for all of the buses that we own.

Thanks to Dino Mandros, we have finally located and acquired a Ford Transit. It will be shipped to us in the late summer. We've got a plan to get it refurbished locally, which we hope will come to fruition.

Finally, we received a call from J.C. Vancherie, Inter-County Bus Lines in DeGrace, MD, concerning a 1951 Mormon-Herrington 8M2B, which he purchased new. The local service he ran in on was discontinued over 30 years ago and the bus has been sitting in his garage every since!

We accepted the vehicle upon inspection and a Pottstown firm that operates the local transit service will repaint it for us in the original Inter-County Bus Lines colors. This was a rare find! Unfortunately, it will most likely always be a static bus, as it has no engine. Member Paul Dimler has supplied us with a picture of it.

Museum Volunteers

Our newest volunteer is no stranger to the bus industry in the east. Retired after 36 years with Carl R. Bieber Tourways, Frank Spotts will be working with us as a weekend volunteer.

Also joining us is Robert Devine.

Museum Gift Shop:

We have several large wooden models still available in our gift shop. These models sell for \$85 each. They represent buses we have on display. If you'd like one reserved just give us a call at 717-566-7100, Ext. 119.



On the Cover: An overview of our Spring Fling in Myerstown.

Board Meetings:

We remind all of our members that the Board Meetings are, generally, held the second Tuesday of each month, and are open to anyone. Meetings are held at the Museum and start at 6:30 PM.

Your Bus Interest:

Our webmaster Sharon Ogden posed an interesting question several weeks ago that we wanted to share with you, regarding the situation that initially sparked your interest in buses. Was it a visit to a local bus garage, a simple ride around town, or your first intercity bus trip? Perhaps you were intrigued by highway coaches running by or near your house. Whatever

Remembering NYCTA's TDH 5106's - (First of a Series)

There comes a time growing up when children want to accompany their parents to work. I was no different. We lived in Brooklyn where my father was a bus operator for the New York Transit Authority. He often worked late hours and worked out of a garage in another part of Brooklyn. However, my break came when he transferred to Flatbush Depot. The very first bus I rode with him was 7029 on the B-31 Gerritsen Avenue route. For a good part of the summer of 1963, just about all the buses I rode with him were the 7000 s. Later when Dad worked out of Fifth Avenue, I became familiar with the 9000 series. The TDH 5106 became one of my all time favorite models. He never referred to the buses by model number, always by series.

The New York City Transit Authority (NYCTA) purchased a total of 330 TDH 5106 s from General Motors in two separate purchases. The initial order was for 209 buses delivered in November 1957. Numbered from 7000-7208 they were initially assigned to garages in Manhattan and Queens. They continued to operate in these boroughs until 1963, when 7000-7124 were assigned to Flatbush. These were the first buses to be delivered with push type rear exit doors and hard plastic seating. The salmon colored seats were the familiar 2 x 2 arrangement. The rear seats were arranged along the side of the bus past the rear exit doors in an observation car lounge type arrangement. The interiors were painted light blue with dark blue along the incandescent lighting panels. All interior lettering was dark blue and flooring was medium blue. The roof panels were no longer painted but carried a star pattern that was found on new look GMs. The exterior was painted in the then standard colors of platinum mist and dart mint green with the TA logo. These would be the last buses delivered in this color scheme. One large vent was located on the left side below the operator s window replacing the standard two located on the front panel. They also featured long double-armed windshield wipers. The 7000 series were the first GMs with air ride suspensions.

The second order of 5106 s began arriving in September 1958. Numbered from 9000-9120 they were assigned to Brooklyn s Cross-Town Depot. They were delivered in a new color scheme of two-tone green. Platinum numbers and the round TA logo remained. The two-tone green color scheme would be the standard for all old look buses. These were the first buses to be delivered with sliding sash windows rather than the standard push up windows. Numbers 9000-9020 came with perimeter seating to the rear doors, while 9021-9120 came with 2 x 2 seating. They were to be assigned to the B39 Williamsburg Bridge route. At least two (9000 and 9120) also sported a 3 vermilion stripe around the belt line. The 5106 s were the last buses to sport a two-piece head sign. The curbside section contained the route number and name on a black background while the street section was the destination on a red background.

it was, maybe you d like to share that with us for a future Bus Musings article.

Annual Meeting:

This year we are honored to have Bill Millar, Executive Director of APTA, as our guest speaker at the October 28, 2006 meeting.

The bus trip will be via R & J Transportation in one of their pristine MCI Coaches.

There will be lots of other great things in store on that day, including a flea market.

The 1700 s were repainted into the two-tone green color scheme but with minor changes. Gone was the familiar round TA logo and platinum numbers. Numbers became light green on the front and sides in a style of that of Fifth Avenue Coach Lines.

The name now appeared in script style above the standee windows similar to that of the Chesapeake and Ohio Railway.

The rear number was located above the windows in dark green. In the mid-60 s all buses were equipped with two-way radios and ad racks. Most had the wire aerial while some 9000 s later received the larger blitz type.

With the delivery of TDH 5303 s in 1963, numbers 9000-9114 were transferred to Brooklyn s Fifth Avenue depot and 9115-9120 went to Flatbush Depot to join the 7000 s. In 1969, all the 9000 s and numerous 7000 s were reassigned to Staten Island Division s Castleton Avenue Depot. Repaints after the takeover of the TA by the new Metropolitan Transit Authority featured a small MTA logo over the first standee window and all numbers were now gold. At least two, 7012 and 7115, received this color scheme. By 1971 deferred maintenance took its toll on the 5106 s and most were retired by early 1972.

A handful of 5106 s were sold to a private carrier in Jersey City, NJ, and operated into mid 1975-76.

The 7000 and 9000 s were not the only TDH 5106 s to be operated by the TA. In 1962, the TA took over the operations of Fifth Avenue Coach Lines and Surface Transit and former Manhattan and Bronx Surface Transit Operating Authority. The MaBSTOA 5106 s were among the last old looks built and were delivered in July 1959. Numbers 2605-2694 and 3100 were ex-FACL, while 3020-3059 (later renumbered into 3200 series) were former Surface Transit buses. They sported push out rear doors and featured a protruding destination sign. The box was to house a florescent lighting fixture. Windows and windshield wipers were the standard GM type. To the best of my knowledge, they were assigned to depots in Manhattan and the Bronx. In 1969, some 3200 s were assigned to Fifth Avenue depot in Brooklyn. This was done because of subway repairs and the TA provided bus service. Bus 3100 was perhaps the most historical of all the MaBSTOA 5106 s. It was built in August 1956 and was the first air-conditioned transit bus built by GM. The 3100 did feature the push out rear exit doors but lacked the special sign box.

Numbers 3100, 7144 and 9098 were preserved and are now part of the Transit Authority s historic fleet. Both have been restored to their as delivered scheme, although 9098 has the vermilion stripe. Whenever the TA puts them on display I try to get to see them. Dad may be gone now, but seeing them once again relives early childhood memories. It may not be the B-31 Gerritsen Avenue route, but I will settle for Memory Lane.

2006-2007 MOBT EVENTS

Saturday, October 28, 2006

Annual Meeting
MOBT Museum
9:00 AM — 8:00 PM
Business Meeting, Fan Trip to Pottsville, Pennsylvania area, Dinner (See details in Fall Newsletter)

Friday, June 1, 2007

Clean-Up Work Day
Storage Facility

Saturday, June 2, 2007

Spring Bus Fling
Storage Facility
8:30 AM — 3:30 PM
Flea Market, Bus Display, Food Available
Registration Fee: \$10 (donation to MOBT/Vendors Only)

Saturday, June 23, 2007

11th Annual Museum Expo
AACAA & MOBT Museum
9:00 AM — 5:00 PM
Museum Open — Normal Fees Apply)
Cars, Trucks and Buses on Display. Food Available.

JOIN US, IF YOU CAN, AT ANY OR ALL EVENTS!

Model Bus Musings:

Having been a collector of model buses just about the entire 50+ years of my life, it may just be here in the spring of 2006 that I have found what I consider to be the finest model bus ever 'c9, and what I might consider as one of the most attractive and realistic too! This first finest model bus that I am reviewing this issue was just released in early spring by MotorArt Models of Europe (made in China) and represents an exact 1:43 scale die-cast replica of a new Volvo 9700 Coach, and one on the highway currently in Europe transporting support crew for the Volvo Ocean Race (a sailing race) going around the world from November 2005 and ending up in Sweden in July of this year.

The race recently stopped for a few days in my home city of Baltimore, MD, where the City put on a huge celebration, and representing Volvo here was a \$750,000 Prevost motorcoach (Volvo owns Prevost/Canada) on display. The real Volvo 9700 is touring Europe in this sleek special blue paint scheme. The model has fantastic interior details (overhead lights, air, detailed driver's section, etc.) and comes with a tiny button that you turn underneath the model to drop out the incredibly detailed chassis with engine, etc. unit from the body of the model bus.

This model is ONLY sold in Europe (none were brought to the souvenir stands at American stops of the race; they only brought over here the model Volvo truck and cars) and can be obtained direct from Sweden at .

The paint and graphics are beautiful and actually duplicate the real motorcoach that Volvo currently has in Europe. This is a really heavy die-cast replica of a bus representing a fascinating Volvo Ocean Race that already has left its mark in history! Examine this model bus carefully; it really is full of realistic details and color.

My other new model bus to review this issue is a brand new release from Corgi and the newest version of their casting 1:50 scale Old Look GM 4515 in a nostalgic red/cream/black/white/silver paint scheme of Carolina Trailways.

The destination sign reads Norfolk via Blvd. , and it has been issued a worldwide edition of only 2,270 models. I feel that Corgi made the rear of this casting a little too square, but nonetheless, Corgi made a great old American bus model in the Old Look 4515, and this new Carolina Trailways is the nicest, to date. The license plates are dated 1954, and the interior details are all there, with nice silver side window frames, too. This model may be found in MOBT's gift shop or you can purchase one from . This miniature bus looks so good in that old bright paint scheme! Notice the old 1950's National Trailways System emblems on the model bus's sides too.

Happy Collecting!

Doug Campbell



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Bus Musings, the quarterly newsletter of the Museum of Bus Transportation, is published for you in the interest of providing a thumbnail sketch of what your organization is doing to preserve bus history. We continue to invite your comments.