



Bus Musings

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The Newsletter of the Museum of Bus Transportation

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President's Message...

By Tom Collins

I would be remiss in my duties if I did not start off this column by mentioning the recent bequeath of \$500,000 to the Museum of Bus Transportation from the estate of the late George M. Sage.

Quoting directly from the letter George's widow Barbara (known as "Boo" to her friends) that accompanied the check:

"I wish that I were able to personally present this check to you, but please know that it comes to you with great hope for the future of the Museum of Bus Transportation, as well as being a tangible sign of George's never ending passion for the bus industry.

Thank you for your letters expressing how his interest and guidance were of continual importance to the growth of the Museum.

Also, you might imagine, George collected a great deal of information and items pertaining to his beloved buses and the industry. At present we are in the process of going through it all and will be forwarding it on to you at the Museum for safekeeping and display in the Museum as is appropriate.

I wish you all the best"

George took an interest in the Museum of Bus Transportation in 1999 when he and I had a long discussion on how we operated and, especially, how we were linked to the AACA and the Museum affilia-

tion itself.

Later when he sold Bonanza and restored bus #8402 – one of the rare 2 axle MC-9's - he contacted us about adding it to our fleet. His long-time employee, and a friend and loyal supporter of the Museum, the late Jeff Miller was to deliver the bus to our Myerstown facility. Many of you know that it was on this trip that Jeff encountered an illness that resulted in his untimely death.

At Jeff's memorial service in New York City George Sage met again with me and wanted to become more involved in what we were doing. That resulted in us forwarding him financials and other agreements we had on file. He then met with the officers of the Board in the Fall of 2006 when we ourselves were not exactly in agreement as to whether or not to make a major purchase by buying the storage Annex. This meeting was about ten months into the "matching funds" offer that he had put on the table when he spoke at our 2005 Annual meeting.

Not previously announced, he surprised us with a check for \$50,000 as an "advance" on the matching funds and this was applied to the purchase of the building which he had carefully reviewed and felt that we should move ahead with.

He often said that "he'd remember us in his will" but, with that famous laugh of his, said he'd hoped to be

around for a long time to come! That surely would have been our wish as well.

Your Board of Directors met in a special financial session on January 22, 2008, to ascertain where and how to place these monies. The first order of business was to retire the mortgage on the storage facility which will basically allow us to be fixed debt-free.

You will recall that previous to acquiring this garage we paid rent in Myerstown which required issuing monthly rental checks in excess of \$1400. Although the mortgage payments were only slightly less than the rental amount we will no longer have them.

The Board also voted to invest \$175,000 in an endowment with the balance after the mortgage is satisfied placed in short term CD's. We voted to review our financials within a six month period to see how 2008 and our normal flow of revenue appears at the time.

We hope that you as members agree with what we feel is a prudent financial decision. The endowment will produce a dedicated flow of funds over the years. While I was painting a somewhat bleak financial picture for 2007 in the last issue of this publication, this has naturally put a much different slant on our financial situation and we are thankful for that (although we'd rather have George with us).

Continued on Page 4

☰ Along the Line.....

► **Milestones of Note.** Congratulations are in order for;

Frank Martz Coach Co, founded in 1908:
100 years old
Fullington Trailways, founded in 1908:
100 years old
MCI, founded in 1933:
75 years old
Krapf Coaches, founded in 1942:
65 years old

All of the above are well respected within the industry, supporters of the Museum of Bus Transportation, and continue to serve their customers with pride. Our best to them all.

► **Newsletter Sponsorship.** Several inquiries have been received concerning sponsorship of an issue of "Musings." The cost for each issue is only \$500 and helps us defray production and mailing. You may run this as an ad or stay below the radar by remaining anonymous. Please contact us if interested.

► **Recent Donations of Archives and Cash.** Sincere thanks to all. Note – all have been individually acknowledged by letter which is our standard policy. If, by some chance, we missed you please let us know.

Chris Vanistis
John Oakman
Dave Millhouser
Dallas Krapf
Lloyd Smith
Lynn Zettlemoyer
Ann Maguire

Alex Lock
Larry Birch
A.J. Myers and Son
Anderson Tours and
Coach
Glen Kechler

► **AACA Membership.** You know that the Museum of Bus Transportation is a fully chartered "region" (chapter) of the Antique Automobile Club of America. All of our members are encouraged to join the AACA which, among other items, publishes an excellent slick cover magazine called "Antique Automobile". Many articles or events of AACA feature buses. Membership data is available by contacting: AACA, 501 W Governor Road, Hershey, PA, 17033 (mention the Museum of Bus Transportation when you call or write).

► **ACF-Brill model IC 37/41.** This fine coach, as maybe you know, was produced from 1945-1951 with, according to our records, a total of 1,319 of them built. We have been approached by a member who has promised to refinish one in his company livery IF we can find one that has a sound body and is still full seated (no motor home conversions). We have started the

search and hope we are successful – imagine this unit on the Museum floor!

► **By-Laws.** The Board has approved a revised set of by-laws which will improve and simplify several items. Thanks to Peter Pantuso, ABA, for his assistance in the preparation and development of this set of by-laws.

► **4106 Movie Bus.** Our pristine 1964 GM PD 4106-2800 (perhaps, even if we brag, the finest 4106 in the country) will appear in the full length movie version of the novel "The Lovely Bones". Slated for debut in March of 2009, the bus is used in a small town scene pulling into an old gas/bus station where it discharges 12 passengers. Our 4106, restored by the late Dick Maguire as Capitol Trailways #CP-826, receives a fair amount of film exposure and the Museum of Bus Transportation will be acknowledged in the credits. We received \$1,200 and a full tank of diesel fuel (quite an item at \$3.54 per gallon these days!) for several hours of operation. Filming took place in the suburban Philadelphia town of Royersford, PA (named Fairfield for the movie). See photo below.



► **Fleet Update.** There is not a lot of action in the fleet area over the cold Winter months. We are pleased to advise that most of the fleet is undercover in the Annex garage or on the Museum floor. Several of the buses stored outside are covered and protected from the elements.

Our plans for Spring include moving the 1940 White from the display area in front of the Museum to back inside but with a fresh paint job on the roof area. Most likely, we will replace it with the 1946 Ford Transit, freshly painted, but in need of a myriad of repairs – it needs some work on the floor and it is not in running condition but will display well in front of the Museum along with an automobile of the same vintage.

Several buses are up for "adoption" if any of you want to invest in the needed body and or mechanical work needed....please contact us for details.

CMD Services, Inc, (Pottstown, PA) has our Marmon-Herrington 8M2B on their property because it needs some major mechanical work and the paint and body will also need attention. We are working with them to determine what direction we need to take on this vehicle. It may take more work that originally anticipated.

We also want to remind everyone that we are a bus organization and this includes school buses. There are some really old and interesting school vehicles out there of the conventional and transit type. We own only one school bus which is a 1954 Chevrolet/Wayne and would be interested in finding other old units. Of particular interest would be the Brill C-31 school bus operated by several Philadelphia suburban districts back in the 1950's, or old "orphan" makes of conventional units such as Diamond-T, Sterling, or Federal.

A reminder that when the weather breaks we plan to return to "work sessions" at the Annex on most Fridays. We'd love to have you join us for a work session which includes cleaning, painting, and a need for mechanical skills. We work and have fun at the same time!

We will be able to store a very limited amount of buses in the new auto storage facility just opened on the campus of the Museum....this will be limited to some of our smaller vehicles.

The ex-Bollman GM PD 4106 has been refinished in Martz Trailways colors, and at the time of this newsletter, is still on our property. Martz will use it as part of their 100th Anniversary to show a bus of the "60'S" (this coach is owned by our fleet manager Dan Lehman). It looks sharp in Martz colors; another great job by ABC's Camden facility

This Old Bus: SEPTA 8590 by Bob Devine

Volvo of America Corporation, a subsidiary of AB Volvo of Sweden, announced in 1982 that it would begin U.S. bus production at their Chesapeake, Virginia plant. At that time it was used to process imported cars and trucks for dealer delivery. Volvo received its first U.S. bus contract to build 50 model B10MA articulated buses for the Southeastern Pennsylvania Transportation Authority (SEPTA). The contract was valued at ten million dollars.

After delivery, the new 7000-series articulated buses developed problems with air conditioning. The articulated buses used an auxiliary diesel engine to run the air conditioning compressor. As compensation for these problems, Volvo sent 8590 to SEPTA. Bus 8590 was part of an order for 55 B10M model buses for the Rhode Island Public Transit Authority and built to RIPTA specifications.

Most North American built transit buses are powered by Cummins or Detroit Diesel engines mounted in the rear. All Volvo buses were powered by their 10-liter

THD100 turbo diesel engine mounted under the floor with a 4- or 5-speed automatic transmission.

8590 was a unique bus in the SEPTA fleet. It was the only 102-inch-wide bus as all of SEPTA's other buses were 96 inches wide including the articulated Volvos. The 5000-series 102" wide General Motors buses were retired by that time. Other features include blue cushioned seats and wood-grained interior. It carries Volvo's emblem, as SEPTA buses did not permit exterior builder nameplates. 8590 was assigned with the other Volvos to Allegheny Depot and was often seen on the 44, 44G, 45 routes. It has low mileage due to only certain operators were qualified to drive it. SEPTA was the only property to operate both 40' and 60' Volvo buses.

In January 1986, Volvo announced that it would stop building buses in Chesapeake and would withdraw from the U.S. bus market. Volvo had delivered approximately 120 units over two years to three transit systems. The firm planned to fill current orders for some 140 more units

before ending production in the fall. The final order was for 110 articulated B10MAs to NJ Transit. One contract was cancelled. The end came in October 1986, with about 20 buses built. Volvo had agreed to maintain parts and service operations.

Bus 8590 has a place in bus transportation history. It is an example of a 40' bus built by a manufacturer that built more articulated buses than standard length. Volvo attempted to enter a market dominated by General Motors and Flxible. Ironically, they too would leave the bus market, General Motors in 1987 and Flxible in 1995. SEPTA has preserved articulated bus number 7011.

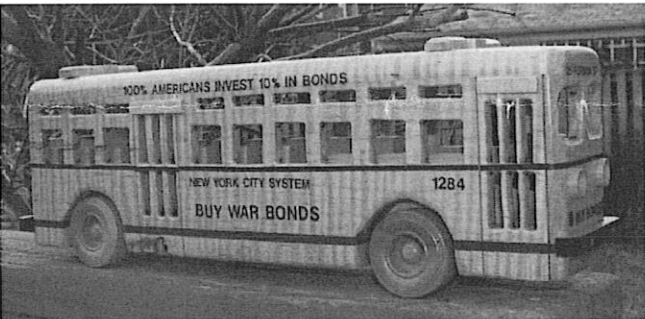
SEPTA originally planned to donate 8590 to the Willow Grove Fire Company. However, since they had no experience with an under floor bus engine, a 1984 Neoplan was substituted. In 2001, it was donated to the museum.

NEW FEATURE of Musings describing one of the Museum's Vehicles

Bullalo Road
Imports

Model Bus Musings By Doug Campbell

My first model reviewed this month is one I found some years ago at a craft festival in New York State, and is made by **Batavia Wooden Toys of Batavia, New York** of many types of rich solid **HARDWOODS!** It is about 16 inches long



and probably represents a New York City GM transit bus of the 50's era, and is a most attractive showpiece, as well as a very unique collectable toy vehicle!. The interior seats and steering wheel are all there, and the bus is hand crafted by this wooden toy craftsman, who is still in business in Batavia, New York. All lettering is applied by individual stick-on letters, is quite heavy, and made of such beautiful and different woods types, to color the bumpers, lights, etc. to make them look realistic!

Next from Siku Models of Germany, comes a most attractive light blue 1/55 scale **SETRA Double-decker Coach** lettered in a nice "Children of the World" graphic design.

The model is fully die-cast and features opening right side doors, luggage compartment, and rear engine compartment. The model has full interior, and really captures the look of this sleek European touring coach. (Details can be found at www.siku.de).

The model is about ten inches long, and looks real enough to be traveling down a European highway! For many years now, Siku Toys of Germany have been master model builders of many toy buses!

Finally this month is a brand new issue from **Trax models of Australia** (model made in China). The miniature 1980 Denning Mono Coach is 6 inch



long, and 1:76 scale. Lettered in an attractive graphics/colors design of Australia's Chalmers Coaches, this Brisbane based Denning Company was the largest coachbuilder for Australia's fleet of private bus operators. Despite the long operating distances, and harsh climate conditions that Australia is known for, this model is still extensively used in service today! Happy Collecting!



2008 MOBT Events



June 7, 2008
Spring Fling

October 25, 2008
Annual Meeting

President's Message continued from Page 1

We want to acknowledge that some members stepping up to the plate before the close of 2007 with very nice donations – several "pay down the mortgage" checks were received prior to year-end, with three of them from operating bus companies.

So, where do we go from here in 2008? We've made some plans and changes which we are featuring in other sections of this issue.


We continue to see your support at our various events, renewing your membership, and a flow of donations.

Special projects such as bus maintenance, etc, will still come from our operating funds.

**From ABC Companies-Proud To Be A
Supporter, Board Member & Partner For Museum Bus Restoration!**




1945 Aerocoach



1952 GMC

MIDWEST 800-222-2875	NORTHEAST 800-222-2873	SOUTHEAST 800-222-2871	SOUTHWEST 800-222-2877	WESTERN 800-322-2877
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www.abc-companies.com




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Spring 2008 Newsletter

John Dockendorf
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Time To Plan Ahead

The **2008 Spring Fling** is not that many weeks away. Plan ahead now to join us on **Saturday, June 7th**, for the biggest event yet!

Last year's Fling brought 350 guests to the Memorial Annex to participate in the largest bus memorabilia flea market in North America in years. Folks remarked not only about the great variety of items but the fact that the prices charged by the 17 vendors were quite reasonable. When you couple the flea market with good food, well over a dozen vintage buses on display, free admittance at the Annex, free shuttle to and from the parking area at the Museum, free parking for cars, buses and RV's, and still having time to visit inside that imposing, 3-floor Bus Museum facility with its fantastic gift shop, what more can you ask for?

How about bigger and better? This year, with the involvement of some major bus manufacturers, insurance companies and trade associations, the Museum's Spring Fling will become a 1-day event sanctioned by the whole bus industry. And, we expect to have even more vendors in the flea market. The word has gotten out, my friends. If you're a collector of any kind of bus memorabilia, the Spring Fling at the Bus Museum's Memorial Annex has got to be the one place to be each year on the first Saturday in June.

The Museum of Bus Transportation is only about a mile west of Hersheypark, Chocolate World, and Hersheypark Drive on Route 39. Route 39 is also Exit 77 off of I-81. And the area in the vicinity of that interchange is loaded with motels, many fairly new. Staying the weekend keeps you close to all the major attractions Hershey has to offer.

So, make the Spring Fling a family affair! Call us for more details.

HARRISBURG PA 171

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THINK, SPEAK AND WRITE.
John Adams, 1765
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