

Bus Musings



Volume 13 Number 3

SUMMER 2011

The 2011 Spring Bus Fling.....A Success



School District rounded out the front display area.

Annex nearly 45 minutes of 'fleet time.' Ken McNelis, our fleet manager, acted as host at the Annex.

Visitors on the other portion of the paved lot were treated to part of NJ Transit Heritage's collection of NJT vehicles including a Flixible Metro which was recently restored, and an MCI-MC-9 with NJ specs. Two "new look" GM's were on hand as

MBT member Charles Wotring handled the bus artifact auction. The auction was well received considering that we had not had one in previous Flings. Several members came away with some interesting bargains and others were able to sell items from their own collections.

Our June 4, 2011 'Spring Bus Fling' was a success. The venue was changed from the George M. Sage Memorial Annex which is our storage facility to the Museum itself. As we mentioned previously, this allowed our guests many additional amenities such as air conditioning, indoor restrooms, a food court, and 'full run' of the Museum itself. For our 'flea market' vendors, in addition to the visiting MBT members, non-member bus fans, and bus company personnel, they also had an additional "customer base" from the general public visiting the museum.

Sponsorship donations were high this year accounting for \$3470 of our total revenue. We are especially grateful to Lakeland Bus Lines, Inc., and vice president Maureen Leo for their donation of \$1200 which was applied toward this year's special t-shirt featuring their former #108 – our 4515.

well including an SDM-5302 and a TDH-4521. Surprising us was the appearance by MBT member Tom Cain driving ex-Red Arrow Lines #81, a TDH 4509.

Tom's 4509 is undergoing restoration but is coming along nicely and Tom had no problem driving it the nearly 100 miles from its storage location to Hershey; it was a big hit with the crowd.

MBT members, AACA members, vendors, bus company personnel, and the general public visitors for the day resulted in an estimated total attendance of about 325. These numbers were lower than 2010's Saturday attendance. Perhaps the nearly perfect June weather kept many of the local general public home, perhaps working on their yards or cars, etc. but we feel the attendance was still respectable.

We had 19 paid vendors tables with most as repeats from previous years. In addition, the MBT had two tables; one setup for the sale of t-shirts and other related items from our gift shop that was manned by Board member Sharon Ogden. Board member Jot Bennett handled the other MBT table where he sold 50/50 tickets, new memberships (we offered a \$30 'first year' special), and distributed other MBT material.

We, unfortunately, did not get the name or home location of the gentlemen who trucked in a full Hall-Scott pancake engine removed from a former York Bus Company ACF-Brill C-36. It was nicely detailed and mounted on a flat bed trailer. Other ACF-Brill artifacts such as builder's plates, emblems, and factory literature and advertisements were included in his display. This made for a very interesting part of the outside display.

The Fling is a fundraiser for the MBT. Our profit was nearly \$7000 after expenses.

Board member Walter Earl supervised parking of the visiting buses on the Museum's tarmac. Contemporary buses on display were provided by Greyhound (a new D-4505), Capital Area Transit (a BRAND new, not yet in active service Gillig Hybrid), and a New Flyer Hybrid from the Southeastern Pennsylvania Transportation Authority (SEPTA). These units were parked directly in front of the Museum along with our own Lakeland 4515, aka our 'Forest Gump' bus). A Blue Bird "All American" school bus which had been retired from the Wissahickon Area

Members Dan Lehman and Charles Wotring had their buses on display as well including Dan's Eagle and Charlie with his P8M-4108.

Thanks to all who attended and to those who could not but supported our efforts. We hope to see many more of you in 2012!

We wanted to continue to link our storage garage with the Museum. Members Ken McNelis, Tom Mozzer, and Walter Earl had earlier in the month moved most of our bus fleet outside of the building for visitors to see and photographs. Board Member Dino Mandros chartered a Conestoga Tours H-345 Prevost driven by Conestoga employee and MBT member Ron Pence to provide hourly trips from the Museum campus to the storage garage. This setup provided visitors to the

View Spring Fling Photos on Pages 7 & 8



From the Board Room....

BOARD OF DIRECTORS

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Howard D. Nice
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Oliver J. Ogden
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Sharon Ogden, Webmaster
ASI/ESI

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www.busmuseum.org

Most of the Board members were involved in some way or another in the 2011 Spring Bus Fling and nearly half of the last two monthly meetings were spent preparing for our annual event. We did cover some other important issues to keep the organization rolling along.

Our Museum liaison, Ralph Fetrow, advised us that the Museum had record attendance for the first quarter of 2011. Normally the winter quarter is very slow, especially for out of town guests. The Museum noted a number of valuable cars donated in this period and several have already been sold with the proceeds going into the general operating fund; this helps us as well.

We are now using a 'year to date' method of tracking our revenue and expenses. We also added an accounts receivable column to our monthly financials. This allows the board to see overall how the Museum to proceed financially through the year.

The IRS Form 990 which is required by non-profit organizations has been completed and will supplement various required state reports we file.

There has been a lot of progress at our Annex. Several buses have received tires, tubes, limited body work, and minor mechanical repairs. The overhead door on the north end of the building has been re-installed. Fortunately, this door was stored when we purchased the garage several years back; the 'north end' was always sealed up. With the door installed we can now drive through the facility eliminating some unsafe backing required to exit.

A significant percentage of our gift shop sales are books, including the recently released history of Crown buses. The featured Spring Fling bus, our 4515, is now featured on a t-shirt. Supplies are available in the gift shop.

Board members Jot Bennett, Ken McNelis, and Tom Collins have met with several real estate agents in the pursuit of addressing our bus storage problem. At this point we are in an 'exploring mode' and weighing all options including selling the current Annex; we have NO mortgage on it but we have outgrown it. We will keep you posted on this project.

We have several new volunteers on the maintenance end but we are still in need of docents to work the Museum floor. We would like to have the display staffed every Saturday and Sunday, but lately we have not had enough volunteers to do that. Docent duty requires you to share your knowledge of the bus industry to the general public. Please contact us if you can spare part of a weekend, even if it is only once a month.

Sharon Ogden reports that she has set-up a 'Paypal' method of purchasing items in the gift shop.

Advisor Terry Cosentino proposed that we do more to handle the sale of collections and distributions. He would like to see the organization encourage individuals to plan now on how their collections would be disposed when they are no longer around or if they are unable to keep it should they have to move.

The Board discussed the sale of several buses (see separate column for details on this).

Hershey is a very busy place over the summer months and we as the Museum of Bus Transportation are looking forward to many out-of-town visitors. Hopefully we can even recruit some of them as members.

Enjoy your Summer! Thank you for your continuous support of the Museum.

Museum of Bus Transportation

2011 BOARD MEETINGS & EVENTS

August 2, 2011

September 6, 2011

October 4, 2011

October 29, 2011 ANNUAL MEETING

November 1, 2011

December 6, 2011

Regular Board meetings are held at the AACA Museum in Hershey at 6:30 pm and are open to all members.



Model Bus Musings By Doug Campbell

YES!....Some BUSES actually BEND!!

You might actually see a bus that BENDS! Such as some of the older REAL ones are reviewed in the July-December 2009 issue of "Motor Coach Age" (Motor Bus Society) magazine, but here's a few neat ones in MINIATURE!!

rolling rubber wheels, and is sold through the Metrobus gift site on the internet. The toy model uses clear labels for the graphics, and has solid black windows, with a very soft 'bending' center to the model coach!

rear. It has a nice friction motor that propels the model bus along on your desktop, and the graphics are exactly as on the rear buses seen today on the busy, crowded streets of New York City! All the interior details are here too! A tiny working 'roll sign' is on the right front side of this model coach too! So enjoy a little 'bend' to your model bus collection!!



SANTE FE VICTORY ▲

The first is one of my favorite models in my own collection...an 14" long hand-built wooden model by Ken Stoliker, of the famous one-of-a-kind 1942 Santa Fe 'Victory Liner.' This bus actually seated in real-life a total of 117 passengers on 3 levels! This miniature replica is entirely made of wood, including the tires, and is painted in the red & white paint scheme, exactly like the real one! There are 5 sedan doors shown on the model's right side; 3 forward of the rear axles, and the other two behind. The real bus stayed in service until 1944, and the driver sat in the passenger compartment, and steering was hydraulic. This unique toy model is one of my favorite model buses!!

METROBUS ►

Not far from my home in Baltimore, I often see the sleek red/white/blue/silver 'Metrobus' bendable' buses used in the Washington, D.C. transit fleet. I so often notice these on the access road to Dulles Airport, and the design is just so modern, and attractive! This toy version is 16 inches long, made in China entirely of plastic, with

NEW YORK CITY BENDING BUS ►

Lastly, this issue is a brand new toy model sold through the New York transit museum shops...a stunning 16" long China-made all plastic replica of the current New York City 'bending' transit coach...and it features little plastic wheels along the right roof line that open and shut the 3 sets of doors...and the motor is shown at the



Happy Collecting!

This Old Bus : North Olmsted Municipal Bus Lines 110 By Robert Devine

The Cleveland, Southwestern & Columbus Railway was chartered in 1907. It was the second largest interurban railway in the state of Ohio with 225 miles. In 1922 it went into receivership by turned a profit in 1923 after abandoning some lines. By 1926 bus service began and the line was known as the Southwestern. It went into receivership in 1929 and all service ended on February 28, 1931. The Village of North Olmsted, one of the communities served by the Southwestern, instituted bus service on March 1, 1931, as North Olmsted Municipal Bus Lines or NOMBL.

The Public Utilities Commission of Ohio took the Village of North Olmsted to court. The PUC argued that it should retain jurisdiction over the line because it operated outside the boundaries of North Olmsted. The court ruled in favor of the Village of North Olmsted thus making North Olmsted the first municipality in Ohio to operate bus service. The name was changed to The City of North Olmsted in 1951. The principal route to Cleveland, the Lorain Road line, was the only service provided initially. In 1936, the Butternut Ridge branch was started and in 1937 the Olmstead Falls line was purchased from Atkinson Bus Lines. North Olmstead started its Westwood line to serve downtown Cleveland in the late 1940s. Other communities served were Fairview Park, Olmsted Falls, Olmsted Township, Rocky River and Westlake.

North Olmstead's buses were operated entirely on fare box revenue until 1972 when it sought Federal funds to pur-

chase new buses. It became a part of the Greater Cleveland Regional Transit Authority (GCRTA) in 1975. The service used buses supplied by the GCRTA but sported NOMBL logos. Fares were collected by GCRTA and a 1% sales tax in Cuyahoga County helped GCRTA offset revenue losses. GCRTA reimbursed North Olmsted for operating expenses.

A devastating fire in February 1982 completely destroyed the entire garage, four buses, non-revenue vehicles and tire and parts storage areas. Fortunately the adjacent building which contained the main office was not destroyed. A new garage facility was built on the former site in 1983. In 2004 it carried over 1.2 million riders and in 2005, the operation was fully merged in to the GCRTA. The 50 employees were no longer city workers but employed by GCRTA.

Adopting dark green and orange colors of the former interurban operator, NOMBL began operations with Yellow Coaches and a White 65-A built in 1930. In 1962 it acquired four ex-Cleveland Transit System Twin Coaches. Two Flettes were added in 1969. General Motors models were: TDH-3610 (100-101); TDH-3612 (102-107); TDH-4509 (108-111); TD-4007 (112-113); TDH-4517 (114-115); TDH-4519 (116-117); TDH-4512 (118); TDH-5105 (120-123); TDH-5303 (124-131) and T6H-5305N (132-137). Most of NOMBL's equipment lacked center exit doors up through the 1970s. Seventeen new T8H-5307As (200-216) came in 1976 with rear exit doors and air conditioning. One T8H-5307, num-

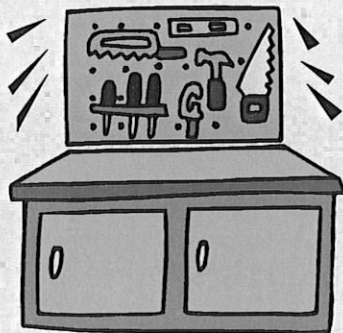
ber 204 has been preserved by the Ohio Museum of Transportation. But perhaps the pride of the fleet is bus 110.

Bus 110 (serial number 1405) was one of four buses ordered in 1951 and retired in 1975. The bus was purchased by William Brooks of nearby Overland, Ohio. Mr. Brooks used the bus for storage until 1990. To celebrate its 60th anniversary in 1991, North Olmsted Municipal Bus Lines sought to acquire the bus from Mr. Brooks and restore it to its as delivered condition. North Olmsted traded bus 135, a 1969 T6H-5305N in exchange for the 110. On December 6, 1990 the 110 was placed upon a flat bed trailer and taken back home to be completely restored. The restoration included body work, all new flooring and complete electrical and mechanical overhaul. In March the bus was completed striped and in April the engine was completed. On July 17 and 18 the bus was completely repainted. On August 19 the 110 was road tested and final lettering applied. On August 22, 1991 it was completed and a bottle of champagne was broken on the front bumper. NOMBL honored those that labored on the restoration project with a plaque placed inside the bus to honor all those who worked on the project. Today it is stored and maintained by the City of North Olmsted and used on special occasions and events during the year.

Note of Thanks: I would like to thank David Decsman and Mike Ondecker of the Ohio Museum of Transportation for their help with this article.

Tool Wish List

MUSEUM OF BUS TRANSPORTATION **Tool Wish List**



Many Thanks

The Museum would like to thank the following for responding to the Museum's need for tools and parts:

- Warren Shepp (Century Tours) - 13 additional bus parts and extensive (26) Parts and Maintenance Manuals.
- Charles & Doug Wotring (Royal Coach) for a 12R22.5 tire for our AMGeneral, 2 Brake Diaphragms, and a roll of bus center aisle flooring.
- Ed Wolf (Wolf Bus) for a 900 x 20 tire and tube for the Harran Flexible.

PAUL PLEASE CONTACT US
Would MBT member Paul who called about donating a Voltmeter, please call us again. We did not get your last name or the correct phone number to return your call. Please call Ken McNelis at 610-203-7998.

We are still in need of the following items at the MBT Garage:

- Battery Charger - heavy duty, 24/12 volt
- Volt Meter - for 24 volt/12 volt
- Load Tester - to test amps for 24 volt and 12 volt batteries
- Used tires sized 900X20, 12R22.5, and Goodyear B305/75R24.5.

If you can help us with these needed tools and tires or any other tools you might have and think the Museum Garage can use, please contact Ken McNelis at 610-203-7998 or Tom Collins at 717-566-7100 ext. 119.

We would appreciate our members support with these needs. The Museum is a 501(c)3 organization and can provide you with a letter for the value of your donated tools or tires for tax purposes.

Thank you for helping us maintain your fleet.

MBT Committee Reports....

REAL ESTATE COMMITTEE

The Real Estate Committee is working with the Commercial Real Estate Services, Camp Hill, PA office. They were chosen between two firms to explore the possibility of placing our current Annex building on the market. In conjunction with that, they have been charged with attempting to locate another facility for sale or rent.

As this newsletter goes to print we have located a brand new storage facility that is in very close proximity to the Museum. This facility is available immediately but for lease only. We have often considered having another storage facility but the MBT would, of course, incur an additional expense.

We have discussed having persons 'adopt' a vehicle with the fees being applied to the rental fees if we choose to go that route.

FLEET COMMITTEE

Vehicle Sale

The MBT Fleet Committee has decided to downsize its fleet at this time and is offering five buses for sale which are listed below. If you attended the Spring Fling, you saw the buses with the 'for sale' signs in the front windows with the exception of the Ford.

1946 Ford Model 69-B - 29 passenger, single door, 6 cylinder gas engine, (not running), fair body & interior, no VIN number, no title. PRICE **\$5,500.**

1972 GMC Model T6H5308 - 49 passenger Suburban, all seats facing forward, DD6B71 engine (not running), fair condition, VIN # T6H-5308A007, no title. PRICE **\$2,000.**

1973 GMC Model P8M-4905A - 47 passenger, restroom, V-730 automatic installed by previous owner, (running), fair interior/exterior, VIN # P8M-4905A-281. PRICE **\$5,000.**

1990 Fixible Model 35096 - 43 passenger, double door, DD5V71 engine, (running), good condition throughout, VIN # 101914, Ex. Red Rose Transit, title available. PRICE **\$4,000.**

1990 Orion Model 00.4 - 41 passenger, double door, DD6V71 engine (running), good interior/fair exterior, VIN # 6002537 Ex Rabbit Transit, York, PA, title is available. PRICE **\$2,000.**

If you are interested in any of these vehicles and would like additional information, please contact Tom Collins at the Museum 717-566-7100 ext. 119 or Ken McNelis at 610-203-7998.

Fixible Twin FL-33

Our Fixible-Twin FL-33 is still at the Supreme Corporation undergoing restoration. The Supreme Corporation wants to do a TOTAL restoration including the new flooring which we recently purchased for it. The total cost, compared with the Checker, which they did for us two years ago will be more than double that (due to doing the exterior and interior).

We have a donor for some of this cost but we are seeking additional funds. Any MBT member who wishes to donate to this project should mark their check or money order as 'Fix-Twin project.' Thanks in advance for your consideration.

FINANCE COMMITTEE

This committee continues to monitor the month to month operation, carefully comparing it to the 2011 budget.

Four state reports have been filed using the IRS Form 990 from 2010.

The Spring Bus Fling added to our revenue source and renewals of memberships seems to be on target. We appreciate those MBT members who have renewed and added a donation amount to the renewal; those funds go into the general operating fund.

FLEET COMMITTEE WORK SESSIONS ANNOUNCED



The Fleet Committee is planning the following Summer & Fall Work Sessions and invite you to participate:

Summer Work Sessions
August 6 & August 20, 2011

Fall Work Sessions
September 24, October 1 & October 15, 2011

All work sessions will be held at the Museum Annex at 7281 Union Deposit Road, Hummelstown, PA. Times for all work sessions will be 8:00 am - 3:00 pm.

We are especially looking for a mechanic(s) to help with major mechanical repairs. The mechanics can help organize the sequence of work for those who want to assist them with minor mechanical work of their own.

We do need plenty of non-mechanic members who want to help with repairs, cleaning, sanding, painting, waxing/polishing, grass cutting, and weed whacking.

We need to know how many members plan to attend each work sessions in order to plan the work to be accomplished. If you can help on any one date or all of the dates, please call or email the following Fleet Members:

Ken McNelis 610-203-7998 or email busman398@aol.com

Tom Mozer 717-343-0058 or email tomm1947@msn.com

All work sessions are scheduled for Saturdays, however, please check the Museum website to see if we schedule any weekday work session for August through October that you might be able to help with if the need should arise.

Please let Ken or Tom know 10 days to 2 weeks in advance of when you plan to work. You will also be notified if you have signed up for a work session and it has to be cancelled.

The Fleet Committee would like to thank Jot Bennett, Tom Collins, Walter Earl, Dan Lehman, Ken McNelis, Tom Mozer, Oliver Ogden, Sharon Ogden, and the mechanics Lou Berger and Phil Crey for all of their help with the spring work sessions. A lot of work was accomplished during these sessions. Thank you!

As you can see, the Museum depends on volunteer assistance. If you can assist on a committee, we would love to hear from you. It is a great way to give back to an organization managed entirely by volunteers!

NEW MEMBERS

The Museum welcomes the following new members:

Robert Faulkner
Ben Haspel (our first member from Israel)
Stan Holter
Alexander Lock
Jan O'Konsky
Mike Ross
Wendy Rowley
Edward Springer

DAVID C. GREGG

We note, with sadness the passing of one of our most loyal members, the late David C. Gregg. Dave's dad, Cooper, started Gregg's Bus Service sixty five years ago, when Dave was only 10 years old. In some way Dave was a part of that business for most of his life. Dave was known in the industry as the 'expert' for bus operations on the Eastern Shore area. He had a very close relationship with Carolina Coach Co. who used Gregg services for doubles and for maintenance in and around the Wilmington, DE area.

Dave and his family sold the Gregg operation to Krapf Coaches in 1998 but the Delaware based firm retained the Gregg name.

MBT members may recall Dave's trip to Bellaire Charter (Washington state) two years ago to pickup and drive across the entire country our 1977 MCI MC-5C coach. Dave was proud of that accomplishment and we were, too.

We will miss his big smile and attendance at our events. He was indeed a 'busman's busman.'

MY FAVORITE BUS....

We've had several members suggest that we add to the 'Along the Line' column a particular member's favorite bus. One of the first to respond was member Harvey Eckart. Harvey writes, "My favorite bus of all time is the GM model PD-3751 and PD-4151 built in 1947 and 1948 mostly for Greyhound. Although other buses 'borrowed' the Silversides moniker, this was the original coach to bear that title."

Harvey listed his reasons for selecting this coach as his favorite:

- Rugged good looks which created a stance that said "I mean business."

- The unique steering column shift (which I believe was exclusive to this series).
- I rode this bus frequently from my home in Berwick PA to military bases in Virginia. I marveled at the road hugging qualities of these coaches as we traveled over old highway Route 11 between Harrisburg and Baltimore in all kinds of weather.



ROBERT FAULKNER

Bob, a well known retired maintenance manager whose career included stints at Safeway Trails, Inc., Capitol Trailways, and Martz, is one of our newest members having joined on 'Spring Fling' Day. Bob surprised us by donating two large hand-made models including a Golden Eagle (aka "Goldie"), and an MCI "E" model. We were so impressed with these we immediately placed them on top of our model bus display case.

Thanks Bob and welcome aboard!

MAUREEN LEO

Maureen, Vice President of Lakeland Bus Lines, Inc., donated funds for this year's 'Fling' t-shirt featuring our 4515. In addition, she sent us a full Lakeland uniform including shirt, jacket, pants, and hat. We have placed that on one of our mannequins who is proudly standing alongside Lakeland #108 in the display area. Thanks to Maureen and Lakeland for their continued support.

MICHAEL J. BOHN

One of our newest members, retired from the old Green Bus Lines, Queens, N.Y., wrote to say he visited the Museum earlier in the year. Wanting to donate something for our cause he sent us a silver Flexible belt buckle which we will add to one of our display cases.

PUEBLO TROLLEY MUSEUM FIRE

Bob Devine advised us of the unfortunate recent fire which destroyed or severely damaged seven buses owned by the Pueblo Trolley Museum. A brush fire in an adjoining property spread to the storage yard in which their fleet of buses is stored.

Bob suggested as a gesture on the part of the MBT, that we offer them several of the buses which we currently have available for sale. We contacted Eugene Caywood of the Pueblo group with the offer of our buses. Although the buses would have been free they would have had to pay for transporting them to Arizona.

Mr. Caywood thanked us for the offer with an explanation and description of the vehicles lost and said that their Museum basically has only vehicles which operated in Arizona and that the units we offered duplicated buses which were not damaged. The offer and the ensuing correspondence between our two organizations is the beginning of a cooperative relationship.

Donations to the PTM can be made as follows:

Eugene Caywood
Pueblo Trolley Museum
PO Box 1373
Tucson, AZ 85701

A GATHERING OF BUSES

MBT member Charles Wotring is heading up the forthcoming 'Gathering of Buses' to be held on August 16 -18 in Hibbing, MN on the Greyhound Museum campus.

For more information contact Charles of Royal Coach at 717-691-1147.

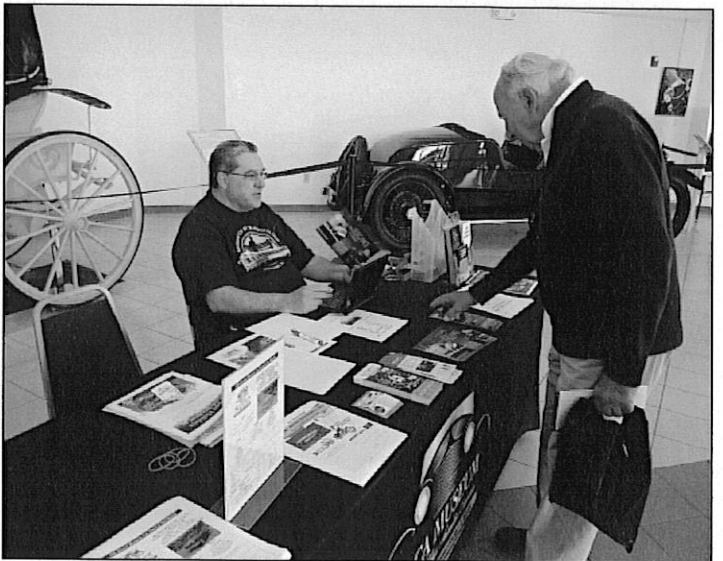
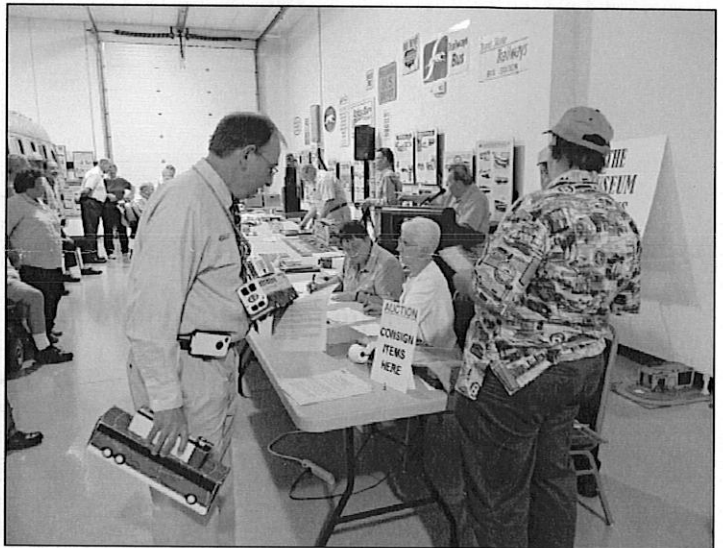
1954 GM PD-4501

- S/n PD 4501-166
- Scenicruiser
- A motorhome conversion
- 8V-71
- Standard 4 speed transmission
- Good general condition
- Asking \$20,000

Contact Howard Shade at 585-425-1189 (New York State)



2011 Spring Fling Photos



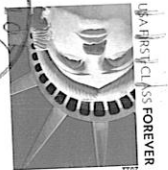
Additional 2011 Spring Fling Photos



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Hershey, PA 17033

Summer 2011 Bus Musings

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John Dockendorf
448 Meadow Drive
Camp Hill, PA 17011