

Bus Musings



Volume 13 Number 1

Winter 2011



There's A Ford In Our Future!

Courtesy of one of the Museum's newer members and supporters, Mike Demeter, the first addition to our fleet in 2011 will be a 1945 Ford 99-T, serial number 99-T-641053.

Mike advises that in 1945 the Office of Defense Transportation (ODT) approved his late father's company, Palo Alto City Lines, to receive four Ford Transits. The units went into local service in and around Palo Alto and continued to provide revenue line haul for the next 41 years. They were all retired in 1986.

The operating name of the company was changed to Peninsula Transit Lines and in 1972 Santa Clara County Transit District was formed and purchased the local operation. The charter service continued

under Peninsula Charter Lines which sold its book of business in 2004.

The corporation was dissolved in 2006 but Mr. Demeter kept the Ford number 221, and 216 which is the Fageol he donated to the Museum in 2010. Both the Fageol, which is currently on the Museum floor, and the Ford are Museum quality so we expect to have the Ford on display early on.

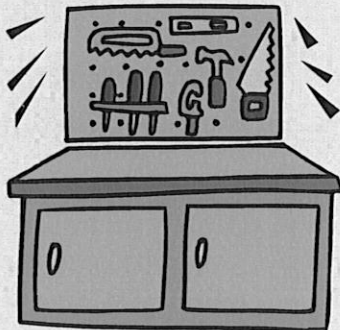
As everyone knows, the Ford Transit is, as one person put it several years ago, perhaps UBIQUITOUS in the bus industry; even Greyhound ran them!

We're looking forward to having #221 and thank Mike for his generosity. It will be great to have another California unit in our fleet.



MUSEUM OF BUS TRANSPORTATION

Tool Wish List



To keep our buses in tip-top-shape, the Museum has identified many tools that are needed in the MBT garage for the Tool Wish List.

The Museum fleet is managed strictly by volunteers who use their own tools to repair the buses. We would like to begin to accumulate enough tools so that the volunteers do not have to use their own items.

We are reaching out to all MBT members to see if you would be able to donate any of the items

below. If you identify a few items you are able to donate to the Museum, please contact Tom Collins at 717-566-7100 X119.

Thank you in advance for any assistance you can provide!

- 3/8" Drive Impact Deep Socket Set
- 1/2" Drive Impact Deep Socket Set
- Wrench Sets - SAE
- Portable Air Tank - Heavy Duty (Gas/Electric) 15/30 Gallon 175/200 psi

- Air Hoses - 50', 100', 150' lengths
- Air Wrench
- Battery Charger (heavy duty) - 24 volt/12 volt
- Volt Meter - for 24 volt/12 volt
- Load Tester - to test amps for 24 volt battery, and 12 volt battery systems
- 3 Ton Floor Jack - Heavy Duty Hydraulic Jack

From the Board Room....

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**The Museum of
Bus Transportation**
161 Museum Drive
Hershey, PA 17033
717.566.7100 Ext. 119
Fax 717.566.7300
www.buseum.org

Entering 2011 as our 13th year as an incorporated non-profit organization, we find that we face some challenges.

With two new professional MBT Board members, Elaine Farrell and Jot Bennett, and Dave Millhouser as one of our advisors, we go into 2011 with a different agenda and focus, then, perhaps, we had previously.

Although balancing the budget in the Museum "business" is difficult (we've quickly learned that few museums operate on a balanced budget) we have taken some steps to reduce expenses to, at least, taper our losses. An item which we are currently addressing is a sponsorship for the quarterly newsletter. A \$500 donation or ad purchase will nearly cover the costs of the newsletter which include printing and mailing fees. Related to that is switching printers to reduce production costs while still keeping the quality that we have enjoyed over the past few years.

We will make every attempt to have all transportation costs for moving our vehicles reduced to a bare minimum, i.e. having as many as possible underwritten in some form. Marvin Carter for the Flixible VL-100 and Mike Demeter for the forthcoming Ford Transit 99 – T have already generously done that.

We are having the telephone removed from our Annex facility since nearly every volunteer who works there has a cell phone and our location is well known in the Hummelstown – Hershey area, in case of an emergency. Removing the phone will save the organization nearly \$40 per month.

Dues are scheduled to be raised from \$30 to \$40 for individual members. However, those members who indicate on the invoice that they would like to receive an electronically produced newsletter will receive a \$5 credit. As your renewal notice comes due please indicate how you would like the newsletter received.

Our Social Media network has attracted over 900 "hits" in 2010. We would like to work on inviting them to become a member of the Museum as well.

In recent board meetings the focus has been on the Building Campaign with the prime focus to enhance our storage facility. Ken McNelis and Bob Devine have been co-chairing this important Committee. To build the type of facility we need to cover the buses and protect them for future generations, will cost nearly \$250,000 which is about the same cost as the current building we purchased in 2008.

Our goals for 2011 include an increase in membership, growing the profits for both the

Spring and Annual meetings, adding to our Social Media network, selling several buses out of our fleet to produce cash to restore, and, at least, paint some of our current vehicles.

Always, we want to recruit young "bus fans" (often, we admit there do not seem to be many) as members and young docents.

Campaigns will be launched for all of the above programs....2010 was a "fair year" for us....2011 will, as planned, be better.

We enlist your help – MBT is not a Central Pennsylvania only organization. MBT's members come from all areas of the country and we need your assistance and that does not only mean financial support. You can add a member, adopt a bus from our fleet, include time to be a docent on the floor (really a lot of rewarding fun), help with Spring and Summer "work sessions", volunteer to man booths at industry affairs, or just mailing a check (be sure to designate the program or programs you may want your funds to go towards).

Looking forward to seeing you at our Spring Fling or Fall Annual Meeting....all helping us to achieve our goals for 2011.

Tom Collins, President



Museum of Bus Transportation

2011 BOARD MEETINGS & EVENTS

February 1, 2011 • March 1, 2011
April 5, 2011 • May 3, 2011
June 4, 2011 SPRING FLING
June 7, 2011 • July 5, 2011
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.

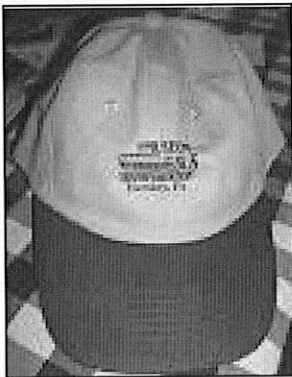
MBT Committee Reports....

MBT GIFT SHOP

by Oliver Ogden

If you have been to the Gift Shop recently, you will notice that we are the number one source for books about BUSES! We have been excited to add the NEW *Motorcoach Milestones* published by Iconografx on our timelines. However, we also carry a full assortment of books by Arcadia Publishing, many on local highways

(Pennsylvania Turnpike, New Jersey Turnpike) or trolley lines or featuring local history (Hershey Park). Check them out the next time you are at the Gift Shop and don't forget to checkout our Gift shop online, too. You won't find a better selection of BUS-related books anywhere!



Another new item in our Gift Shop that will identify you as a supporter of the Museum are our new Caps and Visors--they are very attractive looking and available online as well--get yours before they are all gone!



SOCIAL MEDIA

by Sharon Ogden

In early December, we passed the 900 mark of followers on Facebook! This is a HUGE milestone and thank everyone for their support. Facebook and our blog which is thebusmuseum.blogspot.com are the two places online to keep up-to-date on Museum happenings. We have followers from 20 different countries and have followers from every major city in the US! We look forward to increasing our following online and providing more and more info to our supporters. We encourage you to interact with us on either Facebook or our Blog--we take all comments seriously and know this allows for great interaction with our supporters who do not live in the immediate area.

CURRENT EXHIBITS

by Oliver Ogden

Our latest exhibit is on **Russell Byrd** who was an early Pickwick Coach driver and pushed for safety standards for drivers in the industry. We have his uniform and some awards he received and interesting pictures and articles on his life. (Photo to right)

In his 1945 memoir 'Russ's Bus: Adventures of an American Bus Driver', Russell Aaron Byrd detailed his career as an interstate motor coach pilot. Among his repeat customers were the big bands of Jimmy Dorsey, Ted FioRito, Jan Garber, Benny Goodman, Glen Gray, Phil Harris, John Scott Trotter and Rudy Vallee.

The multi-compartment Nite Coaches were well-suited for charter service. Byrd reports that a typical band of the era had eighteen members, including its leader, manager and porter. On a Columbia-built sleeper all eighteen can be put up in four of the five available compartments, with the fifth reserved for the band's instruments and gear.

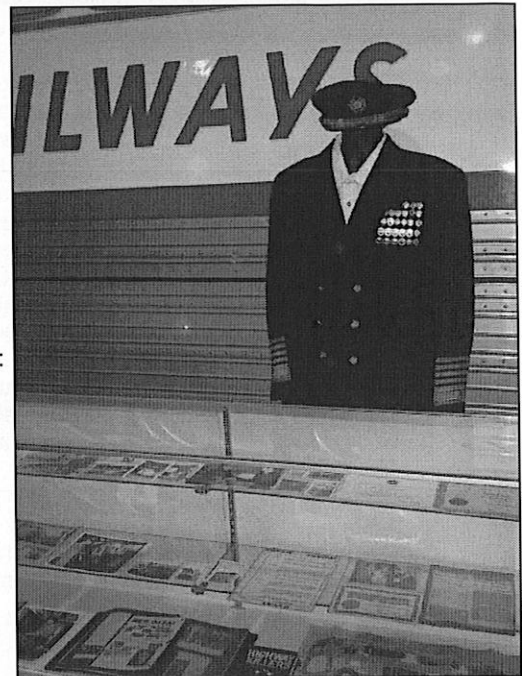
Byrd states: "The main thing is that the driver bring the band in on time at every stop, with a margin of safety."

One related tale reveals that when he drove for the Jimmy Dorsey Orchestra, the bandleader typically popped into the driver's compartment around 4 a.m. to "get his advice on things". Byrd later learned the nightly discussions were of a more serious nature. Apparently Dorsey had read a report that revealed most early morning accidents were caused by drowsy drivers, and his 4 a.m. visits were time to keep his band members safe.

BUILDING COMMITTEE REPORT

by Bob DeVine and Ken McNelis

The MBT Building Committee was established to research options to bring our fleet of buses under roof. Our fleet of buses has grown to the point that we have run out of storage space. Our present building holds 12 buses; a new building will allow us to store 14 additional buses. Members of the committee include Bob DeVine, Chairman; Ken McNelis, Co-Chairman; and members Tom Collins, Terry Cosentino, Jeff Holland, Dino Mandros, and Ed Wolf.



We have been working very hard on this project since August 2009. In November, 2009, Bob Devine and Ken McNelis made a presentation to the MBT Board concerning the scope and sequence of the building project. Of particular interest was our visit with the South Hanover Township Zoning official to review our plans. We were informed at this meeting that we could build at the MBT annex property but would need a boundary survey to show where we are located in the flood plain.

On April 19, 2010, we were able to obtain the much needed Property Boundary Survey. The new survey revealed that all of the property is in the flood plain and that our present storage garage was built as a peninsula by being raised to 343 feet above sea level to meet the flood elevation needed. Learning this and the potential cost required to build in a flood plain, the committee researched the purchase of buildings at other locations in and around the Hershey area to see what our options were. All have proven to be very costly, however.

On July 19, 2010, the committee members went back to the South Hanover Township Zoning Board and submitted three (3) possible building plans and our Property Boundary Survey. Because of our flood plain location, the Zoning Official requested an Environmental Impact Plan to

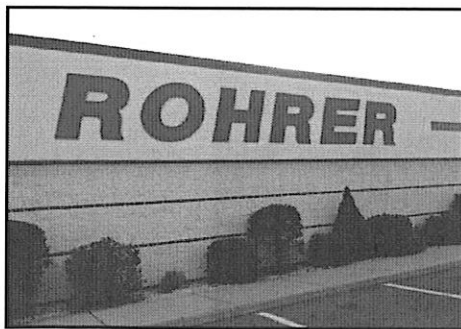
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FLEET NEWS

There has been a fair amount of activity in this area over the past several months, as follows:

■ 1929 Pierce Arrow

This is the vehicle which was in the Ray Charles movie and was donated to us in 2009. The bus is being totally restored by Rohrer Bus Sales in Duncannon, PA. When taken down to a "frame off" restoration it was discovered that this bus is actually a 1936 International and, indeed, it did start life as a school bus. At this juncture, Rohrer has replaced the side panels, located the proper seats, and even found the proper International engine. When complete the bus will appear in school bus ORANGE color with black fenders. The photos here, taken in early January 2011, show how extensive the restoration is.



■ 1951 Marmon-Herrington

We have "parted out" this bus. Ken McNelis removed seats (installed in our 1951 Checker) and other items. Charles Dickenson, Manager of Pottstown Area Transit and owner of CMD Services allowed us to store this bus on his property, free, for the four years the Museum has had the vehicle. He has taken care of scrapping it for us, as well. This bus was donated to us from the former Inter-County Lines, Havre-deGrace, MD. Although a rare bus, it would have required extensive restoration work since it had heavy damage in the rear section and virtually no engine.

■ 1953 GM TGH 3102

This vehicle is slated to have its frontal area removed and placed into a new instructional area in the Museum. The remainder of the bus will be scrapped after this work is done. Much of the expense for this will be "funded" by two sources.

■ 1953 Flxible – Twin FL-33

Supreme Corporation, Jonestown, PA where we had the Checker restored, is preparing to restore this vehicle (see separate article by Bob Devine). The

body and glass is nearly perfect and will not require much work. The bus is already at their location.

■ 1955 Flxible VL-100...VIN #10160

This was donated to us by Marvin Carter in late 2009. It was transported from Chicago and is being stored at Supreme Corporation. We will be moving it to ABC's Camden location for restoration. Mr. Carter has pre-paid the transportation costs from Jonestown to Camden.



Also, in an effort to reduce the size of the fleet, we will consider selling our 1972 GM T6H5308 (ex-Jamaica) and our 1990 Orion 04 and 1990 Flxible 35096.

The accompanying photos show some of this activity....should be an interesting 2011 on the equipment side.

ARCHIVES



1948 Mack C-33

Our vice-president, Bob Smith, is constantly seeking out historical bus and truck related data. On a recent visit to Allentown he came across some interesting photos of the 3 post-war Mack deliveries made to Allentown, PA's own transit system. Mack delivered 8 C-41's in 1947, 15 C-33's in 1948, and 16 C-37D's in 1950 to LVT. Bob submits this photo of one of the C-33's. Member Harvey Eckert is our resident Mack "expert".

Continued on Page 5

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Trailways 75th

Member Bob Beard, Trailways Historian, reminds us that the Trailways System will be 75 years old in 2011. Founded in 1936 to provide another intercity bus network it has grown through the years, perhaps reaching its peak as a regular route carrier in the 1960's – especially on the East Coast.

Congratulations to Gale Ellsworth and Trailways on 75 years of superior service.

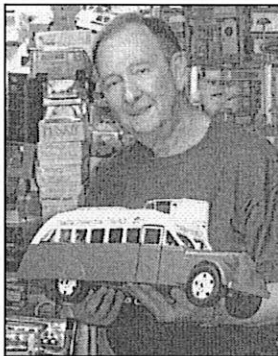


John J. Ferraro

We note sadly the passing of the late John Ferraro, who with his father, the late Al Ferraro founded Delaware River Coach Lines and Trans-Bridge Lines, Inc. The operation, based in Phillipsburg, N.J., started local route service Easton, PA to Valley View, Hackettstown, Washington, and Phillipsburg, N.J. Later the firm expanded into tour and charter services. Under John's leadership Trans-Bridge was one of the first firms to service the Atlantic City casino market.

Meet Doug Campbell

The author, collector, columnist, and supporter of motorbuses, especially the smaller ones (models), will be the focus of a column which he himself usually, authors in our newsletters.



We admit to not being familiar with the publication "**Toy Trucker and Collector**" (*TT and C*) until the Marketing and Communications Manager at the AACA Museum, Nancy Gates, copied a recent article featuring our "own" Doug Campbell. We quote the opening paragraph on Doug in this article when the author said "We don't have enough pages in *TT and C* to do it" (meaning doing an article on Doug and his collection).

We have come to know Doug through his MBT articles on model buses from all over the World including Corgi, Classic Metal Works, Royal Coach, Lupor, Buddy-L, and many others which have been mentioned in his articles and which are, perhaps more importantly, in his VAST personal collection of buses and trucks.

Doug is one of those rare "busfans" who is not nor has ever been involved actively in the bus industry. He is a pharmacist by profession but his hobby and passion is collecting model bus and trucks from all over the world. His collection consists of models from nearly all points in the Universe and he weekly seeks out new models which he has shipped to his Baltimore, MD home.

We have learned that his basement is a virtual transportation "terminal" with many of the boxes (for value sake) stored in their original boxes. His collecting has been of great help to us in providing some hints as to what items may sell well in our gift shop.

The recently announced line of Classic Metal Works HO and N transit coach models are good examples of the items which the gift shop seems to thrive on. Doug has been helpful to us in many other ways including a stint "on the floor" each month as a docent.

Over the past year some of his models have been nicely displayed in our model display area in the Museum. Currently this includes a Futurliner and two Pickwick NlTe Coaches. We did not realize until recently that we had a famous person in our midst – Doug Campbell...the ultimate model collector.

Spring Fling Update

We'll continue to remind you of the annual Spring Fling scheduled for Saturday June 4th. This year we will be doing the event for only one day but it will be INSIDE the Museum on the lower level which is fully air conditioned, with food service, and excellent restrooms, etc.

Vendor table fees will be \$35 per table and vendors may setup the previous day. As stated before, vendors will have the added feature of the approximately 300 regular Museum guests who visit on a typical June Saturday.

We will still shuttle visitors to our storage Annex every 30 minutes with one Shuttle bus. A small fee will be assessed to the riders for that.

Watch the next Musings, out in March, for full details and registration.

2011 Annual Meeting Update

As we move along with the new year we've taken steps to improve the Annual Meeting which is scheduled for Saturday, October 29. In order to properly present the membership with financials and other MBT data we will start the actual business portion of the meeting at 9:30 am with a goal to finish it by 11:00 am.

The featured company this year, will be DeCamp Bus Lines, Inc., Montclair, N.J. Guest speakers will be Jonathan DeCamp and Erwin Pantel, controller, who will present the long storied history of this respected commuter and charter operation.

The Annual meeting will include the usual luncheon and a bus related mid-afternoon trip.

Watch this column for more data but please mark the date.

Industry Representation

We have named Jot Bennett as "Director of Marketing" (an unpaid position at present). Jot will attend the UMA Marketplace and the Trailways Annual Meetings in an effort to promote interest in The MBT.

We will also have representation at the forthcoming Pennsylvania Public Transit Association meeting and are considering attending the Pennsylvania Bus Association Annual meeting as well.

Antique Automobile Club of America (AACA)

We often forget to remind MBT members that we are a REGION of the AACA. Regions function as chapters of AACA and, as such, we encourage our members to become AACA members. AACA membership includes a subscription to their slick paper bi-monthly magazine 'Antique Automobile.' Their current issue is 98 pages of car and motor vehicle material.

More information on AACA may be obtained at their web-site at www.aaca.org. Current membership dues are \$35 which includes spouse. They have nearly 60,000 members.

This Old Bus: Wichita Transportation 271

By Robert Devine

Twin Coach was formed in 1927 in Kent, Ohio. William Fageol patented a bus design whereby the body was also part of the frame and used two engines for increased passenger capacity. They produced transit and trackless trolley buses, small delivery vehicles, Fageol six-cylinder gasoline/propane* bus and marine engines, Fageol four-cylinder Marine engines, aircraft and truck parts.

The postwar Twin Coach bus was completely redesigned by Dwight Austin. It was easily spotted by a six-piece windshield entirely of flat glass and art-deco styled trim. A 6-cylinder high compression gasoline engine was used that was turned on its side beneath the floor for weight distribution and minimal loss of transmission power and coupled to a Spicer torque converter. Wartime production of these transmissions in military vehicles contributed to their development and reliability. The larger 41 and 44 passenger models were originally intended to have dual engines, but few were actually built.

In 1950, in an attempt to increase slumping sales, Twin Coach introduced an engine modification that permitted use of liquefied petroleum gas, commonly called propane. Propane was cheap and plentiful. Several transit operators in the mid-western states adapted the system and bought numerous Twins while converting others to propane. The Chicago Transit Authority was the largest owner with 500 propane Twin Coaches. Propane powered buses were also purchased by Edmonton Transit System, Kansas City Public Service, Omaha Transit, Central Illinois Power and Light, Fort Wayne Transit, Metropolitan Lines (Phoenix, AZ), San Antonio Transit System, Duluth-Superior Transit Corporation, Asbury Rapid Transit System, (Los Angeles), Harrisburg Railways and Wichita Transportation.

Flxible and Twin Coach entered into a partnership in 1951 to build 1500 vehicles for the U.S. Army. Later the two Ohio manufacturers built 22 intercity buses for Brazil. Twin Coach decided to leave the transit bus market to focus its business on truck and aircraft parts. Flxible seeing an opportunity to expand its own product line of buses purchased the design rights from Twin Coach. The new venture became known as Flxible-Twin Coach. Transit buses produced from 1953 to 1963 carried the Flxible-Twin Coach medallion.

Prior to production, Flxible modi-

fied the Twin Coach design to include changes of its own. The most noticeable change was in the side window design. Unlike other builders, Twin Coach employed a drop sash type window that slid down into the coach body. The first order was for 300 propane powered buses for the Chicago Transit Authority. The next order received was from Wichita Transportation. Wichita Transportation had operated gasoline Twin Coaches and in March 1954 took delivery of ten new propane powered FL-P-33s. They carried serial numbers 50301 to 50310 and numbered 270 to 279. Pleased with the performance of propane engines they converted 122 gasoline Twin Coaches to propane. According to Wichita Transportation, a gasoline engine needed to be overhauled at 144,000 miles while a propane engine went 350,000 miles before an overhaul.

The FL-P-33s served Wichita for six years. On June 1, 1960, the Wichita franchise was acquired by Rapid Transit Equipment Company owned by Bernard Calkins of Houston. Operations began with ten new General Motors TDH4517s and were the first air conditioned coaches to operate in Wichita. Buses 270 to 279 were purchased by City Utilities of Springfield, Missouri which also operated a fleet of propane Twin Coaches. They continued in regular service until the late 1970s. City Utilities donated two buses to the Great Plains Transportation Museum. They were 171 and 271. Bus 171 was built in May 1956 and was originally a demonstrator model FT2P35. The two buses were used in shuttle service for museum events. Space limitations required the museum to dispose of the two buses in 2007.

Texas bus enthusiasts Tim Logan and Bill Wheeler acquired 271 from the Great Plains Transportation Museum. In September of 2009, they donated the bus to the Museum of Bus Transportation. It is currently awaiting restoration. Bus 171 was acquired by San Antonio Transit and restored to represent a propane bus once operated by San Antonio. It can often be found at various events in the San Antonio

area. A propane Twin Coach is also preserved by Edmonton Transit System in Alberta, Canada. 271 has been transported to the Supreme Corporation, Johnstown, PA. It will be restored and returned to us by Spring Fling time.

** Propane is derived from other petroleum products during oil or natural gas processing. It is used in barbecue grills, portable stoves, residential central heating, forklifts and other powered industrial vehicles. When used as fuel, it is known as liquefied petroleum gas (LPG or LP-gas), which can be a mixture of propane along with small amounts of propylene, butane, and butylene. An odorant is added so a leak can be detected. Propane combustion is much cleaner than gasoline combustion but not cleaner than natural gas combustion. A propane engine works similar to gas as it is a timed process. The propane is pulled from the tank and is switched to a vapor to allow it run into the fuel lines. The vapor is passed through a mixer that combines the vapor with air. The mixture is then sent through the combustion process by a fuel injector system. The injection system is a sequential process that sprays the fuel into each cylinder one at a time. Each cylinder has to be fired in sequential in order for it to function correctly.*



John E. Ebinger, vice president and general manager of Wichita Transportation Company, tested Philgas against gasoline on side-by-side runs. "The results were so convincing that we switched our entire fleet of 122 Twin Coaches to Philgas," says Ebinger.



Motorcoach Preservation Campaign CONTRIBUTION FORM

FULL NAME: _____

COMPANY AFFILIATION, if any: _____

ADDRESS _____

City _____ State _____ Zip code _____

TELEPHONE: _____ EMAIL: _____

SPONSORSHIP LEVEL: Please check the level of sponsorship for which you wish to commit:

Check Here ▼	Sponsorship Level	Amount
<input type="checkbox"/>	Sponsor	\$1,000
<input type="checkbox"/>	Patron	\$5,000
<input type="checkbox"/>	*Partner	\$10,000
<input type="checkbox"/>	*Associate	\$25,000
<input type="checkbox"/>	*Founder	\$100,000
<input type="checkbox"/>	*Memorial**	\$250,000

***COMMEMORATIVE PAVER** (Included with partner, associate, founder and memorial sponsors) This Paver will be placed in the outdoor entrance way of the AACA Museum and includes up to 4 lines of wording. Please indicate below what you would like to appear on the Paver:

****BUILDING RIGHTS NAME** (For memorial sponsors only) MBT will contact the sponsor named above to obtain this information.

PUBLISHING NAME: May we publish your name in Bus Musings and include on a donor plaque? " YES " NO
If YES, please enter name as you would like it to appear:

ADDITIONAL CONTRIBUTION OPPORTUNITIES

■ **Optional Multi-Year Cash Contribution.** This option invites Partner, Associate, Founder and Memorial contributors to pledge an annual cash contribution over a two (2) year period to fund the Campaign.
Please contact Jot Bennett regarding this option.

■ **Order additional Commemorative Pavers:** This is a nice gift to memorialize a loved one or recognize your interest in the history of the bus industry. **Cost \$200 each.** *Please contact Jot Bennett regarding this option.*

■ **Make a "Gift Annuity".** This is a gift of a substantial amount given to the Museum, which will be used to help the Museum maintain its displays, fleet and help balance its annual budget. The donor receives an annual payment from the Museum to provide earnings on the gift while the donor is living. Once the donor passes on to the great bus terminal, the remaining gift balance is kept by the Museum. The donor receives a tax deduction for the donation in the year the contribution is made. *For more details contact our Museum financial advisor, Terry S. Cosentino, E.A. for further details at cctaxservice@comcast.net or by phone 610-796-9330.*

Please return this Form along with a check made out to the Museum of Bus Transportation and send to:

Museum of Bus Transportation
161 Museum Drive
Hershey, PA 17033

Please contact Jot Bennett at jotben@comcast.net or 717-379-9467 if you have any questions, require additional information or are considering the multi-year contribution or commemorative paver.

MBT Committee Reports *Continued*

Building Committee Report Cont.

show how our building will impact the flood plain. This has not been done to date although discussed at an MBT board meeting recently.

In August, 2010, the MBT Board submitted their ideas on the Scope of Work for our new storage garage, i.e. electricity, windows, insulation, etc. With this information, we contacted a local builder for his help in estimating the total cost of our project.

The current property is 90,077 sq. ft., slightly more than 2.068 acres. We estimate a new building about the same size as the present one which is 129 feet long by 44 feet wide. This building will be constructed next to the present building with the estimate from the contractor in the \$250,000-\$260,000 range. In addition, because we are building in a flood plain area, the building specifications also require \$43,500 of fill dirt and grading, \$30,000 for a retaining wall, and \$3,000 for the Environmental Impact Study.

MBT needs to raise between \$250,000 and \$260,000 for the cost of this much needed construction project to protect our valuable resources for the next

generation.....antique buses. Board member Jot Bennett has organized a Fundraiser effort for this Building Campaign. We need your financial assistance with this important project. We want to make sure that the buses are protected from the weather elements so they can tell a story to future generations on the mode of transportation from the past.

We invite you to check out future issues of The Musings to see the progress of the building effort and Campaign. If you have any suggestions or want to help with this committee, please contact any member of the committee. More importantly, if you would like to donate to the Building Project, please send a check made out to MBT Building Fund to the Museum of Bus Transportation, 161 Museum Drive, Hershey, PA 17033.

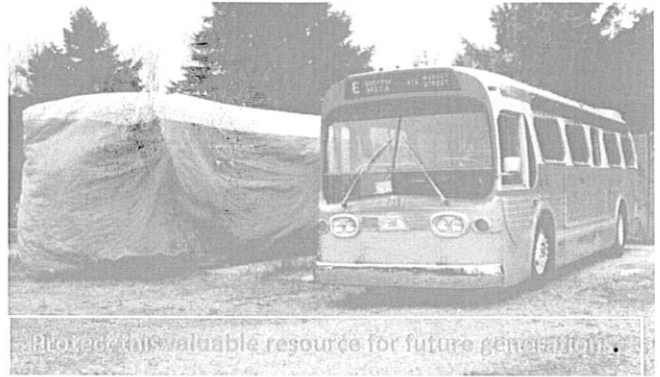
MEMBERSHIP COMMITTEE by Elaine Farrell

MBT continues to receive new membership applications each month.

During the summer months, we developed a membership database so that member names, addresses, interests, dues payments, etc. could be tracked more efficiently. The Access database allows MBT to invoice dues on an individual's membership month, print labels for mailing the Bus Musings and other items, develop a directory for members, etc.

MBT is honored to report that the following individuals have joined MBT:

Richard Adamire
Peter St. Yves



**Museum of Bus Transportation
161 Museum Drive
Hershey, PA 17033**

Winter 2011 Bus Musings

John Dockendorf
448 Meadow Drive
Camp Hill, PA 17011

