

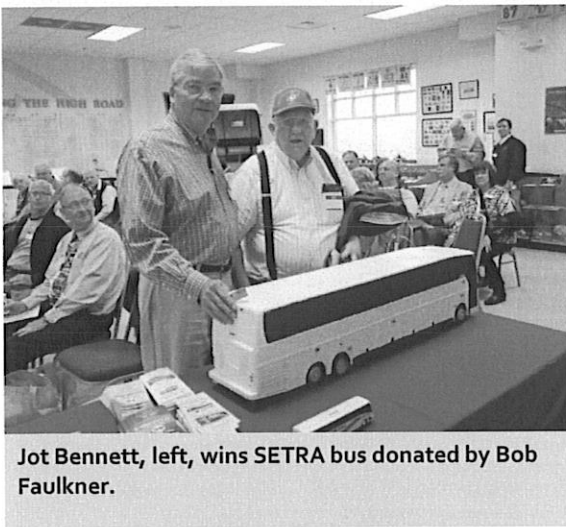
## The 2012 Annual Meeting

We had a somewhat normal Fall weather day for our Annual Meeting on October 27th. This was in contrast to the early 7 inch snowfall we had at the 2011 Meeting.

Total attendance was sixty-four, five more than last year.

Prior to the actual meeting this year, we decided to have a "mini-flea market" in the Rotunda area of the museum. MBT members John Lenhart, Rev. Kenn Cosgrove, Terry Cosentino, and the MBT (gift shop) had table space. They seemed satisfied with sales and it is likely we will continue this practice during the coffee and reception time, prior to the actual meeting, in the future.

We also allowed each registrant a 20% discount in our gift shop for bus related items only. The gift shop seemed to do a brisk business – especially for books. It was noted that several books on Crown buses were sold as were some models. We did not have a special tee shirt this year for the annual Spring and were especially interested in selling off some of the older tee-shirts with this 20% special.



Jot Bennett, left, wins SETRA bus donated by Bob Faulkner.

The attendees gathered in the "Regions Room" of the Museum. The new full time Director of the Museum, Mark Lizewskie, was introduced and told us that, although he doesn't know a lot about buses, he is keenly interested in our collection

and is anxious to learn.

Using the format we established last year we had our guest company and speaker make a presentation before the actual business meeting. The featured company was Lakeland Bus Lines, Inc. from Dover, N.J. Lakeland's President Maureen Leo was our guest speaker.

She gave us an excellent overview of Lakeland's 60 years in business. From an interesting start with a fleet of five unique Mack suburban buses in 1952, the Lakeland fleet has grown to nearly 60 buses. Lakeland's major source of revenue is its commuter service to and from the Lake region communities of Northern New Jersey into Manhattan. That service includes trips to and from the Port Authority Bus Terminal as well as lower Manhattan.

As many as 35 daily trips each weekday are operated from their Dover terminal on their "route 46" service which includes Dover, Denville, and Mt Lakes to/from Manhattan). Mrs. Leo said that their garage and offices are based in an old Public Service trolley facility that was built in 1904. Most of the bus fleet is parked overnight in a lot next to the terminal.

Lakeland also has an extensive tour and charter department and maintains several "E" model MCI's for this purpose. The line operation is usually worked by "D" models. In the mid-1970's Lakeland was the first N.J. commuter operator to introduce "coaches" to its commuters – three MC-8's were purchased after GM no longer produced a viable suburban. These were immediately popular with regular commuters and Lakeland feels they somehow laid early groundwork for the large N.J. transit purchase of "cruisers."

Her presentation was well received and we learned how much the management really cares about their custom-



Maureen Leo, President of Lakeland Bus Lines, Inc., Dover, N.J.

ers; not many firms can boast of "family-owned and operated since 1952". To show our thanks we presented Mrs. Leo with a specially painted Corgi 4515, courtesy of Bob Garrett. Later in the day those who signed up for the FAM trip were treated to a ride on a Lakeland "E" for the trip to Lebanon and Lancaster.

We took a brief break before the actual business meeting for a 50/50 drawing. Congratulations to Bob Garrett who won \$91 and to Jot Bennett who won the very nice SETRA model made by member Bob Faulkner. Bob donated the SETRA to the MBT and the proceeds of chancing it off were placed in our general fund. Board Member Jot Bennett donated the SETRA back to the MBT which is now on display in the bus area of the Museum along with several other Bob Faulkner models.

At the business portion of the meeting, all of the committees were given an opportunity to speak. The secretary's report, as submitted, was approved as was the treasurer's report.

There were several questions concerning our financials including the status of the MBT after the first 20 years of the prepared rent has been amortized. Financials and fundraising was also the topic of some limited discussion.

*Continued on Page 4*

## From the Board Room....

### BOARD OF DIRECTORS

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Transit

**Pastor Daniel W. Lehman,**  
Retired Central Dauphin School  
District

**Oliver Ogden, Retired**

Approaching the end of our 2012 business year, we've had a fairly good year. As discussed at the Annual Meeting, we had our share of ups and downs, as any organization does.

We have nearly recovered from the 2011 devastating flood that damaged many vehicles at the Annex facility. Restorations are complete with some mechanical work remaining to be done on several buses. A salvage company from Baltimore purchased and removed three buses and has two more to pickup at their leisure. Basically, we have emerged with a smaller fleet but with higher quality.

Of concern, even before the 2011 flood, was the fact that we had outgrown the combination of Museum space and Annex because several buses and any "new" additions would need to be stored outside; not a good situation for an aging fleet. Board member Ralph Fetrow recognized that fact and obtained for a reasonable lease of \$500 per month, an unused Hershey facility. Located on a farm just north of Hershey, this facility will enable us along with the Museum and Annex, to house every bus we own or are loaned. We have excess storage there and we plan to sublet this for RV and/or antique automobiles, thus assisting us with the additional expense of the monthly rental fee.

We have always had a percentage of our fleet that was not covered by insurance. We approached J.C. Taylor and Company located in Upper Darby, PA and a well known antique automobile and truck insurance firm, regarding insuring our fleet. They now insure the bulk of our fleet, using the appraised values established by Spike Michaud as a basic for vehicle values. The remainder of the fleet which is currently on a smaller policy, will be included on the J.C. Taylor policy in early 2013. For the first time EVERY bus will be insured and on the policy with the same coverage.

Ken McNelis headed up a Committee which completed our 2012 goal of adding a security system to our Annex. Thanks to him we also now have a comprehensive evacuation plan at the Annex. We had a "test" of this on Friday, October 26 (the day before our annual meeting) when we moved buses from the Annex to a safe location on the Museum tarmac. This was done to avoid the possibility of flooding from the Swartara Creek due to approaching hurricane Sandy.

Although through 2012 we received several unrestricted contributions both from our regular members and from bus operating companies they are, however, lower than our projected budget and lower than last year.

Attendance at the Museum and, concurrently, our bus related gift shop sales are down from 2011.

Attendance at other Hershey related entertainments, including Hersheypark, were also down in 2012 compared to 2011.

We received three "new" additions to our bus fleet in 2012 (see fleet news)...all three very unique.

Our timeline, depicting the history of the bus industry from 1900 through 2000 is now complete. It nicely fills the walls behind our bus display area in the Museum. We thank Board Vice President Bob Smith for his hard work on that project.

Although much of our administrative work and support is done by our Board members on their own time, we have dedicated "office hours" each Tuesday afternoon in the Museum office. Additional weekday hours are provided with no specific set time.

As a Board, we continue to meet the first Tuesday of each month at 6:30pm with most of our Board members in attendance at each meeting. We remind members that the meetings are all open to the membership. If you are unable to make a meeting and have a concern, suggestion, or comment please consider calling the office 717-566-7100 X 119.

We realize that, with nearly 400 members, we cannot, possibly, please everyone but we'd like to hear comments or suggestions.

2012 has, for the most part, been a good one – a year of recovery and some limited growth. We are looking forward to a even better one in 2013 – hope it is a good one for each of you as well.

Sincere best wishes for the Holidays.

*The MBT Board*

### Coming Meetings and Events

<b>MBT BOARD MEETINGS</b>	<b>April 4-6, 2013</b>
	<i>Ghosts of Highway 61</i>
<b>December 4, 2012</b>	<i>Antique Bus Show</i>
	<i>Blytheville, Ark</i>
<i>Regular Board meetings</i>	<i>Info: Tom McNally at</i>
<i>are held at the AACA</i>	<i>309-253-2169</i>
<i>Museum in Hershey at</i>	<b>June 1, 2013</b>
<i>6:30 pm and are open to</i>	<i>MBT Annual Spring Bus</i>
<i>all members.</i>	<i>Fling, Hershey, PA</i>
	<i>717-566-7100 Ext. 119</i>

### New Fleet Additions

Member Ralph Ciccone from the western Pennsylvania town of Eight Four, donated two Pennsylvania built buses to the MBT as follows:

**1951 ACF Brill C-31** (school bus configuration) Built as a standard transit bus, Brill, offered this model as a school bus with 5 across (2 and 3 seating). This bus was sold to the Reading, PA School District and then had several private antique collectors before Ralph purchased it. This is an interesting bus which we plan to return to school bus colors.



**1952 Beaver Coach.** Built in Beaver Falls, PA, this was originally a demonstrator which was sold to Holloway Bus Service of South Jersey and later it was sold to Leonard Lines, Allentown, PA as an antique. Ralph acquired the bus and had it painted into the colors of Shafer Coach Lines. We plan to clean and wax this shortly and place it on the Museum floor.



We thank Ralph for these two special buses.

### 3302 and Flexible Vista-Liner

Work proceeds on our 3302 and Flexible Vista-Liner – both should be re-

turned to Hershey in early 2013. We have promised several of our members to return our former Johnstown 3207 back to JTC livery – that should be done in early 2013 pending the availability of a body shop in the Gettysburg area.

### 1970 Flexible Transit Coach May Be Coming to the Museum's Fleet

We received a letter from a law firm in Merrick, N.Y. regarding the estate of the late Joseph P. Saitta. The late Mr Saitta, an MBT member, had a 1970 Flexible transit coach which he wanted to donate to the MBT. In the notice of probate concerning this coach, the coach will first be offered to the New Jersey Museum of Transportation. If they do not want it then it will be ours.

Several of our members are familiar with this coach and say it is in very good condition and was used in some movie shoots in the New York City area.

### Other Fleet Report Updates

Our Ford - 1945 Model 59-B recently underwent body work and will be painted before winter.

Due to extensive flood damage and Winter freeze, the Museum was forced to salvage our AM General and the GM 3102.

**Status of the Annex.** The Annex building has been completely cleaned and organized. Tools have been inventoried and parts, batteries, and fluids are now in stock. All entrance doors are serviced and repaired. The Burglar Alarm System is now and has been fully operational since February, 2012

**MBT TOOL WISH LIST:** The Fleet Committee is still looking for a 3-5 ton floor jack for use at the Annex. If any member has a floor jack and would like to donate it please contact us. If you have any tires, tools, or parts you think the Museum can use, please contact Ken McNelis (610-203-7998) or Tom Mozer (717-343-0058) in advance of your donation or shipment. We will provide you with a letter for the value of your donated items for tax purposes. Thank you for helping us maintain your fleet.

### FLEET COMMITTEE WORK SESSIONS.

The Fleet Committee had its last work session for the Fall on Wednesday night, November 7, 2012. The Annex was winterized and the vehicles stored for the winter.

The Committee would like to thank all our members who helped us throughout the year, especially at the September work session when fifteen workers were present to work. Work Sessions for Spring/Summer, 2013 will begin in March. The first three sessions will be: Tuesday, March 5, 2013, Saturday, March 23, 2013, and Tuesday, April 7, 2013. Later Work Sessions will be announced in the next Musings or on the Website. Works Sessions are scheduled from 8:00 A.M. until 3:00 P.M. at the Annex property. You do not need to be a mechanic. We need help with oil checks, tire pressures, detailing, clean-up, and in general help. Please find time to help out.

At the August, 2012 Board Meeting, Ken McNelis proposed and the Board of Directors approved the following motion for Volunteers who work at our Work Sessions:

"Any member who attends and works at three (3) scheduled work sessions during a calendar year, be they Life or Annual Member, will be able to attend the Annual Meeting in October at NO COST and be recognized at the meeting for their service."

Members are reminded to please contact Ken McNelis (610-203-7998) or Tom Mozer (717-343-0058) to let them know if you are planning to attend any or all sessions. You will be notified if a work session has to be cancelled or rescheduled.

**EVACUATION PLAN:** All phases of the Annex Evacuation Plan have been completed. We do need more CDL licensed members to be trained to move some of our vintage vehicles to safety. Any plan needs to be tested for accuracy from time to time to see if it works. On Friday, October 26<sup>th</sup>, our evacuation plan was activated with the intending hurricane Sandy threatening the area. Some glitches were noted but three members – Tom Mozer, Tom Collins, Ken McNelis were able to move vehicles from the annex to the museum for safety. As a result, all vehicles weathered the storm. The entire Evacuation Plan will be updated on a yearly basis by Board Member Ken McNelis.

The Museum is still looking for more help with this issue of evacuation as time goes forward. The more helpers we have, the quicker we save our fleet.

**Annual Meeting *continued from Page 1***

The election committee reported that there were 114 board member ballots mailed in. Incumbents Bob Smith, John Dockendorf, and Howard Nice were re-elected for the 2013-2015 term. Ballots were tabulated by Board members Elaine Farrell, Jot Bennett, and Walter Earl with the results announced during the meeting.

President Tom Collins gave an overview of the "plus" and "minus" items in the 2012 MBT business year and entertained questions.

The meeting was adjourned at 12:15 pm and the attendees were treated to a catered lunch by Hershey's "What IF" restaurant.

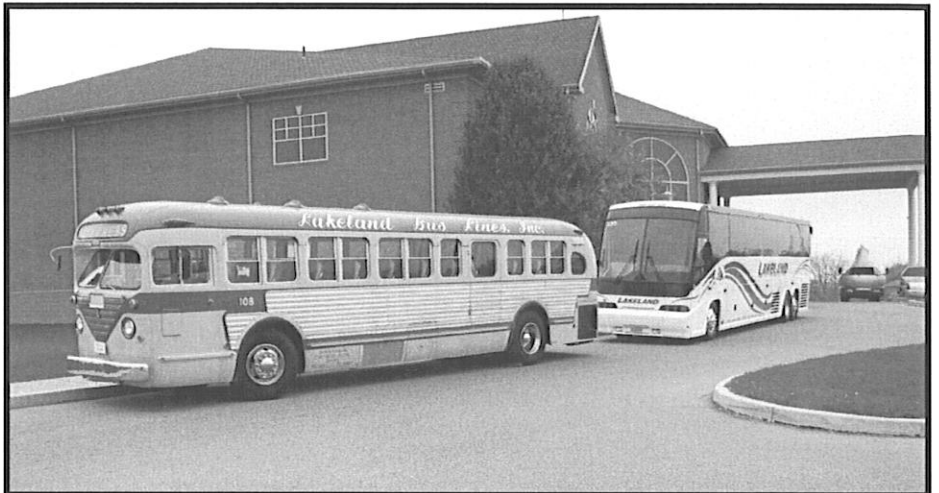
In the afternoon, many of the attendees took the FAM trip while others opted to visit the Annex or inspect a portion of our Fleet which was displayed on the Museum tarmac (nothing we had pre-planned – we had moved them there Friday to avoid the potential of flooding).

A successful Annual Meeting.

**AACA Eastern Division Event**

Spectators gather around the MBT's bus on the show field at the Antique Automobile Club of America's Eastern Division National Fall Meeting on October 13, 2012.

# 2012 MBT Annual Meeting



## My Favorite Bus By Jamie Lembesis

### The GM PDA 4101

When I first started with the old American Buslines, Inc. back in 1962, there were still a few of these neat GM PDA 4101 buses in the fleet. GM built 335 of these 35 foot coaches from 1948 through 1950. American had 26 of these, I think, and the largest delivery of them. When first delivered they were in maroon and white.

Whenever I could, I would "dig" one out of the ready line to work a second section; they would not allow us to use these for charters (too old!) by the time I hired on.

These were neat looking buses, with their one piece windshield. They steered "like a baby carriage" and rode pretty well. Of course when 4103's and 4104's entered the fleet their ABL time was over.

Great to look back on them in my retirement.

### 1936 International C 30

*When is a "Pierce Arrow" really an International?*

The answer to that we learned when our "1929 Pierce Arrow" bus was adopted by **Rohrer Bus Sales** nearly two years ago. Our "Pierce Arrow" was donated to us by M. Welsh.

This bus was used in the Ray Charles movie "Ray" and sported the name of the band he was originally connected with - The Lionel Fusion Band.

The bus was painted green and white when we received it and, in the movie, it was a charter bus for the band. We learned that it started its service as a school bus.

Rohrer, in addition to being the Thomas Bus and school bus dealer in Central Pennsylvania also operates a large fleet of school buses and, learning that we had this bus, wanted to adopt it and return it to its school bus liv-



ery. As the restoration took place it was discovered that the Wayne Body was riding on an International chassis; Rohrer did a considerable amount of research on this bus and located an International engine and radiator for the vehicle.

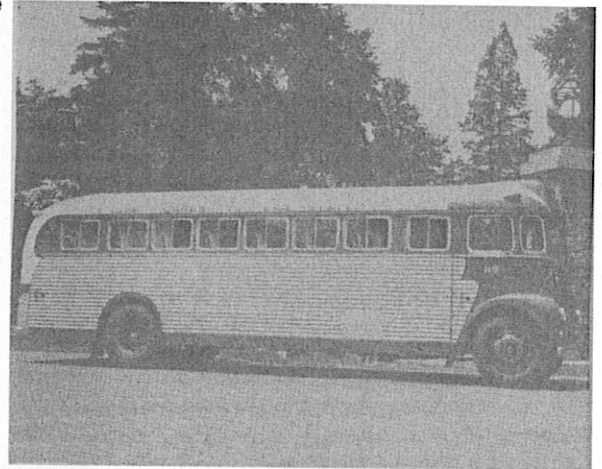
After 20,000 Plus hours of labor the bus was unveiled to MBT members attending the October 27th Annual meeting. It is slated to appear in many local events in the greater Harrisburg area. It will appear on the display floor of the Museum at some point but be used by Rohrer for public relations and marketing as needed..



## Reflections by the Late Irv Smith

The late Irv Smith was a retired Edwards Motor Transit (Edwards Lakes to Sea) driver and a long time MBT member.

Irv submitted this photo and condensed article from an old Bus Transportation magazine.



Edwards wanted to update their 1941 ACF PB's with "silversides" so that their customers would not think they were riding in "old" buses (by 1953 they had ACF IC-41's and 4103's in the fleet).

The PB's were used on weekend extras. They upgraded, rather cheaply, by using

regular 26 gage aluminum barn roofing and had aluminum strips around the edges; cost, according to IRV, was about \$190 per PB coach!

Irv would, on occasion, drive these "upgraded" PB's and conveyed to us that no one ever said they were in an "old bus"!

IRV had many photos of these and other Edwards buses in his collection.

## A Bonding Between A Driver and His Bus

One of our MBT members suggested we run this along with a photograph.

Lebanon Auto Bus Company was a small line, charter, and school bus operator in Lebanon, PA. It had a once a day daily round trip between the Pennsylvania towns of Lebanon, Mt. Gretna, and Lancaster.

For many years, this trip was run with a 1949 Fitzjohn Duraliner (their #59) driven by a Mr. Baumgartner. He was known by some of his customers as "Pirate" because he had patch over one of his eyes which covered up for an injury that occurred early in his life. As such, his duties at Lebanon Auto were limited.

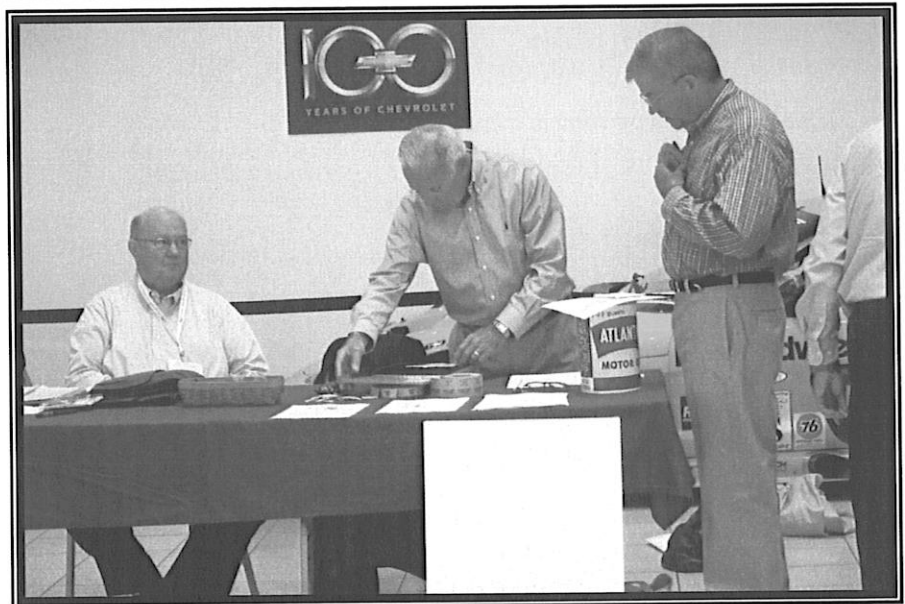
For years he drove Lebanon's only Fitzjohn...a 29 passenger Hercules powered coach over the same route six days a week. Lebanon Auto was owned by the local REO dealer so most of their fleet was REO. The Fitzjohn was purchased for this route and was assigned to Pirate. He bonded with this vehicle which was unique with its column mounted shift lever.

## MBT 2012 ANNUAL / MEETING DONATIONS

The MBT would like to publically thank the following individuals for their generous donations to the MBT:

Werner Bus Lines  
Charles Webb  
Frank Nageotte  
Don Flayhart  
Tom Collins  
Ken McNellis  
David Gregg  
Harvey Eckart  
Janet Miller  
Michael Lennon  
Bill Gregory  
Michael Burshtin  
Lloyd Smith  
Howard and Karin Wales  
Hugh Mose  
Don Barlup  
Stan Lubowicki  
Kurt Resch  
Jot Bennett  
Terry Cosentino  
Dan Lehman  
Howard Nice  
Bob Faulkner

## 2012 MBT Annual Meeting



# Model Bus Musings by Doug Campbell

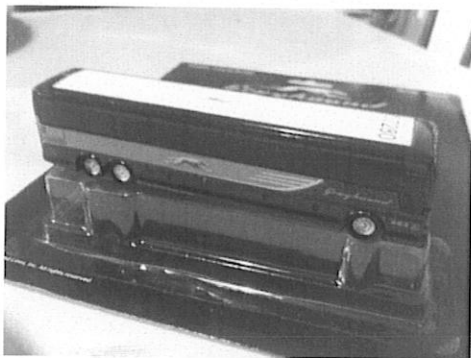
## "On Track & On the road...fall into some new models!"

This month I'll start off by traveling to Australia, to review this handsome 1:76 model **1988 DENNING Double Decker Coach by TRUX MODELS of Australia** (made in China).



This bus travelled between Perth and Mandurah on a route where a new rail line was being constructed that would eventually take over this bus route when completed. So, this "bus will become a train"...as seen on these most exciting graphics, which had to be quite eye-catching on the highway on the real coach! The front of the model coach features a kangaroo bar, typical of Aussie busses! These have to be some of the finest graphics I have ever seen on a model bus!

Next in a smaller 1/87 scale (per blister card), is a brand new die-cast **GREYHOUND** (the card says G4500) it is actually a 5 & 1/4" Prevost "X" model and



the scale is actually closer to 1:103 scale! The little molded "driver's" window on the right side door looks wrong to me, too. Details, and pad printing on this model are excellent, and this was made I believe to be sold soon to the traveling public at Greyhound terminals, at gift counters, and ticket windows. Model is made in China and mine is dated underneath as manufactured in 2/2012!

Next is another corporate promotional model, that I believe is for internal corporate use only. It is a stunning 10 1/2"

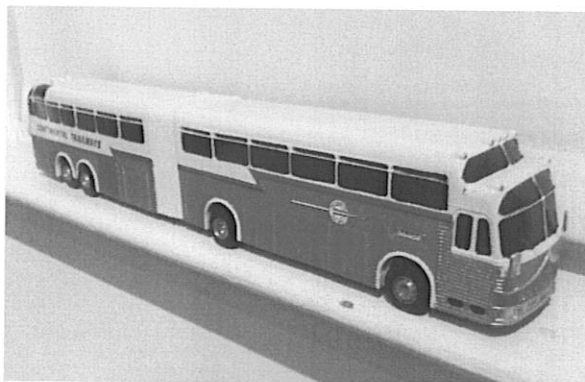
long plastic bank bus model of the current **Prevost "X" used by the BOLT bus fleet, owned by Greyhound and Peter Pan.**

This model also seems to have an incorrect "driver's" window molded into the right side door. This new 1:50 scale model has the most realistic molded wheels, and is pad-printed in orange, blue, black, and white colors. It's really a handsome display piece! "BOLT BUS" and the bus number "0800" are printed on the roof too! Model is available to collectors through the website: [www.royalcoachbuses.com](http://www.royalcoachbuses.com) and is also dated as manufactured in China



2/2012!

Next this month is a most attractive hand-built approximately 1:50 model I found recently on "E-Bay." It is an articulated (doesn't actually bend- bus is molded in 2 sections) **CONTINENTAL TRAILWAYS Golden Eagle coach** made here in the USA. It's a solid "Resin-like" casting with windows painted black, no interior details but it has the added two side mirrors and a wealth of painted tiny details, such as all lights, and models what looks like to be the early Belgian-built bus used by Trailways. The wheels turn freely, and all the little fine details on the outside of the bus are well cast and painted. There is even a tiny "Trailways" "map" logo on the engine cover on the rear along with front license plates on the bumper. Side desti-



nation signs are labeled "Denver" and model is about 14 inches long.

Finally this month, a new creation hand-built entirely of wood by **Harold Sauter, folk artist from New York**, who ONLY sells his models each year at the huge Fall Hershey Antique Auto Show sponsored by Hershey Region of Antique Automobile Club of America, the largest antique car show in world, except for a very few he has custom done for orders through the years, including a very few we sold at the MBT's museum shop. Since 1980, Harold has produced well over 1600 wonderful toys in wood. This whimsical bus was built in June by Harold, and is numbered 1370 for his "road vehicle" series. All of his folk art toys are individually numbered and signed. Along with a friend, Les Bagley from Seattle, WA, we are currently producing a book about Harold Sauter's wonderful folk art toys, hopefully to be published next



year. This model bus is almost 20 inches long! Happy Collecting!

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FALL 2012 Bus Musings