

The Fleet's Under Construction!



(photo on right); currently, the interior painting and some of the side panel work has been completed. This coach will appear in Trailways livery when it is complete.

Our **Flxible – Twin FL-33** is at **Ron Sills Body Company** in Lebanon, PA. To date only minor preparation work has been done on it; Mr. Sills plans to schedule work on the bus around his normal workload.

Rohrer Bus Sales has nearly completed our **1935 International School Bus** which we once thought was a Pierce Arrow! We may see this unit by the Spring Fling .

Trans-Bridge Lines, Inc. has their former #5409 – the MC-9 (NJ specs) at their Bethlehem facility. It has been "dried out" and the entire body and drive train have been thoroughly cleaned. Only minor work remains to get the interior back to pre-flood stage.

STATUS OF THE FLEETS

As we go to print with this issue of Bus Musings, we have 8 buses from our fleet that are off the property undergoing some form of restoration. Several of these projects are major and will require a period of time before they are returned to Hershey.

Nearly complete is our **1975 MCI MC-8** which was the only bus physically damaged when our storage facility was flooded last Fall. This coach, formerly in the livery of Red Lion Tours (company no longer in business), was shipped to Springfield Massachusetts where **Peter Pan Coach Rebuilders** repaired the damage and turned the coach into **Peter Pan #158** – replete with the original Peter Pan paint scheme of that era. The coach basically was solid and thanks to the professionals at Coach Rebuilders it looks great. We expect to have it back in time for our June 2nd Spring Fling.



Service 1st Restoration has our **4103, 4106, and MC-5-C** at their facility; these three coaches are part of the final group that they are restoring for us. The 4103 required a new floor (even before the flooding it was in poor condition.) This photo shows the extent to which **Service 1st** goes to bring our Fleet back to their pre-flood stage.

ABC of Camden, NJ is moving along nicely with our **1955 Flxible Vistaliner**

VOLUNTEERS MAKE IT HAPPEN

Our own volunteer crew with the limitations on spraying in the township where our Annex is located, coupled with the lack of body repair tools and related items, precludes any major work at that location.

We wanted the membership to know that when the above units are completed we will be moving toward our goal of "more quality and less quantity".



From the Board Room...

BOARD OF DIRECTORS

J. Thomas Collins, President
Capital Area Transit

**Robert L. Smith, Vice President/
Archives**
Johnson Bus, Inc. (retired)

John Dockendorf, Secretary
PennDOT, Bureau of Public
Transportation

Edwin P. Wolf, Treasurer
E and B Transportation

Donald R. Barlup
Equipment, Inc.

Jot Bennett
Capitol Bus Company (retired)

Clarence Cornell
ABC Companies, Inc

Walter R. Earl
Capital Area Transit

Elaine Farrell, CAE
Pennsylvania Bus Association

Ralph J. Fetrow
Members 1st Credit Union

Jeff Goldwasser
National Seating

Constantine Mandros
S. Mandros Imported Foods Co.

Ken McNelis
Retired, Klein Transportation

Howard D. Nice
Greyhound Lines, Inc.

ADVISORS

Donald M. Coffin, Retired Bell
Telephone

Terry S. Cosentino, C & C Tax
David Millhouser, Retired ABC
Thomas Mozer, Retired NJ
Transit

Pastor Daniel W. Lehman,
Retired Central Dauphin School
District

Oliver Ogden, Retired

Your MBT Board has had a very busy Winter meeting session. With the mild weather we have not had to cancel any of our regular "first" Tuesday of the month meetings. Our last few meetings in 2011 were very long so we have changed the starting time to 6:00pm form 6:30pm in order to finish at a decent hour. Most meetings last about 2.5 hours. Remember all meetings are open to any MBT member;

NEW BOARD MEMBER. Board member Jot Bennett introduced **Jeff Goldwasser**, the Eastern Regional Manager of National Seating (an active bus enthusiast) at our February meeting. Jeff indicated a desire to serve on the MBT Board and, at our March meeting, the Board passed a resolution approving Jeff to fill the term of Oliver Ogden who resigned October 31, 2011.

MBT OFFICE HOURS. Our President, Tom Collins, announced at the January meeting that he would physically be in the Museum office each Tuesday afternoon from 1:00pm to 3:00pm. Previously, he would vary his office time which was mainly a portion of a weekend. In addition, with the new phone system at the Museum, calls are retrieved daily and return calls are made as soon as possible after receiving them; this has been well received and has resulted in several new members, and supporters.

ACCOUNTING PROCEDURES. We have made some changes in our accounting methods to present a more in-depth monthly financial reports for the Board each month.

EVACUATION PLAN. Board member Ken McNelis has developed an Emergency Evacuation Plan in the unlikely event that we have another major flood at the George Sage Annex. This will involve moving vehicles with an established team of CDL members aided by neighbors of our property. We will rely on some advance notice from The Derry Township School District's (Hershey) transportation department which houses its fleet of (pristine!) school buses across the Swatara Creek from our facility. They have been through flooding several times in the past few years and have a flood plan in effect.

ADDITIONAL STORAGE. We have, for now, placed additional bus storage on the back burner due to lack of finances. This may change subject to how well our recently launched Fundraising effort is received by the bus industry.

WEB-SITE & BLOG. Major changes have been proposed and are now in effect for both our web-site and blog. The new website has been well received by the membership. Take a look at the web-site at www.busmuseum.org.

FUNDRAISING. Fundraising has begun; initially we mailed out 88 packets to selected intercity

and charter bus carriers. This will be followed up by mailing to the various State organizations and, later, to suppliers.

MOBILE OFFICE. Advisor Dan Lehman offered \$500 to purchase the mobile office which was located at the Annex. This office housed files and paperwork, all which were lost in the flood. The mobile office, although cleaned, had some mold and residue and the Board felt it had no further use for it. Dan Lehman has been a loyal supporter and volunteer and plans to use the office to assist in his food bank program. As you read this it has been removed and is now on Dan's property.

THANK YOU. The Board received thank you letters from both the Bob Beard and Aerial Fullington Weisman families thanking the MBT for the flowers and cards which were sent.

REGION OF AACA. In concert with Board member Don Barlup and AACA Executive Director Steve Moskowitz, we are reviewing the status of our standing as an AACA "region." We have been established as the Bus Transportation Region but only about 30 of MBT's members are also AACA members. Over the next few months, we likely will be making a change in our "region" status.

SPRING FLING. The Board is focusing its attention on the final stages of flood recovery and the Spring Bus Fling. See page 8 for details.

LIBRARY. Vice-President Bob Smith discussed the need for additional storage space at the AACA library for historical bus literature and photographs. This will require the MBT to pay AACA an additional \$400 per year (currently we pay \$600 per year). Archives, such as the above, are stored here and members have access to them to study or copy. The library is located in AACA headquarters not at the Museum itself.

Attendance at the Board meetings has, generally, been good over the mild Winter and we have had some very productive meetings.

2012 Board Meetings & Events

BOARD MEETINGS
May 1, 2012
June 5, 2012
July 3, 2012
August 7, 2012
September 4, 2012
October 2, 2012
November 6, 2012
December 4, 2012

AACA MEET WEEK
October 10-13, 2012

ANNUAL MEETING
October 27, 2012

Regular Board meetings are held at the AACA Museum in Hershey at 6:00 pm and are open to all members.

SPRING FLING
June 2, 2012

MBT Committee Reports....

MBT TOOL WISH LIST

The Fleet Committee would like to thank the following members for their donations:

- **Stanley Fetter** for his tool donation from our wish list; and
- **Jeff Holland** for his donation of the side decals and unit numbers for the Johnstown Bus

If anyone has any tires, tools, or parts you think the Fleet Committee could use, please contact Ken McNelis at 610-203-7998 or Tom Mozer at 717-343-0058

The Museum is a 501(c) 3 non-profit organization and can 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 UPDATE

As we approach Spring and our Spring Bus Fling, the Fleet Committee would like to inform our members of what is happening at the Annex.

WORK SESSIONS are scheduled as follows: Saturday, April 28th; Saturday, May 12th; Saturday, May 26; Thursday, May 31; Friday, June 1st. Works Sessions are scheduled from 8:00 A.M. until 3:30 P.M. at the Annex property located at 7281 Union Deposit Road, Hummelstown, PA. You do not have to be a mechanic to help at a work session. We need help with cleanup, painting, polishing, detailing, air pressure/oil checks, and parts/tool inventory.

Please contact Ken McNelis at 610-203-7998 or Tom Mozer at 717-343-0058 to let them know if you are planning to attend any or all sessions. You will also be notified if a work session is cancelled or moved to another date if you had signed up for that particular work session.



Shearer Security truck installing the alarm system at the annex.

EVACUATION PLAN STATUS

Stage 4 of the Evacuation Plan includes a priority list of buses that need to be moved and specifically to which storage location. We are in the process of completing this important step at this time.

Stage 5 includes training sessions for all volunteers who signed up to move buses. These will be conducted at each work session this spring and will include a review of how to start each vehicle and where to drive that vehicle in case of an emergency evacuation.

Ken McNelis would like to thank all those members who volunteered to execute the movement of our fleet in a flood emergency situation. To date we have 10 CDL Drivers, 3 Non-CDL (chase car) drivers, and 3 Mechanics. We are still looking for more help. The more helpers we have, of course, the quicker we save our fleet.

FLEET REPORT

VOLVO. We have located two maintenance personnel familiar with the unique Volvo buses, which were assembled in Chesapeake, VA in the mid-1980's. We had maintenance problems with it even before the flooding. We hope to have it running and on display again before the end of April.

GM TGH 3301. Board member **Dino Mandros** continues his search for a technical – vocational school to paint this bus back into its original Colonial Williamsburg grey and white. Several schools were contacted but, to date, none have the space.

1936 Chevrolet Fitzjohn. Damaged by the flood water, this bus has been restored thanks to **Wolf Bus Lines**. The AACA Museum has requested us to place this on display as part of their planned "100 Years of Chevrolet" display which will be open on June 8 and run through the Summer of 2012. Our **1954 Chevrolet School Bus** will also be a part of the Chevrolet display.

Additional Insurance. We had several buses in our fleet which have never been covered by insurance. Our older insurance carrier, Condon and Skelly, no longer insures antique buses but will retain the buses we originally had on their policy. Thanks to our contacts at the Antique Automobile Club of America (AACA) we received a quote on the remainder of the fleet from the J.C. Taylor Company which

is a well known insurer of antique vehicles. For the first time in a number of years, ALL of our buses will be covered by insurance.

1971 GM T8H 5305A. Vehicle donor **Tom Evans** plans to drive this coach from Spokane, Washington to Hershey, PA in time to have it delivered to us prior to early May. There will be no cost to the MBT in the transportation of this coach. Note how good the driver's area of this coach looks; all reports reflect the same general good condition. *Photo below.*



1947 Ford 79-B. This bus has been on display, along with a 1955 Studebaker car, on a pad in front of the Museum. The Museum is preparing to change this display and has asked us to change out the bus when they change the Studebaker. We have prepared our 1954 Flixible Visicoch to replace the Ford. Since we acquired a much nicer Ford, last year, we are going to put the 1947 Ford up for sale. This bus has a sound exterior and was repainted 4 years ago in the silver and green colors similar to ATE of the old Lebanon, PA Coach Co. All glass is intact as are the seats but the interior floor is not in good condition. This bus has the Ford 6 engine but is not in running condition. We will entertain all offers with the purchaser responsible for transporting the bus.

1945 Ford 59-B. Ex-Peninsula Charter Lines. One of our volunteers who works in a body shop, has offered to do the minor body and touch-up work on this bus. Without a lot of work we should have one of the best seated Fords still left in captivity. Our advisor, Oliver Ogden, is looking forward to having it on the Museum floor as soon as possible.

MEMBERSHIP COMMITTEE

MBT would like to welcome new member David Boyer.

Honoring Robert Beard

Many of our members, and some others who were friends of Bob Beard, contributed to the MBT in his Honor. We plan to use those funds which are still coming to us as we write this, as follows;

- **Purchase a brick paver** (which will be installed along the front walkway of the Museum);
- **Have a plaque made** featuring a model of a Silver Eagle (one of Bob's favorite buses);
- **Place his name on the front window** of the George M Sage Annex;
- **Place his name under the driver's window** of the Flixible Vista-Liner we are having restored;
- **Apply any left over monies** from the Bob Beard account to whatever costs we may incur for the Flixible restoration.



We sincerely want to thank those who contributed to honor this great fallen industry icon.

Gordon Davis

It is with great sadness that we note the passing of another Safeway Trails, Inc. operator.

"Gordie" was an MBT member and supporter and was a regular at the last several Spring Flings – always looking to purchase some Trailways items.

Gordie operated out of Washington D.C. and always bid a NYC turnaround.....he was a 4106 fan.

Tom Mozer

Board advisor and assistant Fleet manager was featured in the March 25, 2012 issue of the Patriot News, Harrisburg's daily newspaper, under a section called Volunteer Spotlight. Tom has contributed a significant number of hours of docent time at the Museum on both the bus and car floors. We salute Tom for this honor.

Gus Sinkbile

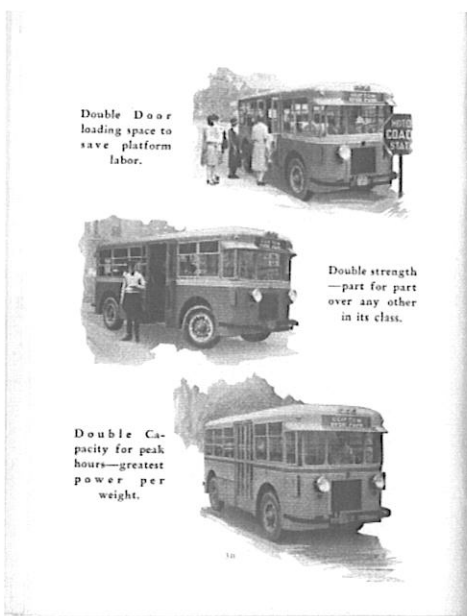
We heard from one our newer members, A.J. "Gus" Sinkbile, recently. Gus is retired from Safeway Trails, Inc. and prior to that was, for many years, the manager of Allentown and Reading Transit Company (A and R Trailways). Gus has a keen interest in "anything Trailways".

Anthony Blake

We wanted to acknowledge Anthony's recent suggestions including participation in more local events in the Greater Harrisburg area.

Interesting Find

Member **Larry Eastwood** sent us a very interesting 66 page booklet entitled "What Twin Coach Has Given To The Industry (circa 1930's). This booklet, narrated, by then general manager of Twin Coach, Paul H. Boehn, outlines Twin Coach's then new approach to transit buses. A roster of owners of this new design of Twin appears on pages 60 and 61. This is one of the most interesting bus related artifacts that we have seen in recent years. Shown below is a copy of one of the many pages of photographs. Our sincere thanks to Larry for mailing this to us. It will be placed into our Twin Coach archives.



Reverend. Gene H. Little

Rev. Little, an MBT member and "bus fan" passed away recently. He acquired his interest in buses from his father, who, for many years, was a bus operator for Queen City Coach Company (Queen City Trail-

ways). Working out of their home base in Charlotte, N.C., Rev. Little traveled to visit the MBT twice and wrote to us after each visit telling us how much he appreciated what we were attempting to do. His widow, Carolyn Little, notified us of his passing.

Fallen Industry Leaders

We have enlisted THE SIGN SHOP to place the following names on the Annex glass front window:

- Jeffery S. Miller
- David C. Gregg
- Robert J. Beard
- Aerial Fullington Weisman

Publicity Committee

Articles have appeared in National Bus Trader, UMA's Bus and Motorcoach News, Old Cars Weekly, and Busline about the MBT. Of significance were the remarks made by the chairperson of the NTSB, Deborah Hersman, at the recent UMA Expo. She made reference to the MBT and our collection of buses as well as the important role we play in the motorbus industry. She challenged the industry to be concerned about their legacy for future generations of bus museum displays.

Port Authority Bus Terminal

Two years ago we spoke about trying to setup a booth in the PABT (with their permission, of course) to "sell" the MBT to the bus industry personnel and customers who pass through there. If permitted, this would be a one day event, perhaps, in August. We are looking for some volunteers who might be interested in working this booth with several of our Board members. Please contact us if interested (717-566-7100 X 110)

SPECIAL THANKS

To the following individuals for their recent Contributions to MBT

- American Bus Association
- Thomas Bazow
- Donald Coffin
- Tom Collins
- Margaret Dillon
- Walter Earl

- Larry Esstwood
- Fullington Trailways
- Robert Greene
- Lancer Insurance
- Rev. Dan Lehman
- Dino Mandros
- Patrice Murray
- Robert Sauer
- Lloyd Smith
- Robert Smith
- Dennis Webster

Model Bus Musings By Doug Campbell

Spring Into a MODEL Bus!

Here on the East Coast, it seems Winter never quite arrived, and this season of Spring has been with us already for a long time! Our Museum's Spring Fling will be here in just a few weeks...the PERFECT place to add some toy buses to YOUR collection!

One of my favorite pleasures from my own model bus collection is to be visiting somewhere and actually see the REAL bus, representing my toy model, sitting before me. Joan & I were recently up in the "PA Dutch" or Lancaster, PA. area for dinner and the theatre, and as we pulled into the restaurant parking lot there sat one of those BEAUTIFUL bright RED DATTCO Van Hool coaches from the New England area. My model version by Royal Coach (royalcoachbuses.com) is about 10 1/2 inches long in bright red plastic with authentic DATTCO graphics in white. A 2010 model issue, this model coach really stands out on the display shelf in this color...and it's a back version with "Charter" destina-

tion sign in front window. Those chrome silver wheels really look sharp on this model!

Now we will cross the ocean and enjoy a model whose real-life counterpart would have been seen a few years ago on the streets of PARIS, France. This 1/43 scale (9 in. long) super detailed model Chausson APU53 RATP (Paris transit authority) coach is made in China, designed in France by NOREV Models (www.norev.com), and has so much fine interior details that I almost think I'm riding along past the Eiffel Tower! The model is in Paris cream & green, with destination signs along sides, and a "Continental Edison" television ad panel on the left side. Norev models are perfection in die-casting, and even has the tiny side mirrors added!. Welcome to France!

An HO scale heavy die-cast model of the current GREYHOUND color scheme coach is manufactured in the Neatherlands by Holland OTO, and available through www.awesomediecast.com It

has beautiful graphics details, and also sports those tiny side mirrors! All graphics are pad-printed directly onto the model coach...and this could be a wonderful addition to your HO model train layout too!

Finally this month, a handsome die-cast 1:64th scale MCI Coach by Tonkin Replicas (China mfg.) web-site www.tonkinreplicas.com or web-site www.diecastcollecting.com in the colorful printed graphics of MARTZ Lines of PA, and a exact replica of their MCI coaches now on the highways. To note is the tiny colorful side logos for their "100th anniversary 1908-2008" which pictures that wonderful 1912 White coach we have on display at MBT...the oldest operating motor bus in the world!. You'll still see this anniversary emblem on many MARTZ buses still today, and on this 1/64th scale excellent model version, is a direct connection to our very own museum!.

Hope you'll enjoy this one in YOUR collection too! Happy Collecting!



My Favorite Bus By John A. Swearingen



My dad, John W. Swearingen, drove a bus for Trailways out of Indianapolis, Indiana for over 36 years. He had one sick day in all those years and was forced to retire in 1983 because of a heart condition.

He was the recipient of the Trailways 2 Million Mile Award without a

chargeable accident. He was very proud of that achievement.

I remember this bus (earlier picture) as he drove it from Indianapolis to Terre Haute twice daily for 20 years. I was able to ride with him many times as he would take me to work.

I am planning to attend the Museum's Spring Fling for the first time this year and will bring my Mother and

my 4 year old son along with my wife and sister, too. Hopefully, I will be able to sit behind the driver's seat on one of these Trailways MCI coaches once again and teach my son some more of his Grampy's legacy!

My Father passed away in 2003 but left us with some wonderful memories.

The photo below is his favorite bus, the MC-9 (made 1979-1994). There were over 9,500 produced.



My Favorite Bus By F. Kauffman

The Reading Railroad, as many of you "old timers" may know had a motorbus division known as Reading Transportation Company (not to be confused with the Reading Bus Co. (Reading's local bus system).

Sporting the famous "Black Diamond" symbol, our buses generally were in service on or, in some instances, there to replace or feed the rail system. We had a varied set of routes and an equally varied set of equipment. Since there were some very local, stop and go, services we always had a fleet of standard transit buses including the ubiquitous Ford Transit (later supplemented with Ford 8MB's) and some interesting TD 4005's.

Our intercity fleet was a mix of 29 or 33 passenger Yellow coach, Flexible, and GM's – nothing much to write home about and-keeping us far out of the big league (which cost us a lot of charter work).

A pleasant surprise came in 1950 when our management purchased 5 1950 GM PDA 3704's.....the 4103 look alike! Immediately we were able to provide Berks County's two leading travel agents with first class equipment and offer customers on our busy Harrisburg – Lebanon – Reading – Allentown Line equipment second to noneWOW were we proud!

While I, personally, loved driving these buses – on the Harrisburg line, I quickly found that on our hilly (coal region) lines such as Philadelphia – Allentown – Tamaqua and Philadelphia to Pottsville the 4 -cylinder pushing a full load of 37 passengers, a load of

newspapers, freight, and luggage these neat looking buses did not quite cut it....our company had a way of transferring buses all around the system and I recall using a 3704 on a set of suburban Philadelphia local routes for an entire week on a hold down....imagine working a manual door at every local stop between Fox Chase and Glenside (where were our city buses?).

The dashboard layout, steering, and front end appearance of these buses were items which appealed to me. GM, on the other hand, built only 100 of these – and all in 1950. Our bus #'s 3701-3705 (perfect numbers – my favorite was, of course,



#3704!) ran for a number of years including our 1955 changeover to becoming Reading Trailways. These buses received Trailways red early on, although, to me, they were somehow never quite as classy as the original Reading blue and gray.

I retired from Capitol Trailways several years after they purchased a portion of Reading Trailways. Hope you find this article of interest.

This Old Bus : Staten Island Express Bus Service & New York City Transit Authority 8928

By Robert Devine

Bus 8928 is a 1968 T6H-5305A preserved by the New York City Transit Authority. It was built for express bus service that began in 1968. A look at 8928 warrants a brief history of the New York City Transit Authority's express bus service. We will also look at the T6H-5305As from 1968, with a little history about Staten Island bus service.

On January 1, 1898 five New York State counties or "boroughs" merged to form the City of New York: Brooklyn (Kings County), The Bronx, Queens, Manhattan New York County) and Staten Island (Richmond County). As the 1960s dawned, Staten Island still remained basically isolated from the other four boroughs and was more suburban than the others. Actually, some areas were more rural than suburban. Three bridges connected Staten Island with New Jersey, but ferries connected Staten Island with Brooklyn and Lower Manhattan. The Staten Island Rapid Transit, a subsidiary of the Baltimore and Ohio Railroad, operated a 14 mile rail line along the south shore of Staten Island. The remainder of the Island was served by buses, operated by the New York City Transit Authority.

On November 21, 1964 the Verrazano-Narrows Bridge opened linking Staten Island to the borough of Brooklyn. The New York City Transit Authority (TA) began a new bus route known as the R-7 Verrazano-Narrows Bridge route. The line ended at the 95th Street subway station in Brooklyn's Bay Ridge section where riders could take the BMT R line subway to Manhattan. Although Staten Island commuters now had an alternate way to Manhattan, the majority of commuters still took a ferry to lower Manhattan. Staten Island's other ferry to 69th Street Brooklyn was discontinued when the Verrazano-Narrows Bridge opened. Those working in midtown or uptown had to take a bus or subway to their destinations once they got off the ferry at South Ferry. In 1965, Domenico Bus Service of Bayonne, New Jersey, began a route from Staten Island to the Port Authority Bus Terminal in Manhattan via New Jersey. However, those commuters still had to take public transportation to their destinations from the Port Authority. In comparison to other boroughs, Staten Islanders had higher commuting expenses. For example, residents in Brooklyn, Man-

hattan, Queens and The Bronx paid only one subway fare and could transfer for free to the various subway lines.

The opening of the bridge brought a housing boom to Staten Island and slowly took its toll on the local bus service. At that time, the Staten Island bus fleet consisted of approximately 218 Mack C-49s built in 1956 and about 15 1963 TDH-5303s. The 5303s were used exclusively on the R-7 route. Most of the local bus routes on Staten Island terminated at the St. George Ferry where riders connected with ferries to Manhattan (R1, R2, R3, R5, R6, R101, R102, R103, R104, R106, R107, R108, R109, R111, R112, R113 and R117). As ridership increased so did the need for more buses. Complaints of poor service were on the rise. At this time all buses were based out of Castleton Avenue Depot which was designed to service 186 buses. Finding suitable outside storage space for the additional buses was also an issue.

In 1967, the TA was taking delivery of 682 new air conditioned TDH-5303s. Staten Island's borough president and the general manager of the Castleton Avenue Depot, asked the TA for 20 of the new buses. The TA sent 42 more 1956 Macks from Brooklyn's Ulmer Park Depot. In addition the TA sent 10 TDH-5301s built in 1960 from the TA's subsidiary Manhattan and Bronx Surface Transit Operating Authority. They were the 10 air conditioned ex-Surface Transit 5301s numbered 3211-3220. The Macks were now the oldest buses in the TA fleet. Buses were usually retired after 15 years, but in 1968 the TA started retiring them after only 12 years of service.

Replacements came in the form of 133 new T6H-5305As acquired from GM. Ulmer Park Depot got numbers 8801 to 8853 and 8854 to 8933 went to Staten Island. These were the first buses to carry the ICC mandated marker lights and the new Metropolitan Transit Authority logo. They were three different versions. Numbers 8829 to 8878 were built first and were equipped with illuminated advertising panels. They were the last GM new looks purchased with this feature. The second version did not have this feature and were numbered 8801 to 8828 then 8879 to 8921.

The final group, 8922 to 8933 were built for express bus service. These 12 featured 47 deluxe bucket seats in a 2 X

2 arrangement. The seats were made of leather and cloth in various earth tones. This was the first time since 1956 that the TA ordered buses with padded seating. The interiors were delux gold rather than turquoise that was standard on all new looks.

Designated the R9X Manhattan-Staten Island Express, bus service began on Monday December 9, 1968 with 8931 making the inaugural run. The buses carried flags and advertising panels proclaiming, "This is the *NEW* Express bus service between Staten Island and Manhattan!" The new express service was a success and before long more buses were needed. As a result, the TA converted 8898 to 8921 to express buses by changing from hard seats to deluxe. Since these had turquoise interiors, the deluxe seats were also turquoise.

In 1971, the TA reassigned 8854 to 8878 to Ulmer Park and sent 8801 to 8825 to Staten Island. Seeing the success of express bus service on Staten Island, additional routes were established in Brooklyn and Manhattan. The first Brooklyn route began in January, 1972 and 8898 to 8909 were based in Fifth Avenue Depot for service on the B27X. When Fifth Avenue got new T6H-5310s in 1973, the 5305s went back to Staten Island. In general, the 8800s would always be assigned to Staten Island.

The TA introduced a new two tone blue color motif in 1972 for both the interior and exterior. Only exteriors were repainted on express buses. 8901 and 8907 were some of the very first to appear in the new colors. As more buses were converted after 1972, those were completely repainted inside and out and deluxe seats were blue. As many as 100 or more were assigned to express service at their retirement. One reason for this was the second order of 5305As that came in 1971 featured cantilevered seating. The seats were not bolted to the flooring, but mounted on long aluminum panels underneath.

In the late 1970s, a new bus service, known as The JFK Express - Bus to the Plane connected JFK Airport with Queens subway lines. A few 8800s were assigned to East New York Depot for service on that line. As the decade of the 80s began, the TA took delivery of 871 Grumman-Flexible 870s in 1980 and 837 RTS buses from General Motors in 1981. This

This Old Bus continued

allowed the retirement of most of the buses built before 1966. The 8800s were among the oldest buses in the system, and few were reassigned to Queens.

Problems with the Grumman-Flexible 870s began to emerge again in February 1984. As a result, the TA retired the entire fleet of 871 buses. Make up for the 871 buses, 75 additional buses were added to an order of 325 RTS buses from

General Motors and the leasing of 150 MC-8 and MC-9s from Greyhound.

The TA also contracted with Blitz Corporation to rebuild 350 GMs built between 1966 and 1973, including 60 1968 5305As. Many of the rebuilds remained in service until the mid-90s.

was delivered to the Castleton Avenue Depot on December 4, 1968. It has been restored to its original appearance. It can usually be found at the annual bus rodeo. It is stored at Ulmer Park Depot.

The remaining 73 were retired. Bus 8928 was set aside as part of the historical fleet. 8928 was built on order number YC-191457 and serial number 351. It

8801-8933

General Motors T6H-5305A (1968)

Serial	Number	Built
0224-0273	8829-8878	11-12/68
0274-0301	8801-8828	11-12/68
0302-0344	8879-8921	11-12/68
0345-0356	8922-8933*	11-12/68

*8928 preserved by New York City Transit Authority

Buses rebuilt by Blitz 1985

8801, 8812, 8813, 8814, 8816, 8818, 8819, 8821, 8822, 8824, 8826, 8828, 8832, 8833, 8837, 8838, 8848, 8851, 8857, 8858, 8860, 8861, 8862, 8863, 8864, 8865, 8866, 8867, 8868, 8869, 8870, 8871, 8872, 8873, 8875, 8876, 8877, 8878, 8879, 8880, 8881, 8882, 8883, 8884, 8885, 8886, 8887, 8888, 8890, 8891, 8892, 8895, 8904, 8906, 8907, 8908, 8909 8910, 8911, 8925

Rebuilt buses renumbered into 5100 series

(5100 – 5159)

5100 - 8838	5112 - 8816	5124 - 8814	5136 - 8862	5148 - 8882
5101 - 8910	5113 - 8863	5125 - 8826	5137 - 8864	5149 - 8884
5102 - 8908	5114 - 8828	5126 - 8876	5138 - 8865	5150 - 8885
5103 - 8832	5115 - 8860	5127 - 8883	5139 - 8866	5151 - 8887
5104 - 8869	5116 - 8904	5128 - 8812	5140 - 8870	5152 - 8888
5105 - 8833	5117 - 8824	5129 - 8848	5141 - 8872	5153 - 8891
5106 - 8821	5118 - 8867	5130 - 8851	5142 - 8873	5154 - 8892
5107 - 8818	5119 - 8813	5131 - 8857	5143 - 8875	5155 - 8906
5108 - 8819	5120 - 8837	5132 - 8879	5144 - 8877	5156 - 8907
5109 - 8858	5121 - 8871	5133 - 8886	5148 - 8878	5157 - 8909
5110 - 8868	5122 - 8801	5134 - 8895	5146 - 8880	5158 - 8911
5111 - 8890	5123 - 8822	5135 - 8861	5147 - 8881	5159 - 8925

2012 Spring Fling... June 2nd in Hershey, PA

View A Spartan Bus

When was the last time you saw or, perhaps, ever heard of a Spartan bus? Spartan built about 55 buses from 1946 to 1949 in a small factory in Michigan. We think only one of the Spartan buses sur-



vives, and it will appear at our 2012 Spring Bus Fling! The bus is being driven in from Ohio under its own power.

Other interesting buses, old and new, representing intercity, transit, school, and some coach conversions will also be displayed during the day.

Date, Time and Place

The date of Spring Fling is Saturday, June 2, 2012, both inside and on the CAMPUS of the Antique Automobile Museum (headquarters for the Museum of Bus Transportation). The Fling will be open from 8:30am to 4:30pm. Inside the Museum there will be an estimated 20 tables of bus and transportation artifacts. Wolf Bus Lines will provide a shuttle bus every hour between the Museum and our storage Annex so that all participants may view our entire fleet. A special food

court will be open, IN, the Museum.

Admission Details

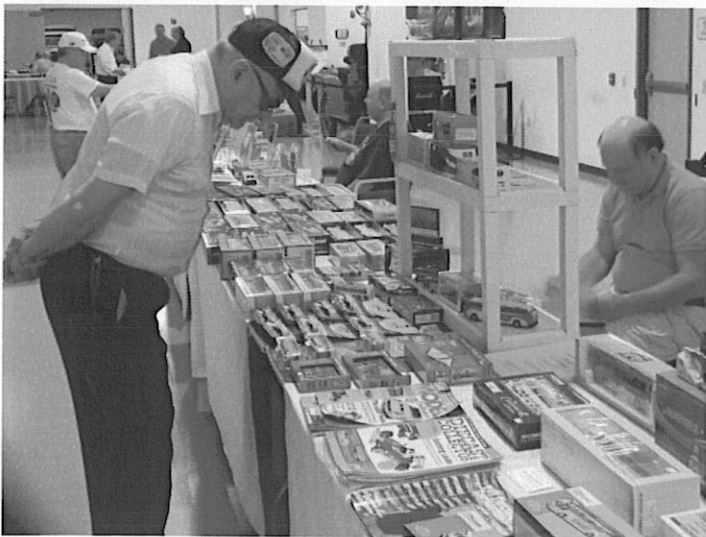
MBT Members will be admitted to the Museum free and we will accept donations for the shuttle bus. Regular Museum admission will be reduced to \$5 for non-MBT members (normal fees are \$10).

Flea Market Tables Available

If you want to reserve a flea market table, they are available for \$35 each or two tables for \$65. Call 717-566-7100 X 119 for more details

Need An Overnight Room?

If you are interested in staying overnight, special room rates are available by calling Marriott Springhill Suites Which adjoins the Museum property, for special MUSEUM rates. 717-583-2222 and be sure to mention the Museum event when making reservation.



BUS MUSINGS SPONSOR

Ann Maguire, widow of our immediate past president and one of the original founders of the MBT (then called the National Bus Museum), is sponsoring this issue of "Bus Musings" in Richard "Dick" Maguire's honor.

Dick left us way too early in 2001. Had it not been for his vision and leadership we, likely, would not have been fortunate enough to become associated with the AACA Museum and the benefits that relationship provides MBT's membership.

This issue is devoted to his Dick's extraordinary legacy.



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

Spring 2012 Bus Musings