

## June 2, 2012.....A Nearly Perfect "Bus Day"



When you combine nearly 400 visitors, 22 bus-related vendors, 38 buses (includes those inside and outside the Museum), with perfect June eastern Pennsylvania weather you would, indeed, have another successful Spring Bus Fling...and we did!

This was our second year in a row holding the entire event in and around the Museum itself –taking advantage of all the amenities that the Museum has to offer. The vendors especially appreciated the wide aisles, brightly lit atmosphere, restrooms, and "on-site" food court. Casual visitors to the Museum that day were surprised to see the vast amount of buses on display around the Museum. One family thought the museum would be crowded with all the "charter" buses parked there!!

The featured bus (a big hit with everyone), was the 1949 Spartan coach. Owned by MBT member Don Moyer this 28 foot coach was driven from Ohio the day before the Fling. Since it is basically a motor home (although you will note from the pictures that it still looks like a standard coach), we were able to provide Mr. Moyer "hook up" privileges at the rear of the Museum. Early

Saturday morning we had him move the coach around to the front of the building to a parking location where all the visitors could view it. Don enjoyed telling the Spartan story and showed off his coach (now equipped with a modern Chevrolet engine / replacing the original International BLD 269 engine and automatic transmission / which replaced the original Fuller 5A-330 five speed manual).

Don Moyer provided the MBT library with a full set of literature and specifications on these Spartan buses, otherwise hard to come by these days.

Greyhound displayed a recently rehabbed "D" series coach. Casual observers thought it was a new Coach. Several new Greyhound operator "trainees" were on-hand to greet visitors.



In our continuing effort to get the school bus element more involved, we asked Derry Township School District (the Hershey area schools) to display a new school bus. They displayed a 2012 Blue Bird 38 foot school bus.

Transit buses included new Gilligs from Capital Area Transit (a 35" unit) and Lebanon Transit (with a brand new 30" unit). A former Conestoga Transportation Company 1965 GM SDM 5302 appeared in the mid-afternoon; it was driven up from the York area with a group of bus fans.

Our new addition, the T8H-5305A, was unveiled to the public at the Fling....driven by MBT fleet Manager Ken McNelis, it broke through the banner and was then placed near the entrance of the Museum for the remainder of the day. Visitors were amazed to learn that it has only recently been driven over 3200 miles (across the country) to reach Hershey in time for the Fling.

Also, recently completed and returned two days prior the Fling, was our 1974 MC-8 (S-11050) – repaired of flood damage, repainted, and turned into Peter Pan #158. This coach received a lot of "camera attention".



## From the Board Room....

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**Oliver Ogden, Retired**  
**Robert Devine, U.S. Postal**  
Service

Basically, most of the MBT Board were involved with the preparation and execution of the **Spring Bus Fling**. This takes a fair amount of planning, calling, mailing, and setup work. Somehow, it all gets done on time, then we sort of sit back and take it easy for a month or so before we start planning for next year.

In between, of course, is our **annual meeting** which is scheduled for October 27, 2012, which requires less planning but more mailings.

We experimented with changing our **monthly meeting** to start to 6:00 pm, with the thought of having the meeting end by 8:30 pm but that lasted only two meetings and we were back to starting at 6:30 pm. Most of us still work and getting to the Museum by 6:00pm proved to be somewhat of a challenge.

Recently, we segregated the "flood related income and expenses" into "other income" and "other expenses, respectively. This was requested by board member Jot Bennett and has been agreed to by our accountant.

**Museum admissions** for 2012 and our bus gift shop sales are down significantly from 2011. Again, a mild winter is not kind to a Museum since there are too many nice weekends which lend themselves to other activities. The Museum recently unveiled the "100 Years of Chevrolet" exhibit – nearly everyone loves the Chevy car and this should produce record crowds. Our 1954 Chevrolet – Wayne school bus and 1936 Chevrolet – Fitzjohn stretch are part of the 34 Chevrolet display.

The **MBT By-Laws Committee**, under

the chair of Elaine Farrell, has met several times recently and has made some changes relating to board liability and general administrative functions. Some of these changes will affect this year's election of Board members. The proposals will require 2/3 of the MBT Board to approve the changes.

**Robert "Bob" Devine** has been appointed to be an MBT advisor. Bob has been instrumental over the years in suggesting several changes especially with regard to the fleet and storage garage.

MBT member Doug Campbell suggested that we setup up a **Volunteer Committee**. This committee would help educate volunteers to work as MBT docents. We would encourage young "bus fans" to become docents (from time to time we run into young fans who visit with their parents). The Museum is going into a "junior guide" program so we need to do the same.

Recently, under the direction of an attorney and in compliance with our bylaws, we had to permanently remove one of our members. This was necessary to thwart a series of slanderous and damaging e-mails, several of which were of a personal nature, reflecting only the view of the author of the numerous e-mails.

The Board has enlisted the J.C. Taylor Company of Upper Darby, PA to insure our antique bus fleet. That new policy should be in place by mid-August.

The Board always appreciates member participation so please keep your calls and e-mails coming.

## 2012 Spring Fling continued

We had several Raritan Valley Bus Service MCI's show up including a late model J from Delaware Express (driven by MBT member Clark Pywell), Royal Coach with a rare 4108, Rev. Dan Lehman's Silver Eagle, and 4 buses from the New Jersey Heritage Collection.

Two outstanding buses, and first time exhibitors, were King Ward Coach with a nicely restored 4905; this unit operates as a Limo Bus in their Fleet and it sported an outstanding interior, very inviting.

Classic Tours drove their newly restored 4515 up the Pennsylvania Turnpike to Hershey. We thought our Lakeland 4515 was outstanding....this one gives ours a match.

While all of this action was taking place outside the Museum, the 23 bus related vendors were busy on

the inside. As usual, vendors were selling specially built models, bus terminal signs, timetables, and even bus parts. Most of the vendors were with us in 2011 – it was great to see them again.

There were 11 sponsors for our event this year....several of them donating as much as \$500 each to support the Fling and the MBT.



## 2012 Annual Meeting

### DATE

Saturday, October 27, 2012

### LOCATION

Antique Automobile Museum  
161 Museum Drive Hershey, PA 17033

### TIME

9:00 am to 4:00 pm

### GUEST COMPANY AND SPEAKER

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

Lakeland Bus Lines will be 60 years old this year, starting out in 1952. Lakeland operates about 80 buses from "Lake area communities" in northern New Jersey to/ from New York City, and has an extensive tour and charter department (unique for a New Jersey company). They are a highly respected operation and are the ones who gave us the "Forrest Gump" bus, which is so popular in the Museum

### FEATURING

- Coffee and Danish upon arrival
- Buffet Luncheon
- Gift Shop specials
- Afternoon FAM trip
- Mini Flea Market
- All inclusive fee \$35.00

## MBT Committee Reports

### Fleet Report

We are continuing to move along with restoration of flood damaged vehicles.

Recently completed by the **Service 1<sup>st</sup>** group, were the PD 4103, PD 4106, and MC-5C. There are no additional vehicles which we have to run through their program. It should be noted, as we mentioned in our last newsletter, that the PD 4103 has an entirely new black floor which is nearly identical to the original floor this coach had. One of its prior owners had replaced the floor with a form of linoleum which was in bad shape when the coach was originally given to us several years back.

Our MC-8 has been returned from **Peter Pan Coach Rebuilders**. The accompanying photo shows the bus being delivered to us one day before the Spring Fling. Pardon us as we boast but this has to be the finest MC-8 in the land! We thank **Coach Rebuilders** for the paint job; there was some extensive front end body work required on this coach which will be paid for

out of our maintenance account.

Jeff Goldwasser, our newest Board member, has arranged with **Perfect Body Company** to have our 1971 TGH 3301 freshly repainted in its original Colonial Williamsburg two shades of grey. The coach is now on their property and was dropped off there using a local towing firm who then continued on to Springfield, Massachusetts to pickup our MC-8. Good "dispatching" on their part! The TGH 3301 should be returned to us in time for our next Museum floor display change.

We have an update on the mechanical status of our Volvo B-10M. We had two SEPTA maintenance personnel (on their day off) spend an entire day at our Annex in an attempt to restart the under floor engine on this coach. It appears that there was extensive engine damage as a result of the flood waters and mud so it is unlikely that this coach will ever run again. They did free up the braking system so that the coach may be towed around the property and, ultimately, onto the Museum floor. This coach also will require some additional interior cleaning but it will, at least, be salvaged.

The individual who is doing the body work at the Annex on our 1945 Ford 59-B has offered to repaint the entire bus once he finishes the body work. **Mike Demeter**, who donated the bus, has supplied us with the original DuPont paint colors.

By the time you read this our last "salvage" bus, the ex-Jamaica T8H- 5308 will have been towed from the property. The firm also inspected our AM General and may consider purchasing that as well. This bus received a fair amount of water and mud damaged but has a fair exterior. The Fleet

Committee will discuss the status of this coach.

The 1935 International school bus will be completed also by the time you read this. We want **Rohrer Bus Sales** to receive as much publicity as possible, in the areas and school districts they service before turning the bus over to us.

The Fleet Committee's work is never complete! We are now planning ahead for switching the Museum interior display which has not been changed for nearly 18 months.

### By Laws Committee

The Bylaws Committee met several times in May and June to review and update the MBT By-Laws. It was suggested by Committee member Jot Bennett, that we also obtain some legal counsel relating to board liability. Elaine Farrell chairs the Committee.

### Gift Shop Committee

Gift Shop sales, largely due to decreased Museum attendance, shows a nearly 50% decrease in sales when compared with the same period last year.

We are now listing some items on e-Bay and may also have a "pre-owned" shelf to dispose of some bus models and artifacts which have been donated to us with no stipulation. Internal steps are being taken to have more "on site" representation by the Committee - especially on weekdays.



## **AACA Board Member Ed Maloy**

We are sad to report the passing of AACA Board Member Ed Maloy. Ed was one of the founding members of the AACA Museum and a champion for having the Museum of Bus Transportation become a part of the Museum. He worked hard with past president the late Dick Maguire to make that happen (often advising us that several individual car clubs such as Packard and Cadillac wanted the 8 1/2 Museum floor space we now occupy).

Ed attended most of our annual meetings and was a supporter of the MBT. We will, indeed, miss his friendly face around the Museum.

## **Member Bob Faulkner**

One of the nice surprises we received at our recent Spring Fling was the addition of four new hand built bus models from Bob's shop.

We placed on display the Flixible Hi-level (Trailways of New England), ACF-IC 41-AD (Quaker City Bus Co.), Golden Eagle (Safeway Trails), and a new MCI (no special livery). Bob has done an excellent job with these buses – the ACF seems to garner the most attention.

Thanks go out to Bob for his efforts.

## **Update on the Bob Beard Fund**

The special plaque featuring a Silver Eagle, inscribed in his honor, has been completed as well as placing his name on the front window of the George Sage Annex.



## **Port Authority Bus Terminal**

We are still seeking some New York area members who might be interested in assisting us at a booth in the Port Authority Bus Terminal in late August or early September. The thrust of this display would be to sell "the MBT and obtain some new members from the vast amount of bus personnel who pass through the terminal each

weekday. If interested please call us at 717-566-7100 X 119.

## **Pennsylvania Bus Association 2013 Annual Meeting**

Board members Jeff Goldwasser, Elaine Farrell, and Tom Collins attended the mid-June PBA meeting in Erie, PA. PBA setup a special table for the MBT and we were able to greet many Pennsylvania bus operators; several were signed up for membership.



## **Welcome New Members**

Aaron McNeil, Philadelphia  
Tim Congo, Philadelphia  
James Kalin, Greenport, NY  
Edward Eiting, Hampton, VA  
Starr Transit Co, Trenton, NJ  
Quinn's Transit Lines, Hazleton, PA  
Advance Motorcoach, Lititz, PA  
Thomas Brynan, Phoenixville  
Thomas Evans, Spokane, WA

## **MBT Tool Wish List**

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

**Andy Henderson**—for his donation of 5 bus tires

**Paul Myers** for his donation of a commercial radiator water can.

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 would like to inform our members of the next series of work sessions that are scheduled for the late Summer and Fall of 2012, as follows:

Wednesday, July 18  
Tuesday, August 7

Tuesday, September 4  
Saturday, September 15  
Tuesday, October 2  
Tuesday, November 6

Work sessions are scheduled from 8:00 A.M. until 3:00 P.M. at the Annex property. We need help with cleanup, polishing, detailing, air pressures, oil checks, and parts/tool inventory. Please find some time to help out.

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 is cancelled or moved to another date, if you had signed up for a particular work session

## **Evacuation Plan Update**

All stages of the Evacuation Plan have been completed. After considerable deliberation, we have decided to change the part of the plan that addresses "Safe Storage". We originally were going to move our buses to three separate locations. However, we have decided on a two storage location plan: The AACA Museum property and the old Pumpkin World property across from the Museum on Route 39. This plan will eliminate the need for three chase cars and make the move efficient and rapid.

Ken McNelis would like to thank all those members who volunteered to execute the movement of our Fleet in a Flood Emergency. We are still looking for more help. The more helpers we have, the quicker we save our fleet. Please consider helping, no matter how far away you live. We are still looking into obtaining special Pennsylvania license tags, similar to those used by the AACA Museum. If we are granted that same status from PennDOT we could move the tags from coach to coach only on an "as needed" basis.

## **2012 Board Meetings & Events**

### **BOARD MEETINGS**

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 6:30 pm and are open to all members.*



# *"In Retrospect"*

*By Bob Devine and Ken McNelis*

The following article is a combined effort on the part of Bob Devine and Ken McNelis. Bob's portion of the article represents transit drivers and Ken's covers the over-the road drivers.

Every job seems to have a set of vocabulary words that is unique to it. The bus industry is no exception. Some of these terms have their origins as far back as the early 1900s and are from trolley or street railway operations.

I picked up a lot of "operator's lingo" from my father Frank Devine. He was a bus operator for the New York City Transit Authority from 1951 to 1982. I would often hear him talking to other bus drivers who often visited our house or talking on the phone. Even Mom learned a few. Here are some I recall hearing. How many of these expressions do you know?

**AVA or Additional Vacation Allowance:** When a holiday falls on a workday and you have to work, you can either get paid for the holiday and your normal workday pay or you can save the holiday- meaning no extra pay but you get a day off of your choice later subject to approval.

**Beakie:** A system investigator or inspector. The exact origin is unclear but it may have come from the first department head whose name was "Beak". Another is that they were always snooping or being nosy, thus "beak" as a synonym for nose. Some duties they performed were visiting a worker's home if they called in sick; riding a bus to observe the driver to see if he was operating the bus safely and protecting revenue or perform investigations when warranted.

**Booking a bus:** Dispatcher record of when buses arrive at a given point and indication of whether buses on a route are operating according to schedule.

**Crippled:** A disabled bus on the route

**Deadheading:** The movement of a bus without passengers aboard often to and from a terminal or depot; also known as "running light."

**Depot Pick:** Bus operators in a specific depot choosing their work assignments by seniority.

**Dragging the line:** A bus operator driving slowly to avoid being ahead of schedule and creating a gap in service

**Driller:** Employee assigned to moving buses in and around a depot or yard for servicing; also known as a "shifter".

**Dwell Time:** The time required to discharge and take passengers at a stop, including opening and closing doors.

**Firewatch:** During cold weather at depots that store buses outside, employees are periodically required to start the engines in these buses.

**Hawk:** A run or trick taking place at night or early in the morning; also known as "owl"

**Headway:** Time interval between two successive buses moving in the same direction on same route.

**Interlock:** Safety device that causes the bus to stop when the rear doors are opened

**Layover:** Time built in to schedule between arrival and departure.

**Leader:** A bus ahead of another bus on a route

**Limited-stop Service:** Buses with a regular schedule for bypassing less frequently used stops.

**On a Personal:** Employees taking a short break, such as bathroom break.

**Open Run:** A run not assigned to a bus operator until assigned

**Patch:** Radio system, like a walkie-talkie, connecting a division's managers and supervisors; also shortening a run because of anticipated low ridership such as holidays.

**Pick:** Bus operators choose their work assignments by seniority. Their place on the seniority list is known as a "peg number". A low peg number indicates high seniority. A "depot pick" is limited only to that depot; while a "system pick" is open to other bus operators in other depots.

**Pull Out:** A bus operator taking a bus from the depot to the starting point of a run or route.

**Recovery Time:** Time built in to a schedule between arrivals of buses at their terminal points and their departures, used for the recovery of delays and preparation for the return trip.

**RDO:** Regular Day(s) Off.

**Relief:** Changing bus operators on a route when one operator will begin or end their work day or for a meal break. The bus will remain in service.

**Report:** A bus operator on duty with no assigned run ready to fill in for absences or sick calls.

**Run:** Bus operator's work assignment that includes a series of bus trips on a route or routes.

**Running Hot:** A bus operating ahead of schedule

**Running Light:** A bus that has discharged all passengers and is returning to a terminal or depot empty.

**Secure your bus:** Lock it up and put on the emergency break

**Shifter:** An employee assigned to move buses in and around a depot or yard for maintenance or storage.

**Soap up:** working overtime

**S.O.M.** Scheduled operations maintenance that involves inspection and parts replacement based on mileage.

**Split Route:** A route in which bus service operates from one or more depots in different divisions.

**Split Run:** A bus operator's work assignment that includes morning trips and evening trips with time off in between. The time off was usually paid.

**Student:** A newly hired bus operator being trained by an experienced operator on the road.

**Timepoint:** Scheduled time a bus is supposed to arrive at a given location.

**Trick:** A depot employee's work assignment that involves anything other than driving a bus in service.

**Trippler:** A work assignment that is not long enough to qualify as a run or a full day's work; also called "extras"

**Turn it short:** Put your passengers on the following bus and get back on the road

**Wildcat:** A bus and bus operator working an open run to be deployed from the field to fill in service gaps or relieve overcrowding.

My father Kenneth McNelis, was a transit driver from 1929 until 1973 in Altoona, Pennsylvania for the Altoona and Logan Valley Bus Company and for Amtram when the company became a transit authority in 1959, I was also very familiar with transit lingo. However in 1966 when I hired on with Greyhound Lines - East in Harrisburg, Pennsylvania, I was introduced to a whole new over-the-road vocabulary. The following is what we used with Greyhound in the Pittsburgh, Philadelphia and New York City area.

**Claiming your 36:** This term was used by extra board drivers after being away from their home terminal for 36 hours, either driving or laying over. They informed the dispatcher at the foreign terminal that they were claiming their 36. The dispatcher had to send them home either driving a run or dead heading on the cushions.

**Charter:** As piece of extra board work that was in addition to the coverage of schedules such as trip to event, park, tours etc. Drivers had a choice of either a charter or scheduled run when the assignment came up at the same time.

**DHB - Dead Head Bus:** This is when an extra board driver was given the assignment to drive an empty bus to another terminal to cover an extra volume of passengers or when that terminal was out of equipment. This was also an assignment to move buses for needed repair at larger major repair garages in NY or Washington, DC.

## *My Favorite Bus* By Bob Sauer

I was born and grew up in Reading, PA. I became a bus fan in 1944 at the age of four. Reading Street Railway was the bus company at that time. My mother told me that the first thing I ever read was the destination sign of a bus. I lived a half block from the Birdsboro route. I was thrilled when the bus would have to detour due to a truck blocking Muhlenberg Street and the bus would go right by my house.

Most of the buses delivered to Reading in the postwar era were GM diesels. Earlier in 1940 Reading had the first TD-3601 and in 1941 the first TD-3605. However, 26 Twin Coaches were delivered in 1947. The buses were purchased because after the war there was a big demand for buses due to the need to replace trolleys with buses and to retire old prewar buses. During World War II a large number of buses were inoperable due to the inability to obtain parts. A long strike at GM Truck and Coach also delayed deliveries. While RSR would have preferred the GM diesels, the company could not get enough of them fast enough and bought the Twins in addition to GM's.

The postwar Twin Coach was a completely new lightweight bus with styling by Dwight Austin. Its most distinctive feature was a six-piece windshield entirely of flat glass, versions of which were used in both the GM and Flxible new look buses. The bus had a gasoline engine turned on its side beneath the floor.

There were three types: 16 of the 34-S model, numbered 510-525; 6 of the

38-S model numbered 550-555; and 4 of the 41-S model numbered 575-578. The 34-S and 38-S buses were built in Buffalo, New York while the 41-S's were built in Kent, Ohio in. When the buses were being delivered, I wondered how high the numbers would go. Most Reading buses had longitudinal seating; the 38-S buses had cross seating while the other Twins had longitudinal seating. The buses had blue mohair seats. The buses were painted red, gray, and silver.

The Twin Coaches became my favorite buses in the RSR fleet because of their sleek appearance. My brother and I called them "kingers." In 1950 RSR became Reading Bus Co. By the age of 10 I had ridden all the bus routes in Reading. My brother and I would copy down the numbers of all buses observed and ridden. The Twins differed from the GM's in that they had yellow stanchions (something common today with ADA regulations, but not in 1947) and a chime instead of a buzzer. The center door leaves opened inwards and there was a sign "Do not stand in stepwell" on the door. Also the unlike the contemporary GM's which had two steps, the Twins had three steps making it easier for me as a small lad to board the bus. I did not like was the turn signals, which were a small arrow type. I did not think they were very visible. They would go on, but would not flash on and off as shown in the picture of 525 at Albright College. The Twins were not good on hills and had easy steering. Management told me that they really did not like the Twins because they bounced around and were too expensive to operate.

At first the Twins were used in base service. After a few years, the company tried to minimize their usage and they basically were used in rush hour tripper service, especially on the Stony Creek-Sinking Spring route. When riding this route, I would wait up to 20 minutes to ride a Twin and pass up the GM's. The Twins were the bus of choice for most charters. I rode one of the 38-S Twins from Reading to Hershey--a distance of 40 miles--for a Reading High School basketball championship. That was the thrill of my life! Also at least one Twin served Reading High School at school dismissal.

With declining ridership and newer, more economical buses and a reduced fleet requirement, Reading Bus Co. disposed of the Twins in the 1950's. The first Twins to leave the property were the 16 34-S buses in 1953. Reading Bus Company was owned by Beneficial Corporation, a loan company in Wilmington, Delaware. All were sold to other properties owned by Beneficial. Five were sold to Belleville-St. Louis Coach Co; 3 were sold to Ohio Valley Transit; and 8 were sold to Kentucky Bus Lines. Ten of the buses (originally 510-519) were re-sold to Tri-City Coaches in Petersburg, VA where they became 1-10. In 1954, 41-S 578 was sold to Kentucky Bus Lines. and later resold to Petersburg Transit.

On June 10, 1956, the Womelsdorf route was sold to a new operator, Dick's Taxi Service, at a bargain price along with 552, 554, and 555, which were renumbered 52, 54, and 55. Also 550 was sold to Murphy Bus Lines. With the arrival of five GM TDH-3714's 671-675 in May, 1958, the remaining 38-S buses numbered 551 and 553 and 41-S buses numbered 575-577 were withdrawn, and Reading Bus Co. became an all-GM property. The Twins lasted a maximum of 11 years in Reading. This was a short life compared to some of the GM diesels delivered about the same time. Several lasted 30 years in Reading.

Fast forward to 1973. I was newly-employed by WMATA in Washington, DC. A friend told me that Tri-City Bus Co. in Petersburg, VA. was still operating 4 of the 10 former Reading 34-S buses in school bus service as well as one 41-S. Previously the buses had been used on the Fort Lee line. I went to the Tri-City Garage with the hope of riding a Reading Twin. I met the general manager and told him that I would like to charter one of my beloved Twins for one last ride. Unfortunately, the manager turned down my request and that last ride was not to be.



**DHOC – Dead Head On Cushions:** Extra board drivers given the assignment to ride a scheduled run or on a bus driven by another extra board dead heading the bus to another terminal to cover anticipated work at that location.

**Driving Time:** A maximum of 10 hours in one work assignment. An exception to this could be two short turn arounds in one day from the driver's home terminal that did not exceed 10 hours, such as Philadelphia to Harrisburg.

**Extra Board:** List of full and part time drivers who have not chosen scheduled runs but are available to cover all other work out of a terminal such as open runs, second sections and charters.

**First Section:** The regular bus that operated on a daily basis at a certain hour between two terminals. This bus was driven by the regular driver who "bid" the run or by an extra man on the regular driver's day off.

**Foreign Terminal:** The location to which a home terminal driver drives a schedule.

**Home Terminal:** The location or division each driver called his home location, a driver's primary work assignment location.

**Log Book:** A book that each driver carried with him where he recorded the work he performed on each day of the month. Drivers had to show "on duty time" as well as any "off duty time". When driving a trip, the driver had to record the bus number, the schedule or Charter Order Number. He had to record the home terminal and all stops on a schedule to his final destination at a foreign terminal.

**LSA Land-Sea-Air:** This was a term used on the New York City Greyhound Extra Board. The drivers transported passengers from all three modes of travel to all terminals on the coast.

**N.O.B. Naval Operations Bus:** This was an Extra Board assignment where drivers were dead headed to Norfolk, Virginia on Thursday to drive naval personnel from the naval bases at Norfolk and Portsmouth to Washington, Philadelphia, Baltimore and New York City. On Sunday, extra board drivers were assigned to return these naval personnel to their bases. Only ticketed Naval personal were permitted on board.

**Off Duty:** A driver had to have eight hours off duty from the time he "plugged the board" at his home terminal after he completed the days assignment or when he arrived at a foreign terminal or when was out of driving time. Exception-The driver did not need eight hours off duty if he arrived at a foreign terminal and had enough driving time to make it to another terminal or his home terminal. Then the eight hour off-duty went in to effect.

**On Duty Time:** Consisted a total of 15 hours. It breaks down to ten hours of driving time and five hours of non-driving duties. Examples: protection, rest stops, loading, and unloading at stops and traffic delays.

**Pilot Bus:** This is when the driver of the rental bus was not familiar with the schedule route of a Greyhound schedule: The Greyhound regular or extra board driver had to ride the rental bus and guide to the final destination.

**Plugging the Board:** The driver's name as placed on the plastic plug at the top of the extra-board to work its' way down after eight hours (off duty) for the next driving assignment. Names were placed on this board by actual schedule time of arrival at the terminal or by time of arrival at a terminal when the extra-board driver arrived at a terminal, when he was on a charter, DHB, or a DHOC.

**Protection:** The time Extra Board drivers waited at the terminal beyond his report time to cover the possible addition of an extra bus or buses on the departure of multiple scheduled runs from a terminal.

**Regular Board:** The list of fulltime drivers that haven chosen schedule runs out of each terminal for a bid period of time.

**Rental:** A bus leased by Greyhound from a private owner/operator that during busy holiday periods to carry passengers for Greyhound schedules when their equipment was depleted due to heavy volume.

**Report Time:** The time a driver was given to be at the terminal and be ready for a driving assignment. Usually, the driver was called two hours before the actual report time so that he could get to the terminal on time.

**Round The World:** The term was used by Philadelphia extra-board drivers to refer to a driving assignment that sent them from Philadelphia to New York City, to Washington or Baltimore and back to Philadelphia in one day (3 different assignments in one day). This could also happen in a reverse direction it also referred to driving, from Philadelphia to New York City, then to Norfolk, or Richmond, Virginia and then dead head on the cushions back to Philadelphia.

**Run Bid:** Time period when all drivers at a given terminal are given the right to bid: work on a daily basis, schedule work from their terminal for a seasonal work period. Results were determined by the seniority list if two drivers bid the same run. Longest seniority won out.

**Second Section:** This extra bus that was assigned to a schedule to handle the overflow of passengers on the first section. The driver is an extra board driver. This driver is two make all scheduled stops and help the first section covering the entire route. The second section was never permitted to pass the first section in the event of breakdown.

**Seniority:** List of drivers at each home terminal based on their date of hiring, after they completed the driver training school. Date of their letter of application separated each class member.

**Willed Run:** A scheduled run from a terminal not chosen by a driver and assigned to the low-

est seniority driver on the extra-board for the duration of the bid time.

We hope our non-driver members of our museum enjoy this information and it brings back memories to our driver members. We may have missed a few terms that were unique to other companies across the country. The museum is planning to create display cards to be placed on the museum floor for the general public to view. If you have any terminology you wish to share please send them to:

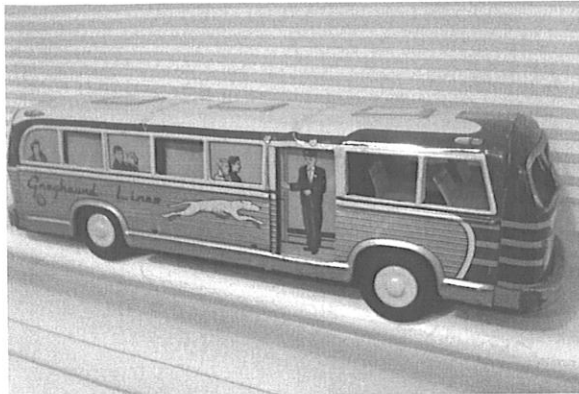
Ken McNelis, Museum of Bus Transportation,  
161 Museum Drive, Hershey PA 17033

Be sure to note the bus company.

*"In Retrospect" will be a new column name as suggested by long time MBT member Don Flayhart. This column will focus on certain jobs and job descriptions not generally known in the industry.*

## Model Bus Musings by Doug Campbell

### From our Nation's Capitol...to Greyhounds...to Korea...



It's summer-time again and the next huge toy show held here in the Eastern U.S. will be Macungie, PA on Saturday, August 4<sup>th</sup>, part of the annual Das Awkscht Fescht celebration in Macungie. That show ALWAYS turns up many model BUSES!

First this month we will go back to late 1950's-early 1960's era when Japanese tinplate toys were popular in American toy shops, and this 11 inch long tin "GM" Greyhound coach by Cragstan toys of Japan, has rubber tires, open front windows with tin seats, and dashboard controls, and along sides are wonderfully lithographed passengers in the windows. But the exciting feature of this charming old toy was the sliding opening side door that as it is pushed along opens and closes, and as it opens, there is the lithographed colorful driver behind the door to greet you! The back window seems to be full of luggage on the back seat! This model bus was popular in American toy stores at the period, and was also sold in Greyhound terminals across the USA. This wonderful toy greyhound bus has a friction motor to propel it along!



I remember being on tour of the old TOOTSIETOY factory in Chicago back in 1976 when they were actually producing this rather "crude" 5 inch long diecast/plastic GREYHOUND MC-8 Crusader model. I remember talking with the then President of Tootsietoy Richard Shure, in the factory about how current toy safety laws made them tool this model down in realism. It seems too wide to me, and that in comparison to earlier Tootsietoy Greyhound model buses over the years, this model just seemed "blah" in appearance. If you were lucky, maybe you found one in the stores in the Tootsietoy "Tiny Toughs" series of the 1970's, with "straight" applied labels such as on my model in the photo. As those labels



were applied in high speed machines and few were straight on the models! Another interesting feature on this model is on the plastic base, as it seems Tootsietoy has misspelled "GrEyhound" as "GrAyhound"! Check out YOUR model! Alas, TOOTSIETOY is long-out-of-business as an American toy producer, but they left a legacy of Greyhound bus models for all of us to enjoy!

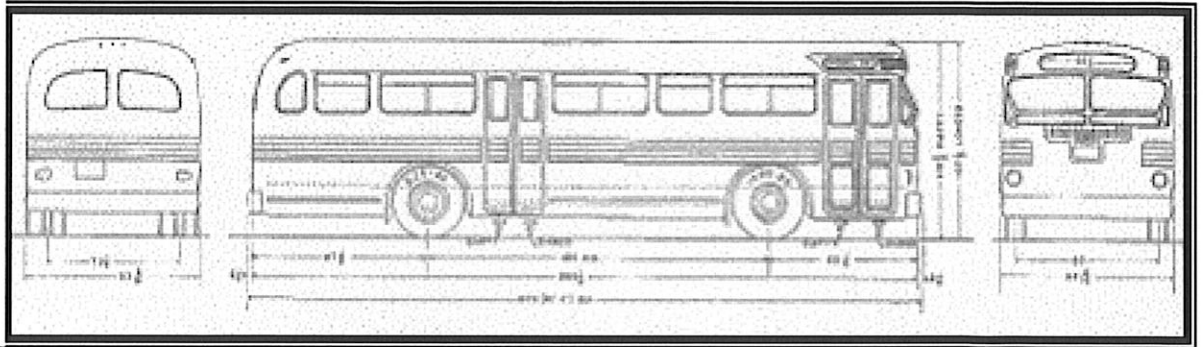
From our Nation's Capitol, which is not far from my home in Baltimore, so I see a LOT of METROBUS coaches from Holland OTO Models in HO scale comes this die-cast 1:87 SCALE vdl cities SLF-120 coach ([www.vdlbuscoach.com](http://www.vdlbuscoach.com)) (available from [www.awesomediecast.com](http://www.awesomediecast.com)). Mine is numbered as "3654" and the destination is route "X96 Downtown". For its tiny size, the model coach has full interior details, and has flawless tiny paint graphic details, and is in current METROBUS colors of white, red, and blue!

Finally this month is a truly beautifully detailed 9 inch long die-cast HYUNDAI (Korea) UNIVERSE coach of current design, this model being a HYUNDAI factory promotional model. It is white, lettered with graphics of "Airport/Aeroport Express" in black red and pink with an "Air Canada" logo on front sides (Canada uses English & French spellings for "airport!"). Model is manufactured in Korea for HYUNDAI by C-M Toys. The back panel opens to reveal a detailed engine, and all interior details are in gray molded plastic. The realism is exceptional on this model coach, probably used as an internal sales tool for Hyundai bus sales operations. For availability try [www.awesomediecast.com](http://www.awesomediecast.com) or [www.hyundai-motor.com](http://www.hyundai-motor.com)). This model coach is just a perfect display piece...and is mounted on a black plastic base. Enjoy your summer...HAPPY COLLECTING!





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