

UPDATE: Flood Recovery Progressing

We thought we would devote the front page of our first newsletter of 2012 to a report on our flood recovery status.

THE ANNEX IS UP AND RUNNING

First off, we want the membership to know that we had virtually NO damage to the Annex building itself considering it was inundated with mud and silt, somewhat expected with over 6 feet of flood waters! As a result of a series of clean-up work sessions, we removed all the vehicles from the Annex and with a lot of hard labor cleaning the floors, walls, and storage areas, the Annex is actually back to its former status.

We lost several storage cabinets and tools from our parts room and "office" area which was the first area power washed. since we wanted to move items back as soon as possible. Fortunately, nearby **Capital Area Transit** was in the process of refurbishing their parts room which included all new bins and storage cabinets. They donated four of their older shelves to us which were placed throughout the Annex and now provide a neater parts and tool storage area.

THE VEHICLES IN THE ANNEX

Vehicles were pulled out of the Annex one at a time over a period of several weeks. We had several restoration firms visit us and provide bids for cleaning up the vehicles that were affected and the ones we wanted to retain. The firm selected was **Restoration 1st** of nearby Middletown, PA and we began to tow or flat bed vehicles over to them shortly after.

The first bus to go into Restoration 1st's shop was the GM PD 2903 the Peter Pan bus. This bus required complete removal of all seats for a total drying out process. Restoration on this unit took about 3 weeks but when completed, the bus looked like new including freshly starched headrest caps!

Closely following the 2903 to Restoration 1st were the following: the 4104 ex-Capitol bus, the 3703 Michaud livery, the 4103 Greyhound livery, M-9 Bonanza, the

MC-5C ex- Bellaire, and our 4106 ex-Capitol bus. Each bus takes about 3 to 4 weeks to be completely ready to return to our fleet. Before that occurs Ed Wolf, MBT Board member from E and B Transportation, has them trucked to his facility to finally check out the mechanicals. Ed Wolf has taken a phenomenal leadership position in the restoration organization of the flooded buses which we are grateful.

THE VEHICLES ON THE PROPERTY

Buses on the property which suffered flood damage that have been adopted are the:

- MC-9 (NJ specs) is currently back at its home base in Bethlehem, PA at **Trans-Bridge Lines**; and
- MC-8 (ex Red Lion) which was flat bedded to Springfield, Mass (**Peter Pan Coach Rebuilders**) where it is will be turned into a Peter Pan MC-8. This bus was the only bus to suffer body damage due to the flooding. We wish to thank **Wolf Bus Lines, Inc.**, for supplying an MC-8 windshield for this coach which is hard to find these days!

Buses "totaled" and sold by our insurance carrier include the 4905A, the

exRed Rose Flxible, and the ex-Rabbitransit Orion. By the time you read this they should be permanently off the property.

The remainder of the vehicles on the property at the time of the flooding, we were able to clean up and address mechanical issues to a point where we felt comfortable with them. Some may need some additional detail as Spring approaches.

Three buses not in the flooding and "off the property" include the 1953 Flxible-Twin which is now at Sells Body Shop / Lebanon, PA, the 1955 Flxible Vista-Liner which is at **ABC / Camden, NY**, and the 1935 International which is at **Rohrer Bus Service in Duncannon, PA**.

Our insurance carrier and MBT have settled on the agreed-value of each vehicle. This "agree value" is the appraised value which was ascertained by **Michaud Bus Appraisals**. This proved to be very beneficial to us in the end.

*Continued on page 7
with additional photos of the flood*



From the Board Room....

BOARD OF DIRECTORS

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Transportation**
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Fax 717.566.7300
www.buseum.org

SAYING GOOD-BYE TO THE OGDEN'S. We are starting off 2012 minus two respected, and hard working former Board members – **Sharon and Oliver Odgen**. Both submitted their resignations in mid-Fall of 2011. They have retired to pursue some other interests and do some travel.

Sharon was our webmaster and creator of both our Facebook and Blog accounts. Oliver has been the Museum curator and, fortunately, he has asked to retain this function. Oliver and Sharon, as a team, ordered and ran our Gift Shop, also. Both will remain active MBT members and will continue to volunteer to assist in various MBT functions.

WELCOME NEW IT COORDINATORS. Our new webmaster will be **Karin Caine**. Although Karin is not an MBT member nor is she a "bus person," she has managed several websites for individuals, firms, and political venues. She is a very well versed technical person and will offer continuity to MBT's web-site.

Member **Mark Watson** will handle the Facebook and Blog accounts and has been supplied the user ids and passwords to handle the changeover from Sharon to him; Mark can be reached at his email markwats@comcast.net.

We can expect some format changes with the above changes in personnel.

THE GIFT SHOP. The Gift Shop will be managed by Board member **John Dockendorf** assisted by Board member **Bob Smith** and members **Terry Cosentino** and **John Lenhart**. The committee met with Oliver Odgen to review the current stock and ordering procedures. For the slower Winter months they will not be making any new purchases.

ELECTIONS. Speaking of elections, 121 ballots (which represents 35% of our total membership) were received last Fall. The result was that the four incumbents, Ed Wolf, Ken McNelis, Don Barlup, and Jot Bennett were re-elected for another 3 year term.

The Board approved a yearly contribution of \$100 for each sitting MBT Board member.

HOLIDAY SEASON. Several MBT members assisted the Museum general staff in their very successful Christmas theme display. Holiday Trimming adorned every facet of the Museum and made for the most successful December in its 9 year history! It was fairly commonplace to have 400 plus daily visitors during this time this year! We noted a lot of families interested in buses. When one of us were on duty as a docent we generally permitted children into select buses where they sit behind the wheel and "play bus driver!"

NEW FUNDRAISING EFFORT. For 2012 we will launch a new fund raising effort. The thrust of this is to seek a larger storage location to preserve our Fleet.

MEMBERSHIP UPDATE. We've been pleased with the steady flow of membership renewals and the addition of several new members. We've received some new younger members and one member, N.P. Nace, proud of his 84 years (over 30 of them as a retired Lehigh Valley Transit Co. bus driver). You will enjoy his well written article about his favorite bus in this issue!

2011 was a bit challenging but we are looking forward to a great 2012.....we'll need your continued support to do that.

Welcome New Members

The Museum of Bus Transportation would like to acknowledge and thank the following individuals for their recent memberships:

David Yarian • James Lucey
Michelle Anderson • N.P. Nace

Board Meetings & Events

BOARD MEETINGS

February 15, 2012
March 6, 2012
April 3, 2012
May 1, 2012
June 5, 2012
July 3, 2012
August 7, 2012
September 4, 2012
October 2, 2012
November 6, 2012
December 4, 2012

SPRING FLING

June 2, 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.*



Aerial Fullington Weisman

Aerial Fullington Weisman, President of Fullington Trailways (Clearfield and State College, PA) passed away on January 21, 2012. Through Aerial's leadership, Fullington Trailways was a generous donor and supporter of the Museum. Aerial was very active on the Pennsylvania Bus Association and Trailways board of directors, as well as community supporter. She leaves behind her husband Milton, brother Mike Fullington and wife Lory, brother Richard, and several nieces and nephews.

Real Estate and Building Committee

Harold Weaver, the contractor who originally built our Annex Building, approached the Building Committee with a rental proposal at his new mini storage facility in Annville, PA. After consideration, the Board of Directors rejected the proposal as too costly per unit at this time.

The Committee will continue to research the possibility of acquiring a new property, and/or, placing our Annex building up for sale.

MBT Tool Wish List

The Fleet Committee is still in need of the following items which we are hoping some of our members and readers can help us with:

- Used Tires sized 900x20, 2R22.5, and Goodyear B305/75R24.5
- Heavy Duty Jumper Cables
- 3 - 4 Ton Floor Jack
- 3/4" Drive Socket Set
- Chicago Pneumatic - CP864 Disc Sander
- Chicago Pneumatic - CP714 Air Hammer/Chisel

If you can help us with these much needed tires, tools, or any other items you think the Fleet Committee might benefit from, please contact Ken McNelis at 610-203-7998 or Tom Mozer at 717-343-0058

Special Thank You: The **Ohio Museum of Transportation** located in Tallmadge, OH loaned us a maintenance manual for the Peter Pan 2904. Thank you to **Charles Wotring** for obtaining the manual for MBT.

We appreciate our members support. The Museum is a 501(c)3 non-profit organization and the Museum can provide you with a letter for the value of your donated tires or tools for tax purposes. Thank you for helping us maintain your fleet.

Fleet Committee Work Sessions

The Fleet Committee is planning the following Spring Work Sessions leading up to our Annual Spring Fling which will be held on Saturday, June 2, 2012.

Work Sessions are being scheduled for the following dates:

- Saturday, April 14, 2012
- Saturday, April 28, 2012
- Saturday, May 12, 2012

- Saturday, May 26, 2012
- Thursday, May 31, 2012
- Friday, June 1, 2012

Work 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 come to a work session. We need mechanics but we also need help with cleanup, painting, polishing, air pressure/oil checks, parts/tool inventory, etc..

Please contact Ken McNelis at 610-203-7998 or Tom Mozer at 717-343-0058 to let them know, as soon as possible, if you are planning to attend any or all work sessions. We need to know how many volunteers are coming to each session in order to plan the tasks to be completed at each session. You will also be notified if a work session is cancelled all together or moved to another date, if you had signed up for that particular work session.

Please consider helping us with our fleet - VOLUNTEER

Fleet Committee

The Fleet Committee would like to keep our members informed about our Fleet and our Annex Storage Facility with the following report:

Fleet

The Museum has reached an agreement with Tom Evans, Spokane, WA to accept his **donation of the Golden Gate 5305 bus number 810** to the Museum's collection of buses. (Bus pictured in last issue of Bus Musings "This Old Bus"). The bus will be delivered in early spring. Good Spring Fling photo shot.

ANNEX Clean-up

All locks, doors, and overhead doors have been repaired or replaced since the flood. The Committee also received bids from three security companies for the installation of a Security System at the Annex. The bid from Shearer of Harrisburg, PA was accepted. The full system will be installed on February 15, 2012.

Evacuation Plan

For the past 2 months, board member Ken McNelis has been drafting a Master Plan to evacuate the storage facility in case of future emergencies. The plan is

in Stage 3 which includes a need for volunteers to move buses from the Annex to higher ground when contacted. Ideally members living one hour or less from Hershey, PA would work best. The Master Evacuation Plan includes the following:

Phone Chain - Local Government Emergency involvement; Fleet Committee contact people; and Volunteer drivers (Paid if necessary) CDL and NON-CDL.

Bus Storage - Three locations have been identified and approved by the owners to move all our buses to higher ground in case of flooding .

Training & Prioritizing - Training sessions for all volunteers as to how to start each vehicle and where to drive each vehicle to its chosen location based on fleet committee priority list.

Any member who wishes to volunteer to help move vehicles from harms way in an emergency situation is asked to contact Ken McNelis at 610-203-7998. We are looking for any members to help whether you have a CDL or not. The more volunteers we have the quicker the buses can be moved to safety.

Museum Displays

In the past our displays have focused on vehicles; showing off our fleet, the timeline (now established through the year 2000), and models. It took the flood to make us aware of the interesting driver uniforms that we have gathered over the past few years.

Oliver Ogden, as curator, made us aware of the various uniforms we had which were stored in the Annex or in some of the vehicles. After we located them, and fearing they were beyond saving, we discovered a firm known locally as Laundry Express, who was willing to tackle cleaning them. Several weeks later we picked them up and ALL of them are as good as new (and in most cases better, by far, than when they were, initially turned over to us).

We are preparing to display vintage driver uniforms from Pickwick Stages, Carolina Trailways, Greyhound, Lebanon Coach, Gregg's Bus Service, and Wolf Bus Lines. Mannequins (or partial mannequins) will soon be adorned with this unique collection.

Robert L. Beard 1933-2011



We note, with intense sadness, the passing of one of our most valued former Board members – Bob Beard. Bob spent over 30 years in the intercity bus industry regular route segment, starting in the 1960’s during the era which many of us refer to as the “Golden Years.”

Although approached several times to move into a management position as a supervisor or dispatcher by Safeway Trails, Inc., Bob preferred to remain behind the wheel. He wanted to be the very best driver he could be. As such, he was a friend to fellow drivers, supervisors, and upper management.

The maintenance department respected his vehicle “write-ups” because when Bob thought something was not just right which was rare on Safeway buses, the shop never questioned it and immediately addressed the problem.

Assisting management, former Safeway personnel recall his arrival in Philadelphia from Washington after a full 9 hour day of driving locals in Washington and his Washington to Philadelphia trip. Bob noted that one of the older Philadelphia dispatchers appeared ill. This dispatcher was driven home and Bob then assisted the remaining operations personnel for the remainder of the shift – (an all nighter!) resulting in a VERY long day for Bob...but that was Bob.

Bob was a great writer; not only his “Square Wheels on the Interstate” but his various articles in trade Magazines, many of them about the MBT.

For several years he served on our Board resigning due to health and travel reasons in 2008. He remained as an advisor and often submitted articles to us.

We must credit our Spring Bus Fling and the improved and expanded newsletter to Bob although there were many other ways he contributed to this organization.

We shall miss him but can well imagine that he is, in some way, overseeing the bus industry and the MBT – indeed an industry icon!

Member Jim Maust

Jim recently wrote a VERY interesting book entitled “From the Driver’s Seat”. This is a very personal accounting of the encounters of a well versed, and very professional, CHARTER and TOUR operator. We have seen, and read, several books written by REGULAR route operators but none that we are aware of from a strictly charter and tour operator.

Jim presents his likes and dislikes; note the chapter on NYC charters! He focuses on the mere “fun” of taking longer trips which he often refers to as vacations.

Jim continues to work for MBT member company Perkiomen Tours who is well known for its pristine equipment and professionalism. This 265 page book is available in our gift shop for \$24.95. Call us to reserve a copy and we’ll be glad to mail one to you.

Spring Bus Fling

Spring Fling is scheduled for Saturday June 2, 2012 which is not that far away! It is time to begin thinking about this fun filled bus day.

As we did last year, all of the activities will take place in the actual Museum including the bus related flea market, indoor and outdoor bus display, and with food served in the food court. We have not scheduled an auction this year, however.

For those interested, vendor table rental will be retained at the 2011 rate of \$35. New this year, you can rent 2 tables for \$65!. Please call 717-566-7100 X 119 for more details or for a registration form.

Member Robert Faulkner

Bob, retired from Trailways, has made a hobby of building models of his favorite buses. In 2011 he donated several of them to us as noted in a previous issue of this publication. We recently supplied him with specs of a 1953 ACF IC-41 AD as operated by Quaker City Bus Company and later acquired by Safeway Trails, and the Flixible Vista-Liner.

These should keep Bob busy over the Winter. By the way, he has already offered to donate these to the Museum.

Other Museum Notes

We are very pleased and proud to note that the attendance at the Museum for 2011 was 58,879 which is an increase of 861 from 2010’s numbers of 58,118.

Looking back prior to 2003, we have the late Dick Maguire to thank for working with the Antique Automobile Club of America board to have them include buses in their then-proposed transportation Museum. It has been a good marriage.

Under new Executive Director Mike Barrett’s management the Museum has been operating more like a business by keeping costs as low as possible, increasing advertising which always include buses, trimming staff, and introducing new concepts such as the very successful Holiday theme.

MBT Office Hours

Your MBT staff is frequently in the Museum as docents, gift shop management or as a curator. Administration work is done several times during the week but on an irregular basis.

For 2012 please be advised of the following regular time period when your president will be in the office:

- Beginning February of 2012
- Every Tuesday from 1pm to 4:30 pm
- Phone 717-566-7100 X 119
- NOTE: calls are retrieved daily even if no one is, physically, in the office

SPECIAL THANKS

To the following individuals for their donations to MBT

- Martin Beard
- Lee Dotter
- Neil Freidman
- Tom Harding
- Dale Krapf
- William Luke
- Dennis Lyons
- Dino Mandros
- Ronald Moore
- Peter Pantuso
- Victor Para
- Clark Pyewell
- Gary Sardone
- Paul Semendinger
- John Spychalski
- Ed Tempkin

Model Bus Musings By Doug Campbell



[TOP] This month I will start with maybe the most unusual and unique model bus I have collected. In real life, it holds up to 160 passengers, most standing, of course, and is in a 1.43 scale, about 12-1/2 inches long, 3-1/4 inches wide, and weighs in over a pound!

My model **OAF Airfield-Apron Bus J04** is made in Austria (as is real coach) and is a factory promotional model with full interior details, and unique sliding front & rear roof extenders (to shelter rain?). All wheels steer, and tires are rubber. There are detailed windshield wipers attached, and the front & rear outside mirrors I had to apply.

My model is a cream colored plastic, and this bus would be used to transport passengers about an airport tarmac, and is a highly detailed, and most realistic model. No model manufacturer appears on box or model, and I wonder if it is actually made by the real bus manufacturer itself! Such a bus would be used in larger airports, and probably mostly seen in Europe, as I remember riding on one that looked similar at some European air terminal. Unusual, distinctive, unique, detailed, realistic...all these words describe this handsome OAF Airfield-Apron J04 model bus!



[MIDDLE] Next this issue is a plastic 10 inch long 1:50 scale plastic **MCI coach** which is released in the recent graphics/colors of **Capital Area Transit of Harrisburg, Pa.** (our Museum President, Tom Collins, is a CAT employee!), and that carrier recently purchased two new coaches in its fleet for commuter use that are painted just like this excellent toy model by **Royal Coach** (www.royalcoachbuses.com). Graphics are applied by vinyl labels, and the license plate on rear is dated 2012! The red/white/blue bold graphics on this new CAT model bus are MOST attractive, and, as I visit a best friend in the Harrisburg area at least weekly now, I see these new coaches on the roads. They feature such bold, beautiful graphics, as compared with the more plain colored CAT city transit buses! And the wheel hubs on the model are chrome, with a "Harrisburg" destination sign!



[BOTTOM] I also collect many PAPER toy buses which are usually used as corporate promotional pieces. This little piece is a 7" long current modern generic city bus paper "bank" issued by **RED ROSE TRANSIT AUTHORITY** of Lancaster, PA, and sports their current city bus graphics and colors. These paper toys are usually shipped flat and easily fold into 3D size. Many paper buses have to be cut and assembled but this one just folds together!. Paper buses make interesting collectables and are often distributed free, or at very modest costs, and feature nice details and usually realistic and colorful graphics! I have a few dozen in my own collection, and find they are issued by transit companies world-wide! This little model just lists on its bottom, the address of RRTA, but many paper model buses underneath feature interesting facts or details about the real bus or the bus company!

...Happy Collecting!

My Favorite Bus by N.P. Nace

Hope you enjoy hearing from one of your newest MBT members. When joining I learned that you had a column in Bus Musings on your favorite bus. Mine is a little less exciting but, for me, I enjoyed driving them.

My employer, although I've been retired for a number of years (but not telling how many) was Lehigh Valley Transit, LVT for short. LVT purchased a number of buses after World War II, mostly Macks (actually 39 in 3 separate orders) and 23 GM's, 5 Flexibles, and 6 Ford Transits. Most of these buses were purchased to replace the remaining trolley operation (completed in June of 1953). Only a few pre-war buses (Mack CQ's and CWs) were retired and the LVT fleet of 75 L-25's and 15 RB's soldered on. We began to wonder when an attempt would be made to replace them.

Charles Allen and Company (investors) purchased blocks of stock in LVT and they also owned a portion of ACF-Brill.....A Solution Surfaced!

In the Spring of 1952, a Brill C-31 demonstrator (painted blue and white) was loaned to LVT and initially it was used on Easton local routes, and for one week, it was used on Allentown local routes (which was my division). This rather boxy gasoline powered International which was a low priced, 33 passenger bus and seemed to be a natural for replacement of the remaining pre-war fleet. LVT ordered 15 of them for Fall 1952 delivery.

When delivered, we, as drivers, were surprised to see them assigned to our longer routes which included Easton – Allentown, Easton – South Bethlehem, Allentown – Norristown and, on weekends, when charters were heavy removing the

Flexibles from line service, on the Allentown – Philadelphia Express runs!. A few months later an order was cut for an additional 26 C-31's.

As drivers, we had gotten somewhat fond of automatic transmissions which most of the post war fleet (except the 5 Flexibles and 6 Fords) had. Initially, we were not so happy receiving new buses with three speed manual shifts. We soon found these new buses to be quite nimble and powerful and, actually, fun to drive; after all anyone can drive an automatic!

I worked the long run to Norristown which was a bus version of the Liberty Bell. This was about 125 miles round trip making two trips daily, for six days. Standard equipment on these runs were the C-31's. They were peppy, great

steering, and had good heat for those cold days out in the Bucks and Montgomery County "farm country". I worked this run until LVT sold off the lower end of the route (south of Quakertown). I worked the truncated version – almost always with a Brill which I had come to love.

This was my favorite bus. LVT had 47 of these; 41 purchased new and 6 used 1949 models from Conestoga Transportation Co of Lancaster. By the way, only 386 of them were ever built.

PHOTO BELOW:
Lehigh Valley Transit Co.
#3312, 1953 AOF-BRILL
Allentown, PA



Renewing Your MBT Membership

The Museum of Bus Transportation sends membership dues renewal invoices each year based on the anniversary month they originally joined the organization. The invoice also includes an area where contact information can be updated.

Thank you to everyone who renews each year and supports the activities association with the Museum. It is very much appreciated.



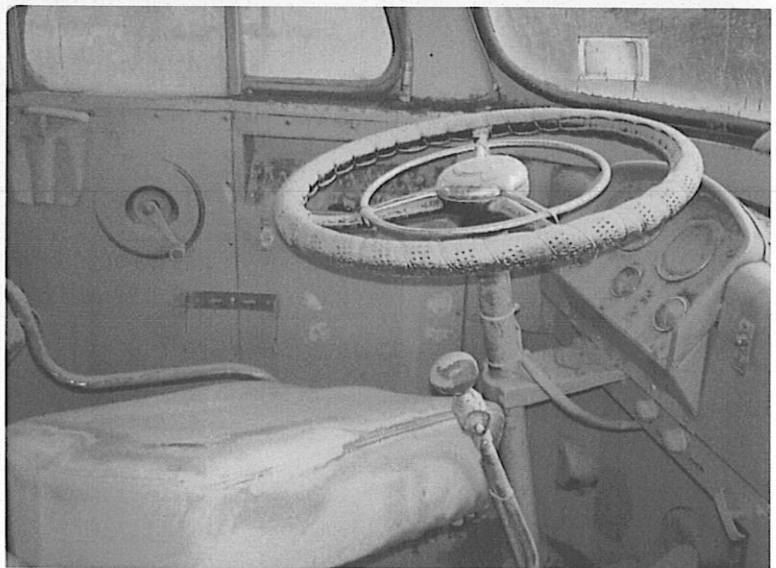
Flood Recovery Update *continued from front page*

The many dedicated persons involved with the cleanup effort include: **Ed Wolf, Jot Bennett, Walter Earl, Ken McNelis, Phil Crey, Lou Berger, Tom Collins, Tom Mozer, Dan Lehman, Paul Johnson, Doug Diehl, Tom Border, Jim Taylor, Dave Bernvigel, Joe Butler, Jim Mahran, Dave Carey, Bill Freeman, and Mike and Lynn Burshtin.** The clean-up effort could not have been done so quickly without these individuals. Thank you!

Our goal is to have the Annex and fleet ready for "inspection" on June 2, 2012 which is the date of our annual Spring Fling Day. We hope you can join us and see for yourself how we worked to restore the damage done by this "500 year" disastrous flood.



Damage from the September 2011 flood (from a creek) was devastating to the MBT fleet of antique buses....both inside and out. With support from so many volunteers, they are on their way to complete restoration.



A 500-year flood plain came early to the Hershey, PA area in September. Despite being reassured by area engineers that the MBT Annex should not see any flooding, the worse happened. A small creek running near the property rose over 6 feet above flooding to cause major damage to our beautiful fleet of antique buses. Here are some of the photos of what the volunteers encountered when it was time to open the doors.

Restoration continues, insurance claims have allowed us to make a transformation of the fleet.

Don't forget to sign up for the Spring Fling to get a sneak peek!



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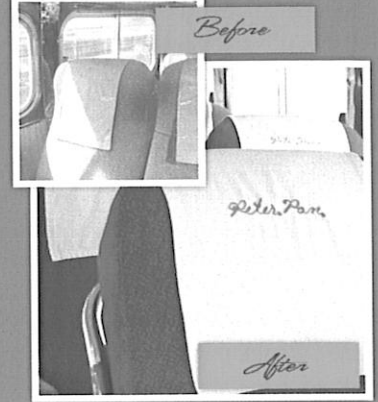
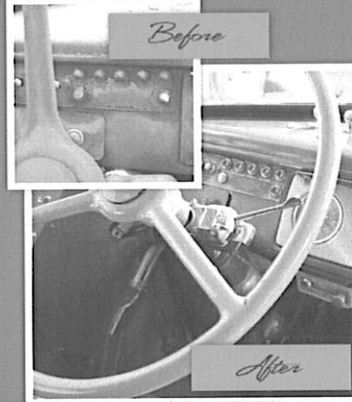
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- Odor Removal
- Bio-Hazard/Crime Scene Clean-up

Featured Project

CLIENT
Museum of Bus Transportation

DESCRIPTION
After being affected by regional flooding, Service 1st Restoration & Remodeling performed detailed cleaning restoration of this antique bus, "Peter Pan".

Thanks For Using Service 1st!



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