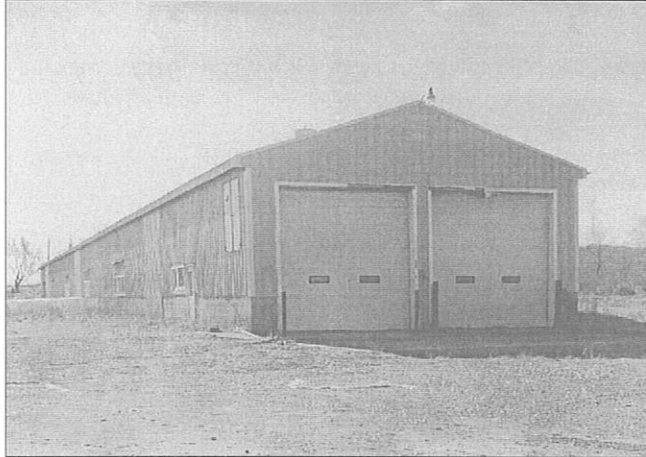


## Museum's New Storage Facility



and which must remain in their inventory for up to three years.

Although our current lease has resulted in a VERY low payment, subletting space will be very beneficial to us financially. We should have this firmed up in time to report more in our Spring Bus Musings.

Internally, we have named this garage the Fullington Annex, honoring the late Dick Fullington and Aerial

Fullington Weisman for their dedication to the MBT. The entire Fullington organization continues to support the MBT through yearly donations. Several years ago they also restored our EX-Panhandle Golden Eagle, As most of you will recall.

### Virginia State Lines – V-903

We've run several pictures of this Flixible VL-100 which we received after being shipped in from Chicago, then moved, and stored in Jonestown, PA. (Supreme Corporation who was going to restore it). Enter Clancy Cornell who suggested moving it to ABC/ Camden, NJ for eventual restoration.

This photo was taken in early January of this year as it neared completion. The paint is correct thanks to Dave Millhouser, John Oakman, and Bob Smith, including the striping.

The ABC shop crew had to construct the two missing rear taillight housing panels as they were completely missing from the coach. Although these panels were part of the aluminum "silversiding" when the bus was new they, nonetheless, blend in nicely and will be less noticeable when the target sign is lettered.

Cracks in the glass, especially on the rear curved section and skylights, were carefully,

Featured on our front page of this issue of Bus Musings is our recently acquired additional storage facility.

As briefly mentioned in our last issue MBT Board Member Ralph Fetrow, with his connections in the general Hershey area located an unused facility owned by the Hershey Trust Company. Over the years, this large Garage (35' by 300') has housed trucks owned by several local Hershey area business enterprises. For a period of time the Hershey Corporation used it for a myriad of purposes.

Seeking additional indoor storage, without considering a purchase, we were seeking a rental property which had more storage than we needed – then we could sublet storage. Obviously, this garage meets that criteria.

This garage is off State Highway 743 in Derry Township, PA, just 2 miles south of Hershey.

As you read this, we have only three buses in the new storage facility including our MC-5C, the 4104, and the ex-Golden Gate 5307. We expect to move several other buses into it by March 1. The AACAM, the car governing body of the Museum, has approached us to consider storing up to 17 cars which have been donated to them over the past year,



concealed by the ABC crew by tinting the glass with darker material. The finished product looks good and these irregularities are hardly noticeable.

We hope to have this coach on display at our Spring Fling, perhaps even as our featured coach.

Although this coach served Continental Trailways in the southwest, one of the contributors toward restoration of it suggested we letter and number it for Virginia Trailways (Virginia Stage Lines) who had 5 of these on their roster in 1955. Ultimately, they were transferred to Trailways of New England.

Several of you contributed toward our portion of the restoration and we appreciate that. Additional donations will be appreciated.



# From the Board Room....

## BOARD OF DIRECTORS

**J. Thomas Collins, President**  
Capital Area Transit

**Robert L. Smith, Vice President/  
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**John Dockendorf, Secretary**  
PennDOT, Bureau of Public  
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**Edwin P. Wolf, Treasurer**  
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**Donald R. Barlup**  
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**Jot Bennett**  
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**Clarence Cornell**  
ABC Companies, Inc

**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

**Al Spence**, Midway Trailways

**Walter Earl**, Capital Area Transit

Your organization closed our 2012 and considered it to be more of a "recovery" from the theft we experienced at the Annex and, of course, the unexpected flooding 2011 that required a major clean-up effort of the buses and Annex property.

Attendance at the Museum dropped from 56,345 in 2011 to 52,890. In addition, concurrently our bus related gift shop sales were off and donations were off as well. The Museum, in general, followed the same path with car related donations down from 2011.

The Museum's new director, Mark Lizewski, has several new items and displays planned, including operating the Indoor model railroad display all year around and "child friendly" interactive displays. The first new car display will feature Porsche automobiles which are sure to be a hit through the Winter months.

The Board has added Al Spence to its advisory council. Former Board member Walter Earl has also been appointed to the advisory council.

We are pleased to announce that all of our vehicles are fully insured and all are under one policy which is managed by J.C. Taylor and Company.

With the additional storage facility which we have named internally as the Fullington Annex provides us with full storage for all of our units and at a very low monthly cost.

Our Annual Meeting netted the organization over \$8,000 due to two major donations and lower operating costs than in previous years.

We came in under budget in most items including transport costs, as the flood recovery efforts wound down. Full Musings sponsorship helped keep our publication costs to a minimum.

We made several by-laws changes as suggested by Attorney Richard Sills who serves on the AACA Board and is a well known Washington lawyer.

For 2013 we have been invited to participate in the following events:

- Pennsylvania Bus Association Marketplace—  
March 26
- Gettysburg Region of AACA Spring Meet  
(featuring Pennsylvania built vehicles) - June 1
- 10<sup>th</sup> Anniversary of the AACA Museum—June 22

We're working on our own Spring Bus Fling scheduled for June 1 and looking ahead to the Fall Annual Meeting on October 26.

## REQUEST FOR VOLUNTEERS

We need more volunteers for all aspects of the organization including assisting at work sessions, docents, newsletter sponsors and articles. Thanks for your past support – here's to a grand 2013 for all of us.

### 2013 Spring Bus Fling

Our annual Spring Fling is just around the corner and scheduled for Saturday, June 1st. It will feature:

..Indoor bus related flea market (table reservations @35.00 or two for \$65.00)

- indoor and outdoor bus display (no reservations required to display a bus)
- shuttle bus service to our store facility
- indoor food court
- most major bus manufactures planning to attend with a demonstrator
- Featured buses will be our '36 International and '55 Flexible VL -100
- Overnight accommodations are available at the adjoining Spring Suites Inn (717-583-2222) Mention the Museum when making reservations to obtain the \$99+ tax) rate

Call us at 717-566-7100 X 119 for more information. Hope to see you there!!



## Coming Meetings and Events

**MBT BOARD MEETINGS** Blytheville, Ark  
Info: Tom McNally at 309-253-2169

Regular Board meetings are held at the AACA Museum in Hershey at 6:30 pm and are open to all members. **May 7, 2013**  
Board Meeting

**March 5, 2013** Board Meeting **June 1, 2013**  
MBT Annual Spring Bus Fling, Hershey, PA  
717-566-7100 Ext. 119

**April 2, 2013**  
Board Meeting

**June 4, 2013**  
Board Meeting

**April 4-6, 2013**  
Ghosts of Highway 61  
Antique Bus Show

## EVACUATION PLAN

By the time members read this issue, the yearly update of our Annex Evacuation Plan data base will have been completed. We are still in need of more members living within a 40 - 90 mile radius of Hershey, PA to volunteer to help us move our collection of buses to safety in an Emergency. We need both CDL and NON - CDL volunteers. The more members who volunteer, the more efficient this plan will work

## RECENT DONATIONS

The above represent not only monies, some designated for certain projects and others applied to the general Fund, others represent services, books, or models. All items have been, individually acknowledged by letter, as is our policy. We wanted to further thank the individuals below by listing them in this column.

Lloyd R. Bean	Dino Mandros
William Millar	Terry Cosentino
J.T. Collins	Robert Faulkner
Ira H. Steinberg	Robert Smith
Ken McNelis	Ralph Ciccone
Edwin Wolf	Rohrer Bus Sales
Jim Michaud	ABC Companies
Skip Becker	Trailways Transportation System
Frank Noll	

A sincere thank you to all.

## FLEET

This past fall the Fleet Committee was able to house all of our buses for the winter in both of our storage facilities - The George Sage Annex and our new rental facility (The Fullington Building).

Two of our vehicles - the Peninsula Charter (Ford 59-B) and the CAT Bus (4523) will be moved off site for painting and engine work for the winter months.

We are considering replacing the Septa Volvo and the AMTRAN 4523 that were damaged in the flood with two new vehicles from these Transit Authorities if all details can be arranged. Septa has offered a NABI and we are working with AMTRAN for an ORION 1.

Over the winter the Committee is going to work with AACA to sell a 3 Phase Air Compressor and try to acquire a service truck for the Annex.

For the spring 2013 work sessions, we are

asking that any of our members who are MECHANICS to please consider helping Ed Wolf handle a few mechanical repairs that are needed for our vehicles. We may even be able to work a weekend work session around your availability. Please let the Fleet Committee know if you can help.

### MBT Tool Wish List.....Very Important!

Does any member of the Museum have or know someone who would have a (NON GREYHOUND) Wiring Diagram for a 4103 ?? If so, would you please consider LOANING it to the Museum, making a clean/clear PHOTOCOPY of the 3 page schematic, or SELLING it to the Museum.

If you have the Wiring Diagram, please contact Ed Wolf at 717-253-2494, as soon as possible, and let him know what you are willing to do to help him with this matter.

### Fleet Committee Work Sessions Announced.

**New Board Policy for 2013.** "Any member who volunteers and works 3 Work Sessions in 2013, be they Life Members or Annual Members, will be able to attend the Annual Meeting in October 2013 at NO COST and be RECOGNIZED at this meeting for their service."

Work Sessions for the Spring/Summer will begin in March 2013. The sessions will be Tuesday, March 5, 2013; Saturday, March 23, 2013; and Tuesday, April 7, 2013. Additional dates have tentatively been scheduled at this time for Saturday, April 13, 2013 and Tuesday, May 7, 2013. These dates may change and/or other dates may be added. Check the website for the schedule as we get closer to Spring.

Please call Ken McNelis (610-203-7998) or Tom Mozer (717-343-0058) to let them know if you are planning to attend a work session so that work assignments can be projected in advance as well as informing you if a session has to be canceled before you drive to Hershey.

Even through the Winter months we have had some activity with the fleet. Ron Sills Body Shop, Lebanon, PA, the largest commercial body shop in Lebanon County, continues to work on our Flixible-Twin FL-33. They do this work between working with their regular clients. This project has been progressing very slowly and we are not certain to see this bus completed before the Fall of 2013. It is stored in a protective area with 24 hour surveillance.

Michaud Bus Appraisals has established

values to our two newest additions, the Brill and Beaver. They have donated their services for both vehicles; this is very much appreciated!

John A. Brown, a non-member from Oklahoma has contacted us regarding the sale of our unique 1985 Volvo (ex-SEPTA) B-10M. This coach was severely damaged in the 2011 flood and will never run again. The body is intact but needs a through cleaning, a new driver seat, and several passenger seats. We have a salvage title for it and are now considering accepting Mr. Browns' offer to purchase it - FOB Hershey, PA.

Board member Don Barlup has offered to purchase our 1946 Ford 69-B (Lebanon Coach Co. livery). This will most likely be off our Annex property by the Spring Fling.

Our 1936 International has been delivered to the Museum. This has to be one of the finest examples of a vintage school bus in the United States.

Speaking of school buses, we plan to give them more attention in 2013, hoping to enlist some private school bus contractors as members.

We are planning to install some interior lighting in our Golden Eagle. This coach receives, perhaps, the most attention of any coach we have on the display floor. Guests to the Museum often ask to see the interior of this "Five Star" unit. When a bus docent is on duty we generally allow that but the lighting will enhance the interior and eliminate some safety concerns on the steps and the area by the rear galley.

## National Bus Trader

Editor Larry Plachno liked our Bus Musings' "My Favorite Bus" column and, concurrent with the February 2013 issue, has started to run this as a feature. We are pleased that he selected MBT president Tom Collins to write the first article. Tom writes about his experiences with the ACF-Brill C-36 in the early stages of his bus career.

Larry is seeking additional articles of this type. Our "My Favorite Bus" columns are of a more condensed version.

*Continued on page 4*

### MBT Authors.....

Over the past several years MBT members Jim Mast, Bob Smith, Oliver Odgen, Bob Beard, Jim Lehrer, and John Dockendorf have authored bus related books. All of them were well received within and outside of the bus industry.

MBT member Roy Kimmel, who started his bus career with Western Mass Bus Lines in Northampton, Mass., has carefully integrated his initial interest in buses with his career in the industry. The title of the book is "In Transit."

One of the most interesting chapters features the various "types" of bus passengers that he has encountered. Another chapter details his take on various contemporary buses, both intercity and transit. Of particular interest are the illustrations by Nancy Haver (we have reproduced one of them here).



We found this to be very interesting reading and plan to offer it in the Museum Gift Shop at a cost of \$14.95. We recommend it.

### In Passing

We regret to note the passing of two well know industry personnel – both of whom were members and supporters of MBT.

**Jon Hobein.** Jon, a former MBT member, was best known as a Trailways bus historian. His love for Trailways involved actually working with 5 affiliates over his many years in the Bus industry; included were I and S Trailways, Continental Americana, Pacific Trailways, Capitol Trailways, and Tamiami Trailways. He later started his own Trailways member by forming Blue Ridge Trailways, Asheville, N.C. Blue Ridge was dissolved several years later in the deregulation years, and Jon reverted to driving for several charter operations.

Jon assisted MBT on several Trailways related projects. He had a keen interest in the history of "Five Star Luxury Service;" we are currently

using his material as part of our Golden Eagle display. Jon's knowledge, interest, and support will be missed.

**Fred Ochroch.** Fred, for the past 33 years, was the owner and president of Werner Bus Lines, Phoenixville, PA. Werner has been a household name in the motorbus industry in eastern Pennsylvania for nearly 80 years.

Fred was an entrepreneur and innovator being involved in several non bus enterprises prior to purchasing Werner. Fred often attended MBT Spring Bus Flings and supported our efforts in several other areas. The bus industry has, indeed, lost a great leader.

### 1936 International (Wayne) C-30

This very special school bus is now on the Museum floor, having been delivered to us by **Rohrer Bus Sales, Inc. from Duncannon, PA** in early January. It was unveiled to Museum visitors the same evening as the Porsche automobile exhibit was opened. Donated to us by Robert Welsh, the bus appeared in the movie "Ray" as transportation for the "Lionel Fusion Band" which is the band that launched Ray Charles career. As such it was painted green and white and had Pierce Arrow type fenders so early on we actually thought it was a Pierce Arrow!



### MBT at The UMA EXPO

We were represented at the 2013 UMA EXPO in Orlando, Florida January 22, 23, and 24.

MBT Board Member Clancy Cornell arranged to have ABC's 1940 Yellow Coach TG on display for us, saving us from shipping down one of our Buses. The Yellow attracted a lot of attention.

We had a colorful poster made up

showing some of our fleet including two of the buses which ABC has restored for us over the years. Although most of the visitors to our booth knew about us we still found many industry people who never heard about MBT.

We had a "show special" for company membership of \$95 (reduced from the regular \$150 fee) for the first year. We had a fairly good response to this offer.

Board members Clancy Cornell, Jeff Goldwasser, Elaine Farrell, Tom Collins, and advisor Dave Millhouser also attended the EXPO.

### Leyland Royal Tiger

MBT Has a member in Israel – Benni Haspel.

He and a few of his fellow "bus buddies" purchased this bus which originally was bought by the Israel Government and turned over to the Ha'argaz Company in Tel Aviv in order to have them build a body which would work on Israeli highways.

The bus, as designed, ran for the government for 20 years but sat in someone's backyard for another 30 years! Benni obtained it free!

Without much coxing the bus started and this was enough inspiration for someone to offer to restore it – this was, as Benni puts it, a massive job. The bus has been repainted in brilliant blue. Rather than search for seats they have located, and installed, a set from a Mercedes O404.

The bus is a Worldmaster Mk.2 – chassis by Ha'argaz. It is equipped with a Leyland O600 diesel under floor 6 cylinder engine. The transmission is a semi-automatic Wilson.

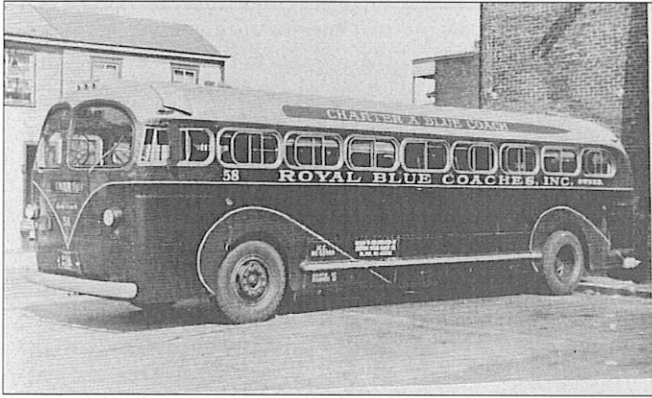
We thought this made for an interesting story and thank Benni for submitting it.



## My Favorite Bus

By Bill O'Brien

Its really hard to love an Aerocoach but if you worked for Royal Blue Coaches, Inc. (Clinton, N.J.) you either got used to them or, well, then you might have been better off driving for someone else!



Basically, most of our fleet was Aerocoach and that was, except on Holiday weekends, the only bus used on our mainline service which operated from New York City, through Clinton, NJ to Easton, Bethlehem, and Allentown, PA. I am not sure how many total Aerocoaches we had at any one time but I do recall that all of them were model P-45-37s delivered in 1945 and 1946.

Our mainline ran over old highway Route 22 and through New Jersey where there were several hills; hills and Aerocoaches were not made for Each other! We, not unlike, Trailways and other carriers who ran these buses thought these buses were underpowered with the International RD-450.

The five speed transmission, with the top ratio being somewhat of an overdrive, made for constant shifting; we called the large gear shift lever the "silver ball". Riding qualities were very good and we enjoyed excellent ridership using these buses. Over one busy weekend one of our Beck Mainliners was dispatched to me for two round trips to New York City and I can't tell you how much I missed the "Aero" (no comparison).

We had a classy royal blue paint scheme on our fleet of Aeros which was also used on our Becks and White and Ford transits (vehicles used on our connecting locals runs). Management, under the capable leadership of the late Jim Gall, was very cost conscious so as a result we, Operated Aero's well into the 1960s.

In 1963 the best Aeros received a new white and blue color scheme topped off with gold crowns – at that point they were lettered to say "Royal Blue Coachmen" ....and we, as drivers, were the coachmen.

Its safe to say that we were the last bus operator to run into the Port of Authority Bus Terminal with Aerocoaches. By the mid-1960's we were having frequent breakdowns which resulted in gaps in service. Replacements in the form of several ACF-IC-41's, PDA-3703's, a TD 4505 (suburban), and PD 4103's from Consolidated Trailways (and never relettered), gradually replaced the respected Aerocoaches.

I went on to drive for several private charter carriers but will always recall my days as a "Royal Blue Coachman" behind the Wheel of an Aero.

## Goldie's Story

By Bob Faulkner

In mid-1956 Continental Trailways introduced a luxury service to the traveling public. Using remodeled ACF-Brill Ic-41s, the new service, by reservation, offered the bus traveler snack service, background music, magazines, pillows, and blankets a restroom. Later this became "Five Star Luxury" service and was expanded to several Trailways Affiliates.

I was the assistant garage manager at the Trailways garage in Philadelphia (the old Quaker City Bus Company facility) in 1963. I was approached by our regional manager, Charles A. Langner, and our marketing manager, Jimmy Evans, who asked me if I could create a bus that could do various tasks so that it might appear "alive" and be used at various shows and events. The projected bus to be used for this would be a Golden Eagle out of our Five Star fleet. After a period of time I developed the following;

- a solenoid value in the air line to the wind-

shield wipers so that they could be operated remotely;

- connected wires to terminals in the electrical panel to operate headlights, marker lights, and four ways;
- cables designed so that the short part stayed with the coach, the longer one was connected to a control booth that had a two-way mirror so that the operator of it could keep up the activity taking place around "Goldie" (our name of the bus)

Our marketing personnel worked out a routine to entertain the crowds – one of them had "Goldie" reading serial numbers from \$1.00 and \$5.00 dollar bills. This was accomplished through a PA system located under the front of the coach. If someone made Goldie "sad" during a conversation with our marketing personnel then we could make her cry and then have the wipers clear her "tears".

Body –Rite Repair Company from Secaucus, NJ, built special "eyebrows", "hands", and "lips". As such, Goldie was, indeed, alive. Goldie appeared at the several New York City automobile shows, the New Jersey State Fair, and travel shows in the great Philadelphia area. She was even a factor in "selecting" several Miss Philadelphia's!

The first "Goldie" was a Golden Eagle Coach, out of the Safeway Trailways fleet. Other Goldies were pulled from the fleet, from time to time....applying the equipment made them a Goldie and they were off to entertain.

The Eastern Trailways carriers used Goldie to firmly establish themselves as the leaders in motorcoach travel through the 1960's; I was proud to be a part of this project.

I have made a 1970s model 05 Golden Eagle to replicate a Goldie and recently donated it to the MBT for display.



**FOLDING DOOR Flexibles**

By Raleigh Altemose

Ever wonder how those unique Flexibles delivered in mid-1949 to Worcester Street Railway came about?

The service that they were assigned to previously, at least in the eyes of the customers, were "hand me down" standard transit buses deemed "inadequate" for suburban customers. Mayors, Trade Commissions, Chambers of Commerce, and citizens complained about

the equipment used on the 16 mile run.


WSR, in a bold move, ordered 8 Flexibles equipped with 37 non-reclining seats, FM radios, and air operated transit folding doors. The experiment proved successful.

I recall them being placed into service with a certain amount of fanfare. In today's transit operations it somewhat reminds me of how MCI and Prevost "commuter" versions are being placed into service throughout the country, in some cases replacing transit vehicles.

Another chapter in this fascinating business we all love and respect.



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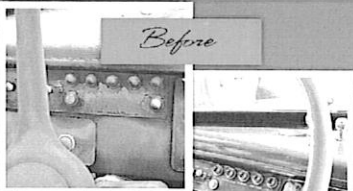
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*Before*




*After*




*Before*




*After*



*Before*



*After*



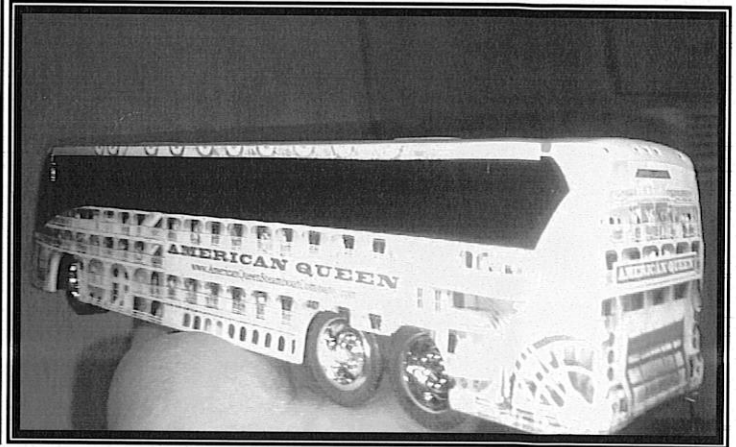
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## Model Bus Musings by Doug Campbell

First this issue to brighten up this rather cold and bleak winter season, a bright, shiny **NEOPLAN** model bus in plastic, used in 1984 as a promotional by General Electric Plastic Europe; my model is numbered with a GE number plate underneath as No. 225 of 260 models produced. This was probably used at a trade show to promote GE Plastics Europe's plastic bus parts, and the model is lettered and "colored" chrome with the use of thin foil adhesive labels. It is 9 & 1/2 inches long, and the wheels turn.



Next is a plastic **MCI "J"** coach that when you take a second look at that maybe it is a **BOAT!!??** Actually this miniature, made for a very limited promotion to executives at **AMERICAN QUEEN** Steamboat Company by Royal Coach ([royalcoachbuses.com](http://royalcoachbuses.com) for availability), models their actual coach that carries passengers from parking areas to the American Queen river boats. The actual bus used to even have the windows covered with these "boat" graphics, but passengers complained about their obstructed views from the windows, so the real bus window graphics were removed, just as on this model version shown in my photo!.



Next, we will go back to the late 1950's period, when I remember getting this handsome "**Flexible**" Trailways "**Thruliner**" model bus in the gift shop of the local Trailways terminal here in Baltimore. It is 18 inches long, plastic, metal base with wheels attached with springs so that they can be removed. The rear opens showing a plastic engine, and side luggage door opens revealing some plastic luggage. The roll sign on the front is changeable, and it is rare to find one of these models with the chrome wheel hubs seen in my photo. It was packaged in a neat box that forms a model bus terminal, and this handsome replica, used as a Trailways promotional of this unusual coach, was manufactured in Wisconsin by the Product Miniatures Company who was famous for their plastic miniature Oscar Meyer "**Wienermobiles**" at the time too.



Last this month is a handsome die-cast "**CORGI TOYS**" 1:76 scale Scania Irizar PB **GRAYLINE** touring coach from Scotland "**Edinburgh Loch Ness & St. Andrews Tour Bus**". This eye-catching graphics design, as on the actual coach, features some of Scotland's most famous landmarks, and the famous Loch Ness monster looks at you from the rear of this model coach! Grayline Scotland is part of one of the largest sightseeing firms in the world, and this bus is currently in use touring Scotland's famous landmarks!



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

**Winter 2013 Bus Musings**