

## SPRING FLING 2019 ANOTHER SUCCESS

The 2019 Spring Fling took place on Saturday, June 1<sup>st</sup>. Once again, there was a great turn out of visitors, vendors and volunteers. There were a number of visiting buses and motorcoaches that were on display together with the ones owned by the Museum of Bus Transportation.

The weekend started with the Friday night dinner. Special Guest Speaker, Michael Hennessy, from Proterra, presented Board Chair, John Oakman, with the title to Proterra Bus Number 1. Proterra has become a market leader in Electric Transit Bus technology, and having their first bus produced is somewhat like getting the first car that Ford produced.

There were visitors from many states, including California, Minnesota, Tennessee and Florida. This year, the "Bus Boys" collection earned two



*John Oakman, R, Board Chair, receives title from Michael Hennessy, Proterra*

trophies for their submission of their 1980 GMC 5707. One was for Best Classic Coach and the other was for Longest Distance Traveled.

The annual parade was different this year as only the buses



which won the awards were in the parade, making it much shorter than in years past.

There were lots of vendors selling bus memorabilia and visitors enjoyed browsing and making purchases. Once again this year, Wolf's Bus provided the shuttle service to the Annex where the Fleet Committee outdid themselves in getting all of the equipment displayed and show-ready. It was great for the visitors to easily get around to see the Fleet on display and be able to take pictures.

A heartfelt thanks to everyone who made this event a success!

## Membership Approves Moving Forward

In looking forward for the future of the Museum of Bus Transportation, many of the Board of Directors of your Museum felt that an option was needed move to a dissolution of the current 501 (C) (3) museum organization and that the current bus museum assets be combined into the Automobile Club of America Museum. Although not unanimously approved, the slight Board majority moved forward with the creation and distribution of a letter to all members of the Museum of Bus Transportation. This was done in accordance with the Museum's By-Laws which requires approval of such an action by the majority of the members of the Museum.

On July 19, 2019, it was announced by the Law Firm of Beckley & Madden, LLC that the

votes had been counted on the proposed dissolution of the Museum of Bus Transportation origination, and that the majority of the ballots returned were in favor of moving forward with the discussions to turn the assets of the Museum of Bus Transportation over to the Automobile Club of America Museum. The actual recorded vote count was 177 in favor and 36 were against, with one ballot being marked as "no vote." The total ballots received by the law firm was 214 ballots. The actual letter from the law firm is included in this issue.

At this time, a sub-committee of the Board of Directors of your Museum has entered the final stages of negotiations with the committee of AACAMUSEUM. Once a written

agreement has been formalized, and approved by both law firms of each side for legalities, the respective Boards of Directors will have one final vote on the proposal. If approved by both Boards, the Museum of Bus Transportation current 501 (C) (3) status will cease to exist, and the Board of Directors for your Museum will cease to operate as an organization. No further details are known as this newsletter goes to print.

When asked for a comment, Jeff Bliemeister, General Manger for the AACAMUSEUM stated, "We've had a great history of working with the Museum of Bus Transportation in the past. We are having productive meetings and we look forward to seeing what our new relationship will be in the future."

## EXECUTIVE COMMITTEE & BOARD OF DIRECTORS

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## The View from My Window by Mark L. Szyperski, Editor

I've only been your Editor and Marketing Chair for a couple of years now, but sitting here at my window in Nashville, I've seen so many changes in your Museum of Bus Transportation. Pretty amazing when I see where we have been. Now we look forward to where we are headed. I am the first to admit that I was one of the "no" votes that came in, as I didn't feel we had looked at enough options. However, you, the members, voted with overwhelming numbers, and I support your decision. Now we see where this new path leads the Museum.



It was a great Spring Fling once again this year. So many volunteers it takes to make that happen. It's always good to see so many members travel from great

distances to join us. What a great place to celebrate the history of our industry! We celebrated the donation of Proterra Number 1 donation at our Friday evening dinner. What a great addition to our fleet.

Although we don't have the details as we go to print this newsletter, we are planning on having the Annual Membership meeting at the Museum of Bus Transportation. It would be great to see all of our old friends and our new friends as we all find out what the next steps for the Museum of Transportation. I'm sorry we don't have more information as we go to print, but the details will be posted on the website when we receive them, as well as posted on our Facebook page.

I hope you all have a great and safe Fall Season! Thank you for your support!

*Mark Szyperski, Editor*



## Fleet Report by Ken McNelis

### Fleet Committee Donation Recognition

The Fleet Committee would like to publicly thank Jeanne Altman for her donation of Maintenance and Parts Manuals at the Spring Fling.

The Manuals cover many of our GM model buses and the Fageol buses in our Fleet. The mechanics consider these a great addition to the maintenance of our historic fleet. Donations of this type always help us in maintaining our fleet. Thank you again, Ms. Altman, for your great donation.

### Fleet Committee Recognizes our Mechanics

The Fleet Committee has made so many great repairs to our entire Fleet so far this year thanks to the following skilled mechanics who have stepped up to help us.

The mechanics are: Michael Baran, Michael Burshtin, Ralph Ciccone, Michael Hepler, Charlie Major, Randy Wilcox, Ed Wolf

To highlight their accomplishments, this team:

1. Got the Golden Eagle running, repaired the entrance step, and fixed all air leaks
2. Serviced our RTS, the Golden Gate, the Amtran, and the MC5C
3. Made major repairs to our CAT 4523
4. Repaired the battery box on our 4501 and 4108
5. Got the White running again
6. Repaired the air leaks on the MC9

There were too many other jobs that they accomplished to list them all here. The Museum of Bus Transportation thanks all of you for your outstanding volunteer work!

### Fall Fleet Committee Work Sessions

The remaining Work Session date is the only one scheduled at this time for the fall. Please come and join us on

Saturday, September 14<sup>th</sup>. This is a change from the prior planned date of September 7<sup>th</sup>.

All Fleet Member volunteers are encouraged to come out and help continue the great advances we have made in repairs of the buses and the maintenance of the Annex property. As always, you do not need to be a mechanic to help us on the Fleet Committee.

### Fleet Committee Volunteer Recognition

For those MBT members who were unable to attend this year's Spring Fling, I would like to report that the Annex portion of the event was outstanding.

Recognition and thanks are in order for the following Fleet Committee volunteers who started showing up to help prepare to display our vehicles as early as Tuesday, May 28, 2019. Many of these volunteers worked Wednesday, Thursday, and Friday for our June 1<sup>st</sup> show-place.

The dedicated volunteers were: Michael Baran, Lynn Burshtin, Michael Burshtin, Ralph Ciccone, Steven Goehring, Michael Hepler, Jim Kalin, Charlie Major, Ken McNelis, Tom Mozer, Howard Nice, Michael Seft, Griffin Tall, Jeremy Tall, Angel Tollens, Becky Tollens, Mark Watson, Randy Wilcox, and Ed Wolf.

As visitors got off the shuttle bus on June 1<sup>st</sup>, they were greeted by all of the above committee members to answer any questions, show visitors around, and open any buses as requested. All the Annex vehicles were completely detailed and properly staged for great photo opportunities. Buses on the inside of Annex were also well staged.

We hope all visitors were pleased with all of the Fleet Committee's work to enhance their visit.

*Ken McNelis, Fleet Manager*



## The Bus Stop by Angel Tollens



2019 brings the celebration of the 60th Birthday of the GM New Look Bus, affectionately known as a "Fishbowl." It began life in 1959 with deliveries beginning in the latter part of the year. I wanted to bring to the reader's attention the first and the last models built in the 27-year historic run from 1959 - 1986.

**SDM-5301-001** This bus was purchased by Public Service Coordinated Transport (PSCT) in 1959. PSCT was the predecessor to Transport New Jersey, which became New Jersey Transit. PSCT ordered 100 of these



new look suburban style buses. They were delivered in April and May of 1960. They were fleet numbers P-700 through P-799 and the VIN were numbered accordingly 0001 - 0100. Each coach was ordered with 49 seats for passenger comfort, although the normal seating capacity was for 53 passengers. Each coach was powered by a Detroit Diesel engine in a V- design with 6 cylinders and transversely mounted. The transmission was a non-synchromesh 4 speed with a solenoid switch to enter reverse gear. Each coach also utilized a NCR (National Cash Register) Fare box. The NCR fare box in fact looked just like a cash register that you would have seen in your neighborhood grocery store. P-700 is in the fleet of our friends, The Friends of the New Jersey Transportation Heritage Center. It can be seen at many of the events that they support. For more information you can contact them via internet at [www.friendsnjthc.org](http://www.friendsnjthc.org).

**T8H-5307A-179** This bus was purchased by Santa Monica Municipal Bus Lines. In 1985, they ordered 26 of these new look transit style buses. They were delivered in February and March of 1986. They were fleet numbers 5154 through 5180 and the VIN were numbered accordingly 0153 - 0179. Since these buses were subject to the new 17-digit format, they also carried the VIN G3500153 - G3500179. These buses were built by GMDD (General Motors Diesel Division) Saint-Eustache, Quebec, Canada. Each coach was powered by a Detroit Diesel engine in a V- design with 8 cylinders, and transversely mounted. The transmission is an Allison V730 automatic. It is a 3-speed automatic with a lockup torque converter. The most striking feature of this bus is the lack of a triangle window on the passenger side. That is because of the built-in wheelchair lift that is part of the entry steps. This was the last New Look bus to be produced. This bus was not used in the movie "SPEED" although the movie buses were painted in similar colors. If you look closely at the movie buses, they're all 35ft variants of the new look bus.

I hope that you enjoy the short synopsis on these 2 interesting buses. When you have the opportunity to see them in person, take a minute to see what each model has in common. Also take the time to see the differences and the evolution from P-700 to 5180.



*Angel Tollens, MBT Board Member*

## Fall Membership Meeting

Per the bylaws set forth by the Museum of Bus Transportation, there will be an annual meeting of the full membership. At this time, the date for the meeting, and the time, as well as speaker is not known as we go to press. The meeting, when it occurs, will be held at the Museum of Bus Transportation and should be in the month of October. The membership will be updated on the status of the discussions with the AACA Museum and where everything is in the process as of that date. At this time, since it is expected that the dissolution of the 501(C) (3) Museum of Bus Transportation organization will be moving forward, there will not be a vote for Board positions this Fall, so there won't be any vote counting required to announce at this time. As this newsletter goes to print, there are no other details to report. Please watch the website for updated information, as well as the Museum of Bus Transportation's Facebook page.

## My Favorite Bus by Joseph G. Succa as told to Tom Collins



The late, Joe Succa, President and General Manager of Valley Transportation Company (Lemoyne, P), and I, frequently had bus chats back in the 1960's. At the time, I was employed by Conestoga Transportation Company where he was a stockholder. Joe's Valley operation, in those days, was mainly an ACF property-C-36's, IC-41's, and even some pre-war 31-S and PBS models which were still in use through 1966.

Joe's favorite model, the C-44 suburban, did not enter his operation until the late 1960's because, although he aspired to acquire one or several of these, he admitted that they were not a "fit" for his operation. As charter work increased, he saw a need for several buses "not so deluxe", as he said, but still "a cut above a city bus." The C-44 suburban was to be that bus.

He contacted a bus broker and was able to purchase 3 C-44's suburbans (as new delivered to Somerset Bus Company) and added them to this fleet. They were acquired at a time when Joe was switching his long standing red and silver color scheme over to two tone green. The two-tone green was adopted right after he added some ex-NYC GM 4507's for his local runs.

The C-44 suburbans were refinished in the shops of Harrisburg Railways Company who added new chrome bumpers to each bus. They were 201-203 in the Valley fleet and immediately were put to use on school athletic trips and one contract operation route. On occasion, usually on Fridays for Dickinson College breaks, they were run in regular service on the long Harrisburg to Carlisle run. His operations personnel found them handy in cross assigning them to do a regular run, then, with the same driver, switch to a charter or contract run. When they appeared on some of the regular runs, they were popular because of the high back seats, footrests, and arm rests.

Joe considered them a great buy at a time when some operations were divesting themselves of ACF products, but for him seeing his favorite bus on the Valley roster was a pleasure. Later Joe purchased a portion of York Bus Company and, briefly, the C-44's saw limited service on some local York routes until a group of ex- Cleveland GM 3714's were purchased.

Tom Collins, MBT Board Member



## My Favorite Bus by Anthony Blake

What is all the buzz about the General Motors PD-4501 Scenicruiser? For starters, it is a pioneered bus that only Greyhound could provide with a rich and long history. It has Vintage, Heritage and Prestige. I call the PD-4501 Scenicruiser the marvel wonder of the highway. The bus split between a lower level with steps leading to an upper Level. I remember in the 60's as a kid, travelling on the GM PD-4501 with my destination being St. George, South Carolina, but the bus was actually destined for Miami, Florida. I sat in the upper deck of the bi-level bus looking through the large upper deck front window. What better way to expand my American adventure with viewing from the windows with wide precision in scenery. All that, while the Greyhound driver observed the road. Fair trade I would say. What truly makes the GM PD-4501 Scenicruiser even more popular than any other bus in the Greyhound Fleet, is the position of the restroom aboard. It was on the right side as you boarded between the lower level and the upper level.

The 4501 Scenicruiser did offer comfort especially fitted for a kid such as myself back then. I felt like the sky was the limit or maybe a king sitting high observing the highway. Added to the sleek 4501 Scenicruiser was the powerful diesel engine. There were citizens in the towns we passed through that waved as we passed, but the message for me, being a kid, was to behave. I hold the GM-4501 Scenicruiser close to my heart. Perhaps too close. Nonetheless, it is a bus in my personal memory bank, but I owe Greyhound a hearty thanks.



Anthony Blake, member & contributor to MBT



## Model Bus Musings by Doug Campbell

This issue I'll review both some old and some new model bus issues. I think our manufacturer to watch for future good American bus models is going to be Iconic Replicas ([www.Iconic-Replicas.com](http://www.Iconic-Replicas.com)), but that's just my collector opinion. I notice that the many European manufacturers have scaled back on model bus releases somewhat this year.



First let's go back to the 1980's or so when an old Maryland bus line, Shore Line Tours, Inc. released this MCI plastic bank, made then in Hong Kong, (no manufacturer of promotional labeling on model but plastic bank was made then for MCI by Jinson Toys of Hong Kong (no. 340 bus mold). What is interesting about this 9 1/2" long model was Shore Line's use of the ROOF for labels, their then Delaware and Maryland toll free phone numbers (no Internet web address back then!). Shore Lines (Denton, MD back then) called their coaches "Marlin Catcher" and used a Blue Marlin (common to MD Eastern Shore ocean fishing) as their logo on model bus sides.



While I was in France back in 2000, I spotted this handsome red 9" long 1/50 scale die cast and plastic Majorette Toys (made in France!) Auto-car model bus on a newsstand just as my wife, Joan, and I were boarding a train. Well, I HAD to have this model, and negotiated the French speaking newsagent to hurry my purchase and made the train under a minute before its departure! Us model bus collector have to be a bit crazy! I have never seen another of this model and it's listed on the bottom of its box as a "special edition" by Majorette and models a tour bus used by the French OL 2000 soccer team. It has wonderful graphics labels on sides and rear of the model. The model has great suspension on wheels, full interior and windshield wipers. The plastic box lists this as an official OL team product.

Back about 1980 or so, Buddy L Toys introduced this great little MCI Greyhound Americruiser coach to toy stores. This is the first and best version, I feel, with the white wheels and was made in Japan. Later issues had cheaper chrome wheels and were made in China. It is 7" long and quite common to find, but often hard to get a mint-boxed example now. The bus is all metal (steel!) and graphics and colors are all lithographed/painted onto the toy bus. It's a kind of a "must have" model for any Greyhound model bus collector.



In early summer this year, Iconic Replicas released its new 1:43 scale (11" long) GM 1964 TDM 5303 new look transit bus models (the "fishbowl" design). I feel it's the best model of this style bus yet. These two versions feature the "Bat-Wings" ad panels along roof that Busorama introduced in 1962 to increase ad revenue capacity, with that additional space above the side windows. I liked these so much I bought both of the NYC versions. One is a green version I believe used in Brooklyn, with that beat old "Howard Johnson's" restaurants ad panel on left side (remember eating at HoJo's?). The models feature full interiors, mirrors, NY license plates, and correct signage on all sides. They are really attractive models, each in a limited edition of 500 models.



The second blue version is the one seen in Manhattan New York City and has a wonderful old Greyhound Scenicruiser ad panel on right side. The destination signs are correct on each bus and the blue one has the New York City "M" Transit logos. The models are both GM and MTA New York City Bus authorized made of plastic and die-cast parts.

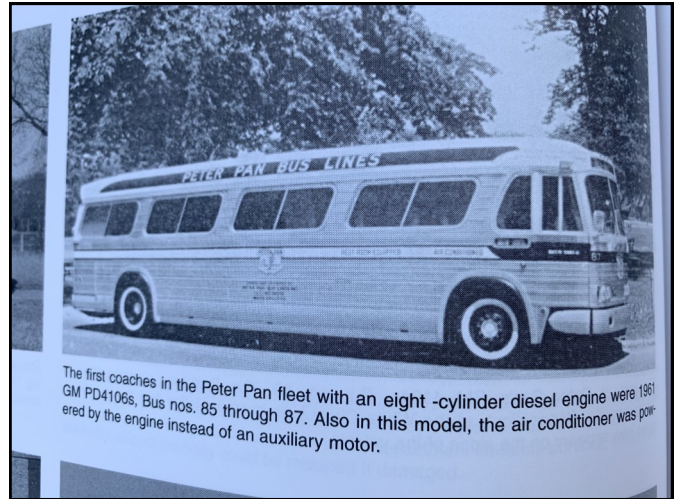
(Continued on page 6)



In my final review this issue, Iconic Replicas (all made in China) goes back to 1/87 scale (5" long) has just released a number of excellent diecast models of 1959 GM PD 4104 motorcoaches. My version is the vintage Peter Pan one. What I noticed, besides having full interior and exterior details, they have unique "whitewall" tires, which were used on the REAL Peter Pan 4104 as shown in the photo reproduced from Driving Vision - story of Peter Pan Lines by Deena Maniscalchi, which was dated 2000.



After writing these Model Bus Musings articles for so many, many years, with the MOBT/AACAM, Inc. merger pending, and the future of anymore Bus Musings publications uncertain, this will be my final column. It's been my pleasure to have reviewed many dozens of model buses from my collection for you over these years and I wish all of our readers and members HAPPY COLLECTING in the future!



Doug Campbell

**EDITOR'S NOTE:**

We will miss Doug Campbell's articles in the future. He has written so many articles over the years and has become a staple of "Bus Musings". We truly appreciate his volunteer services as a docent at the Museum of Bus Transportation, a long-time member of the Board of Directors, and as a major contributor to the Newsletter. Thank you, Doug, and wishes for a happy and well-deserved retirement!



**Hey, Mack! By Anthony Blake**

Let me look deep into the treasure chest of history. There's no telling what I will find. Well look at this, sound the horns, and roll out the red carpet. It's a picture of the 1931 Greyhound Mack that's still intact. The 1931 Greyhound Mack was a revolutionized bus with a promise for the future. The Mack Truck Company was challenged to build a coach for Greyhound. It had to be sturdy since Greyhound was a long-distance transportation carrier. Every engineering component and engine had to be able to perform just right, since the Mack had to have a high quality of design and durability.



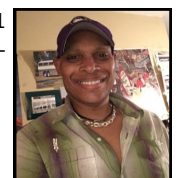
So what makes the 1931 Mack so popular? For starters, it had a state of the art six cylinder gasoline engine offering bullet type shock absorbers for maneuvering over bumpy roads. Remember, roads weren't like

what we have today. Also remember, the materials used back then were totally different than what is used on roads today. The interior of the 1931 Mack lights offered night-time reading and the thick cloth side curtains as a maintenance feature in keeping the sun and dust from spreading throughout. There was also no air conditioning. Small fans were the cooling system for passengers. The seats were covered in horsehair stuffing. For last minute passengers or kids travelling, flip up seats were placed in the aisle space.

The Mack 1931 brake lights resembled railroad lamps. Back in the day, luggage was stored on the roofs and had to be tightly secured to avoid dangerous shifts while navigating tight road curves similar to luggage racks used in the stagecoach days. A chrome Greyhound sits on top perfectly spaced engine air vents similar to a cooling system which it would be called in today's standards. The 1931 offered passengers a smooth powerful ride.

Now you know the specifications about the 1931 Mack, but let me share my toy replica from my personal collection; a diecast 1931 Mack Greyhound.

Anthony Blake, member & contributor to MBT



**BECKLEY & MADDEN, LLC**  
ATTORNEYS AT LAW  
212 NORTH THIRD STREET, SUITE 301  
HARRISBURG, PENNSYLVANIA 17101  
WWW.BECKLEYMADDEN.COM

PHONE: (717) 233-7691  
TOLL FREE: (888) 299-7691  
FAX: (717) 233-3740  
EMAIL: [beckley@pa.net](mailto:beckley@pa.net)

**MAILING ADDRESS:**  
POST OFFICE BOX 11998  
HARRISBURG, PENNSYLVANIA 17108

FILE NO.

[cbeckley@pa.net](mailto:cbeckley@pa.net)

56031

July 19, 2019

John Oakman, President  
The Museum of Bus Transportation, Inc.  
11624 Delwick Drive  
Windermere, Florida 34786

VIA ELECTRONIC MAIL

**Re: Proposed Merger of the Museum of Bus Transportation  
with the Automobile Club of America Museum**

Dear John:

You asked us to conduct an election among the members of The Museum of Bus Transportation, Inc. ("MOBT"), concerning a proposed merger of the MOBT with the Automobile Club of America Museum ("the Museum"). The election has now been completed, and I am writing to report to you the results of the balloting.

As of May 28, 2019, MOBT had 316 members, consisting of 147 Annual Members, 25 Corporate Members and 144 Life Members. On May 29, 2019, we caused (i) a copy of your May 28, 2019, letter to the MOBT membership describing the terms of a proposed merger between MOBT and the Museum, (ii) a ballot offering a choice to vote in favor of or against the merger, and (iii) a stamped envelope addressed to our office, to be mailed to the 308 members for whom MOBT has mailing addresses.

Additionally, during the course of the election, we emailed the May 28 letter and the accompanying ballot to 13 members for whom we did not have a mailing address, or who indicated to MOBT that they did not receive a ballot, or whose mailing was returned.

Members were asked to cast their ballot in favor of or against the proposed merger of MOBT and the Museum, and to return their ballot to our office by July 15, 2019.

In total, we received 214 ballots. Of those, 177 were cast in favor of the merger, 36 were cast against the merger, and one ballot was marked as "no vote," which we counted as an abstention. Stated as in terms of percentages, 83 percent of the members who cast ballots voted in favor of the merger, and 17 percent voted against it.

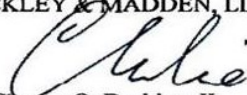
Section 4.7.2 of MOBT's Bylaws provides that, when an action is to be taken by the written consent of the members without a meeting, then, for the action to be approved, "no less than the minimum number of votes that would be necessary to authorize or take such action at a meeting at which all [members] entitled to vote thereon were present and voted" must be cast in favor of the action. (*MOBT Bylaws*, §4.7.2).

Since MOBT has 316 members, in order for the proposed merger to be approved, a majority of the members entitled to vote, i.e. at least 159 members, must vote in favor of the merger. Since 177 members voted in favor of the proposed merger, in our opinion the proposed merger between MOBT and the Museum, in accordance with the terms outlined in your May 28, 2019, letter, has been approved.

If you or any of the members of the Board have any questions regarding this matter, then please do not hesitate to contact us. Thank you.

Very truly yours,

BECKLEY & MADDEN, LLC

By:   
Charles O. Beckley, II

cc: David Millhouser, Secretary

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

**Summer 2019 Bus Musings**



*Thank you for your membership and outstanding passion for the Museum of Bus Transportation.*

*We look forward to your continued support as the Museum enters its next chapter.*