Quaker City Bus Company

CHAPTER 1

My first experience in the motor coach industry was on March 8th, 1954. I was hired by Quaker City Bus Company at their garage at N. Third Street at Callowhill Street in Philadelphia, PA. As a mechanic's helper, I was assigned to work on the day shift to learn the duties of a helper. I was placed with one of the mechanics. I helped him on a brake reline, cleaned parts and repacked the wheel bearings. After he checked them, and decided if they were okay to continue in service, I also helped to remove the worn brake lining from the brake shoes, cleaned the shoes to remove dirt and rust before placing the new brake linings on the shoes and installing the bolts and nuts and tighten with a torque wrench.
After that I was instructed to take the tires off the wheel hub assembly so we could change the brake drum as it was worn down too much. And after this was done we reassembled the tires onto the wheel hub. We installed the wheel and drum unit back on the coach with one side done we worked on the other side to complete the job.

I also was assigned to another mechanic and helped him with a clutch replacement on an AC Brill Coach. This was performed on the floor from under the coach. We had to remove the drive shaft so we could remove the transmission with a transmission cradle on wheels. It had 2 jacks to raise it to support the transmission and pulled it back far enough to have room to remove the clutch.
Assembly from the Engine Flywheel
Then remove the Flywheel so the Rear Crankshaft oil seal can be replaced
Then replace the Pilot Shaft bearing in the Crankshaft for the Main shaft of the Transmission which is splined so it can pass through the Clutch Disc
When the Clutch Disc and the Pressure Plate Assembly is put in place an Alignment Tool must be used so that the Transmission is reinstall but after the Pressure Plate is installed the levers must be adjusted to a standard and evenly with a special tool.
After this is done a new throw out bearing is installed on the Transmission Main shaft sleeve then reinstall the drive shaft and all the linkages previously disconnected.
After these assignments I was again put with a mechanic to help with an engine change. For this job we had a engine cradle to place under the engine to remove the engine but before it can be removed everything connected to the engine must be taken off like radiator hoses, fuel lines, wiring, air lines, starter and generator cables, also the rear bumper had to be removed and the engine cradle was disconnected then the engine can be taken out. Usually as soon it is pulled its moved to the steam cleaning area and thoroughly cleaned off then its taken into the overhaul room for rebuilding.

The new engine is placed on the cradle and all accessories are installed prior to being put into the coach and completing.
The connecting the hoses to the radiator, air vines, all the electrical wiring.

There were times when I would be fueling coaches, checking oil, tires and lights. The coaches with gasoline engines were fueled just inside the third street entrance door, during the daytime. All the coaches that had diesel engines were fueled at the rear door of the garage. In the evening all coaches with diesel engines are fueled in the alley at the rear of the main shop building and the cleaners would get on the coaches and remove all the debris from each coach. They are the take around to third street to be have any drivers' defects written up repaired and then run through the bus washer. Then moved to the lot for coach parking across the alley which allows exit to fourth street.
After several weeks I was in Atlantic City, N.J. and returned to Philadelphia, Pa.

Gasoline Engines. The was only used on holidays, usually on runs to A103 coaches and 2 GMC-4104s and 16 ACF Brills. IC41D's. All Diesels of 10. A37 Aero coaches. 2 Pens.

At this time the fleet consisted of 10 of 10 and older ACF coaches. Luftm. Air filters. Air cleaner, filters, and complete lubrication. They were checked, and all running gear was checked, and all running gear was checked.

The undercarriage was taken out of the shop foreman of mechanics. The work sheet for the coach and painted.

Brakes, piston, and all running gear was checked. There were coaches held in during the day, for their regular inspections.
Placed on the 4PM to 12:30 AM Shift. I worked helping to fuel coaches and checking lights, tires, and drivers. When I was back up, I also would help on the coach washer if one of the cleaners failed to show up for work. I stood on this shift and helped the mechanics servicing coaches, assisting changing tires when needed.

After several more months, I was given the opportunity to get promoted to mechanic and work again on major repairs like clutch replacing, and brake jobs and other jobs like spring changes.

When it came around to the annual bid for mechanics shifts, I being the last man I ended upon the 12 PM to 8:30 AM shift where I remained for several years. Eventually, I was able to bid and get on the 4 PM to 12:30 AM shift and there were times that
I got to make Road Calls to chase coaches that broke down. Most of these were handled after the 12 PM to 8:30 AM crew came into work.

One breakdown involved a Carolina Trailways coach that lost both right rear tires due to loose wheel lugs that sheared off, when it occurred one of the tires rolled passed the coach, crossed the roadway and ended up in a stream down the road about a quarter mile. We never found the tire. When we got this information we had another of their coaches in for a brake problem and the rear wheels were off the coach. We headed them onto our service truck and went down to the coach. Jacked it up high enough to get the brake drum and hub off so we could put the hub & tires on to get the coach back to the shop.