

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 install 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 ON TO 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 ACF 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 Mainshaft of the Trans-
mission 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 reinstalled but after the Press-
ure 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 Mainshaft 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 TOP PLATE 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'S PULLED IT'S MOVED TO THE STEAM CLEANING AREA AND THOROUGHLY CLEANED OFF THEN IT'S 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 Lines, 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 THEN TAKEN AROUND TO THIRD STREET TO BE HAVING 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.

THERE WERE COACHES HELD IN DURING
THE DAY TIME FOR THEIR REGULAR INSPECTIONS
ON 6,000, 12,000, 24,000, AND EXTRA INSPECTIONS
WHICH INCLUDED OIL AND FILTER CHANGE, FUEL
FILTERS, AIR CLEANER FILTER, AND COMPLETE
LUBRICATION, DURING THIS INSPECTION
THE UNDER CARRIAGE LIKE THE SPRINGS,
" BRAKES, CLUTCH AND ALL RUNNING GEAR
WAS CHECKED, ANY THING THAT DID NOT
APPEAR RIGHT WAS WRITTEN ON THE
WORK SHEET FOR THAT COACH AND POINTED
OUT TO THE SHOP FOREMAN OF MECHANIC.

AT THIS TIME THE FLEET CONSISTED
OF 10 - P37 AERO COACHES 2 PA5 AERO-
COACHES - ALL GASOLINE ENGINES, 7 GMC-
4103 COACHES AND 2 GMC 4104'S AND
6 - ACF BRILLS IC41D'S ALL DIESELS
THERE WAS ALSO AN OLDER ACF COACH WITH
GASOLINE ENGINE, THAT WAS ONLY USED
ON HOLIDAYS, USUALLY ON RUNS TO
ATLANTIC CITY, N.J. AND RETURN TO
PHILADELPHIA, PA.

AFTER SEVERAL WEEKS I WAS

placed on the 4PM TO 12³⁰ Shift I worked helping to fuel Coaches and checking lights, Tires and drivers write ups, I also would help on the Coach Washer if one of the Cleaners failed to show up for work. I stayed 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 work 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 4PM TO 12³⁰ A 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 8³⁰ A CREW CAME IN TO WORK.

ONE BREAKDOWN INVOLVED A CAROLINA TRAILWAYS COACH THAT LOST BOTH REAR TIRES DUE TO LOOSE WHEEL HUGS THAT SHEARED OFF, WHEN IT OCCURRED ONE OF THE TIRES ROLLED PAST 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 HOADED THEM ON TO OUR SERVICE TRUCK AND WENT DOWN TO THE COACH JACKED IT UP HIGH ENOUGH TO GET THE BROKE DRUM AND HUB OFF SO WE COULD PUT THE HUB & TIRES ON TO GET THE COACH BACK TO THE SHOP.