

This Book is To be Printed on 5<sup>3</sup>/<sub>16</sub>" X 8" Paper,

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X My Thirty Six Years in The  
Motor Coach Industries

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CHAPTER 6

While working on the AFM TO 12<sup>30</sup> AM SHIFT I HAD MANY CHALLENGING ROAD CALLS, ON ONE SUCH ROAD CALLS I WAS SENT TO JERSEY CITY, N.J. ON ROUTE 9, TO RETRIEVE AN ACF BRILL COACH WHICH HAD THE ENGINE MOUNT HAD DROPPED DOWN, MY HELPER FRED GUMMINGER AND I WERE INSTRUCTED TO TAKE SOME CHAINS WITH US TO CHAIN THE ENGINE, WE DROVE TO JERSEY CITY AND LOCATED THE COACH, WE HOOKED UP THE TOW BAR AND WE REALIZED THAT RED AND TAN LINES GARAGE WAS ON RUE 9 SO WE TOWED IT THERE. I ASKED THE SHOP FOREMAN IF THEY HAD A PIT AVAILABLE TO PUT OUR COACH ON TO RIG UP THE ENGINE TO GET IT HOME, AND HE SAID YES AND DIRECTED US TO A PIT WE COULD USE, AFTER PLACING THIS COACH I WENT UNDER I LOOKED AROUND AT THE ENGINE'S FRONT MOTOR <sup>MOUNT</sup> HAD ALL THE MOUNTING BOLTS MISSING WITH FURTHER CHECKING I WAS LUCKY ENOUGH TO FIND THAT ONE OF THE BROKEN BOLTS WAS STILL IN THE CHASSIS, AND I WAS ABLE TO GET IT OUT, I ASKED THE SHOP FOREMAN IF HE HAD ANY THAT SIZE IN STOCK AND HE SAID I DO AND ADVISE THEY WERE NOT TEMPERED BOLTS, I SAID ILL TAKE THEM, SINCE I JUST NEED THEM TO GET THIS COACH BACK TO OUR GARAGE, HE GAVE ME 10 OF THE BOLTS AND FRED AND I JACKED THE ENGINE IN PLACE AND INSTALLED THEM, TORQUED THEM THEN CHECKED TO SEE IF ANYTHING WAS DAMAGED, EVERYTHING APPEARED TO BE OKAY, SO WE GOT OFF THE PIT, AND HEADED BACK TO THE GARAGE.

WHEN I PULLED INTO THE GARAGE I NOTICED THAT OUR SUPT. OF MAINTENANCE LAYTON P. BAKER WAS STANDING BY THE PITS AS I PULLED IN AND HIS FACE WOULD UP WITH ADMIRATION.

THERE WAS ANOTHER TIME THAT MY HELPER FRED GUMMINGER

QCB

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SENT TO NYC, PORT AUTHORITY'S PARKING AREA TO GET  
ANOTHER ACF COACH, AND THEN TOW IT BACK TO THE GARAGE.  
WE CONNECTED OUR TOW BAR AND CONNECTED OUR AIR HOSE  
SO I WOULD HAVE BRAKES FOR THE TRIP HOME, AFTER WE  
ENTERED THE NEW JERSEY TURNPIKE A FAIRLY HEAVY FOG SETTLED  
IN. HOWEVER WE HAD FAIRLY GOOD VISIBILITY AND WE  
CONTINUED DOWN THE TURNPIKE AND GOT OFF AT EXIT 5 AND  
GOT ONTO ROUTE 130 DOWN TO CAMDEN, N.J., AND OVER THE  
Del. RIVER BRIDGE TO PHILADELPHIA AND THE GARAGE, WHERE WE DIS-  
CONNECTED THE EQUIPMENT.

I ALSO HAD TO TAKE A COACH OVER TO NEW JERSEY DOWN ROUTE  
30 THE WHITE HORSE PIKE TO TILTON RD TO REPLACE A P37 AERO COACH  
DUE A SNOW SQUALL THE ENGINE CUT OFF DUE TO MOISTURE SHORTED  
THE IGNITION. I WAS ABLE TO DRY ALL THE SPARK PLUG WIRES AND  
THE DISTRIBUTOR AND GET IT RUNNING AND TAKE IT BACK TO THE  
GARAGE IN PHILADELPHIA, PA.

THESE COACHES WERE EQUIPPED WITH INTERNATIONAL RED 450'S.  
THESE ENGINES WERE FAMOUS FOR THROWING A ROD + KNOCKING A HOLE  
IN THE CRANKCASE.

THERE WAS A ROAD CALL TO FORT DIX, N.J. TO MAKE A BUS  
CHANGE THIS MY FIRST TRIP INTO THE CAMP I DID NOT KNOW THAT  
THEY HAD SPEED BUMPS ON THE ROAD INTO CAMP AND I WAS NOT  
WEARING A SEAT BELT AND TRAVELING AT ABOUT 35 MPH WHEN  
I HIT THE FIRST BUMP I CAME CLEAR OUT OF THE SEAT AND I HAD  
A GOOD GRIP OF THE STEERING WHEEL AND I SLOWED DOWN FOR  
THE SPEED BUMPS AND MADE THE EXCHANGE AT THE TERMINAL.

T.G. of RA

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Sometime in 1957 or 1958 Quaker City Bus Company merged with Safeway Trailways and the Garage became Trailways Garage of Philadelphia Inc. At that time some Silver Eagles we assigned there. These coaches were built in Belgium. When we had any electrical problems, we found that the only wiring diagrams were written in French. This created a problem for anyone trying to troubleshoot any problems.

I had taken an electrical training course at the Camden County Vocational School, and I took a set of the wiring diagrams and converted the color codes from French to our color codes. This made troubleshooting the problems much easier to repair.

SOMETIME AFTER THE MERGER THE GARAGE WAS ASSIGNED THE MAINTENANCE OF THE ENTIRE TRAILWAYS OF NEW ENGLAND'S FLEET. IN THE EQUIPMENT WERE 6 A10AGMC WITH HYDROSHIFT CLUTCHES AND 15 SILVER EAGLES MODEL 01 WITH 8V71 DIESEL ENGINES AND 6 FLEXIBLE V.L. 100'S. AFTER A WHILE THE FACTORY RECALLED THESE COACHES AND REPLACED THEM WITH 7 FLEXIBLE HIGH LEVELS NUMBERED TN 901 THRU 907.

After they were put in service we started having trouble with the air conditioning being hard to start. I started checking them out and discovered the problem was in the wiring was connected to the terminal board incorrectly and made corrections. The problem was solved.

LATER THESE COACHES STARTED HAVING PROBLEMS WITH THE TORSALASTIC SUSPENSION DUE TO THE ROUGH ROADS IN NEW ENGLAND. THE CONNECTING HANGERS WERE MOUNTED

Q.P.  
R.

L.G.

TO THE TORSION BARSON BOTH ARMS WITH A SHACKLES THAT IS CONNECT TO THE CHASSIS WITH 48-3/8" SPE 2 1/2" BOLTS AND NUTS, AFTER CHANGING QUITS A FEW OF THESE SHACKLES I NOTICED THAT WHERE MOST OF THESE WERE TEARING APART I ASKED MY SHOP SUPERINTENDENT MR BAKER TO HAVE SOME U BOLTS MADE WITH TEMPERED STEEL BARS AND WHEN WE SAW A SHACKLE THAT WAS STARTING TO SHOW SIGNS OF TEARING I INSTALLED THE U BOLTS AND THIS STOPPED THE SHACKLES FROM FAILING. SO EVENTUALLY ALL THE FIXIBLES HAD THE U BOLTS INSTALLED.

LATER IN THE YEAR IN VERY COLD WEATHER I WAS ON THE 4PM SHIFT I RECEIVED A CALL FROM OUR SHOP FOREMAN JOE CHIMENTO THAT THERE WERE 2 COACHES DOWN AT FORT DIX ONE AN ACF IC41 DIESEL WAS AT THE GAS STATION IN WRIGHTSTOWN, N.J. THIS NEXT TO FORT DIX, THE 2ND COACH WAS AT MAGNUIRE AIRPORT IN FORT DIX THIS WAS A SILVER EAGLE WITH A GAS ENGINE. I MADE REPAIRS TO THE CARBURATOR LINE AFTER I GOT IT STARTED I FOUND THE RADIATOR WAS FROZEN UP DUE TO EXTREMELY LOW TEMPERATURE, SO I RETURNED TO WRIGHTSTOWN TO WORK ON THE ACF. I FOUND THE COPPER LINE TO THE FUEL PUMP HAD BROKEN AT THE FITTING, I REMOVED THE CONNECTING NUT AND TOOK A CENTER PUNCH AND REGAUGED THE TUBING AND REINSTALLED THE LINE TO THE FUEL PUMP. STARTED THE ENGINE AND DROVE IT TO THE BUS TERMINAL IN FORT DIX I RECEIVED ANOTHER FROM THE SHOP FOREMAN THAT THERE WAS A BUS THERE WITH THE CLUTCH OUT HE ASKED ME TO BRING IT BACK WITH NO CLUTCH I TOLD HIM THAT THE

OK

(G. off)

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THE ROADS WERE SNOW COVERED AND I DIDN'T WANT TO TAKE THE CHANCE, SO WE LEFT IT THERE TO BE TOWED IN BY ONE OF OUR TOWING COMPANIES.

LATER IN ANOTHER SNOW STORM I WAS INSTRUCTED TO GET MY HELPER AND LOAD UP THE PICKUP TRUCK WITH 5 OR 6 - 55 GALLON DRUMS WITH DIESEL FUEL AND A 55 GALLON DRUM OF 50-50 MIX ANTI-FREEZE, WATER BUCKETS AND THE NEW JERSEY TURNPIKE WAS CLOSED DUE TO THE SNOW AND CARS & TRUCKS & BUSES WERE STUCK DUE TO SOME BEING STUCK OR ABANDONED - SEVERAL OF OUR 5 STAR COACHES WITH PASSENGERS, WE ENTERED THE TURNPIKE AT EXIT 5 AND HEADED NORTH WHEN WE REACHED THE FIRST COACH WE FUELED IT UP AND WENT ON TO THE NEXT ONE FUELED IT UP AND ON TO THE THIRD FUELED THAT UP WITH THE FUEL WE HAD LEFT AND HEADED TO THE EXIT #9 AND HEADED BACK TO THE GARAGE.

SOME TIME IN THE EARLY 1960'S OUR PREVIOUS SUPERINTENDANT LAYTON P. BAKER RETIRED AND WAS REPLACED WITH BILL OWENS AS SUPERINTENDANT AFTER A WHILE WE DESIRED TO HAVE A WORKING FOREMAN ON THE TWO NIGHT SHIFTS WITH A RELIEF TO COVER THE SHIFT FOR DAYS OFF OR SICKNESS,

SOMETIME AFTER THE MERGER I WAS SELECTED ALONG WITH THE SUPERINTENDANT FROM THE NEW YORK CITY GARAGE JOHN KIRK PATRICK TO JOIN THE VICE PRESIDENT OF MAINTENANCE RALPH CAMPBELL TO FLY OUT OF BALTIMORE, WASHINGTON INTERNATIONAL AIRPORT TO NEW ORLEANS AIRPORT AND CATCH A SHUTTLE TO ALEXANDRIA LOUISIANA TO PICK UP 3 MODEL 01 GOLDEN EAGLES TO RETURN TO WASHINGTON, D.C. GARAGE TO BE FITTED OUT WITH THE EQUIPMENT NEEDED FOR 5 STAR SERVICE

16x RA

AND TO HAVE THE SEATS INSTALLED SO THAT THEY COULD BE PUT INTO SERVICE AS 5 STAR SERVICE ALONG WITH THE DRIVER THEY ALSO HAD A HOSTESS ON BOARD TO SERVE THE PASSENGERS,

AROUND THE TIME THEY WERE PLANNING FOR THIS SERVICE OUR REGIONAL MANAGER CHARLES A. LANGER AND OUR PUBLIC RELATION REPRESENTATIVE ASKED ME IF I THOUGHT IT WOULD BE POSSIBLE TO CREATE A GOLDEN EAGLE COACH THAT WOULD APPEAR TO BE ALIVE.

I TOLD THEM I WOULD CHECK IT OUT TO SEE IF I OR IT WAS POSSIBLE AND LET MR. LANGER KNOW IF IT WAS POSSIBLE. I SPENT SOME TIME CHECKING OVER SEVERAL COACHES AND MADE A FEW TEST AND DECIDED IT COULD BE DONE AND I LET MR. LANGER KNOW IT WOULD WORK. AND HE GAVE ME THE OKAY TO GO AHEAD.

THAT'S HOW "GOLDIE" CAME TO BE. I INSTALLED A SOLONOID VALVE IN THE AIR LINE TO THE WINDSHIELD WIPERS, SO I COULD CONTROL THE AIR SUPPLY ELECTRICALLY. MOST OF THE OTHER ACTIVITIES WERE OPERATED ELECTRICALLY THROUGH THE COACH WIRING. I COULD TURN ON THE HEAD LAMPS, THE MARKER LIGHTS, BLOW THE ELECTRIC HORN, ACTIVATE THE WINDOW WASHER TO CREATE TEARS, THEN I HAD TO MAKE A CONTROL PANEL AND A CABLE SO IT COULD BE OPERATED REMOTELY FROM A DISTANCE. I MADE UP A CABLE IN TWO PARTS ONE ATTACHED TO THE COACH AND THE OTHER ON TO THE CONTROL BOX. THIS WOULD BE OPERATED INSIDE A LITERATURE BOOTH THAT WE USED IN SOME SHOWS IN THE PAST BY INSTALLING A TWO WAY MIRROR SO THAT A SECOND PERSON COULD OPERATE THE VARIOUS ACTIVITIES. THE OTHER PERSON WOULD WORK WITH THE CROWD ATTRACTED TO GOLDIE. THEY HAD A SCHEME TO AMAZE BY HAVING GOLDIE READ THE SERIAL NUMBERS FROM DOLLAR BILLS BY USING A CODE WORD IN THE DISCUSSION WITH GOLDIE AND GOLDIE WOULD REPLY WITH THE NUMBERS THROUGH A P.R.

OK

8/16/81  
K&G

SYSTEM I INSTALLED IN THE SPARE TIRE COMPARTMENT. SINCE WE WERE INDOORS AND UNABLE TO RUN THE ENGINE TO BUILD UP THE AIR PRESSURE WE MOUNTED AN PORTABLE AIR COMPRESSOR IN THE BAGGAGE COMPARTMENT TO MAINTAIN THE SUPPLY OF AIR TO RUN THE WINDSHIELD WIPERS TO WIPE AWAY THE TEARS.

THE FIRST "GOLDIE" WAS INSTALLED ON A GOLDEN EAGLE MODEL O THAT WAS MADE IN BELGIUM AND WAS PUT ON THE STAGE AT THE PHILADELPHIA FLOWER SHOW IN THE CONVENTION CENTER AND IT WAS ACCEPTED WELL.

LATER "GOLDIE" WAS AT THE TRENTON FAIRGROUND IN TRENTON, NJ AND WAS RECEIVED BY THE CROWD WHO ENJOYED HER SHOWS.

GOLDIE MADE MANY OTHER APPEARANCES WITH JIM EVANS AND BOB BUSCHNER MAKING THE PRESENTATIONS AND USING THEIR ROUTINE WITH THE CROWDS.

FIVE STAR SERVICE WAS INTRODUCED INTO SERVICE BETWEEN WASHINGTON, D.C. AND NEW YORK CITY AND ALSO BETWEEN PHILADELPHIA, PA. AND BOSTON, MASS. IN 1967 A FLEXIBLE VISTA LINER WAS SELECTED AND WAS SENT DOWN TO THE WASHINGTON, D.C. GARAGE TO HAVE THE 5 STAR EQUIPMENT INSTALLED THEN IT CAME BACK TO PHILADELPHIA TO START ITS MAIDEN RUN TO BOSTON, MASS.

THE MAINTENANCE WAS ASSIGNED TO MY 12 PM TO 8:30 AM SHIFT THIS COACH NEVER MISSED A TRIP UNTIL ONE NIGHT I WAS OFF SICK AND MY RELIEF SUPERVISOR HELD IT IN FOR A PROBLEM AND WASHINGTON, D.C. HAD TO SEND UP A SPARE 5 STAR TO PULL ITS TRIP. THIS COACH NEVER MISSED ANOTHER TRIP AS LONG AS I WAS IN PHILADELPHIA, PA.

L.H. & DR

Sometime later they bought some New Coaches They  
WERE A NEW Model 05 Silver Eagles And They WERE 102" wide and  
They Changed The Location of The Bogie Axle, They Switch The Rear  
drive Axle AND Placed it IN THE REAR with The Bogie Axle in front of IT.

The Model 01 Coaches WERE 96" and The Bogie Axle WAS TO THE  
DRIVE Axle. Our Drivers WERE SO USE To Pivoting on The DRIVE  
AXLES WHEN MAKING THE TURN INTO THE GARAGE off of Third  
STREET AND WHEN THEY WERE DRIVING THE 05 models They  
WERE Pivoting ON THE BOGIE AXLES AND WERE HITTING THE  
EDGE OF THE CORNER OF THE BUILDING AND DAMAGING THE REAR  
BAGGAGE DOOR ON THE LEFT SIDE OF THE COACHES. AFTER THIS  
OCCURRED QUITE OFTEN, WE DECIDED THAT THESE DRIVERS DID  
NEED TO BE RETRAINED ON HOW THEY COULD STOP THE DAMAGING  
THESE COACHES, WE BROUGHT THE DRIVERS IN EXPLAINED THAT THEY  
WERE STILL MAKING THEIR PIVOTING POINT ON THE FIRST AXLE  
LOCATION THE BOGIE AXLE INSTEAD OF THE DRIVE AXLE I ADVISED  
THEM THAT IF THEY WOULD HESITATE A BIT BEFORE MAKING THE  
TURN INTO THE GARAGE WOULD STOP THIS DAMAGE TO THE  
BAGGAGE DOORS. AND IT PROVED TO BE TRUE. WE ALSO HAD TO  
RETRAIN OUR EMPLOYEES FROM THE GARAGE THAT WOULD BE DRIVING  
THESE COACHES INTO THE GARAGE.

SOME TIME AFTER THE MERGER AND THE RAILWAYS OF NEW ENGLAND  
had 6 GM 4104 COACHES THAT HAD HYDROSHIFT CLUTCHES FOR US TO  
MAINTAIN. WE SOON LEARNED WE HAD A PROBLEM WITH THESE CLUTCHES  
FAILING OFTEN DUE THE IMPROPER USE BY THE DRIVERS BY NOT  
SHIFTING THEM PROPERLY, AND NEEDED TO BE RETRAINED  
IN OPERATING THESE COACHES. THIS DID START TO IMPROVE THE

T.G. & P.

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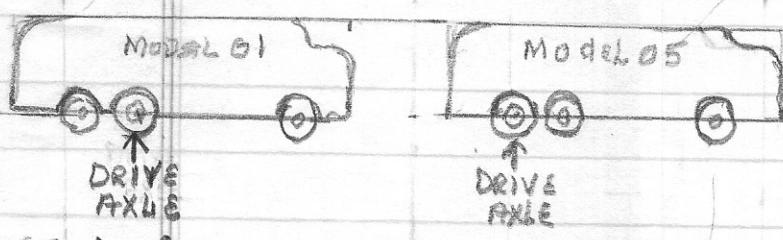
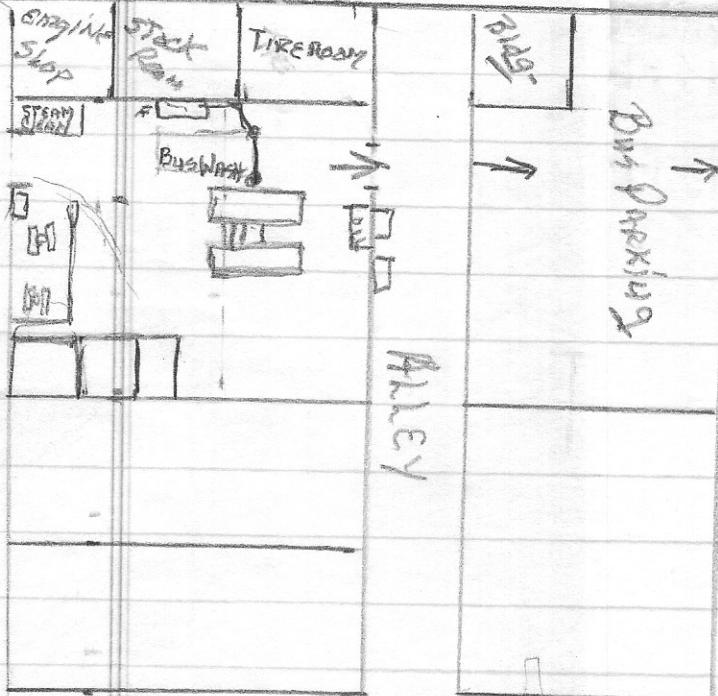
Mileage for These Clutches AND AS A MECHANIC AT THAT TIME I HAD CHANGED DOZENS OF THESE CLUTCHES, AFTER THE DRIVERS WERE RETRAINED IT GAVE US A BREAK IN OUR WORK LOAD AND DID PROVE TO BE A PLEASURE TO DRIVE ESPECIALLY DURING THE WINTER IN SNOWS + ICEY WEATHER.

SOME TIME AFTER THE MERGER OUR PRESENT SUPERINTENDANT LAYTON P. BAKER RETIRED AND WAS REPLACED BY WILLIAM "BILL" P. OWENS AS SUPERINTENDANT OF MAINTENANCE AT AFTER A FEW MONTHS BILL OWENS DECIDED TO HAVE THE 2 NIGHT SHIFTS AS SHIFT MECHANICS AS WORKING FOREMEN THIS WORKED OUT VERY WELL.

SOME TIME IN 1967 OUR SUPERINTENDANT BILL OWENS WAS SENT UP TO NEW ENGLAND TO WORK WITH A COMPANY THAT SAFEWAY TRAILWAYS BOUGHT OUT GETTING THIS COMPANY'S EQUIPMENT AND PARTS INVENTORIED.

AT THAT TIME SAFEWAY TRAILWAYS DIRECTOR OF MAINTENANCE KENNETH REESE INFORMED ME THAT I WAS SELECTED TO TAKE BILL OWENS PLACE AS THE SUPERINTENDANT OF MAINTENANCE OF TRAILWAYS GARAGE OF PHILADELPHIA INC. I SERVED IN THIS POSITION UNTIL IN EARLY JULY OF 1969 I HAD ANOTHER VISIT BY KENNETH REESE AND HE ASKED ME IF I WOULD BE INTERESTED IN ACCEPTING THE JOB OF SUPERINTENDANT OF MAINTENANCE AT THE SAFEWAY TRAILWAYS GARAGE IN HOBOKEN, N.J. I SAID I ACCEPTED THE JOB AND THE CHALLENGE AND MOVED TO HOBOKEN GARAGE IN MID JULY 1969.

N. THIRD STREET ←



This is to show the change of the  
pivot point when making a turns