

Capitol Bus
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EARLY IN THE SPRING OF 1977 I RECEIVED A CALL FROM MY OLD SUPERINTENDANT OF MAINTENANCE AT TRAINWAYS GARAGE OF PHILADELPHIA BILL OWENS ASKING ME IF I WOULD BE INTERESTED IN JOINING HIM AT CAPITOL BUS COMPANY HE WAS GOING TO RETIRE AND I WOULD BE THE LOGICAL CHOICE TO BE HIS REPLACEMENT WHEN HE RETIRED. I AGREED TO COME TO HARRISBURG AND TALK WITH CAPITOL BUS COMPANY VICE.

PRESIDENT RALPH MILLER AND WAS INTERVIEWED FOR THE JOB BY THE END OF THE INTERVIEW MR MILLER INFORMED ME THAT IF I ACCEPTED THIS OFFER, THAT THEY WOULD PAY MY MOVING EXPENSES ALL I NEEDED TO DO WAS TO FIND A PLACE TO LIVE, WE CHECKED AROUND AND FOUND AN APARTMENT TO LIVE, AND WE MOVED TO HARRISBURG.

AFTER WE GOT SETTLED I REPORTED TO THE GARAGE AND WORKED WITH BILL OWENS I WORKED ON EACH OF THE SHIFTS SO I COULD GET TO KNOW ALL OF THE EMPLOYEES, OBSERVE THEIR WORK ETHICS, AND ABILITIES. I FOUND THAT MOST OF THE MECHANICS WERE VERY KNOWLEDGEABLE ABOUT ALL AREAS OF MAINTENANCE. I ENJOYED WORKING WITH THEM.

LOU BERGER, DOUG REPHOEB, BILL WHITE, BILL LONG, CARL RENSHAW, WAS AN EXCELLENT WELDER AND BODY MECHANIC.

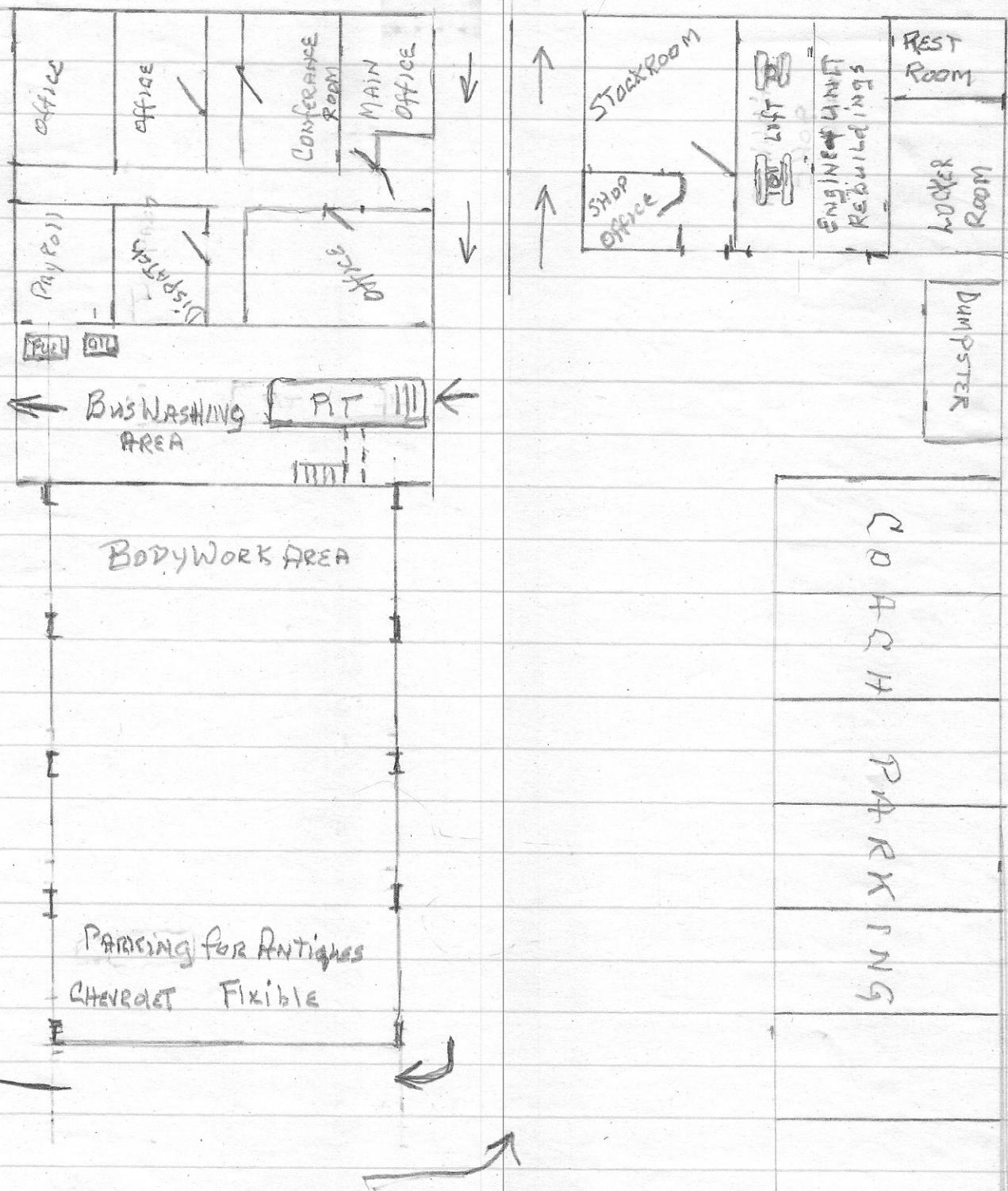
I ALSO GOT TO WORK WITH MASTER MECHANIC BOB KILLINGER WHO WORKED PART TIME REBUILDING ENGINES, ALTERNATORS, STARTERS AND MANY OTHER UNITS.

I ALSO WORKED WITH AND FOR SHOP FOREMAN, TITO CAMPBELL WHO WAS VERY KNOWLEDGEABLE ON THE COMPANY GOALS AND AIMS, ALSO HOW TO GET THE MOST OUT THE EMPLOYEES.

THE FLEET CONSISTED OF 6 1960 GMC'S 4106'S, 1 85 SILVER EAGLE 6 MC7 MC1'S 10 MC8 MC9'S 10 MC9'S MC1'S AND 6 MC96A3'S.

Capitol Bus Co. PARKING

CAMERON STREET



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R.D.P.

Like the original. Around the same time a search was on to find a 1940s model Flexible Coach to be restored for the second vehicle for the second decade in the Parade of Progress. This premise is to represent the 30's, 40's, 50's, 60's and 70's, etc.

After a Flexible was located and purchased, after it arrived if was checked over for its needs of Body Parts it was found that many of these Body Parts we found, except for the both sides of the front wheel panels, so Bill Owens said he would make these panels, so this progress began and was completed with great success. Bob Killinger the need to rebuild a Buick Roadmaster engine for this unit, he also rebuilt the differential and transmission after the body work was completed it was sent over to Body Rite to be painted.

The next process was to try and find a GMC 4104 that once did belong to Capitol Bus Company after a few months one was found still being used in service by Ritor Bach Charter Service and Dick Maguire was able to make a deal and the third bus was added to the Parade of Progress for the 50's and the reconditioning began of this coach.

The next decade the 60's was much easier we selected a GMC 4106 already in the fleet number CP 826 these coaches were up for sale. This unit was in very good shape at the time and had been recently repainted.

The next decade the 70's was also easier we selected a MC17 coach from our fleet and in use regularly.

The decade the 80's was also easy we selected an MC 8 already in service for Capitol

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These vehicles were often put on display at gatherings of antique vehicles and won prizes for Best of Show and etc. They also appeared in many parades within the company's operating areas. driven by company executives, Dick Maguire, George Coughlin, Jerry Smith, Walter Earl and myself.

I remember the time when Peter Pan Bus Lines was having the celebration occasion at their offices in Hartford, Conn. Dick Maguire invited several couples my wife and I and another couple Charlie WoTring and his wife Janet to go along with his wife Ann with us in the 1947 Flxible Antique Coach to Hartford Conn. with Dick Maguire as our operator. This was one of his favorite buses to operate. On the way up to Hartford up Route 209 thru Bushkill falls there is a section where no trucks or buses are permitted to operate. When we reached the guard house we were stopped by the guard and told we could not go thru. Dick got out to talk with the guard and took him to the rear of the bus and pointed to the antique license plate. The guard apologized and we were on our way for a uneventful trip to and from Hartford, Conn.

I had the opportunity to go out to the MCI factory to bring home 3 new coaches along with George Coughlin, Bill Simpson and myself and it was a great experience for me.

I also remember a trip to the Goldkings Garage for a Bus Bash in Tuxedo, Maryland where we took the

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Fixible down after the Restoration Dick Maguire drove it down with his wife ANN AS THE COPILOT AND I WAS FORTUNATE TO DRIVE CHEVROLET STRETCH DOWN WITH MY WIFE MIRIAM AS MY COPILOT AT THE BASH THE FIXIBLE WAS PUT ON DISPLAY ALONG WITH THE CHEVROLET.

They allow everyone to vote for the most popular coach on display. The Fixible won. There were many occasions to go with Dick to many parades and shows. Dick suggested I work up a presentation to go visit as many fire and rescue companies along Capitols routes to inform their members how many ways they could be expedite rescue of passengers in the event of an accident. This was received very well by all.

LATER Dick bought a 1948 school bus. We cut the top off at the bottom of the windows. After it was reconditioned he had it painted white and sent it to a local artist to have various painted headless figures at each seat location like a clown, astronaut, mermaid, gangster, belly dancer and many more. The drivers he painted a jockey. This coach was used as a courtesy coach and put into parades and used to shuttle the Shriners at their circuses when it was in town. I drove it at several performances at Farm Show Arena we drove it around the arena in front of the crowds.

During my time with Capitol Trailways I became a member of the American Bus Association and served on the maintenance committee with a group of other superintendents from companies all over the country. We discussed how we solved

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VARIOUS PROBLEMS THAT HAVE CROPPED UP AND IF OTHERS HAVE HAD THE SAME ONES, AND HOW THEY SOLVED THEM. THIS HELPED US WHEN WE HAD COACHES THAT A PROBLEM WHEN THEY WERE IN ONE OF THEIR AREAS TO GET THEM TAKEN CARE OF THEM.

DURING MY TIME THERE MCI THE MANUFACTURER OF OUR COACHES WOULD SEND OUT MANY IMPROVEMENTS TO BE MADE ON THE COACHES WHICH PAID TO HAVE THESE COMPLETED. THEY ALSO DID SUPPLY THE PARTS FOR THESE JOBS, AND WE WERE AUTHORIZED BY MCI TO PERFORM THE IMPROVEMENTS FOR SOME OF THEIR SMALL OPERATORS WHO HAD PURCHASED ONE OR TWO COACHES NEW. AND WE MADE REPAIRS AND IMPROVEMENTS FOR MANY OF THESE COMPANIES.

WHEN IT BECAME NECESSARY TO HAVE SOME OF OUR COACHES PAINTED FOR SOME OF THE CASINO IN ATLANTIC CITY THAT WE HAD CONTRACTS TO RUN EXCLUSIVELY FOR THEM, WE HAD ONE PAINTED BLACK FOR PLAYBOY CASINO. I HAD HEARD ABOUT A PAINT SHOP IN McVEYTOWN, PA. I CONTACTED HIM AND ASKED HIM TO COME DOWN AND GIVE US A PRICE AND WHEN HE COULD DO IT ALSO HOW LONG IT WOULD TAKE FOR EACH TO BE COMPLETED. HE HAD PREVIOUSLY PAINTED A COACH FOR CHARLIE NOTRING WHO HAD BOUGHT A COACH TO START A BUSINESS AND WE DID SOME MAINTENANCE FOR HIM. HE GAVE ME HIS NAME, BILL SHOOP OF McVEYTOWN, PA. I TOOK MANY TO HIM.

AFTER DICK MAGUIRE SOLD THE COMPANY TO A GROUP OF THREE INVESTORS JOT BENNETT, JOE WRABLE AND SKIP BECKER. I WORKED FOR THEM ANOTHER YEAR AND I RECEIVED A CALL FROM FRANK MARTZ COACH CO. IN WILKES BARRE, PA AS SUPERINTENDENT OF MAINTENANCE IN WILKES BARRE, PA AND I ACCEPTED THAT JOB IN MID MAY 1987.

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in McVEYTON PA. AND HE WOULD TAKE ME INTO LEWISTOWN PA. HOTEL WHICH WAS A GREYHOUND BUS STOP WHERE I WOULD CUSHION BACK TO HARRISBURG. WE STORED 4 OR 5 GREYHOUND AND SERVICED THEM AS NEEDED. WHEN HE HAD THE COACH READY I WOULD CUSHION ON A SCHEDULE TO THE STOP AT THE LEWISTOWN, PA. HOTEL AND BILL SHOOP WOULD MEET ME THEN TAKE ME TO HIS SHOP TO GET OUR COACH AND I WOULD TAKE IT HOME. IF I HAD ONE READY TO GO FOR A PAINT JOB AND HE HAD ONE COMPLETED I WOULD TAKE IT RIGHT TO HIS SHOP AND BRING THE PAINTED ONE HOME.

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AFTER DICK MAGUIRE SOLD THE COMPANY TO A GROUP OF THREE INVESTORS, TOM BENNETT, JOE WRABLE AND SKIP BECKER, I WORKED FOR ABOUT ANOTHER YEAR AND I RECEIVED A CALL FROM FRANK MARTZ COACH COMPANY AND ASKED IF I WOULD BE INTERESTED COMING UP TO WILKES BARRE, PA AS SUPERINTENDANT OF MAINTENANCE AND I ACCEPTED THE JOB AND MOVED THERE IN MID MAY 1987.