I was offered a job with Frank Martz Coach Company in Wilkes Barre, PA. As the Superintendent of Maintenance I joined the company in mid-May of 1987. I was introduced to many of the employees and received a tour of the garage and offices.

I worked with many mechanics in order to learn their abilities. They did many of the needed repairs including some body work, engine changes, alternators, starters, batteries and all other units.

We also had a couple of Goldline coaches available should we need them on line or charters. We surveyed the older coaches for repainting. I worked out a deal to a paint shop in Prairie View, PA where I would take a coach to a shopping mall in Northumberland, PA and he would bring a repainted coach to me and exchange coaches. I had used Bill Shoop when I was at Capitol to paint their coaches.

I continued on the American Bus Association Maintenance Committee and Martz took me with them when Mr. Frank Henry and his wife and Scott and his wife went along. Also to Tucson Arizona for the annual meeting over 3 days. I spent time with the Maintenance Group.

Whenever any problems would arise for a Mechanic I would show him how I would make the repairs. Every time one of the men would have a problem I was there to help them and all accepted my help and guidance.

I had some interest in the radio installations so got with the electrician and worked with him so I could gain more knowledge on radios and trouble shooting any...
Problems that can occur, I also would assist him to rebuild some units, such as starters, alternators, and regulators. I also would assist the mechanics when they were machining brake drums and relining brake shoes with the proper thickness to fit the machined drums. I also helped with troubleshooting engines, transmissions, differentials and heating and air conditioning systems.

I was living near the garage and the mechanics on the evening shift and the night shift, could call me if anything unusual occurred that I should be aware of like a break down of one of our coaches or another bus line needed help such as a flat tire or other troubles.

In about August of 1987 the Greater Nanticoke Area School District School Bus Carrier, Nielson School Buses Company went out of business and Harold Pleiscott and Scott Henry agreed to take over the school bus line as White Transit School Buses and scrambled to get enough buses to meet the demands to transport the students. They also had to get enough drivers for the buses. They did get most of Nielson's drivers and were able to get enough to fill all the runs although one run in the afternoon was unmaned. Harold Pleiscott asked me if I would get my school bus license and help out each after noon with that run after I got my license. I told him that I would do it and went to White Transit to drive that run taking the students home to Glen Lyon.
After June 1990 I retired from Frankmartz Coach Company. I drove School Bus for White Transkit full time and had a regular run using Bus 8 and a 24 passenger coach, taking students to and from Holy Child School in Plymouth, PA for several years. After this school closed I drove other runs for the Greater Nanticoke School District to avoid from the Wyoming Valley Vocational Technical School. In addition, I drove on weekends during late spring and summers for White Water Challenger Rafting Company shuttling to the River Loading Area in White Haven and later go to the end of these pickup points such as Rockport, Bowmanville and return the rafters to the Whitewater Challenger Center.

Since I was driving, I became an instructor of School Bus Driving Classes at the Luzerne County Intermediate Unit in Kingston PA. I ran classes many years. I also trained drivers to drive school buses and as a certified instructor, I was permitted to recertify drivers after their school bus licenses expired and were renewed. I could take them out separately over a course and check the performance on several normal actions like simulate a normal bus stop, simulate a stop at a railroad tracks, the entering an on ramp for a highway come up to proper speed, using his mirrors properly, and finally parking the bus and making the walk through to check for an one left on the bus. I also ran Actually ride on a regular trip to or from school and evaluate his performance over the entire trip. The most important action he must take is put on his seat belt failure to do this will mean failure for that time. And they must do it over to pass.
IN ADDITION ON A WEEKEND THE L.I.W.I. 18 WOULD RUN A
SCHOOL BUS COMPETITION OPEN TO ALL DRIVERS WHO WOULD COMPETE
ON A COURSE OF VARIOUS OBSTACLES AND BE SCORED BY A NUMBER OF INSTRUCTORS DOING THE JUDGING THE PERFORMANCE
OF THE COURSE SEE THE LAY OUT OF THE COURSE ON PAGE —. AFTER ALL
THE DRIVERS THAT SIGNED UP FOR THE COMPETITION WENT THROUGH
THE COURSE THEIR SCORES WERE COMPILED THE TOP 3 HIGH SCORES
WERE AWARDED A PLAQUE FOR 1ST PLACE 2ND PLACE AND 3RD PLACE THE
WINNER OF 1ST PLACE WAS ALSO SENT TO THE STATE S SCHOOL
BUS COMPETITION IN STATE COLLEGE, PA. AT PENN STATE, EXPENSES
PAID BY L.I.W.I. 18. THESE COMPETITIONS WERE HELD EVERY YEAR I
COMPETED FOR SEVERAL YEARS AND WON IN 1995 AND WENT TO PENN STATE
FOR THE STATE COMPETITION WHERE THEY HAD A GROUP OF 7 AND 8 BLUE-BIRD BUSES WE HAD TO USE FOR THE COURSE ON OUR COURSE WE WERE USING
OUR OWN BUSES.

FOR THE LAST SEVEN YEARS OR SO I DROVE A SHUTTLE VAN TO
BRING SCHOOL CHILDREN FROM AREAS OF THE SIDES OF THE REGULAR ROUTE
THE BUSES HAD TO STAY ON THE ROAD I DROVE ON WERE TO NARROW
FOR THEM TO TRAVEL ON. MY FIRST TRIP WAS TO MEET THE NANTICOKE HIGH SCHOOL
RUN THEN MY NEXT RUN WAS TO MEET THE NANTICOKE ELEMENTARY SCHOOL BUS
THEN MY FINAL TRIP FOR THE MORNING RUN WAS TO TAKE 4 STUDENTS TO
SAINT JUDE'S SCHOOL IN MOUNTAIN TOP, PA. THE AFTERNOON RUN WORKED
WITH MEETING THE HIGH SCHOOL BUS AND RETURNING THEM TO THEIR HOMES.
THEN GO TO SAINT JUDE'S SCHOOL AND TAKE THEM HOME. AFTER THAT
I WOULD MEET THE NANTICOKE ELEMENTARY STUDENTS TO THEIR HOMES.

AFTER I GAVE UP THIS RUN I DROVE WHITEWATER SHUTTLES ON
THE WEEKENDS AND RELIEVED ON THE VAN RUNS WHEN THE DRIVER NEEDED TIME
OFF.
School Bus Safety Competition

Test #1 - Obstruct Pass Rear Wheel Thru of Tennis Balls Without Moving Any
Test #2 - Backing into a Parking Spot staying within Lines and Stop on line
Test #3 - Judging Height Clearance
Test #4 - Making Proper RR Crossing Stop using all proper steps.
Test #5 - Diminishing Clearance Without Moving any of the Arms.
Test #6 - Left Turn Around a Pivot Point
Test #7 - Passenger Bus Stop at Line
After I gave up my School Bus Position all of my drivers license I was at the garage and one of our drivers Mona Mera asked me where she could get a model bus with lights I gave her the information she contacted several places and found that they were very expensive.

I told Mona I would make her 2 of the current model school buses all I needed was pictures of her bus front, rear and both sides for the cost of materials. This was when I got started making models. I completed the 2 models for her complete with lights. These were Thomas school buses.

After those models I started making models of the parade of progress making these from pictures and memories all my models are made out of wood mostly plywood 1/4" thick I would make the chassis out of 3/4" Pine I used a formula for making them at 3/4" wide and 1 7/8" in length as to represent the normal width of 96" wide and 35' in length, I eventually made models of the 1936 Chevrolet SkyRide, then the 1947 Flexible, then the 1950 GM 4104, then the 1960 GMC 4106, then the 1970 MCI 7, then the 1980 MCI 8. This group was known as the Parade of Progress of Capitol Bus Co.

One of the first models I made was the Model Golden Eagle model 05 outfitted as Goldie, in addition I made a model of a Thomas School Bus, the Silver Eagle Model 01 were the first I donated to the Museum of Bus Transportation which I became a member of.

Since that time I have made models of MCI J 4500 coach. Also made a Flexible Vista Liner and a Mack MV 620 as a Greyhound I also made a Model of the ACF Brill IC44D in Quaker City Bus Colors. These were all donated to the Museum for display.
I continued to create models since my last job was with the Frank Martz Company. I decided to draw for the MC1 models E and J4500. I also got information on the 1908 White Coach, which was one of the first buses when the company started in business.

I created 2 models of the 1908 White Coach, in their colors. I gave one to Scott Henry and also gave one to Mr. Frank Henry, it's on display in his office. Previously, I had made a model of an MC1 model E J4500 and gave it to Scott Henry.

I took a break from buses and made a model of my neighbor's trash truck he uses every day; it turned out great and I gave it to him. I returned back to making bus models although I was side-tracked and created a tractor trailer unit as a unit the museum could use for advertising purposes and to retrieve buses donated to the museum, and I did present the semi-truck to Tom Collins.

I continued making models of various buses I have seen pictures of and had a desire to make. I called the president of the museum, J. Thomas Collins, with whom I worked at that Quaker City Bus Company many years ago, and he sent me the information on the articulated Golden Eagles that were built by Kassbohrer in Belgium and were used in Denver, Colorado, in the 1950s. I have a model which will be donated when it's completed.

I also made a model of a SETRA model S407 and a model of a GMC Coach model 4403 for the son of a former driver at Quaker City Bus Company, Floyd Wilcox, who drove. His name is Randy Wilcox, who works for MCI Coach Sales, who also will handle SETRA bus parts and coach sales, Randy supplied me with pictures of the SETRA S407 and other MC1s.
After receiving the pictures of the Setra 5407, I made a decision to make a model at the scale of 1 inch equals 1 foot. This created a coach that was 8 1/2 inches wide, which equals 102 inches and 4 5/8 inches in length equals 4 5/8 feet. I built this model Setra 5407 and wired it with lights. I presented it to the museum. I had hoped they would chance it off over a year or so to make some additional money to help cover some of the expenses for the museum when the occurred.

Recently, I saw a local area bus that caught my eye and I decided I would like to make one for the museum. I asked a friend at the local Luzerne County Transportation Authority to get me pictures and specifications. I waited for some time but didn't get anything. So I contacted my friend J. Thomas calling the President of the Museum of Bus Transportation who was working part-time at Capitol Area Transit in Harrisburg, Pa., and had worked for SEPTA in Philadelphia, Pa. He furnished me with the pictures and specifications and an Instruction Manual on the Gillig Hybrid Coach which I created and donated to the museum.

I had read in the Musings a seasonal mailing that they had received questions as to why they did not have a Greyhound Scenicruiser on display at the museum. I understand that they were trying to get some owner of one to put it on display for sometime so the public could see it. Since I made the Setra on the scale of 1 inch equals 1 foot, I offered to make the Scenicruiser for display if they could send me pictures and specifications which they did.