

MAR 6 1990  
1977-1990  
CHAPTER A

Page 1

I WAS OFFERED A JOB WITH FRANK MARTZ COACH COMPANY IN WILKES BARRE, PA, AS THE SUPERINTENDANT 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 MC KEY TOWN, PA WHERE I WOULD TAKE A COACH TO A SHOPPING MALL IN NORTHUMBERLAND, PA AND HE WOULD BRING A REPAINED 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'S 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.

WHEN EVER 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 INSTREST 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

MARTZ

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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 trouble shooting 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 Nielsons drivers and were able to get enough to fill all the runs although one run in the afternoon was unmanned. Harold Pleiscott asked me if I would get my school bus license and help out each afternoon 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.

1990-2011  
WHITE  
CHARTER 5

PAGE 1

AFTER JUNE 1990 I RETIRED FROM FRANKMARTZ COACH COMPANY I DROVE SCHOOL BUS FOR WHITE TRANSIT FULL TIME AND HAD A REGULAR RUN USING BUS 8 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 AND FROM THE WYOMING VALLEY VOCATIONAL TECHNICAL SCHOOLS, IN ADDITION I DROVE ON WEEKENDS DURING LATE SPRING AND SUMMERS FOR WHITEWATER 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 RAPTERS TO THE WHITEWATER CHALLENGER CENTER.

SINCE I WAS DRIVING I BECAME AN INSTRUCTOR OF SCHOOL BUS DRIVING CLASSES AT THE HUNTERNE COUNTY INTERMEDIATE UNIT 18 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 WALKTHROUGH TO CHECK FOR AN ONE LEFT ON THE BUS. I ALSO CAN ACCURATELY 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 SEATBELT FAILURE TO DO THIS WILL MEAN FAILURE FOR THAT TIME AND THEY MUST DO IT OVER TO PASS.

White

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In addition on a weekend the LTL18 would run a School Bus Competition open to all drivers could compete on a course of various obstacles and descore for each one. by a number of instructors doing the judging the performance the course. See the layout 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 award a plaque for 1st place 2nd place and 3rd place the winner of 1st place was also sent to the states school bus competition in state college, PA. at Penn State, expenses paid by LTL18. 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 7on8 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 Judes 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 Judes 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 white water shuttles on the weekends and relieved on the van runs when the driver needed time off.

TEST #1

0 0 0 0

0 0 0 0



START

TEST #2

← machine

TEST #1

KITCHEN

CATERINA

Dawn  
Estrella

TEST #4

TEST #1



TEST #6

TEST #5



Walking lot

Concave  
Semiprivate  
Boundary

# School Bus Safety Competition

TEST #1 - OBSTACLE 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

To Present  
MBT  
CHAPTER 6

After I gave up my School Bus portion 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 POPULAR  $\frac{1}{4}$ " THICK I WOULD MAKE THE CHASSIS OUT OF  $\frac{3}{4}$ " PINE I USED A FORMULA FOR MAKING THEM AT  $3\frac{1}{2}$ " WIDE AND  $17\frac{1}{2}$ " IN LENGTH AS TO REPRESENT THE NORMAL WIDTH OF 96" WIDE AND 35" IN LENGTH. I EVENTUALLY MADE MODELS OF THE 1936 CHEVROLET STRETCHED, THEN THE 1947 FLEXIBLE, THEN THE 1950 GM 4104, THEN THE 1960 GMC 4106, THEN THE 1970 MC17, THEN THE 1980 MC18 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 UNFITTED 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 MC1 J4500 COACH, ALSO MADE A FLEXIBLE VISTA LINER, AND A MACK MV620 AS A GREYHOUND I ALSO MADE A MODEL OF THE ACF BRILL IC400 IN QUAKER CITY BUS COLORS THESE WERE ALL DONATED TO THE MUSEUM FOR DISPLAY.

MBT

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I CONTINUED TO CREATE Models SINCE MY LAST JOB WAS WITH THE FRANK MARTZ COMPANY I RECEIVED DRAWING FOR THE MCI MODELS E AND T9500 I ALSO GOT INFORMATION ON THE 1908 WHITE COACH WHICH WAS ONE OF FIRST BUSES WHEN THEY STARTED IN BUSINESS.

I CREATED 2 MODELS OF THE 1908 WHITE COACH, IN THEIR COLORS A 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 MCI MODEL E 4500 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 ADVERTIZING 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 WITH AT QUAKER CITY BUS COMPANY MANY YEARS AGO, HE SENT ME THE INFORMATION ON THE ARTICULATED GOLDEN EAGLES THAT WERE BUILT BY KASSBOHR IN BELGIUM AND WERE USED IN DENVER, COLORADO, IN THE 1950'S. 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 4103 FOR THE SON OF A FORMER DRIVER AT QUAKER CITY BUS COMPANY FLOYD WILCOX WHICH <sup>HE</sup> 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 & OTHER MCIS.

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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 $\frac{1}{2}$  inches wide which equals 102 inches AND 45 inches in length equals 45 feet. I BUILT THIS MODEL SETRA 5407 AND WIRED IT WITH LIGHTS AND 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 THEY 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 ASK 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 COLLINS THE PRESIDENT OF THE MUSEUM OF BUSES 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 GRAYHOUND SCENICRUISER ON DISPLAY AT THE MUSEUM I UNDERSTAND THAT THEY WERE TRYING TO GET SOME OWNER OF ONE TO PUT IT ON DISPLAY FOR SOME TIME 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.

