

SWT HOBOKEN

PAGE 1 AT TOP.

WORK INTO PAGE 1 LEAD IN

THE GARAGE AT HOBOKEN N.J. WAS ORIGINALLY BUILT BY
CONTINENTAL AMERICAN RAILWAYS PRIOR TO THE OPENING OF THE
WORLD FAIR IN NEW YORK TO SERVICE THE CHARTER BUSES THAT
IS BRINGING ALL THE GROUPS COMING TO VISIT THE FAIR.

AFTER THE FAIR ENDED THEY LEASED THE GARAGE TO THE
GROUP OF SAFEWAY AND VIRGINIA TRAILWAYS EVEN THOUGH Safeway
Trailways HAD A SMALLER GARAGE IN NEW YORK CITY NEAR THE
PORT AUTHORITY TERMINAL WHICH WAS VERY CLOSE TO THE EXIT
AND ENTRANCE RAMPS TO THE LINCOLN TUNNEL WHERE THEY
SERVICED AND FUELED COACHES BEFORE THEY WOULD BE TURNING AROUND
AND RETURNING TO DESTINATION IN THE SOUTH AND WEST OF NEW
YORK CITY.

SWT
HOBOKEN

IN MID JULY 1969

After ARRIVING AT THE GARAGE IN HOBOKEN I WAS INTRODUCED TO MY GENERAL FOREMAN Philip Easley who had been WORKING IN SUPERVISION FOR SEVERAL YEARS, HE HAD BEEN WORKING AT THE GARAGE FOR SOME TIME BEFORE I ARRIVED THERE. THEN I SAT down WITH PHIL AND WENT OVER THE SHIFT CREW ASSIGNMENTS AND GOT HIS ASSESSMENTS OF THE VARIOUS CREWS, TO SEE IF WE NEEDED TO HIRE MORE Help AND WHAT CATEGORIES WE WERE WEAK ON. AFTER WE DECIDED WHAT WE NEEDED I DECIDED TO PUT AN AD FOR MECHANICS, HELPERS CLEANERS AND A CLERK IN THE LOCAL NEWSPAPER. WE HAD A FAIRLY GOOD RESPONSE AND A YOUNG MAN HAD SOME SKILLS IN MANAGEMENT AND I HIRED HIM TO BE MY EXECUTIVE ASSISTANT TO DO THE RECORD KEEPING DO THE PAYROLL, AND OTHER CLERICAL DUTYS. HIS NAME WAS WALTER YURCHANUK

WE WERE ASSIGNED THE MAINTENANCE OF THE TRAILWAYS OF NEW ENGLAND FLEET OF 32 COACHES 25 SILVER EAGLES - 4 FLEXIBLE COACHES IN ADDITION WE WERE THE MAINTENANCE OF A POOL OF 9 COACHES TO RUN FROM NYC TO MIAMI FLA. DAILY IT CONSISTED OF 4 SAFEWAY TRAILWAYS COACHES, 4 QUEEN CITY TRAILWAYS COACHES, AND 1 TAMIRANI TRAILWAYS COACH IN ADDITION WE ALSO WERE ASSIGNED 6 CONTINENTAL AMERICAN COACHES TO BE USED FOR CHARTER WORK AND OTHER RUNS. ALSO WE WERE RESPONSIBLE FOR THE GOLDEN EAGLES 5 STAR COACHES THAT RAN FROM NYC TO LOS ANGELES, CALIFORNIA AND RETURN TWICE DAILY.

SOME TIME IN THE EARLY 1970'S I RECEIVED A SPECIAL SHIPMENT WHICH CONTAINED THE EQUIPMENT AND A REQUEST TO INSTALL IT ON A GOLDEN EAGLE 5 STAR COACH THAT WAS BEING SENT TO US TO BE PUT ON DISPLAY AT MADISON SQUARE GARDEN SHOW IN NYC. THE COACH THEY SENT WAS A MODEL 05 GOLDEN EAGLE I GOT WITH ONE OF MY MECHANICS

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HOBOKEN
CHAPTER 2

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AND TOGETHER WE INSTALLED ALL THE UNITS THAT WE NEEDED TO PERFORM AS "GOLDIE" I CONNECTED THE CABLE SECTION THAT WENT ON THE COACH. LATER AFTER EVERYTHING WAS INSTALLED WE CONNECTED THE CABLE FROM THE CONTROL PANEL AND TESTED IT TO MAKE SURE IT WAS WORKING PROPERLY. AFTER GOLDIE ENTERED THE MADISON SQUARE GARDEN WE WERE NOT PERMITTED TO MAKE ANY REPAIRS IF ANYTHING WENT WRONG AN UNION ELECTRICIAN HAD TO MAKE THE REPAIRS.

ON ONE OF THE HOLIDAYS WE WERE VERY BUSY WITH ALL AVAILABLE COACHES. WE'RE OUT. I RECEIVED A CALL FROM THE DISPATCHER AT THE PORT AUTHORITY TERMINAL IN NYC, THAT WERE SENDING A COACH OVER WITH PASSENGERS TO HAVE THE CLUTCH ADJUSTED.

ONE OF MY MECHANICS PUT IT OVER THE PIT TO ADJUST IT AND ADVISED ME THAT THE CLUTCH NEEDED TO BE REPLACED. I TOLD HIM TO GET STARTED AND I WOULD GET ALL THE PARTS WE NEEDED TO CHANGE IT, BY THE TIME IT TOOK ME TO GET HIM THE PARTS HE DISCONNECTED THE DRIVE SHAFT, DISCONNECTED THE TRANSMISSION AND REMOVE THE CLUTCH ASSY AND THE FLY WHEEL, AND REPLACE THE REAR CRANKSHAFT SEAL WITH A NEW SEAL.

THEN STARTED REINSTALLING EVERY PART OF THE CLUTCH ASSEMBLY - ADJUST THE CLUTCH LEVERS - REINSTALL THE TRANSMISSION, REINSTALL THE DRIVE SHAFT. TOOK THE COACH OFF THE PIT AND SENT IT ON ITS WAY. THE ELAPSED TIME WAS ABOUT ONE HOUR. I WAS AMAZED HE WAS ABLE TO DO THIS JOB SO QUICKLY.

SOME TIME LATER WALTER YUCHENOK ADVISE ME THAT HE HAD NOTICED A STRANGE SIMILARITY IN THE CLAIM PAPERS TO BE SENT TO

~~SWE
Robbed~~

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THE INSURANCE COMPANY FOR TIME THEY WERE OUT SICK, THAT ALL OF THEIR FORMS WERE ALL SIGNED BY THE SAME DOCTOR AND OFFERED TO GO VISIT THIS DOCTOR WITH SOME FORMS TO BE SIGNED FOR THE INSURANCE COMPANY.

HE DID GO TO FIND HIM AND HAD HIM SIGN HIS FORMS, THE DOCTOR'S OFFICE WAS IN A BAR HE PAID THIS DOCTOR A FEW DOLLARS FOR A PERIOD OF A WEEKS INCOME FROM THE INSURANCE COMPANY, WE NOTIFIED THE INSURANCE COMPANY AND HE WAS ARRESTED AND SENT TO JAIL.

WE CHANGED ENGINES AND ALL OTHER TYPES OF REPAIRS BRAKES, CLUTCHES, SUSPENSION WORK, AIR CONDITIONING, RADIATORS ABOUT ONCE A MONTH OUR REBUILT ENGINES WERE BROUGHT IN FROM THE TRAILWAYS REBUILDING SHOP IN LYNCHBURG, VA. THEY HAD THEIR OWN TRACTOR TRAILER RIG ALONG WITH ALL OF THE REBUILT UNITS AND PICK UP ALL THE ENGINES, CLUTCHES, AND OTHER UNITS TO GO BACK FOR REBUILDING. SOME OF OUR OTHER PARTS WOULD BE SHIPPED BY BUS FROM THE WASHINGTON DC GARAGE STOCK ROOM.

WE SERVICED EVERY COACH THAT RETURNED TO OUR GARAGE WE HAD TWO PITS ONE FOR DAILY SAFETY CHECKS, EACH COACH PASSES THROUGH THE BUS WASHER THEN IT GETS FILLED AFTER THAT IT'S PULLED FORWARD FOR A SAFETY CHECK AND ANY DEFECTS IT'S MOVED TO THE OTHER SIDE OF THE SHOP FOR THE REPAIRS NEEDED. THE OTHER PIT WAS LARGE ENOUGH TO PUT TWO COACHES OVER IT FOR REGULAR MAINTENANCE THAT IS BASED ON MILEAGES LIKE 6000 MILES, 12000 MILES, 18,000 MILES AND SO ON FOR THE LIFE OF THE COACH, OIL + FILTERS, FUEL FILTERS, SERVICE THE AIR CLEANERS FILTERS, A COMPLETE LUBRICATION OF THE COACH, THE CHECKING OF THE INTERIOR, SEATS, AND ANY DAMAGE THAT WAS DONE TO SIDE PANELS

~~SWE
HOBOKEN~~

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OR THE FLOOR COVERINGS, BRAKE LININGS TO BE SURE IT COULD RUN SAFELY TO THE NEXT INSPECTION PERIOD. THIS ALSO APPLIES TO THE CLUTCH WEAR WILL LAST UNTIL THE NEXT INSPECTION PERIOD. ALSO THE BATTERIES ARE CHECKED, CABLES, CONNECTIONS AND ETC. THEY HAVE AN INSPECTION SHEET FOR EACH INSPECTION PERIOD THAT SIGN OFF AS EACH STEP IS COMPLETED. THESE SHEETS ARE TURNED INTO THE OFFICE AND ARE RECORDED ON THE COACH'S PERMANENT RECORDS.
AT CERTAIN PERIODS SEVERAL COACHES ARE HELD IN FOR A COMPLETE CLEANING, WHERE THE COMPLETE INTERIOR IS SCRUBBED, VACUUMMED AND WINDOWS, FLOORS, CEILINGS, AND THE LAVATORY. WE TRYED TO DO COACHES THREE OR FOUR EVERYDAY.

AT ONE TIME WE GOT WIND THAT SOMEONE ON THE 12PM TO 8AM SHIFT WAS SELLING FUEL TO SOME TRACTOR TRAILER DRIVERS. SO PHIL EASLEY AND I MADE A PLAN UP. HE FOUND A TRUCK DRIVER WHO WOULD COME TO THE GARAGE AFTER MIDNIGHT AND ATTEMPT TO PURCHASE FUEL, WE SET A TIME FOR THIS TO OCCUR AND PHIL AND I FOUND A PLACE SO WE COULD WITNESS THE TRANSACTION. WE DID SEE IT HAPPEN AND THE EMPLOYEE WAS FIRED AT THE END OF HIS SHIFT IN THE MORNING.

SOMETIMES DURING MY STAY THERE THE PORT AUTHORITY THAT RAN THE CREWS THAT HANDLED ALL BREAKDOWNS IN THE LINCOLN TUNNEL SENT A CREW TO THE GARAGE SO WE COULD TRAINED THEM HOW THEY COULD RIG THE TOW VEHICLES TO PICK UP THE EAGLE COACHES WITH THE MINIMUM OF DAMAGE, AND SINCE WE WERE SO CLOSE TO A EXIT THEY WOULD TOW THEM TO THE GARAGE FOR US.

OCCASIONALLY IF ANY COACHES THAT REQUIRE OTHER REPAIRS THE

*SWF
PROBOT*

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New York City Trailways could not take care of was sent over to our shop for us to take care of. There were times when coaches were sent through with migrant workers being brought to New York State to pick apples and other fruits. Most of these had some problems like broken speedometers that our drivers would refuse to work them back to the south companies that sent them north. We made the repairs so we could get them worked back home.

In addition if some of the other companies that Trailways Company had pool connections with needed some repairs made due a break down, dispatch would loan them one of our coaches to complete the run. In the meantime we would make repairs so it could get back on its pool run.

We also would make road calls for other charter coaches in the area if they had a breakdown, or accident.

Early in 1977 I received a phone call from Bill Owens who was Superintendent of Maintenance for Capitol Bus Company a Trailways member company. He asked me if I would like to come to work at Capitol and take over his job as was going to retire. I would come over to Harrisburg for an interview for the job. I did accept the job and moved to Harrisburg, PA.

PARKING AREA



III SERVICE PIT

Service Pit



Bus
WASHER



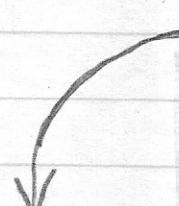
SPARE USED FOR ENGINE CHANGES

Stock Room

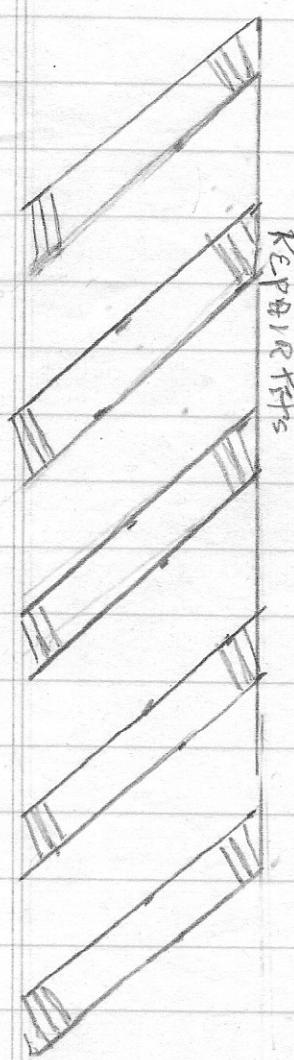
STAIRS TO LEVEL 2

STO

CK



FEMALE
HOCKEY
ROOM



SUPERIOR TRAINING GARAGE, Hoboken, N.J.
1500 CHINTON ST.