

'And A Good Time Was Had By Everyone'



TRANSITALK

Published bi-monthly by and for the family of Fort Wayne Transit

JAN.-FEB., 1953

VOL. 5, No. 1

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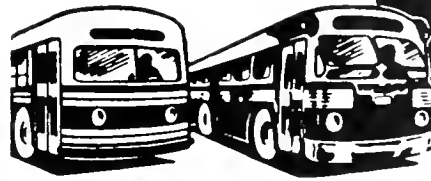
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Strictly Personnel



C. Achor



C. Lahr

Two old-time members of the FWT family have joined the ranks of our pensioners. They are Charles E. Lahr and Cal J. Achor.

Charley started with us as a city car operator in March, 1922. He hit the retirement trail the first of this year. Charley, who lives on the Glendale Road, tells us he plans to take it easy for a while and then keep his hand in by helping his son-in-law who does contracting work.

Cal, whose retirement is effective February 1, started as a city car operator in September, 1911. He transferred to the transportation office in 1919 and has been engaged in clerical and dispatching work since.

Cal, who has been on sick leave for the past six months, reports he is feeling much better. He and his wife, Laura, are staying with their daughter in Homestead, Florida. He would appreciate any letters addressed to R. R. 2, Homestead.

MARRIAGES:

Harry Kennell and Alma Chapman at the First Presbyterian Church, Decatur, last December 22. Attendants were Mr. and Mrs. T. Uebelhor.

BIRTHS:

A Christmas daughter, Rhonda Sue Harter, for Mr. and Mrs. Jack Harter, Methodist Hospital, Christmas Day.

Diana Evon Taylor, daughter born to Mr. and Mrs. Clifford Taylor at Lutheran Hospital, November 22.



Cogs Behind the Wheels:

'Question Man' at Downtown Booth Has to Come Up with the Answers

After five years of working for Uncle Sam, 11 months of which he spent overseas in the European Theater, Clarence H. Smith joined the FWT family in March, 1946, as an operator.

In case you don't recognize the full monicker, the subject for this issue's "Cogs" is better known as "Smitty."

Smitty, who left the Army with the rank of a lieutenant in the Infantry, was put on as a relief supervisor late in 1946 and became a full-fledged supervisor in June 1947.

Now he's the man on the downtown corner who has to know all the answers on schedules, routes and special service.

Like all our supervisors, Smitty is a frontline ambassador of good will: as quick to direct citizens to locations in the downtown area as to see that they catch the right bus.

Available for any unusual problem an operator may have on the job, he is quick to spot vehicles "down on schedule" and provides extra "booster" vehicles wherever necessary. The supervisor of course is always "Johnny on the spot" at any fire blockade, accident or other emergency which fouls transit service.

Off the job, Smitty spends a great deal of his time keeping things ship-shape out at 4921 Oliver Street, where the Smiths make their home.

When not making things more handy



Clarence Smith

for wife Virginia, or playing with his two boys and daughter, Smitty has devoted much time and effort to FWT Club projects. He's just completed a year's stint as vice-president of the Club.

Hobbies? Take it from Smitty: raising a family and keeping ahead of the mortgage on your own home is hobby enough for one man!

Our 'Slip' Is Showing



A recheck of the records showed Kenny Blombach, above, should have been honored at the Safety Award Dinner for completing 10 accident-free years of driving. We'd like to honor Kenny now and congratulate him on his splendid safety record. Keep up the good work, Kenny!

How Not To Get Ahead

1. By finding fault with the other fellow but never seeing our own faults.
2. By doing as little as possible, and trying to get as much as possible for it.
3. By spending much time showing up the other fellow's weak points, and too little time correcting our own.
4. By slandering those we do not like.
5. By procrastinating — putting off until tomorrow something that we should have done day before yesterday.
6. By deceit — talking friendly to the other fellow's face and stabbing him in the back as soon as he turns around.
7. By showing disloyalty to those who have trusted us.
8. By the false belief that we are smart enough to reap a harvest of pay without sowing a crop of honest service.



Members of FWT's Bowling Team No. 1 in the Industrial League are shown above, left to right, Dick Pedersen, Jack Schwartz (Captain), Fred Sweeney, Al Christoffel and Dick Gater.

They Just Keep Bowling Along

In the columns at left are the pictures of FWT'S three teams currently bowling in the 14-team Industrial League on Tuesday mornings at the Court Street Alleys.

Asked how their teams stood in the league, they unanimously replied: "At least, we have a lot of fun."

To give you some idea on how they are doing, they have the following player averages:

Team 1— Dick Pedersen, 156; Capt. Jack Schwartz, 167; Fred Sweeney, 145; Al Christoffel, 148; Dick Gater, 160.

Team 2— George Dunfee, 122; Harry Keller, 130; Warren Quimby, 107; Clarence Boren, 126; Capt. Walt Alfeld, 148.

Team 3— Ken Biery, 147; Capt. Kenny Emlich, 146; Ed Bardon, 142; Dale Okeley, 134; Herb Hofmann, 137.

Voice of the Public

Gentlemen:

This is to report a very unusual courtesy performed by one of your drivers. I do wish to express my heartfelt thanks to him for getting me out of a serious predicament.

The incident I refer to happened about 5:15 p.m. as I was driving under the East Pontiac viaduct, when for no apparent reason, my motor just died and I couldn't get started. With cars going and coming, people honking and what not, I was about to jump out of the car and run when this man came to my rescue.

He not only started the car, as if nothing at all was wrong, but piloted me under the viaduct and safely around on Pontiac Street. He cautioned me to leave the brake on until I got started and went merrily on his way, leaving a much relieved and thankful old lady on her own.

In my estimation, this was meritorious service performed over and above his duty and deserves special attention.

If it were in my power, I would suggest the equivalent to a "Purple Heart." Incidentally, for his benefit, the choke was out and I had flooded the motor. But as he will say "That's a dumb woman for you," and I guess he would be right.

Seriously, if you can find out who this driver is, and you probably can, please thank him.

FWT's gallant operator who came to the rescue of the lady in distress was Al Christoffel who certainly doesn't feel that all women are "dumb" drivers.



These smiling gents on FWT's Bowling Team No. 2 are, left to right, George Dunfee, Harry Keller, Warren Quimby, Clarence Boren and Captain Walt Alfeld.



Team No. 3 is captained by Kenny Emlich, second from left, who looks as if either the coffee is good or the bowling better. His team mates are Ken Biery, Ed Bardon, Dale Okeley and Herb Hofmann.

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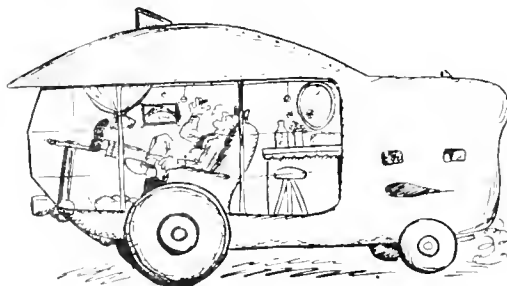
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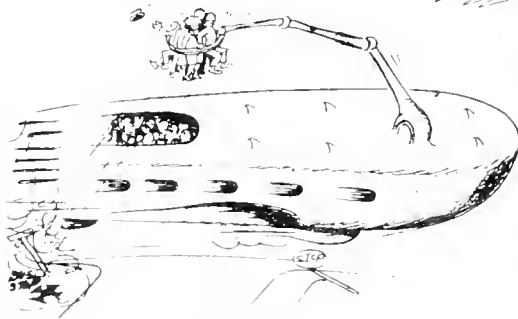
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How a Bus Should Be Designed

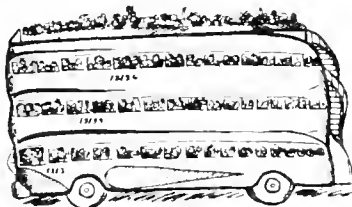
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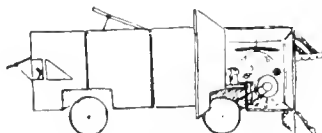
The Operator



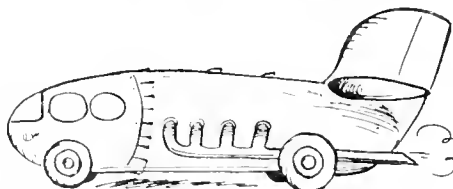
The Schedule Department



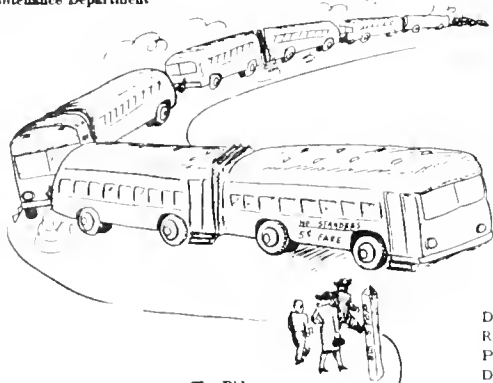
The Treasury Department



The Maintenance Department



The Engineer



The Rider

Drawn by James Z. George
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Partners Magazine
Dallas Railway & Terminal Co.

State of the Union

Our Local 682 Correspondent Says:

Greetings everyone. Sure glad to see the renewed interest in recent meetings. Your good attendance is greatly appreciated and tends to make the meeting more interesting. Let's keep it up.

As we are still working on contract, I would like to report that many interesting discussions have been held as of this time. No agreement has been reached although we are all hopeful that some progress will develop in the next few meetings. So don't get impatient, members; we have always been able to get together somehow.

Congratulations to Brother Charles Lahr who recently took his vacation. Hope he has a long and happy life as a pensioner. He left a good run open too, but seems as if there is no run quite as thrilling as Berryhill's. Every time he lays off, the extra board gives him Holy Heck. Don't seem like Berryhill would pick such a run, they say. Berryhill claims he took it on a recommendation by Feaser. But let me tell you, Feaser don't know good from bad.

I see my old friend Gerald Putman is back in the harness. Glad to see you return, Gerald. You know what they say about a bad penny. Well, it happens to be time to go into meeting. Troyer has now arrived. So see you next issue.

Our Auxiliary Correspondent Reports:

A combined business and social meeting was held January 21 at the home of Mary Coverstone, 2908 South Webster St. Assisting hostesses were Amy Cecil and Verta Horner.

Young man who gets paid on Monday and is broke by Wednesday would like to exchange small loans with someone who gets paid on Wednesday and is broke on Monday.—The Trading Post.

Late Flashes

New Transit Maps will be distributed soon. Check the bulletin board for further information on these handy maps, which will be available to the public.

1953 Club Officials invite everyone, members and non members, to their first party of the year: a square dance at Goeglein's Barn, Saturday, February 7th.

Let's all remember the "Courtesy Is

Contagious" campaign currently being sponsored by the Chamber of Commerce. The program is based upon the movie, "A Day in Court," which Operators saw at our Safety meeting last fall.

It's a fact: Courtesy is Contagious! Let's help spread the germ!

FWT Family Starts Plans For New Home

After five years of a "divided" life, the FWT family is busy with plans to consolidate shop and office operations in a new home on the Leesburg Road at the northeast edge of the city.

Our new seven-acre tract, purchased from the Indiana & Michigan Electric Co. and now occupied by the Pelz Wrecking Co., will provide ample room for shop and yard facilities, office space and additional expansion as we grow with the city.

Plans call for the erection of a modern building to house our offices and shops as well as to provide adequate under cover and outside parking space for motor busses and trolley coaches.

The months ahead will be busy ones for all of us as the new home begins to take shape and construction starts. We hope to get the construction program under way by next summer and be in our new quarters within a year.

The new site was chosen after a great deal of thought and investigation. It is ideally located because of its accessibility to our main routes and its relatively short distance from the downtown shopping center.

With the elevation of the Nickel Plate tracks a near reality, the old location on Spy Run would have presented a number of problems as the elevation program proceeded.

By this time actual work starts on the elevation program on Calhoun Street, we hope to be in our new quarters.

Meantime, there is a lot of work ahead for all of us, for the construction of our new home is an FWT family project. Suggestions on how we can make it the best possible operation to give better service to our riders will, of course, be welcomed.



TRANSITALK

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MARCH-APRIL, 1953

VOL. 5, No. 2



Fred Reinking, Floyd Berryhill, and Ery Firestine.

Credit Union Elects New Officers Declares 4% Dividend at Meeting

Our Employees Federal Credit Union held its third annual meeting on January 26 and reported a favorable experience for the past year's business which produced a 4% dividend for the organization's 158 members.

The treasurer's annual report showed assets of \$233,612.03 at year's end, with 77 loans outstanding in the amount of \$21,897.62. A total of 111 loans were made during the year.

Officers elected for 1953 include Floyd Berryhill, who was renamed president; Ery Firestine, elected vice-president, and Fred Reinking, renamed secretary-treasurer.

Directors are Kenny Blombach, Oscar Hasty, Claude Rensberger and Burl Smith.

Named to the Supervisory Committee are Chet Graffis, Carl Raupfer, Jack Schwartz and Ed Vonderau. Maury Holt and Jim Patton were named to the Credit Committee, with Ed West, holdover member.

FWT'S Credit Union is employe-owned and operated in accordance with Federal regulations. It offers all members a convenient savings plan with earned dividends and small loans at reasonable interest rates.

Members may assign payroll deductions as a means of regular monthly savings or for the repayment of loans made by the Credit union.

150 Couples Sashay Partners at Dance

The commands of the caller and the laughter of 150 couples resounded through Goeglein's Barn last month as the FWT Club launched its 1935 season under the new officers for the year.

If the first party is any indication of the fun for the rest of the year, the Club should have one of its finest seasons on record.

Entertainment and planning for the square dance was in the capable hands of Warren Quimby, Tom Grabowski and George Nichols and the boys did themselves proud.

Sights are set now on the Roller Skating Party which will be held at Krees Rink March 17 under the chairmanship of Eddie Fuhrman.

Shown at left, having what is obviously a good time at the square dance, are: Mrs. Clarence Smith, Jack Horner, Mrs. Harry Horner and Clarence Smith.

If You Owned A Bus . . .

To All Fellow Employees:

Shown in detail on these pages are the results of your company's operations for the year 1952. There was some improvement over each of the two previous years. The fare increase—from 10c adult fare and 5c school fare, to a 12½c token, 15c for the occasional adult rider and 10c for high school pupils—went into effect on March 1 and produced an increase of \$75,973 in total revenue. Wage increase of 10c per hour on February 1 was partly compensated for by a reduction in mileage operated, but our total expenditures still increased by more than \$54,000.

Net income after Federal Income Taxes increased to \$61,508 (from \$39,610 in 1951), and was equivalent to 3.63% of total operating revenues. Our net earnings were 2.17c per mile compared to 1.35c in 1951.

These results are encouraging as evidence of financial improvement, but the plain fact remains that we still carried about 2½ million less passengers than the year before. There is some indication that we are leveling off from the downward trend of the past 7 or 8 years. The tremendous increase in traffic congestion has created some new riders for us, and we can expect to convince some more that the smart way to shop or travel to work is to "GO TRANSIT".

We all know that every fare raise results in some loss of passengers. We have just agreed on a new labor contract which will give two increases in wage rates this year. With this, we have announced that there will be no fare increase now in spite of the fact that we have had to increase fares after each wage increase in recent years. The next few months will show whether we have to raise fares again in 1953.

Recently we announced our intention of locating new shop, garage, yard and office facilities on the Leesburg Road about a block north of Main Street. We are hopeful that within another year we can be in our new location, but there is a tremendous amount of planning to be done before the actual construction starts. Many of you will be consulted on the detailed plans as we go along because we want your suggestions to help make this a most efficient shop and office layout.

I want to commend every employee for the results we have achieved in decreasing accidents in 1952, and hope that at the end of the present year we can confidentially say that we are doing a good job of local transportation in Fort Wayne and are beginning to move up again in passengers served.

Donald H. Walker

Income and Outgo Based on Financial

INCOME

17,001,906 passenger rides
Advertising in our vehicles.....

TOTAL RECEIPTS

COST OF OPERATION

DIRECT WAGES

Time Worked \$ 920,779.88
Vacation allowance 33,082.19
Sick Leave pay 10,223.56

INDIRECT WAGES—(Company Share)

Social Security, Unemployment Taxes 17,241.27
Employees' pension plan..... 11,184.00
Employees' group insurance 4,115.31

TOTAL WAGE COST

MATERIAL, SUPPLIES AND OTHER EXPENSES

Power and fuel \$ 164,532.83
Eventual replacement of equipment, tools..... 102,022.36
Interest and Expenses on Funded Debt 9,494.17
Other expenses, supplies, etc. 213,343.10

TOTAL MATERIALS, SUPPLIES, ETC.

TAXES—(other than payroll taxes)

Franchises and street use fees \$ 40,220.00
Federal Income taxes 64,200.91
State Gross Income taxes 21,564.42
Real estate, personal property taxes 19,246.81
Federal Excise Taxes..... 40.00

TOTAL TAXES

TOTAL EXPENDITURES

EARNINGS

OUR EARNINGS WERE DISTRIBUTED AS FOLLOWS:

Earnings retained by company for all contingencies
Payment to shareholders for use of their money

TOTAL EARNINGS

Would You Rent It for \$1.56 A Day?

Report for 1952

\$1,674,725.32
18,073.06

\$1,692,798.38

\$ 996,625.71

\$ 489,392.46

\$ 145,272.14

\$1,631,290.31

\$ 33,508.07
28,000.00

\$ 61,508.07



Dear Joe:

Remember last week when you were riding on my bus, you made the crack:

"I'm in the wrong business. I'd just like to own one of your buses. Boy, look how you guys pack 'em in!"

Your remark kind of stuck with me and I stopped in at our Accounting Department to do some checking. They thought I was crazy but sat down and figured it out for me on the basis of one average bus on one average day. We used the audited figures of our company's annual report and simply divided them by our 108 transit vehicles and the 366 days of the year 1952.

I found out that you'd take in about \$13 a day with your bus. That's the average.

But right off the bat, \$25 of that would go for wages. You know our buses operate up to 20 hours a day. So you'd pay the labor cost for more than one driver . . . and also

the labor costs of the men behind the driver: shopmen, office force, etc.

Well, you still have \$18 left and that sounds fine. But wait a minute.

It takes a big storeroom of parts and tools to keep our buses running and 101 miscellaneous supplies ranging from paint to ink, etc. Power and fuel are big items in themselves. All these things will cost you more than \$12 a day to keep your bus fueled and in repair.

So that leaves you with less than 6 bucks . . . up to now that is! . . . There's an item of taxes however, all the way from city to federal. In round figures, taxes cost \$4 per day per bus.

Well, we added 'em all up to the nearest penny, and found that our profit for operating each bus was \$1.56 per day.

No, Joe. If you think you're in the wrong business, you'd better latch on to something else to make your get-rich-quick dreams come true!

One good thing, though, Joe. You could at least ride your bus for free while you look for a job that would support you!



Your Operator



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Cogs Behind the Wheels:

Whether It's Training or Supervising, He's Usually A Head Above the Ground

When a guy has a head sitting atop a lanky 6-foot, three-inches of frame, he's seldom looking up at anyone.

That's the case of our Harold G. Beeching who uses his height to good advantage while pursuing his supervisory chores in the downtown section. Harold has the advantage of looking *over* all the cars and pedestrians.

Harold joined the FWT family in November, 1947, as a trolley coach operator. In June, 1950, he became relief supervisor in addition to his duties as operator and was named a full-fledged supervisor the following November.

Along with being a crack supervisor, Harold has the added responsibility of being our training director. He's the man who introduces all operator applicants to their prospective jobs via a seven to nine day training course which includes classroom instruction, actual vehicle operation, written and oral tests and final check rides.

These duties in themselves should be ample to keep Harold out of mischief. But this year's FWT Club treasury also comes under his department. Harold was elected treasurer of the FWT Club and will be responsible for building up the war chest for next year's annual meeting and banquet.

A veteran of World War II, Harold served for three years in the Navy during the war.

On the personal side, the lanky, affable supervisor is married and has a small daughter, Marlo Jo, born on Dec. 30, 1950, just in time to save the Beechings a chunk of money on their income tax.

Harold and wife, Kathleen, are busy these days with plans for a new home. Blueprints are drawn and they will break ground soon on their location in the Winchester Heights area on the Muldoon Road. So, this spring and summer, Harold will probably trade his tennis racket for hammer and saw.



Harold Beeching

The Rolling Stone

We quote from an interesting letter which we ran across recently:

Dear Brother:

"When I came to Charleston, day before yesterday, I learned that you were anxious to sell the land where you lived and move to Missouri. I have been thinking of this ever since and cannot but think such a notion is utterly foolish.

"If you intend to go to work, there is no better place than right here where you are. If you do not intend to go to work, you cannot get along anywhere. Squirming and crawling from place to place can do no good.

"Now do not misunderstand this letter. I do not write it in any unkindness. I write it to get you to face the truth, which truth is that you are destitute because you have idled your time away. Your thousand pretences deceive nobody but yourself. Going to work is the only cure for your case."

"The above letter was written by Abraham Lincoln in November, 1851."

State of the Union

Our Local 682 Correspondent Says:

Relax Folks! Contract is all settled and I believe most everyone is happy! It was a lot of hard work. But I believe we cured a few ills in our Insurance Plan as well as helping those who are on Pension or going on Pension in the future. And those of us who are working can either work a little less or make a little more.

There were a few catastrophies connected with our negotiations however. Les Reineke had to take off fishing. Bob McConnell left for the South to rest up and I understand Don Foutz is going to Florida to recuperate. Dush landed in the hospital. We hope he will have a speedy recovery.

So you see you really have to be tough to pull through in tiptop shape.

Let's all get to the next union meeting. Chief topic of discussion is going to be "Why or how can we force Berryhill to work his \$7.12 & run?"

The Extra Board is going to put through a resolution that anyone signing on such a run cannot for any reason lay off.

Come on you regulars. Help the President out by attending the next meeting. Bing Miller is getting lucky again, fellows! Let's see if he wins again. If he does, I say it's crooked! See you all at the next meeting.

Our Auxiliary Correspondent Reports:

The auxiliary meeting was held at the home of Floa Wibel, 610 Riverside Drive, with Olive Gallmeier and Ruth Funk as assistant hostesses. Cora Mills was a special guest at the February meeting.

Be kind to the Boss Northwest Airlines has cast a sympathetic eye toward their supervisory-foremen employees. Poster messages strategically located point out: "Your supervisor is human too . . . Anything you can do to help him . . . will strengthen the team of which you are a part.

An old-timer is one who remembers when a dishwashing machine had to be married not bought.



FWT's Future Home... 801 Leesburg Road



This aerial view taken from atop the Allied Mills building shows the exact location of the land on which FWT's new home will be built.

As outlined by the dotted area, the site is bounded on the east (front) by the Leesburg Road, on the west (rear) by the Lindenwood Cemetery, on the north by the Michigan Wholesalers and Mayflower Mills and on the south by a residential section.

The tract includes seven acres of ground, having a frontage of approximately 426 feet along the Leesburg Road and a depth of 746 feet.

Preliminary work on the project is already under way, with the ground having been cleared and graded last month. The Leesburg Road is being paved at the present time.

While all that appears on the surface now is a cleared and graded site and our new address—801 Leesburg Road—a lot

of vital background work and planing has been going on behind the scenes.

In shooting for our present target to start construction as soon as August, work was initiated early on the planning stages of the big project.

The basic plans are nearing completion and have reached the point of final details, the most important and time consuming stage in any building project of this size.

As most of you know, proposed drawings have been posted and discussed with all departments at various stages of the planning in an effort to consolidate the best ideas from everyone and avoid possible mistakes and bottlenecks.

This is another time when teamwork and experience we have built up together will assure our improved future operations. Suggestions by a number of you have proved invaluable.

The general plans now include a long,

one-story garage building which will be located on the front of our property. Attached to the southeast corner of the garage building will be a two-story office building.

The office building will house the transportation and claim offices and operator's room on the first floor, with the general offices to be located upstairs.

A second building to be constructed in the rear will serve for bus storage, while the electric coaches will be parked in the open in the same way as they now are at the Spy Run yards.

Planning of the new home has been going ahead with one eye kept closely on the city and county's plans to elevate the Nickel Plate and bring to reality Fort Wayne's 35-year-old dream.

With the starting time for the elevation program pushed back to December, we anticipate little if any trouble in this respect.

Monthly Report

To All Fellow Employees:

I am happy to report that our revenues for the first five months of 1953 have been almost exactly in line with our budget estimates made prior to the beginning of the year. Working as a team, all of you have contributed to that result. If we can maintain that level we may still be able to avoid any necessity for fare changes this year.

But success in our business depends a great deal on keeping on top of a lot of little details which we are apt to overlook unless they are brought to our attention.

One problem which has been plaguing us more of late is that of traffic light breakage from trolley dewirements. The cost of repairing such damaged traffic signals falls on us. It is an extra expense in operating our business which we can ill afford and which a little precaution can cut down.

As the best means of cutting it down, we urge operators to practice all of the normal operational procedures while passing through overhead work. All dewirements also should be reported as soon as possible so that we can quickly repair defective trolley layouts.

Elsewhere in this issue, several pictures illustrate another problem that arises from the occasional failure of a few operators to pull completely to the curb at stops in the outlying districts.

We should all be aware that our vital public relations depend primarily on passenger comfort and safety. Seconds or minutes saved by not pulling into the curbs mean nothing if a passenger is injured getting on or off a vehicle because the stop was made out in the street.

The curb pull-in was designed mainly as a safety factor and a convenience to the riding public. Let's keep it that way as our best assurance that relations with the riding public will continue to improve.

More than most businesses, our's is particularly sensitive to public reaction because we play such an important role in the daily life of our city. If these suggested improvements are followed, the resultant better job will pay all of us extra dividends in favorable public reaction—the lifeblood of our business.

Donald H. Walker

WE NEED MEN . . . If you know someone interested in steady, full-time work, invite them to visit our Employment Office. Opportunities are open now for driving as a coach operator to men in good physical condition with favorable references.

What's Your Angle on This?



"A Black Eye for FWT" . . . It's poor public relations for us anytime we could but fail to pull into the curb. It's a poor safety practice too because it exposes our tailgate to a good boost from the rear. Let's give the motorist following us a break! Pull in parallel to the curb wherever and whenever possible!

FWT's Improved Group Insurance Gives Added Values at No Increase in Costs

One measure of the true growth of a business is the improvements which can be worked out from time to time in employee benefits.

A good example of this is the improved FWT Group Insurance Plan worked out by your union committee and your company.

An important feature of these improvements is that they have been added for the benefit of employees and their dependents without increased cost to any employee.

This continues your company's policy of providing an attractive group insurance plan, featuring good protection at reasonable costs.

For the same cost as before, FWTers and their dependents will benefit from the following improvements:

An increase in the daily hospital room and board allowance from \$5 a day to \$8 a day.

Maximum allowance for special charges involving hospitalization has been increased from \$150 to \$160.

A new surgical schedule provides a maximum reimbursement benefit of \$240 compared with the former maximum of \$150.

For most of us the life insurance clause, which depends on insurance classification, amounts to \$3,000. A \$1,000 life insurance policy is continued after retirement at no cost to the employee.

In addition to these improvements which come at no extra cost, agreement was also reached on an extra provision against the devastating cost of polio. For an extra payment of one-cent per week for the employee alone or four cents per week for each employee with one or more dependents, a maximum aggregate benefit of \$5,000 for polio expense has been added.

These improvements spell further peace of mind and security when unexpected illness hits. They are further proof that FWT is growing in the right direction.

Strictly Personnel

As we go to press, three FWT operators have been signalled out for the Harper Clifford Courteous Driver Award in the past month. Clarence Boren, Tom Noble and Charley Shiflet were each interviewed by tape recording over WKJG and received prizes in connection with their awards for courteous acts performed on the job as reported by members of the public.

The welcome mat is out for five new additions to the FWT family. They include Marita Cunningham and June Hill, both in the office; Ishmael Evans and Evan Cunningham, transportation department, and Rebecca Griggs, shops.

Don Foutz and Fred Steinbauer, on Florida vacations recently, visited Cal Achor, formerly of the transportation office who retired this past winter. Cal, whose health has been rather poor, is reported to be much improved.

Births:

Thomas Grabowski, III, born May 29 to Mr. and Mrs. Tom Grabowski.

Michael Edward Menefee, born May 12 to Mr. and Mrs. Robert Menefee.

Garthena Louise Noble, born April 16 to Mr. and Mrs. Tom Noble.

52 Miles of Double Wire Tends to Keep A Fellow 'Looking Up' Most of the Time



Hugh Richey



James Moore

Two additional members of the FWT family, both of them veteran employees of long standing, have taken their retirement, effective last May 1.

They are Hugh Richey, who served for a number of years as track foreman, and James (Jimmy) Moore, long-time operator.

Hugh's service record goes back to August 15, 1919, serving as track foreman until the last track was abandoned. Since that time he has done maintenance work in our line and shop departments.

Hugh lives with his wife, Muriel, in Ossian and plans to put the yard and house in shape and then take on a little part-time work to keep his hands busy.

Jim, who started with us as an operator on May 20, 1910, rounded out 43 years of service before retiring. He lives with his wife, Gertrude, at 211 East Lexington Court.

Two of Jim's sons are presently serving with the Armed Forces. One is listed as missing in Korea and the second, an aerial photographer, was recently presented with commendations for his work.

Keeping close tabs on FWT's 52 miles of double wire is the chief responsibility of George Nichols, who has been our overhead line foreman since March 1, 1940.

George's duties are varied, running from supervision of wire sleet cutting during the bad months of the winter to seeing to it that the park turnarounds are in tip-top shape during the summer.

In addition to having charge of all overhead equipment and being available at all hours when trouble breaks loose, George also keeps an eye on maintenance and construction projects.

A veteran in the business, George started out with the overhead line department out of Logansport on January 15, 1922. He transferred to Fort Wayne 10 years later and has made this his home ever since.

He lives at 1005 Cottage Ave. with his wife, Margie, and two daughters, Peggy and Nancy, at home. The Nichols also have two married daughters, Betty, who is the mother of two girls and a boy, and Patty.

Long used to being outnumbered by the women in his family on a five-to-one basis, George was most thankful when his one grandson to date came along to shorten the odds and give him a little help.

Club Bulletin Board

Last big blowout of the FWT Employees Club came on April 17 when 150 club members and their families attended the annual Family Night at the shops, where games were played and prizes awarded.

Chairman Max Castator and his co-chairmen, Dick Gordon and Paul Lang, saw to it that the eats were excellent and the fun plentiful. Prizes included 24 sacks of groceries, with an additional three attendance prizes of 10 pounds of sugar.

Plans are already under way for the Ice Cream Social in August. Harold MeElhoe and Max Castator are in charge of arrangements for this old-fashioned party which is always fun for adults and children alike.

A further look into the future finds your club officers planning a weiner bake in September and a Masquerade Dance for October when the goblins and sprites come into their own.



George Nichols

Latest Transit Maps Make friends for FWT

Our mail in recent weeks has had a number of complimentary letters about our new transit maps.

And in some cases, the letters of thanks for the maps remind the writers of some other good things they want to say about us.

Like the letter from Mrs. Juanita R. Weidner who thanked us for the map and added:

"As I have been in the business world until coming to Fort Wayne, I know companies receive many complaints but seldom compliments. I wish to pass along a compliment to you which I have repeated to others so many times—I have found your drivers to be the most courteous and helpful drivers I have ever seen in any city."

Mrs. Elden A. Slater wrote:

"Thanks a million for the wonderful transit map. I am sure many will appreciate the map although they may not take the time to thank you as I have."

Another typical letter came from Mrs. Estella M. Ray, who said:

"Thank you for the very helpful and handy map of Fort Wayne. Many times I have been in doubt as to which area was served by which bus, and this map gives the whole story."

Copies of the new map are still available for those who would like to have one. They may be obtained at our transit booth on Calhoun at Washington.

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What's Your Angle on This?



'2-Way Stretch' . . . Nine times out of 10, our passengers will jump for it when the coach steps are two to three feet from the curb. And some of those times, the lady will fall. Let's practice safety always. Pull in parallel to the curb wherever and whenever possible!

FWT Annual Picnic Slated for June 28

The annual FWT family picnic will be held this year on Sunday afternoon, June 28, at the Franke Park Pavilion.

Dick Pedersen and Dick Rider, co-chairman, have been busy with the multitude of details necessary to assure a good time for one and all.

Refreshments and prizes for adults and kiddies will be part of the fun. \$200 worth of prizes in all will be awarded and an entirely new slate of games are planned.

All employees of FWT and members of their families are invited.

The outing has been planned to provide fun for everyone regardless of age. Bring the whole family and have the time of your lives!

State of the Union

Our Local 682 Correspondent Says:

Hi Folks! Here I am trying to meet the deadline again.

We had a very interesting meeting last month. Mr. Walker was our guest and showed and explained our new shop setups as it is planned up to now.

Well, vacation is in full swing so let's all be very careful on our trips so we will arrive home safely. By the way, the board looks like we need every last one of you.

Here's all the best wishes and a quick recovery of our sick list. We sure miss seeing you muggs around! So Herman and Don and all the rest who have been ill, we all will be looking for your return as soon as able. Good luck!

How about a free treat to coffee and sandwiches? Just ask Harry Horner. He sure is willing to buy, especially if he thinks he wins \$5. We heard you protest, Harry, and our records show you really did win. So here's your \$5. Thanks for the steak! See you next issue.

Our Auxiliary Correspondent Reports:

Our past three monthly meetings were well attended and each resulted in a good time. Hostess for the March meeting was Bonnie Jackson, assisted by Mrs. Edna Troyer and Mrs. Juanita Berryhill. The April meeting had Evelyn Simpson as hostess, assisted by Donna Emlich. Bertha Fromm was hostess for the May meeting, with assistant hostesses being Irene Blombach and Clara Lang. We are also happy to report that the May bake sale at Wolf & Dessauer's was a big success.

WHAT'S THE USE?

Once there were two little worms. One was wicked and the other was good. The first was lazy and improvident and always stayed in bed late. The other was always up early and busy. The early bird got the early worm. A fisherman with a flashlight got the nightcrawler.

Moral: You can't win.

What's Your Angle on This?



'Blind Bogey' . . . It's a trap when our coach parks with the rear exit doors two to three feet from the curb. Half way out, our passengers steps out for the curb. Sometimes, they miss. Pull in parallel to the curb wherever and whenever possible!

Exhaust Gas

Bus Driver: My kid is a real mental giant. Why he's only four years old and he can already spell his name backwards and frontwards.

Mechanic: What's his name?

Bus Driver: Otto.

After waiting for a long time for a late bus, the lady boarded the first one to come along and handed the driver her transfer, then trudged to her seat still very much perturbed over the wait.

She had no sooner taken her seat when the driver yelled, "Hey lady, this transfers dated yesterday. It's no good."

"My goodness," she said sweetly, "I had no idea you were that late."

This little story is going the rounds in Paris: "What's the difference between a rich American and a poor one?"

"A poor American washes his Cadillac himself."



Passenger Upswing

For the first time since 1947, FWT, in June of this year, carried more passengers than in the same month during the preceding year. For what this possible halt in the downtrend of passengers carried means to you and your community see Don Walker's Monthly Report on Page 2.



They planned picnic — drafted manpower and made it a huge success. Congratulations to Co-chairmen Rider and Pedersen.



They worked the refreshments and kept kiddies and adults happy and well supplied—Beeching and Hasty.



Others worked, too, as must always be in the case in every successful outing. Lending a hand here are Suter, Blombach and Firestine.

Picnic Proves Popular Pastime



If proof be needed, the kids crowding around the balloon counter in the above picture, with adults not far behind, are ample evidence that the sixth annual Company Picnic in Franke Park was a big success.

Our hats are off to the hardworking committee who made the outing the most popular and best attended in our history. One hundred and six employee families attended, with total attendance numbering 365 persons, 124 of them being children under 16 years of age.

Under the able guidance of Picnic Co-chairmen Dick Pedersen and Dick Rider and Refreshment Co-chairmen Harold Beeching and Oscar Hasty, there was fun and food aplenty for all attending.

All of the children were winners in the special games for the kids, with each child receiving a prize. This part of the picnic was handled by Kenny Blombach, Dick Fehling, Erv Firestine and Ed West.

Dick Gordon arranged for a horseshoe contest, with top honors in the art of ringer tossing going to Paul Lang and Laverne Minich.

The hostesses with the welcoming smiles at the registration desk were Eve Lloyd and Elvira Loraine. Bill Whinery served as First Aid man.

Highpoint of the outing, for the winners at least, was the distribution of attendance prizes. Jim Patton had gone all out in securing really fine prizes for distribution.

Winners of the prizes and the prize they took home with them were: Annuitant Lawrence Aldridge, who received a house fan; Mrs. Kenneth Mills, a picnic bag; Mrs. Ralph Mills, a steam iron; Flo Wibbel, a deep fryer; Mrs. Curtis Barker, an electric grill and toaster; Edna Wolf, a table radio; Mrs. Burl Smith, a pressure cooker, and Fred Reinking, an automatic coffee maker.

Monthly Report

To All Fellow Employees:

The month of June brought the brightest news to your company since 1947, when the post-war decline in the number of passengers carried set in, for in June of this year, we actually carried more passengers on our vehicles than we did for the same period the year before.

The number of Saturdays, Sundays and holidays in comparative months will always affect the number of passengers carried—and it is true that we have had one less Sunday in June this year—but, nevertheless, similar conditions have existed often in the past six years—and this June is still the first month with an actual increase.

A post-war decline in transit riding was expected in the industry—the number of war-time necessity riders was abnormal. We were deeply concerned, however, as to how far that decline would go.

Not it appears, on the basis of our June passenger figures, that there is some hope we have reached the bottom of the long down grade. One month alone will not prove any change in the trend, but it does lend encouragement.

If we can start building loads upward again, the credit must go to all of the working members of the FWT family—Operators, Shopmen, Maintenance men, Office people—everyone who has helped provide better and more efficient service to our patrons at our economical fare!

If you will recall, your company and union at contract signing last February made a joint statement to the public pledging that no fare increase would be sought at that time because of the wage increases embodied in the contract. We also expressed the hope that we would not have to seek a fare increase in the fall as the added wage increases became effective.

In view of the June passenger increase, and our record of the year to date, we are even more optimistic about our prospects of retaining our present fares.

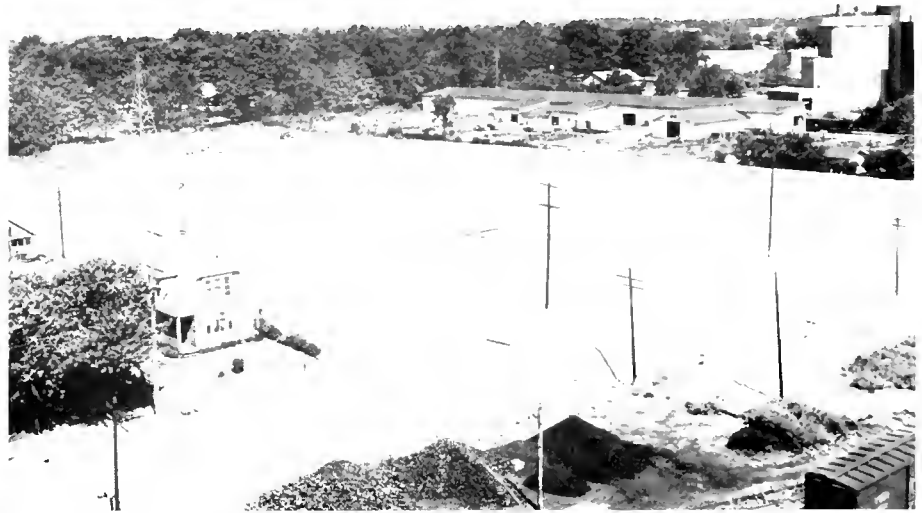
Mass transportation thrives best carrying the maximum number of people efficiently and comfortably at the lowest possible fare. With the help of every member of the FWT family, we will continue to try to do just that—furnish our community with good transit service at the lowest possible rates.

Donald H. Walker



"When you take responsibility on your shoulders, there's not much room left for chips!"

Progress at 801 Leesburg Road



Since our last issue of *Transitalk* with its cover picture of the ground on which our new home is to be built, some progress has been made on the site as the above picture shows. The ground has been graded and leveled and the new street completed. Gas, water and sewage lines have been installed. Plans for our new buildings are now down to details and a start on construction is expected in September.

A Bus Ride

When riding a bus, sitting there in my seat—

I look at the car cards and then to the street.

Soon I grow restless and sit there and scan

The facial expressions on each woman and man.

The boy up in front with that crestfallen look,

With a horn in his hand and an old music book.

I bet he is thinking 'If he had his way,

He'd junk that old horn and go swimming today.'

There's a heavy set woman with a scowl on her face,

One would think she was mad at the whole human race.

At once I felt sorry for the man of her house—

To wake up each morning—and see such a spouse!

Here comes a young fellow; deep lines on his face.

His suit is all soiled and his hair's not in place.

He may once have been happy—but hardships and strife,

Have taken possession of this young man's life.

My attention is drawn to children in the rear,

Laughing and joking and full of good cheer.

I managed a smile and felt kind of sad,

Remembering school days and fun that I'd had.

My stop came in view and as I rose to go—

I noticed a couple, who were happy—I know.

A boy and a girl with love in their heart;

Hands tightly clasped, like they never would part.

With a soft little sigh, I stepped from the bus,

And watched it move off in one cloud of dust.

Back home I looked at the mirror in it's case—

And wondered what people had thought of my face.

— Marita Cunningham, General Office.

Ed Checks Our Service Like Engineers Test Products; Right Blend Essential

Like a chemical engineer checking the ingredients of a product, FWT has a man who makes a constant analysis of our service. He's Edward Paul Vonderau, ("Ed" to his many friends), who has been a schedule analyst since Aug. 1, 1950.

Ed, who joined FWT as an operator in February, 1948, and was made an operator and relief dispatcher late that same year, has the job of checking the balance of cost of operation per mile against revenue per mile. He knows that we must average 6 passengers per mile to pay our operating costs.

Whether an individual "tripper" bus or an entire line service is falling far below 6 passengers per mile, adjustments must be made or we lose money fast!

And just as too much service is costly to FWT, too little service also is bad. Overloaded busses and "pass-ups" are never popular with our passengers. In the latter case, adjustments are made to provide more service.

Ed makes his studies by means of fare box readings and actual passenger counts. Operators often tip him off on bad situations as does his partner, Mauri Holt.



"Ed" Vonderau

As Ed says: "It's a never-ending job, a constantly changing pattern. We tear our hair at times, but all in all, it's interesting work."

A veteran of World War II, Ed served in the Infantry in the European Theater of Operations, where he attained the rank of major.

Sound Retirement Plan Is Assured

Financial soundness of the FWT Employees Retirement Plan was strengthened last month when the rate of contributions to the fund was increased slightly. After extensive study and financial review, your Retirement Plan Committee and Union Executive Committee recommended an increase of 50¢ per week per employee. The Company agreed to match this same amount.

Over 200 employees now contribute approximately \$16,000 per year, with the Company matching this amount, for a total of \$32,000 per year into the plan.

Cash balance in the fund today stands at just over \$100,000. This amount is accumulating less rapidly of course, as more annuitants draw benefits, and will eventually level off completely.

Strength of the plan depends largely upon a sizeable cash reserve, because it is the interest earned on this money that helps support the plan.

If, for example, our cash balance should level off at \$200,000 earning 4% interest, we'd have \$8,000 per year right there. This alone would equal the total yearly contributions of 102 employees.

Present members of the Retirement Plan Committee include: Don Dush, chairman; Laurence Stokes; Les Reincke; Bill Whinery; and alternates Norm Tudor and Bob McConnell.

Employee Club Fall Calendar Planned

Are your FWT Employees Club dues paid up for the year? If not, put your money on the line and it will be doubled if you just attend one or more of the Club events your committees have on the fire for the remainder of the year.

The annual Ice Cream Social comes just at deadline. (You may either just be looking forward to it as you read this or just have finished enjoying it.) At any event, under the able co-chairmanship of Max Castator and Harold Melhoe, it's certain to be as big a success as in the past. Time—Friday, Aug. 7—Place—Franke Park Pavilion. Plenty of ice cream, cake and pop—movies for the kiddies—entertainment for all ages up to 100!

The Club also has tentative plans under way for a busy fall season. First on the calendar will be the fall weiner bake scheduled for September. Then, in October, it's time for the witches and the goblins again and a masquerade dance will be held.

For the climax of the Club year, there's the annual banquet, our really big Club blowout, due in January.

Get those dues in and be on hand for all of these events. You'll have the times of your lives and the wife and kids will enjoy themselves, too.

State of the Union

Our Local 682 Correspondent Says:

Greetings everyone! Let me extend a special invitation to each of you to the next union meeting. We need you. Our attendance has fallen off these hot summer months so let's all perk it up by coming to the next meeting.

Special! Watch Bulletin Board for special event. The L. L. P.E. contest will soon start. Here's a chance to win yourself some dough. Details later!

Brother Cliff Taylor moved to the country so he could get more oxygen and thought he would gain weight. Now he wants to commercialize on the project by trying to sell it to "Slim" Beeching. Harold says he won't buy if Cliff can't give it to him. He'll wait a few months until he gets his house done out in the "Oxygen Area," then he won't have to buy it—if he lives that long.

Well, I suggest both of you boys cooperate on something because Warren Quimby says neither of you can throw a shadow anymore.

Am looking ahead to vacation. From all reports so far, everyone seems to be having a grand time during their vacation this year. Personally, I'm going to investigate a certain spot where one of the boys told me he hooked a 37-pound pike. See you next issue.

Our Auxiliary Correspondent Reports:

A good time was had by all at the picnic June 24 at McMillen Park. At the business meeting on July 10 at Juanita Berryhill's home plans for the September party were discussed. A book review will highlight the September meeting to be held at the home of Irene Blombach, 1120 Tecumseh Ave. A special invitation is being extended to all wives of Local 682 members. If you plan to come, please call Irene Blombach at A-60985 or Evelyn Simpson at H-90672.

Strictly Personnel

Have you met these new members of our FWT family? Make it a point to get acquainted. They're real fine folks. They include "Tex" Benedict, Guy Colerick, Junior Harmeyer, Bob DeFlon, Bill Hermes, and Bob Hutson of the Transportation Department, and John Richardson of the Shops.

Births: Pamela, daughter of Mr. and Mrs. Jacque Schwartz, born June 24, 1953.

M. H. Patton has been named "Claims Investigator and Safety Director," effective July 1. Jim will continue his former responsibilities in the Claims Department, reporting to W. H. Whinery, and in addition administer our employee and traffic safety programs, reporting to R. L. McConnell.

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Transit Stops . . . 'Round the Nation

Baltimore—Baltimore is the latest city to consider the complete elimination of parking in the downtown district. Like every other city today, Baltimore is faced with danger that the downtown section will be strangled by too many automobiles.

Richard F. Cleveland, former general counsel for the Public Service Commission, puts the problem very clearly. He offers these three basic premises:

1. Baltimore's downtown area can not be decentralized and is "here to stay."

2. The space in the heart of the city is limited and the number of cars on the streets increasing.

3. Any rationing of space due to these limitations must be decided in favor of the people, not automobiles.

Pointing out that the economic health of the city's business depends on getting people into the downtown area, Mr. Cleveland declared that the only practical way to get enough of them there is by mass transportation.

Kansas City—Despite a vast increase in the use of private automobiles, a substantial majority, 56 per cent, of the shoppers in the downtown area use public transportation.

This fact was revealed by a survey made for Kansas City Public Service Co. by Community Services, Inc. to determine transit habits of shoppers making purchases in downtown stores and also of the employes of these stores.

The second significant point brought to light by the survey is that an even greater proportion, or 75 per cent of the merchantile employes in the downtown area use public transportation between their homes and places of work.

'A Law of Physics'



Speed is a factor which directly effects the results of a collision. The laws of physics teach that energy is proportional to the square of speed—twice as fast and you hit four times as hard.

A car striking a fixed obstacle at 20 miles per hour will suffer the same damage as if it were dropped from a height of 13 feet onto a concrete highway.

At 40 miles per hour, the damage would be the same as if the car were dropped from a four-story building. At 60 miles an hour, the same as if dropped from a 10-story building.

W. D. Bryant, executive director of Community Services, stated that Kansas City Public Service "has an important part to play in maintaining the economic stability of this community and all parties concerned should adequately recognize that fact.

San Francisco—Marmion D. Mills, traffic consultant, has given San Francisco leaders a prescription for helping solve the downtown transportation snarl.

The main ingredients outlined before the San Francisco transportation subcommittee were:

1. Clear all parking from downtown streets so traffic and transit can move freely.

2. Establish fringe parking areas outside the downtown area, connected with downtown by fast, frequent bus service.

3. Reserve downtown parking lots and garages exclusively for shoppers.

Mills made it clear that drastic action is necessary, declaring:

"If San Francisco continues drifting along as it has in the past, in 30 years you'll have a fine warehouse district where the business district used to be."

Once more. No city can get all of its cars into the relatively small district known as the downtown business center. Transit is necessary, because buses use the least amount of street area to move the most people.



TRANSITALK

SEPT.-OCT., 1953

Published by and for the family of Fort Wayne Transit, Inc.

VOL. 5, NO. 5

FWT Blessed with 7 Twins Leesburg Property Under Construction



Shown at a rest stop in the hills of old Virginy are Floyd Berryhill and Max Castator, checking over two of the Wheeling buses, on the 300 mile road to Fort Wayne. Four such trips were made without accident and only minor mechanical trouble.

Seven Twin Coaches have been wheeled in from Wheeling, W. Va., to supplement our motor bus fleet.

FWTers participating in "Operation Wheeling" were Floyd Berryhill, Neil Shober, Harold Beeching, Bob McConnell, Clarence Smith, Tom Grabowski, Don Foutz, Max Castator, Cecil Adair and Don Swank.

Four of the orange and silver gas buses have already been converted to propane in our shops, thoroughly reconditioned, repainted and placed in service here.

Meanwhile, ten of our trolley coaches were sold to Indianapolis. The reason for the switch of electric for propane vehicles lies in the fact that our smaller motor bus fleet has been strongly overworked of late on special services and additional service needs required by Mount Vernon, Waynedale and other outlying areas. Motor buses are also handling the Washington trolley coach line, which was lost with the inauguration of the one-way street program.

All in all, with the acquisition of the new motor buses, our fleet is now better balanced to handle the coming Christmas rush of traffic and *increased passenger loads!*

We've been getting a number of questions on vital statistics for our new home at 801 Leesburg Road. Here are the facts and figures:

The single story shop section, including the unit repair, cleaning, maintenance and storeroom areas, will measure 279 feet by 110 feet.

The operators' room, located beside the shop and back of the office section, measures 32 by 43 feet, excluding locker space.

The first floor of the office building houses our cashier, dispatcher and scheduling departments, with offices for Don Foutz, Neil Shober, Bill Whinery and Jim Patton. The accounting department is upstairs, as are the offices of Don Walker, Les Reincke, Maury Fox, Bob McConnell and Chuck Collins.

A layout drawing of the project may be found on Pages 2 and 3 of this issue. Footings and foundations have been poured at the site and the actual building structure will soon take shape. The exterior finish will be of red brick with stone trim.

Interior construction will take more time, but if plans go according to schedule, we'll be occupying our own home in April of next year.

Club Bulletin Board

With the Weiner Bake held Oct. 3 at McMillen Park under the chairmanship of Dick Gordon a happy memory, Max Castator has everything lined up for the Square Dance at Goeglein's Barn Nov. 7. Members of the FWT Employees Club and their ladies will promenade the hall to the music of the Hoosier Ramblers.

The annual election of club officers is slated for December. Watch the bulletin board for further details and the slate of candidates.

Then comes the big blowout in January when members will gather at the Chamber of Commerce for the annual Club banquet. Bill Jackson has been named general chairman for the club's top social function of the year. We know Bill and his committee will come up with plans for the best banquet to date.



Now a working member of the FWT family, the first reconditioned Wheeling bus is shown just after it left the shops. Designated No. 48, the bus carries transit ad messages on all four sides. It toots our own horn, pointing out the advantages of safe, fast, and convenient service offered by FWT to the riding public.

Monthly Report

To All Fellow Employees:

With the fall season almost at an end, we are approaching the climax to what has proved to be a busy year for all of us.

Before we know it, the Christmas season will be upon us, with the traditional shoppers' rush and its heavy demands on our equipment and nerves.

Your company also has been active in promotional riding in co-operation with the merchants and other groups, which has resulted in increased passenger loads.

To mention some of these briefly, they have included the free bus service offered by Sears Roebuck to their new store; the General Electric Open House, for which G.E. chartered four coaches, operated on the old Bolt Line, and Wolf & Dessauer's free ride program during the morning shopping hours.

Plans are also under discussion for a bus riding promotion in co-operation with the downtown merchants for the last two weeks in November. Again, these successful promotions underline our best selling point — buses do move more people, relieve traffic congestion and deliver passengers to the point of sale.

I am also happy to announce that we have, again this year, participated 100 per cent in the United Fund campaign. We reached our goal through the payroll deduction Civic Contribution Fund set up here two years ago. The plan covers all but eight persons in the company, who were contacted personally for this drive, as they are for all drives.

Donald H. Walker

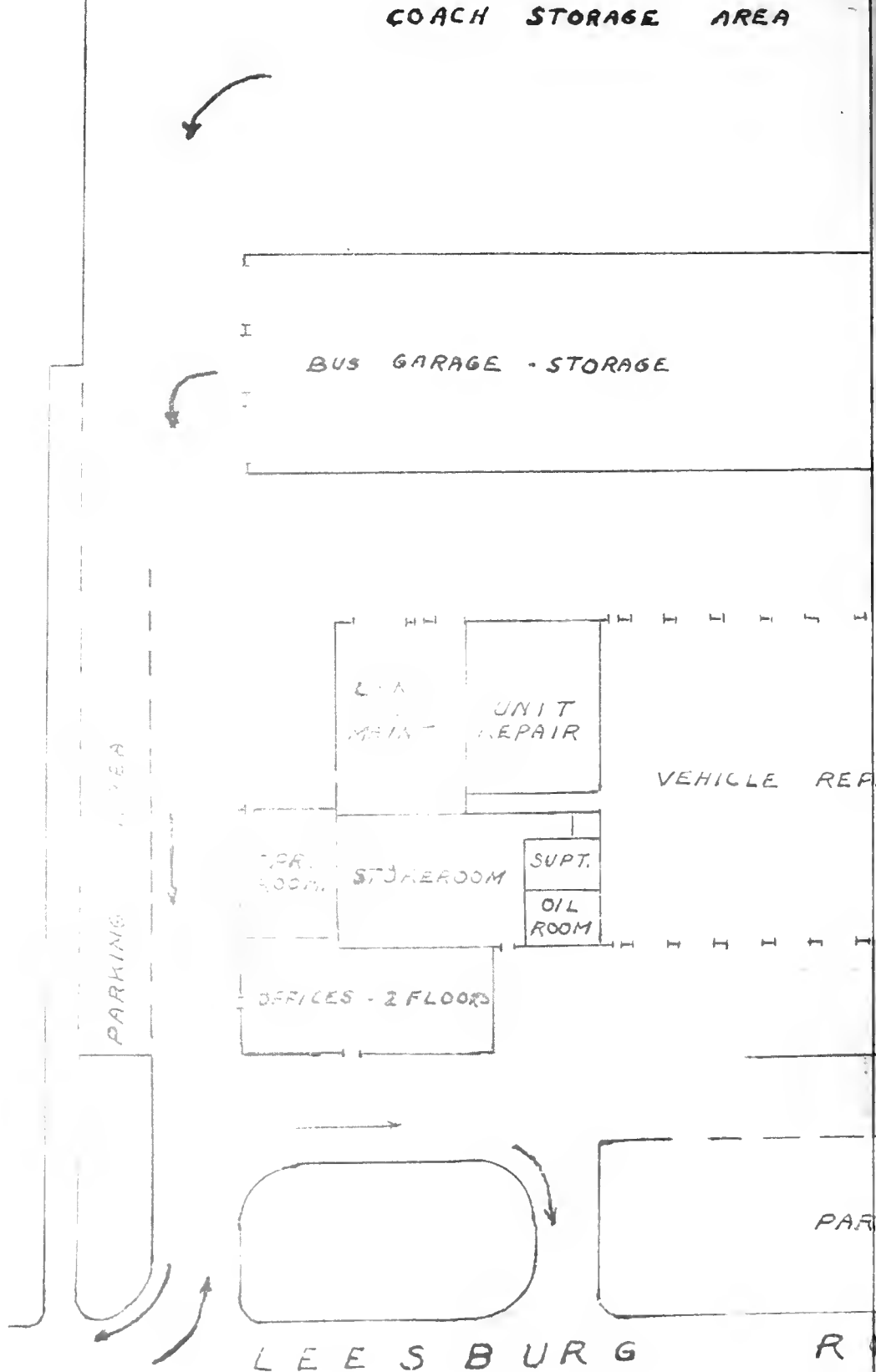
Carriger Retires



Pete Carriger

Earle (Pete) N. Carriger, who joined the company as an operator April 22, 1922, made his last ride on October 31, at which time he retired. Pete's wife, Mamie, 41, and three children are all hoping he will be much better in the time they move in their new home in Indian Hill, which will be finished soon.

Leesburg Layout (See street map)



y on page 1)

COGS BEHIND THE WHEELS

After Overcoming a Little Resistance, Here's the Lowdown on 'Cog' McConnell

There was a little backing and filling before we could get this issue's "Cog" to sit still for a word portrait.

In the past three years, Cogs has reported on all supervisory personnel and foremen and we are scraping the bottom of the barrel. That's where we found Bob McConnell, administrative assistant to Don Walker.

Bob joined the old Indiana Service Corp. on Feb. 16, 1940 as a messenger. He advanced to the mimeograph room and was attached to the accounting department before entering service in June, 1942.

For the next three years, Bob was busy in the European Theater of Operations, attached to a Ground Radar Group, and holding down a sergeant's stripes.

Upon his return from service, Bob entered employment and personnel work. When FWT was formed, he continued his personnel work and added safety and advertising. His present duties as administrative assistant include personnel, advertising and public relations work as well as special assignments and reports for Don Walker.

There are two women in Bob's life — his wife, Dot, a one-time employe of the Indiana Service Corp., and daughter, Joyce, who will soon be four years old.

The McConnells' pet hobby is taking vacation trips in the family buggy on a low budget. Their last vacation venture was a trip late this past winter to Florida and to New Orleans for the Mardi Gras. Now they are busy with their new home in Indian Village and hope to move in by January.



Bob McConnell

State of the Union

Our Local 682 Correspondent Says:

Congratulations are in order for Dick Murphy, Chas. Shifflet and Neil Malcolm, winners in the L.L.P.E. drive. To the rest of us — well, next year we will have another chance — you too, Shoher.

Last meeting was very encouraging. Almost a full house. Still room for the rest of you. This is the place to bring your gripes or troubles. Some one will always argue with you or sympathize with you.

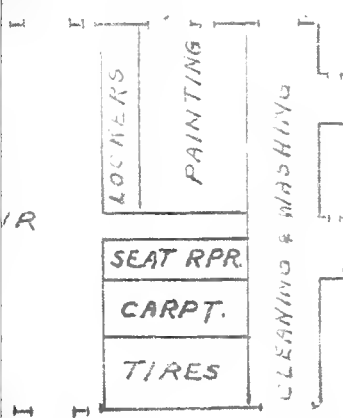
This is a small world. In traveling on a highway near Wheeling, W. Va., I stopped at a roadside park. There, on the registry, were several names of Fort Wayne Transit people. Come on, you guys! Let's have those girls' names and addresses you copied off that registry.

On the serious side, boys and girls, don't forget we have been having wonderful fall weather. But Old Man Bad Weather is just around the corner. So let's not get caught with our shorts down. For we will soon be at the end of our safety year — Dec. 1. So hold that line! See you next issue.

Our Auxiliary Correspondent Reports:

Roqua Wibel, immediate past president of the Elex Club, gave an interesting account of the club's trip to Europe this summer at our social meeting on Oct. 29. Irene Blombach served as hostess, assisted by Juanita Berryhill, Bonnie Jackson and Gara Mills.

The next social meeting will be held Nov. 12, with Ethel Harter as hostess. Then on Nov. 19 we plan to feature a timely gift wrapping demonstration by Mrs. Otto Wolf. Juanita Berryhill will be hostess, with Olive Gallmeier and Verta Horner as assistant hostesses.



ING AREA

A D

Strictly Personnel

A number of new faces have been added to the FWT family in recent weeks.

New members of the company in the transportation department include Harry Cline, Delbert Randall, Don Frecker, Don Harkless, Dick Mundt and Maurice Micheal.

Two new members have also been added in the shops. They are Chet Gill and Sam Williams.

Fern Hageboeck is back on the job again, assigned to the shop office.

Births:

JoAnne Clare Minich, born August 25 to Mr. and Mrs. Robert Minich.

Marriages:

Operator Don Allen to Berniece Dirks on August 15 at Zion Lutheran Church.

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To Tell Our Story



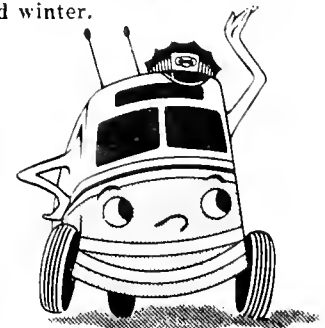
MOST IMPORTANT SEAT on the bus, the driver's seat . . . Jim Patton, Harry Keller and Harry Kennell check one of the sample seats recently on display in the Operators' room.

Operators voted for their choice of the five seats, based on comfort and adjustment qualities. Without knowing the prices involved, 70 of the 111 votes were cast for the "National" . . . one of the most expensive of the lot . . . just short of \$100 per each! (It was the white one, boys.)

And so our order is in for 28 genuine leather upholstered, foamrubber cushioned seats to replace the well-worn ones on our oldest trolley coaches.

Meet BUStEr

He's our new cartoon character who will be featured in FWT advertising this fall and winter.



We are launching a new series of advertisements this fall and winter aimed at telling our story in the best possible way.

The series is divided into two parts, with our traditional testimonial ads — "I go Transit because —" to run every other week.

On alternate weeks, we will feature institutional ads, stressing the job transit does in relieving traffic congestion and speeding the movement of traffic. These ads will highlight the "It's 30 to One" theme.

Surveys prove that automobiles average less than two passengers against the 50 to 70 persons carried on our vehicles during rush periods. It's as simple as that. And that's why we say —

It's 30 to ONE . . . One bus carries as many people as ride in 30 or more cars!





Operators Feted at Annual Safety Award Dinner



TOP SAFE DRIVERS HONORED—Don Walker, FWT president, and Jim Patton are shown above congratulating five operators who have completed more than 10 years of accident-free driving. The five, singled out for special recognition at the award banquet, are Floyd Berryhill, Kenny Blombach, Claude Rensberger, Les Suddeth and Harold Slentz.

With more than 50 operators on hand to share in the food, fun and financial gain, FWT's annual safe drivers award banquet, held Dec. 10 at the Chamber of Commerce, proved once again that safety pays in satisfaction and fat bonus checks.

Any one of those operators can tell you it's no easy trick to spend an accident-free year behind the wheel of a bus in Fort Wayne's traffic jammed streets. But their presence at the banquet shows it can be done.

Singleed out for special honors at the dinner were five operators who have accumulated 10 or more consecutive years of accident-free driving.

They were Floyd Berryhill, 11 years; Kenny Blombach, 11 years; Claude Rensberger, 14 years; Les Suddeth, 12 years; and Harold Slentz, 14 years.

In addition to the cash awards, each operator present received a pen and pencil set, engraved with his name. The awards were presented by President Don Walker. Jim Patton, FWT, safety director, presided.



The after-dinner speaker was Vernon Sheldon, immediate past president of the Indiana Board of Realtors. Ivan Martin, secretary to the Chamber's Safety Council, was a special guest.

Under FWT's Safe Driver Award and Bonus Plan, 200 credit points are earned for each month of driving with a maximum of 2,400 points for the year. Debit points are charged for accidents of "B", "C" and "D" classifications, costing 400, 800 and 1,200 points respectively.

An additional 10 per cent bonus is applied to Award balances for each accident-free year completed. A 100 per cent bonus man, for example, receives 2,400 award points, plus his bonus for a total of 4,800 points. At a value of one cent per point, that amounts to a cool \$48.

Yes, just as courtesy is contagious, safe driving pays dividends.

FWT Club Capers

The FWT Club's annual big fling—the annual banquet—has been set for Jan. 23 at the Chamber of Commerce.

Bill Jackson, who will serve as general chairman for the banquet, is already busy with the multitude of details which go into the banquet's success. As in past years, highlights will include a floor show, dancing and generous portions of the Chamber's famed chow.

The banquet will be under the sponsorship of the outgoing club officers. As this issue of Transitalk goes to press, the election of new officers for next year is scheduled.

Since our last issue, a goodly number attended the Club's Square Dance Nov. 7 at Goeglein's Barn, where the Hoosier Ramblers called the tune. In addition to the dancing, refreshments were enjoyed and door prizes taken home by the lucky winners.

Those turkey prizes are only memories now. Credit for the fun and fancy footwork goes to Max Castator, chairman for the dance and his hard-working committee.

WRAP UP... all your Financial Problems

in **ONE LOAN**

from **YOUR CREDIT UNION**

State of the Union

Our Local 682 Correspondent Says:

Merry Christmas and a Happy New Year to all of you. Only hope you can look back on the past year as a most successful milestone in your life.

We started a new safety year December 1. Let's all get in on the full award this next year. We now have a chance to wipe off those past mistakes and start anew. This should give us a new challenge and I'm sure that when Dec. 1, 1954, rolls around a lot more new faces will be viewed in the 100 per cent bracket.

December sign-up again started us off on a new run for the next three months. Some took the same old run; others selected another line. Any way you look at it I just can't find a straight early that some one doesn't have their name on. Well, I don't want to get up at 4 a.m. anyway. That's murder!

Here's congratulations to those who decided to take pensions the past few months. We hate to lose your companionship but sure enjoy seeing you reap the benefits of long years of service. We hope those on the sick list will soon recover and be back with us.

Let's keep up the good attendance at Union meetings. A good New Year's resolution is "Not to miss a meeting in 1954."

Our Auxiliary Correspondent Reports:

The auxiliary held its annual Christmas party Dec. 11 at 6:30 p.m. at the home of Edna Troyer, 1005 Tennessee Ave. A pot-luck supper was served and the traditional Christmas gift exchange was a highlight of the party. Officers for the coming year also were elected.

COGS BEHIND THE WHEELS

FWT Prexy Draws on Lengthy Experience In Transportation Field to Guide Company

Last but hardly least of FWT's "Cogs Behind the Wheels of Transportation" is Don Walker, affable FWT president, who has spent most of his adult life in the public transportation field.

Whether he's trying out one of our new operator's seats for size as pictured or tending to one of the multitude of administrative duties as head of our company, Don draws on experience in the transportation business which stretches back to 1924 when he graduated from Purdue University.

In that year he became a division engineer for the Terre Haute, Indianapolis

& Eastern with headquarters at Terre Haute. A year later, he was named assistant engineer in Indianapolis and in 1927, chief engineer.

When Indiana Railroad absorbed Terre Haute, Indianapolis & Eastern in 1932, Don was made superintendent maintenance-of-way for Indiana Railroad.

Don came to Fort Wayne on Feb. 1, 1950, as assistant railway manager for the old Indiana Service Corp. He later was named manager of the transportation department and held the post of vice-president in charge of transportation for ISC when it was sold to the American Gas & Electric Co. and the way was paved for the formation of Fort Wayne Transit, Inc. When FWT was formed on May 1, 1948, Don was elected president of the new company and has guided its destinies since that time.

When he can find the time for it, Don likes to indulge in his favorite hobbies of reading, bridge or an occasional round of poker.

Don and his wife, Mary, live at 3432 North Washington Road. Their son, Donald, Jr., is now a senior at Carleton College, Northfield, Minn.

(Editors Note: Don's profile winds up Cogs Behind the Wheels which has been a regular feature of Transitalk for the past three years).



DON WALKER

Progress at 801 Leesburg Road



NEW HOME ABUILDING—With the steel beams on hand, the walls are rapidly going up out at FWT's new home on the Leesburg Road. This overall view shows the progress that has been made in a relatively short time. If everything goes without a hitch, as it should, we'll all be back together again as one family unit in April of next year.

Strictly Personnel

The welcome mat is out for seven new faces about the premises in recent weeks.

Leading the list of newcomers are four new operators in the Transportation Department. New additions to the FWT family here include Charles Jones, Fred Brown, Bill Reeve and Frank Kennedy.

Two new additions to the Shops are Bill Woods and Bob Kline.

George Bradley is a newcomer in the General Offices.

Welcome aboard, men!

New Arrivals:

Michel Boren, son of Mr. and Mrs. Clarence Boren, born Nov. 23, just in time for Thanksgiving.

Bob Gonsor, who was injured in our shops last month, is now at home and doing well. Bob hopes to be back on the job some time in January.

Maps—Give Them Out Freely

Our city transit maps have proved extremely popular and much appreciated. We still have a good supply on hand. Now, as we enter our best season, with additional customers and new passengers, let's give the maps out freely. Operators are urged to have a few on hand at all times to offer passengers.

Kennell Retires



HARRY KENNELL

Harry Kennell, who made his last run before retirement on Nov. 25, started his transportation career on Aug. 11, 1917, with the old Wabash Valley Railway, one of the predecessor companies to FWT. A veteran of World War I, Harry spent 13 months overseas with the AEF, serving with the 37th Division.

Harry, who lives with his wife, Alma, at 327 Randolph St., remembers that he started working back in 1917 at the princely sum of 29 cents an hour. Now, he plans to spend his time hunting, fishing and just loafin' around the house.

Monthly Report

To All Fellow Employees:

As we enter December we can estimate what progress our company has made during the year — and the sum total seems to be more good than bad.

For two summer months we actually carried more passengers than the year before, but we have slipped again in the last three months. The unseasonably warm weather may have contributed to this as well as recent industrial slow downs with a few people looking for jobs again.

Traffic congestion continues to get worse and we are having difficulty maintaining schedules. As greater running time is needed, our cost of operation goes up. If it is necessary for us to seek a fare increase during the coming year, traffic congestion will probably be the main cause.

On the good side, we have been able to complete this full year without a fare increase and still have the lowest fare of all major Indiana cities.

I hope sincerely that Christmas may be a time of peace and happiness for each and every one, and we shall look forward to an even better year ahead.

Final Results 1953 Safe Driver Award Year

Operator	Credit Points	Debit Points	Award Bal.	Bonus
Achenbach	2400		2400	10
Alfeld	2400	-2800	-400	0
Armstrong	1800	3200	-1400	0
Ansbach	2400	-800	1600	30
Bardon	2400	-3200	-800	0
Barker	2400	-1600	800	20
Baxter	2400	-800	1600	40
Beck, C.	2400		2400	100
Beck, R.	2400		2400	90
Benedict	1200	4800	-3600	0
Berger	2400	-2000	400	0
Berryhill	2400		2400	100
Biery	2400	-800	1600	10
Bivens	2400	-1600	800	20
Bordner	2400	-800	1600	90
Blombach	2400		2400	100
Boren	2400		2400	10
Brineman	2400	-800	1600	20
Carpino	2400		2400	20
Castlein	1800	-800	1000	0
Cecil	2400	-800	1600	10
Christoffel	2400		2400	10
Cline	800	-800	0	0
Davis	2400		2400	90
Douglas	2400	-3200	-800	0
Druley	2400	-2400	0	0
Dunifon	2400		2400	50
Dush	1600	-800	800	50
Emlich	2400	-800	1600	20
Evans	1200	2400	-1200	0
Feaser	2400	-800	1600	90
Freckler	400		400	0
Fromm	2400		2400	20
Fuhrer	2400		2400	20
Fuhrman	2400		2400	40
Funk	2400	400	2000	0
Gater	2400	400	2000	20
Glenn	2400	-800	1600	0
Grabowski	2400	-800	1600	0
Gulley	2400	-800	1600	0
Hagan	2400		2400	40
Hake	2000		2000	40
Halter	2400		2400	70

Operator	Credit Points	Debit Points	Award Bal.	Bonus
Harkless	400	-800	-400	0
Harmeyer	1200	-3200	-2000	0
Harter, H.	1000		1000	50
Harter, J.	2400		2400	10
Hatendorf	2000		2000	40
Heintzelman	1000		1000	50
Hermes	1200	-800	400	0
Hirschy	2400	-400	2000	50
Hofmann	2400	-400	2000	10
Hogan	2400	-800	1600	10
Horner	2400	400	2000	0
Hutson	1000		1000	0
Imler	2400		2400	100
Jackson	2400	-800	1600	40
Jahn	2400		2400	10
Jones, D.	200		200	0
Jones, G.	2400		2400	50
Kahlenbeck	2400		2400	100
Keller	2400		2400	20
Kennell	2000		2000	10
Kerns	2400		2400	20
Kranhs	2400	-1600	800	0
Kroig	2400	-800	1600	0
Lang	2400	-1600	800	60
Lantz	2400	-1600	800	0
Leamon	2400		2400	10
Leason	2400	-400	2000	90
McBride	2400		2400	40
Malcolm	2400	-400	2000	0
Mcnefee	2400		2400	30
Michaels	400		400	0
Michel	2400		2400	90
Miller, C.	2400		2400	100
Miller, R.	2400		2400	90
Mills, K.	2400	-2000	400	0
Mills, R.	2400		2400	80
Minich	2400	-800	1600	10
Mitchell	2400		2400	70
Moore, D.	2400		2400	40
Moore, R.	2000	-1200	800	70
Morel	2000	-1600	400	30
Mundt	400	-2400	-2000	0
Murphy	2400	-1600	800	0
Nash	2400		2400	60

Operator	Credit Points	Debit Points	Award Bal.	Bonus
Noble	2400		2400	10
Okeley	2400		2400	60
Palmer	2400	-800	1600	60
Pedersen	2200	-800	1400	0
Poling	2400		2400	80
Quimby	2400		2400	20
Ramp	1400		1400	90
Ramsey	2400		2400	100
Randall	800	-2000	-1200	0
Rensberger	2400		2400	100
Rentfrow	2400	-2000	400	0
Ritter	2200		2200	50
Roth	2400		2400	100
Rush	2400	-800	1600	90
Schwartz	2400		2400	40
Shiflet	2400	-1600	800	50
Siekafus	2400	-1600	800	0
Simpson	2400	-1200	1200	40
Sintelz	2200		2200	100
Smith	2400	-5600	-3200	0
Speidell	2400	-1200	1200	0
Stephey	2200		2200	80
Stokes	2400		2400	100
Stoner	2200		2200	20
Suddeth	2400		2400	100
Sweeney	2400		2400	20
Tapp	2400		2400	60
Tappy	2200		2200	100
Tarr	2400		2400	100
Taylor	2400	-800	1600	0
Troyer	2400		2400	70
Tudor	2400	-800	1600	90
Uebelhor	2400	-1600	800	60
Uptgraft	2400		2400	100
Warner	2400		2400	100
Watson	2200	-800	1400	70
Wells	2400	-400	2000	30
Westerhausen	2200	-3200	-1000	10
Wheeler	2400	-400	2000	0
Wibel, K.	2200		2200	100
Wibel, H.	2400		2400	83
Wilson	2400		2400	20
Wright, F.	2400		2400	90
Wright, H.	2400	-2000	400	40

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Season's Greetings

To all our
 Friends and
 Fellow
 Employees

Overhead on a Bus

If your wife wants to learn to drive, don't stand in her way.

* * *

A bachelor is a man who enjoys life, liberty and the happiness of pursuit.

* * *

"I'm glad the city busses put their numbers on the back as well as the front."

"What good does that do?"

"Well, a fellow likes to see what he missed."

* * *

A smile is something that adds to your face value.

* * *

You can't get rid of a bad temper by losing it!

* * *

A lot more folks get run down by gossip than by automobiles.

* * *

The best way to forget your troubles is to wear a tight pair of shoes.

Take a Bow, Driver!

On the editorial page of the Indianapolis News in a recent issue, there appeared a well-deserved tribute to operators, entitled "A Salute to Bus Drivers."

The editorial states in part:

"Your bus operator is responsible for a \$20,000 piece of equipment and has in his charge 50 or 75 fellow humans. He has to maneuver this unit through the traffic glut the whole day through. Meanwhile, he has to make change, hand out transfers, provide information and try to keep a pleasant look on his face."

"Piloting a common carrier isn't a job for incompetents or weaklings. It takes technical training, alertness, steady nerves and good physical condition. An intrinsic liking for people also is most helpful."

"In the course of his day, a bus driver runs up against numerous cantankerous customers. You can show your appreciation by not trying to be one of these."

Found—One Honest Man!

Rog Halter doesn't need to go any further to find an honest man. He's already found one.

A passenger boarded Rog's bus with a \$20 bill which Rog couldn't change. After digging through his pockets, the man came up with enough change except for two cents to make a full fare.

Rog forgot all about the incident until he received the following letter:

Mr. R. E. Halter
 Fort Wayne Transit, Inc.
 Fort Wayne, Ind.

Dear Mr. Halter:

Enclosed is two cents I was short on bus fare.

Yours Truly,
 Paul Berg.

Patronize Our Advertisers

Buy from the companies and businessmen who advertise on our vehicles . . . and tell 'em you saw them in our car card ads! It pays to trade with those who help pay the freight!



Sixth FWT Banquet Tops All!



International Duo

Dining by candlelight — an excellent floor show — dancing to the dreamy music of Woody Neff and his orchestra.

Well, Sir, it was pretty gracious. And, even more, it was a lot of fun for everyone.

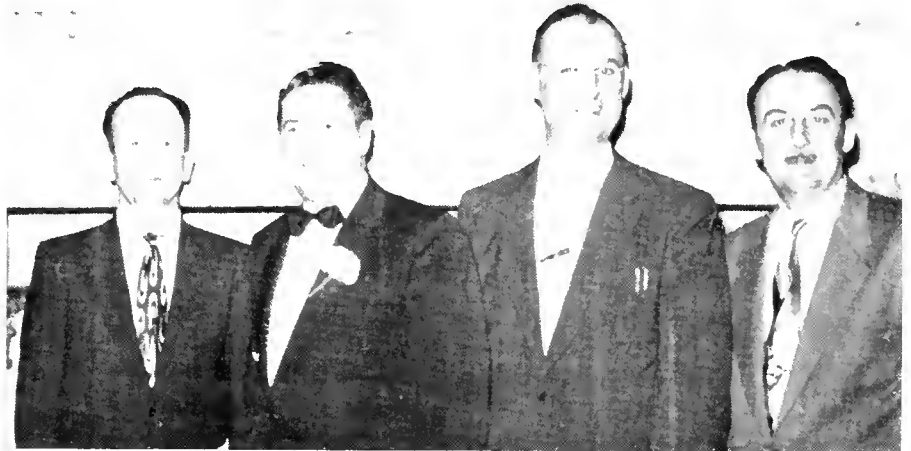
That pretty well sums up the feeling of almost 200 members of FWT and their guests who attended the FWT Club's sixth annual banquet January 23 at the Chamber of Commerce. And you can't beat chow like that swiss steak.

Everyone agreed that the banquet closed another good year for the Club, with 1954 promising to be even better.

The floor show in particular, produced by Durbin Theatrical productions, hit everyone's fancy. Whether it was George Gilbert, the Minnesota Hillbilly at the mike, "Connie and Kelly" tap dancing, or "Harry and Barbara" on their skates, it was always entertaining. It was obvious that Co-chairmen Bill Jackson and Bob McConnell worked hard and well.

The club's financial report showed an expenditure in 1953 of \$2,256 for seven parties which meant fun for all members. A healthy bank balance of \$1,057.31 gives promise of a good year ahead. A box showing the schedule for the 1954 Club program on Page 3 of this issue confirms that promise.

Thanks were expressed to the retiring officers, headed by Cliff Miller, for a



NEW CLUB OFFICERS—FWT Club officers are shown above as they took a break during the sixth annual banquet. They are, left to right, Harry Horner, vice-president; Harold Wible, president; Jim Patton, secretary, and Ed Vonderau, treasurer.



RETIRING CLUB OFFICERS—These officers piloted the club to a successful year in 1953. They are, left to right, Max Castator, vice-president; Eva Lloyd, secretary; Bill Jackson, treasurer, and Cliff Miller, president.

job well done. The 1954 officers, with Harold Wible as president, have a high mark to shoot at.

Retiring directors included Ed Fuhrman, Dick Gordon, Tom Grabowski, Paul Lang, Harold McElhoe, George Nichols, Jim Patton and Warren Quimby.

New directors for '54 are John Achenbach, Ed Bardon, Al Christoffel, Bud

Gallmeier, Die Gordon, Eva Lloyd and Don Moore.

With a dozen big events already scheduled for this year, climaxed by our seventh annual banquet, membership in the FWT Club still is the best possible buy for you and your family.

The parties are fun. The price of a membership is low. And the company is excellent.

State of the Union

Our Local 682 Correspondent Says:

Congratulations, fellows, on the attendance at our first meeting in '54. It was sure encouraging to see so many of you out. Now if the rest of you will just accept our invitation to attend every meeting, this year everything will be hotsy totsy!

Who were the lucky winners last meeting? You might know — "Bing" Miller was there. If I had that guy's luck I'd spend the rest of my days at Santa Anita.

Say, fellows, how about getting up to the next meeting and deciding on a summer uniform. Now's the time — when it's snowing outside. We don't want to wear those old hot serge numbers again this summer, do we?

And furthermore, Don Foutz is counting on us in this uniform question. I think he thinks we are going to go for blue denims with patch pockets. No one evidently has told him about the Tuxedos we have been looking over.

See you at the next union meeting. Good luck to all!

Our Auxiliary Correspondent Reports:

The January business meeting was held on the 14th at the home of Irene Blombach, with Olive Gallmeier as co-hostess. Theo Gordon was introduced as a new member.

On February 25 the auxiliary will meet at the home of Edna Troyer, with Clara Long as co-hostess. The program will be highlighted by a demonstration on making jewelry in the home.

Plans are also under way for the auxiliary to sponsor a Boy Scout and a Girl Scout at the scout camps this summer. More details will be given on this plan later.

Overheard on a Bus

Only a convict likes to be stopped in the middle of a sentence.

* * *

The credit executive always attributed his tremendous success to the fact that he had always remained calm — and collected.

* * *

Then there was the sailor, who, when asked what he had done with his money, said: "Part went for liquor, part for women, and the rest I spent foolishly."

* * *

Two women were preparing to board the air liner. One of them turned to the pilot and said: "Now, please don't travel faster than sound. We want to talk."

* * *

A true music lover is a man who, on hearing a soprano in the shower, puts his ear to the keyhole.

MEET YOUR DIRECTORS - - -

Von E. Livingston, FWT Director, Leads Active Life in Business, Civic Fields

Our new profile feature on FWT's board of directors leads off in this issue with Von E. Livingston, whom most of you know. Other directors to be featured will include Charles H. Buesching, Alfred W. Kettler and Edward T. Schele. The fifth director, Don Walker, was featured as president of our company in the last of the Cogs Behind the Wheels series.

Von is familiar to many of us through his long association with us as your company's general counsel and through his attendance at various company and club functions.

He, and his wife Katherine, live at 4636 Indiana Ave. The Livingston's have three daughters—Mary and Martha, now attending South Side High School, and Kay, who is married and lives in Newport, R. I.

Von, a partner in the law firm of Campbell, Livingston, Teeple and Dildine, also serves as a member of the board of directors of the McCray Refrigerator Co. at Kendallville and of the Palmer Manufacturing Co. at Phoenix, Arizona.

Active in the field of aviation, Von was appointed to the Fort Wayne Board of Aviation Commissioners by former Mayor Henry E. Branning. He was re-appointed to the board by Mayor Harry W. Baals and has served as board president for the past several years.

Von also is vice-president of the Quest



Von E. Livingston

Club and a member of its board of governors.

Active in civic affairs in the city, he is a former director of the Chamber of Commerce, a member of the Plymouth Congregational Church, the Rotary Club and the Fort Wayne Country Club.

Von, who holds an A.B. degree from Knox College at Galesburg, Ill., and a J.D. degree from the University of Chicago, is a member of the American, Indiana State and Allen County Bar Associations.

Before coming to Fort Wayne, he was associated with Cooke, Sullivan & Rieks, one of Chicago's largest law firms.

Transit Stops . . . 'Round the Nation

Washington, D. C.—Under a new regulation, when the District's director of vehicles and traffic declares a state of emergency, operators of all vehicles not equipped with effective skid chains or snow tread tires are subject to arrest if their vehicles stall so as to obstruct traffic on any of the 56 main streets in the District.

In the event of a firm forecast of bad weather, the director of vehicles and traffic may issue a general warning to motorists that non-essential motor trips be cancelled in view of the forecast of bad weather.

New York — A warning that too many private cars choking the downtown areas threaten "civic strangulation" was sounded by Col. S. H. Bingham, general manager of the New York City Transit Authority.

He urged American Retailer Association executives at their 1954 convention to remember:

Greater use of mass transportation will save these areas from deterioration.

It's not the number of cars that brings the business. It's the number of people.

Strictly Personnel

Nine new operators have joined the FWT family and we have one old fellow worker back with us.

Rejoining FWT as an operator is Kenny Roberts. New operators include Charles Adkins, Tom Bireley, Dick Lupkin, Earl Tipsord, Ernie Walter, Bob Brady, Fred Behrns, Bob Smith, Fred Hagadorn, Bill Martin and Jim Park.

BIRTHS:

Cindy Lou Emlich, daughter of Mr. and Mrs. Kenny Emlich, born Dec. 16, 1953.

Philip Gary Achenbach, son of Mr. and Mrs. John Achenbach, born Jan. 16, 1954.

Monthly Report

To All Fellow Employees:

Just how good — how sound and stable — is this country of ours, and the Fort Wayne section of it, that must be of the most interest to us?

Our passenger statistics for the last few months show a very definite decrease in riding, and the same results are shown in the many other cities in our vicinity that we compare with constantly. A definite part of that decrease can be attributed to industrial unemployment, and we see further evidence of that in the increased number of applicants for jobs with this company.

There seems to be more than a little evidence that some people, for political purposes, are doing their best to talk us into a depression. Can they do it? Will we have a real depression?

The answer lies with you and me and all the other individuals and business concerns that make up this community and this country. If we get scared and stop buying because of our fears, then conditions would be made worse by our very fears, for our continued prosperity depends upon consumer purchasing.

Business is down now. That is a fact. There will be some leveling off soon, but that lower level will not be a permanent level. Perhaps much sooner than the pessimists now preach, we will see the pick up right here at home.

Just consider this one thing alone. We are a rapidly growing country and each of us has an insatiable appetite for all the products that contribute to better living as we desire it. Last year this country added about two and three-quarter million people to its population. That means well over 50,000 new consumers each week—a city of Fort Wayne's size added to the national demand about every two and one-half weeks! Our production curve in this country is bound to start rising soon again and the call for products of Fort Wayne will grow too.

General Motors and General Electric and many other large companies are planning to spend billions on construction now to get ready for an increased demand for their services. Where they talk billions we talk a few hundred thousand, but in its own small way your company is backing its faith in the future of Fort Wayne right now by going into debt for construction of new shop and office quarters.

The future can be — and will be — good for all of us!

Donald H. Walker

Fort Wayne Honors Bill Imler on His Day

Our Bill Imler, who has become almost as familiar a sight in the downtown section in the past 30 years as the Courthouse, was honored by his fellow townsmen on December 24 when "Bill Imler Day" was celebrated on Calhoun Street.

On the job as a transit supervisor since 1923, Bill daily sees to it that hundreds upon hundreds of people get to work and shepherds thousands of shoppers to their destination.

On December 24, Bill spent part of the day ensconced in a big leather chair in front of 1021 South Calhoun where his many friends in the downtown section paid him tribute. Leland Hughes, local optometrist, who wanted to thank Bill for his courteous ways and spirited work over the years, served as chairman for the event.

Police Chief Al Figel personally escorted Imler with sirens and red lights to a radio interview. Coffee and donuts were served to every operator pulling into a bus stop in front of the store, and to all other people who stopped in.

The idea for the celebration occurred to Hughes after the Dehler-Hughes store-front had been remodeled and Bill decided a chair atop the store's new canopy would be just the ticket to observe and control the flow of busses along Calhoun.

The honors paid to the transit supervisor were described in a front page story in the second section of The News-Sentinel.



COMFY, BILL? — Leland Hughes makes sure our Bill Imler is comfortable as "Bill Imler Day" gets under way in the downtown section. Hughes served as chairman of the celebration which brought hosts of Bill's friends out to congratulate him.

FWT Credit Union Starts Fifth Year

Members of the Fort Wayne Transit Employees Federal Credit Union re-elected Floyd Berryhill president and authorized a 4.5 per cent dividend payment at its fourth annual meeting January 25.

Other officers elected were Ery Firestine, vice-president, and F. J. Reinking, secretary-treasurer. Newly elected to two-year terms on the board of directors were Firestine, Don Swank and Burl Smith. Other directors, in addition to the officers and new board members, are Claude Rensberger and Kenny Blombach.

Ed West was newly elected to a two-year term on the credit committee, with Mauri Holt and Jim Patton as holdover members. Ed Vonderau and Laurence Stokes were named to two-year terms on the supervisory committee, with Chet Graffis as holdover member.

Proof of the solidness of the credit union, in addition to its healthy 4.5 per cent dividend, lies in its 166 members at year's end. It closed out the year with total assets of \$44,149.68. Total earnings for the year amounted to \$3,343.91 from interest on loans and income from investments.

The organization made a total of 135 loans during the year amounting to \$44,188.25. Membership in the FWT Credit Union is open to all personnel by way of payroll deduction.

We Hope You Don't —

But if you ever need it, FWT has an extra piece of rolling stock—a wheel chair! It is available, without charge, to any employee or member of his family who has need of it.

Club Highlights For '54 Season

- Feb. 23—Family Skating Party.
- March—(Lenten Season).
- April 24—Square Dance—Gerkees Barn.
- May ?—Family Nite (Bingo).
- June 13—(Company Picnic).
- July—(Vacation Time).
- Aug. 27—Ice Cream Social.
- Sept. 21—Weiner Bake.
- Oct. ?—Men's Nite (Stag).
- Oct. ?—Women's Nite—(Theater Party).
- Oct. 30—Halloween Square Dance.
- Nov. ?—Barbecue.
- Dec. ?—Christmas Party.
- Jan. 15—Annual Banquet.

FORT WAYNE TRANSIT INC.

220 E. Jefferson St.

Fort Wayne, Indiana

Sec. 34.66 P. L. & R

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New Parkview Hospital . . . We Contributed Room 205

(This soliloquy was written by Clyde J. Cover, president of the board of directors of the Parkview Memorial Hospital shortly after the hospital was moved to the new building.)

"Since Saturday noon, November 21, 1953, when the last patient from the old Methodist was safely put abed, Parkview has become a hospital, with all that word implies of sorrow and joy, defeat and victory, despair and hope.

"In the course of days, its floors, its walls and its facilities have been marred, scuffed and soiled in its sacrificial effort of caring for the sick. The tumult and the shouting of the days of its completion and dedication have quickly become a memory, and for the future it will be judged only by its contribution to the health, the security and the happiness of its patrons.

"Already the vibrant voices of new-born babes have resounded through its halls, and all too soon the hush of the hour of death will stain its rooms and halls with tears.

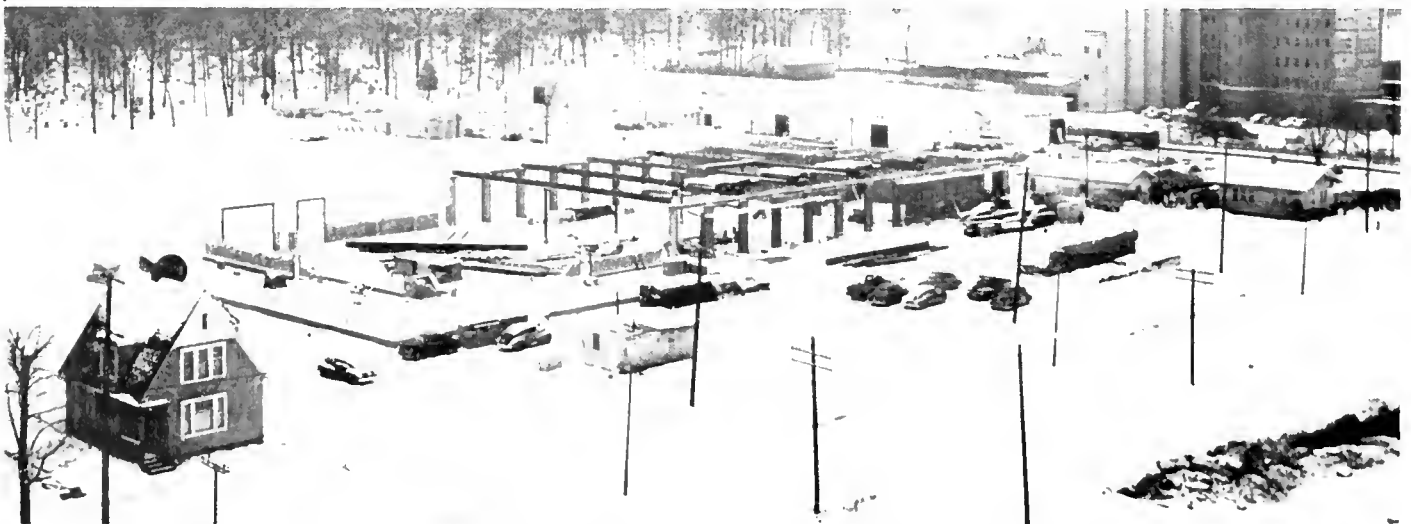
"If, in these dramatic areas of human experience, it fulfills its mission of mercy, it will truly earn the respect of those it serves and to them become a sacred place of refuge and shelter from the inexorable forces of nature.

"It is good to have had a part in your development, because in your life and service your friends may also live and serve."



Bob McConnell, left, and Jim Patton, chairman of your Civic Contribution Fund, inspect the plaque which adorns the door of the room we donated at Parkview Memorial Hospital. It's Room 205.

Progress at 801 Leesburg Road



COMING RIGHT ALONG—Rapid progress in the shop area is shown in this photo of our new home on the Leesburg Road. By press time, we hope the shop area will be almost completely roofed over, with the office walls soon to go up. The way things look now, we'll be permanently settled in our new quarters by late May. We'll keep you abreast of further developments in future issues. Drop by 801 Leesburg Road during your Sunday afternoon drive and see for yourself.



FWTers Roll Their Own



Out of the south turn. . .
Edith Aikins and Don Frecker



Dick Fehling with daughters and
Bob Menefee, Chet Graffis

As the strains of music rose above the hum of skates, a good crowd of FWT Clubbers enjoyed themselves thoroughly, spinning around Kree's Rink Feb. 23rd.

The party, first social event of the New Year, was a whopping success—with much of that success due to the hard work and swell planning of co-chairmen Harry Horner and Dick Gordon.

They saw to it that there were plenty of refreshments on hand—both liquid and solid. And the attendance prizes hit a new high for the party.

The lucky winners lugged home prizes ranging from radios to hams. Bob Menefee copped the radio, while Bob Speidell and Maury Michaels took home the bacon in the form of yummy hams.

Dick Fehling wound up with a flashlight and Mrs. Don Cook has a new addition to her kitchenware—a baking pan.

Nor were the kids forgotten either. Small fry attendance prizes went to the daughters of Chet Graffis and Dick Fehling.

The skating party was the last social event planned by the Club before entering the Lenten Season.

But your officers are busy with plans for the next event to come at the close of the Lenten observance.

Don Moore has been named chairman for an old fashioned Square Dance to be held April 24 at Gerke's Barn.

Union Auxiliary To Sponsor Camperships

Two lucky children of union members—one boy and one girl—are in for a big summer.

The Union Auxiliary plans to give a free campership to a Boy Scout and a Girl Scout to be chosen by lot from children of union members who are registered Scouts.

These are the only two requirements—to be eligible for the lucky drawing, the entrants must be children of union members and must be registered Scouts.

Applications for the camperships must be turned in by April 17. A box for applications will be available at the transportation offices.

Applications must include full name of the entrant, home address, Scoutmaster or Troop Leader, home phone and Troop Number.

The two winners' names will be drawn at the FWT Club's Square Dance at Gerke's Barn April 24.

Those interested parents and children, who want further information on the camperships, may contact either Mrs. Kenneth Blombach at A-60895 or Mrs. Harry Horner at A-40395.

Did You Know That

We travelled more miles last year to provide better service to the community despite the fact that we experienced a decrease of revenue passengers from passenger loads in 1952?

Our total operating revenue for the year dropped 0.5 per cent compared to figures for the preceding year.

Our biggest job is to find relief from traffic congestion in the downtown section so that we may give our passengers faster service and attract more customers.

For these and other details about your company see the 1953 annual report on Pages 2 and 3.

You
Make
Your
Own
Luck



It's easy to look at a friend and say: "He's been lucky," when he gets some of the things you would like but can't afford. Chances are if you knew the inside story, he made his own luck. He probably formed the habit of saving a little of his wages regularly and stuck with it.

For some of us it's easy to put some money away regularly, but others . . . just put it off.

But if we don't see the money, and it is deducted from our pay and put away for us, we get along just as well.

Try it! Sign a Payroll Deduction card now for regular savings in our Employees Credit Union. You, too, will find you're lucky enough to afford some of your heart's desires.

**Annual Report
1953**

Financial Report for

To All Fellow Employees:

The financial measure of anyone's work is the difference between his income and what he spent during the year.

When his income exceeds his outgo, he is a financial success. When outgo exceeds income, the results are disastrous.

The same is true of business. That's why it's important for all of us at FWT to be familiar with the financial condition of our company—what we took in last year and how we spent that money.

Your study of our financial story for last year in the adjoining columns will tell you we enjoyed a measure of financial success.

Total operating revenue, including sale of vehicle advertising, was \$1,684,036. However, this was a decrease of \$8,762 or 0.5 per cent from 1952, leaving a net income from operations of \$68,559 compared to \$71,002 for 1952.

An additional income of \$20,873 came from the sale of 10 trolley coaches and other non-revenue sources which will not occur again and can not be counted on as a source of income this year.

These income figures are on the credit side of the ledger, but there are indications that our job to operate a successful business in 1954 will be harder.

Revenue traffic figures for the first half of last year—only slightly under those of 1952, with actual increases in June and July—gave hope that the long downward trend was at an end.

Then the effects of a decline in industrial employment, extremely mild weather, the start of television in the city, produced additional decreases in traffic during the last quarter which have continued into the new year.

During 1953, we experienced a total decrease of 736,546 revenue passengers, with our loss of 5.12 per cent from the previous year comparing to a national 7.9 per cent average decrease. In spite of fewer riders, we operated slightly more miles in 1953 to provide better service to the community.

However, growing traffic congestion is increasing our operating costs and making it increasingly difficult to furnish the type of service which attracts riders.

It will continue to be our job in 1954 to sell rapid, safe transit—the removal of curb parking along downtown streets—so the streets may fulfill their intended function of moving people.

Working together, we can sell this fact as it has been increasingly sold in other cities—benefitting Fort Wayne and ourselves.

Donald H. Walker

FROM TRANSIT OPERATIONS WE COLLECTED

15,986,587 passenger rides
Advertising in our vehicles

A TOTAL OPERATING INCOME OF.....

TO PROVIDE TRANSIT OPERATIONS WE PAID . . .

Time worked\$943,370
Vacation allowance 35,608
Sick leave and group insurance 17,524
Social security, unemployment taxes 14,498
Employees' pension plan 13,239
TOTAL WAGE COST.....

Power and fuel\$162,228
Eventual replacement of equipment, tools 87,424
Other expenses, supplies, etc. 173,358
TOTAL MATERIALS, SUPPLIES, ETC.....

Federal income taxes\$ 84,235
State gross income taxes 22,141
Real estate, personal property taxes 21,567
Franchises and street use fees 40,245
Federal excise taxes 40
TOTAL TAXES (other than payroll taxes).....

TOTAL OPERATING EXPENSES OF.....

OUR NET INCOME FROM TRANSIT OPERATIONS THEREBY AMOUNTED TO

WE ALSO HAD A NON OPERATING GAIN (non recurring) . . .

Sale of 10 retired trolley coaches,
less interest and expense on funded debt, etc

WHICH, ADDED TO NET OPERATING INCOME GAVE US....

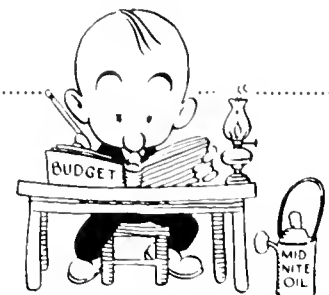
OUR NET GAIN WAS DISTRIBUTED . . .

Retained by company for all contingencies.....
Payment to shareholders for use of their money.....

IN THE ABOVE MANNER

AND THAT'S ALL THERE IS

(There ain't no more)



r 1953

\$1,661,698
22,338

\$1,684,036



THE NATIONAL BANK

DATE The Year 1953 PAY \$ 1,074,739

TO THE ORDER OF All F.W.T. Employees

FOR Wages

Fort Wayne Transit, Inc.

\$1,024,239

423,010



THE NATIONAL BANK

DATE The Year 1953 PAY \$ 473,010

TO THE ORDER OF Suppliers of Materials & Services

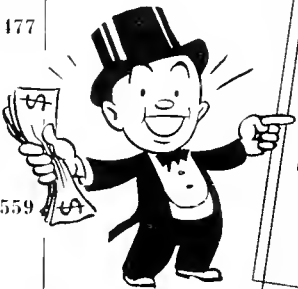
FOR Fuel, Materials Supplies etc.

Fort Wayne Transit, Inc.

168,228

1,615,177

\$ 68,559



THE NATIONAL BANK

DATE The Year 1953 PAY \$ 168,228

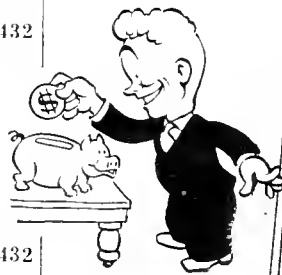
TO THE ORDER OF Tax Collectors

FOR Federal, State & Local Taxes

Fort Wayne Transit, Inc.

20,873

\$ 89,432



\$ 59,245
30,187

89,432

\$ 000

THE NATIONAL BANK

DATE The Year 1953 PAY \$ 30,187

TO THE ORDER OF F.W.T. Shareholders

FOR Dividends

Fort Wayne Transit, Inc.

COULD THIS POSSIBLY
BE **YOU?**

**I DIDN'T
SEE**...
THE AUTO APPROACHING
AS I ENTERED THE
INTERSECTION.



**I DIDN'T
THINK**...
THE AUTO WOULD FAIL
TO STOP FOR THE
STOP SIGN.



I ASSUMED
THAT THE OTHER DRIVER
SAW MY BUS.



THE
RESULT...
I WAS DELAYED GETTING
HOME BECAUSE I HAD TO
COMPLETE A REPORT ON
THE ACCIDENT.



The Best Test of Driving Ability

If you should be asked what is the best test of a man's driving ability, what would you say?

We heard the question answered like this the other day and it's worth passing on:

Place a driver in a situation where, through the carelessness of another driver, an accident seems inevitable.

It was reasoned like this:

The good driver will pull through without an accident, the poor one will be involved.

There are, of course, circumstances where the ignorance, stupidity or criminal recklessness of another driver make it almost impossible to avoid an accident. But for each such case there are a hundred where an accident can be prevented through the application of forethought and skill.

The really good driver doesn't console himself with the thought that it was the other guy's fault.

He stays out of the tough spots in the first place by keeping his guard up all the time.

Of a certainty, he doesn't lead with his chin, and hope that after the KO he can figure out an alibi that will stick.

Another name for this kind of good driving which applies both skill and foresight—and hindsight, too—is defensive driving.

Driving defensively, you are thinking all of the time—figuring the things that might happen before they do happen—giving yourself the break which can turn certain tragedy into just another narrow escape.

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Fort Wayne, Indiana

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MEET YOUR DIRECTORS - - -

A. W. Kettler Heads Construction Firm, Puts His Engineering Skill to Good Use

Alfred W. Kettler brings to the board of directors of FWT engineering experience and know-how which stretches back to 1915 when he graduated from Purdue University with a degree in structural and civil engineering.

He went to work for the Indiana Construction Co., Inc. in that same year and now heads the firm which specializes particularly in industrial construction as well as general contracting and engineering.

Al's company is general contractor on the construction of FWT's new home on the Leesburg Road.

On the personal side, Al and his wife, Margery, live at 4600 Old Mill Road. They have two sons, A. W., Jr., a graduate of Purdue, and Edgar F., a graduate of Indiana University. The Kettlers' also have three grandchildren who romp with Grandpa at the Kettler summer home on Torch Lake near Petoski, Mich.

A native of Fort Wayne, Al is proud of the fact that his paternal grandparents settled in Fort Wayne more than 100 years ago when his Grandfather, a sailor, brought his wife here from Germany planning to make a career out of working on the old Wabash-Erie Canal.

Active in the affairs of his University, Kettler has served as a trustee of Purdue for a number of years. In addition to being on the FWT board, he is also a director of the American Steel Dredge Co. and the Fort Wayne National Bank.

A former president of the Anthony Wayne Council of the Boy Scouts of America, he was recently made a life member of the Council's executive board.

He is a member of the Rotary Club, Quest Club, the Chamber of Commerce, having served several times on the Chamber's board of directors, the Fort Wayne Country Club, Masonic bodies and the Society of Professional Engineers.



ALFRED W. KETTLER

State of the Union

Our Local 682 Correspondent Says:

Spring is just around the corner. Maybe it's here! Anyway, these nice days feel good.

Harry Horner and Paul Lang are already talking about summer fishing. The tulips are sticking their noses up out of the ground and I believe that is a sure sign.

Bing Miller gave me a big orange he picked down in Florida and by the looks of him he must have spent some time on the beach. Any of you guys hear him tell how the girls dress down there???

Well, let's all get out to the next meeting and bring the new operators along with you. Seems I have trouble getting acquainted with all of them. You new men can accept this as a special invitation to the next meeting at Carpenters Hall, 327 West Berry. Let's meet the whole gang!



TRANSITALK

MAY-JUNE, 1954

Published by and for the family of Fort Wayne Transit, Inc.

VOL. 6, NO. 3

'M' Day, June 20, 801 Leesburg Road

Put a red circle around June 20, 1954, for that is "M" Day for the FWT family.

And when you realize that moving day for a single family of four or five people is a hectic affair, multiply that by one hundred times and you'll get some idea of the detail required to make our own "M" Day an orderly, effective maneuver.

Biggest detail to be worked out was timing exactly the moving of FWT's nerve center—the dispatcher's office. That's what made June 20 the target date around which all other preparations were geared.

Under the plan, two days were required to get all of the rolling stock transferred from the yards on Spy Run to the new Leesburg Road quarters.

Busses pulling out of Spy Run Saturday morning will pull into the new yard at the end of their Saturday run.

The rest of the busses at Spy Run make their Sunday morning outbound trip from the old yards and pull into the new yard at the end of their runs.

In preparation for the two-day switch-over of rolling stock, trolley wires were installed well in advance from West Main St. up the Leesburg Road to the new yards. These wires will be energised for the first time Saturday.

The dispatcher's office operates from the old quarters through Saturday and from Leesburg beginning Sunday morning.



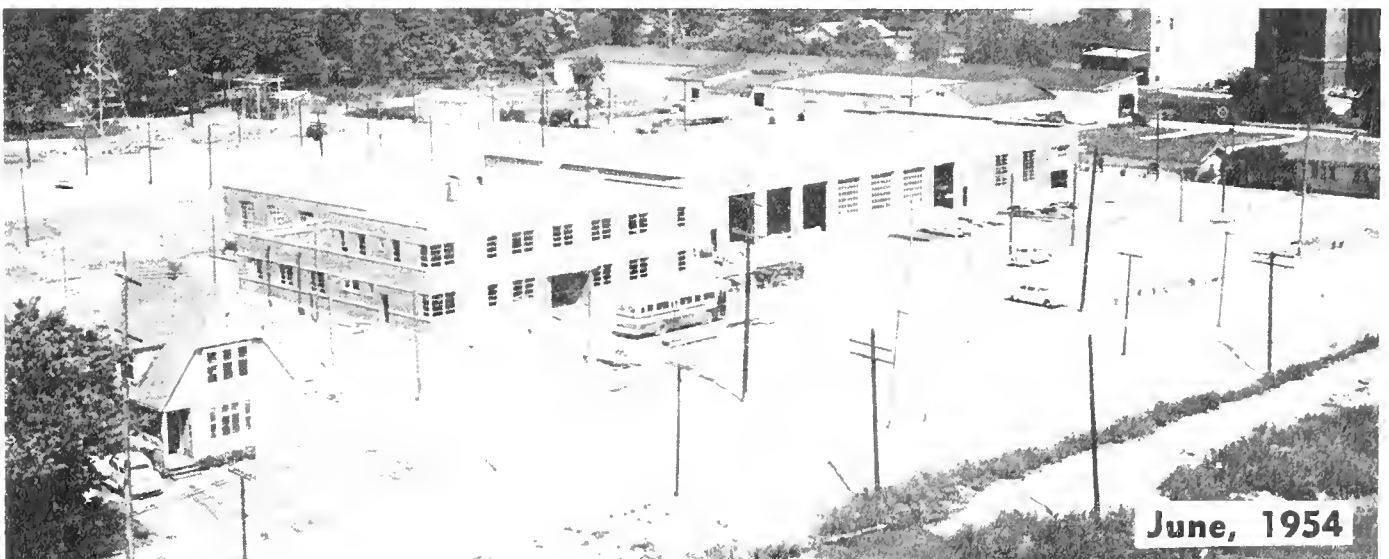
Much of the shop equipment had been moved to the new quarters in advance.

"M" Day, however, will not come for the general offices until the latter part of July when the office section of the new home will be ready for occupancy.

With the completion of "M" Day, FWT and its predecessor companies end a three-decade history at the old Spy Run

yards. For they have been the main yards of the company for 30 years.

Oldtimers will remember, too, when the old South Shops were located on Baker St., just off Calhoun St. where we now have our turnaround. The property then included the present turnaround and some of the buildings still standing including the present Grieger's garage.



State of the Union

Our Local 682 Correspondent Says:

Congratulations Fort Wayne Transit, Inc., on your beautiful new home! Of course, we are really congratulating ourselves, because we are ready to share the pride with you!

There will be two main points of interest in the next few weeks:

1. Getting adjusted to our new location. By the way, fellows, the boss told me he wasn't going to pay for any time lost if one of you should happen to go back to the Spy Run shops instead of the new home on your pull-in. Now, who do you suppose would do a thing like that?

2. The contract also will be of great interest to you. We hope we can settle our differences in the same manner as we have in the past. We sincerely hope you will make every effort to attend the next four meetings so you can get full information on our progress as well as giving the committee your ideas.

Again—let us all join in wishing our company the most in success, in the years to come at our new location on the Leesburg Road.

Our Auxiliary Correspondent Reports:

The Auxiliary's annual family picnic has been scheduled for 7 p.m. June 30 at Lawton Park. Hostesses for the outing will be Edna Troyer, Clara Lang and Olive Gallmeier.

Winners in the free camperships at Camp Big Island for this summer were Richard Fromm, son of Operator and Mrs. Dick Fromm, with Paul Biery, son of Operator and Mrs. Ken Biery, named alternate.

The winner to attend Camp Ella Logan was Linda Blombach, with Julianne Schwartz, daughter of Operator and Mrs. Jacque Schwartz, named alternate.

To be eligible for the free camperships, entrants had to be children of union members who were registered scouts.



Ready to Loaf and Live It Up



Fred Wright and John Michel

Two FWT oldtimers have taken their retirement and now plan living a life of ease.

John A. Michel retired on May 1, closing out a career as an operator which extended back 39 years to Dec. 13, 1915, when he was employed as a city car operator. John served with the AEF during World War I from 1918 to 1919. He lives with his wife, Gladys, at 2004 St. Joe Blvd.

Fred Wright, who proved that he was "young in heart" back in 1947 when he had a full-blown case of mumps, retired on June 1. Fred, who started as city car operator on Aug. 11, 1916, is the second of the three-brother team of Wrights to leave the company. Virgil died in July, 1951. Fred, who served as a sergeant with the 12th Infantry Division in World War I, lives with his wife, Flossie, at 407 Nussbaum Ave.

Strictly Personnel

Nine new members have been welcomed recently into the ranks of FWT's family as members of the transportation department. They are:

Maury Bimer, Guy Hurraw, Charles Mowery, Jr., Dick Wilhoff, Dewey Culbertson, Warren McGahey, Milo Yeazel and Harry Zimmerman.

Other new FWTers include Hutch Hageboeck in the shops and Nancy Moran, a newcomer in the general office.

BIRTHS:

The stork has been busy in recent weeks and so have new dads among the operators, passing out cigars. The newborns include:

Cynthia, daughter of Mr. and Mrs. Jim Parks; Thomas, son of Mr. and Mrs. Fred Behrens; Glenn, son of Mr. and Mrs. Tom Noble, and Terry, son of Mr. and Mrs. Earl Tipsord.

Club Highlights

Two enjoyable events closed the Spring Social Season of the FWT Club.

On April 24, club members and their wives attended a square dance at Gerkes Barn, enjoying the refreshments and allemanding. Don Moore did a bang-up job as chairman, assisted by Max Castator.

It was Family Night May 21 for our last party in the old shop building. The party was highlighted by games and prizes. Responsible for its success were Dick Gordon, assisted by Bud Gallmeier.

Club Prexie Harold Wible reports 122 paid-up members as the club winds up the spring social calendar. Treasurer Ed Vonderau also has good news—a \$1,200 cash balance in the treasury, enough to provide many good fall and winter events.

Summer Bus Schedules

School's out and summer schedules are in effect.

In addition to the normal elimination of school specials and other summertime adjustments, we have tailored our evening and Sunday service to more closely fit actual needs.

Vehicle running times were generally speeded up and service frequency which formerly ran from 18 to 25 minutes, now averages 22 minutes on most lines for evening and Sunday services.

The former final transfer time of 12:30 p.m. for all vehicles downtown was pulled back to 12:10 p.m. Recent passenger counts indicated that less than 50 people made transfers within the entire system at this late hour.

MEET YOUR DIRECTORS - - -

Charles H. Buesching Brings Lengthy Experience in Banking Field to FWT

No company suffers from being able to draw on the advice and experience of a qualified banker.

As a member of Fort Wayne Transit's board of directors, Charles H. Buesching can be counted on for 48 years of experience in the banking field.

And that experience covers every conceivable operation in a large bank. For Mr. Buesching, who has been president of Lincoln National Bank & Trust Co. since 1928, started out with the bank in 1906 as a messenger.

During the next 22 years, he literally served in every department of the bank before being named its chief executive.

During World War I, between 1916 and 1919, Mr. Buesching was in charge of Liberty Loan sales. He served as vice-president and manager of the bank's bond department from 1920 to 1926, being named executive vice-president in 1926 and holding the post until he was elected president two years later.

Mr. Buesching has been active in state and national banking circles for a number of years.

He was president of the Indiana Banking Association in 1945 and is currently Indiana State chairman of the American Bankers Association's Savings Bond Committee.

In the ABA, he served as president of the National Bank Division of the association in 1951 and this year served as chairman of the division's nominating committee.

In addition to being on the board of the bank and FWT, Mr. Buesching also serves as a director of the Lincoln National Life Insurance Co. and the Wayne Pump Co.

Active in civic affairs, he has served as treasurer and director of the Fort Wayne Chamber of Commerce, and vice-president and director of the Indiana State Chamber.

Other affiliations include trustee of the Fort Wayne Art School, director of the YMCA, vice-president of the Community Chest and active in its fund drives through the years. He also is a member of the Indiana Society of Chicago, the Columbia Club, Jester, and active Mason, holding the 32nd Degree and a Shriner.

Mr. Buesching and his wife, who live at 1802 Florida Drive, are proud grandparents. Their daughter, Joan, married at Atty. Bill McNagny, lives at 2211 Owaissa Way with her husband and two children.



Charles H. Buesching

Open House Preview Of New Home Set

An open house preview of FWT's new quarters on the Leesburg Road will be held July 11 for all FWTers and their immediate families.

This will be the chance for everyone connected with FWT—Dad, Mother and the kids—to get an early bird view of the new place. (A public open house will not be held 'til in September.)

Activities for the event will be centered in the new shop area. In addition to guided tours, all the popular get-acquainted features of the annual company picnic will be included.

Originally, the company had planned for a regular annual picnic on June 13. Matter of fact, as early as January 2, reservations were made for the Franke Park Pavilion and plans were under way.

But fate stepped in. June became "M" Month and shopmen, maintenance men, and many others of the FWT family were up to their ears in the big move.

But, everything works out for the best. Now—in addition to having a special pre-public preview of the new Leesburg property, we'll have our picnic with all the trimmings, and more, at the same time.

In addition to the usual games and prizes for young and old . . . and "light" refreshments . . . there will be FOOD this year! And we mean FOOD; FOOD for all and plenty of it, as catered for the FWT Open House Preview and Annual Picnic.

Don't forget to keep July 11 an open date on your social calendar.

Monthly Report

To All Fellow Employees:

"Rent receipts only collect dust in the bureau drawer."

I know that all of you are familiar with that old saying . . . particularly here in Fort Wayne where we have one of the highest ratios of home owners per population in the country.

That old saying has special significance to us now. Our company is in debt again and has started paying for the new Leesburg property. But with our move this month we shall begin to realize the savings that home ownership represents.

We will gain too from a more efficient operation in general . . . through economies of improved maintenance facilities . . . and by way of equipment that will save time and do the job better.

From the first rough layout of yards, shops, and offices to the final detailed print, every attempt has been made to improve and coordinate the organizational flow of work. Such economies, today more than ever, are vital as this company strives to keep business in the black.

Leesburg will mean better working conditions for each of us, and convenience for all, in being together again at one new location. I know that I share the pride of all of you in having our new property and the realization that these quarters are evidence of our faith in the future of Fort Wayne.

Donald H. Walker

Overheard on a Bus

R. Gater: "I always do my hard work before breakfast."

J. Schwartz: "What's that?"

R. Gater: "Getting Up."

E. Aikins: "Anyone who thinks chemical warfare is new doesn't know much about perfume."

O. Troyer: "A psychologist has been described as a man who watches everybody else when a goodlooking girl enters the room."

M. Castator: "If all the cars in the country were placed end to end—at least 25 per cent of the drivers would still pull out and try to pass the car ahead."

D. Walker: (To K. Wibel) "If you thought the Florida beaches were crowded, did you take a look at some of the bathing suits!"

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*It Happened
 ... on a Bus*

John Leslie, Denver bus operator, stopped his bus in the rush hour, turned around and invited all the passengers to go to dinner and a theater as his guests.

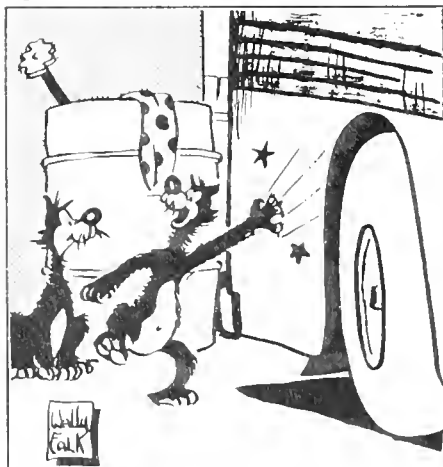
Ten accepted. The remainder were transferred to another bus. Then Leslie drove his party to a swank dining spot where they all had a steak dinner. He took them to a good picture show and right after the show drove all of them right to the door of their homes.

How did it happen?

Leslie sent a letter to the Denver Post in a "Suppressed Desire" contest. In the letter he said:

"All my passengers have treated me swell and to show my appreciation, I'd like to take a bus load out for dinner and a show. Then take them all home ... just spring it on them sudden like."

He won the contest and the Post did the rest, with the co-operation of Leslie's superintendent of transportation.



"It's gonna be fun seeing Shober and some driver going 'round and 'round over this."

'Squeeze Play'

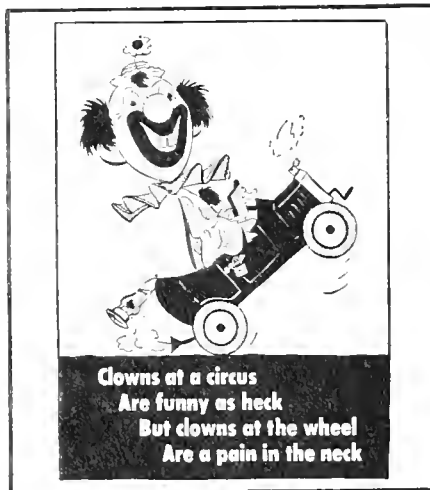
It happens every day:

The driver of a pleasure car starts to pass a trolley bus which is going at a moderate clip.

Then, when he gets along side, he realizes it's going to be a tight squeeze to get past the vehicle and back into the right-hand lane in time to avoid a collision with an oncoming car.

Maybe, this time, he just makes it by the thickness of the paint on his fenders. He takes a long breath, heaves a sigh of relief and swears he'll watch that next time.

But, sometimes the driver doesn't make it this time and his next chance—next time—may be permanently cancelled by a violent pile-up of two, three or more vehicles.



What can YOU do about drivers who use bad judgement in passing you?

You can ease up to let them by when it looks as if it might be a close squeeze.

Your good judgement may make up for his bad judgement in presenting a smash-up.

The best driver is the defensive driver, constantly on the alert for the on-coming driver or those behind him to do the unexpected.

'Don't Snarl at Us Bus Drivers'



Floyd Berryhill

Floyd Berryhill's by-line of the Saturday Evening Post article in the April 24th issue—"Don't Snarl at Us Bus Drivers"—brought nationwide attention to Fort Wayne Transit and the laughs and problems connected with our business.

Written by Joe Bell, who formerly was advertising manager of Indiana Service, predecessor company of Fort Wayne Transit, Inc., the article—without making any enemies for us—brought out one thing all of us have been trying to get across—

That was Floyd's urging bus riders to be considerate of drivers because of the many difficulties under which the latter have to work.

Like most businesses, our's has its moments of trial and exasperation as well as its times when you wouldn't change jobs with any guy in the world.

Although, unless Floyd gets right with the high school girls, he may switch to driving a milk wagon.



TRANSITALK

JULY-AUGUST, 1954

Published by and for the family of Fort Wayne Transit, Inc.

VOL. 6, NO. 4

The 'Big Blow'—July 20



Twenty years from now they'll still be talking about the "big blow" that hit Fort Wayne in 1954—to be exact, Tuesday, July 20, 7:30 p.m.

Without warning, the skies darkened and the winds shrieked to official velocities as high as 86 miles an hour. People fled for shelter; debris flew; trees toppled like toothpicks. The city's tempo suddenly ground to a halt, including transit service. Then came the digging out.

Our line and maintenance crews, with men from the shop and transportation departments, worked straight through the night and the next day to provide service. Motor buses were used on all lines, following detours where fallen trees blocked regular routes.

By 8 a.m. Wednesday, despite the havoc created by the winds, trolley coach service had been restored on all lines except Third Street, East State, Creighton and Lakeside—and all but the Lakeside line were back in service by 5 p.m. Wednesday.

The Lakeside area was hit hardest by the storm, particularly along Columbia Ave., between Lorce and Crescent, where trolley wires and broken poles lay under a tangle of fallen trees and limbs. Motor buses plied Lake Avenue until trolley coach service was resumed on Columbia Saturday.

Our own hard work, plus that of the Street Department and all utilities, combined to return service in record time.

ABOVE—The tangle of downed poles and wires which littered Columbia Ave. is shown at its worst spot—Lorce St. It was from Tuesday night until Saturday before trolley coaches again ran on Columbia.—News-Sentinel photo.

BELOW—Another hard-hit street was Spy Run Ave., shown in the lower photo. In all 20 coaches were stranded on the streets overnight.—News-Sentinel photo.



Club Schedules Fall Activities

FWT Club Prexie Harold Wible promises a full schedule of activities in the months ahead, including:

The Ice Cream Social Aug. 27 at Lawton Park, with the Union Auxiliary providing the cakes. There will be plenty of ice cream and pop on hand for all the family, reports John Achenbach, chairman.

And Bud Gallmeier is already making plans for the Weiner Bake slated for Sept. 21 at Foster Park. October will be a full month, with Men's Nite, to be chaired by Mike Bardon; Women's Nite, with Eve Lloyd as chairman, and a Halloween Square Dance.

Plans are also in the hopper for a barbeque in November and the annual banquet comes up in January.

Members of the FWT family not already members of the Employees Club are reminded that any one of the above social events is well worth the \$3 annual dues. To join, see John Achenbach, Ed Bardon, Al Christoffel, Bud Gallmeier, Dick Gordon, Eve Lloyd or Don Moore.

Sincere Sympathy

Two fellow employes are sadly missed by their many friends here at FWT: Bill Ehret, who died June 14, and Bolton "Tex" Benedict, who died July 8.

MEET YOUR DIRECTORS - - -

Edward T. Schele, Former FWT Officer, Was One of Firm's First Incorporators

A native Fort Waynean, Edward T. Schele's association with our company goes back to its earliest days. For Ed was one of the original stockholders, incorporators and directors of Fort Wayne Transit, Inc., and served our company as vice-president and secretary from the date of its incorporation until 1950 when he resigned his dual officer posts because of the press of other business.

With all of his pre-college training received in the Fort Wayne school system, Ed attended the University of Wisconsin, graduating from its Commerce School.

Upon graduation, he joined George Buist and Co., Certified Public Accountants. Ed left the firm in 1935, joining the Central Soya Co. as assistant secretary-treasurer. He was made secretary and treasurer in 1941 and has served Central Soya in that capacity since. He was elected to the board of directors of the firm in 1951.

His hobbies include swimming, golf and the amateur theater, being especially active in the latter for a number of years.

Ed has been a director of the Fort Wayne Civic Theater for the past 15 years, and served as its president for the past four years.

He was one of the organizers of the National Association of Cost Accountants in Fort Wayne and served as its first vice-president.

Ed also is a member of the Chamber of Commerce, the Fort Wayne Country Club, BPOE and the Quest Club, having just completed a one-year term as secretary and treasurer of Quest.

He is married to the former Mary Angela Berkey. Their 14-year-old son David graduated from Woodcraft Camp last summer with the rank of lieutenant and now is concentrating on beating his father and mother at golf.



Edward T. Schele

Strictly Personnel

Those new faces you've been seeing in our Shop Department are with us on a temporary basis to help with the clean-up occasioned by the big move to our new home.

Two of them have joined us on a permanent basis—Bill Biddle and Marvin Wynne. Welcome, fellows!

It's been a long time since we've lost a man to the Armed Forces, but Warren McGahey, operator, is now on leave of absence for military service. Keep us posted, Warren, on where you are and how you're doing.

Births:

Randy Paul, son of Mr. and Mrs. Paul Armstrong, born July 1.

Anna Catherine, daughter of Mr. and Mrs. Tom Grabowski, born June 10.

Mark Louis, son of Mr. and Mrs. Herb Hofmann, born June 20.

Christine Karen, daughter of Mr. and Mrs. Don Harkless, born June 29.

2 Veterans Retire

A veteran Shopman and an operator of long service retired recently, deciding to take life easy for awhile.

Ralph Saylor put in his last day's work as a shopman on June 30. Ralph originally joined our shop force in January, 1921. He lives at Huntertown and plans to keep busy at odd jobs. Ralph confides he already has quite a number of them lined up.

Charlie Beck, who made his last run as an operator July 2, completed a service record dating back to January, 1919.

Charlie and his wife live in Fort Wayne. The veteran operator, who already has a new job, said he hated to leave FWT but added that traffic was getting a bit tough for a man "a few years" beyond normal retirement age. The rumor about Charlie's heart attack turned out to be a cracked rib. He's on the mend and about.



Ralph Saylor

Monthly Report

To All Fellow Employees:

During the past two months we have held a considerable number of meetings with the Union Executive Committee regarding the new contract. Stability of cost of living in the past year and decrease in our riding and revenues would indicate that we should not even consider any rate increases. However, we do want to keep our employees fairly up with others in the community and our industry. We all feel we may reach agreement for some increase on this basis soon.

It will be necessary that we mobilize all of our individual ingenuity and good judgment to make full use of our new shop and operating facilities in order to reduce costs of operation. Some of you may have suggestions on how changes can be made in old ways of doing things. I want everyone to realize that there is nothing sacred or unchangeable in the way we are doing anything today. The strengthening of our whole company will make more secure your own job. Any suggestions for improving efficiency will be welcomed. Please don't be bashful about passing your ideas on to us.

I want to express here my own appreciation of the splendid job — and the extra hard work — so many employees have done in helping on the moving, and also on the work done in clearing our lines for operation after the big wind storm of July 20. It was most heartening to see the personal satisfaction so many seemed to derive in getting a bad job out of the way as quickly as possible.

Donald H. Walker



Charlie Beck

More Than 600 Attend 7th Annual Picnic

The seventh annual company picnic held Sunday, July 11 from 12:30 to 4:30 p.m., set a number of records—the biggest attendance ever and the biggest amount of food consumed.

Held at our new home on the Leesburg Road, the picnic attracted more than 600 employes and their families who enjoyed the traditional picnic atmosphere and had as the main feature—an open house preview.

Let's get back to that record food consumption. If Don Walker, Les Reincke and all other department heads looked a little bushed later in the day, it might have been because after they donned aprons for KP duty, they helped ladle out . . . more than 300 pounds of crisp fried chicken . . . 150 pounds of potato salad . . . with all the trimmings, ice cream and pop.

All the picnic guests expressed themselves as mighty impressed with the new home, enjoying particularly the conducted tours, with demonstrations of the new "Cyclone" cleaner. Some of the wives said they'd like to have a gadget which vacuums the entire bus interior in one operation—it would make house-keeping a cinch.

While the kids enjoyed their usual games, the ladies took advantage of an opportunity to drive a bus, with a number of husbands sitting in as back seat drivers.

A record number of attendance prizes were awarded, with the following lucky winners:

Tom Bireley, box of cigars; Fred Reincking, electric knife sharpener; Mrs. Ted Ubelhor, electric clock; Mrs. Bob Minich, electric mixer; Mrs. Herman Harter, electric fan; Mrs. Floyd Coverstone, steam iron; Buck Kennell, a blanket, and Leo Dunifon, clock radio.

Yes, it was the biggest picnic yet, and from all reports, by far the best.



Prize Winners Mrs. Herm Harter, Leo Dunifon, Fred Reincking.



Prize Winners Buck Kennell, Mrs. Bob Minich, Mrs. Ted Ubelhor.



HAIL, HAIL THE GANG'S ALL HERE—They were all at Leesburg for the picnic . . . and they're all here for work now, too. It may be some time yet before we're completely settled, but we're all here under one roof again. And, boy, it feels good! The general offices completed their move to the new home July 30.

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State of the Union

Our Local 682 Correspondent Says:

Anxious moments now await the outcome of contract negotiations as we go to press. Perhaps by the time you read this article we will know all the facts. I wish to thank all of you for your patience and advice during this period.

Let's all get out to next meeting and voice your opinions. Only through your attendance at Union Meetings can you ably assist us and likewise we can better inform you so that all of us can do a better job.

Vacations are now at their peak and what is nicer than starting out on a vacation! Whatever it may be let's enjoy it to the fullest extent. But by all means please be careful so you can return as you were when you left.

I can tell you where you can catch all the 4½ inch blue gills you can carry—right close to home too. I have lost confidence in some of you guys who told me where to go for the big ones. What do you call big anyhow? Well, maybe my luck will change. See you all next meeting day.

Our Auxiliary Correspondent Reports:

Members of the Auxiliary, meeting Aug. 13 at the home of Clara Lang, 1542 Vance Ave., made plans for a fall weiner roast to be held Sept. 22 at the home of Donna Emlich, with Theo Gordon assisting the hostess.

You're in the Spotlight!
DRIVE SAFELY



THE SEALTEST COACH is the first paid advertisement transit vehicle to appear on Fort Wayne's streets. It represents additional revenue to our company . . . and well-spent advertising dollars for its sponsors. Since it started making the rounds, passengers have been asking how many Sealtest Coaches there are. There is only one Sealtest Coach, but it is rotated on alternate routes throughout the week.

Voice of the Public

President Don Walker sent personal letters of thanks to the following operators who were complimented by passengers in recent weeks. Acts such as these shed their good will on all of us here at FWT.

Cliff Miller—"He was friendly, courteous and accommodating to all passengers."

Ora Poling—"This operator waited for an elderly woman at one corner to reach the bus and continued to wait until she had taken her seat on the bus. Meantime, he explained to the other passengers why they were waiting."

Bob Sickafus—"A lady got on the bus carrying groceries. She was having some difficulty in handling them. The operator got off the bus and helped her, both when she boarded and alighted."

(In his letter to Bob, Don Walker said: "It happened this lady is the wife of a

retired operator, Fred LaMay, whom you probably never met. Fred retired in 1948 after 26 years of service. He only had the operators number—154—but he did know from his wife's story that the operator was a gentleman and a friend. Fred used to do things in the same way in the many years he operated here, so he wanted me to know about it, and I want to pass on their appreciation to you.")

Bob Minich—"He impressed a passenger with his skill in handling the bus through a tie-up at Washington and Broadway and the "particular interest" he showed in his passengers, as well as his general good job of operating."

MAKE

COURTESY

YOUR

CODE OF THE ROAD



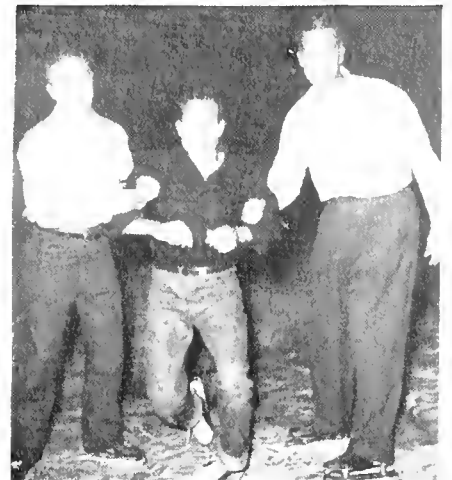
Club Roster Soars to Record High



Time out for George Nichols, Neil Shober and Harold Beeching.



Dorothy McConnell, Mark Lang, Sandra Pedersen, Harold Wible.



Steady now . . . Tom Grabowski, Roy Badger and Paul Lang.

Well, sir, the FWT Club is busting its buttons these days, and with good reason—it has busted all membership records since its founding.

Yep, today the membership roster in the club numbers just past the 150 mark—a record high!

And a look at the jumbo variety of social events, held and scheduled by the club, reveals the big reason behind the record membership—it's too good a buy to miss.

For instance, the fall season opened with a wiener bake at McMillen Park on Sept. 21, with Bud Gallmeier, chairman, and his committee outdoing themselves.

Then October followed with a record of three big events.

First there was Men's Nite on Oct. 8 at Geogleins Barn, where the gents tore into some delicious french fried ocean perch, sandwiches and chips, saw an educational movie, played cards and generally had themselves a time. Credit Mike Bardon and his assistants for the good time.

Not to be outdone, the gal club members came right back on Oct. 11 with a Ladies' Night dinner in the Coral Room at the Hotel Van Orman. Eve Lloyd was chairman for this one and the gals worked over delicious steaks before going out to the Coliseum in a group to take in "Holiday on Ice."

And then the Club scored another first on Oct. 15 when members and their families turned out for an ice skating party at the Coliseum. This was the first of a series of private parties launched by the Coliseum management when the ice is available. Needless to say, a slick time was had by all. (See pictures above).

Upcoming is a chicken barbecue and square dance Nov. 6, with Mike Bardon and Al Christoffel as co-chairmen. Watch the bulletin boards for further details on this one.

Then it's the annual election of officers in December, with the new officers to be installed at the big one—the annual banquet at the Chamber of Commerce on Jan. 15.

Winter Schedules

With Old Man Winter just around the corner, winter schedules will become effective on all lines on Nov. 21.

Operators will find that a word passed along to passengers on the new schedules and the reason behind them will be appreciated. Just let your riders know the schedules are designed to allow for increased winter traffic and hazards but are kept as tight as possible to provide the best in service.

United Fund 'One for All'

The United Fund campaign, now in high gear throughout the city and county, is all over at FWT. For, early in October, the FWT Civic Fund Committee met to decide our contribution for 1955.

Committee members in on the decision were Cliff Miller, transportation; Bob Gonsor, shop; Ollie Byers, line maintenance, and Jim Patton, office.

Bob McConnell reviewed the financial experience of the plan and reported a cash balance of \$1,585.72 for the end of 1954.

The committee agreed to pledge \$2,000 to the United Fund in 1955 and to pay \$1,120, as pledged 3 years ago, as the final contribution toward Parkview Memorial Hospital.

The committee noted only five persons within our entire organization failed to contribute toward our Civic Fund this year and urged department heads to contact these few to start contributions via payroll deduction.

FWT's Civic Fund, like the United Fund, is a once only proposition. They both offer the opportunity to enjoy the spirit of giving in one financial appeal. We're proud of our help to the 28 health and welfare agencies in the United Fund.

Men May Do The Driving, But— Our Ladies Deserve The Orchids

Wives are not only home makers—
They're "Safe Driver" makers.

And that fact—the importance of good home relations to accident prevention—may not be generally recognized.

But the safety experts now are tracking accident causes many times right back to breakfast table spats and family feuds that may snowball from petty incidents.

These conditions, the experts say, frequently lead to loss of sleep, starting the day in a bad mood and divided attention between home trouble and the job of driving, which requires complete unworried concentration at all times.

That's why we are including you good wives in on our plans for our current safe driving campaign. For you wives, we know, are just as interested in safety as your husbands and have just as much at stake.

Safety Meeting Planned

Now, it will be "men only" as we resume our fall and winter schedule of Operators Safety Meetings Nov. 11 in the Operators Room.

But you ladies will be more than interested in the handsome array of prizes which will be handed out to lucky ticket holders at this meeting. The drawings will include an electric mixer, a top-notch french fryer and an automatic coffee maker.

Any one of these would make an excellent addition to the kitchen and lighten your workload. These attendance prizes replace the former cash awards which went to the lucky ticket holders previously.

And as an additional incentive for those attending the hour-long meetings,



"Oh, it's you Dispatcher . . . No, I wouldn't exactly say you got me up".



cheduled for 9:30 a.m. and 7:30 p.m. on Nov. 11, coffee and donuts will be served all operators at the meetings.

The meetings also will feature a new sound movie on safe driving practices entitled "90-Day Flash."

And There's More, Ladies

And that's not all that's in store for the wives!

This year, for the first time since its inception, the wives are going to be invited to attend the annual Safe Driver Award Banquet, always a strictly stag event in the past.

That's right, ladies, this year when the annual banquet is held Dec. 14 at the Chamber of Commerce you'll be squired to the event by your best beau.

You will, that is, if he's successfully driven throughout the year with a perfect, no-accident driving record.

And his chances to take you to that Safe Drivers Award Banquet are going to be a lot greater with your help. For his success at work, just as your success at home, depends in large measure on the success of the two of you as a team.

So, we're counting on you wives to make our Safe Drivers Award Banquet the biggest and best attendance in our history.

Sincere Sympathy

Our sincere sympathy goes to the family of Loyal J. Griffin who passed away October 12. Jim, who joined our shop force in 1921, retired in October, 1951. He will be sadly missed by his many friends at Fort Wayne Transit.

State of the Union

Our Local 682 Correspondent Says:

Sure inspiring to see so many of you out at the last meeting . . . A crowd makes a good meeting! With election of officers coming up all of us should be thinking of who we want as Officers for our next term. Let's pick a good slate and really get behind them as you have in the past.

New fares are now in effect. Perhaps you notice some difference in your turn ins. Business is slow, traffic bad, winter ahead. Let's all ask ourselves "What can we do as individuals to get more people on the buses?" We don't want to see more cuts in service but unless more people ride, I am afraid we might lose more hours of work which makes our pick of runs that much worse. I know some of you have found solutions in the past as problems arise. Come up to the meetings. Let's discuss our problems, expound our resources, and see if there can be an answer.

It's also time to keep our fingers crossed, safety wise. The Safety Award year will soon end. Here's hoping every one comes thru with a good record. So beware and be careful. See you next issue.

Our Auxiliary Correspondent Reports:

A meeting of interest to all Auxiliary Members . . . Wednesday, October 27th, 7:00 p.m. at the Colonial Restaurant . . . Juanita Berryhill and Irene Blombach as hostesses.

Coming up next will be a business and social meeting to be held November 17th. The place will be announced later. Gora Mills and Flora Wible are arranging this event.

Strictly Personnel

Two former temporary employes in the shop—Fay Bullard and Roy Badger—have changed their status in the FWT family and now have been welcomed as permanent employes.

BIRTHS

Cheryl Layne Collins, daughter of Mr. and Mrs. Chuck Collins, born Sept. 13, 1954.

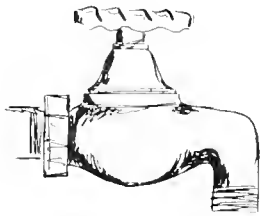
Schery Lynne Hurst, daughter of Mr. and Mrs. James Hurst, born Sept. 9, 1954.

Geoffrey S. Anspach, son of Mr. and Mrs. Clarence Anspach, born Sept. 28, 1954.

Bill Whinery, who suffered a coronary occlusion while visiting his daughter in Lafayette Sunday, Oct. 3, is still hospitalized at Lafayette. Bill's doing well but it'll be a couple of months before he's able to get back on the job.

Monthly Report

To All Fellow Employees:



A dripping faucet is money down the drain!

WASTE! You all recognize this in your own homes—and stop the leaks.

It is just as important for all of us to recognize and stop any waste of materials or manpower in our new company home, and in our operation of buses on the street.

The office or shop lights on when not needed—the heat turned high with the windows open—materials and supplies lost or spoiled—all these are familiar examples of thoughtlessness. On the road, cost of fuel wasted by unnecessary acceleration or idling—rubber ground off tires by bad curb stops or cutting corners too close—accidents that could have been avoided. All these reduce the amount left over at the end of the year just as surely as throwing money into the incinerator.

But even all of these items are insignificant compared to the WASTE of a passenger. If a passenger likes our service, he rides often. If he is discouraged by a single discourtesy or inefficient service, he may be lost for many rides. We cannot afford such waste.

There are many things that each of you can do. If you operate a bus you can resolve not to risk losing a single passenger by your personal manner or operation, but rather to have your passengers tell their friends what a nice ride they had with you. If you help maintain the buses and the overhead lines, you can resolve that no vehicle will be delayed on the road for lack of something you should have done. It's a teamwork job—for all of us!

Donald H. Walker

Your New Indiana Point System Protects Your Driving Privilege

Your driver's license is issued by the State of Indiana as a privilege—not a right—to drive on the streets and highways. If this privilege is abused by repeated reckless or hazardous action while driving, your license may be suspended or revoked.

The law requires that convictions for traffic law violations and accidents be reported to the State. These reports are combined, under the names of the driver involved, in the Master Driver Record File of the Indiana Bureau of Motor Vehicles.

Here's How It Works

Most drivers are law respecting individuals who know the law and drive in a safe and sensible manner, seldom becoming involved in an accident or law violation.

Unfortunately, there is a small percentage of drivers whose indifferent attitude toward safe driving and the rights of others eventually results in serious and, often-times, fatal accidents.

The Indiana Point System is designed to reach this offending group of drivers. It assigns specific points to each driver's record as indicated below:

Violation contributing to an accident, 4 points; Reckless driving, 4 points; Exceeding speed limits, 3 points; Other traffic violations, 2 points; Misrepresentation to Department, 12 points; Failure to report an accident, 12 points, and for three convictions in any 18-month period, add 3 points.

When 6 to 9 points are accumulated against a driver's record, a warning letter is sent to the offender. With 9 to 12 points on his record, the driver will be called in for an interview to review his case and attempt to improve his record.

Final decision on suspension or other remedial action will be determined on the basis of circumstances in each case.

The law specifies certain offenses for which your license must be revoked or suspended by the courts or by the Bureau of Motor Vehicles.

Each of these offenses is automatically given 12 points and the driver is taken off the highway for periods ranging from six months to two years. These automatic 12-point suspensions are:

Drunken Driving—Manslaughter or Reckless Homicide—Perjury or False Affidavit to the Department—Felony involving the use of a Motor Vehicle—Reckless Driving (3 Convictions in 12 Months)—Leaving the Scene of an Accident (Over \$50 Property Damage, Injury or Death.)

How To Keep Your License

The safe and sensible driver will have no difficulty in keeping his license. The Point System affects only those who will not or cannot drive safely.

It was established as a means of pointing out, for corrective action, those few drivers who establish a bad record of law violations or accidents.

It identifies the accident prone and habitually reckless drivers and allows the Bureau to take immediate corrective action through warnings, re-examinations, interviews, and, as a final step, suspension of the driving privilege.

It serves to protect the many safe and sensible drivers from those who are irresponsible and reckless.

Overheard on the Bus

Lady Rider—"My husband isn't going to understand why I bought this hat, I'm sure."

Her companion—"Well, why don't you go to him in a perfectly straight-forward way and lie about the whole thing."

Gentleman Rider—"My wife can talk for hours on any subject."

His companion—"My wife doesn't need a subject."

Worried About Something?



Have I got a hole in my pocket or somewhere? What's the matter with me? Am I dumb? Or is there some secret I haven't latched on to? I work hard and I make a good salary. I have a wife and kids. We have a small apartment but we'd like a house. We haven't saved a cent in . . . gosh, is it really that long? Well, what's wrong? Can you figure it out?

ANSWER: Sure, chum, that's an easy one. Your trouble is you've never found out about automatic saving through the payroll deduction plan. You've never learned automatic payroll deductions actually saves money for you through the Credit Union or purchase of Defense Bonds. And everybody knows that's the safe, sure, profitable way to save. So start today, brother, and answer your own questions.

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Fort Wayne, Indiana

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Lady in a Ten Spot



You've heard the old one about the man of the bus who offered his seat to a lady. She fainted. When she came to, she thanked him. He fainted.

A similar situation happened on one of our buses. The lady didn't faint—but she did call us to tell about the unexpected courtesy.

Seems she was coming home from a meeting late one night and had no change, just a 10 dollar bill. She planned to change it in a drug store, but unable to find one open, had no choice but to get on the bus with the large bill.

"When the operator saw the bill, he asked me to step aside for a moment while the other passengers paid their fares. When they moved back, he took my bill."

The lady said she tried to apologize to the operator, (no, he didn't faint!) but he said: "That's all right. Those things just can't be helped some time."

"Then he gave me a five, four ones and the change and asked me if I wanted a transfer!

"I was so prepared for him to be disagreeable that I hardly knew what to say when he was so nice. I know it would be rough if every passenger had a big bill. But sometimes, like the operator said, 'It just can't be helped.' "

Any resemblance between this story and a true story is absolutely intentional. It really happened. Maybe you were the operator described. If so, a tip of the FWT cap to you! Because you helped us make a valuable friend!

A Fair Fare

Fares are the life blood of a transit system and their purpose must be two-fold:

High enough to cover the costs of operations and return a fair profit. Low enough to attract passengers to the best ride in town.

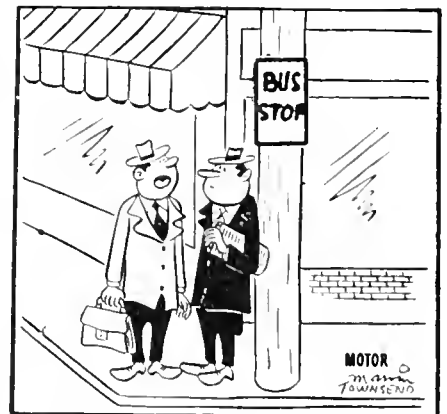
With our recent fare increase, our fare structure now looks like this:

Tokens, 7 for \$1.....	14 1/2c
Cash Fare.....	15c
Children, thru Age 4.....	Free
Children, 5 thru 11.....	10c
Transfers	Free

And on service beyond the city limits, such as to Waynedale or to special events at the Coliseum or Race Track, our special zone rate is the regular fare plus 10 cents.

It's our job to sell these fares not only as a fair fare but as a bargain fare. Look at this list below. Learn it . . . and let our customers know they have a bargain fare in Fort Wayne!

City	Cash	Tokens
Chicago	20c	5/\$100
Cincinnati	20c	6/.95
Detroit	20c	10/1.75
Gary	18c	3/.50
Hammond	20c	2/.35
Indianapolis	15c	None
South Bend	18c	3/.50



"Guess I can't kick. Last town I lived in, the bus fare was 20 cents".



Safe Operation Is No Accident! Better Halves Share Honors At Safety Fete

It was no accident that 62 operators completed the current safety year without a chargeable accident.

And it's no accident that our safety records for 1954 show an improvement over 1953. Last year's rate of 6300 miles per accident has been boosted well over the 7000 mile mark.

A word about that accident rate. FWT doesn't pull its punches. We count it an accident even if it involves only a flake of paint or the mere touch of a bumper. And of course we count them even though entirely the fault of the other party.

Also it was no accident when we invited the wives of the operators to the annual Safe Drivers Award Banquet held Dec. 14 at the Chamber of Commerce.

We knew they were as proud of their husbands as we were. And we knew, too, that the wives played a big role in their husbands' successful safety records for the year.

For those 62 operators, who proved once again that safety pays off in satisfaction and fat bonus checks, can tell the world that it's no picnic wheeling a bus through an accident-free year on Fort Wayne's traffic jammed streets.

Special Honors to 4

Singled out for special honors at the annual banquet were four operators who have accumulated an impressive total of 54 years of accident-free driving between them.

They were **Claude Rensberger** and **Harold Slentz**, who each have amassed 15 years of accident-free driving, and **Floyd Berryhill** and **Kenneth Blombach**, who have 12 years each to their credit.

Of FWT's 131 Operators, 115 will share cash awards ranging up to \$48



Claude Rensberger



Harold Slentz



Floyd Berryhill



Kenneth Blombach

under our safe driving award and bonus plan.

Husbands, wives and guests attending the dinner meeting were treated to an especially fine talk by Dr. Sterling L. Shaw. The Purdue University professor, speaking on "What Will You Have?", mixed a serious message with just the right blend of humor.

Yes, with more operators on hand for the banquet this year than last, the 1954 Safe Drivers Award Banquet goes down in FWT records as one of the best. And

for those, who didn't make it this year and for the newer operators who will be shooting for the honor and the cash, we'd like to remind you:

Under the FWT Safe Driver Award and Bonus Plan, a 100 per cent bonus man receives 2,400 award points, plus his bonus, for a total of 4,800 points. Valued at one cent per point, that's a cool \$48.

Next year, let safe driving pay you dividends and help out on the annual Santa Claus bills!

3 FWTers Retire . . .

Fred Schmidt Sets Service Record 57 Years, 8 Months in Public Utility

On Dec. 1, Fred—short for Frederick H.—Schmidt retired, ending a service record of 57 years in the public utility field—a record which will probably be unequalled.

Fred, who started in 1897 as a messenger and clerk with the Fort Wayne Consolidated Street Railway Co., served in many capacities in the accounting field with our predecessor companies and has been our chief cashier for the past 22 years.

As chief cashier, Fred had the responsibility of all operator “turn-ins” a post where he couldn’t afford to make mistakes. Despite his responsibilities, Fred maintained an admirable sense of humor and his traditional noon “stogie” will be missed by all of us.

Fred and his wife Clara, will enjoy more leisure now at their home at 809 West Wildwood Ave.

Fred Steinbauer

Another of our Fred’s—Fred Steinbauer—closed out 38 years of service with his retirement on Nov. 1.

Starting as a car operator July 31, 1916, Fred took time out to serve in World War I during 1918 and 1919.

He was named dispatcher in 1923, serving in that post until his retirement.

Fred took a “busman’s holiday” last year when he traveled by bus to visit a daughter in Boston, a son near Annapolis, Md., and friends in Florida. Fred and his wife Clara live at 427 Wildwood Ave.

‘Mike’ Meyer

A third FWTer to retire recently was also a member of the “counting department”. Walter (Mike) Meyer, retired as cashier on Dec. 1.

We wanted a picture of Mike but he said he was camera shy.

With our company since May 26, 1914 when he started in general accounting work, Mike was named a cashier Jan. 16, 1929.

Off the job, Mike, who lives at 1621 East Lewis St., spends time in season exercising his “green thumb” in his truck patch between Fort Wayne and New Haven.

Evenings will often find Mike listening to his record player, as he makes a hobby of collecting classical recordings.



Fred Schmidt



Fred Steinbauer

Club Bulletin Board

FLASH . . . New club officers elected for 1955 include: President Ed Fuhrman, Vice President Bob Gonser, Secretary Edith Aikens and Treasurer Don Moore. New Transportation representatives will be Kenny Blombach, Tom Grabowski, Bill Jackson and Jack Schwartz; representatives for Shops and Maintenance are Max Castator and Dick Rider; for General Office, Virgil Black.

The new officers will be installed at the annual banquet slated for Jan. 15 at the Chamber of Commerce. This is the big one—which no member can afford to miss—and it’s the last party as arranged by our 1954 club officials.

Much credit is due this group: They have given us one of the busiest and best years in the Club’s history—a fact which is reflected in a record high membership.

We’ll be seeing you all at the Annual Banquet.

Monthly Report

To All Fellow Employees:

The Christmas Season properly is a season celebrating man’s greatest message:

“On earth, peace to men of good will.”

But this is not a message which we should merely confine to the present season. It is one which we should carry in our hearts the year around.

For “men of good will” operating on a 365-day basis can do incalculable good for their nation, their community and their home.

Particularly in our chosen business . . . where we daily contact with the public . . . do we have opportunity to carry the principles of good will to our many acquaintances and friends.

May I take this opportunity to wish each of you a joyful Christmas season and a New Year of good fortune.

Donald H. Walker

FWT Plays Role In DFWD Success

“Downtown Fort Wayne Days” illustrated the advantages of the downtown shopping area for wide selections and the best of bargains. This promotion of Nov. 22, 23, and 24 proved both popular and a practical success.

Aimed at attacking the downtown traffic problem at its roots and to help the general public realize the advantages and convenience of bus travel, our company provided free service into the downtown area from 9:30 to 10:30 a.m. for each of the three days.

During these hours we carried almost three times as many passengers as we normally do. As a result, traffic snarls and parking problems were directly relieved by those additional passengers who otherwise would have driven autos.

Merchants used the illustration below in newspaper advertising to aid the successful observance.



MON., TUES., WED.
NOV. 22, 23, 24. 9:30 to 10:30 a.m.

All buses go direct to the shopping center!

It's S-D Day Year 'Round at FWT

Coffee, Donuts Served to Mark No-Accident Days

Safety is our business. So we were naturally interested when President Eisenhower proclaimed Dec. 15 as "S-D Day"—Safe Driving Day.

Purpose of this special day was to demonstrate that traffic accidents can be reduced materially when each motorist and pedestrian accepts full personal responsibility for observing the letter and spirit of all traffic regulations.

Since that's our thinking, too, we at FWT decided to extend S-D Day on a year round basis and as an extra incentive, we hit on a gimmick.

For each day our operators go without a single chargeable accident over the whole system, it'll be free coffee and donuts for all hands the next morning.

The accompanying picture attests that it's already happened. For our part, we hope you'll be dunking those free sinkers every morning from now on.



Chef Don Walker, looking not too owl-eyed considering it was 5 a.m., serves up coffee and donuts as FWT joins in launching the nationwide observance of "S-D Day." Left to Right: Don Allen, Don Foutz, Jim Patton, DHW, Ish Evans, Claude Wheeler.

State of the Union

From Your Local 682 Correspondent:

In the golden rays of the Christmas Star,
May you find new hope, new faith, new cheer,

And may the light of His love divine,
Drive you safely through another year.

Strictly Personnel

Proud papas were passing around the cigars in two FWT families, and in both cases the stork delivered boys.

First in seniority is Edward Lee Jones, born Oct. 14 to Mr. and Mrs. Charles Jones. On Nov. 23, Neil Keith Harmeyer was born to Mr. and Mrs. Junior Harmeyer.

FINAL RESULTS 1954 SAFE DRIVER AWARD YEAR

Operator	Credit Points	Debit Points	Award Balance	Percent Bonus	Operator	Credit Points	Debit Points	Award Balance	Percent Bonus	Operator	Credit Points	Debit Points	Award Balance	Percent Bonus
Alfeld	2400	-1200	1200	0	Halter	2400		2400	80	Park	2000	-1200	800	0
Adkins	2400	-800	1600	0	Harkless	2400	-2400	0	0	Pedersen	2400	-800	1600	0
Allen	2400	-1200	1200	0	Harmeyer	2400		2400	10	Paling	2400		2400	90
Anspach	2400	-400	2000	30	Harter	2000	-1600	400	0	Quimby	2400	-2400	0	0
Armstrong	2400		2400	10	Hattendorf	2400	-1200	1200	30	Ramp	1600		1600	90
Bardon	2200	-1600	600	10	Hermes	2400	-1600	800	0	Ramsey	2200		2200	100
Barker	2400	-1600	800	0	Hirschy	2400		2400	60	Reeve	2400	-1600	800	0
Baxter	2400	-1200	1200	30	Hofmann	2400		2400	20	Rensberger	2400		2400	100
Beck	2400		2400	100	Hogan	2400		2400	20	Rentfrow	2400	-2000	400	0
Behrns	2000	-4400	-2400	0	Horner	2400	-1600	800	0	Ritter	2400		2400	60
Berger	2400		2400	10	Hurraw	1600	-2400	-800	0	Roberts	2200		2200	0
Berryhill	2400		2400	100	Hutson	2400		2400	10	Roth	2400		2400	100
Biery	2400	-3600	-1200	0	Imler	2400		2400	100	Rush	2400		2400	100
Bimer	1600	-1600	0	0	Jackson	2400		2400	50	Schwartz	2400		2400	50
Bivens	2400		2400	30	Jones, C.	2400	-2000	400	0	Shiflet	2400		2400	60
Blambach	2400		2400	100	Jones, G.	2400	-1600	800	40	Sickafus	2400	-800	1600	0
Bordner	2200		2200	100	Kahlenbeck	2200		2200	100	Simpson	2400	-800	1600	40
Baren	2400	-2000	400	0	Keller	2400		2400	30	Slentz	2200		2200	100
Brady	2000	-3200	-1200	0	Kerns	2400		2400	30	Smith, J.	2400	-2400	0	0
Brineman	2400	-1600	800	10	Krouhs	2400	-1600	800	0	Smith, R.	2000		2000	0
Brown	2400	-800	1600	0	Krieger	2400	-2800	-400	0	Stephey	2400		2400	90
Carpino	2400		2400	30	Lang	2400	-800	1600	60	Stokes	2400		2400	100
Casterline	2400	-2400	0	0	Lantz	2400	-800	1600	0	Stoner	2400		2400	30
Cecil	2400	-400	2000	10	Leamon	2400		2400	20	Suddeth	2400	-800	1600	90
Christoffel	2400	-800	1600	10	Leason	2400	-800	1600	90	Sweeney	2400	-800	1600	20
Culbertson	1800	-1600	200	0	McBride	2400		2400	50	Tapp	2400		2400	70
Davis	2400		2400	100	Martin	2000	-2400	-400	0	Toppy	2400		2400	100
Douglas	2400	-4000	-1600	0	Manafee	2400		2400	40	Tarr	2400		2400	100
Druley	2400	-2000	400	0	Miller, C.	2400		2400	100	Tipsord	2200	-1600	600	0
Dunifon	2400	-800	1600	50	Miller, R.	2400		2400	100	Troyer	2400		2400	80
Dush	2400	-1600	800	40	Mills, K.	2400	-1600	800	0	Tudor	2400		2400	100
Emlich	2200	-800	1400	30	Mills, R.	2400		2400	90	Ubelhor	2400		2400	70
Evans	2400	-2400	0	0	Minich	2400		2400	20	Uptgraft	2400		2400	100
Feoser	2400	-800	1600	90	Mitchell	2400		2400	80	Wolter	2000	-800	1200	0
Frecker	2400	-1600	800	0	Moore, D.	2400		2400	50	Worner	2400		2400	100
Fromm	2400		2400	30	Moore, R.	2400		2400	80	Watson	2400	-1200	1200	70
Fuhrman	2400		2400	50	Mowery	1600	-2000	-400	0	Wells	2400		2400	40
Fuhrer	2400	-1200	1200	10	Mundt	2400	-1600	800	0	Westerhausen	2400		2400	20
Funk	2400		2400	10	Murphy	2400	-2400	0	0	Wheeler	2400		2400	10
Glenn	2400	-1200	1200	0	Nash	2400		2400	70	Wibel, K.	1600		1600	70
Grabowski	2400	-800	1600	0	Noble	2400		2400	20	Wibel, H.	2400		2400	90
Gulley	2200	-400	1800	0	Okeley	2400		2400	70	Willhoff	1600	-1200	400	0
Hagon	2400		2400	50	Palmer	2400		2400	70	Wright	2400	-1200	1200	40
Hake	1400		1400	40						Zimmermon	1800	-2000	-200	0

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“For Unto us a Child is born, unto us a Son is given”

May we approach this Christmas Season
with the same hope and humility that
filled the hearts of those who first
beheld the Star of Bethlehem.

Let us rededicate ourselves to those
Christmas principles which have
been man’s guidepost through
the centuries.