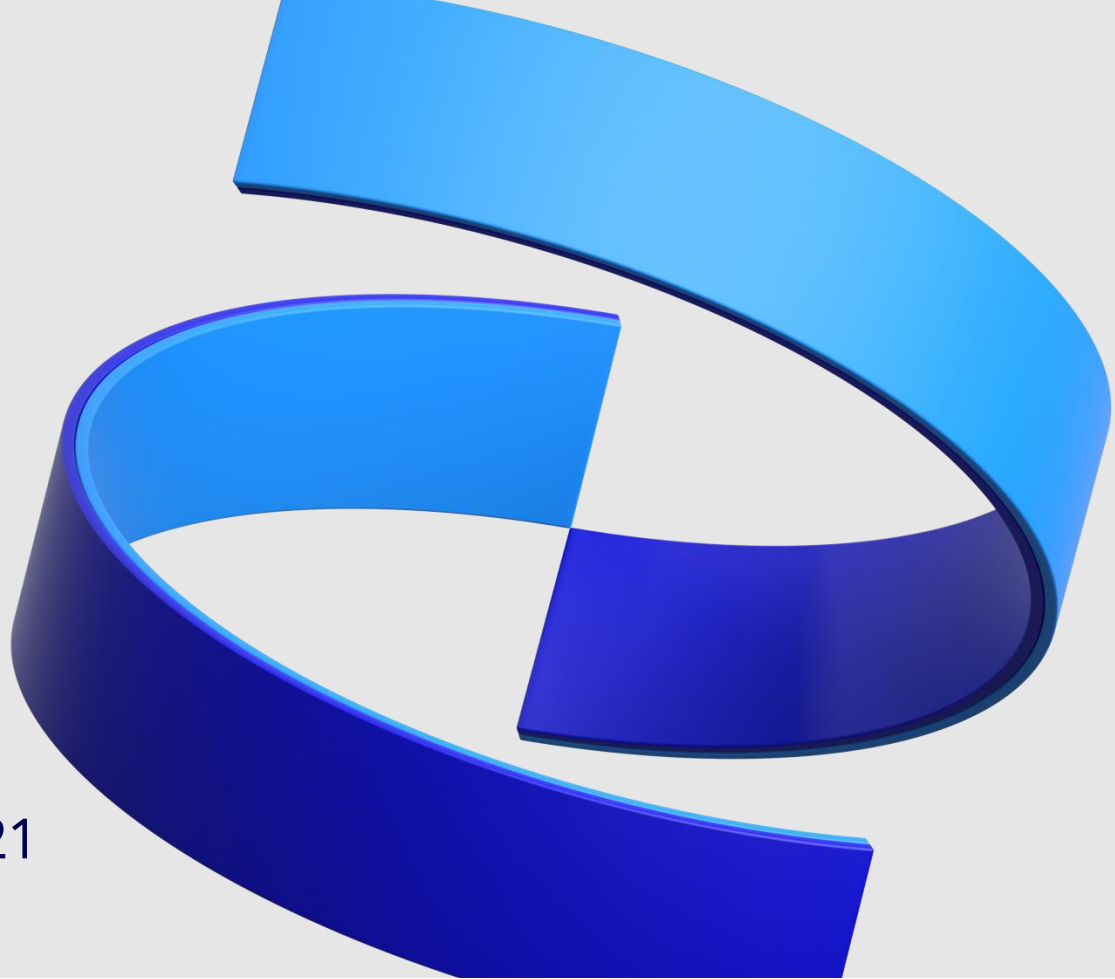


Pfizer Kalamazoo
Engineering and Maintenance

EMU#JOY

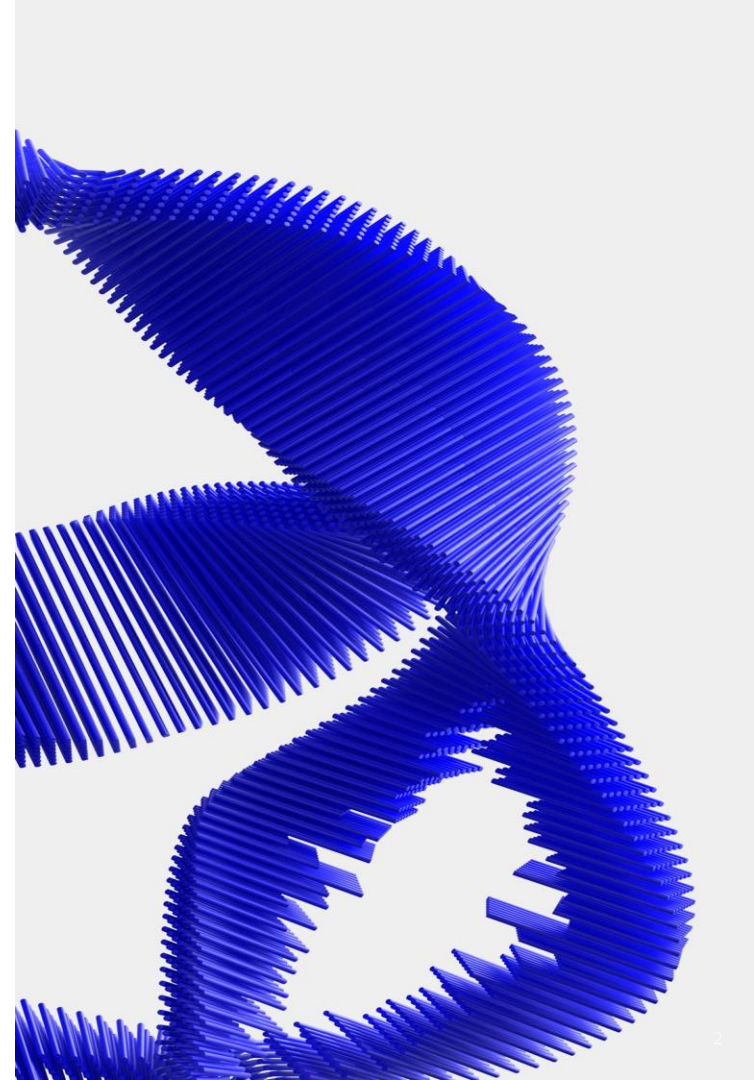
#EngineersCanBeSeriousToo

#006 NOVEMBER 20th , 2021



Upjohn Busses

... the 50's Portage rd. transport problem



Upjohn Portage Road

Transportation issue

- The Portage Rd plant was located in a rural unhabitated area
- Many employees were living downtown Kalamazoo
- Not all families owned 1 or more cars
- Start of operations in B041 would amplify the problem (B38, B39, B43 had limited #colleagues)
- September 1949 started with 2 busses, A and B



The Family That Travels Together...

Moving a number of its units from Kalamazoo to nearby Portage, Mich., in the 1940s inconvenienced some Upjohn employees. Many had no transportation. As a result, the company in December 1949 began bus service between the Portage location and several Kalamazoo-area neighborhoods.



NEW PLANT PROGRESS



"All aboard! All aboard for Upjohn's Portage Road Plant!"

It won't be long before this call will be familiar to employees. For, starting in September, two busses, painted grey, white, and black and bearing the name of THE UPJOHN COMPANY, will make regular trips to and from our Portage Road Plant.

The Company has purchased these busses, and intends to purchase additional ones as the need arises, in order to make transportation available to those employees working at the Portage Road Plant. They are General Motors transit-type coaches and will each seat forty-five passengers.

Only employees bound for the Portage Road Plant will be picked up by the busses. They are not to be used by those employees reporting at the Henrietta Street Plant or any other location. The special busses will stop at various points in the city to pick up employees and will discharge them at similar points when they are returning from work.

For this transportation employees will pay a fare of ten cents upon the purchase of books of ten-ride tickets. If an employee rides the busses regularly, these would take him to and from work for one week. Employees will be charged twelve cents for a single cash fare.



This "Upjohn Special" and a sister bus will soon be making regular trips to transport employees to and from work at the Portage Road Plant.



The exterior of the main manufacturing building at the Portage Road Plant is nearing completion and landscaping of the area in front of the building is now under way. The main floor windows at the left end of the building are those of the Printing Department.

Upjohn Busses

The bus fleet

- At its peak the service used 15 company busses.(Letter A to O)
- They were driven by employees who kept the buses overnight at their homes and then picked up other employees as they drove their buses to Portage.
- The buses were maintained in the company garage at the Portage site.
- The “UPJOHN Special” GM Transit Type Coach bus
- Black, Grey and White company colors
- Busses identified by letters. A and B
- 6 cylinder | diesel 8 mpg | 45 seats but (100 max.cap)
- Safety features – rubber faced door – door/drive interlock –
- 10 cents (booklet of 10 rides) or 12 cents single fare
- Compare - Dozen Eggs \$ct 67 | gallon gasoline \$ct 27 | Sigarets \$ct 25



New Upjohn busses at the entrance of the Antibiotics Building, Portage Road Plant

Upjohn buys busses for new plant employees

Working in a bright, new plant “in the country” is great stuff: no city smoke, no city noise, and no city crowds. But also no city transportation — which is a horse of an entirely different shade of brown.

As was pointed out in the September OVERFLOW, the new Portage Road Plant is $3\frac{3}{4}$ miles beyond the Kalamazoo city limits (and some 5 miles from the heart of town) which, when translated into terms of pedal locomotion, becomes a hike. Upjohn employees are a hearty lot, and love their exercise — but not *that* much.

A check with officials of various public transportation companies revealed that, in order for them to realize a profit on such a run, fares would be prohibitive. So The Upjohn Company bought two busses (see cut), which are being operated on a non-profit basis. They were put into service when the first units moved into the new plant, and more will be added to the “Upjohn fleet” as additional units move into

the new plant. They will also be used to transport large groups of visitors and salesmen during conferences.

These busses, made by General Motors, are powered by 6-cylinder diesel engines and get about 8 miles to a gallon of fuel. They are 36 feet long and have 45 seats, but a maximum capacity of approximately 100 passengers. Every practical safety feature, such as rubber facings on the air-operated doors and the fact that the bus cannot move while a door is open, has been incorporated into them.

Last but not least is the item of appearance, which is important in busses as well as in salesmen (October OVERFLOW). Tastefully painted in “the Upjohn colors” of black, gray, and white, they are distinctive without being gaudy. But, just in case this is not enough to keep Kalamazoo strap-hangers from confusing them with the city’s yellow-and-green busses (and ending up five miles from their jobs!), the destination signs read “UPJOHN SPECIAL”.

Upjohn busses



B041
Build-in
Access points

Upjohn busses



GOING MY WAY?

"That I am!" said the bus driver to the Upjohn employee waiting on the southwest corner of Michigan Avenue and Westnedge at 7:35 in the morning. "That is, I am if you're going to the Portage Road Plant." (Our operating permit limits employee use of the buses to those who are going to and from work at that Plant.)

That was Bus "A" and following is its schedule: At 7:20 A.M. — Leave Pitcher Street Warehouse; South on Pitcher Street to Mossell; West on Mossell to Westnedge; South on Westnedge to Michigan Avenue. At 7:35 A.M. — Leave southwest corner of Michigan Avenue and Westnedge; South on Westnedge to Milham Road; East on Milham Road to Portage; South on Portage Road to our Plant.

Bus "B" takes a different route. At 7:15 A.M. — Leave Pitcher Street Warehouse; South on Pitcher Street to Mossell; West on Mossell to Burdick; South on Burdick to Michigan Avenue. At 7:35 A.M. — Leave southwest corner of Burdick and Michigan Avenue; South on Burdick to Lovell; East on Lovell to Portage; South on Portage to our Plant.

Both buses leave the ramp at the Portage Road Plant at 5:05 P.M. and follow the same routes in returning to town as are given for the outgoing trips.

The buses stop at any of the regular city bus stops. On those streets where no city bus stops exist, the driver will stop immediately beyond any regular street intersection upon receiving a signal from a waiting employee.



Upjohn Busses



Last 2 new additions – N and O bringing total at 15

We christen thee "N" and "O". With Upjohn bottles Don Ingersoll and Arnold Swarthroat prepare to launch the newest additions to the bus fleet in a mock ceremony at the Garage. The fleet now totals fifteen. Jim Harvey and Otis Helmer here pilot the new buses. Onlookers are George Braymer, Dick French, Henry Beertema, and Garold Leversee. Bus "M", formerly kept for emergency use, was added to regular passenger service when these buses arrived. "N" and "O" are used as replacements.



On a Monday morning one year ago—December 12 to be exact—a few Portage Plant pioneers rode an Upjohn bus on its first scheduled run to the new plant. There were two buses then. Just one year later, eight Upjohn buses are making the run each morning and night. The drivers maneuver this fleet of nine into formation east of the garage for the picture. Standing

the buses are Elmer Falk; James Harvey; Frank Bell; Otis Helmer; Miller, Supervisor in the Garage; Cecil Leversee, Foreman of the Truck Department; Wilkie Aldrich; Oscar Johnson; Henry Beertema; Luke Van Richard Shellman; and Clifton Merrell. Drivers not in the picture are Miller and Garold Leversee. In the picture to the left, Lester McBride,

Personnel, points to the Kalamazoo area where the majority of bus riders are concentrated. Each pin represents a bus rider. It is through the careful analysis of this map—which changes as each new group moves—and the bus drivers' reports, that bus schedules are revised. The constant shifting of bus routes means that the number of "standees" is kept to a minimum.

Upjohn Busses

For Wednesday night shoppers only



Shoppers board special bus

Inauguration of "Shoppers' Special" bus service April 8 attracted a number of employees including Dorothea Walker, Reclamation; Leora Gordon, Cafeteria; and Beulah Smith (back to camera), Promotional Mailing. Driver Ernest Lawson, Maintenance Service, looks on.

Addition of the "Shoppers' Special," which runs Wednesday evenings only, will aid people who want to get downtown to shop. It will also relieve the Wednesday-night crowded conditions on the regular buses whose routes are through the downtown shopping area.



JULY 1953

Upjohn Busses

Fewer riders

- As employees bought cars the number of buses diminished.
- By 1980 Kalamazoo Metro Transit was being hired to provide a single bus route from Kalamazoo to the Portage site and that was eventually discontinued.

Upjohn

Vol. 11, No. 5
March 5, 1982

INTER-COMMENT

Published by The Upjohn Company

Buses Bear Higher Costs, Fewer Riders

Rising Metro Transit charter rates have pressed Upjohn into a 15-cent-a-ride fare increase for its charter bus passengers, according to Art Pula, Employee Relations.

Upjohn currently maintains four bus routes at a loss, says Art, who administers the program.

"Bus fares are not designed to recover the full charter costs, even if the buses run at capacity," he states, "but there has to be a point beyond which this doesn't make sense."

Currently, routes that average 25 or more are considered viable, when attendance falls below this level, the bus routes concerned are eliminated.

"I am concerned about the future of the buses," says Art. "We have had to discontinue three routes, one on Portage Street and two express routes from East Main and West Main, because our ridership was too low. We currently have one bus — Bus A, which runs at 7:00 A.M. — below the 25 person average. If ridership is low now, in good weather it may drop further."

Upjohn's bus system is a direct result of the energy crisis which began in the early '70s. Following the direction of the Department of Transportation, corporations like The Upjohn Company developed auxiliary plans in case of further fuel embargos and shortages.

"That made us see that providing employees with alternate means of getting to work had some merit. Buses were a part of this concept," says Art. "We saw this also as an opportunity for providing leadership in the community by encouraging

(continued on page 3)



Upjohn bus passengers (l-r) David Norris, Joan Passage, Darryl Pickett, Mary Rogers, Harriet Goins, Doris Bentz, Barb Rogers and Don Elzinga don't appear too put out by a 15-cent fare raise. — Photographic Services Photo

Upjohn Buses Face Rising Charter Cost, Fewer Passengers

(continued from page 1)
energy conservation and by relieving traffic congestion and pollution problems."

Several years ago the company owned and operated its own fleet of buses. These were later sold, and the company took advantage of Kalamazoo Metro Transit's charter service.

The routes themselves were the result of an extensive rider survey, which is updated periodically.

Declining bus ridership does not necessarily mean Upjohn employees have grown insensitive to the energy question. The company encourages ride-sharing through the use of ride-sharing boards and the assignment of reserved parking spaces to registered car pools.

"We have between 120 and 130 registered car pools," says Art. "We know there are many more. Right now we are exploring the possibility of running a survey to find the extent of people's involvement with ride-sharing." One indication of this involvement is the fact that parking facilities have not had to expand as fast as anticipated, he says.

Art cites the flexibility of car pools regarding individual work schedules and the door-to-door service as important factors in their popularity. This popularity may provide some competition for the buses. But Art says, "There is a place for a charter service. And at 65 cents a ride, it's still very cheap."

However, he hastens to add, "If the bus lines aren't going to be supported by employees, we'll have to discontinue them."

As of now the system is carrying enough riders. In the event of a drop in numbers, there are other options which may be considered, such as running the buses only in the winter months when ridership is traditionally up.

Anyone interested in finding out more about either the bus service or about the ride-sharing plan should contact Marilyn Hardin, Employee Relations, 5070-88-35.

QUOTE of the Week

*I have a corner office with a view
I get paid to travel
I have a \$200,000 company car*

Yes, I'm a bus driver !