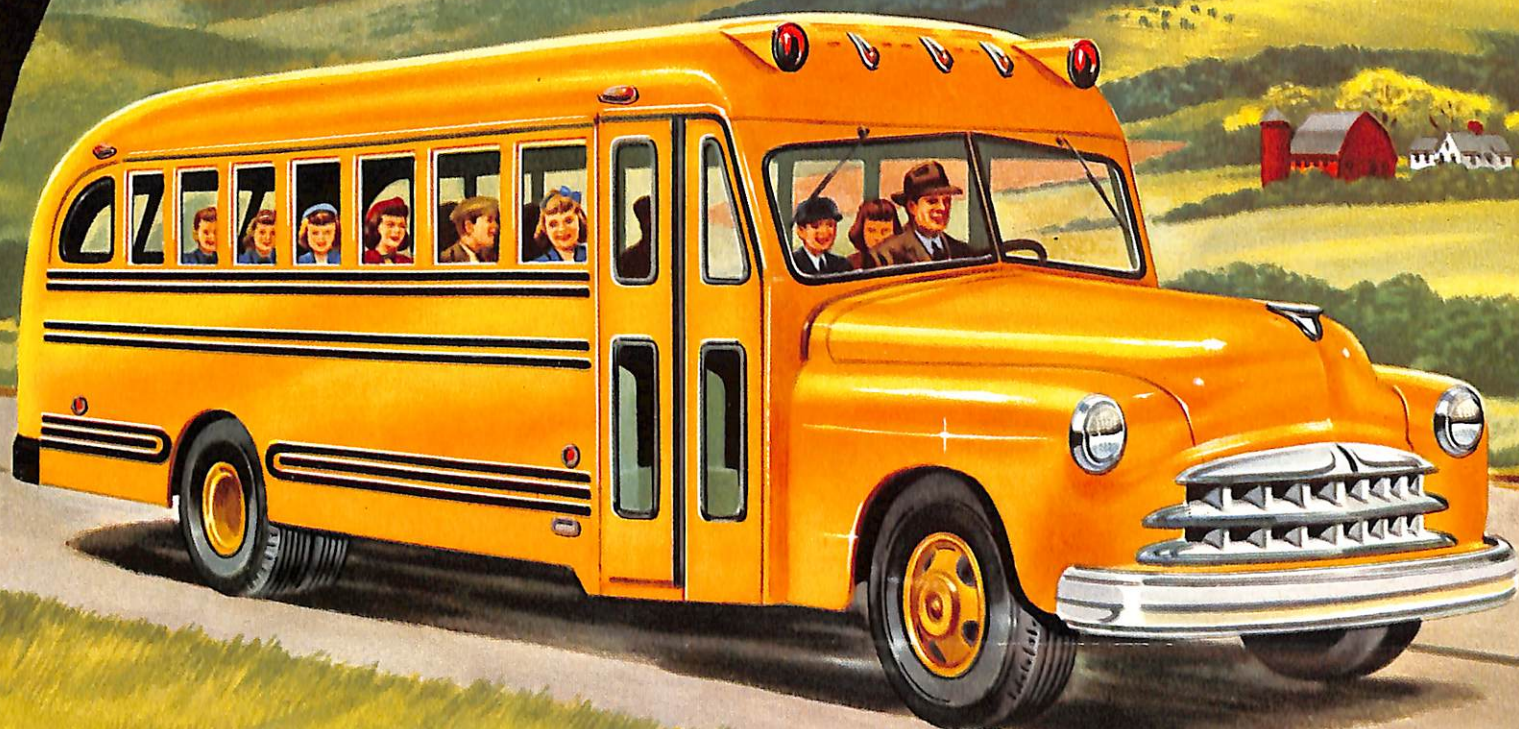
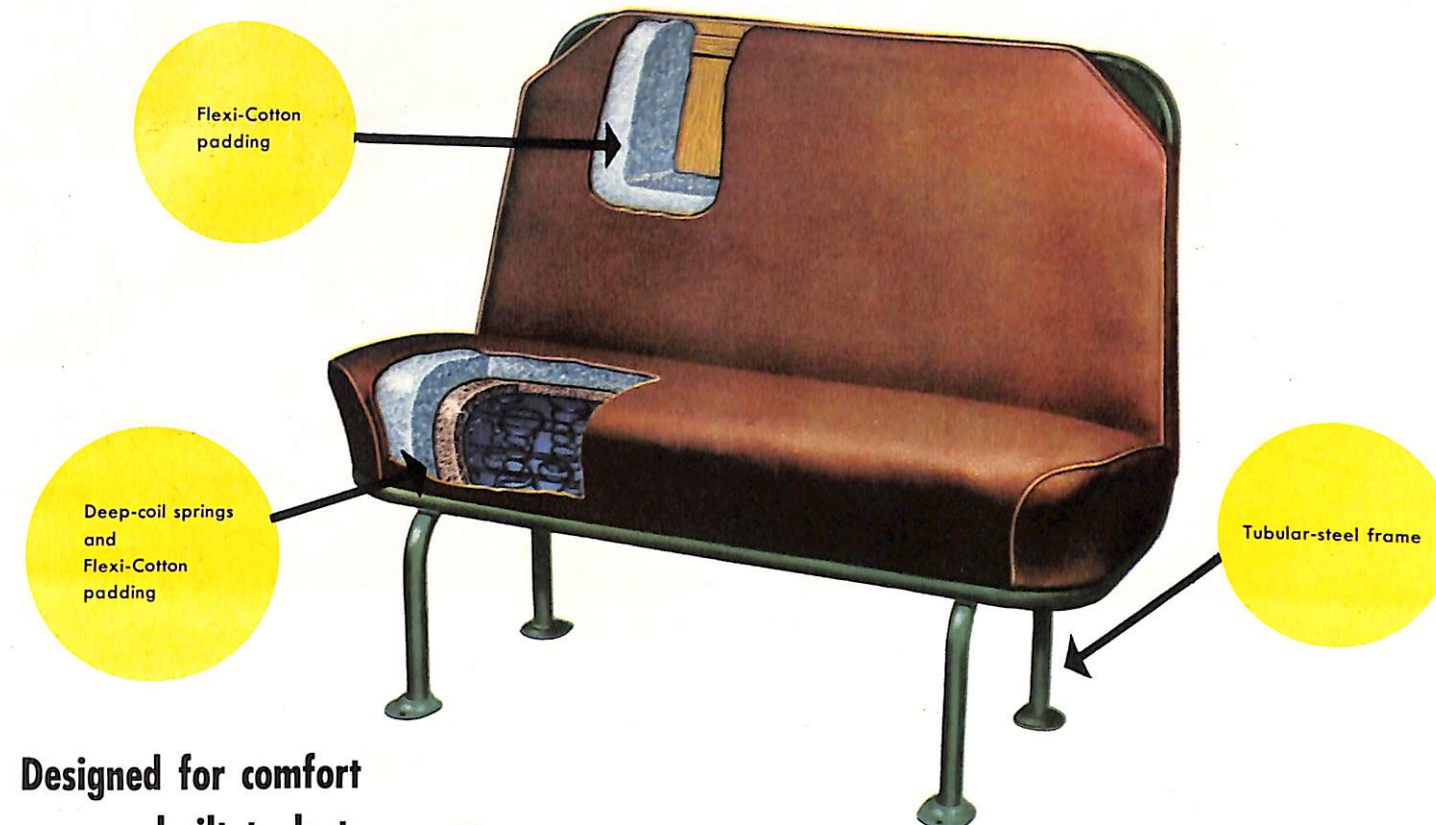




... SPECIAL DELUXE



America's *Safest* way to go to school



Designed for comfort
... built to last,
**Wayne's NEW
Longlife Seats**

... upholstered in natty special plastic which doesn't split, tear or chip ... doesn't bag, wrinkle or scuff ... doesn't fade, stiffen or crack! It's abrasion-proof, water-proof—and washable!

Safest, MOST LUXURIOUS INTERIOR IN SCHOOL COACH HISTORY



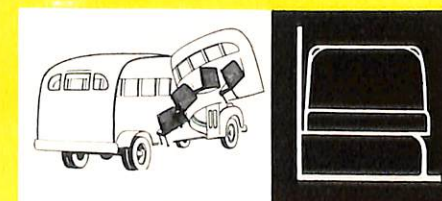
... with beautiful Greenwich Green ceiling and walls ... sturdy, posture-right seats in rich brown special plastic with ivory welt ... big windows (402 square inches each) ... Mastipave floor covering and ribbed automat center aisle ... and all REALLY sealed against dust and moisture!

**WONDERFULLY COMFORTABLE
NEW DRIVER'S SEAT** ... fully adjustable 4 ways ... modified bucket back ... far more comfortable ... much longer-lasting.

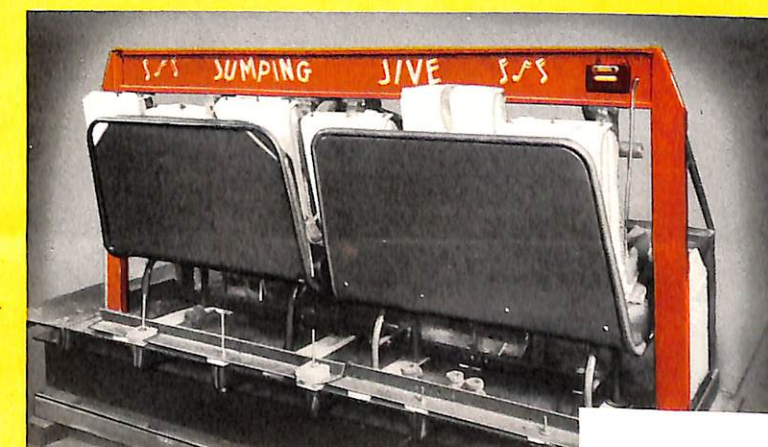
WAYNE KEEPS
CHILDREN SAFER
IN SIDESWIPE ACCIDENTS
BECAUSE ...



Seats are Anchored to the Floor on 4 Legs!

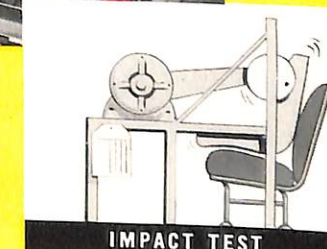


... Not Dangerously Fastened to Wall!

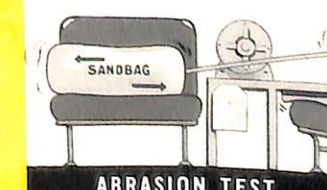


It can't lie ... it can't exaggerate
... it can't play favorites!

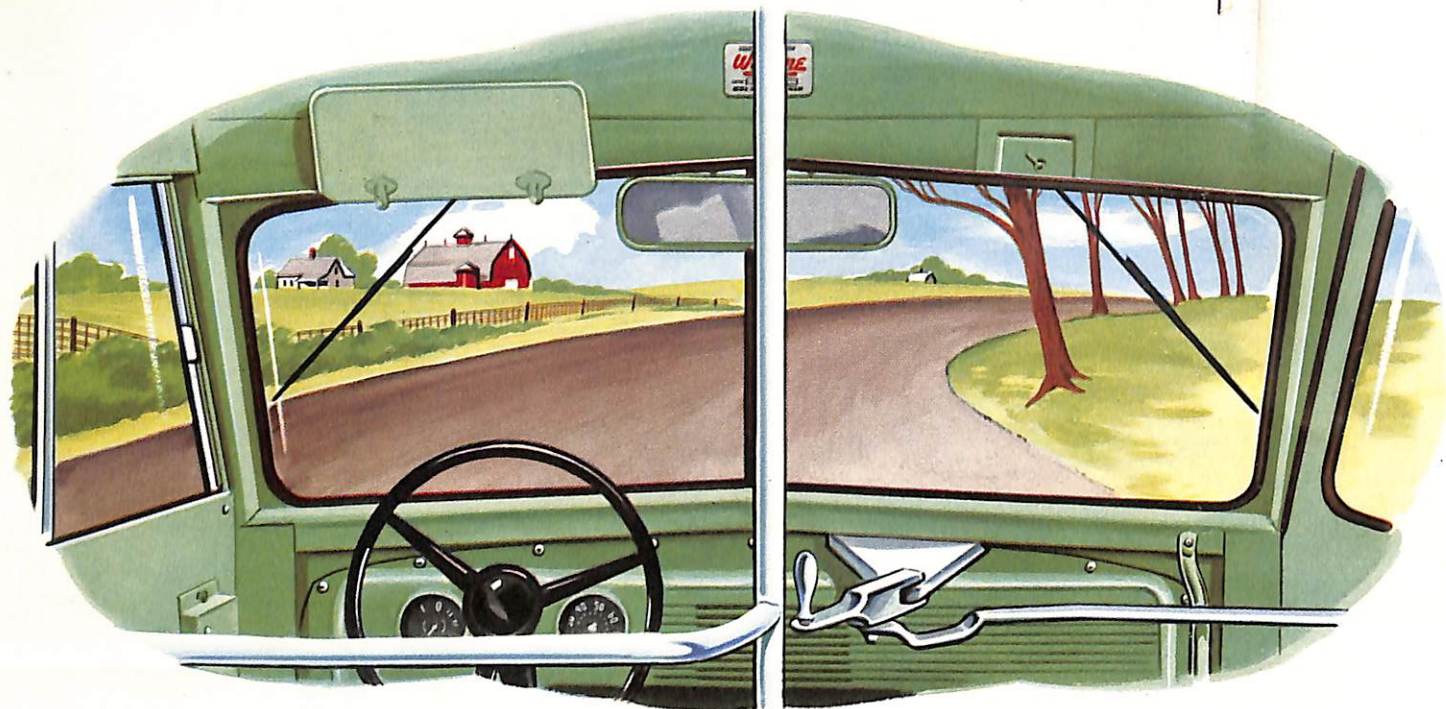
**WAYNE'S EXCLUSIVE NEW
SEAT TESTER** hammers away at every kind and style of seat known to the school bus field. "Jumpin' Jive's" word is law at Wayne, where engineers are forbidden to let a seat go onto the market until PROVEN far more resistant to impact, abrasion and break-through than all others!



IMPACT TEST



ABRASION TEST



GREATEST DRIVER VISION Wayne offers 24.7% more than average clear-view windshield area. (No square outside corners—glass slopes downward for maximum edge-of-road and fender visibility! Split-V panels slanted to prevent glare.)

SAFEST ENTRANCE Wayne offers 66% more than average clear-view area in entrance door. (662 sq. inches of glass). Only Wayne has the new, positive-action "Safety-Seal" door—with molded rubber centers to prevent injury.



NEW!
POSITIVE-ACTION
"SAFETY-SEAL"
DOOR
resists strongest
winds, rainstorms,
snowdrifts!

NOTE



LANDING AREA FLOODLIGHT

available if desired

REALLY sealed against air, dust and water leaks (refrigerator-type wind-seal rubber).

New, full-length piano hinge.

Doors ball-bearing-mounted.

All new super-strong Control-a-Door linkage concealed under step-plate.

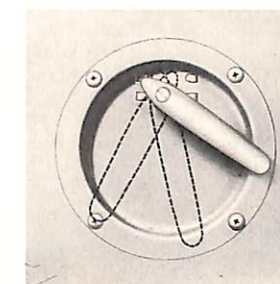
Automatic step-well light.

Landing-area floodlight also available.

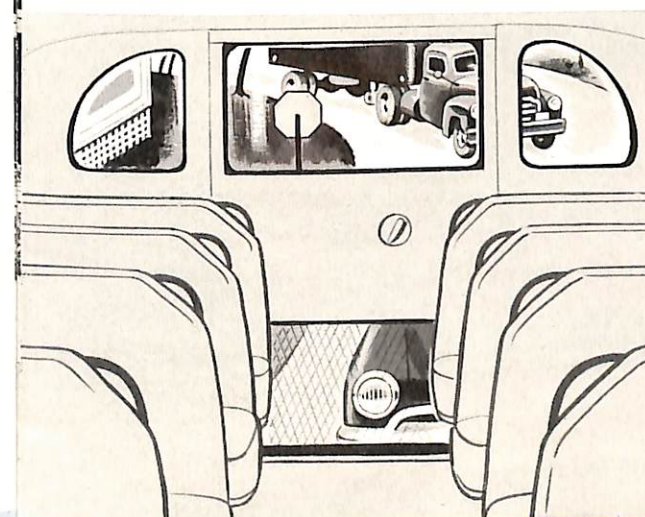


DRIVER'S WINDOW

... sliding type ... (stationary type if desired) ... 26% more than average clear-view area!



3-position slam-type emergency door lock in 34"x 51½" door (1,751-sq. in. escape opening!)



Wayne's exclusive



safety-view window
helps driver avoid
back-up accidents

available if desired



HEAVY-DUTY BUMPER

channel steel, full wrap-around ... 7¾" wide, 3/16" thick! ... attached direct to chassis, not to body.



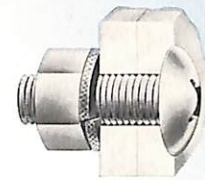


WAYNE'S GREAT NEW "Special Deluxe" . . . now with higher headroom, wider body front and many other major improvements . . . the finest school coach ever built . . . finest in safety, strength, comfort, value and beauty . . . finest beyond *anyone's* doubt . . . finest by far!

EXTRA-STRONG DOUBLE CONNECTORS

grip world's strongest arching sideposts to roof bows. (Upside down, roof can support body-chassis-passenger weight combined!)

Only Wayne is THROUGH-LOCK-BOLTED (like latest bombers!)



Heavy Wayne bolts BITE into metal—CAN'T come loose!



Other bodies are fastened by welds or rivets.

BOLTS ARE STRONGER THAN RIVETS!

...that's why Wayne is EASIEST and LEAST EXPENSIVE TO REPAIR (and needs repair so seldom!)



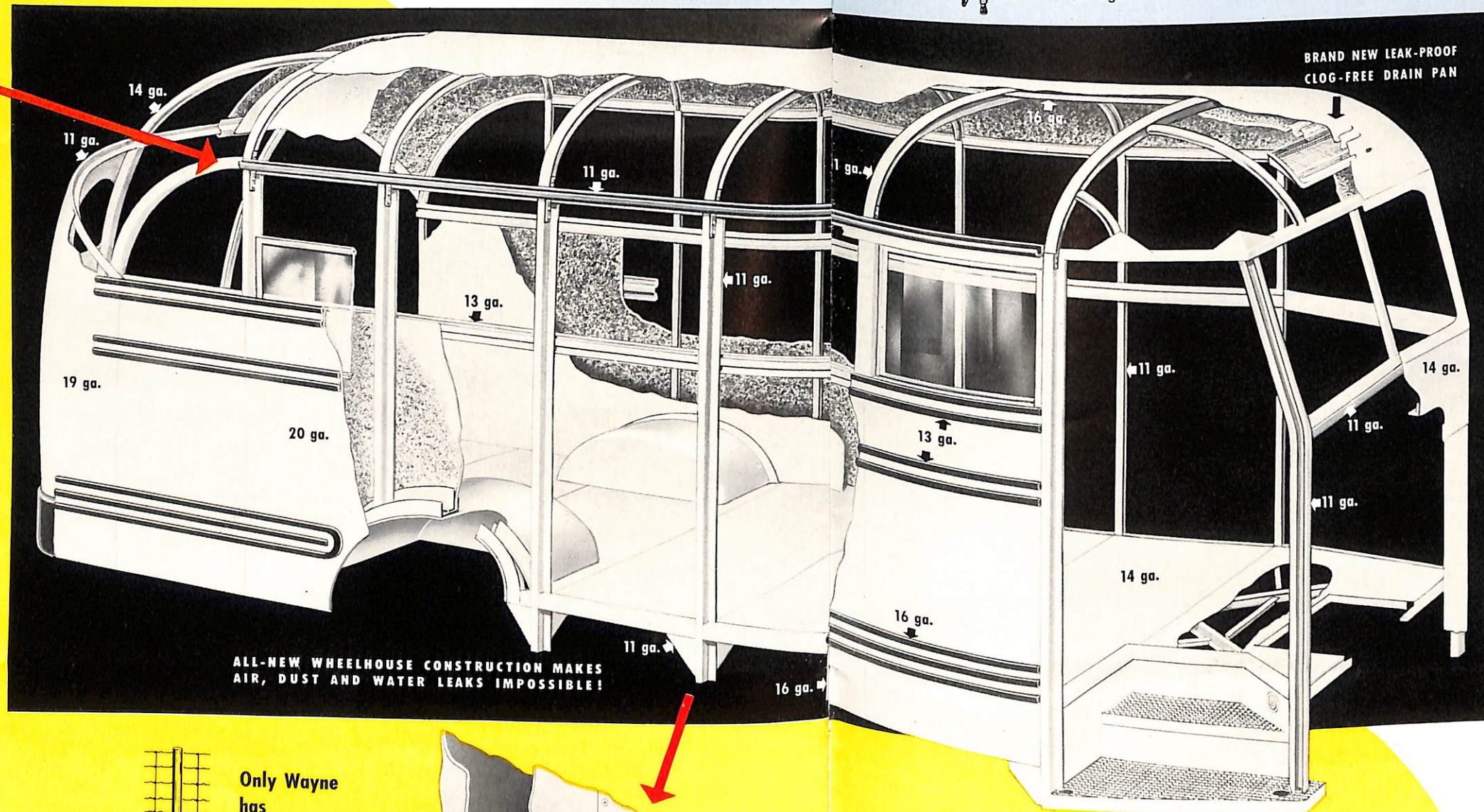
Wayne isn't "sewn into its clothes"!

No final-assembly welding or riveting to pull loose, no need for acetylene torches or rivet guns—just ordinary garage tools. And only Wayne gives you FAST REPLACEMENT with PRECISION PARTS THAT FIT—die-stamped and Bonderized (see Page 11) for safe storage!

by far... the HEAVIEST, STRONGEST BODY

in the industry!

ONLY WAYNE INVITES COMPARISON . . . BECAUSE ONLY WAYNE CAN LIST ALL THESE VITAL HEAVY-STEEL GAUGES—FOR YOUR USE IN LEARNING FOR YOURSELF WHICH SCHOOL BUS BODY IS BUILT OF THE HEAVIEST, STRONGEST STEEL IN THE INDUSTRY! Wayne wants you to study them! Wayne wants you to COMPARE!



Only Wayne has
DEEP-ANCHORED
SIDEPOSTS

NOT just
"sitting on
top" or
"hanging"

Only Wayne has FLOOR, SIDES and POSTS INTERLOCKED (with heavy S.A.E.

machine bolts—not flimsy welds or rivets) by mighty double-triangular gussets of molybdenum steel for positive, all-directional sway-brace! Hot-rolled-steel floor braced every 9 inches. Safest of all!

Only Wayne has MUSCLES that FLEX

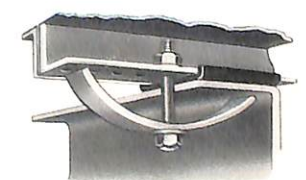


THIS



NOT THIS

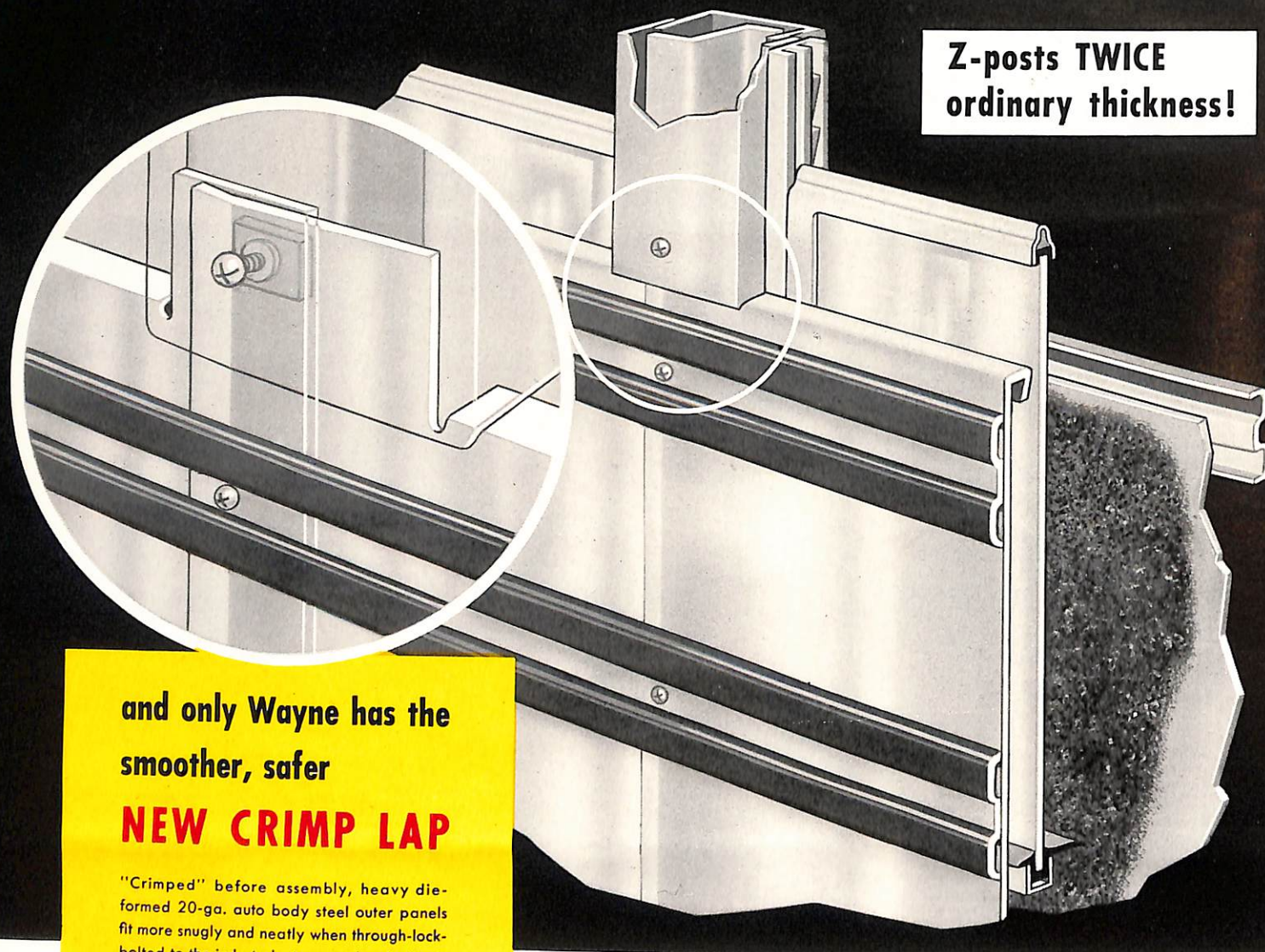
Every bus chassis flexes! But Wayne is the only bus body designed to flex with the chassis—because only Wayne avoids rigid welds and rivets, giving you the flexibility of THROUGH-LOCK-BOLTING and SPRING-BOLT-MOUNTING!



Only Wayne has

8 IMPACT THICKNESSES of Heavy Steel

AT CRITICAL PASSENGER LEVEL



Z-posts TWICE
ordinary thickness!

and only Wayne has the
smoother, safer
NEW CRIMP LAP

"Crimped" before assembly, heavy die-formed 20-ga. auto body steel outer panels fit more snugly and neatly when through-lock-bolted to the industry's strongest longitudinals and to Wayne's famous arched, vertical posts (1/8" Z-bars, twice as thick as ordinary bus side-posts!) COMPARE!

plus 9 Guard Rails
ON EACH SIDE

4 profiles on 2 steel rails 3 3/8" wide at seat line, plus 3-profile 16-ga. steel rail 6" wide at floor line, plus 2-profile steel rail 3 3/8" wide at inside shoulder line—all full-length, separately-applied. COMPARE!



Wayne's Vast Plant

covers 68% more ground
than Washington's huge
Pentagon ➡

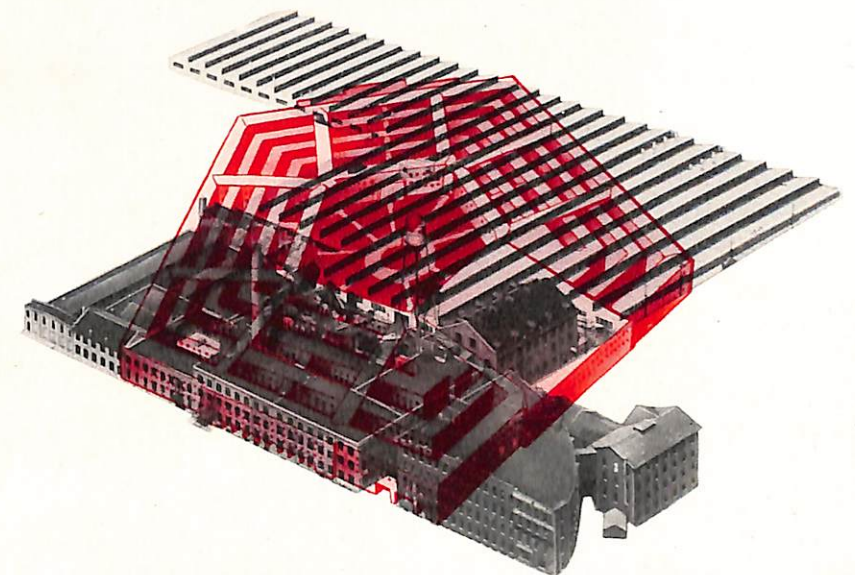
Since 1868, Wayne has produced much of America's finest and safest transportation equipment—railway cars, Greyhound bus bodies, ambulances, etc.

In 1892: Wayne built America's first horse-drawn "Kid Hack."

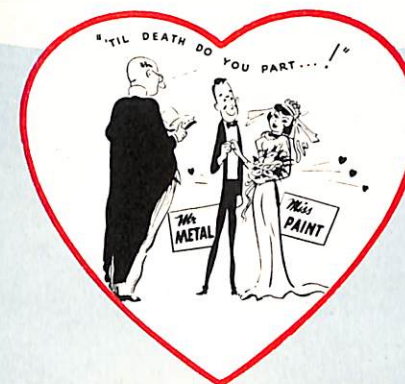
In 1914: Wayne built America's first real school bus.

In 1930: Wayne designed the first all-steel school bus body, and

In 1931: Wayne built the first assembly line to produce such bodies at top economy.



Wayne feels not only deep pride, but also a keen sense of compelling responsibility, in having become the one recognized leader in the *exclusive* field of school bus body research and manufacture—building this *one thing best* for so many years (thousands more bus bodies than any other company)—in the world's largest and most modern home plant—and in 18 other fine assembly plants throughout North and South America, Europe and Asia!



...and, of all bus body producers,
ONLY WAYNE (since 1948) HAS BONDERIZED

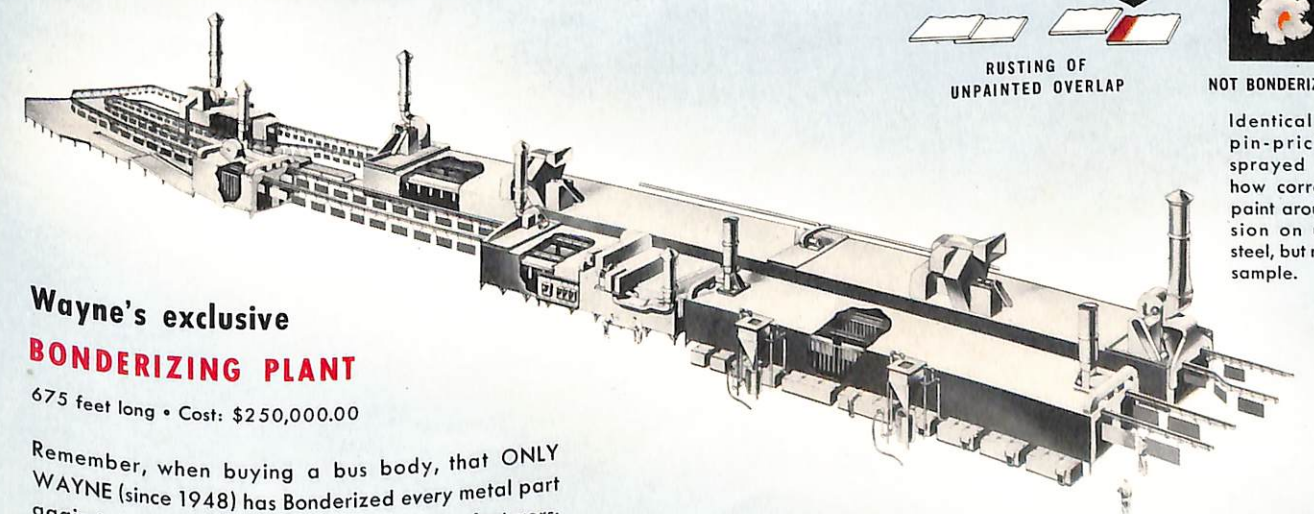
(etched and phosphor-coated), CONVEYOR-CLEANED and HIGH-BAKE PRIMED every metal part against rust... before final assembly... not just AFTER assembly, as is the case with other bodies.

SO ONLY WAYNE HAS PREVENTED

THIS and THIS



Identical steel samples, pin-pricked and salt-sprayed 96 hours. Note how corrosion destroyed paint around rusted abrasion on un-Bonderized steel, but not on Bonderized sample.



Wayne's exclusive
BONDERIZING PLANT

675 feet long • Cost: \$250,000.00

Remember, when buying a bus body, that **ONLY WAYNE** (since 1948) has Bonderized every metal part against rust... like these passenger car manufacturers: CHRYSLER • DODGE • PLYMOUTH • DeSOTO • FORD • LINCOLN • MERCURY • KAISER-FRAZER • NASH • PACKARD • STUDEBAKER

AMERICA'S FAVORITE BUS BODY

SPECIFICATIONS

THE WAYNE SPECIAL DELUXE

FLOOR: 14-ga. steel panels, flanged 4 sides, through-lock-bolted by $\frac{3}{8}$ " S.A.E. machine bolts to 3" x 2" x $\frac{5}{32}$ " main floor bar angles. Combined thickness over $\frac{5}{16}$ "! Intermediate braces of 16-ga. steel, heavy steel Z-bars laterally on 9" centers, running full width. Front floor diagonally braced over outriggers. COMPARE!

SIDES: Inner and outer 22- and 20-ga. heavily insulated steel panels are through-lock-bolted in smooth, tight spring-tension "Crimp Lap" to arched, full-length 11-ga. Z-posts ($\frac{1}{8}$ " thick—twice ordinary post thickness!) Side skirt panel 11 $\frac{1}{2}$ ". COMPARE!

GUSSETS: 11-ga. double-triangular molybdenum steel plates, through-bolt-interlocked with sideposts, main floor bars and floor-line guard rail by 12 strong S.A.E. machine bolts. COMPARE!

ROOF: Outer panel bead-lapped to rear, leak-sealed with sponge rubber strip. Deck ribs 1 $\frac{1}{2}$ " x 1 $\frac{1}{2}$ " x $\frac{1}{8}$ " T-bars. Rib-to-post connection makes $\frac{1}{2}$ "-thick modified I-beam section. COMPARE!

FRONT: 14-ga. 3-piece frame arc-welded into unified single front. Roof panel of 19-ga. single-piece drawn steel. New anti-leak drain pan sealed by sponge rubber and undercoating material. COMPARE!

REAR: 19-ga. deep-drawn corners with fully streamlined contours are single pieces from roof to bumper. COMPARE!

BUMPER: Channel-steel full wrap-around, 7 $\frac{3}{4}$ " wide, $\frac{3}{16}$ " thick, single profile, attached direct to chassis, not to body. COMPARE!

SIDE WINDOWS: 402 sq. in. of safety sheet glass per window, modified drop sash with tamper-proof permanent window stops for selected degree of arm protection in open position, offering more than 9" emergency opening. Trip-type locks with built-in double lifts. Split-sash with 9" emergency opening also available. COMPARE!

WINDSHIELDS: 1,210 sq. in. of $\frac{1}{4}$ " safety plate glass, split-V slanted no-glare panels set in wedge-seal rubber. 24.7% more vision than in average bus. 2 vacuum-type wipers. Sun visor. COMPARE!

ENTRANCE: 2-leaf doors . . . bearing-mounted. Full 26 $\frac{1}{2}$ "-wide clear opening. All control linkage concealed under step-plate. New full-length piano hinge. Refrigerator-type wind-seal rubber. Molded rubber "safety center." 662 sq. in. glass area in doors for top driver vision. Extra-low step (4 $\frac{1}{4}$ " drop) available. Automatic step-well light. Stanchions plastic-covered, grab rod and manual door control enameled. New landing-area floodlight also available. COMPARE!

EMERGENCY DOOR AND LOCK: New 3-position slam-type emergency door lock in 34" x 51 $\frac{1}{2}$ " door with 1,751-sq. in. escape opening. New rear-view safety window available at extra cost. Outside handle available. Side emergency door with curved top in 27" rear section also available. COMPARE!

SEATS: Rich brown special plastic upholstery with ivory welt over deep-coil springs padded with Flexi-cotton in cushion and in backs. Tubular steel frame. 39" wide (27", 30", 33", 36", 45" or 90" optional). Also available: genuine leather upholstery. All 4 legs safely anchored to floor. Matching driver's seat with modified bucket back is fully adjustable. COMPARE!

HEIGHT: 70" at aisle center.

WIDTH: 91 $\frac{1}{2}$ " inside at seat line.

GUARD RAILS: Nine profiles! Two 2-shouldered, full-length, 3 $\frac{3}{8}$ "-wide, outside-applied, at seat line. Plus 3-profile, full-length, outside-applied, 16-ga. steel, 6"-wide at floor line. Plus 2-profile 3 $\frac{3}{8}$ "-wide separately applied, smoothly contoured rail at inside shoulder level. COMPARE!

MISCELLANEOUS: Mastipave floor covering with ribbed automat center aisle . . . inside and outside rear vision mirrors (4" x 16") . . . complete built-in defroster channel . . . chassis-type stop tail light . . . outside "teardrop" marker lights . . . fuse-type pull-switch control panel . . . sliding-type driver's window (stationary-type if desired) . . . modesty panel . . . 12" wiper blades . . . synthetic enamel on exterior . . . etc.

ALSO AVAILABLE: Cove-mold (separately applied) . . . extra side service door . . . window visors . . . 3-bar 14 $\frac{1}{2}$ " side skirt . . . Mastipave wheelhouse covering . . . vent wing on driver's window . . . stainless steel stanchions and grab rod . . . snap-on molding on inside liner panel . . . Solex tinted windshield glass . . . etc.

IN KEEPING WITH ITS CONTINUOUS-REFINEMENT POLICY, WAYNE WORKS RESERVES RIGHT TO ALTER SPECIFICATIONS OR PUT INTO USE NEW PARTS OR IMPROVEMENTS WITHOUT GENERAL NOTICE OR OBLIGATION TO MAKE SIMILAR CHANGES IN COACHES PREVIOUSLY DELIVERED.

SINCE WAYNE LASTS SO MANY MONTHS LONGER...
...IT COSTS YOU FAR LESS PER PASSENGER MILE!



WAYNE WORKS, INC. • RICHMOND, IND. • U.S.A.
World's Largest Manufacturer of Bus Bodies Exclusively

S. J. MECK'S SON
DISTRIBUTOR
622 G St., N. W. Wash. 1, D. C.
Tel. NAtional 8-2197

FREE:

Big, bright-colored Safety Posters (27" x 21"), especially designed for classroom instruction in school bus safety! Write your Wayne distributor . . . or Room 12, Department of Safety Research, Wayne Works, Richmond, Indiana, U.S.A.