



THE TRANSIT STORY

PUBLISHED MONTHLY
FOR THE EMPLOYEES
OF THE
LOS ANGELES TRANSIT LINES

MARCH, 1954

THE MONORAIL STORY

The Los Angeles Metropolitan Transit Authority recently released a report on the proposal to construct a monorail line. This report has been the subject of a great deal of publicity and discussion. Your company is not opposed to the monorail promotion, as such, for we believe the facts as they become known will control in such matters.

However certain legislative changes have been sought by the Authority which would permit it to enter into any type of transit business on a tax-free unregulated basis and therefore be free to compete with established operations whether or not any rapid transit facility should ever be shown feasible. Naturally, your company is not in favor of such changes.

Let's review the monorail promotion. What is it? Is it feasible? What will it cost?

First: It is not a new idea. Some 87 years ago a monorail line was discussed for Los Angeles. Fifty years ago one was built in Germany. This incidentally is still the only one in the world. One was proposed to the City Council back in 1914, and again about 1945 a plan was developed which envisioned monorails down the center of Wilshire Blvd.

The most recent effort is very little different from these earlier suggestions.

We're curious why other, simpler means of mass transit are not encouraged. For instance, constructive thought might be given to the reservation of certain lanes in streets for fast busses, establishment of perimeter parking lots and elimination of all parking on the streets in con-

DIVISIONS GET TELEVISION

Big news of the month is the installation of 21-inch television sets at all Divisions. These have met with great enthusiasm, especially when athletic events are televised.

Some employees' wives are dropping in during the evenings to join in watching the entertainment.

gested areas. A program of staggered hours of employment would relieve much of the peak hour pressure, and, of course, fast bus service utilizing the freeways will speed the travel of many people throughout the Metropolitan area, providing that the construction of bus turn-outs and loading facilities along the freeways is not neglected. The freeway construction program which moved rather slowly at first, due to the Korean conflict and the unexpected increases in costs, is now proceeding much more rapidly.

HOW THE AUTHORITY CAME INTO BEING

A company known as the Monorail Engineering and Construction Corporation came into being several years ago. In
(Continued on Page 3)

RE-ROUTING PROPOSED FOR LINE 87

Applications have been filed with State and City regulatory bodies requesting authority to reroute Silverlake-Riverside Drive Line 87 between the intersections of Glendale Blvd. at Fletcher Drive, and Allesandro at Riverside Drive. It is proposed that regular service between these points over the present route on Glendale Blvd. and Allesandro be discontinued and that the line operate over a much shorter and more direct route — via Fletcher Drive and Riverside Drive.

Metropolitan Coach Lines has proposed a new bus service for its Glendale-Burbank Line which, if authority is granted, would provide regular service with local transfer privileges over the route we propose to discontinue.

Our proposed rerouting would bring a new local service to Riverside Drive between Fletcher Drive and Allesandro Street and at the same time reduce travel time for other patrons of Line 87.

School trips to John Marshall High School, along the present route are to be continued by the Los Angeles Transit Lines.

SAFETY SHOW SUCCESSFUL

Over one thousand Los Angeles Transit Lines employees and guests turned out for an evening of fun at the 9th Annual Safety Show and dance held February 28, at Rodger Young Auditorium.

Safety Director J. W. Prutsman opened the show, introducing Vice-President Cone T. Bass, who congratulated the employees for the splendid record in safety and courtesy achieved last year. He stressed the fact that the year ahead demanded greater attention to courtesy than ever before, since with patronage declining, courtesy is an essential part of the kind of service that will hold and attract regular riders.

Guest speaker was Joseph Kaplan, Manager, Los Angeles Chapter of the National Safety Council. Kaplan discussed the theme "Safety and Courtesy Go Hand in Hand." He commended all operators, emphasizing the fact that their courtesy and safety had helped to make
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STREAMLINERS FOR VERNON-VERMONT

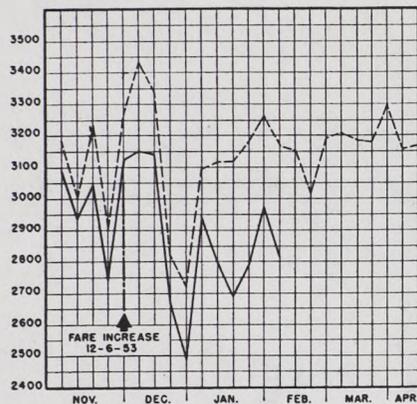
An application was filed recently with the regulatory bodies, City and State, to make changes which will permit us to substitute P.C.C. type cars for the older high floor level cars now in operation on the "V" line.

SERVICE TO INDUSTRIES

The proposed change will make it possible to extend service into the central manufacturing district east of Leonis and Downey, for busses are to operate from Santa Fe and Slauson via Santa Fe, Vernon, Pacific, Leonis and District Blvd. to Atlantic, with adequate schedules designed to develop passenger traffic. The company has proposed that the portion of the bus line east of Downey Road will be in East Zone Two.

At the terminal at Atlantic Blvd. connections can be made by patrons to the interurban Metro, Long Beach-Pasadena
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HAVE YOU ANY IDEAS ON HOW TO HALT THE DOWNTREND?



The above chart shows a comparison of the average weekly adult fare paying passengers for the first eleven weeks following the latest change in the price of the token as compared to the same weeks one year previous:

The average decline in riding for the eleven weeks as compared to the previous year is 8.5%. Of the 8.5% decline it is estimated that 1.5% resulted from the increase in the price of the token. The balance 7% represents loss of patronage from other causes.

In view of this serious loss in traffic which has continued uninterrupted since 1947, it goes without saying that it is the interest of all of us to do every thing possible to not only bring a halt to this continued decline but to work toward recapturing some of our lost regular customers.

Why do our patrons quit riding?

We believe it is the desire for private automobile transportation, and we base our belief upon the fact that the increase in automobile registration is an inverted picture of the line which shows our decrease in patronage.

Perhaps there are other reasons, and perhaps there are things which we can do to keep them riding.

Perhaps YOU have the answer.

Why not drop a note to the Public Relations Department and tell us what you think is wrong?

NOTED

It is true that there was a time when nearly all business included trickery and cheating—when the spirit of business was "Let the buyer beware." At that time all businesses were small, compared with those of the present. They could not possibly be large, because they were not obeying the first (though unwritten) law of successful business—"The customer must be well served."

TEGO ANNUAL REPORT

The average contribution of members is \$7.93. When full membership is established our contributors would give a total of \$24,000 a year, or more. An organization known as "The Chariteers", which includes all supervisors, traffic checkers, transportation office personnel, gave through "TEGO" \$1,643.00.

Activities of TEGO are under the direction of the following Committee: J. G. Gorman, Vice-President and Secretary-Treasurer of Los Angeles Transit Lines, F. J. Donnelly, President of the Transportation Union — Division 1277, Earle I. Strickland, Business Representative of the Transportation Union, and C. A. Tengblad, Director of Personnel of the Los Angeles Transit Lines.

Remember, your membership in TEGO covers all welfare campaigns. If you haven't completed your application to TEGO please do it now. For further information, call the Personnel Department.

The table below sets forth the condition of TEGO (Transit Employees Give Once) as of December 31, 1953.

	Receipts	Disbursements
December, 1952	\$ 427.00	
January, 1953	644.75	
February	1,523.00	
March	680.50	\$ 996.00
April	671.00	500.00
May	636.75	
June	631.50	
July	618.50	1,650.00
August	607.25	50.00
September	601.75	575.00
October	583.75	150.00
November	582.25	2,027.00
December	686.75	1,600.00
Balance		1,346.75
	<hr/>	<hr/>
	\$8,894.75	\$8,894.75

Jan. 1, 1954—

Balance on Hand \$1,346.75

	Distribution of Funds
Community Chest	\$4,771.00
American Red Cross	1,752.00
March of Dimes	325.00
City of Hope	100.00
American Cancer Society	150.00
L. A. County Heart Association	200.00
Y. M. C. A.	50.00
Braille Institute	50.00
Arthritis & Rheumatism Foundation	50.00
Sister Kenney Foundation	50.00
Multiple-Sclerosis	50.00
	<hr/>
	\$7,548.00

Checks issued by employees made payable direct to charities, totaling \$1,667.00, were also handled through TEGO during the year.

KNOW YOUR COMPANY

THE LOS ANGELES TRANSIT LINES IS AN ENTITY OF MANY FACETS, SO FROM TIME TO TIME "TWO BELLS" WILL DESCRIBE THE ACTIVITIES OF VARIOUS DEPARTMENTS SO THAT YOU WILL GET TO KNOW YOUR COMPANY.

CAR CLEANING AT FOUR

Very few people know how much work is involved in keeping the cars presentable for the public.

Every car in service is swept out every night of the week, which means many cleaners are employed on the night shift.

All papers are picked up and removed from A.M. tripper cars before they are pulled out again in the afternoon.

The roof and sides of all cars are scrubbed every two weeks on a rotating list according to dates last scrubbed. This list is made up and furnished by the switchmen weekly.

Every car has its windows washed outside and inside once or more every week. The cars are picked from a list marked so the cars that are to be scrubbed are included on the window list.

On Mondays there are no cars scrubbed on the outside. The cleaners are all put to work cleaning windows inside and out. As many as possible are done that day in order to have a fewer number of cars for window cleaning the rest of the week.

TWO-WAY RADIO SYSTEM

The Los Angeles Transit Lines operates a two-way radio system, consisting of a main station and fifty-two mobile units. Should an incident occur on our system, we can immediately get in communication with the emergency truck crews, supervisors and special agents and dispatch them to the scene with a minimum loss of time, thus performing an additional service to the public.

We are now installing twenty-seven selective calling units on the radio equipment which will enable us to dial the unit with whom we wish to communicate. In a great many cases, the personnel in the repair trucks or supervisor units may be away from the mobile unit. This selective system will enable the dispatcher to call the unit desired which will cause a light on the top of the car to start blinking, indicating to the person in charge that he is wanted by the dispatcher. This will further expedite our dispatching men and equipment to an accident or other emergency situation.

WAY AND STRUCTURES

It is not always apparent the amount of planning and detail work which must go into a track reconstruction job. It is not merely a matter of sending a crew to a specific location along with their tools, trucks and equipment to make the neces-

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THE MONORAIL STORY

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the files of the State Corporation Commission a document filed July 3, 1951, contains the statement, "The Company (referring to Monorail Co.) hopes to have a Los Angeles Metropolitan Transit Authority established, to obtain a contract from said authority to construct a monorail line and to obtain the necessary financing estimated at \$1,500,000 per mile from an agency of the Federal Government. No traffic survey has been furnished demonstrating that a monorail in Los Angeles is economically sound."

Legislation was enacted and in July 1951, the Governor signed the bill.

The bill called for establishment of a Metropolitan Transit Authority whose purpose was publicized as the construction and operation of a monorail line down the Los Angeles River bed between San Fernando Valley and Long Beach. The service area was indicated as being four miles each side of the river. The Authority was to operate under control of proper regulatory bodies and pay at least some of the taxes we pay.

An appropriation was made by the County Board of Supervisors with which to make a survey under the Authority's supervision.

BIG SWITCH

The report was compiled by a firm of engineers and presented to the Board of Supervisors and to the public in February. The publicity left the impression that the monorail line might be economically possible if legislative changes were made to make it completely *tax exempt and entirely free from any regulations* with respect to location of routes or fares charged.

The report suggested a switch in route with the monorail being taken from the river bed, and instead, to operate along practically the same route as the Metropolitan Coach Lines Van Nuys-Los Angeles and Long Beach-Los Angeles Lines.

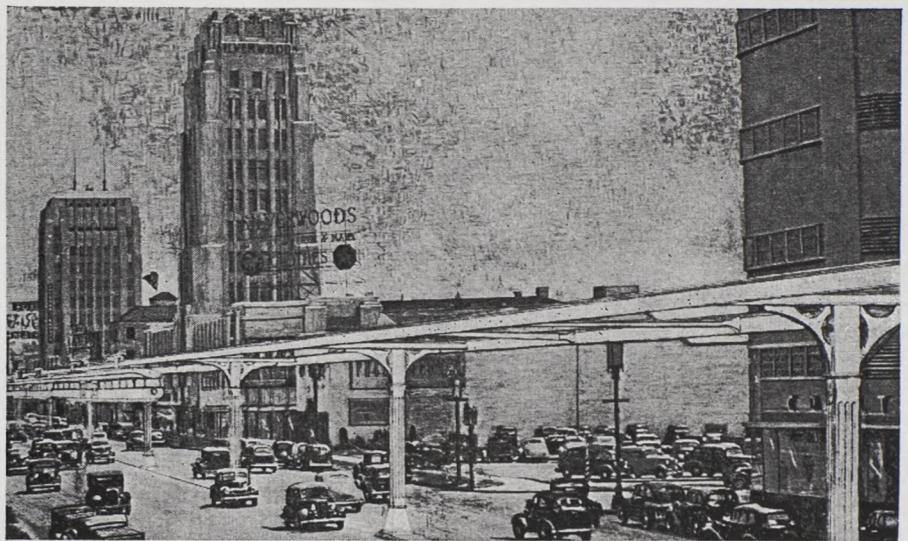
The suggested route would travel from Panorama City, through the Caluenga Pass to Sunset; down the center of Sunset and then under Hill as a subway. It would come up in Broadway, near Washington, then Broadway, Main, Florence, Pacific and to Long Beach via Long Beach Blvd. This means that an elevated structure would be constructed down the middle of a number of major streets.

This, of course, is not a monorail "system". It is *one line*.

WHAT'LL IT COST?

One Hundred and Sixty-Five Million Dollars!

And, this for *one line 45.7 miles long*. What's more! This sum doesn't in-



Here is monorail operating in the center of Wilshire Blvd., as envisioned in 1945.

clude anything for damages and costs for right of way. Incidentally, the estimated cost has jumped from \$1,500,000 per mile to over \$3,500,000 per mile in two years.

How does this figure compare with the value of present transit companies? Not so good. In fact, the property of all the privately owned transit companies in California, according to Verne Scoggins, State Public Utilities Commissioner, is valued at a total of between \$90,000,000 and \$100,000,000.

The \$165,000,000 dollars required to construct the 45.7 mile monorail line is greater than the \$128,000,000 revenue bond financing of the Chicago Transit Authority, which operates a system of 1,675 miles of bus and trolley coach lines, 341 streetcar track miles and 211 rapid transit track lines.

What would a monorail system cost?

The figure is astronomical.

ANALYZING THE REPORT

Analysis of the Coverdale and Colpitts report leads to these conclusions:

There is little chance that the line could be self-sustaining.

Seventy three percent (73%) of passengers would pay higher fares. (Even if they did not pay fares on existing lines to reach the monorail or transfer from it.)

The percentage of standees would be higher in the peaks than on present inter-urban bus lines.

There is no evidence that existing surface transportation could be rearranged to support the line without disrupting service to great numbers of people who travel in directions other than the route laid out in the report.

Analysis of drawings indicates that two traffic lanes would be lost on such major streets as Highland Ave., Sunset Blvd., Broadway from 22nd to 35th, Main, Florence, Pacific Blvd. and American Ave. in Long Beach.

What's more the stations would be so far apart—average 2.8 miles—that very

few people along the affected streets could make use of the line.

PROPOSED LEGISLATION

Legislative changes they seek including the proposed removal from jurisdiction of the Public Utilities Commission and freedom from taxes would leave the Authority free to establish any type of transit operation on any route it chose and conduct the operations, free of taxes, in competition with the best parts of the present systems. This kind of competition could make it impossible for the privately owned carriers to give proper service to the balance of their systems.

If such exemptions are to be given, the *proper place to start is with those who have been trying to provide service and who have the know how to improve transit*.

STREAM LINERS FOR VERMONT

(Continued from Page 1)

bus line which operates north and south on Atlantic.

LOOP AROUND BLOCK

At the northern terminal a loop of the new "V" line will be constructed around the block via Vermont, Monroe, New Hampshire and Melrose. The rail in Monroe street is to be placed adjacent to the right-hand curb which will permit passengers to board and alight in safety, leaving a greater portion of the street for automobile traffic.

The southern terminal of the P.C.C. equipped line "V" will be at Vernon Yard.

P. C. C. cars are to be made available through the discontinuance of that portion of the "R" line on Larchmont west and north of Third and Wilton. The apparent preference by our patrons for the through East-West services on Melrose, Beverly and Third has so diminished travel on the Larchmont rail line that its continued operation cannot be justified.

KNOW YOUR COMPANY

(Continued from Page 2)

sary repairs. What actually happens is a great deal different.

From data collected during track inspections, the location and scope of the job to be done is first determined. The survey crew then checks exact lengths of rail to be replaced and the grade to which the track is to be set. This in turn must be coordinated with street grades which are established by the City.

A work order is then prepared detailing the work to be done, and giving the estimated cost. The proposed job is placed on the calendar, to be synchronized with other projects.

Notification must be given to the City in writing at least forty-eight hours in advance of the start of the work, and written permission received from the Board of Public Works before work can commence. In the notification to the City, specific hours of work are designated, together with information on duration of the job, and any unusual conditions which might cause traffic congestion, for the problem of traffic flow during work progress is of major importance in planning. When these steps have been completed, the crew is moved in with all of their necessary tools and equipment. Movements are timed, so that there is no loss of time between the closing of one job and the opening of another.

Work is further complicated by the fact that streetcar movements must be maintained at all times during progress of the work. This is a major problem on lines with headways of less than two minutes.

In some cases it is necessary to set up night schedules for trucks and cranes, so that rail changes may be made when traffic is light. In many cases, however, with proper timing and coordination, rail changes are made during the day without serious interference to rail traffic.

TRANSIT NOTES

Leo J. Nowicki, General Manager of Detroit's DSR predicts that "DSR buses will average 35 to 40 miles an hour on the city's expressways and that is faster than any other transit system in the country provides."

★ ★ ★

Latest annoyance to the New York subway turnstile collectors is the fact that subway turnstiles are swallowing Australian threepence in quantity these days. They're silvery-looking nickled bits, just token size. Their current exchange value is around two cents.

★ ★ ★

Some 1,712,545 passenger cars are operating in Los Angeles County—more than in any one of 41 states! Only New York, Pennsylvania, Ohio, Texas, Illinois, Michigan and of course, California has more vehicles in use, according to the Los Angeles Dealer Herald.

A Citation of Appreciation signed by E. C. Houghton, was presented to all employees who had been named "Operator of the Month". Citations of Appreciation will be given to operators who are chosen in the future.

SAFETY SHOW

(Continued from Page 1)

Los Angeles the safest major city in the United States.

Plaque awards were given to divisions and departments for their records in the science of safety. A "Citation of Appreciation" was given to every operator who had been named "Operator of the Month." These citations, signed by President E. C. Houghton, bear a photograph of the actual car-card which was displayed in the vehicles honoring the operator.

One member of the new "225,000 Safe Mile Club" from each division was presented with a nine year award pin and a new shoulder patch.

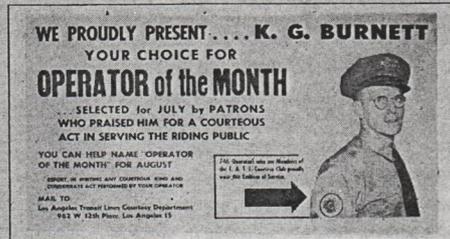
Highlight of the vaudeville show which

followed was the repeat performance of a skit "Broadway In Two Dimensions", featuring a cast of company employees.

Television star Danny Beck played the lead and brought howls from the crowd by typifying the discourteous and the courteous operator.

Characters were as follows: Andy Beardsley played part of first woman passenger; truck driver, Charley Hardy; police officer, Pat McKay; first male passenger, Fred Mellentin; second male passenger, Fred Morris; third male passenger, Creighton Rinderknect; and second woman passenger, Luella Stauffer.

Door prizes and a dance rounded out a perfect evening for Los Angeles Transit Lines' employees.



Certificate of Appreciation

Be it known that the above Los Angeles Transit Lines employee was chosen "OPERATOR of the MONTH" by Bus and Streetcar patrons.

We are proud and most appreciative for the kindness, courtesy and consideration shown by this employee.

E. C. Houghton
President

SHOOTIN' IRONS BLAZE

The Los Angeles Transit Lines' Rifle and Revolver Club held its annual shoot for members on Sunday, March 7th at our range. The weatherman cooperated providing a nice, bright, sunshiny day. The match shooting was "off-hand, luck targets and running deer", the latter having the most appeal and being enjoyed greatly by both spectators and participants.

Prizes included ammunition, hunting knives, merchandise orders, a case of oil

and nylon stockings. All prizes were furnished by the Club or kind-hearted donors as was the repast of barbecued turkey, ham, baked beans, green tossed salad, coffee and soft drinks.

This was a very successful meeting from all standpoints, and we hope anyone interested will come out to our Easter Ham Shoot, which is scheduled for April 11, and will be open to all Los Angeles Transit Lines' employees and their families.



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