

Two Bells

THE TRANSIT STORY

PUBLISHED MONTHLY
FOR THE EMPLOYEES
OF THE
LOS ANGELES TRANSIT LINES

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NO. 4

Population Grows and City Sees Need For Busses on Freeways

In recognition of the fact that extremely rapid population growth brings with it new civic problems which may be solved better with some advance planning, the U. S. Bureau of the Census recently broke its long standing rule against predictions and issued some figures on anticipated population gains that indicate continued startling growth for California.

These calculations predict that California will gain $\frac{1}{3}$ of its 1950 population and by 1960 will have a population of 14,017,000, second only to New York with an anticipated 16,286,000.

California is not a state of small farms and the bulk of the new population, in all due likelihood, will come to the cities, where traffic congestion is now at the top of the list of unsolved civic problems.

The terrific impact of this continued sensational population growth upon the mental process of those responsible for traffic control and transit development already is becoming evident. There is a

growing tendency upon the part of public officials to recognize as truth the claim long made by the transit industry, namely *that we must concentrate upon the movement of people, rather than the movement of vehicles*, if our cities are not to strangle in their own traffic congestion.

Moreover transit facilities must be flexible, readily adjustable to the new travel patterns that are developing, as population and jobs move from one part of the metropolitan area to another.

A few years ago, the thinking at the top level in Los Angeles was concentrated upon a system of fixed rails, presumably to be built in the center of the freeways, at a cost estimated even by friendly commentators at \$400,000,000.

At that time your company advocated the extensive use of the new freeways by motor coaches, which could travel the longer distances at high speeds on the freeways, and could then swing off the

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One Way Street Proposals Halted

By a unanimous vote the City Board of Traffic Engineering Commissioners has rejected a proposal advanced by the City Traffic Engineer to convert First and Second Streets to one-way traffic, a proposal that would have involved re-routing a portion of the Beverly Boulevard No. 44 Bus Line and the "P" Streetcar Line, with consequent inconvenience to thousands of LATL patrons.

The only person who came forward to say a kind word for the one-way traffic plan, was its original sponsor, the city traffic engineer. Without exception, the public witnesses were all opposed to the program. Your company opposed this plan and sent out a bulletin to all employees telling of the adverse effects the one-way traffic proposal would have upon public transit and it is evident that everyone did a good job in informing the public of the truth about this situation.

A few days after the Commission's decision was announced, a radio broadcast

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Cutting the 15th Anniversary birthday cake are from left to right, Mesdames: M. C. Thomas, E. G. Humberger, President, C. G. Ficklin, L. B. Meeks and A. C. Stover.

Women's Club Cuts Cake

Last month the Los Angeles Transit Lines Women's Club celebrated its fifteenth anniversary in the Club rooms at Division Three. President, Mrs. E. G. Humberger presided over the luncheon and gave a brief history of the Club, founded in March, 1937, when a small group of women, most of whom were wives of employees, met in the lecture room for the first time. First president was Mrs. Janet C. McNeill.

By July of that year the Club boasted a membership of 40, and since then it has climbed steadily with a membership roll of 300 today.

Wives of L.A.T.L. employees wishing to become members should contact Mrs. C. G. Ficklin, Secretary (CA: 4890).



Stanley M. Lanham, LATL Planning Director, presents Joe Brownfield, Operator of the Month for March, his check for \$50.

Courtesy Crusade Gains Momentum

Since the last issue of TWO BELLS, two operators have taken home checks for fifty dollars each and have received the distinction of having their photographs reproduced and shown in all buses and street cars.

Operator of the month for February was E. L. Bagwell of Division Seven. Judges were Darsie L. Darsie, Chief Editorial writer of the Herald Express; Victor Munyer, Union representative and Martin Rock, Traffic Education Unit of the L.A.P.D.

The winner for March was Joe Brownfield and his letter was selected by Dan

Lundberg, noted Television News commentator, Wanda Herndon, Press representative of the Downtown Business Men's Association and Victor Munyer.

Three hundred and sixty-four commendations were received during February and March, and inasmuch as nearly every pat-on-the-back referred to an instance of Courtesy this adds up to a lot of kindness and consideration on the part of all employees.

In fact, our courtesy is bubbling over in the Press, too. We like the following sample clipped from the Mirror of February 29th.

"Likes Transit System"

"Sirs:

I do like the transit system in Los Angeles and the fares are not too high for what I get. For only two bucks a week I ride downtown to work and back. Busses come every two to four minutes in the rush hours, and the drivers crowd the passengers rather than pass them up and make them late for work.

Traffic men downtown speed the service by making change for the passengers. Mid-block loading helps keep passengers away from dangerous corners.

And bus drivers are a nice bunch. Like cops, you don't want anything from them, but when you know them they become your neighbors. You couldn't do without them. And these same people work staggering shifts, earn a moderate salary, just to give the riders the best service possible.

Busses and their nice drivers beat daily auto racing to work, expensive parking, and nerve wracking traffic driving."

(Signed) Arthur Youton

Hearing Held To Abandon Line 67

An application filed by Los Angeles Transit Lines to discontinue service on Coach Line 67 was taken under submission by the California Public Utilities Commission after a brief hearing held on April 21.

Testimony presented by the company showed that Line 67 had been started at the request of the Lockheed Company as a wartime emergency service intended for the purpose of transporting war workers.

When wartime restrictions on sale of gasoline and tires was removed and the new cars began coming off the assembly lines after V-J Day business on the line declined at a rapid rate.

In 1944, for example, 179,224 passengers used the service. But this number in 1951 had dropped to 25,557.

In 1944 the revenue in cents per mile on the line was 24.81 and the motor coach system cost per mile in that year was 35.69. In 1951 the revenue per mile in cents on this line was 16.31, and motor coach system costs had risen meanwhile to 47.97.

In other words, passengers had dropped to 1/7 of the 1944 number and losses which had averaged 10.88 cents per mile even in 1944, had increased to 31.66 cents per mile in 1951.

The company presented testimony to show that the continuation of such service which is used by a very small number of people imposes a great burden upon patrons of other lines. The losses sustained in an operation such as Line 67 inevitably must be shouldered by patrons riding other lines of service, those which are operating at a profit or at least are paying their own way, because the regula-

Operator of the Month for February, E. L. Bagwell, and C. A. Tengblad, Personnel Director, look over the great number of Courtesy letters from which his was chosen as Number One.



tory body, in fixing rates of fare, considers the company's operation as a whole and does not set up individual rates for each line operated.

As an interesting sideline on the hearing it was brought out by company witnesses that at one plant when the afternoon shift broke, 1600 people were counted leaving the plant by private automobile while only 39 left by motor coach.

Yes, you guessed it! A representative of that company was on hand to protest discontinuance of the service.

Other testimony showed that all of the large manufacturing plants in the area including the United States government paid the cost of building, maintaining, operating and guarding large parking facilities for the convenience of those employees who travelled back and forth by private automobiles but not one showed the slightest interest in paying any kind of a comparable subsidy to aid employees travelling back and forth by public transit.

New Safety Classes

A complete review pertaining to accident prevention is now being conducted by the Safety and Instruction Departments among all new employees.

Classes of five operators per day receive this additional safety instruction at their home divisions. Ninety employees at Divisions Five and Six are the first to receive this specialized personal training. Division Eight will follow.

Classes are held on company vehicles where safety is not only discussed, but demonstrated. From these discussions many safety suggestions have been offered by the participants.

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Sickness and Accident Benefits

The health and welfare of the employees of Los Angeles Transit Lines has always been of prime concern of management. The Pension Fund, the Spouse's Death Benefit Plan, the Medical Plan, the Dependent's Insurance, the Sickness and Accident Disability Insurance, known as the Voluntary Plan, have brought low cost protection to our employees down through the years.

The Voluntary Plan which was a Sickness and Accident Disability Insurance held by Aetna Life Insurance Company was changed on October 1st of last year to the State Disability Fund. This was brought about because the cost of claims exceeded the premium paid.

Under the State Plan, which is quite similar to the former Voluntary Plan, any member employee who is off duty due to sickness or accident receives benefits up to a maximum of \$30 per week. These are based upon his or her earning record. These benefits begin on the 8th day of disability, however, in case of surgery or hospitalization they commence on day of hospitalization.

The Disability Benefits also provide \$8 per day for the first 12 days of hospitalization in any one year. The law was revised as of January 1, 1952, whereby the hospital can obtain an assignment of \$8 per day hospitalization from the employee and in this event, the State will forward the hospital benefits direct to the hospital.

The balance of the hospital cost is paid by the Medical Plan, if the employee is a member. The total cost generally runs about \$17.50 per day, including anaesthetic or drugs.

The employee's contribution to the Medical Plan is \$2.50 per month.

The Disability Insurance is now paid to the State Disability Fund. This 1% is collected on the first \$3,000 of wages, making a total of \$30 per year paid by each employee.

When an employee becomes disabled either by off-duty accident or sickness and this period of disability extends over seven days, the employee must file a claim with the State. This is known as "First Claim of Worker" (form DE-2501). One section is completed by the employee and the other section is completed by the attending physician and then mailed to the Department of Employment, Sacramento. The State requires 21 days from the date of mailing to process the claim.

Claims should be filed within the first 14 days of disability but not later than the 28th day from the last day worked. A claim should not be mailed prior to the 9th day of disability since there is a seven-day waiting period before disability benefits become payable. The seven-day waiting period does not apply however if the employee is hospitalized as benefits begin from the date of hospitalization. However, in this instance the claim should be filed on or about the 8th or 9th day of disability.

Should an employee fail to file his claim within the 28th day of disability, the State counts back 28 days from date of mailing, deducts seven-days waiting period, so that benefits would actually start 21 days back from date of filing of claim.

Benefit claim forms are available at each division office or the Industrial Relations Department.

Disability Insurance Benefits will not be paid if you are receiving:

- (1) Unemployment Insurance;
- (2) Workmen's Compensation equal to or in excess of your weekly disability amount;
- (3) Wages equal to or in excess of 70% of your last full weekly wage; or
- (4) If you have not earned sufficient wages in the State to establish a disability claim.

BUSES ON FREEWAYS

(Continued from Page 1)

freeways to deliver passengers to their ultimate destinations. The investment would be nominal and could be supplied by private capital, relieving the taxpayers of additional burdens.

In a recent radio broadcast, one of a series devoted to discussion of the transit and traffic problems, Mayor Fletcher Bowron indicated that he was swinging around to this line of thinking himself. He said that he had once thought of rail rapid transit as the solution to our local problem, but volunteered the information that he was in the process of changing his mind in the light of changing conditions. He has come to see that the freeways, built at enormous cost, will never justify the expense of their construction as thoroughfares for the exclusive use of private passenger automobiles, each of which, in Los Angeles, on the average, carries no more than 1½ people. The only vehicle that will do the job of moving people over this freeway network is the bus and the mayor hinted that the bus, long regarded as a stepchild, might have to receive preferential consideration, if the freeways were to carry any great number of our large and growing population.

Apparently responding to the same recognition of changing conditions, the City Council, whose members were once a scant one-vote margin from endorsing the rails-on-freeway program, are also beginning to see that, if the freeways are going to carry any significant numbers of people, it will have to be by bus.

The City Council voted funds to build bus turnouts and loading facilities, since none had been included by state highway engineers (who, at that time, were still thinking in terms of the automobile passengers, rather than in terms of the greater number who could travel by bus.). It is hoped that in future freeway con-

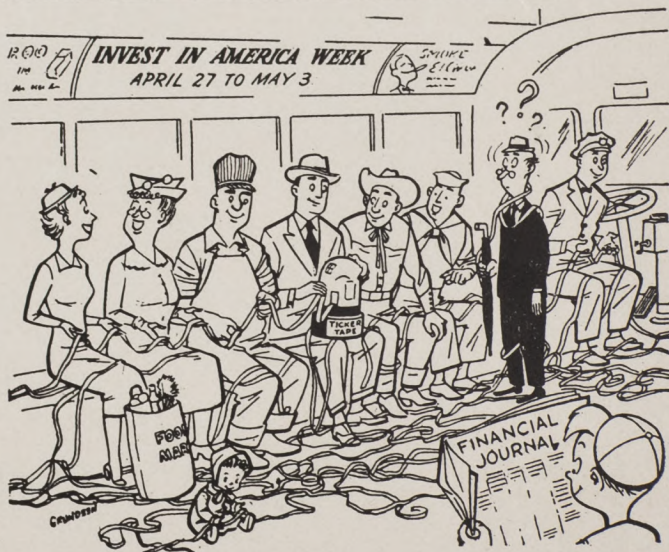
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In America Almost Everybody Is A Capitalist

The above headline is the theme for the 1952 "Invest in America" Week. When you hear it from your radio, or television set, remember, you are one of those "Capitalists" they talk about.

Chairman of the drive, Asa V. Call, defines a capitalist as a person who owns something, whether it be a home, automobile, savings account, securities, life insurance or a suit of clothes.

"The reason for the 'Invest in America' drive," he states, "is to bring home to all of us capitalists, that being a capitalist is something of which we all should be proud."



struction the state engineers will make proper provision for buses.

The company now pays the city 2 1/2 percent on bus operations, where busses operate on streets built and maintained by the City and where the City is put to the continuing expense of maintaining painted bus stops and similar facilities. In view of the fact that bus passengers already pay indirectly for the cost of the freeways, which are built and maintained by the state, through fuel taxes, bus weight taxes and other highway user taxes charged to the company, the question is, "What is a fair and reasonable tax structure to pay the relatively small costs incurred by the City for construction of bus loading facilities?"

Present thinking is that a tax of not to exceed 2 percent, to be charged only until the expense of building these facilities is amortized, would be reasonable.

If this favorable climate be maintained, we may see the day in the near future when these freeways, built at enormous cost, will really do a job of moving masses of people carried by efficient buses, rather than a few people riding in large numbers of private automobiles.

Free Token Test

Each Wednesday in the month of May will be known as "Streetcar and Bus Rider's Day" at Millirons department store, 5th and Broadway, and a token will be given with every three dollar purchase.

For years parking tickets have been validated by leading merchants and this is the first time in our memory that the streetcar rider will get an equal break.

Naturally, we hope this test is successful, and your cooperation in giving directions to patrons asking for Millirons will be appreciated.

"In Just Which Pocket Is The Token Sir?"



House Moving

As the great freeways stretch their giant fingers across town, many houses must be moved from their rights-of-way and whenever they are more than 19 feet high and their route of travel takes them across any of our trolley lines the Electrical Equipment Department has a job on its hands.

Crews who usually meet the structure at the first point of contact with our overhead lines at about 11:30 P.M. to raise the overhead, have participated in the moving of as many as six houses in one night and assisted in moving over 150 houses in the past year. It is not unusual to have four tower crews on one moving job.

In one operation a 3-story apartment house 46 feet high and 150 ft. long travelled along Grand Avenue for two blocks and another large apartment house crossed Pico at Union.

As an interesting commentary upon house moving as a transit problem it may be noted that most of these houses are moved out of old areas served by L. A. Transit Lines and the people living in them in many cases migrate to new areas on the perimeter of the city, thus accelerating the process of decentralization.

Briefs . . .

For good or ill, your conversation is your advertisement. Every time you open your mouth, you let men look into your mind.

* * *

A woman worries about the future until she gets a husband, while a man never worries about the future until he gets a wife.

* * *

It's a great fad now to build a house out in the country to save a hundred dollars a year in taxes and then spend two hundred dollars a year on gasoline to go back and forth.

ONE WAY STREETS

(Continued from Page 1)

sponsored by the California Property Owners Association presented Mrs. Inez Woodworth, one of the owners of the Gates Hotel at Sixth and Figueroa Streets, who told of the disastrous effects upon business that followed in the wake of conversion of Fifth and Sixth Streets to one-way traffic.

"The empty store fronts on Sixth Street bear mute, but eloquent testimony to the blighting effect of one-way traffic," said Mrs. Woodworth. She quoted another property owner who appeared as a witness against one-way traffic, as saying, "A one-way street tends to become a one-horse street."

There is little likelihood that there will be a let up in the campaign to force this unwelcome traffic pattern upon the business men and property owners of these and other streets, irrespective of the damage it does to business and property values, but it is encouraging to observe that the people directly affected are finally awakening to the fact that when a downtown street has been turned into a one-way race track for fast motor traffic, its value as a retail business thoroughfare is greatly diminished.

There is some evidence that this fact is being recognized by the tax appraisers in placing a lower valuation upon property already blighted by one-way traffic.

Problems of traffic control, of which this is an example, will always be with us. Our basic philosophy is that the movement of people is of prime importance and the movement of vehicles of secondary importance.

We will continue to keep LATL employees informed of the various developments that occur in this continuing effort to stress the convenience of the riding public in arranging the traffic pattern in Los Angeles.

Two Bells

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