

# Two Bells

## THE TRANSIT STORY

PUBLISHED MONTHLY  
FOR THE EMPLOYEES  
OF THE  
LOS ANGELES TRANSIT LINES

NOVEMBER, 1952

### TRIPLE BARRELLED PROOF

The basic laws of motion prove that it's impossible for a person to think and act at the same time. It works this way: First a person thinks of what he intends to do, then he acts.

For instance, if you were going to test a hot iron you would say to yourself, "I will brush this hot iron with my finger." The message then is relayed from your brain to the muscles which control the finger. The time between the thought and the movement is known as reaction time. You can rest assured that the message back from the finger regarding the temperature is faster than the command, especially if the iron burns.

Basic laws of motion apply to the art of piloting a bus. You may think that all your movements as you stop and start are automatic but they're not. Your brain commands each performance.

How fast do you react?

When it comes time to stop a bus have you ever timed your own reaction time?

No?

Well, you'll have an opportunity to find out just how fast you are, beginning December first when the program of giving operators Detonator tests begin on a voluntary basis.

The Detonator is a three-barrelled affair which fastens to the frame or bumper of a coach. It is charged with 22 caliber blanks, loaded with yellow powder and is electrically connected to the brake pedals. At the firing of the shell the yellow powder is shot onto the pavement.

An operator taking the test accelerates to a speed of 30 miles per hour, and proceeds at that speed. Without warning the Safety Instructor fires the first barrel which is the signal for the operator to put on his brakes and stop the coach.

Of course, the second shot is fired when his foot touches the brake pedal

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### DONATED TO THE CHILDREN

Veteran car 536 takes off for her new home at Travel Town. Putting up the trolley for the last time are from left, Stanley M. Lanham, Cone T. Bass, Vice Presidents, Los Angeles Transit Lines, and William (Bill) Frederickson, Jr., Supt. of Recreation of the Park and Recreation Department.



Five thousand happy Angeleno children ranging in ages from nine to ninety clambered over, under and through old streetcar number 536 last weekend at Travel Town. The sound of her gong mingled with the laughter of the children echoed from the hills — proper dedication music for her welcome as a part of Travel Town.

Travel Town is a new unique development of the City Recreation and Park Department, located on Hollingsworth Drive in Griffith Park. Car 536 is the third permanent exhibit, the others being a Pacific Electric station and a 204 ton railroad engine with a 25½ ton tender, which was donated by Southern Pacific.

Car 536 was built in 1906 at an original cost of \$6,700. The cars that replace it today cost five times as much. It weighs 42,000 pounds with an overall length of 44 feet, 7 inches. It was transported by the Belyea Truck Company on a three-axle 35-foot, low bed semi-trailer. Newsmen and television cameras recorded the trip through Los Angeles of old 536, whose destination sign now reads, "Donated to the Children of Los Angeles by Los Angeles Transit Lines."

### THIS YEAR . . . THE ICE COACH

This year it's a "Cool" Christmas downtown, what with an ice rink in Pershing Square and the "Ice Coach" traveling the Los Angeles Transit Lines' coach routes.

The "Ice Coach" is a replacement for the "Candy Cane Coaches" of previous years, and promises to bring wonder and thrills to the children of Los Angeles and, like the Candy Cane coaches and cars of past years, will offer those who ride the

Ice Coach an appropriate place to make their Christmas wishes.

The Christmas vehicle sponsored by the Downtown Business Men's Association is now being decorated at 16th Street paint shop. Artist Frank Grunden is painting fanciful skating characters around the sides of this Ice Blue vehicle.

It will be officially christened by an Ice Maid on Friday, November 28.

## INDUSTRY - EDUCATION COOPERATION



George H. Powell teaches teachers some of the highlights of a Diesel coach at 16th Street Garage. This was one stop on teacher's tour of property.

Thirty-two teachers, enrolled in an adult Sociology class at East Los Angeles Junior High were given a conducted tour over the Los Angeles Transit Lines' property recently. This was a field trip for the educators made possible under a program known as Industry-Education Cooperation, developed for the purpose of providing educators with a more practical economic experience. Field trips cover the broad field of industry encompassing manufacturing, wholesaling, retailing, service utilities and finance.

The tour on our property began at Division Four, where the teachers were shown the schedule department compiling new runs, the dispatchers busy with their many emergencies, the train room, instruction rooms, etc. They were then taken by bus to 16th Street garage. There they visited the garage, paint and body shop, the substation and electrical department.

A tour of the South Park shops followed, together with a brief discussion by C. A. Tengblad on the history, aims, financial structure, organization set-up and equipment of the Los Angeles Transit Lines.

The teachers were impressed with our operations, and expressed interest in everything shown.

It is felt that this course on the "economic facts of life" for teachers will develop a better realization of the place of business in the American Way of Life, so that the high school graduates will derive a greater knowledge of basic economics. At the same time it will give business executives an opportunity to gain a better understanding of problems faced by teachers in education of the generations that will some day be employed by industry.

### "DIZZY DEAN"

Out at South Park Shops the new Brake Drum Lathe has been christened "Dizzy Dean", probably because of its speed, or perhaps because it is the Dean of this type machine.

This new lathe, installed at a cost of approximately \$3600, is capable of turning brake drums up to 16 inches in diameter. The new hydraulic lathe does a more accurate job; is capable of grinding and cutting (two operations) at the same time; is built to support 900 pounds, which means that it will accurately turn the drums on our largest coaches, even without removing tires from the wheels, and will also eliminate the necessity of sending out brake drums to be conditioned.

### A Prayer

Give me a good digestion, Lord,  
And also something to digest.  
Give me a healthy body, Lord,  
With sense to keep it at its best.  
Give me a healthy mind, Lord,  
To keep the good and pure in sight.  
Which seeing sin, is not appalled,  
But finds a way to set it right.  
Give me a mind that is not bored,  
That does not whimper, whine or sigh.  
Don't let me worry overmuch  
About the fussy thing called "I."  
Give me a sense of humor, Lord,  
Give me the grace to see a joke.  
To get some happiness from life,  
And pass it on to other folks.

## TEGO

To save time of LATL employees, to avoid the irritation caused by too frequent solicitations and to enable the individual to plan his donations to community service agencies, a new program, jointly sponsored by Transportation Union 1277 and Los Angeles Transit Lines has been planned and soon will be in operation.

For convenience, the plan has been named TEGO, which means Transit Employees Give Once.

All solicitations will be combined in a single, annual presentation.

Employees who so desire and who wish to pledge fifty cents or more each month, will be permitted to indicate that they wish deductions to be made from their paychecks.

Contributors may indicate their preference, if any, for the various causes represented in the combined appeal, as a guide in making allocations.

Funds will be allocated by a committee representing both Management and the Union, and will be distributed among the following agencies: Community Chest, Red Cross, American Cancer Society, National Foundation for Infantile Paralysis, Sister Elizabeth Kenny Foundation and Los Angeles Heart Association.

Members of the committee are Henry E. Crawford and Earle Strickland for the Union and Joseph G. Gorman and C. A. Tengblad for Management.

Members of the Union will be solicited through the Union, other employees through the company.

A certified statement of funds collected and the manner in which they are disbursed will be published at intervals of not more than one per year.

Contributors who wish to pledge fifty cents or more each month may make use of payroll deductions.

While no fixed sum will be established, employees will be informed of the needs of the several agencies and will be supplied with an indication of what proportion of the total payroll would be required to provide our fair share of the amount required.

The kick-off for the TEGO program was held Monday, November 24, when a motion picture was shown at all Divisions. This picture entitled "Bengy" was produced by Paramount for the Community Chest, and received the Academy Award offered to Documentary films.

Applications for membership were taken during this kickoff.

## Not So Free

Did you ever stop to think what the network of Freeways now being constructed is costing the Los Angeles Transit Lines and its patrons?

For instance, take the little matter of moving trolley and feeder lines out of the way. One crew from our Electrical Department is kept pretty busy on this one project. It took two weeks to raise the 16,000 High line and Feeder lines where the Harbor Freeway crosses 12th Place. At Pico, trolley wires will go under the bridge, taking another couple of weeks. The detour at 7th means that the lines which have been moved will be moved back about next June. It'll take a full week to move the High lines at Venice Blvd. and another week next year to move them back.

Our work at Harbor Freeway at 5th and 6th is 95% complete. This project piled up a lot of work time in our Electrical Department.

Multiply Electrical Department items by the number of places on our system where Freeways cross. Add to it the costs piled up by our Way and Structures Department, then toss in the totals accumulated by our crews helping in the House Moving ventures. As a topper, figure out the number of our patrons who have moved off our lines when their homes were sold to make room for these Freeways and you'll get a gigantic figure.

You'll also wonder (as we do) why the "Free" was put in "Freeway."

## Information Pieces

New fare zone guides and Owl Service Schedules will come from the printers on or about December 10th. Fare zone guides will be distributed from the main office and the ticket office at 962 West 12th Place.

The Owl Schedule booklets will be distributed by late night run and Owl operators during the first week. Afterward, patrons desiring the Owl schedule may call at the ticket office at 962 West 12th Place.

## HERE'S A JOKE . . . SON

Autoist: "I want a glass of water for the radiator, a cup of oil for the crankcase, and a half-pint of gasoline. I think that will be all."

Service Station Attendant: "Wouldn't you like for me to cough in your tires?"



First schedule class gets under way at Transportation Dept. building. Front row left to right: M. Edwin Wright, General Supt. of Transportation, George F. Goehler, Supt. of Schedules & Statistics, A. Dubyak, Union Steward, Div. Two, V. E. Munyer, Recording Financial Secv. of the Union and H. E. Crawford, President of the Union. Rear row: M. L. Rise, Schedule Maker, Schedule Dept., F. C. Barnum, Operator, Division Six, B. L. Hartsell, Schedule Maker, Schedule Dept., A. E. Bliss, Vice President of the Union and F. L. Morris, Steward, Div. Four.

## SCHEDULE SCHOOL FOR UNION OFFICERS

It was agreed during contract negotiations early in the year that it would be most desirable to develop a better understanding of schedule problems by all personnel who operated by the schedule. It was also agreed that the company would undertake this project by giving a comprehensive course to certain members of the Executive staff of the Transportation Union.

Plans for schedule classes were set up at a joint meeting early in August and the first class delved into the mysteries of the schedule-makers' art on October 2, in the class rooms at Division Four.

Seven members of the Union attended the class, led by President Henry Crawford, and four members of Management were present. George Goehler, Supt. of Schedules, acted as instructor. The other three from the Schedule Department were being trained to conduct further classes.

At the first meeting, the fundamentals of scheduling, as well as the Union contract, regulatory requirements, and the Company policy were discussed. At the second meeting, checking techniques and the development of checking material were thoroughly covered. At the third meeting, running time was developed and there was a general discussion on all phases of operations as they pertained to running time and layovers. At the fourth meeting, a discussion of schedule building was given to the class, but due to the complexity of this phase of scheduling, it was impossible to do more than touch on the highlights. At the fifth meeting, the theory of run cutting was explained and a thorough description was

given as to the effects of the Union contract in the construction of work runs and work assignments. Subdivisions of actual schedules were given to the members of the class for the purpose of cutting runs and becoming familiar with certain run cutting techniques. In this stage of run cutting, only the smaller lines are being considered.

When Union officials have completed this course and have become familiar with schedule problems, they will meet with other groups and eventually the membership will have a better understanding of the schedules they operate day by day and the schedule makers will gain a better understanding of the human problems involved in meeting schedules.

## TURKEY FOR A TURKEY

Some fifty L.A.T.L. bowlers made the alleys rumble and the pins rattle at Leimert Bowling Center Monday night, November 16, when the Thanksgiving Turkey Shoot was held.

This is the sixth year of the "Turkey for a Turkey" shoot. A "turkey" in bowling parlance being three strikes in a row.

The successful turkey event was handled by Bowling League president, Clyde Tengblad, Vice-President Vince Eulberg and Secretary, Al Olveri. Six birds were awarded as follows:

Name	Team
Orville Smith	Toppers
Chuck Hawthorne	Crossovers
C. W. Scott	Lucky Strikes
Louis Meyers	Five Aces
I. H. Bigelow	Cartwheels
Mike P. Scavonne	Cartwheels

## TRIPLE BARRELED PROOF

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and the third goes boom when the brakes are applied.

When the coach has come to a dead stop the distance is measured between the yellow spots and the bus.

Every operator will have three trial runs and his average noted on a card which he may carry. Of course, through these tests each operator will know the distance it takes him to stop.

It will be interesting to find out who on the property has the quickest reaction and who can bring a coach to a stop the fastest.

What is considered quick stopping at 30 miles?

Thirty-three (33) feet between shot one and shot two, or three-fourths of one second is good reaction time.

Sixty-two (62) feet after brakes have been applied.

Which makes a total of 95 feet — good stopping distance by an operator piloting a coach at 30 miles per hour.

Detonator tests will be given to groups of five operators. While one man takes the test the other four will stand (or try to) as the quick stop is made. This will give each driver a slight idea of what happens to a standing passenger when the brakes are hit hard and quick.

## Line Logic

Definition of a hiccup: a message from a departed spirit.

Wouldn't one say that the man who writes political speeches has a promising career?

Women have two main reasons for dieting: to retain a girlish figure or boyish husband.

Quick Wanda, flag that bus and break this dollar. I need a dime for the parking meter.



## FREE RIDES

The list of enterprising business firms who have adopted the Free Ride plan grows. Here for your convenience is the present list:

All 14 Grayson's Stores  
Token on \$2.00 purchase

Downtown Health Club—607 So. Hill,  
Downstairs  
For Ladies and Gentlemen  
Token on \$2.50 purchase

Paramount Theatre—6th and Hill  
Present transfer with adult admission

Carthay Circle Theatre  
Present transfer with adult admission

Grand Central Market  
Token on \$3.00 purchase

Barry's Jewelry—543 S. Broadway  
Token on \$3.00 purchase

New York Book Store—3rd and Main  
One Token \$3.00  
Two Tokens on \$5.00

United Sporting Goods Store  
901 So. Hill Street  
Two tokens \$2.00 purchase

Acoustican Hearing Aid Co.  
756 So. Broadway  
One Token \$3.00 purchase  
Two Tokens \$5.00

## TRANSIT . . . Here and There

Atlantic City—In an acceptance speech following his election recently as president of the American Transit Association, Harry W. Arnold itemized four factors which he said "chart a course for greater optimism among transit men."

He called attention to the growing realization that driving a private car downtown is nerve-wracking, time-consuming and costly; to the greater understanding of transit problems being demonstrated by municipal officials and the public; to definite signs pointing toward stabilization of costs, and to definite signs of leveling off in the decline of passengers.

Cleveland—Construction of a 3,300 foot conveyor passenger subway beneath Euclid Avenue between Public Square and Playhouse Square was recommended by William C. Bird, Cleveland Transit Board chairman, in a recent talk before the Euclid Avenue Association.

The conveyor belt would be of the same type as that which Sidney H. Bingham, New York Board of Transportation chairman, has proposed to replace the famous 42nd Street subway shuttle in New York.

## NEW BUS STOP ARRANGEMENT ON HILL

A new bus stop arrangement for northbound vehicles on Hill Street was approved Tuesday, November 18 by the Board of Public Utilities of the City of Los Angeles.

This change developed as a result of the planned substitution of motor coaches for street cars on the Pacific Electric's Van Nuys and West Hollywood Service. This new service will be operated over Hill Street in the downtown area.

The new bus stop arrangement divides Pacific Electric and Los Angeles Transit Lines loading zones. Between 9th and 3rd Streets our northbound vehicles will load and discharge passengers on the far side of each intersection. Pacific Electric will make near-side stops. There will be no change for southbound vehicles.

The effective date of the change will be announced later.

## Two Bells

Los Angeles Transit Lines  
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