

Two Bells

THE TRANSIT STORY

PUBLISHED MONTHLY
FOR THE EMPLOYEES
OF THE
LOS ANGELES TRANSIT LINES

OCTOBER, 1952

Old Warriors Ride Last Mile

Thirty-nine Old Timers, retired since modernization of Los Angeles Transit network began, ride in style to their last resting place, carrying many memories from forty years in service.



Old car No. 488 takes a last ride "piggy back" aboard a 22-wheel trailer-truck. (Right) Method by which street car is pulled up on bed of truck.



We've talked at great length since the end of the war as our modernization program progressed, expanded and developed, bringing to Los Angeles the up-to-date transit system of today. We've christened new P. C. C. cars at the City Hall, cut ribbons for the trackless trolleys at Fairfax and Third, and hundreds of pictures have been taken of our sleek fleet of modern coaches as lines were converted. Now we'd like to salute the last of the "Old Timers" — relics of a yesterday who served through two World Wars, who were born during the year of a great quake and left on the heels of another great quake.

Last month thirty-nine old streetcars were hauled away from our loading dock at South Park Shops on a 22-wheel truck. Rails were laid on the truck bed and a ramp was built, so that cars could be pulled aboard with a winch. Once aboard they were chained down and the truck was off—destination—Terminal Island. There the cars will probably be burned and the metal salvaged as scrap. The saying "Old Soldiers Never Die" is certainly true of these Old Warriors, for the copper from the wiring and the steel from

the chassis will go on fighting in the present war.

These cars were pressed into service during the last war when gas rationing forced unprecedented travel on our lines. They served their country well and after the war were retired but were kept in storage, because of the fact that ominous war clouds still hung over America's head.

Built in 1906 at the St. Louis Car Company from specifications prepared in Los Angeles these cars were hailed as "most modern" when they began carrying Angelenos about town. Known as the Type B cars, the twin open sections of these vehicles allowed the passengers to bask in the salubrious rays of the sun, as the pure southland breezes wafted gently round and about him. Seats were of wood—walkover in the open sections and longitudinal in the center section. The windows of the center section were not made to open until 1926, and the end windows were always permanently closed, with the exception of the center sash, which the motorman could slide to the left; in later years when one-man crews became fixed practice, a stop was install-

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A STREET WILL MOVE

Wonderful thing our English language. When a foreigner attempts to learn it he is mystified by the many meanings each word has. For instance, if you were to tell him that First Street "runs" east and west, his first reaction would be that the roadway gets up on some kind of hind legs and trots off. On second thought he'd realize it was in the language. Wonder what he'd think if he were told that not only does First Street run east and west, but soon will move north?

Which is our lead to talk about the improvement and realignment project on First Street between Main and San Pedro which will vitally effect the facilities and

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COACHES GET NEW LEASE ON LIFE



Busy view of the Body Shop at 16th Street Garage showing two coaches in the rebuilding process; one on the left has been finished, the other stripped down to its skeleton is having panels added preparatory to a complete sanding and paint job.

Thirty-two coaches have recently been given a new lease on life by the specialists in our body shop at Division Two garage. There they have received a face-lifting which gives them the same appearance as coaches of later design.

Each coach was first stripped down to a skeleton, then when all body panels were straightened they were put back with new rivets. Every rough spot was sanded and painted. Windows were re-

paired and the windshields slanted to the same degree as later models.

Heaters and defrosters were built into each unit. It was necessary to build special attachments in our own shops to add these accessories. Panel instruments came in for a rebuilding touch, and each coach was completely rewired.

As a final touch all seats and floors were rebuilt. After a complete paint job the coaches were put into service with many more miles of life in store for them.

ANY WONDER "PUNCHY" IS PUNCHY

"Punchy" is a most important character in our Auditing Department. For many years he's been grinding away at his task without a murmur, but for the past few months he's been growling considerably.

We can't blame him much because he's taken on a heap of extra work — work which used to be done by the coach and car operators. Every day "Punchy" is saving the operators from writing thousands of figures, dates and such. Over 10 million of these entries will be cut out in a year.

You've guessed it "Punchy" is the I.B.M. machine which makes little holes in cards so the sorter can pick out and add up the readings on any trip sheet or fare box in a flash.

After months of study and planning by people all through the organization, the new farebox cards and trip sheets were introduced July 14.

The ultimate aim of this new method is to produce "overs and shorts" reports

mechanically, untouched by human hands, but this will have to wait until I.B.M. can give us fancy new machines which can do everything for us; even talk back. In the meantime four girls from Auditing have taken special training courses and before new equipment arrives several others will be taught the intricacies of the modern mechanical miracles.

At present a great amount of tabulation and checking is done by hand. Some work is sent to the I.B.M. Company where an "Electric Brain" feeds cards past its electronic tubes which can make 2000 calculations on each card.

"Punchy" like all other mechanical brains can't make mistakes, unless his whole innards blow up and then everything comes out wrong if it comes out at all. Mistakes and errors which do show up are caused by the human errors made on the cards before "Punchy" gets his teeth in them. For instances, the wrong badge number, or car number on a farebox card gives him trouble and a card which has been wrinkled really gives him a gripe—he can't even digest it.



The thirty rebuilt coaches receive heaters built to fit in the space behind the fare-box. (Below) A completed job receives the last touch—Its number. Note how the windows have been slanted to conform with contours of modern design.



NEW DEPENDENTS' MEDICAL PLAN

The new Dependents' Medical Plan of the California Western Life Insurance Company has received the required enrollment of the employees. Employees who applied during the month of September were covered during that month.

The California Western Insurance Company has extended the time for applications of present employees to October 31. Any applying after that date will have to furnish "Evidence of Insurability" of their dependents in order to be accepted in the Plan. This means a statement on the health of each dependent must be submitted to the Insurance Company and it may be necessary to have dependents undergo physical examinations.

New employees will be eligible to enter the Plan after 60 days of employment. Should they fail to make application within this prescribed time, they will also be required to furnish "Evidence of Insur-

ability" of dependents in order to qualify.

How to Make Claims

Employees in the Plan must turn in an insurance claim form, which is available at each division and department. These forms must be completed by employee and the attending doctor and sent to the Industrial Relations Department, who in turn will forward them to the Insurance Company for payment.

Claims may be handled in any of these three ways:

- (1) Obtain the bills of the hospital and other medical expenses and attach to your claim form. The Insurance Company will reimburse you for the amount for which you are insured. You in turn will then pay the hospital and medical expenses directly.
- (2) You can sign an assignment for that portion of hospital or medical ex-

enses as covered by the Insurance Plan. The Insurance Company will then remit directly to the hospital or doctor.

- (3) You can advance the entire hospital and other medical expenses. In filing claim attach receipts thereto and you will be reimbursed directly by the Insurance Company.

GOT A FRIEND

or a neighbor, who is looking for a job offering security, paid vacations, best in welfare benefits, good wages for work that is not seasonal?

Send him to:

1056 S. BROADWAY

Use Those Cards!

"Difference of opinion is what makes horse races," as the popular saying goes. Differences of opinion may speed up the nags on the track, but they slow transit travel to a walk.

Yet we will always have differences of opinion, most of them honest misunderstandings on the part of one party or the other, a few caused by cantankerous individuals who know they are wrong but won't admit it.

In any event no difference of opinion between operator and patron should hold up the travel of others not involved, or be permitted to throw schedules off balance. That is why LATL issues those 'Fare Disagreement Cards' to its operators, so the wheels may roll on and the differences of opinion may be settled later.

Some operators are using them, others will find it helpful to do so and that is why this story is published, just to remind you that the moment it appears that this particular discussion is not going to get settled, one way or the other, quickly, you should pass out the little cards and get that vehicle moving.

A STREET WILL MOVE

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operations of Los Angeles Transit Lines.

This change on First Street is part of the Civic Center development program. The street is to be widened to conform to the alignment of the portion of First Street west of Main, thus giving a wide avenue for traffic which will eliminate the traffic bottleneck and facilitate the movement of all vehicles east and west.

This project proposes moving the existing center line of First Street northerly a distance of approximately 25 feet at Main and at Los Angeles and 14 feet at San Pedro. South curb line moves 5 feet southerly. All facilities of the Los Angeles Transit Lines, mainly trackage and overhead, will have to be realigned in order to conform with the new street.

Serious problems face us in accomplishing this without disruption or serious interference to our operations. It will be possible to construct almost the entire portion of the new tangent track without interference to the old trackage but realignment of existing special work at First and Main Streets poses a real problem.

Street work will be done by contractor for the tangent track and pavement work with the exception of sub-grade construction for the tangent track and pavement removal and replacement. Close cooperation between Los Angeles Transit Lines and contractor will be necessary to set up a time and work schedule covering this project.

Tentative plans and work schedules have been made for the realignment of the special work at First and Main Streets and while this will be a complicated operation it is felt that it can be accomplished with a minimum of interference to our movements. The crews will have only short periods during the night and early morning hours to remove existing special work and relocate in the new position. Consideration must be given to keeping trolley coach operation functioning on Main as well as rail traffic on First and Main during the construction period. Other vehicular traffic must also be considered, and a schedule pattern which will create a minimum of interference with all traffic movement.

All this however, will subject the Company to a considerable expense as it is the responsibility of the Company, at its sole cost, to do all work within the franchise area with the exception of pavement removal and replacement. Estimated cost to the Company for the above project is \$75,000.00. This figure gives some indication of costs incurred due to civic improvements, many of which do not benefit the Company to any great extent.



"Psst! Care for a suggestion?"

OLD WARRIORS RIDE

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Type B car at
Ninth & Grand
View about
1906.

ed to allow this center window to be opened only a little way—this to prevent free riding by adventurous males when the operator at the other end of the car was powerless to prevent this flouting of his authority. The woodwork was a deep mahogany in the St. Louis-built cars, a light oak in those Standards LARY rebuilt from old cars.

Down through the years they've had their innards and their outward appearance modernized.

The steel which forms the bed of a car is the same as is used in large office buildings and that is built to stand the strain of time for a century or more. Take old car number 508 for instance, which we have before us. Our records show that it has made some 57 trips to the shops for overhaul and painting and improvement down through the years. First big improvement was in 1916 when Mazda

lighting was fitted and motorman's mirrors were introduced.

Then in 1921 old 508 really was changed when it was rebuilt into a PAYE (pay as you enter) car. At that time the steel grills were removed, panelled sides put on, folding doors and route signs added. Oh yes, sandboxes were the thing of the day, so on this trip old 508 got a sandbox.

In 1925 they worked over her electrical system and she also got some new wheels, gears, axels and the brakes were modernized.

She had many more improvements up until 1930 when the longitudinal seats were changed and passengers faced one way.

In 1933 she got ready for one-man operation, receiving a "Front Entrance" sign.

In 1934 old 508 was burned and then rebuilt from cars 508 and 700.

In 1937 she received folding doors and

treddle steps and all accessories which go with them.

The last record of overhaul was in 1944. Since then she's been waiting patiently for the end.

But there's more to an Old Timer than a series of work orders. Wonder what's happened to the 14 million passengers she's handled? Where are all the school kids she transported about old L.A.? Television, of course, is bringing back the old movies in which she played an important role. That's right! This series of cars are the old timers who had a part in every comedy. Remember how the Keystone Kops used to skin between them in early day chases?

HEADQUARTERS FOR EQUALIZERS

The Traffic Loader is trained to move masses. Ever watch one at work at a safety zone during the P.M. rush, matching every talent against time, answering questions, making change and handing out transfers as if he read the patrons' minds?

Passengers seem to sense the part he plays, for they move quickly as they board and he generally has his door closed before the signal changes.

For the past two months our Traffic Loaders have enjoyed being part of a new operating segment — Division Nine. This new Division headquarters at Division One is quite a change from the office in the Spreckles Building at 7th and Hill, where they hung their felts for so many years.

There are at present 26 regular and 42 extra loaders. The loader calls for his run and turns in his receipts in the same manner as do the operators. He receives special training applicable to his job. His task is to equalize loads and help move the cars. Loaders are chosen from a list of operators who have applied for this type of work.

Every time I snuggle up on cold nights,
Your Honor, he shouts, "Step to the rear
of the car, please."



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Los Angeles Transit Lines
1060 So. Broadway, Los Angeles 15



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