

Two Bells

THE TRANSIT STORY

PUBLISHED MONTHLY
FOR THE EMPLOYEES
OF THE
LOS ANGELES TRANSIT LINES

FEBRUARY, 1953

NEW SAFETY RECORDS

During the year 1952 in the field of Safety on the property of Los Angeles Transit Lines several new safety records were established and substantial reductions made in several safety classifications.

In our traffic accident program comparing 1952, 11 months—January through and including November—with 1951 for the same 11 months period, we have a frequency rate for 1952 of 14.83. While in the same period of 1951, we had a frequency rate of accidents per 100,000 miles of 16.82 showing a decrease of 1.99. This is almost 2 traffic accidents per 100,000 miles less than during 1951.

During 1952 we had a total of 4,767 traffic reports. During 1951 comprising of the same period we had 5,500 reports, this being a reduction of 13½% in traffic accident reports.

In our passenger accident program, comparing 11 months of 1952 with 1951 our frequency rate for 1952 was 8.96. Our frequency rate for 11 months in 1951 was 8.61. Here, we find a slight increase of .35 not quite one-half an acci-

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SYSTEM SHAKE-UPS

The Operators' system shake-up will commence at 8:00 A.M. on February 15, 1953 at Division No. 2. The Trafficmen's and Switchmen's shake-up will start on February 2nd, and the Janitors on February 24, 1953. The Clerks shakeup is presently being held. All of these shake-ups will be effective on Sunday, March 15, 1953, and operating schedules will be posted at all of the Divisions on or before February 11, 1953.

With the closing of Division No. 7, there is a considerable change in the assignments at Divisions No. 2, No. 3, and No. 8, and it is expected that Operators will want to pay particular attention to these changes in work assignments.

DIVISION SEVEN TO CLOSE



Division Seven had a romantic history in Los Angeles. It was from Division Seven, known as Virgil, that the famous double deck coaches rolled along Sunset and Wilshire, carrying sightseers and honeymooners on the top deck and business men downstairs.

When Division Seven closes as an operating division on March 15, it will end a 30-year career as the center of the bus operations of the Hollywood and West Los Angeles areas.

Division Seven played a major part in the development of bus transportation in Los Angeles for when it opened its doors the bus business was something of a new sideline for the two major street car companies. In fact, the L. A. Motorbus Company was a jointly owned operation of Los Angeles Railway and Pacific Electric Railway Company.

According to "Two Bells" of September, 1923, when bids were let for the construction job, this was to be the most modern of all garages, and the description read as follows:

"The building will measure 300 feet by 173 feet. It will be of brick and concrete construction. A part of the second floor will be devoted to the offices, and all business connected with the motorbus company will be handled there.

Pits 75 Feet Long

On the ground floor repair shop will be four pits, each 75 feet long. Numerous electrical connections will be provided in the pits for the use of trouble lights. There will be an overhead hoist above each pit for lifting motors and other machinery.

Largest Gasoline Tanks

The gasoline and oil storage department at the east end of the building will have the largest gasoline reservoirs of any garage west of Chicago, according to architects who have inspected the plans. An open space 80 by 60 feet will be devoted to gasoline and oil storage and the wash racks. Four buses will be able to fill with gasoline at a time and the wash racks will accommodate two buses.

"On the second floor will be a room for battery repairs 70 by 88 feet. All the offices of the bus company will be on the second floor. Operators of buses will make their headquarters at the new building and runs will start and stop at that point."

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NEW SAFETY RECORDS

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dent increase, although on the accident passenger reporting side we had 2,124 reports for 1952, and for same 11 months in 1951 we received 2,261 passenger accident reports. This is a 6% reduction in the number of passenger accident reports made in 1952 over 1951. Due to the slight decrease in passengers carried even though our reports were less a slight increase in our frequency rate would be expected.

During the 11 months of 1952 we received 241 blind claims. Comparing with 1951 the same period we received 324 reports. This is a remarkable reduction of 26% in blind accident reports.

In the cost of repairs for our equipment as a result of accidents on our property in 1952 for 11 months we have spent \$45,726. During 1951 for the same period we spent \$36,970. We expected an increase in our cost of repairs due to the large increase in our hourly wages recently given to our mechanical forces. This, more or less, explains this increase.

During the year, 1952, 1,124 operators received safety award pins and cards. Awards range from 1 year to 7 years. 249 operators during 1952 received 6-year awards. 162 operators during the same period received 7-year awards. Our 8-year safety awards as of January 1, 1953, we will have approximately 135 operators receiving this distinguished 200,000 mile accident-free award — an achievement most outstanding for professional operators on the streets of Los Angeles.

The 1,124 operators receiving safety award pins during 1952 amassed a total of 126,475,000 safe miles and carried a grand total of 624,275,000 passengers, more than four times the population of the entire U.S.A.

A new safety record was established over our Christmas and New Year Holidays. In our Traffic and Passenger accident field we on our 4-day Christmas Holiday had 45 less accidents than all five years previous based on only 3-day holidays. And on our 4-day New Year

Redheaded women don't always marry quiet men; they just get that way afterwards.

"Wives of great men all remind us, we can make our wives sublime." — (Not Longfellow).

It may be true that most people can't stand prosperity — but it's also true that most people don't have to.

Operators R. F. Alley and M. F. Wiltgen took up a collection at Division 8, and Operator Dummer at Division 7, for Officer Boehm, traffic officer at 9th and Hills Streets for his outstanding courtesy to the operators on Lines "44", "11" and "4", and for his efficient handling of traffic to help the operators maintain their schedules. To show their appreciation, Officer Boehm was presented with an order for a tailor made officers jacket, Tuesday, December 23.



Holiday we had only 35 Traffic and Passenger accidents, which is a new record for a 4-day holiday.

In our personal injury accident field we closed 1952 with 28 less personal injuries than in 1951 and 724 less days lost because of injuries. The above is quite a record for this property.

On August 1, 1952 the Safety Department inaugurated an Operation Safety program. We improve considerably on our pedestrian accidents. From August to December, 1951, we had 50 pedestrian accidents. In the same period for 1952 with our Operation Safety program we had 37 accidents. A 26% decrease in this costly type of accident. Our Operation Safety program will continue in 1953 and we hope to achieve greater and better safety records on our property.

California International Flower Show

Special reduced rate Advance Sale tickets are being offered to L.A.T.L. Employees for the 1953 California International Flower Show to be held at Hollywood Park, Inglewood, March 14th through March 22nd, 10:30 A.M. to 10:30 P.M.

This is one of the outstanding Garden and Flower Shows of the Country. The entire exhibit is held indoors and special events and entertainment will be featured each day and evening.

In addition to the Garden and Flower Exhibits, there will be fifteen Foreign Countries exhibiting, which will prove of great interest.

An added feature this year will be a collection of 75 or more paintings by the internationally famous artist Grandma Moses. This is the largest collection by this artist shown in the West.

Regular adult rates to the Flower Show including taxes is \$1.25. You may pur-

Bus Stops Successful

On December 28, 1952, a new arrangement of bus stops was put in effect for northbound service on Hill Street. The new stop plan was timed to coincide with the establishment of an additional Pacific Electric Railway Co. coach line—Los Angeles-Van Nuys via Hollywood — on Hill Street. This line replaces the Van Nuys rail line which formerly operated from the Subway Terminal.

The new plan provides separate zones for Los Angeles Transit Lines and Pacific Electric Railway northbound coaches on Hill Street between Ninth Street and Third Street. Los Angeles Transit Lines' routes 4, 11 and 44 continue to use the far-side stops, while the PERY coaches have moved to near-side stops.

Maps showing the location of all bus stops in the downtown district were distributed in vehicles on major lines at the time the new stop arrangement on Hill Street was made effective. These maps are still available to the public at either 1060 So. Broadway or 962 West 12th Place.

SAFETY SHOW

Eighth Annual Safety Show and Dance to be held Saturday, February 28, 8:30 P.M. at the Rodger Young Auditorium, 936 West Washington Blvd. A full evening of entertainment is planned and all employees are cordially invited to attend. There will be plenty of free parking on the east side of the Auditorium.

chase reduced rate ADVANCE SALE tickets from Industrial Relations Dept., 606 Los Angeles Transit Lines Building at 95c, including taxes.

Our Courtesy Receives Nationwide Attention

Courtesy of Los Angeles Transit Lines operators made a lasting impression upon Doris Lewis, 143 North Butler Street, Madison, Wisconsin, a student at the University of Wisconsin who was so pleased with the treatment accorded visitors in Los Angeles that she wrote a letter addressed to the Los Angeles Chamber of Commerce thanking everyone who contributed to her enjoyment of a New Year's visit.

The letter was forwarded to LATL by Ned Wiener, Director of Public Relations for the L. A. Chamber of Commerce and includes specific thanks to police officers, bank employees, motorists, taxi drivers and the general public and a specific reference which is of interest to Los Angeles Transit Lines operators is found in this paragraph:

"Thanks to the city bus drivers who during crowded busy times of the day correctly directed us to our destination, giving us information about the city on our way."

The editors of TWO BELLS intend to send Miss Lewis a copy of this issue so she may know that her own courtesy in taking the trouble to write and thank our drivers is deeply appreciated.

MEETING FOR THE SECOND SCHEDULE CLASS

On Thursday, January 29, 1953, another Schedule Class was held at Division 4 and these meetings will continue every Thursday for approximately six weeks.

After the success of the class held in the latter part of 1952, it was agreed to hold another series of meetings. The previous class was composed largely of Union officers and stewards. The second class will be largely composed of Operators from the various Divisions, who have time off on Thursday and can attend the entire group of meetings. The previous class was composed largely of Union officers and stewards. The second class will be largely composed of Operators from the various Divisions, who have time off on Thursday and can attend the entire group of meetings.

When a man has a birthday, he takes a day off. When a woman has a birthday she takes a year off.

"The Freedom Train" is the one that runs from New York to Reno."

Women have many faults, men have but two—everything they say, and everything they do.



HONOR BADGES FOR SAFETY EXPERTS

Shown here are the three shoulder patches which are to be worn by 546 of Los Angeles Transit Lines' operators. The lower patch represents 150,000 Safe Mile group of which there are 249; the center one represents the 7-year group which has a complement of 162; the top and newest shoulder patch represents 135 safety scientists who have managed to travel eight years without a chargeable accident.

HI SCHOOL OPERATION

Students of Dorsey High School are now riding a new service which was inaugurated last month for their benefit. The new line, Motor Coach No. 48, out of Division 8 travels a combination route over lines 52, 85 and 18. This eliminates the need for the 180 children, using the line, to transfer in order to reach Dorsey High.

This service was formerly handled by busses under control of the Board of Education.

TICKET OFFICE RENOVATED

The song of a saw and the beat of a hammer attracted considerable comment at the Transportation building last month when the Lost Article and Ticket offices received a renovating treatment. One operator stuck his head in the door and remarked, "I see someone found a can of paint and a hammer on one of the cars."

In the Ticket Office the counter has been turned and the ticket window moved to save steps and time. All shelving in the Lost Article Department received a new coat of paint and is now ready to receive the customary deluge of umbrellas with the first rain.

DIV. SEVEN CLOSES

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The garage was not put into use until March of 1924, however one-half of a real estate office adjoining the property was rented for the use of operators to report and receive work orders. Buses were parked and operated from the street.

First line to begin operation was the Sunset Line for a terminal at Laurel Canyon Drive and Sunset to Eighth and Olive, downtown.

With the closing of Division No. 7, effective March 15, 1953, twenty-three (23) of the coaches operating on the "11" Line will be moved to Division No. 2, and sixteen (16) coaches to Division No. 8. The thirteen (13) coaches on line "41" will also be moved to Division No. 2, while the nine (9) coaches on Lines "80", "86", and "87" will be moved to Division No. 3.

Line "11" is no stranger to Division No. 2. This Line came into being on June 30, 1946, during one of our major conversion programs, when Line "A" rail operation was replaced with motor coach operation, and at the time of our first system shake-up. Line "41", likewise, has operated out of Division No. 2. The new relief points will be Venice and Hill for Line "11", 36th and Hoover for Line "41", Fountain and Virgil for Line "80", Fountain and Vermont for Line "86", and Figueroa and San Fernando Rd. for Line "87".

PENSION POINTS

On June 1, 1953, 127 employees will become eligible for normal retirement benefits as provided by our Retirement Income Plan, which was inaugurated June 1, 1948. The Trustee of the Los Angeles Transit Lines Employee Retirement Income Plan will purchase an Annuity Policy for each of these employees from the Occidental Life Insurance Company which will provide a monthly income. Funds held by the Trustee for this purpose have been contributed by the Los Angeles Transit Lines and the employees. The amount of the monthly income is based on their length of service. This Annuity Policy provides an income for life with a guarantee of 60 monthly income payments. This income is over and above any other income including Social Security benefits.

The employee may select other plans of monthly income in lieu of the 60 months guarantee as mentioned above. These plans are as follows:

OPTION I—A monthly income payable during your lifetime, ceasing with the last monthly payment falling due before your death.

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PENSION POINTS

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OPTION II—A monthly income payable for 120 months certain and thereafter for as long as you may live.

OPTION III—A monthly income payable for 180 months certain and thereafter for as long as you may live.

OPTION IV—A Joint Last Survivor monthly income payable as long as either you or a named beneficiary (such as your wife) is alive.

Should the employee select one of the Options other than the 60 months guarantee, he must make arrangements with the Industrial Relations Department not later than May 1. Once an Option has been selected, it cannot be changed.

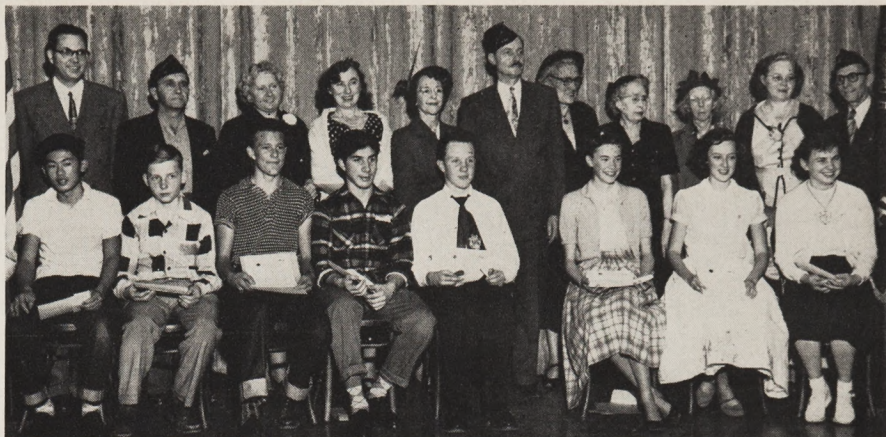
There are also 25 employees now receiving monthly disability benefits under the Retirement Income Plan, who will reach their Normal Retirement Date on June 1, 1953. These disability benefits have been paid from the Disability Fund by the Bank of America, Trustee. After June 1, 1953, their monthly benefit payments will be paid by the Occidental Life Insurance Company and will continue for the life of the employee, even though he may full recover from the disability and regardless of other income or Social Security benefits.

Each of the 152 employees will receive a letter from the Industrial Relations Department outlining the various Options and the amount of monthly income under each Option.

The difference in wages between a school teacher and a plasterer is what causes the school teacher to get plastered.

Did you hear about the homely bachelor who sent his photo to a "Lonely Hearts" Club and got it back with a note: "We're not that lonely!"—Houghton Line.

After dinner speaking is a pastime monopolized by men because women won't wait that long.



An impressive ceremony marked the presentation of the American Legion school awards at Berendo Junior High School on Friday, January 23. Shown here are officers of our Post and students who received awards.

WATCH THAT (Ka-choo!) COLD

About that cold you've got—or are going to get, if you don't watch it. . .

Statistics (*cold* statistics, if you're in a punny mood) collected from studies covering hundreds of thousands of runny noses, show that the average employed person has two colds a year. . .

Also, that, in addition to the discomfort and dangers of complications caused by an individual cold, the total of cold casualties

adds up to 60 million working days annually lost to industry.

So, for your own sake at least, take a physician's or a nurse's advice to clear up a cold or prevent one. Common sense says stay out of drafts, keep yourself dry and warm, don't overdo, get plenty of sleep, and mind what (and how much) you eat and drink. But, don't just be *half-safe*: get, and take, competent medical advice.

Maybe a rolling stone gathers no moss, but it's the wandering bee that gets the honey. And honey beats moss, any day.

Then there was the lady who wondered where her husband spent his evenings — until she came home early one night and there he was!

You don't have to be a chiseler to carve out your own career.

You can depend on fat men — they'll never stoop to anything low.

Don't always give your wife credit; she'd appreciate a little cash, too.

The gal who winds you around her little finger will soon have you under her thumb.

Women have many faults, but men have only two: what they do and what they say.

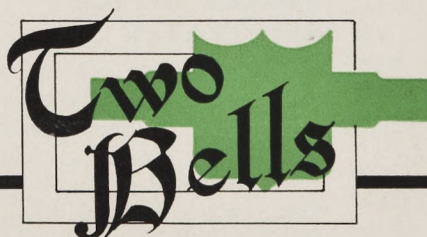
The reason a political speech has a happy ending is that everybody's glad when it's over.

WHO???

The Government,
It's probably true,
Will take care of me
And take care of you.

Take care of our birth,
Take care of our death,
Take care of our first
And our final breath.

Take care of our thoughts,
Take care of of our rent . . .
But *who* will take care
Of the Government??



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