



## THE TRANSIT STORY

PUBLISHED MONTHLY  
FOR THE EMPLOYEES  
OF THE  
LOS ANGELES TRANSIT LINES

JUNE, 1953

### BOY SCOUTS AND GOOD DEEDS

Los Angeles Transit Lines will play a big part in the coming Third National Boy Scout Jamboree this year and any operators who have a bit of the Boy Scout in their blood will have an opportunity to do a Good Deed.

The Jamboree will find 50,000 boys from all walks of life, of all races and creeds living together at Irvine Ranch, from July 17 to 23. Here in a four-mile-square tent city, containing more persons than there are in half of the counties of the nation, the campers will exchange skills, swap home town products and learn about the customs and traditions of many sections of the nation.

Our part in the Jamboree will be to help transport some 12,000 Scouts who will come tumbling, bag and baggage from 27 special trains of the Union Pacific at the East Los Angeles Station to the campsite at the Irvine Ranch near Santa Ana and back again when the "Whing Ding" is over. Our good deeds take place between July 13 and 16th, inclusive, and July 24 through 27th.

Operators who are on vacation at that time are urged to help in this great effort, by piloting a Scout special. Contact your superintendent and line up for your Good Deed.

### FARE APPLICATION FILED

Your company recently found it necessary to apply for certain adjustments in the rate of fare, namely the elimination of tokens and school commutation books and increasing the fare on the Hollywood Turf Club run from five to ten cents.

Since April 1952, the company has contended that the basic one-zone fare should be 15 cents cash, but the Commission has twice handed down decisions permitting patrons to purchase tokens,

(Continued on Page 4)

### TEST TUBING FREEWAYS

Just recently an application was filed by the Los Angeles Transit Lines with the regulatory bodies asking for authority to operate limited service over the Hollywood Freeway between Vermont Avenue and Downtown Los Angeles. This Limited or Express Service is to be part of the Beverly Boulevard Line, operating locally from Beverly and Santa Monica Blvd. to Western Avenue and then running as a "Limited" to Vermont, to the Freeway, to the exit at Temple, then to Hill and Olympic. Between Western Avenue and Hill Street the Limited coaches will stop only at Vermont Avenue and at the Freeway stop at Alvarado Street.

There will be no increase in fare for those traveling between points west of Western Avenue and the downtown area. Those east of Western Avenue who prefer to use the express service instead of the regular local service would be permitted to do so by paying a two-zone fare. Express coaches will operate during the morning and evening rush hours when

approximately half of the total day's passengers travel.

This new service, which utilizes only a portion of the Freeway is but a sample of the Rapid Transit possibilities which the network of Freeways will allow when they are finally completed. The travel time saved on this new operation between Western Avenue and the Downtown area will be approximately 25%. This amounts to a considerable saving for our patrons, for instance, a saving of five minutes per trip would amount to 300 minutes, or five man-hours for a bus carrying sixty passengers. Assuming that the "Limited Service" handled 1500 passengers per day with a saving of ten minutes for each person's round trip, this would amount to 15,000 minutes, or 250 hours saved for those passengers.

Long before actual construction of the network of Freeways was begun engineers of the Los Angeles Transit Lines interested themselves in the project. The com-

(Cont. on Page 4)

### LEGISLATION AFFECTS YOUR JOB

Sacramento seems far away to some of us, yet it is the Capitol of the State of California, and once a year, when the Legislature convenes, some measures are always introduced that have a vital effect upon our industry and therefore upon the welfare of everyone employed in transit.

Here is a brief summary of that part of the recently concluded session that was of special interest to this company and its employees.

Operating costs of the company were increased by enactment of a highway bill which contained, among other things, these provisions:

A new increase of 1½ cents per gallon on the gasoline tax, to be added to the present 4½ cent tax, making the total state tax 6 cents per gallon;

A new increase of two cents per gallon on diesel fuel, to be added to the present

(Continued on Page 3)

### APPEAL TO COUNCIL FOR TAX RELIEF

Because members of the City Council have frequently expressed a desire to hold transit fares at as low a level as possible, the company president recently suggested in a letter that the council might consider the possibility of lowering the present franchise tax payments and the cost of maintaining pavement on streets where LATL rails are situated.

These taxes now are two and one-half percent of the gross revenue on the bus and trolley coach operation and two percent on the streetcar operation, plus the cost of maintaining pavement that is used, for the most part, not by the rail cars, but by their most formidable competitors, the private passenger automobile and trucks.

The franchise tax was once paid by nearly everyone in the community, in the days when nearly everyone rode tran-

(Cont. on Page 3)



## PRIZES FOR SAFETY



Officer Paul R. Jackson holds a one man surprise party for Darthula Calhoun, Division Four Operator. Jackson in cruising about the city, notes actions of drivers of all vehicles and chooses a driver each week as most professional. His attention was attracted to Darthula by her courtesy to other drivers, and he presented her with numerous gifts.

## TRANSIT—NATION WIDE

### One-Way Streets Unpopular With Transit Riders

One-way streets appeal to auto drivers, but to city bus lines they spell only loss of riders and revenues. New York City Omnibus Corp., for example, has suffered a 6% drop in passenger traffic on its Ninth (north) and Tenth (south) Avenue lines in Manhattan since those streets were transformed into one-way, high speed thoroughfares. Potential passengers evidently won't take the trouble to walk the extra block to obtain faster service, even though subway facilities are equally distant, observes John E. McCarthy, head of the bus line. He told stockholders at the annual meeting the company is vigorously opposing proposals to make both Madison and Lexington avenues one-way.

—Wall St. Journal

### Denver Tramway Challenges 13-Cent Fare Ordinance

A 13-cent fare, provided for in an initiated ordinance approved recently by city council, was challenged in U. S. District Court last week by Denver Tramway Corp.

The company charged that the 13-cent fare is confiscatory and that the manner in which it was fixed is "unconstitutional and void." The company asked that the city be enjoined and restrained from enforcing it.

Before Mayor Newton caused petitions to be circulated to initiate the 13-cent fare ordinance, the company had received authority from U. S. District Judge Eugene Rice for a fare boost to 15 cents or four tokens for 55 cents.

### Parking Ban

Eastbound bus traffic in Richmond, Virginia, between Second and Eighth Streets has moved approximately 39.5 per cent more rapidly since a parking ban on the south side of Broad Street was instituted March 16, according to City Safety Director Richard R. Foster.

The engineering report showed that all eastbound traffic in the second lane from the curb has moved through the affected area 31 seconds faster, and in the next lane toward the center, 15 to 20 seconds faster than before the ban.

—Passenger Transport

### Utility

A woman in Georgia, observing a mule owned by a colored boy, asked: "What do you call your mule?"

"Ah calls him Utility," responded the boy.

"How did you come to give him such a name?"

"Well," he responded "I've been studyin' de animal and readin' de papers. Dat mule get mo' blame an' abuse dan anything else in de city, an' goes ahead doin' his level best just de same."

### N. Y. Token Problem Eased

The New York City Transit Authority's token problem appeared to be solved when three manufacturers—Meyer & Wenthe, Inc., of Chicago, Scovill Manufacturing Co. of Waterbury, Conn., and Osborne Coinage Co. of Cincinnati—agreed to provide 16,500,000 tokens by the July 30 deadline. Meanwhile, the New York Court of Appeals upheld the legislation under which the new Authority was established.

New York had recently appealed to the U. S. Mint to manufacture tokens.

## 1953 RETIREMENTS

On June 1, 1953, 149 employees of the Los Angeles Transit Lines became eligible for monthly income benefits under the Retirement Income Plan. These employees ranged in age from 64½ years to 70 years.

Of those eligible for monthly income, the following retired from active service:

### Employees Retired From Service June 1, 1953

Name	Date Employed
Acosta, Braulio	12-17-1942
Armendarez, E.	2-1-1924
Atchison, H. S.	8-27-1923
Beck, L. W.	7-27-1923
Benko, John	8-12-1921
Bentley, B. W.	12-6-1927
Blazer, B. F.	11-20-1923
Brenon, F. L.	3-6-1923
Bulkley, Arthur	1-19-1944
Burciaga, J. M.	11-20-1945
Chavez, A.	1-1-1922
Clark, W. A.	3-13-1923
Click, J. M.	7-13-1923
Coxon, William	1-13-1919
Davis, W. M.	8-17-1921
Dawkins, William F.**	8-3-1942
Duran, F.	8-4-1942
Dwyer, R. F.	3-15-1914
Engle, C. H.	6-24-1913
Frampton, R. H.	5-2-1927
Gannon, S.	4-24-1920
Garcia, A.	6-15-1922
Gonzales, A.	8-19-1942
Hernandez, I.	2-16-1926
Hernandez, R.	10-1-1925
Hewey, L. E.	5-14-1906
Holland, Clyde	9-17-1923
Hollenbeck, William	6-18-1920
Huffman, J. O.	6-7-1917
Jackson, C.	11-10-1919
Johnson, A. A.	10-2-1919
Johnson, R. E.	10-14-1919
Kiefer, A. F.	11-3-1921
Kinion, E. A.	9-6-1924
Kudler, I.	6-8-1920
Larson, Carl	9-1-1919
LaRue, Frank	10-29-1917
Laycox, E. A.	4-1-1920
Lopez, Joe	12-1-1923
Martin, C. E.	9-7-1933
Mills, R. W.	7-16-1923
Murray, J. A.	8-22-1930
Musselwhite, G. L.	1-27-1907
Nickels, C. L.	5-7-1923
Parks, H. T.	4-13-1922
Potter, H. O.	6-6-1924
Prenger, A. C.	4-4-1924
Reid, H. L.	1-5-1925
Rhodes, J.	7-1-1925
Robinson, Nate	1-29-1931
Salas, Jesus	4-4-1921
Seyers, A. E.	6-4-1920
Skinner, W. G.	7-17-1922
Stover, Abram C.*	11-6-1905
Strosky, A. E.	9-20-1944
Strum, J. E. (STURM)	1-25-1928
Swab, F. E.	1-21-1926



Trice, Thomas C.\*\* 4-25-1929  
 Vaccarello, S. 8-24-1909  
 Williams, J. L. 9-7-1910

\*Reached normal retirement June 1, 1951, but continued in service until June 1, 1953.

\*\*Reached normal retirement June 1, 1952, but continued in service until June 1, 1953.

In addition, there were 24 employees who had previously retired due to disability but whose normal retirement date was also June 1, 1953. These employees have been receiving monthly disability benefits and they have now been placed on the normal retirement roll. They are as follows:

**The Following Employees Now Receiving Permanent Disability Have Reached Normal Retirement As of June 1, 1953**

Name	Date Employed
Acuff, Ion C.	9-27-1909
Aguilar, Jose J.	2-1-1914
Armentariz, Luis	10-18-1911
Beck, Warren P.	8-28-1903
Brooks, Earle P.	12-20-1926
Doerflinger, George	10-15-1919
Farr, Harley M.	3-9-1922
Gregory, James J.	11-28-1919
Gudelman, John H.	9-8-1910
Ham, Frank C.	5-8-1913
Huntoon, William	8-30-1919
Keller, Nathan A.	10-1-1930
Miller, Alexander R.	8-4-1921
Monnier, Floyd	1-7-1914
Porter, Howard S.	11-19-1919
Rose, James L.	7-1-1919
Schuler, Isaac T.	11-27-1923
Silva, Herman	8-1-1919
Smith, Elee	7-2-1928
Swaim, Moses O.	6-10-1919
Templeton, Walter J.	9-29-1927
Volner, Lafayette	5-22-1923
Wakeham, Ernest D.	10-17-1919

On June 1, 1953, the Bank of America, Trustee of the Retirement Income Plan, purchased annuity policies from the Occidental Life Insurance Company on all of the above employees who reached their normal retirement on June 1, 1953. We understand that the Occidental Life Insurance Company checks were being mailed out promptly during the first week of June.

In addition to the monthly income, these employees will be eligible for an added income from Social Security benefits.

We all join in expressing our best wishes to these retiring employees.

**TAX RELIEF**

(Continued from Page 1)

sit. Today this tax is passed along as part of the cost of doing business, to those who ride transit and is therefore a tax only upon transit riders, who, as a general thing, are not the wealthiest people in the community.

A close up of the collector's fare box. Art Rabey, of the sheet metal shop, assembles the first twelve to be built. More are in production to ease the load on traffic loaders.



**COLLECTOR'S FAREBOXES SUCCESSFUL**

Henry Ford once stated that you know a product will be successful when people start to make jokes about it. This may be true for we must admit that the Ford was most popular when Ford jokes were sweeping the country.

The collector's fare boxes which have only been in use a comparative short time have received their share of humorous attention. Patrons dubbed them "Pogo Stick Fareboxes"—"Peg-Leg Fareboxes", names which will probably stick for some time to come, and Traffic men are getting tired of the wise guy who asks, "Do I get a cigar if I carom my token off your

shirt button into the box?"

Twelve boxes were built at South Park Shops and soon more will be constructed. Built of rigidized, satin finished, stainless steel the box itself is oval in shape to fit snugly against the loader's stomach. It is supported on one leg which is adjustable in height. A window at the top allows a clear view of the inspection plate on which coins and tokens remain until they are tripped into the lower compartment.

There are four compartments for tickets and a provision is made to hang a money changer.

**LEGISLATION**

(Cont. from Page 1)

4½ cent tax, making the total state tax 6½ cents per gallon.

An increase in other highway user taxes of 33⅓ percent.

These rates will prevail for two years, after that, for the ensuing eight years, the bill provides that rates are to be reduced by one-half cent per gallon on gasoline and diesel fuel and by rolling back the rates for other highway user taxes to the point where the increase will be only 22% over present levels.

**The Monorail**

Promoters of the Monorail were un-

successful on measures they introduced. Their efforts to widen the scope of their operation to include the whole county, to make it tax free and free from regulation by the State Public Utilities Commission and to permit them to operate any and every type of vehicle, including streetcars and busses, was soundly defeated in committee and never reached the floor of the Assembly.

After this setback the group made several efforts to obtain large appropriations to finance various phases of their activities, but none of the bills necessary for this purpose got out of committee before the session ended.



## TEST TUBING FREEWAYS

(Cont. from Page 1)

pany participated in the discussions that led to building bus turnouts along the Freeway. These turnouts were not included in the plans of the Highway Department and their construction was financed by the City. The City has imposed a franchise tax of 2½% of the gross receipts from Freeway operations for the purpose of being reimbursed for the funds it advanced. Perhaps in future the Freeway planners will incorporate bus turnouts in the blueprints.

Most of our conversions and re-routings since 1946 were done because of the Freeway program in Los Angeles. For instance, the abandonment of the 3, D and U cars and the introduction of the trolley coaches on Fifth and Sixth were made necessary when those streets became one-way streets as a part of the Freeway program. The same was true of Line N on Ninth Street and construction of the Hollywood Freeway made it impracticable to continue operation of Line H.

The moving of apartments, houses and other buildings from huge sections to make room for the coming Freeways played havoc with our patronage in those areas. The Freeways have definitely made many changes in the transit pattern and many more will come.

Test tubing the Hollywood Freeway for actual coach operation began many months ago.

First studies by our planning engineers had to do with just how the Freeway could be utilized. What service improvements could be gained?

It was necessary to study origin and destination patterns in the tributary areas of the Freeway, for it is necessary to have a substantial number of passengers who can use a limited stop type of service before such a service can be developed.

Studies showed that in the tributary area adjacent to the Beverly line west of Western, a large proportion of the passengers were destined for Downtown Los Angeles. Also there were enough

passengers originating in the area to warrant an acceptable frequency on the Limited service.

It was also found that the passengers east of Western were of such numbers that a proper frequency of service could be maintained on the local operation.

With these factors established which indicated that Beverly showed promise for "Limited Service" via the Freeway, the physical aspects of routes were studied. The Planning Department studied the maps of the Freeway, the movement of vehicles on the Freeway and then actual running tests were made—first with passenger automobiles and then with coaches. The trial runs proved that the company's coaches are well suited to operation under conditions found on the Freeway.

The test tubers discovered many things as they traveled back and forth at different speeds during different periods of the day. They discovered the ramps at Vermont are more suitable for bus operation than at other points. The entrance ramp to the Hollywood Freeway at Vermont is downgrade and long, allowing for good view and proper acceleration, so our busses can blend with Freeway vehicular movement. The exit at Vermont is long and upgrade which allows for good view and proper deceleration.

In contrast with these satisfactory features the engineers found the Silver Lake entrance to be short and upgrade which tends to make it difficult for entering vehicles to blend with Freeway traffic. The exit at this point is a short downgrade and enters the surface street where traffic conditions are not favorable.

So all physical signs pointed to Vermont as the spot on which to begin Freeway operation of the Beverly "Limited Service."

With service arrangement and routing set, the schedule makers went to work to combine the "how many, where and when" of passenger movement with the results of their running time checks, and worked out the operating pattern for the first LATL service on the Freeways.

## BUS SIGN INDEXING NEARING COMPLETION

Only a few of L.A.T.L. Bus Drivers still have to strain their necks and learn to read backwards when they change destination signs on their coaches, as the indexing of all signs has been done at all Divisions but Six. The job will be completed in a few weeks.

The index for destination signs is laminated and fastened just above the windshield. When the operator wishes to change his sign he watches for a number on the index to identify the destination sign. Both front and side signs are in the same order.

## FARE APPLICATION

(Continued from Page 1)

first at the rate of two for 25 cents, more recently at the rate of three for 40 cents. While the Commission points proudly to the fact that it has kept transit fares low, the company still believes that a 15 cent cash fare is the minimum at which we can offer adequate service and pay present prices for necessary equipment and materials and meet present wage costs.

As for school fares, no other utility is expected to provide identical service for school children at reduced rates and there is no justification in asking the transit industry to do so. When everyone rode transit, reduced school fares were a burden borne by everyone.

But today when most people travel by private passenger automobile, the continuance of the reduced school fare simply means that those people who ride transit and those people who are employed in transit must bear the whole burden of providing reduced fares for everyone's children.

Doc: "Any insanity in your family?"

Patient: "Must be. Some of them keep writing me for money."



"HE ACCIDENTALLY GOT HIS HAND STUCK IN OUR SAFETY TROPHY!"

## Two Bells

Los Angeles Transit Lines  
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