



THE TRANSIT STORY

PUBLISHED MONTHLY
FOR THE EMPLOYEES
OF THE
LOS ANGELES TRANSIT LINES

AUGUST, 1954

HOPE TO EXTEND MAPLE-MAIN STREET LINE

The company has filed an application for authority to modify, reroute and consolidate the San Pedro Street Line 42 with the Maple Ave. portion of Line 49 and to extend the modified line southerly on San Pedro Street from Manchester to 135th Street. Hearings on the application were held on August 31.

If approved, the new line will bring direct transportation to downtown Los Angeles for many residents bordering San Pedro St. in this southern section of the city. The new line will also furnish a new connection with the Cross-town Bus Line's operation on Imperial Highway.

The proposed extension is approximately three and one-half miles in length.

FOUR AWARD WINNERS

The suggestion awards committee found four workable suggestions submitted for August. Numbers have been posted and when the suggestors identify themselves they will each receive the \$25 Savings Bond for their efforts.

Here are the winning suggestions:

No. 109 refers to task of repairing ventilator doors in front of coaches, wherein a 5-16" tubing and bolt handle are used in place of customary welding. This allows the ventilator door frame to be installed without the door in place and eliminates the danger of burning weatherstripping.

No. 127 an idea regarding Thermostat controls in cooling system on coaches which permits the spring on the retainer valve to insure that the valve is seated properly at all times.

No. 509 a method of turning the upper edge of the front skirts on P.C.C. cars to make their placement easier and quicker.

No. 543 a method to turn the steel ball in Central Valve Stems on P.C.C. cars which exposes the good half of the steel ball for use, saving stems which would have been scrapped.

"AIR BORNE" BY NEW YEARS

If the regulatory authorities promptly approve applications which call for conversion of five of our major lines from rail to rubber tired vehicles, some of our patrons may be air borne by New Years. The company has announced plans to order one hundred of the latest "Air Borne" coaches. The body of the coach is "floated" over the axles on eight enormously strong rubberized nylon bellows filled with compressed air. Any road shock, from a ripple to a pothole, only serves to compress the air a bit more as the bellows yield to the blow. The weight of even a single passenger entering or leaving the coach is compensated for by the action of the air in the bellows.

There are other new features about these air suspension vehicles which we'll discuss in further issues. This story is about the coming bus conversion.

REASON FOR CONVERSION

The construction of the Harbor Freeway, now open to Washington Blvd., will soon necessitate the closing of Grand Avenue northerly of Santa Barbara over which we now operate lines 5, F and 9. The cost of building new track to reroute these lines would be disproportionate

to any benefits that might accrue to the fare paying passenger. The substitution of busses would keep to a minimum the financial burden resulting from the Freeway construction.

The situation is similar on 54th Street for when the Harbor Freeway reaches that point the rails of the 8 Line would need to be rerouted, and the cost would be very great.

And as buildings are moved to make way for the Freeway as it travels southward, large sections of the population along the So. Broadway Line 7 will move to other areas. As this happens, patronage declines below the level effectively served by a rail line.

Too, there has been a great demand by residents, business men, and civic groups of the southwest section near Inglewood and in the Eagle Rock-Highland Park areas for rubber-tired service in place of rail.

BUT, WHY THE RUSH?

Most of these conversions have been in the planning stages for some time; however, no formal petition had been prepared until we presented our recent application for a rate increase. In that application we touched upon the fact that in order for the company to continue the modernization of its system and adapt its services to changing conditions and new travel patterns, it would be neces-

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CITY ON WHEELS BOOKLET PRAISED

Many comments have been received complimenting the Metropolitan Coach Lines and the Los Angeles Transit Lines for publishing the booklet "Rapid Transit for a City on Wheels." The comments favor the cartoon treatment and the simple, concise manner in which our story is presented.

Two hundred thousand copies have been distributed, mainly through the "Take-One" boxes on vehicles of both companies. A number have been mailed to key people in Chambers of Commerce, Civic Groups, the Legislature and City Governments.

INSURANCE MINDED

The welfare of their families comes first with the employees of Los Angeles Transit Lines. This is evidenced by the fact that 85% of the employees have signed up to have their low cost group insurance policies doubled in amounts.

2,178 employees had policies of \$1500. These were changed to \$3,000. The change becomes effective October 1st and first deductions on payroll will be on last payroll in the month of September.

OLD FRIENDS MEET



Ceremonies marking conversion of "V" line to the PCC type of modern equipment brought about an interesting reunion. Here J. A. Madigan, superintendent of Division 4, shakes hands with John W. Evans, State Assemblyman, who was once employed as a conductor by the old Los Angeles Railway, the predecessor company to LATA and — you guessed it — worked under J. A. Madigan.

properties, changes in the substations and overhead structure, conversion and rearrangement of facilities at the divisions will cost an estimated \$1,195,000, which, added to the \$345,000 down payment, equals \$1,540,000.

That's \$1,540,000 right off the bat.

That's nearly as much as the entire earnings of the company in 1953 (which was \$1,278,197), so we can't take it out of earnings. We must have cash on the line. And if we don't earn an adequate amount we can't borrow the balance of \$2,300,000 for the air borne coaches.

What's more, in the next few years the company will be asked to put vehicles on the Freeways and to develop a network of fast, flexible rapid transit routes by which busses will pick up passengers close to their homes and utilize the Freeways to deliver them to their destinations. These moves will take capital.

And capital can only be available to a company which shows a proper return on the money already invested.

We can truthfully say that the transit future of Los Angeles is dependent upon the present transit companies showing an adequate earning ability.

"AIR BORNE" BY NEW YEARS

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sary to show a fair return it is shareholders so it would be able to borrow necessary capital.

A conference was called by the Public Utilities Commission on August 9, at which time Vice-President Stanley M. Lanham briefed the Commission on the contemplated costly changes, together with the reasons for applying for the rate increase, ie: Increase in costs of operation and decrease of patronage.

Lanham told the Commission in part:

"These modernizations of service are not directly a part of the rate adjustment matter. They are, however, developments of the type for which planning must be done to meet future requirements of the area, and for which the company has been preparing for some time. The company has been carefully conserving cash resources so that the large amounts of cash necessary for meeting track removal obligations and down-payments on new equipment, for which purposes it cannot expect to borrow funds, will be available. These funds have been tied up in the business although the owners have been unable to earn a return upon them because they have not so far been included in rate base by the Commission.

"To make these service changes now the company must commit both its own cash resources and its credit. The right and the opportunity to earn a reasonable return is the basis upon which these commitments and the resulting modern-

ization and improvements must be predicated.

"If the present rates of fare were to remain in effect for the coming year, the cost of operation of service at the present standards would absorb all but 1.12% of total revenues. Related to rate base this means but 1.26% rate of return on investment in the property. These figures are further reduced when allowance is made for interest payments to which the company is already obligated.

"It is too much to hope that present operations can be successfully continued on such a narrow margin. Even with the proposed fares, the cost of operating the service will absorb 94.9% of the total operating revenue of the company. The remaining 5.1% must cover both interest on the company's obligations and return to the equity investors in the company."

Following this conference applications were filed to make these major conversions as quickly as possible. This allows engineers of the Commission to study the conversion plans and costs at the same time they go over the records of the company to establish a proper and reasonable rate of fare.

JUST HOW MUCH?

What will the conversion cost? Well, the "Air Suspension" vehicles cost some \$23,000 each or \$2,300,000 for the 100 ordered. The down payment is 15% or \$345,000. It's been estimated that the removal of tracks and other railway

THE CHANGES, BRIEFLY

First, Division Five is to become an all bus division. Alvarado is slated to become trackless trolley operation eventually. (You should see what trackless trolley overhead costs.) Rail Line No. 5 will become No. 5 Motor Coach Line over the same route except for routing via Crenshaw and Florence from 67th Street to West Blvd. Portions of Lines "W" (Highland Park) and "F" (South Vermont) will be combined to make Coach Line No. 6, operating from York Blvd. to South Vermont. Coach Line No. 7 will run to Union Station instead of Sunset and Spring, and will be South Broadway—Union Station No. 7.

The route of the present 8 Line will be unchanged and will be known as West 54th Street—No. Main Street Coach Line No. 8.

The southerly portion of the No. 9 Line will become West 48th Coach Line No. 10, operating between 48th and Crenshaw and Vernon and Figueroa.

The westerly portion of Line "W" will be combined with the North Broadway portion of the No. 9 Line. This new rail line will be known as W. Washington Blvd.—No. Broadway Rail Line "W".

These conversions to Motor Coach operation offer an opportunity for the company to inaugurate Limited or Express service into areas where that service proves to be necessary and economically practicable.

BUS STOPS AND HEROES, FIRST CLASS

Memo: to Stanley M. Lanham
Re: West Bound Bus Stop
Third St. & Ogdan Dr.

Just a final note to thank you for moving the bus stop at Third St. and Ogdan Dr. as requested in my letter to you, earlier this year.

You will be pleased to know that I am the neighborhood hero, as a result of starting the ball rolling on this project. Saturday night there is to be a neighborhood Bar-B-Q in my honor, at which time I am to be presented with the coveted "Hero of the People, First Class" medal.

Do drop in if you find yourself in the vicinity at that time.

FOSTER P. BROWN
408 S. Alandeale Ave.
Los Angeles 36, Calif.

Yes, there's more to a bus stop than a stop sign and a bench, and there are many "Heroes of the People, First Class" instrumental in placing a bus stop at the proper place for the greatest convenience of the greatest number of people. Included in this group are the engineers who measure out the required spacing of stops, the boys from the Special Agents Department who go out and carefully survey the area, check the planned stop for safety, its relation to driveways, fire plugs, crosswalks, traffic signals and telephone poles. They consider the business establishments in the area, the nearness of homes, and attempt to place the stop at the place where it will be most convenient to the patrons.

The engineers of the City's Board of

Public Utilities and Transportation also check the stop before its establishment is authorized by the Board.

Stops are generally located not more than 1200 feet apart, which means that the greatest walking distance would be no more than 600 feet from any point along the line. In major business districts stops are generally placed somewhat closer together because all corners are signalized and relatively large numbers of passengers use the stops.

The public is well aware of the fact that too many stops on a line slows the movement of vehicles. The skip stop arrangement on Fifth and Sixth Streets downtown was established in an effort to help the traffic authorities move vehicles through the congested areas. These stops have become known to regular patrons and a part of the "Guide to Going Places" shows these stops and the lines which use them, for the benefit of tourists or riders who are not acquainted with our system.

However, with all the careful planning, stops sometimes need to be changed. For instance, traffic signals may be moved, or driveways may be opened or closed, or the construction of a large new building might bring more people into an area, necessitating a new survey of the area.

Quite often letters are received asking for a change in a stop and each is followed up because the convenience of the passenger is paramount, and once in a while the person who wrote to us becomes a "Hero of the People, First Class"—and gets a Bar-B-Q.

KNOW YOUR COMPANY

WHAT GOES

AT THE SOUTH PARK SHOPS L.A.T.L.

When you pass by 54th Street and Avalon Blvd., you may wonder what is the purpose of those large and well kept buildings and yards referred to as South Park Shops. Primarily the upkeep of the Rolling Stock is their function, but many other activities belong here, also. Many articles are fabricated in the various Sections in cooperation with the Purchasing and Stores Departments.

Purchasing Department buys the raw materials and Stores issues Sections which are to complete the orders, draw out of stock the raw goods necessary, and produce the items ordered, usually on a time limit for delivery to the Stores.

Most of the articles manufactured here are of special company design and cannot be found elsewhere. Other articles or units are made because they cannot be ordered from outside fabricators.

Company fabrications which have been developed and made here are quite numerous and diversified. Some are very small and cheap to make, some large and costly. For instance, the vacuum cleaners for coaches at the Coach Divisions were built right in these shops. Also, special Fare Collectors' Boxes (Pogo Stick fare boxes) recently put in use are a development of the Shops. Hundreds of small parts peculiar to the transit business are designed and made by company personnel. The employees who are producing these goods represent a number of crafts, machinists, blacksmiths, electricians, millman, sheet metal men, welders, upholsterers, glazers and painters. Other personnel at the shops are active in reconditioning the company Rolling Stock, and do not participate in the manufacturing work.

Whether applied to Coach or Car Maintenance, good shop practice and supervision have resulted in overall economy all along the line. The cost here being much lower than for articles of comparative nature manufactured elsewhere, with shipping and packing charges added to cost.

The number of items carried in Store stock which is manufactured in the South Park Shops, representing both Coach and Car equipment, is totaled at 625 units or items. Of this number, body parts account for 333, glass 153, miscellaneous items, brackets, clamps, etc. 149. There are many more units not carried in the Stores which are made here, many kinds of signs carried on the Rolling Stock as part of Equipment (except advertising and decal signs) and those used on the power lines, substations and other company buildings and grounds.

MAY YOUR SUCCESS CONTINUE, LLOYD

Los Angeles Transit Lines

Gentlemen:

I hereby respectfully tender to you my resignation from the employ of the Los Angeles Transit Lines, to become effective September 7, 1954.

I can assure you that the decision to terminate, after 35 years of continuous service, was a difficult one indeed. And such decision was only reached after much planning, deliberation, and consideration.

The Los Angeles Railway and the Los Angeles Transit Lines have been good to me. They have provided me with steady employment throughout all these years, enabling me to raise and educate my family, pay for two homes, enjoy an ample living, and to experience a real sense of security through several periods of depression.

We are purchasing a small business in Los Angeles, and it is our intention to devote our entire efforts toward its success.

Yours very truly,
LLOYD L. SWEET
Operator 1672
Division Three

SAFETY AWARDS

On Wednesday, August 11, 1954, the plaque award presentation dinner was held to honor the winners in the various safety contests.

The following is a list of the awards presented by Vice-President Cone T. Bass and J. W. Prutsman, Safety Director:

AWARDS	RECIPIENTS	DIV./DEPT.
Unreported Accident Contest (Rail)	W. A. Ullrich (for A. E. Vejar)	Div. 3
Unreported Accident Contest (Bus)	W. A. Ullrich (for A. E. Vejar)	Div. 3
Traffic Frequency Contest (Rail)	J. A. Madigan	Div. 4
Passenger Frequency Contest (Rail)	W. A. Ullrich (for A. E. Vejar)	Div. 3
Traffic Frequency Contest (Bus)	W. A. Ullrich (for A. E. Vejar)	Div. 3
Passenger Frequency Contest (Bus)	T. O. Latham	Div. 8
Achievement Award Contest (Rail)	W. A. Ullrich (for A. E. Vejar)	Div. 3
Achievement Award Contest (Bus)	D. B. Kohl	Div. 1
Transportation Div., Safe Man Hour Contest	F. L. Ervin	Div. 5
Safe Man Hour Contest, W. & S., Electrical Dept.....	L. E. Dye	Electrical
Man Hour Contest Achievement	L. E. Dye	Electrical
Man Hour Contest (Car Barns & Garage)	Otto Schmokel	Dep't. 63-73
Safe Man Hour Achievement Contest (Car Barns & Garage)	Jim Buchan	Dep't. 78
Safe Man Hour Contest, S. P. Shops, Group I	H. Lendy	Dep't. 67
Safe Man Hour Contest, S. P. Shops, Group II	A. F. Kilgore	Dep't. 62
Safe Man Hour Contest, S. P. Shops, Group III	Norm Lane	Dep't. 79
Safe Man Hour Achievement Contest, S. P. Shops, Group I.....	H. Lendy	Dep't. 67
Safe Man Hour Achievement Contest, S. P. Shops, Group II	Tom Fowler	Dep't. 66
Safe Man Hour Achievement Contest, S. P. Shops, Group III	Norm Lane	Dep't. 79

BOWLING

A successful Summer Bowling Season was closed last week and a date has been set for the Winter Season.

Twelve teams will partake beginning Monday, September 13, at 7:00 P.M.

The place: Westlake Bowl, 8th and Alvarado.

**"LET GO OF THE WHEEL. THIS IS
YOUR DAY OFF."**



JEST IN FUN . . .

Tillie: "Why didn't you speak to your wife for over 25 years?"

Willie: "I didn't want to interrupt her."

Katie: "A week ago I was crazy about Andy. Now I can't stand him."

Betty: "Isn't it terrible how changeable men are?"

Advice to girls: Never play ball with a man unless he furnishes the diamond.

TRANSIT WORLD WIDE

A COMPETITION on public transportation has been announced by the Central Business District Council of the Urban Land Institute of Washington, D.C. Open to members of urban transit systems, municipal or county officials and others concerned or interested in traffic and transportation. The competition manuscripts must be in by October 1, 1954 to receive an award. Purpose of the competition is to stimulate development of plans and programs that will effectively persuade shoppers and workers to use public transportation more widely.

INCREASED FARES or a subsidy is the situation which the Seattle Transit System must now face. This was the statement of the five transit commissioners in a letter to Council President asking relief from the two per cent city occupation tax. The System's expected deficit for 1954 may exceed \$600,000. A vote of the people would be required to approve a direct subsidy. The council could reduce or cancel the occupation tax.

THE FAMILY-STYLE HELICOPTER designed for parking in the back yard, made its first airport flight in Moorestown, New Jersey. The machine is the world's first civilian-slanted, popular-priced, easy-to-pilot helicopter. It will market at about \$8,000 to start, dropping to \$5,000 as production increases.

Marriage license — a certificate that gives a woman the legal right to drive a man.—Joseph Gancher.

In the matrimonial race, a girl who becomes engaged is usually on her last lap.—Floyd R. Miller.

"The government's found a new way to save money; they're using mine." — Jean Alexander.



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