

# Two Bells

## THE TRANSIT STORY

PUBLISHED MONTHLY  
FOR THE EMPLOYEES  
OF THE  
LOS ANGELES TRANSIT LINES

DECEMBER, 1954

### INVENTORS COLLECT FOUR AWARDS

Each month more and more idea men in the mechanical departments come forth with new suggestions on how to do a certain job better, or more economically. From the large number of suggestions submitted the Award Committee picks those which are sound, sensible and feasible. These are studied and sometimes tested. If they are found to be workable and can be put into practical use the suggestor receives a \$25 Savings Bond.

Of course, there are months when no winning suggestion is submitted, or when a certain idea must be tested before a decision is made.

In December the Award Committee adopted four ideas which have been put to work and four Bonds were presented to happy thinkers.

The first award went to Thomas A. Rocha of Department 79.

Rocha observed that the pin which holds brake shoes in place on motor coaches quite often broke, causing the shoe to break. His was a simple solution; that of installing a Bendix lock washer on the cap screw which holds the pin. The lock washer holds the pin and saves the brake shoes which incidentally cost approximately \$35 to replace. This is the type of suggestion which causes most of us to say, "Gosh, why didn't I think of that?"

#### A SIMPLE JOB OF MACHINING

Second award went to Antonio M. Nunes also of Department 79, who suggested a method of machining diesel injector bodies so they could be reused.

Here again is an idea which did not necessitate the invention of any tool or gadget.

#### BOLTS ON TOGGLE FINGERBOARD

Ever since the first inspection on the P.C.C. car the mechanics have fretted and fumed in replacing the toggle finger board which had to be removed for each inspection and repair. (For the uninitiated the "toggle finger board" is the panel in

(Continued on Page 3)

### WHO WILL BE "OPERATOR OF THE YEAR"?

During the Safety show last February, the Company announced its plan to make an award for the most outstanding operator for 1954 and call him "Operator of the Year." He would receive a 500 dollar Savings Bond and the ensuing publicity which naturally goes along with such an honor.

It was announced, too, that every operator on the property was eligible to win and since the announcement those responsible for choosing such a man or woman have been carefully screening all operating personnel. Right now they are coming down the home stretch. At this writing we are informed that there are 38 operators who are in the running. From these finalists one person will be chosen by the committee and sometime in January he will receive the award.

This award must not be confused with the continuing Operator of the Month contest. The latter is based upon letters sent in by the riding public, to be judged by representatives of the public. These judges study the situations described in the letters of commendation to ascertain

which man or woman most deserves to be named Operator of the Month by his actions as reported. The operator's record does not come into the picture, although we're happy to say that with one or two exceptions every one chosen has been tops in safety and work habits.

The Operator of the Year Award is a prestige Award.

The winner symbolizes the best in all of us who work to provide transit service to Los Angeles.

The winner must be one to whom the company, the public, the employees, and yes, even the City can point with pride and say:

"This is our Operator of the Year."

#### JUDGED IN THREE CATEGORIES

As it was stated in the announcement bulletin of January 13, 1954, the winner will be chosen by an impartial committee for his outstanding performance in the following respects:

1. *Courtesy to passengers and public in general.*

In this category the committee will consider not only the commendations received praising him, but other things such as: His appearance: A well groomed neat appearance is part of courtesy toward our patrons and the public.

His demeanor: A pleasant and cheerful expression at all times is true silent courtesy.

During the screening process the judges will compare operators as to their amiability at all times. Are they always easy to get along with; are they helpful and considerate of others? How do they express their ideas? How do they talk?

Personality plays a large part in courtesy. Does the operator attract people to him? Do they want to like him? Is his smile infectious? Does he sell himself, his company and his job every hour of every day?

(Continued on Page 2)

### BUT THEY'LL STILL BE ON TELEVISION

Removal of poles shouldn't be a news event for any self respecting metropolitan daily, but the poles along Larchmont Boulevard found a bold face spot in Herald Columnist Kennedy's column recently, and we quote: "Another Hollywood film landmark disappeared when they took down the trolley posts in the center of Larchmont Blvd. The Keystone Cops used to stage their famous break-neck chases around them."

Well, the poles are down. All the facilities including trolley wire, crossarms, feeder, etc. have been removed with the exception of 18 poles just south of Melrose Avenue, which will remain until the City installs substitute street lighting in place of the fixtures now carried by these poles.



## SHE NAMES ONE BECOMES JUDGE

Mrs. Morris Cline of 445 No. Vista boarded a bus one day and was so impressed with the courtesy of the operator that she sent in a letter of commendation. This letter won for M. F. Wiltgen Fifty Dollars and he was named "Operator of the Month" for November.

The letter was published in a newspaper and Mrs. Cline called the Los Angeles Transit Lines for a copy. Because of her interest she was invited to participate as a judge in the December contest.

She joined Francis Donnelly, Transportation Union president and Ralph Mercier, Central Labor Council, to go over the commendations for the month.

The "Operator of the Month" contest not only brings awards to operators but it is a continuing means by which we can point with pride to the stature of our employees. Each month we choose new people, civic and business leaders, newspaper men and women and representatives of city government to act as judges—so the story of our courtesy spreads.

## KNOW YOUR COMPANY

Our Slauson Automatic Substation has supervisory control and indicating equipment controlled from our Dispatcher's office at 717 East Sixteenth Street. This equipment controls and gives indication on two 1500 K.W. mercury arc rectifiers, twelve D.C. feeder panels, twelve auxiliary feeder panels and eight 16,500 volt oil circuit breakers. Any operation that might occur automatically at this station is immediately transmitted to our Power Supervisor's office where they know, at all times, what equipment is in operation or switches open or closed. Should it be necessary to do switching, either in the feeder panels or in the 16,000 volt bus, it may be done from the Sixteenth Street office over the supervisory control and indicating system. We have a total of sixty-nine control and indication points on this system, transmitting over a four-wire system. We also have telemetering equipment that indicates at all times, and registers on a chart, the load in kilowatts on the two 1500 K.W. mercury arc rectifiers.

## BUSINESS PROFILE

In our industry, which is Transit, the first two months of the Fall Season are usually considered good months — productive months.

During this season folks are home from vacations — there is a less fluctuating business activity because most people have settled down to steady work.

So, for comparison purposes the first two months of Fall, October and November, are good yardsticks in measuring the traffic and revenue trend. We have lumped our business profile for the two months together because there are the same number of weekdays, the same number of Saturdays and Sundays in the combined two months during 1954 as there were in 1953.

The decrease of 7.72% in revenue passengers shown below is not as bad as the national average. However, it should be noted that the decline was of such size that total revenue was below that of a year ago, even though fares were increased on November 30, 1953.

Competitive conditions which cause decline in transit riding are just as prevalent in Los Angeles as in any other city. We have as many, if not more new automobile registrations, and we do not have the inclement weather, as they do in the east and midwest, which restricts private auto transportation.

In most industries competitive conditions are recognized as a challenge, a challenge to win an economic contest.

And a good contest is fun.

By entering this contest in a true competitive spirit we can help change the trend in transit riding, and thus improve our position and gain stature in the community.

As its part in this contest, management is planning a number of costly changes which it believes will make our service much more attractive to the public.

Then, if the nearly 3000 of us who are Los Angeles Transit Lines should each cause one person per month to become a regular rider, the downtrend would soon be reversed.

The real results will come when we have made the public aware of those services available, encouraged them to try our product and have kept them as customers by making their ride pleasant.

Let's get 'em aboard and make them glad they got aboard.

### OCTOBER - NOVEMBER

	1954	1953	Decrease	% Decrease
Revenue Passengers .....	25,229,445	27,341,343	2,111,898	7.72%
Total Revenue .....	\$ 4,073,863	\$ 4,152,470	\$ 78,607	1.89%
Vehicle Miles .....	5,534,400	5,681,559	147,159	2.59%

## OPERATOR OF THE YEAR

(Continued from Page 1)

2. *Courtesy in his attitude toward his job and the performance of his duties.*

In this category the opinion of his foremen, his superintendent, the dispatchers, the supervisors and the checkers play a part as do the written statements on his record.

Taken into consideration are these factors. Is he alert, always on the job? Is he sincere in his dealings? Is he careful with his turn-ins? Most certainly, too many overs and shorts, mistakes, etc. do not indicate a proper work attitude. Does he follow all rules as if he wanted to follow them — not because he's asked to? Does he follow instructions with the same spirit of cooperation?

3. *Attitude in every day contact with his fellow workers.*

In this category members of the judging committee will check to note if he treats all others as he would be treated.

Does he hit his time points on time, or does he run sharp to overload his follower? Is he always willing to help another employee? Is he friendly with all regardless of color, race or creed? Does he pause to let some operator running late pull ahead? Does he act at all times as though he loves being part of a team?

Does he operate courteously, giving the right-of-way to other drivers on the street? Does he operate cautiously? Yes, his safety record will be considered.

### IT COULD BE YOU

The screening in the "Operator of the Year" Award contest is being done by committees. The first committee studied the operators' records, checked their year's activities, their safety and work records, their courtesy and complaint files. This committee then submitted for a further screening a number of men and women from each division. Next came the task of interviewing and watching the actions and habits of these. Another vote and another and another and finally from the finest group of operators in the nation some 38 were chosen as finalists.

Now another committee has taken over. They, too, will study and compare and finally come up with one person who will become a symbol:

The "Operator of the Year."

Perhaps it's you.

And, if it isn't, perhaps it can be you in 1955.

It's up to you.

**CHARACTER TEST:** Rubbing elbows with a man will reveal things about him you never before realized. The same thing is true of rubbing fenders.



## SNOWMAN COACH CONTINUES TRADITION

The tradition of having a brightly colored coach traveling our lines during the Holiday Season began several years ago with the Candy Cane busses and cars. Santa Monica Municipal Lines this Season painted a Candy Cane vehicle and the above picture shows the L.A.T.L. "Snowman" bus which added a touch of color and tradition to the Holiday Season. The bus was painted in cooperation with the Wilshire Miracle Mile Association.

## INVENTORS COLLECT

(Continued from Page 1)

the front of the car from which toggle fingers or switches protrude. The operator pushes one of these to ring the gong or open the doors.) Four bolts placed in an awkward position sometimes meant 30 minutes in time to replace the panel until Ernest W. Busby of Department 64 got a bright idea.

"Why don't you," he asked in his suggestion, "weld the bolts into position, then slip the panel over them, screw on the nuts and, presto, the job is done?"

Simple, isn't it?

But it won for Ernest a \$25 Bond.

### ONLY ONE GADGET

This month only one gadget idea was accepted. This tool is to be used for installing the oil seals on the P.C.C. car axle assembly.

Thomas W. Lambert, of Department 69, noted that oil seals put on loose before the housing was slipped into place often were not plumb and a leakage developed. He suggested a gadget which slips over the axle and presses the oil seal into place before the assembled housing is put on.

This too, is a simple idea which proves that one doesn't actually have to build a better mousetrap to have the world beating a path to his door. Just put on another gadget to make it snap a little faster. The man who added another slot to the common screw or the person who crinkled one leg of a hair pin to make a bobby pin did all right.

Now, faith is the substance of things hoped for, the evidence of things not seen.—Hebrew 11:1.

## TURKEY SHOOTS SUCCESSFUL

The L.A.T.L. Rifle Club has held two Turkey Shoots recently for members and employees which have been very successful. In fact, the attendance at the Thanksgiving Shoot taxed the facilities to the utmost. Many families enjoyed a turkey dinner which was provided by the head of the house in much the same manner as in the days of the Pilgrims. The only difference being that years ago the provider fought Indians on the way to the hunting grounds whereas today he fought traffic to reach the range.

Most popular was the running deer target and some of the seasoned deer-stalkers had a fine opportunity to display their prowess. However, it must be said that not too many hits were made on the deer, which really travels. The luck shoots were very popular and inexperienced shooters collected the bounty on some of these. All in all, everyone had a great time. The hot dogs and cold drinks were very good and the committees in charge of the shoots deserve a big hand. Some of these fellows do a lot of hard work in the preparation and running of the shoots, and it would not be possible to hold them without their efforts.

No more open events are planned until our Easter Ham Shoot, but the range is open to all members every day in the week so if you are interested in shooters or shooting, why don't you join our very fine Club.

**THERE'S A DIFFERENCE**—If you'd enjoy life . . . And not find it a grind . . . Keep your mind on your work . . . Not your work on your mind.

## SAFETY REPORT

Analysis has just been completed of our operation for November 1954 as compared with November 1953, showing that traffic and passenger accidents were reduced by 9.1%. Our employee injury frequency rate, which is based on the number of lost time accidents per million hours worked, shows a reduction of 30.7%. The number of employee injuries shows a decrease of 34%, and a 53% decrease in the number of days lost. The latter figures cover the first eleven months of 1954 as compared to the same period of 1953.

During the year of 1955, approximately sixty of our operating employees will have earned a ten-year safety award. The period of this ten years is from January 1, 1945 to January 1, 1955. In earning their ten-year award, they will become first members of our LATL 250,000 Safe Mile Club.

During the year of 1954, these sixty employees collectively have travelled approximately 1,500,000 miles. On the basis of 186,000 miles, which is the approximate distance from the earth to the moon, it would mean that these employees have made a total of eight trips. On the basis of estimating that it is 25,000 miles around the earth, these same employees have completed a total of sixty trips, and during the sixty trips around the earth, they have safely transported some 7,500,000 passengers. That's a heap of mileage and a lot of people.

To illustrate the accomplishments of these same sixty employees during the ten-year period for January 1, 1945 to January 1, 1955, they have travelled some 15,000,000 miles. This mileage would represent eighty trips to the moon or six hundred trips around the earth, and they would have safely transported some 75,000,000 passengers. This is indeed an outstanding example of defensive operation.

During the month of December, while accidents in the city as a whole have been showing an increase, our operators have been weathering fog and traffic and have established an outstanding safety record. Such operation is the finest Christmas present that could be given any city, and we would like to thank these employees for their outstanding work in helping to stamp out "Old Man Accident".

**OWNERSHIP** of the Community Traction Co. (Toledo) "has been transferred to a non-profit foundation established by Cities Service Co. for educational and charitable purposes," reports Passenger Transport.



## HONORED ON S. D. DAY

We are most happy with the record established by our operators for S. D. day, December 15, 1954. Only sixteen minor incidents were reported for the day's operation.

The Inglewood Police Department on that day issued the following special citation to a Los Angeles Transit Lines operator. These citations are only issued for very special occasions.

"Gentlemen:

In connection with President Eisenhower's S-D Day, December 15, 1954, this Department issued courtesy awards to drivers and pedestrians observed doing an outstanding courteous act beyond that which is actually required by law.

On said date I observed Leon H. Bates, 5463 Seventh Avenue, Los Angeles, Cap No. 2553, operating Los Angeles Transit Lines Street Car No. 1420, southbound on Market Street in our city, stop his loaded car to yield the right-of-way to pedestrians — in a very courteous manner. At the time that he yielded the right-of-way it may have been possible for him to proceed without performing such a courteous act; however, he did not proceed ahead of the pedestrians and his action won him a courteous driving award.

I am sure employees of this caliber are many in your organization; however I would like to take this opportunity to commend Mr. Bates for his outstanding courtesy.

Displayed on the uniform of Mr. Bates is his emblem indicating 175,000 safe-driving miles to his credit. I am sure that this record will continue.

Please be assured that it has been a pleasure, as well as most gratifying to me, to write this letter to you.

Very sincerely yours,  
C. C. CUPP, Chief of Police  
(sgd) W. J. Kennedy  
Captain  
Traffic Bureau"

REMOTE CONTROL by radio of traffic lights will be put into operation in Chicago. The advantage of radio control is that installation will cost far less than a system of central control by cable, according to traffic engineers. Eventually radio control may be extended to 450 intersections. The initial radio installation will cost \$40,000. Planned during the past two years, the radio control will operate on an FM band of 27.255 megacycles and has been cleared by the Federal Communication Commission.

A wife should be understanding when her husband flirts with the waitress. He may be playing for big steaks.

## Transit — World-Wide

In colorful Mexico City, the natives have a name for everything—including their transit vehicles. The 41 new, bright green street cars are "clorofilos." Buses bear such names as "Dreams of Yesterday's Love"—and, with wild drivers, it is not unusual for "Forget Me Not" to bump "My Other Little Sweetheart"—with the riders wagering as to how many such brushes with other vehicles will occur during the trip.

★ ★ ★

Some 70,000,000 people drive motor vehicles in the United States. California has more of these drivers than any other state—6,127,287.

★ ★ ★

A \$10,250 appropriation, to complete conversion of San Francisco's streamlined streetcars to one-man operation, was voted last month by the Public Utilities Commission. The 15 additional streamliners to be switched over, soon after January 1, will be used on the L and N lines.

★ ★ ★

A traffic judge had before him two drunken drivers who had been involved in an accident. He said:

"I wish to commend you two for running into each other instead of some innocent person. If this sort of thing can be encouraged, I think we may have hit upon the solution of a serious problem."

★ ★ ★

Bids are being invited by the Directorate General of Passenger Transport Service, Baghdad, Iraq, for the supply of 100 diesel engine buses.

★ ★ ★

Formal ceremonies last month in New York opened the extension of the IND subway to Coney Island.

★ ★ ★

Canada's school bus industry has shown remarkable growth in the past six years. More than 8,000 school buses are now operating from coast to coast. In 1948 there were only 4,000 school buses operated.

★ ★ ★

Cold, hard economy won a victory over sentiment as San Francisco's voters flatly turned down a proposal to restore the city's clanging cable cars to their former glory. The final returns showed the measure was voted down 128,482 to 78,466. Still in effect is the proposition passed by the voters last June to spend \$1,000,000 to refurbish and modernize the remaining half of the system.

## BUSES TO TOURNAMENT

Some 90 L.A.T.L. buses, with drivers, were leased by the Tanner Gray Lines to help handle the crowds which converged upon Pasadena New Year's Day. For the past five years we have contracted equipment for this event and it is pleasing to note that each year the popularity of this transportation service increases.

We are informed that there were one-third more people who used buses to the Parade and the Rose Bowl game this year than in 1954.

Our own charter service to professional and college games also increased during 1954 by some 30 buses and we are hoping this service develops to a greater degree in the future.

## DIVISION EIGHT CHANGED TO SIX

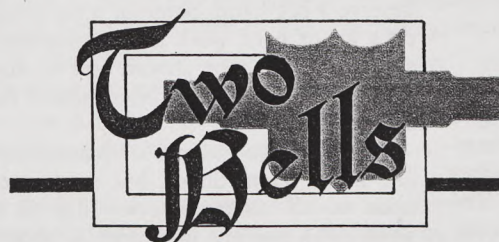
The year end saw Division Eight renamed Division Six. Phone numbers were changed, for Operating 338 to 336 and Mechanical from 398 to 396.

Originally Los Angeles Transit Lines boasted eight divisions. Recently, Rail Division Five and Coach Division Six were combined into one operating unit. Division Seven had been eliminated for some time so the change was a natural procedure. Printed forms and stationery will be changed when present supplies are used.

Pat: "I hear the police scolded Mike and his wife for not reporting that burglary sooner."

Dennis: "Yes, couldn't they tell the house had been ransacked?"

Pat: "Oh, Mike's wife said she noticed the dresser drawers pulled out and the contents strewn all over but she thought Mike had been looking for a pair of socks."



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