

# Two Bells

## THE TRANSIT STORY

PUBLISHED MONTHLY  
FOR THE EMPLOYEES  
OF THE  
LOS ANGELES TRANSIT LINES

JULY, 1954

### DEPARTMENT 62 "SAFETY IN NUMBERS"

People have always held this to be true, but suppose the phrase is turned around and "numbers in safety" is considered in a particular space of Time, Location, and Workers.

We will check the records of Department 62-L.A.T.L. These records are set up on a chart to show what happens to each man, each year, also how his record differs from the preceding year or years. They give all First Aid, Medical and Lost Time information, about each worker, and are posted on Bulletin Boards when the year ends so that the employee interested may check his record and see what progress if any he has made in regard to his personal safety. Also, a book record is kept of the details of each separate case of injury, giving all information relative to it, such as who was hurt, description of injury, who gave aid or treatment, whether time was lost, and what amount, also date of release for duty if any. In this Section of South Park Shops we have a group of Crafts involved such as Car Structural Workers, Sheet Metal Work, Wood Mill, Arc Weld, Spot, Acetylene, Weld, Upholstery, Trimming, Glazing, Pattern-making, Janitorial, and each craft has some degree of hazard, and all use Mechanical Tools, air or electrical powered.

### LEGION AWARDS

For nearly eighteen years the Los Angeles Transit Lines Post #541 of the American Legion have been presenting achievement awards to the most outstanding students at Berendo Junior High School. Friday, June 1, marked the thirty-fifth semi-annual award.

High tribute was paid to the Legion by school representatives for this activity which has become a tradition. Receiving congratulations were Leo L. Leasman, Adjutant, and Mrs. Leasman, who have spearheaded the program since its inception.

Leo Leasman is a retired Los Angeles Transit Lines employee.

We find it interesting to look into these records, and see what has happened (from the standpoint of Safety), to this group of workers, over a period of 7 years, ending December 31, 1953. This group is stabilized at 40 men who are all at this time, working at their regular jobs. The total loss of time for 7 years is 1,057¼ hours. Breaking this down, we find 19 of these workers did not have any accident involving Medical Aid during this period, approximately 48% of the 40. — Twelve (12) workers had to have medical treatment but had no loss of time. Nine (9) workers had to have Medical Treatment and lost a total of 1,057¼ hours. Breaking down this last item, we find 8 workers lost 105¼ hours, approximately 13⅞ hours each. One (1) worker lost 952 hours. Thus, one worker unfortunately lost 9 times the total loss of the other 8 Lost Time Cases. This one was bad for the record, but we can be proud of the rest.

### FOR V LINE

The Electrical Department's work in connection with the conversion of the "V" Line from H-4 to P.C.C. car operation is nearing completion. This comprises the installation of overhead facilities, trolley wire, poles, span wire, etc. for wye operation at Monroe and New Hampshire Streets and a loop in Vernon Yards with a siding. Also, overhead facilities for two curves at 48th Street private right-of-way and Vermont and one at Vernon and Vermont. This also includes the installation of electrical switches at the following locations: Gramercy private right-of-way crossover south of Third Street; two at 48th and Vermont; Vernon and Hoover; Pacific Blvd. at Vernon Yards and siding in Vernon Yards Loop. We will remove three electric switches, one at Third and Gramercy, one at Vernon and Santa Fe, and one at Pacific and Leonis Boulevards.

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### BACK YARD BLUES

Suppose you had a back yard approximately 30 miles long by 40 ft. deep which was adjacent to a major boulevard and suppose further that you had to keep it clean. Weeds grow very prolifically, in this yard, and passing motorists shower it with beer cans, whiskey bottles, defunct household pets, yard clippings, and other assorted rubbish.

This of course, is a problem which does not confront any individual in the company, but is a company problem. Way & Structures Department is responsible for this yard which is actually our private Rights of Way in various parts of the City.

Weed control by liquid sprays and powders is practised but is not 100 per cent effective in control. There are many different types of weeds some of which are not killed by this spray but are merely retarded in growth and flourish again after rains. It is also very difficult to

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### A LETTER OF THANKS

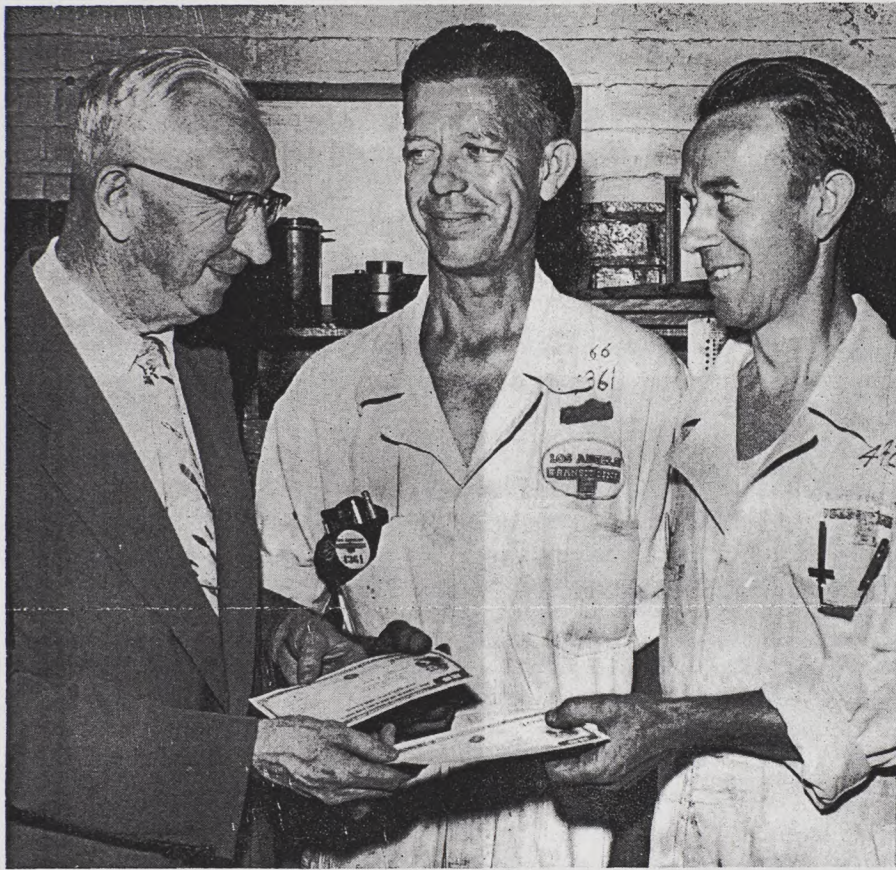
July 8, 1954

Los Angeles Transit Lines  
Gentlemen:

The members of our Chapter wish to join me in extending sincere appreciation to the employees of the Los Angeles Transit Lines for their most generous contribution of \$50.00 made through their TEGO Federation Plan. We understand that TEGO Federation Plan is jointly sponsored by the Los Angeles Transit Lines and the Transportation Union, Division 1277.

We would like to express our gratitude to everyone concerned, for their assistance in the fight against arthritis and rheumatism and for their loyalty to our Foundation.

Most sincerely,  
/s/ DEEB E. PETER  
Deeb E. Peter  
Campaign Chairman



### SUGGESTION BOX PAYS OFF

First lucky winners of \$25.00 U. S. Savings Bonds for ideas accepted by management upon recommendation of the Suggestion Box Committee are pictured above. Superintendent of Railway Equipment J. T. Watts gives bonds to Paul T. Jenson and Eugene M. Lendy in the top photo and Superintendent of Automotive Equipment George H. Powell gives a bond to William D. Jones. Ideas that save time and money will be promptly rewarded, so if you are eligible and have an idea, drop it in the box.

## RUST — THE WANTON DESTROYER

Street cars built of steel are the victims of the ever-working destroyer, Rust. Moisture from air and water causes that damage unless some procedure of rust prevention is followed.

Step wells on streamliners become corroded to such an extent that extensive repairs must be made, and in some cases rebuilding the steps is necessary. Where there is extensive damage the entire step assembly is cut away and replaced. The Body Men, Sheet Metal Men and Welders all contribute their efforts. As the work progresses, parts that show only slight rust corrosion are treated with Oakite 33, a rust preventative, and where parts are doubled together, Lubriplate and Prestite Sealer are coated in between. These parts are then welded together to form solid construction, then painted with Rustoleum paint to prevent deterioration.

It was discovered that floor cement contained an acid which was active in encouraging rust. Now we use a rubberized step plate, set in sealer, with all joints in the step plate sealed with Permagum. This provides a good wearing step that will drive Old Man Rust out of the picture.

“The best place to look for a helping hand is at the end of your arm.”

“The bonds of matrimony aren’t worth much unless interest is kept up.”

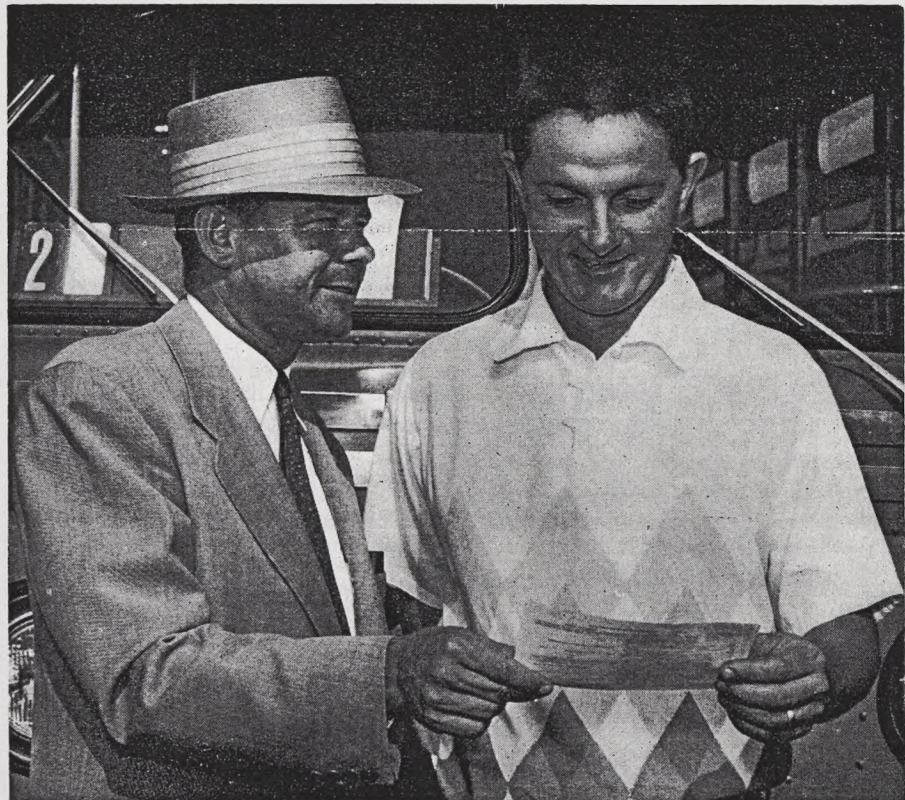
## FOR V LINE

(Continued from Page 1)

After conversion is made, we will then remove the overhead facilities on Larchmont Boulevard from Melrose to Third Street and the street car trolley wire only on Third Street from Larchmont Boulevard to Wilton Place; also the positive and negative feeders on Melrose from Western to Larchmont.

Before this work can be done, it will be necessary to install positive and negative feeders on Western Avenue from Melrose to Third Street to replace the feeders that we will remove from Larchmont and Melrose. This is necessary for supplying energy from our Melrose Substation for the No. 3 Trolley Coach Line on West Third Street. Then, in this order, we will proceed to remove the overhead facilities on Leonis Blvd. from Pacific Blvd. to Downey Avenue, and then the overhead on Santa Fe Avenue from Vernon to Slauson.

“One of the main troubles with this world is that there are too many fellows always ready to reach for the stool when there is a piano to be moved.”



## YOUR SOCIAL SECURITY CARD

There is a statistical heart and pulse of the business in the main office, here facts and figures, the results of employee efforts, yours included, are translated into statistics showing profit or loss. Possibly it has never occurred to you that in the main office are also facts and figures and reports that vitally concern you and your family. Among them are the reports of your wages which are forwarded at the end of each calendar quarter to the Social Security Administration's central record office in Baltimore through the Bureau of Internal Revenue.

These quarterly reports of wages filed by your employer, along with his share and your share of the social security tax, are very important to you and to your family because they are the basis of your wage record on which future benefits for you and your family will be based. The Los Angeles Transit Lines, in making quarterly reports and contributing the company's share of the social security tax for all employees, is cooperating with the Social Security Administration to establish and protect your rights to social security benefits.

What are *you* doing to protect your rights? Do you know where your social security card is — your key to benefits for you and your family? In the event of your death, would your family know where to find it? Having your social security card available at the time of filing an application for benefits means a more orderly handling of the claim and a more prompt payment of benefits.

Since the amount of benefits payable on your wage record is based on your reported earnings, you owe it to yourself and to your family to check your social security wage record against your personal records to make sure all your covered wages have been properly credited to you. On request, your social security field office will provide you with a post card form which you can use to get a record of all the wages posted to your account and will also be glad to review and discuss this record with you and help make any necessary adjustments. It is also a good idea to compare the social security number shown on your annual W-2 form, issued by the pay office, with your number shown on your social security account-number card. If there is any discrepancy, immediate steps should be taken for correction by contacting the Personnel Department immediately.

Your Social Security card can mean thousands of dollars for you and your family — take care of it and use it properly.

## ELECTROLYSIS

Electrolysis causes damage to the substructure, such as water pipes, gas pipes, lead covered cables and conduit which are under the pavement and in the vicinity of the rails. This electrolysis is caused by stray currents leaving the rail and entering the earth, then entering a lead covered cable, water pipe or gas pipe, etc. and traveling through this medium back to a point near the substation where it will leave this metallic substructure and blow back into the earth, then back to the base of the rail. Disintegration of the base of the rail occurs where the current leaves the rail and flows into the earth and disintegration also occurs where the current leaves the substructure, such as lead covered cable, water pipes, etc. and enters the earth.

The amount of metal which will be eaten away is the function of the current and time. One ampere flowing continuously for a year will dissolve 13 to 20 pounds of iron or 75 pounds of lead at the point where the current leaves the metal.

It is very important for the street railway operators to maintain good track joints to avoid the destructive action of the stray currents. In order to minimize the destructive results of electrolysis, we test all rail bonds at joints at least every two years, and any bad joints found at this time are immediately repaired.

Since the rail is the return for all of the current, it is quite apparent that if the rail bonds at the joints are broken in all four rails, all of this current then would go into the substructure, causing considerable damage to both the base of the rail and substructure installations.

Sometime ago, the Railway was named in a lawsuit for damages to buildings and substructure caused by stray currents. A large pipe was installed carrying highly inflammable gases used in the manufacture of artificial rubber, and, after being in the ground for a period of a few months, the pipe developed leaks and the gas escaped, then became ignited and caused considerable damage by fire to an adjacent building.

Unpainted trains made of aluminum are getting a tryout in London's subways. A transport executive says major savings to taxpayers can be made through elimination of repainting costs, easier cleaning and reduction of the power required to pull the lighter baremetalled stock. The first train of eight unpainted cars went into service on London's highly traveled District Line last month.

## GOOD MAINTENANCE PREVENTS DAMAGE

The Los Angeles Transit Lines' fifteen substations are fed by a network of approximately forty-three miles of 16,500 volt transmission lines. Power is purchased from the Southern California Edison Company. There are ten metering, or feed points, to our high voltage network.

High-line insulators, pole top switches and other equipment are cleaned and maintained on a regular schedule. Due to the thorough manner in which the Heavy Gang in the Line Department clean and maintain these lines, we have very few power failures due to high line fires and short circuits.

The most vulnerable time for high line fires and breakdowns is during the first rain of the season, due to accumulation of dirt on the insulators during the summer months. When these are properly cleaned, we have very little trouble. This season the first rain storm caused no line failures on our high-voltage system.

## Drinking Drivers Note

Here for the information of all truck owners, drivers, dock workers and other employees, who *must have a drink* is a valuable tip. This simple plan is one by which you can get drunk, any time you have the price and at the same time get rich. It requires co-operation of your wife, sister or other person in your own home with whom you can establish a partnership. Credit for the scheme is due Lew York, author of an article on the "Antics of Tippy Drivers," in June issue—*HIGHWAY PATROLMAN*. The plan—

*"If you cannot absolutely refrain from drinking, start a saloon in your own home. Be the only customer and you will not have to buy a license. Give your wife \$12 to buy a gallon of whiskey. There are 128 snorts in a gallon. Buy all your drinks from your wife at 40 cents a snort and in four days when the gallon is gone, your wife will have \$39.20 to put in the bank and will have \$12 to start up in business again. If you live ten years and continue to buy all your drinks from your wife, and then die from the snakes, or get killed, or kill someone else while driving drunk and go to prison, your wife will have \$37,750.40 on deposit, enough to bury you respectably, or if you go to prison, to bring up your children, buy a house and lot, divorce you, marry a decent man and forget she ever knew you."*

A small town is one where there is no such thing as a rich policeman.—Sig Fox.

## ARITHMETIC LESSON

The worst automobile accident toll in the nation's history—more than two million casualties—was recorded in 1953, according to figures recently released.

Traffic deaths totaled 38,500, an increase of 900 over 1952. The injury count reached 2,140,000 compared to 2,090,000 for the previous year.

Excessive speed was the most dangerous driving mistake in 1953. Speed killed 13,870 persons and injured more than 600,000. Drivers under 25 years of age were involved in almost 25 per cent of the year's fatal accidents although they constitute only about 15 per cent of the total of all drivers.

Week end crashes accounted for 15,800 killed and 800,000 hurt during 1953. Forty-one per cent of the deaths and 36 per cent of the injuries occurred on Saturdays and Sundays last year.

The pedestrian record reflected the third consecutive year of improvement. Figures show pedestrian casualties reduced by 50 to 8,600. Crossing between intersections, "jay walking," still is the chief cause of pedestrian deaths and injuries.

Three out of four 1953 auto accidents happened to passenger cars driving in clear weather on dry roads.

Sixty-eight per cent of vehicles involved in fatal accidents were traveling straight ahead.

Saturday was the most dangerous day of the week to drive.

1953 was the fourth consecutive year of increase in the death toll.

Right now we who drive or walk are compiling statistics for 1954. Let's play it safe. Let's not add anything to the column of casualties.

## IN A LIGHTER VEIN . . .

Matrimony: One state that permits a woman to work 18 hours a day . . . American Machinist.

Worrying is like a merry-go-round. It takes you around and around, but leaves you just exactly where you started . . . Christian Science Monitor.

A school boy was making a speech about the national debt. "It is too bad that future generations cannot be here at this time to see the magnificent things we are doing with their money." . . . La Petite Gironde (Quote translation).

Teacher: "Who was Anne Boleyn?"

Bob: "Anne Boleyn was a flat iron."

Teacher: "Whatever gave you that idea?"

"Well, this history book says that Henryr, having rid himself of Catherine, pressed his suit with Anne Boleyn."

## BACKYARD BLUES

(Continued from Page 1)

apply the spray to all of the area at the proper time due to limited capacity of the spray rig. However, a great deal of manpower formerly used to cut weeds by hand is saved through this method. New sprays which are more effective are being developed and tests with some of these have proven satisfactory. Generally speaking, there are two types of weed sprays, killers and soil sterilizers. The former are much cheaper but simply kill existing growth, but do not affect roots or subsequent growth. The sterilizers are much more effective but are expensive and must be applied at the proper time which is just before the rainy season. Surface water carries the sterilizing agent into the soil and the roots of the plant and dormant seeds are killed.

Considerable research is in progress by some of the large chemical concerns, such as duPont for development of improved sterilizers which will control all types of weed growth and we can expect more efficient material in the future.

We have not developed any mechanical means for clearing rubbish from the rights of way and this is done by hand. It is not unusual to remove a large dump truck load of debris from a single city block in some areas. Passing motorists are responsible for lots of the litter, a large portion of which is beer cans. Workmen in this department could probably give an accurate account of the most popular brand of beer sold in Los Angeles after a clean up tour of our system. Perhaps we could persuade the leading brewery to defray some of our costs for advertising rights which would prove their product best by test. This would help, because clean up costs for the entire system over a years period are considerable, so the next time your neighbor asks why the fares have to be raised, tell him this is one of the many reasons.

## Trolley Coach Operators Set Safety Record

Division One, (Home of the World's Safest Trolley Coach Drivers) set a low accident record during the month of May, 1954, with a total of 23 traffic accidents, an average of 10.46 accidents per 100,000 miles. Previous low record of 13.15 accidents per 100,000 miles was in July of 1952. Both passenger and traffic accidents were 50% lower than in May of last year.

### Store Provides Free Rides

Wolf & Dessauer, largest department store in Fort Wayne, was host to all downtown-bound passengers of Fort Wayne Transit, Inc., between 9 and 11 A.M. recently in connection with a storewide sales event.

—Passenger Transport

"A smile is a curve that sets many things straight."

*Remote from jumpy jives and be-bops,  
How fortunate was old King Cheops;  
From television ,too, aloof —  
He surely was a lucky goof;  
But, best of all, he was afar  
From finding space to park his car!*

In India, irate street-car riders, angered by a fare increase, took over the British-owned Calcutta Tramways last month and forced free rides to all. The police watched helplessly.

The horse car may come back, if the prediction of Sir Charles Galton Darwin, grandson of Evolutionist Charles Darwin, comes true. He says, in his book *The Next Million Years*, that if we use up all our coal and oil, and find no easy way to generate vast quantities of power, we may go back to Old Dobbin.



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