



THE TRANSIT STORY

PUBLISHED MONTHLY
FOR THE EMPLOYEES
OF THE
LOS ANGELES TRANSIT LINES

JUNE, 1954

THREE AWARDS IN SUGGESTION PLAN

A twenty-five dollar U. S. Savings Bond will go to each of three members of the non-operating departments for suggestions accepted at the first meeting of the Suggestion Plan Committee which was held Monday, June 14.

The winning suggestions were:

Number 116, from Department 76, suggested a change in the design of one particular type of coach which will result in facilitating the removal of certain units for repairs. This change will produce a considerable time saving on each occasion that it is necessary to remove the unit involved.

Number 535, from Department 66, was related to the magnetic valve of the KM engines of the P.C.C. cars. This was a very good suggestion and was well explained by the suggestor.

Number 541, from Department 66, concerned a design for a special tool.

This is a very good idea for a time-saving device and was nicely illustrated.

Congratulations are in order for the first award winners, who are being notified to make themselves known to the their department heads, since suggestions are identified only by the suggestion number and the winners must present their identification stubs.

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HEYDAY FOR SIDEWALK SUPERS

Down on Hill Street the sidewalk superintendents, those people who always seem to have a moment to pause and watch others work, are having a heyday. For it's not every day that a major thoroughfare in the heart of a big city is dug up, filled and paved while traffic fights its way around compressors, dump trucks and cement mixers.

But the face lifting of Hill Street is no field day for us, even though the con-

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NOT FOR SALE

If you have the wherewithal you can buy most anything—the greatest of paintings, the most beautiful castle, the finest clothes, the fanciest automobile, the tastiest dishes or the world's largest jewels, but you can't buy the weather to suit your convenience, long life if fate has decreed your time to be short, or seniority in your job.

Seniority is purchased with time—your time. It has been said that seniority is like a fine wine;—the older it gets the sweeter it becomes.

This business of transporting people may have some drawbacks. The hours we sometimes work make it difficult, for we must carry the earliest worker—the milkman, to his job in the wee hours of the morning and deliver the stagehand home in the early hours of the next morning. In the "in between" we carry the doctor, the lawyer, the shopper and all the people who move about the city on public transit.

However, the transit industry does offer year round work and security. The

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NEW "V" LINE TERMINALS

With the conversion of the "V" rail line to P.C.C. (streamline) type cars, the existing wye turnback facilities at Vernon will be inadequate. A new design has been made and undoubtedly the new loop will be the best on the system. With plenty of space available, it was possible to lengthen the curve radii, and to provide a long passing track which will enable any turnback cars from the "J" line to enter and leave the loop while "V" line cars are standing in the terminal. A spur track also has been provided, so that any dead cars pushed into the loop will not interfere with the normal operation. All switches are electrified, including the one in the private right of way outside the Yard.

The terminal facilities at the north end of the "V" line are also being revised, and a wye turnback is to be constructed. This wye will be installed in the inter-

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THERE'S RAPID TRANSIT IN OUR FUTURE

Future plans of major transit companies in the Los Angeles urban area were outlined to members of the Los Angeles County Board of Supervisors, members of the Citizens' Committee on Traffic and Transportation and Directors of the Los Angeles Chamber of Commerce by Vice-President Stanley M. Lanham at three recent meetings.

The presentations, made with the aid of maps and charts illustrating the nature of the transit problem, were designed to call attention to the unusual aspects of the local transit picture and to recommend a fast, flexible, economical type of transit service well suited to meet these conditions.

Lanham pointed out that Los Angeles has the largest area of any city in the nation, 458 square miles, and that the entire Metropolitan area, including sub-

urbs, covers 1450 square miles. Population density, 4350 to the square mile, is the lowest of the 10 largest cities, comparing, for example, to New York's 24,900. Decentralization is nearly complete and includes not only residential areas, but manufacturing and retail business, schools, theatres, libraries, even the courts and other branches of government. In this vast, highly decentralized area, there is one automobile for every 2.4 people, or more than one per family.

All of these factors combine to produce a helter-skelter type of movement. People do not come from the suburbs into a central area in the morning and return to outlying residential areas in the evening in one huge stream, as they do in some of the old, centralized cities. Places of employment are scattered as widely as resi-

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OFFICERS INSTALLED

Here are the new officers to serve for the coming year in the Los Angeles Transit Lines' Women's Club. The photograph was taken at the installation luncheon at their Division Three club rooms. From left to right they are: Mesdames C. Gutknecht, President, E. Mitchell, Recording Secretary, Velma Thomas, First Vice President, A. C. Stover, Financial Secretary, J. C. Berrell, Correspondence Secretary, Margaret Mackay, Treasurer, E. K. Urban, Julia Moots, Third Vice President, C. DeGuire, Second Vice President, L. Ashworth, Hospitality Chairman, C. G. Ficklin, Welfare Chairman, and O. C. Schmokel, Personal Interest.

SAFETY IN MAINTENANCE

Employees in all mechanical and maintenance departments are commended for their cooperation with the supervisors and the safety department in the reduction of the number of occupational lost-time injuries.

| Lost Time Injuries Year to Date | Days Lost Year to Date |
|------------------------------------|---------------------------|
| 1954—13 | 1954—61 |
| 1953—17 | 1953—196 |
| 23.5% Decrease | 68.9% Decrease |

Good housekeeping plays an important role in fire prevention as well as in the reduction of employee injuries.

Use of safety goggles and face shields together with the prompt application of First Aid has been encouraged by means of posters, bulletins and the excellent team work of an active safety committee composed of men from each department. Inspection tour reports, exchange of ideas, motion pictures and good speakers on safety are featured at the regular meetings of the committee. Our accident prevention program is aimed at the elimination of those unsafe acts which can result in serious injuries and financial hardships.

To stimulate interest in safety posters at the divisions, garage and shop departments, names of employees are once again being drawn each Monday. These employees are contacted by the Safety Supervisor as he makes his rounds with new posters. If the employee chosen can describe the previous week's poster he is presented with a handsome mechanical pencil.

It is well to remember that in life as in baseball it is the number of times you reach home SAFELY that counts!

RAPID TRANSIT

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dences, with the result that streams of travel flow in many different directions.

Because of a popular preference for one family residences with gardens, patios, barbecues and all of the familiar features of Southern California outdoor type living, and because defense authorities are encouraging further decentralization of industry, Lanham said the high capacity, fixed rail type of rapid transit, either overhead or underground, cannot meet the travel needs of the people of this community.

The future, he said, will see an accelerated trend toward the motor coach, which is fast, flexible, economical to operate and can make full use of the new freeways, which are planned to serve the entire area.

Lanham declared that the single 46-mile line of monorail, which proponents have stated will cost \$165,000,000 plus cost of acquiring rights-of-way and payments of damages to adjoining property, is exactly the opposite of the type of transit system this community needs and can support.

He asked for an understanding of these realities upon the part of civic leaders interested in providing the community with adequate transit services, and for cooperation in establishing a network of express, limited stop express and local bus lines which alone can meet the unique requirements of the area.

Housewife: "Why should a big, strong man like you be out begging?"

Hobo: "Well, lady, it's the only profession I know in which a gentleman can address a beautiful woman like you without an introduction."

NOT FOR SALE

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security is somewhat guaranteed by the seniority system which is a common procedure with railroads, transit companies and allied industries the world over.

The value of seniority cannot be fixed but when you consider the fact that C. J. Pedersen, number One man on operator's master seniority list has his pick of some 1400 work assignments, you'll agree that it's a pretty valuable thing.

What did Pedersen's seniority cost him?

Forty-two years of continued service to the public of Los Angeles.

The value of seniority really becomes evident at "system shake-up" time when each operator buys with his seniority the work run and division he will work. At this time the master seniority list is posted and operators gather at Division Two and pick their division when their name is called. This master list is contained in a book in the Personnel Department and the names of all operating personnel who were working in 1946 and those employed since are listed there.

Prior to 1946 there were two lists; one for rail and the other for motor coach operators. These lists were blended into one master list at that time and operators were allowed to bid for whatever work they wished, providing they could qualify for the assignment.

System shakeups quite often bring new faces to various divisions. Some operators choose different work assignments to broaden their knowledge of the transit business. Others like to follow lines. For instance, the new "V" Line may appeal to those with lots of seniority because it operates exclusively in the inner-zone, and the "V" Line will headquarter at Division Four, which means that there may be new faces at 12th and Sentous. Then there are many who just like to change divisions, and, of course, those low on the seniority list who must change because they have no alternative.

One person is delegated as keeper of the master seniority book and it is this person's duty to keep it up to date. The Industrial Relations Department also keeps a card index file of all employees. This file contains the personnel record of every employee from the President of the Company to the newest man on the extra board. This card index is filed alphabetically while the master seniority list is filed by date of employment.

After a shake-up the master list is broken down into division lists and each employee carries a division seniority status until another system shake-up.

His master status is closed until next system shake-up, where like a savings account, it builds for his future.

KNOW YOUR COMPANY

TROLLEY WIRE AND OVERHEAD INSPECTION

In 1930 our Company inaugurated a trolley wire and overhead inspection program, the first such program on the Pacific Coast and the second in the United States. The inspection routine is planned to cover all of the overhead based on a frequency of approximately 50,000 car passes.

The Los Angeles Transit Lines system is divided into various sections and on this basis the downtown, or most heavily traveled area, is inspected six times per year; other sections are inspected four times, two times, and the outlying sections once per year. This inspection includes observation of the trolley wire, hangers, span wires, insulators, feeder cable, feeder pins, crossarms, signs and overhead special work, including trolley coach switches.

The inspection crew also notes the alignment and grade of the trolley wire. The State law requires height of trolley wire above the street to be not less than 19 feet. We maintain the wire at a height of 19 feet 6 inches. The State law also requires a height of 22 feet 6 inches over railroad crossings. We endeavor to maintain a height of 23 feet. These railroad crossings are inspected quarterly for height.

The inspection crew makes notes as to condition of the facilities and repairs necessary. These notes are screened and job sheets made out for making the necessary replacements or repairs.

Prior to the inauguration of the periodic inspection program, we experienced approximately two trolley breaks per month on an average. This dropped to two trolley breaks per year after the program was started. The replacement costs have decreased due to the fact that facilities are not replaced until they are actually worn out.

"C" INSPECTION FOR P.C.C.'s

Watch words of our maintenance departments are "Preventive Maintenance", which means that through careful checking of parts, repairs to equipment can be made before the parts wear out, thus reducing costly road calls.

Take the streamliners, for instance. Not only do they receive a nightly check of all visible working parts but after traveling 6000 miles they receive what is known as an "A" inspection, and every 12,000 miles a "B" inspection. These are done at the Home Division.

When the vehicle has piled up 60,000 miles of operation it is scheduled for a "C" inspection. "C" can be called a complete overhaul and must be done at South Park Shops.

When the car arrives at the shops it is



WORLD TRADE BUS

Los Angeles Transit Lines cooperated with the Los Angeles Chamber of Commerce in publicizing World Trade Week. A coach was painted in various tones of blue and was operated on all lines of the system. Shown at the launching ceremonies are: Charles Deto, President, Los Angeles Chamber of Commerce; Stanley Lanham, Vice President, Los Angeles Transit Lines; Miss Mary Katherine Whitney, "Miss World Trade for 1954"; and Mrs. Tinglof, Chairman, International Affairs Committee of the Women's Division, Los Angeles Chamber of Commerce.

sent to the air equipment pit for removal of the motor generator set, door equipment, batteries and windshield wipers. At that time the seats, signs, mirrors and trimmings are also removed, and the ventilating system panels and vents are opened.

Next the car is moved to the wash tracks for complete cleaning of storage battery compartment; then to the life-guard pit for removal of lifeguard. Here the air vents are blown out. Next comes the removal of the trolley pole and the motors are disconnected from the control. Floor inspection takes place here and repairs started if necessary. All the movable sash is put in good order and the battery compartment is given coat of Dum Dum insulating material.

The car now goes to the body shop and is jacked up. Trucks are removed then taken to Truck Section where they are torn down, reconditioned and reassembled. The body is next inspected for rust, dents and looseness, and repairs are made to doors which are removed to get at control rods and bearings. Step wells sometimes must be repaired or rebuilt. Ends, sides, interior parts of the car, together with windshields and rear windows are checked. Trolley bases, hoods and roof are reconditioned. The electric and air systems are worked over. Control equipment, door operating equipment, lighting and signal equipment are made efficient. Most of these parts are removed, repaired and replaced. The car can now be placed on trucks and taken for a rail test in the shop yard.

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BENEVOLENT FUNDS

Not so long ago the officers of the Benevolent Fund at Division Three journeyed to Sixteenth Street and helped set up a similar charitable organization at Division Two.

Officers were elected and methods of collecting and disbursing moneys were set up.

The fund is a voluntary operation by the employees for the aid of other employees and their immediate families in time of great distress. In two years the fund at Three has distributed some \$1400. Funds now available amount to approximately \$1200.

The fund, like Topsy, just grew. It developed from a traditional train room custom of taking up a collection when some employee was having a rough time.

Today, a box is put up where operators, on payday, can make contributions to the fund in any amount.

Nine employees donate their time as regular Board members. Various other committees have been set up. For instance, an employee who is off sick for six days will be visited by one or more members of the Sick Visiting Committee. When word comes of a death in an employee's family, a committee dispatches flowers, and when someone is noted to be in need of financial help the members of the Investigating Committee act quickly and recommend aid.

An interesting point is that recipients of aid, with very few exceptions, pay back to the Fund the moneys donated.

STENOS HAVE RULES, TOO

Every operator is familiar with the rule book which contains correct operating procedures necessary in piloting a bus or street car, but few know that the stenographers have a rule book, too, which details the correct method of handling any situation which might come up in a division office. This volume, known as the Stenographer's Departmental Procedure Manual, is brought up to date each year, and the 1954-55 issue has just been completed and sent to all stenographers in the Transportation Department.

So complete are instructions in this manual that a newcomer, with no prior transit experience, can pick up the duties of a stenographer a-la-transit very rapidly.

THREE AWARDS

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Suggestions No. 117 and No. 506 are being held over for further study and consideration and will be brought up at the next meeting of the Suggestion Committee.

A letter has been written to each of those suggestors who did not earn an award, giving a complete explanation of the decision of the Committee.

Members of the Committee are:

C. T. Bass
L. E. Dye
G. H. Powell
W. T. Reynolds
C. A. Tengblad
L. C. Thompson
J. T. Watts

They were pleased with the large number of suggestions received which evidenced considerable thought given by each suggestor to ways and means of improving operations and increasing efficiency.

To restrict auto parking is to do nothing more than the English Common Law called for centuries ago when it declared, "The King's Highway was not intended to be used as a stable-yard."

RAPID TRANSIT FOR A CITY ON WHEELS

An attractive booklet detailing the transit problems of the Los Angeles area and suggesting a method whereby the problems can be solved and rapid transit furnished with little additional cost is now under preparation. This folder, a joint effort of Los Angeles Transit Lines Metropolitan Coach Lines and Pacific Electric Railway, is written in a humorous vein and illustrated by a noted cartoonist. It will be placed in Takeone boxes.

KNOW YOUR COMPANY

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After this test the car is shunted to the lifeguard pit for lifeguard replacement and then to the wash track for overall cleaning and on to the air pit where the motor generator set is re-installed. When painting is necessary the car is moved to the spray section in our paint shop where it is masked and sprayed.

Final touches are given the streamliner in the trimming section. Paint is touched up, decals applied, trimmings put back in place, seats, mirrors, signals, signs and lamps reset. The car is now ready to leave the shop for the inspection pit where very careful inspection takes place. Last is the road test where adjustments are made under full operation.

The P.C.C. then receives a final O.K. and returns to its Home Division.

THANKS TO TEGO

One of the charities to which we contribute through TEGO (Transit Employees Give Once) is the March of Dimes campaign. Below is a letter which speaks for itself.

Los Angeles Transit Lines Employees:
Gentlemen:

I take this opportunity to thank you for your gift of \$225.00 which has been previously acknowledged. It has been people like you, who, through the annual March of Dimes, have made possible the services reported in the enclosure.

1954 marks the beginning of the polio-vaccine field trials, and it is our fervent hope that this vaccine will eventually eliminate polio. Thank you for making this vaccine a possibility, and thank you, also, for the polio victims you are now helping.

Sincerely yours,
Eugene W. Biscailuz
Chairman
Los Angeles March of Dimes.

SIDE WALK SUPERS

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tractors, the police and all who are connected with the task do everything possible to keep traffic moving.

A ten foot concrete strip next to each curb is being placed in position from Temple to Olympic. Work progresses a block at a time. Everything shifts, back and forth, to make way for the mixers; however, everyone is taking the inconveniences in stride. The contractor, a most obliging seven-footer, the police, and yes, even the sidewalk superintendents help to move traffic or direct passengers to the temporary stops.

When the curb lanes have been completed, the scene of action shifts to the center of the street, which is also to be repaved.

That portion of the work between Eighth Street and Olympic Blvd. is being programmed separately, in order that storm drains may be constructed before the new paving is installed. Storm drain lateral connections will also be placed in Eight and Ninth Streets between Hill Street and Olive Street.

Cards were placed in all Los Angeles Transit Lines' vehicles, advising people of the face lifting job on Hill, pointing out that when finished the street will add to their riding comfort.

NEW LINE TERMINALS

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section of Monroe and New Hampshire with the westbound track on Monroe being moved northerly, and adjacent to the curb line. All northbound passengers will alight on the sidewalk. While this terminal does not provide the easy operation of the one at Vernon, it is felt that no serious difficulties will be encountered.



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