



## THE TRANSIT STORY

PUBLISHED MONTHLY  
FOR THE EMPLOYEES  
OF THE  
LOS ANGELES TRANSIT LINES

NOVEMBER, 1954

### OPERATION - RAINY WEATHER

The seasons of the year have their effect on a great number of things, such as fashion for the ladies, new model automobiles, school vacation time for the kids, and the wonderful vacation in far off lands for the entire family.

By the same token, the seasons have their effect on safety. At this time of the year it is primarily due to the shortening of the daylight hours and the rainy weather. The Maintenance Department, for some time now, has been going over the various items on company vehicles that are so essential for Safe operation during the rainy season. Now comes your part in the safety program.

Here are a few rainy day suggestions for safety. Before pulling out on your run, check your windshield wiper, lights, brakes, sand, steps, doors, etc. When driving allow plenty of following dis-

tance behind any other vehicle. A good yardstick is to allow about twice the distance during rainy weather that you would during dry weather. Reducing speed prior to arriving at bus stops not only will help the passengers to board quickly, but will avoid the possibility of damaging someone's clothing by splashing muddy water on them. In case of deep water operate under full control. If in doubt about getting through the puddle or pond, call the dispatcher for orders. When operating a street car check the switch point for sand or mud when you arrive, and check it again before starting.

The windows on your vehicle may become fogged up on the inside. Remember this impairs your vision as well as drivers of other vehicles. Wipe this off occasionally with your wiping rag. No one would go into a shooting war without first checking his gun and ammunition. Maybe we should consider rainy weather as going to battle. Always look out for public enemy No. 1, old man accident.

During rainy weather, many of your passengers will tender you a transfer that has also experienced the weather. In such cases, accept it with a smile. You will also find out that rainy weather has

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### CONSCIENCE MONEY

Once in a while letters come in to our company containing money, and the writer explains that some time in the past he failed to put the fare in the box, or rode on an invalid transfer. Sometimes these funds are totalled, interest is added and the whole amount sent in with an explanation.

Largest amount was received last year, a total of Six Hundred Dollars, sent in the form of six money orders from a gentleman now living in Arizona who felt he owed this to the company.

We recall the story of one man who sent in an amount of money stating that he wished to make restitution for non-payment of fares for three years. It seems that as a child he was small for his age and had travelled as a 5-year old until he was eight. "Even then," he wrote, "I felt that I was a party to a dishonest act."

Conscience payments fluctuate. They are quite plentiful during periods when there are many religious revivals.

### FLOWER-FIGUEROA ONE-WAY STREETS

The Harbor Freeway is now opened to 23rd Street. This will create additional traffic problems at the junction of 23rd and Figueroa until such time as the freeway reaches 43rd Street.

In the meantime Flower and Figueroa line Number 49, will operate southbound as at present, however, northbound vehicles will use Flower between 38th and 21st Streets. New stops have been posted on Flower and these will follow the stop pattern as on Figueroa.

### A GADGET IS WORTH 1000 PICTURES

It was the Greeks who had a word for it. It was Confucius who said that a picture was worth 1000 words and it was a gentleman named Wallace Linville who recently proved that meb'be a gadget was worth 1000 pictures.

Wallace Linville is consultant for the County Air Pollution District, and he brought a number of gadgets to the Transportation Club to demonstrate before a capacity crowd simple factors on smog and what causes the eye irritation.

For instance, when he discussed diesel-powered vehicles and their possible contribution to the problem of smog, he used the simple method of blowing some talcum powder from the palm of his hand. As the powder went up in "smoke" then drifted slowly to the rug, he likened it to the exhaust of a diesel. Admittedly, the diesel would have an odor far removed from Chanel No. 5 and the smoke could be seen as it left the exhaust but because the exhaust was made up of heavy particles similar to those in talcum powder it quickly settled to the ground. Only a person close to the back of the diesel bus would be affected.

He then demonstrated with the aid of a model of molecules, the fact that diesel exhaust did not contain the chemical material which, when activated by sunlight, formed into eye-irritating smog.

Linville stated that it was hydro-carbons in unburned gasoline being emitted from the exhausts of automobiles which burned gasoline that, when acted upon by sunlight and with the aid of a catalytic agent in the atmosphere, formed the irritating smog.

By use of intake and exhaust manifolds, he was able to show the evolution in design of automobile engines. With the tremendous increase in power, the present day cars emit large amounts of unburned gasoline that combine with other elements to produce smog. He stated that automobiles while cruising may only emit

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## KNOW YOUR COMPANY EMERGENCY MECHANICS

The old horse car gave way to electric propulsion many years before the horse drawn emergency wagon followed suit, for it was not until 1921 that the first emergency automotive truck went into service. The old horse drawn emergency truck had done a fine job although it did have one irritating disadvantage. The horse's hoofs would often wedge in the guard rail of the track and would have to be pried loose before the truck could proceed to an accident. The first call handled by the first emergency automotive truck entailed the task of picking up oranges that had spilled over on the tracks at Second and Central Avenue from an overturned truck.

Some of the many duties of the Emergency Mechanics in modern times have included the clearing of tracks of automobile collisions, fire equipment, fallen trees, disabled automobiles and trucks, derailment of street cars and towing street cars and busses. On occasions, they have moved steam trains.

Emergency mechanics are required to make emergency repairs on overhead, such as trolley breaks, broken spans, broken feeders, 16,500 volt high line, electric switches, terminal lights and broken poles.

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## Transit - World Wide

BALTIMORE, which has an Off-Street Parking Commission with an intended \$10,000,000 building program, is looking into the downtown traffic congestion problem with a critical eye. An editorial in the Baltimore Sun on October 11 ended with the paragraph: "There is no need to rush ahead with publicly financed off-street parking facilities. The real traffic problem has to do with expediting mass transportation and the possible curtailment in the flood of privately owned automobiles into the heart of the city. Increasing off-street parking facilities now tends to increase this flood."

"GOLDEN CHARIOT" is the name given to a new 47-passenger, deluxe suburban coach built by General Motors with operation over the expanding freeways of the nation in mind. The bus is equipped with a lavatory and provides high level visibility through large heat and glare-resistant, tinted picture windows. Floor of the bus is level and is nearly a foot higher than previous intercity models. No wheel housings or other obstructions appear at floor level. Equipped with air conditioning, air suspension springs and other improve-

## REVENUE PROFILE

The Transit industry over the nation has been experiencing a steady decline in patrons since the war years and Los Angeles is no exception. For September of 1954, as against the same 30-day period in 1953 there was a decline on all urban transit operations in the United States, of 11.31%. For cities having more than 1,000,000 population it was 9.21%.

This is the national average. The Los Angeles Transit Lines experience for the month of September is shown below, a decrease of 8.04%. This is a little better than the national picture but it is still an unpleasant picture.

In three months detailed here, July, August, and September, the decrease in vehicle miles since a year ago has been only 1.71% to 3.88%, which means that patrons today receive a more liberal standard of service.

While we do adjust miles to meet declining revenue, it will be noted from these percentages that we are now running some non-productive miles.

Two other alarming items in the report below are revenue per mile and operating expenses per mile. You will note that in spite of the fare increase last year the revenue per mile was less this year than in 1953, while the operating expenses per vehicle mile have shown an increase.

Operating expenses go up and transit riding declines.

It is incumbent upon each and every one of us, while carrying out our regular duties, that we exert every effort to retain every patron we now serve. It is also important that we try to win new customers—that we discuss transit with our neighbors and friends, pointing out the economy and safety of our service.

### REVENUE AND EXPENSES

July, August, September

	This Year 1954	Last Year 1953	Decrease	Per Cent Decrease
<b>JULY:</b>				
Revenue Passengers .....	12,334,146	13,960,589	1,626,443	11.65%
Total Revenue .....	\$ 1,998,436	\$ 2,150,743	\$ 152,307	7.08%
Vehicle Miles .....	2,824,257	2,938,252	113,995	3.88%
Operating Revenue per mile	70.78¢	73.34¢		
*Operating Expense per mile	65.43¢	64.17¢		
<b>AUGUST:</b>				
Revenue Passengers .....	12,227,496	13,385,922	1,158,426	8.65%
Total Revenue .....	\$ 1,992,293	\$ 2,055,642	\$ 63,349	3.08%
Vehicle Miles .....	2,790,258	2,839,466	49,208	1.73%
Operating Revenue per mile	71.40¢	72.41¢		
*Operating Expense per mile	65.94¢	64.05¢		
<b>SEPTEMBER:</b>				
Revenue Passengers .....	12,313,551	13,390,047	1,076,496	8.04%
Total Revenue .....	\$ 1,984,697	\$ 2,041,584	\$ 56,887	2.79%
Vehicle Miles .....	2,706,896	2,779,344	72,448	2.61%
Operating Revenue per mile	73.32¢	73.48¢		
*Operating Expense per mile	66.61¢	64.95¢		

\*Does not include interest and income taxes.

ments, the bus is finished in new fabrics and trim. Exterior finish is a bright metal permanently impregnated with new gold tone which is infused in the final surface-hardening process.

YOUNGSTOWN — A possibility that the Youngstown Municipal Railway Co. will inaugurate a zone fare system for riders in neighboring Struthers and Campbell was suggested by E. L. Tennyson, city traction commissioner in commenting recently on ways of improving economic conditions for the company and benefiting Youngstown bus riders. Riders to suburban Poland already pay five cents additional fare.—*Passenger Transport.*

DETROIT has submitted a 90-mile freeway building program to state officials for approval. The proposal would entail expenditure of about a billion dollars over the next ten years. This would be in addition to the 23 miles of John C. Lodge and Edsel Ford expressways now under construction. The latter will be completed in 1956 at a cost of \$200,000,000. The new plans are based on an expansion of the present 50-billion dollar highway building program of the federal government. Experts have urged the sharing of 100 billions in federal funds to be spent in modernizing the country's roads because they are convinced that 50-billion is not enough.



## A GADGET . . .

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from 200 to 600 parts per 1,000,000 of hydro-carbons, but when they are accelerating and decelerating, the amount rises to from 5,000 to 6,000 parts per 1,000,000 and to from 2,000 to 3,000 parts per 1,000,000 when idling. It is the elimination of the discharge into the atmosphere of this large quantity of hydro-carbons during the idling and decelerating cycles of the gasoline engines that is necessary to eliminate smog.

Linville, in summing up, stated that diesel coaches and trucks did not contribute, but he did suggest that all diesel motors be kept in proper adjustment, even if it meant, in some instances, (particularly with trucks) a loss of power. By careful maintenance exhaust fumes can be kept to a minimum, he said.

We should point out right here that Los Angeles Transit Lines has long practiced proper maintenance for injectors of diesel engines. Primarily because we practice efficiency and economy by making sure that every particle of fuel is consumed.

Linville then outlined seven possible solutions for eliminating smog discomfort caused by gasoline powered vehicles.

1. Perfection of some type of after-burner that would consume the unburned gasoline.

2. A catalytic muffler which would use some foreign material to eliminate the unburned gasoline.

3. A manifold vacuum-breaker which would cut down on the supply of raw gasoline that escapes.

4. An idle shut-off valve.

5. A nitrogen oxide remover.

6. The use of a turbine for power, stating that turbine type motors would eliminate the unburned fuel.

7. Better maintenance of existing equipment.

Linville's remarks were based on years of experience as an automotive engineer, as a contributor to many technical studies in the automotive field, and the results of his research since becoming a member of the County Air Pollution Control District.

## KNOW ANY DIRT

If you live in the N.E. section of town, say in the Highland Park or Eagle Rock sections, keep your eyes open for any dirt—and we mean this literally. We are in process of filling in the streetcar pits at Division Three so they can be paved to be used for bus maintenance and storage. We could use about 6000 yards of "fill".

## OLD TIMER TAKES A BOAT TRIP



Old 521 takes off for a boat trip to New England and a long and glorious future.

It has been said that the commonplace of today are museum pieces of tomorrow. The simple lodges of our early Indian culture have become archaeologist finds, and the artifacts from an Egyptian tomb, though simple, have become priceless museum pieces. So it may be with an old streetcar which was recently retired from regular service on the "F" line. She was referred to affectionately by the shop crew as "Type 'BG' Car No. 521."

Recently the old car was loaded on a truck, carted to San Pedro, then loaded onto a boat for a long trip through the Panama Canal. Reaching the East Coast she will be loaded onto another truck and taken to Biddeford, Kennebunkport, Maine. There the members of the New England Electrical Railway Society Inc. will work the car over and put her in shape to run. This group has some 40 cars from all over the country, a broad gauge rail system, workable trolley overhead, stations and all the facilities to make a museum to which people can come, and pay a fare to ride the relics of a past era.

The whole operation and costs for transporting old 521 to New England are borne by interested members through donations. Two members of the Society working for Los Angeles Transit Lines made all arrangements for the unprecedented trip.

Old 521 was built in 1906 by the St.

Louis Car Co. She was part of the second group built for Los Angeles for narrow gauge operation. This group became tagged as "B" cars. When she was rebuilt into a front entrance car, she became a "BF" car, later when she was made to be operated either as a front or rear entrance car she was designated as a "BG" type car.

Old 521 has travelled some 1,335,000 miles and has probably carried several million passengers in her day.

### Ask Tax Relief At Clearwater

CLEARWATER, FLA. — The Clearwater Transit Co. has asked city officials to forgive the one per cent franchise tax in order to help the company end deficit operations.—*Passenger Transport.*

### Twin City Rapid Transit Asks Flat 20c Fare, 2c Transfers

MINNEAPOLIS—The Twin City Rapid Transit Co. this week asked the Minnesota Railroad and Warehouse Commission for a permanent straight 20-cent fare with a two-cent transfer charge in both Minneapolis and St. Paul. Tokens, now sold at five for 90 cents under a temporary order, would be eliminated. The 10-cent student fare would be unchanged.—*Passenger Transport.*



## SHALL D.B.F. PAYMENTS BE DOUBLED?

Many suggestions have been received by our Industrial Relations Department that we increase the individual contribution to the Death Benefit Fund.

The D.B.F. has been in operation on this property for many many years. It is the cheapest kind of insurance inasmuch as there are no costs passed along to the members for handling. Collections are handled by the company through the payroll deduction plan and disbursements are made by the company at no cost to members.

Each member contributes 25 cents when the wife or husband of any member passes away. The average contribution per member has averaged \$4.25 per year for the past few years. The amount paid out at present is approximately \$425.00 as the membership totals some 1700 Transit Lines employes both active and retired.

The suggestion that we might increase the donation to 50c per member has merit. Inasmuch as this money is quite often needed for funeral expenses, we must consider the fact that burial costs have increased greatly since the Death Benefit Fund began. For instance, the cost for a funeral today runs between \$800 and \$1000. The present amount received by a member whose wife or husband has passed away takes care of only half that amount. An increase to 50c would of course make it possible to cover the entire cost.

If you, as a member, feel an increase is in order, contact the Industrial Relations Department. If enough of the membership wish the amount changed we will take steps to survey all members and, if they wish, increase the contribution.

"Until you find a rule against carrying a garbage disposal — we ride!"



## KNOW YOUR COMPANY

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There have been a number of cases where they were required to rescue dogs and cats from under the wheels of street cars. They have received many letters of commendation from the public for their humane methods of handling such cases.

The Emergency Truck Mechanics, in addition to being able to make most any emergency repairs on the electrical overhead system, are required to know the fundamentals of the street car circuits and make emergency repairs. They are also qualified operators, on duty 24 hours a day, seven days a week on rotating shifts, always on call to expedite the movement of street cars and busses regardless of what emergencies may arise.

## PASSING OF THE BELLS

Savages have their drums and tom toms—civilization has its bells. Bells have a history as old as civilized mankind. The discovery of the metal brass, too soft for weapons, meant the discovery of bells. Bells have been associated with religion, both pagan and christian, since religion began. They have probably meant more to people longer than any other of man's early inventions and have come through the centuries without basic change to this day. Many different designs in shape, texture and methods of striking have developed, but they have only been supplementary changes. Bells are of course a means of giving an alarm, either for good reasons or otherwise. They call you home, wake you from sleep, tell you the time, invite you to church, warn you school is about to begin, a fire has been reported, an ambulance is on its way or a railroad train is near.

The sound and shape of the trolley bell remained the same through the years. The bell was designed to produce an alarming sound, a clang which would demand attention. Today the clang of the trolley bell is not heard in many cities.

The trolley bell has been a comforting companion to those of us who used the street cars in our getting to and from our daily work. Most of the time the ringing of the trolley bell goes unnoticed—it's when there is no sound that we come to attention. The two taps of the gong when the streetcar is about to start gives all the passengers a subconscious feeling of confidence.

What becomes of the bells on cars which are retired from service?

They are sold to operators of vegetable trucks, who use them to call housewives from the daily T.V. shows. Many collectors buy them. The smaller bells, those which were used by conductors in signalling the motormen, are about gone from the property. Soon those will become cherished collector's items.

## OPERATION—RAINY WEATHER

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a psychological effect on your passengers. During sunny days, many of them will have a smile on their face and greet you with a "good morning," but let this same passenger experience a little liquid sunshine and boy—what a change you will note.

If you will keep a cheerful attitude during rainy weather, you will find your day's work to be much easier, and it will be a step in the right direction to keep you out of trouble as far as accidents are concerned.

Oh yes, don't forget, the "bumbershoot" pedestrian. In case you never heard of one of these, it's an average pedestrian who is trying to hide himself behind an umbrella. Some of them do a pretty good job of it, so be on your toes. Remember, this is closed season on pedestrians, "bumbershoot" or any others.

"A good secretary always keeps one jump ahead of her boss—especially at an office party."—Harold F. Blaisdell.

# Two Bells

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