

Two Bells

THE TRANSIT STORY

PUBLISHED MONTHLY
FOR THE EMPLOYEES
OF THE
LOS ANGELES TRANSIT LINES

APRIL, 1955

SUGGESTION AWARD WINNERS

At the last meeting of the Suggestion Committee three ideas were found practical, were accepted and the suggestors will receive a \$25 Savings Bond for their efforts.

Suggestion No. 28

J. R. Walker, Department 71
Trolley Coach Garage

His suggestion would simplify the method of changing trolley poles on the trolley coaches.

Suggestion No. 142

Leonard P. Kelly, Department 22
Stores Dept., South Park Shops

He designed an adaptor for the Clark Lift Trucks for the purpose of loading and unloading street car wheels on and off the main axle.

Suggestion No. 145

Charles W. Bauman, Dept. 79
South Park Shops

His suggestion was that by modifying an old bearing machine it could be used in boring drive line parts of both PCC cars and busses.

OPERATOR NELSON RECEIVES POLICE AWARD

The highest compliment which the Los Angeles Police Department can pay to a citizen is to present him with a Citation For Assistance. This honor was bestowed upon Theodore E. Nelson of Division Five.

The Citation reads:

"The Los Angeles Police Department awards Citation to THEODORE E. NELSON for valuable assistance rendered to Los Angeles Police Department in pursuing and capturing a dangerous child molester which resulted in the clearing of numerous reported crimes including kidnapping.

W. H. Parker
Chief of Police"

Only a few of these citations are given, according to Captain Thomas Reddin, Commander of 77th Street Station, who recommended Nelson.

SAFETY SCIENCE AWARD

AWARD PRESENTATIONS

Cone T. Bass, Vice President, presented awards to Division and Department heads at the recent Safety Rally. Here he gives Clyde Burden of Way and Structures Department a "Safe Man Hour Achievement Award," for having shown greatest improvement in hours worked per accident. Way and Structures competed against the Electrical Department. Gentlemen in the background are from the Safety Department, C. H. Hardy and Joe Prutsman, Safety Director.



The record of our progress in accident prevention since the war years is one in which we can all be proud, for each year we have shown a reduction in accidents as compared to the previous year. This in face of the fact that accident potentialities have increased because of increased automobile traffic.

In 1954 we had 2.5% less Passenger and Traffic accidents than in 1953. Accidents to pedestrians were decreased by 20%.

The employee injuries show a 33% decrease which resulted in a 50% reduction in days lost.

For this latter achievement we received two awards from the National Safety Council, one from the local chapter and one from the national headquarters.

Thirty-three operators have been honored for their personal safety records, having been named first members of the 250,000 Safe Miles Club and awarded the 10-year Shoulder Patch and attractive tie bar.

These men have each completed ten years of operation without a chargeable accident.

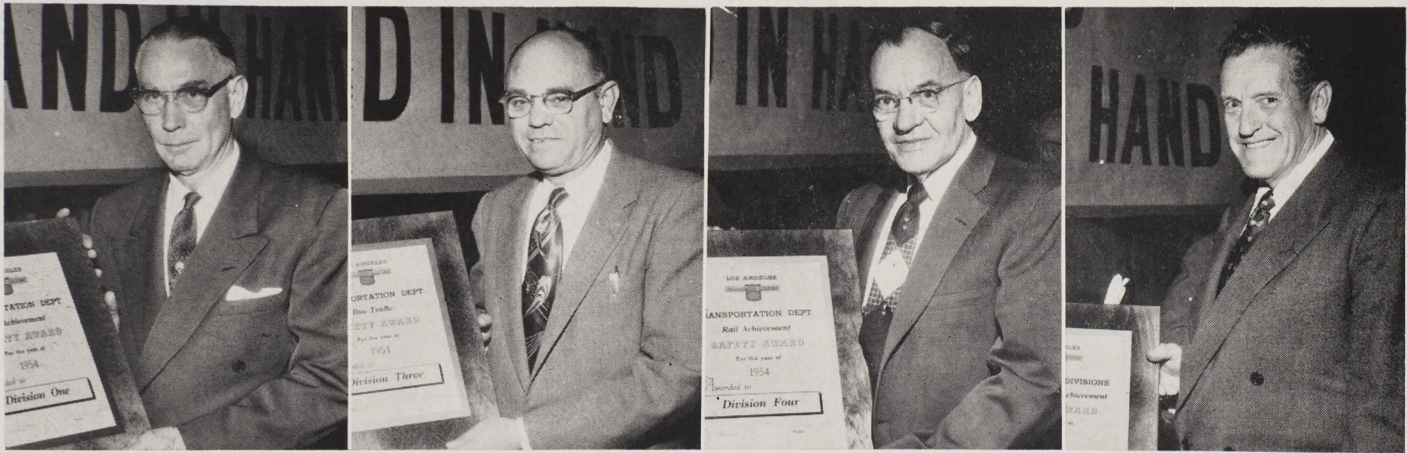
Recently one of our patrons commented upon the number of Safe Miles shoulder patches worn by the operators. To him it seemed that all of the operators had one for at least 100,000 Safe Miles (5 years). This person told us of a little game he played one day as he traveled about the town on our vehicles. He noted the number of miles on each operator's shoulder, added up the figures and came up with a total of 1,250,000 for one day. He felt that it was astonishing that he could, in one day's time, come in contact with enough operators who collectively have operated one million and one quarter safe miles.

He would need only to contact any five persons shown on the following list to add a total of 1,250,000 miles. The total for these thirty-three operators is Eight Million Two Hundred and Fifty Thousand safe miles.

That's a heap of distance in any language.

We note that the champion operators work on lines throughout the city, with the majority choosing assignments

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1954 AWARD WINNERS

Recipients of Safety Awards between Divisions and Departments shown here are left to right: D. B. Kohl, Division One, with Bus Achievement Award. Presented for greatest decrease in accidents in 1954 over 1953. A. E. Vejar, Division Three, with Award for hav-

ing lowest number of traffic accidents per 100,000 miles. F. L. Ervin, Division Five, with Rail Achievement Award. W. H. Ellis, Department 74, with Man Hour Achievement Award for greatest improvement in number of hours worked per accident over previous year.

SAFETY SCIENCE AWARDS

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on major lines. And each Division is represented, too.

TEN YEAR SAFETY AWARD WINNERS AS OF DECEMBER 31, 1954

Name	No.	Division	Line Now On
Asbjeld, A. H.	899	3	25
Eide, L. O.	1240	4	J
Fletcher, W. A.	565	5	50
Frankson, M. J.	2453	4	P
Fuller, R. A.	3056	1	3
Haynes, W.	196	2	55
Howard, V. Z.	311	5	9
Johnson, O. F.	233	2	41
Kelly, R. M.	1416	2	47
Kilgore, J. W.	1971	5	54
Klopfenstein, I. N.	145	2	41
Lewis, D. V.	105	5	F
Limes, J. E.	961	6	11
Lowen, D. L.	1364	4	P
Meek, L. B. H.	208	3	9
Martin, J. B.	3295	3	53
Morris, F. L.	2943	4	P
McCarter, D. E.	2988	2	63

McCurry, J. W.	1088	4	V
McMichael, O. L.	1140	5	5
Petter, M. R.	15	5	54
Pike, C. F.	2413	4	J
Ramstein, J. E.	2986	2	47
Snyder, P. F.	1542	4	P
Sowell, S. B.	361	5	18
Spendlove, W. P.	1494	1	2
Stahl, C. K.	1116	5	27
Steedman, R. W.	374	5	84
Stoddart, G. J.	2010	2	35
White, David Baldwin	180	6	4
White, W. V.	2653	6	11
Williamson, R.	3222	2	47
Zaker, A. C.	2770	4	R

WE THANK YOU SO MUCH

Thanks for the check in amount of \$150.00 representing contribution of employees of your company to the Heart Fund.

It is appreciated and will be most helpful to this worthy cause.

Sincerely,
/s/ V. L. Arenth
Los Angeles County

WELL, WHADDAYUH KNOW!

Great Caesar's Ghost . . .

When they dug the new subway in Rome, Italy, archaeologists teamed up with the shovel boys to tunnel through the old city. Many antiquities were discovered as they dug away and these will decorate the subway station when it is opened. The four-mile long subway has been in process since 1940.

New Busses in Gay Paree . . .

Are a disappointment to the care-free Parisians, who until recently have been riding on busses which had a flat platform on the back. During the rush hour patrons quite often chased and boarded these moving vehicles as they pulled away from bus stops. Half the fun in riding came from the battle with the bus conductor who never seemed to appreciate their leaving aboard. The conductor now sits behind the railing in the brand new busses which are equipped with automatic doors.

According to Passenger Transport . . .

The Denver Tramway Corp. is putting up for sale 142 trolley coaches and 45 gasoline coaches to convert its entire system to diesel bus operation. The elimination of electric equipment and lines will mean great savings, they claim. Denver saw the last of its streetcars go in 1950.

Workers to Save the System . . .

Local 581 of Amalgamated in Springfield, Ohio has joined with the Springfield City Lines in sponsoring newspaper ads to save transit. The ads stressed the value of transit's importance and pointed out that property values and business would drop if transit were discontinued.

BUSINESS PROFILE

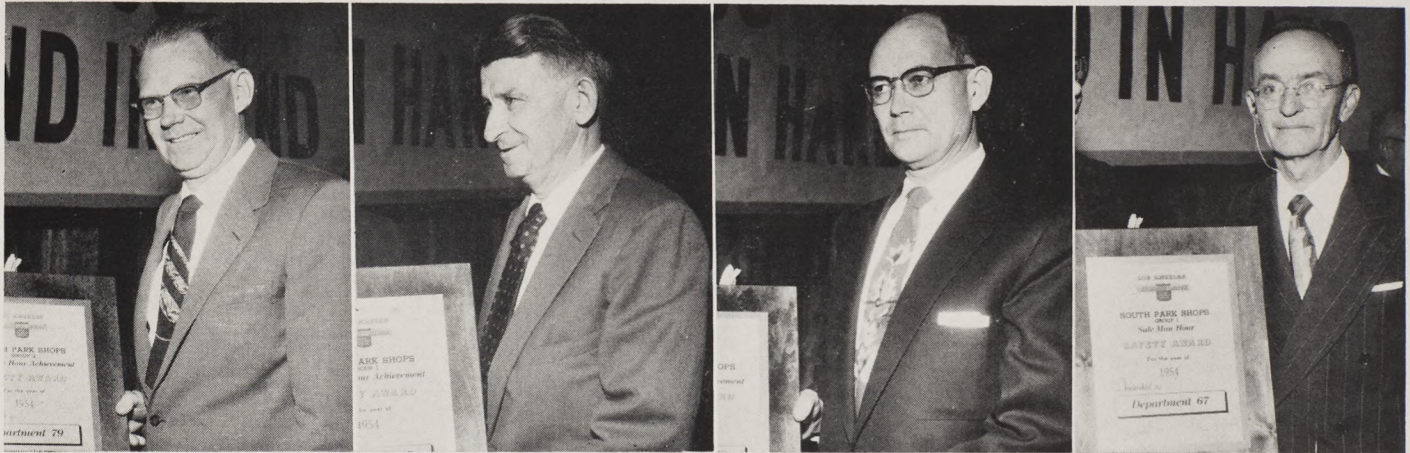
Transit riding continues on the downtrend

January

	1955	1954	Decrease	Per Cent Decrease
Revenue Passengers	11,988,943	12,395,634	406,691	3.28%
Total Revenue	\$1,945,192	\$2,002,981	\$57,789	2.89%
Vehicle Miles	2,781,156	2,827,004	45,848	1.62%

February

Revenue Passengers	11,496,923	12,143,696	646,773	5.33%
Total Revenue	\$1,852,966	\$1,950,501	\$97,535	5.00%
Vehicle Miles	2,535,127	2,613,400	78,273	3.00%



1954 AWARD WINNERS

Taken at recent Safety Show these winners are: Norman Lane, Superintendent, South Park Shops; Austin Kilgore, General Superintendent of South Park Department 78; Carl Thun, Foreman Machine

Shop, with Man Hour Achievement Awards for having shown improvements in number of hours worked per accident. William Smith, Foreman Electrical Shop, South Park displays Safe Man Hour Award for the greatest number of hours worked per accident in 1954.

AUTOMATIC SUBSTATIONS

One of the most important developments in the electrical system of the Los Angeles Transit Lines is the Automatic Substation.

The Automatic Substation consists of an assemblage of standard contactors and relays which, together with motor-driven drum controller, perform the usual functions of starting up, operating and shutting down substation apparatus entirely independent of manual control. This equipment also has the advantage of being actuated by load demand so that a machine is connected to the feeder system when the demand for power occurs. It is cut off and shut down when the load diminishes to an uneconomical point, also by a "time switch" set to put on or take off the station at a predetermined time.

The equipment is protected at all times by protective devices as to limit of overloads, temperature on bearings, machine windings, low power voltage, overspeed and underspeed.

The Automatic Substation equipment, outside feeders, and "trolley wire" are protected by high speed circuit breakers which consist of a contactor, resistance grid, a short-circuiting contactor, an overload relay and a time delay closing device.

If a feeder is opened by overload or trolley break, before it can close the automatic devices test the feeder as to its condition. If the overload still exists, the equipment will hold main high speed circuit breaker open for a predetermined time, five or ten minutes, at the end of which time the equipment will try again to close the feeder. If the fault is still present, the circuit breaker will open again.

PICKING UP PASSENGERS IS FARE PLAY

Are you the kind of a person who can sit beside a telephone and not answer it?

And if you can, is it possible for you to keep from wondering what you missed?

It might have been a radio quiz show with a cash award. It might have been an emergency—something tragic happened to a friend or a relative. It could have been any number of important matters or any number not important. Not having answered the phone you'll never know.

So it is with passing up passengers. The guy who tried to hail you down at that stop as you went barreling through might have been a most important person on a most important mission. Missing your vehicle might mean missing an important engagement for him—a plane or a train. It might be a matter of life or death.

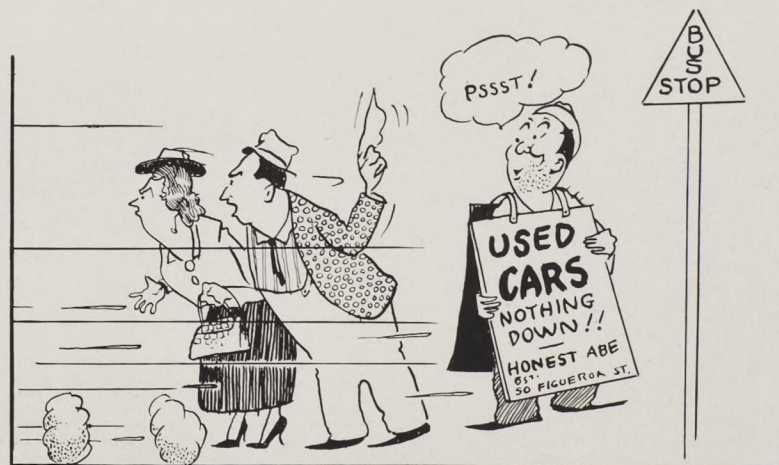
He might be the guy who has some cash in the bank and couldn't make up his mind whether to spend it for a new television set or for another car. Being passed up might have brought on a decision. Then too, he might have been someone looking for you personally—sent out with a personal message.

You never know unless you stop and pick him up.

Naturally, no one expects a streetcar operator to stop for every passenger when he is running late and there is a streetcar following within 800 feet going to the same terminal. However, on lines with long headways or on night runs or on bus lines where the bus behind may be bound for a turnback terminal it's most important to stop for that passenger in the Safety Zone.

Unless the fellow waiting at the stop is a company employee he probably has a token or 17¢ in his hand to drop in the farebox. (If he's a company employee then he may be depending on your car to keep him from missing out).

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**JEAN WALLACE
FORTIETH
AWARD WINNER**



Petite Mrs. E. J. Wallace became number forty in our gallery of nice gals and guys, received a fifty dollar cash award and having the pleasure of seeing her picture posted in all of our cars and coaches. Mrs. Wallace pilots a Western Avenue bus out of Division Five and it was on this line where the incident took place as reported by Mrs. Barbara Lindsey of 5108 Eighth Avenue, who writes:

"Recently I saw one of your drivers do a marvelous job with a man who had an epileptic fit on her bus. Most of us were just stunned and sat, but she quickly took his glasses off, loosened his collar and belt, put a hankie in his mouth, opened a window, kept wiping his face and held on to him through the worst so he wouldn't hurt himself falling. The only time she wasn't there was when she ran to call for help" . . .

The judges who poured over all letters submitted by our riders regarding courteous acts during the month were unanimous in voting this the most courteous act of the month.

Judges were: F. J. Donnelly, President of the Amalgamated Division 1277, Norman Watts, Administrative Officer of the Los Angeles Advertising Club and Robert E. Braum, Operator of the year.

Mrs. Wallace wears the Courtesy Shoulder Patch, having had seven commendations since joining the company on November 13, 1950. She also wears the 100,000 Safe Miles shoulder patch.

She has three children—two girls and a boy and one 3 year old grandson.

"Fare" is an old Anglo-Saxon word meaning, in its first and best sense, to journey or to travel. It originated in the coaching days of early England when bolder persons were "faring forth" to romance and adventure.

PICKING UP PASSENGERS

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The fare in his hand is no good to us if it isn't dropped into the box. Quite often the guy who has been passed up loses faith—he doesn't wait for the next vehicle. He gets the old thumb activating and hitches himself a ride, or mebbe he walks. We don't want him to walk. We're not in business to put people on their feet.

So let's not make any more prospects for Honest Ike, or Farmer Abe or Princess Polluka. Let's not pass up any fares—or opportunities to make a new friend and customer.

THROUGH STRONG LENSES . . .

One of our friends who once piloted streetcars out of Division One and is today in a different line of business quite often boards a car during the rush hour just to watch the antics of scurrying people homeward bound. He has a lot of sympathy for the transit pilot for he was one himself and now and then he drops in to compliment a certain operator. Once in a while he has constructive criticism to offer—never personal—just a condition which might need correcting.

For instance, the other day he was telling about an experience on a certain bus which he was riding during the rush. The driver pulled up to a stop where busses of other lines also loaded and a woman wearing glasses, thick as a telescope lens, peered up at the destination sign. She boarded and asked, "Does this bus go to Beverly and Western?"

The driver, running late and finishing up a hard day of trials and tribulations forgot himself for a moment and curtly remarked, "It goes just where the sign says it goes, lady."

The woman glared in his direction and replied, "If I could see that sign I could see well enough to drive my own car, and if I could see you I'd punch you for your impertinence."

Fortunately, the operator apologized like a gentleman and the two parted like old friends. It turned out that the poor lady was not only on the wrong bus, but on the wrong street headed in the wrong direction.

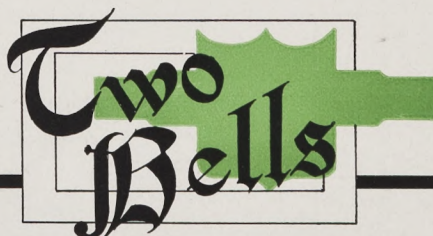
Fortunately, for us, because of these kind of people, there will always be a demand for public transportation. Let's be kind and considerate of those who because of an affliction are destined to be our regular customers as long as they travel.

Three Cars for Every Family . . . Busses for Canada . . .

The auto industry is convinced that by 1965 more than 50 per cent of car owners will be operating more than one auto. A recent survey shows that 0.9% of car owning families now have three cars. The third car is needed to hold a parking space in front of the house while the other two cars are in use.

We read that Winnipeg has ordered busses for replacement on its final streetcar line, and 400 busses are on order to replace streetcars on twelve Montreal lines.

In 1912 a passenger could ride from Boston to New York by taking connecting streetcars. The trip took 20 hours and cost \$2.40 in nickels.



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