

Weekly **LOS ANGELES** *TRANSIT LINES* Topics

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DON'T BE A PEDEADSTRIAN

A safety zone, according to some, is an island completely surrounded by a sea of swiftly moving automobiles. But safety zone islands are placed in the streets as a protection for the pedestrians wishing to board transit vehicles. The laws decree that an automobile may pass a safety zone at a speed not greater than ten miles per hour when a streetcar or a coach is loading or unloading. It is also unlawful for automobiles to cross through the safety zone at any time.

Fatal pedestrian accidents have increased 50% over 1945. For the first two and one-half months of this year, 87 pedestrians were killed and 956 were injured. And, remember, when you leave this car you become a pedestrian.

To counteract this pedestrian death toll, Deputy Chief B. R. Caldwell, head of the Traffic Bureau, has ordered rigid enforcement of laws governing traffic. The police are to pay par-

ticular attention to jay walkers, and also to drivers who refuse to grant pedestrians their legal right-of-way. Traffic arrests and citations now average over 1,000 per day, and since the first of the year over 70,000 violators have been cited or confined to jail.

The Los Angeles Transit Lines is cooperating with the Traffic Education Unit of the Police Department. We recently aided in the production of a film titled "It's The Law," which is to be released today in 140 local theaters. This picture emphasizes the right and wrong ways to walk from curb to safety zone.

Accident statistics are cold and sometimes even boring, so to give you a better picture of the terrific toll taken in traffic accidents for 1945, in Los Angeles, let us put it this way: By laying every accident victim heel to head, the line would extend approximately one and one quarter miles. A line composed of those injured would be sixteen and three-quarter miles long. All of the damaged automobiles placed from bumper to bumper would extend 213 miles. Unless something is done to stop this terrific toll, Los Angeles will double those distances in 1946.

Pedestrians, as well as drivers, are, subject to traffic laws and penalties, so use the crosswalks when crossing streets. Watch the signal at signalized intersections, and proceed when the signal is in your favor. Always be on the alert for vehicles which might violate the traffic laws and run the signal.

When you leave this vehicle,

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walk to the front end of the safety zone and use the crosswalk. Do not dash from the rear of the safety zone to the curb. You may be running towards a casket. When you leave the curb to board a streetcar or coach, use the crosswalk to reach the safety zone. The crosswalk is the path of safety.

It is our aim to give you safe, courteous service. Our men are trained to operate their cars and coaches safely. But when you leave our vehicle, you are on your own. You become a pedestrian.

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TRANSIT TALES FROM HERE AND THERE

The magazine, "Interurbans" tells about the first troop train to run by subway. It seems that 400 Navy V-12 men were stranded by a snow storm which imperiled an important train connection. Subway officials put the men aboard a local and away it went, 82 blocks non-stop, to the railway station.

... In New Albany, Indiana, substitution of buses for streetcars was observed by a parade of eight cars following a seven-mile course. A band played "Auld Lang Syne" and the "Trolley Song." On the sides of the streetcars were painted such slogans as "I was good enough for Grandma, but not good enough for you." The streetcar system of Albany was 54 years old.

... Kansas City recently retired car No. 103 after 40 years of service. We like what the writer has said about old number 103: "The

shop men know 103 like an open book. Inspectors and traffic checkers and mileage clerks have written her history. 75% of all operators now on the system have stood at the controls, and anybody who has travelled by streetcar regularly in Kansas City has probably been transported at some time or another by old 103. For she has operated almost two million miles and safely carried more than eight million passengers. The car has had at least 15 paint jobs and 22 complete overhauls. It was inspected and lubricated about 2,300 times. It saw service on almost every line in Kansas City.

"But no longer will the little car go bobbing over the short lines of the system. The war is over and the full days of service are now ended. Car No. 103 has been sold for junk and will soon be dismantled. But the little car's service record stands for all to see; may the new cars do as well!"

JOE WOE

