

Staff [REDACTED]

Safety

[REDACTED] **Committee**

Report [REDACTED]

© TD 1965 .S82 c.1

REFERENCE COPY



Staff

Safety

Committee

Report



SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT 962 W. 127TH PLACE, LOS ANGELES, CALIFORNIA 90015



C. M. GILLISS, GENERAL MANAGER • TELEPHONE (213) 749-6977

CONE T. BASS, MANAGER OF OPERATIONS

FOREWORD

The Southern California Rapid Transit District's Safety activities are under the direction of its Manager of Operations, Mr. Cone T. Bass, who is a member of the Executive Committee of the National Safety Council.

The coordination of all safety programs of the Operating Departments is handled by the Assistant Manager of Operations, Mr. M. Edwin Wright.

Transportation Department safety activities and the Staff Safety Committee are under the jurisdiction of the writer of this report, the General Superintendent of Transportation, Mr. George F. Goehler, who spearheads the Operators' Safety program. Mr. Jack Stewart, the Assistant General Superintendent of Transportation, is Chairman of the Staff Safety Committee and handles the occupational safety program.

TABLE OF CONTENTS

SUBJECT NO.	SUBJECT	PAGE NO.
I	Introduction	1
II	Purpose of Committee	2
III	Functioning of Committee	2
IV	Matters Investigated by Committee	3
V	Brief Summary of Committee Recommendations	4
VI	Subjects Under Study	4
VII	The 1964 Safety Story	5
VIII	Discussion of Exhibits	8

EXHIBITS

1	Accident Trends - 1960 to 1964 inclusive
2	Comparison of Traffic & Passenger Accidents
3	Committee Personnel
4	Comparison of Occupational Accidents
5	Commendations & Complaints
6	Labor - Turnover Chart
7	Letter from Manager of Operations, Mr. Cone T. Bass
8	Comments of Staff Members
9	Selected Pictures

SCRTD STAFF SAFETY COMMITTEE

I. Introduction

The Los Angeles Metropolitan Transit Authority commenced operations on March 3, 1958, by acquiring the two largest transit operations serving Los Angeles, Orange, San Bernardino and Riverside Counties. The former Los Angeles Transit Lines was generally a local carrier and the former Metropolitan Coach Lines and its subsidiary, Asbury Rapid Transit System, rendered local, suburban and interurban service.

The two properties were merged into a single system that had 1,665 one-way route miles, scheduled 1,458 maximum vehicles daily, and carried approximately 500,000 daily passengers. During the Spring of 1964, the California State Legislature approved legislation which created the Southern California Rapid Transit District and the merger date absorbing MTA was November 5, 1964.

By June of 1960, MTA organizational activities had been completed, the California State Conciliation Service had assigned employees to units as a result of a series of hearings held by Archibald Cox, a jurisdictional election resulted in the Operators being placed under the Brotherhood of Railroad Trainmen's Union, and lengthy contract negotiations were completed.

The magnitude of the changes and disruptions to normal operations between March of 1958 and June of 1960 resulted in an alarming accident frequency in both the operating and employee injury categories.

During the year 1960, two significant safety programs were prepared after many months of study and the first, the Operators' Safe-Driving Program, was placed in effect on January 1, 1961, and has been continued as a long-range program since that date, being implemented from time to time with short-term programs. The Industrial Safety Program was placed in effect some time later, and in 1964, the Authority, and subsequently the District, assumed the responsibility of Workmen's Compensation with the Transit Casualty Company as administrators of this activity.

The Staff Safety Committee was tied in with both programs and was the outgrowth of our study group and began functioning on August 25, 1960.

The idea of this committee was first suggested by Carl Sypher of the Transit Casualty Company during his study of our accident problems in June of 1960; and was developed by John Miller and Joe Prutsman of the Los Angeles office of the Transit Casualty Company; George Goehler, the General Superintendent of Transportation, and Jack Stewart, the Assistant General Superintendent of Transportation of the MTA.

II. Purpose of Committee

- (a) To utilize the services and knowledge of the operating staff employees of the SCRTD to assist in coordinating the activities of our safety programs.
- (b) To investigate equipment, schedules, routing and related problems as they affect safety, and make recommendations for improvements.
- (c) To keep our staff informed of our accident incidence, pointing out the areas requiring immediate attention and to acquaint the members with our progress, trends, and to develop an active interest in safety.

III. Functioning of Committee

(a) Committee Personnel

As shown in Exhibit 3, the Committee membership includes staff members from the General Superintendent of Transportation's office, the General Superintendent of Maintenance's office, and the Instruction, Schedule, Supervisory and Stops and Zones Divisions; and also, members of the Safety Engineering Section and Claims Section of the Transit Casualty Company. A few months after the Committee was organized, members were added from the Property Maintenance and Special Agents Departments.

(b) Monthly Meetings

A full Committee meeting is held, generally each month, chairmanned by Jack Stewart, Assistant General Superintendent of Transportation. During these meetings a preliminary review of progress is made, statistical material is distributed to show current conditions, trends and problem areas. Each member reports on the activities under his jurisdiction and new problems that are presented are discussed and assigned to individual members for investigation and action.

(c) Committee Member Assignments

Each item or problem that is brought to the attention of the Committee is assigned to a member or group of members best qualified to handle the assignment. A thorough investigation is made, necessary studies are conducted to determine the possibility of correcting or improving the problem area, and District approval is sought if there is an expenditure involved or any change in District policy. Progress reports are made at subsequent meetings. In the event no

solution is obtainable, action is taken where possible to make known the hazard or problem area and solicit the attention of all concerned when operating in the area.

(d) Progress and Statistical Reports.

The Statistical Section of the Transit Casualty Company and the Transportation Department of the SCRTD compile many types of information relating to accidents, accident trends, and information that is kept on a continuing basis. The Staff Safety Committee serves as a "clearing house" for this type of information and it is made available to all individuals and departments who are actively engaged in our Safety Programs. Reports are issued periodically and at the end of each year these reports serve as guide lines for future activities. Included in this presentation are reports reflecting our 1964 activities and five year reports and accompanying trends from January 1, 1960 to December 31, 1964, inclusive.

IV. Matters Investigated by Committee.

- (a) A study of traffic and passenger accident frequency and the relationship of individual types of accidents to locations, time of day, and driving conditions.
- (b) A study of our long-range safety programs and devising methods to implement them with new and interesting ideas that will keep our Operators informed of safe driving techniques and the results of our accident programs.
- (c) Accident hazards of all types including utility poles, newspaper racks, street conditions, intersection problems, traffic flows, routes of lines, etc.
- (d) Equipment problems such as glare on windshields, reflection of interior lights, Operators' seats, brakes, mirrors, sun visors, baggage racks, location of fare boxes, zone check boxes, and paddle board holders.
- (e) A continuing study of employee accidents and recommendations calculated to reduce them.
- (f) The processing of all suggestions referring to safety that originate with any employee of the District. It is noteworthy that many of these originate with the Operators.

V. Brief Summary of Committee Recommendations.

- (a) Changes in routes of a number of lines and rerouting of dead-head trips in areas where hazards exist.
- (b) Changes in types of equipment to better suit actual operating conditions.
- (c) Numerous changes in passenger loading zones and the location of stop signs to eliminate boarding and alighting problems.
- (d) New design of zone check boxes and paddle board holders.
- (e) Improvement in the lighting of certain Division yards.
- (f) Special trainroom employee safety training programs.

VI. Subjects Under Study.

- (a) Location of stops (Nearside, farside, and mid-block).
- (b) High passenger frequency rates at certain Divisions.
- (c) Main Street Station operation.
- (d) Accident incidence at specific locations by time of day.
- (e) Freeway operation and diversionary routes.

THE 1964 SAFETY STORY

Remarks by G. F. Goehler - General Superintendent of Transportation

The effectiveness of the Joint Safety Program for 1964 cannot be told without relating it to the years of 1962 and 1963. Our long-range Safety Program that was effective January 1, 1961, produced excellent results by 1962 and a reasonably low level of accidents and severity was established that year. On March 31, 1963, we converted our last 164 street cars and 89 trolley coaches to motor buses and were faced with the problem of training some 240 street car Operators to bus operation. On September 15, 1963, we closed our interurban bus terminal and operated some 14 Lines in a temporary terminal with restricted operating space.

Continuing emphasis of our Safety Program, including frequent visits to our Operating Divisions by Staff members of the Transportation Department to discuss safety facts with our Operators produced a significant reduction in all types of accidents.

The total accidents for 1964 showed a decrease of over 14% compared with 1963, and over 9% with 1962, and our cost of repairs to revenue equipment showed a substantial reduction. Perhaps the greatest decrease was in passenger accidents, where an approximate 20% reduction was made over 1962. While the numerical reductions were excellent, the severity showed even greater decreases. This should, even in the face of inflation, produce monetary reductions in the cost of claims for 1964.

As a result of the excellent and always improving courtesy and safety records, commencing in 1960, the General Manager, in the presentation of the budget for the year 1965, was able to report that from a deficit of more than \$400,000 there was a substantial credit available for use by the District.

The success of the program was due to four principal factors:

1. The full cooperation of our Operators' Union, the Brotherhood of Railroad Trainmen, who provided the award plaques, worked at the Division level with our Operators on a day-by-day basis, and publicizing our Safety Program in their Union magazine.

2. The excellent work that was done by the Safety Engineering Department of the Transit Casualty Company, again on a day-by-day basis, preparing elements of our Safety Program, conducting our refresher courses for accident-prone Operators, and preparing a wealth of statistical material that was used effectively by our Staff in determining areas for improvement.

3. By the day-to-day assistance of the Transportation Department Staff and our Division Instructors who made our Safety Program a live, vital part of our daily operations.

4. By a continuing review of our accidents for the purpose of counseling Operators where it was felt such counseling was necessary and would accomplish the purpose, and in other instances by the use of fair discipline.

All of the results accomplished in 1964 by our SCRTD Operators was done in a Metropolitan area where accident incidence showed significant increases and cost of claims were at an all time high.

Remarks by J. W. Prutsman - Safety Director

During 1964, the Transit Casualty Company Safety Engineering Department kept the entire Safety Program at the Operators' level. This was accomplished through a safety program entitled, "Impruv-Ur-Record Contest". The contest covered improvements in 8 major accident and claim categories along with employee on-duty injuries. The contest was divided into 2 groups, due to the difference in size of Divisions and areas served. Seven Divisions composed Group I, five Divisions composed Group II. Three winners were chosen monthly in Group I and two in Group II, based on points of improvement over the same month of the prior year. Each Division competed against its own record. The Division showing the greater over-all improvement was considered a winner. The Brotherhood of Railroad Trainmen's Union supplied rotating plaque-type awards to the winning Divisions each month. At the award presentations, the winning Division Operators were served refreshments (cake, doughnuts and coffee) by a Transit Casualty Company representative, at which time Transit District representatives, Union representatives and Safety Engineers were present to congratulate the Operators for their achievements. This is a continuing program.

Throughout the year Operators made excellent safety suggestions, many at the award meetings. These were submitted to the Staff Safety Committee for consideration and acknowledgement to the Operators. A continuous concentrated safety program was carried on at those Divisions that failed to improve their prior record. Observation rides were made by the Safety Department, Operating Department representatives, and members of the Staff Safety Committee, after which detailed studies were made in order to eliminate and/or reduce accidents. In addition, a study of the individual Operator's record was made in order to point out to the Operator any driving deficiencies.

The Safety Program is much like a wheel; Safety Department is the hub and all other persons and departments are like the spokes. It takes the help of all concerned to accomplish the best results.

Remarks by John G. Miller - Regional General Claim Manager

Accident frequency reduction is the only sure method of reducing or holding accident costs at a stable rate. All expenses connected with accidents, repair costs to damaged property, medical expenses attributable to accidents, lost time from work, along with miscellaneous costs, have been increasing year by year and are items over which the Claims Department has no control. The accident that does not happen costs nothing. Every accident prevented is dollars saved on accident costs. If an active accident prevention program were not in effect, the overall claim costs would follow the upward trend that is constantly increasing casualty insurance rates.

There are certain side effects that also help in reducing accident costs. Operators are able to give better descriptions of occurrences, they are cognizant of after-accident details and because safety is a vital part of their daily work, it carries over to their non-working hours and conduct while off duty; thus, producing not only a stable rate in the accident costs as far as the District is concerned, but also a large step towards reducing the inconvenience of the riding public and the general motoring public. The Operators, the Brotherhood of Railroad Trainmen, the Transportation Department, along with the excellent rapport that we have with all of the other Departments will no doubt show a stability or reduction in over-all cost in spite of the the increase in the individual accident expenses.

DISCUSSION OF EXHIBITS

Exhibits No.	Remarks
1	Traffic and Passenger Accidents, 1960-1964 inclusive: Total Passenger & Traffic Accidents, Total Traffic Accidents & Total Passenger Accidents and accompanying Trend Lines. The Five Year Trend indicates a reduction at the rate of 6.2% per annum.
2	Comparative Statement of Traffic and Passenger Accidents, 1960-1964 inclusive: This shows the numerical and frequency rates of accidents for a 5-year period with certain comparative information.
3	Committee Personnel: An outline of committee personnel as of January 1, 1965.
4	Occupational Accidents, 1960-1964 inclusive: This statement shows comparative figures of our occupational accidents for the 5-year period. The frequency figures are shown on million miles operated as it was felt our passenger information, due to the many changes that have occurred during the 5-year period, is not complete enough for relating frequency to passengers carried.
5	Commendations and Complaints, 1960-1964 inclusive: In all of our safety programs we have endeavored to instill the idea that a safe Operator is a courteous Operator, and have related commendation and Complaint Statistics to accident information. The trend line on this chart closely compares with the trend line of our Total Passenger and Traffic Accidents on Exhibit 1. The Chart indicates a reduction in complaints at the rate of 8.1% per year. Although good deeds are not often report-

ed it is significant that commendations have increased at the rate of 5.0% per year.

6 Labor Turnover, 1960-1964 inclusive:

Labor turnover has a significant effect on accident frequency and we believe the somewhat level trend in our Operator turnover since 1961 has contributed to the success of our safety programs.

7 A message to the Staffs of the Transportation and Equipment Maintenance Departments of the 1964 review of accidents by the Manager of Operations, Mr. Cone T. Bass.

8 Comments of Staff Members:

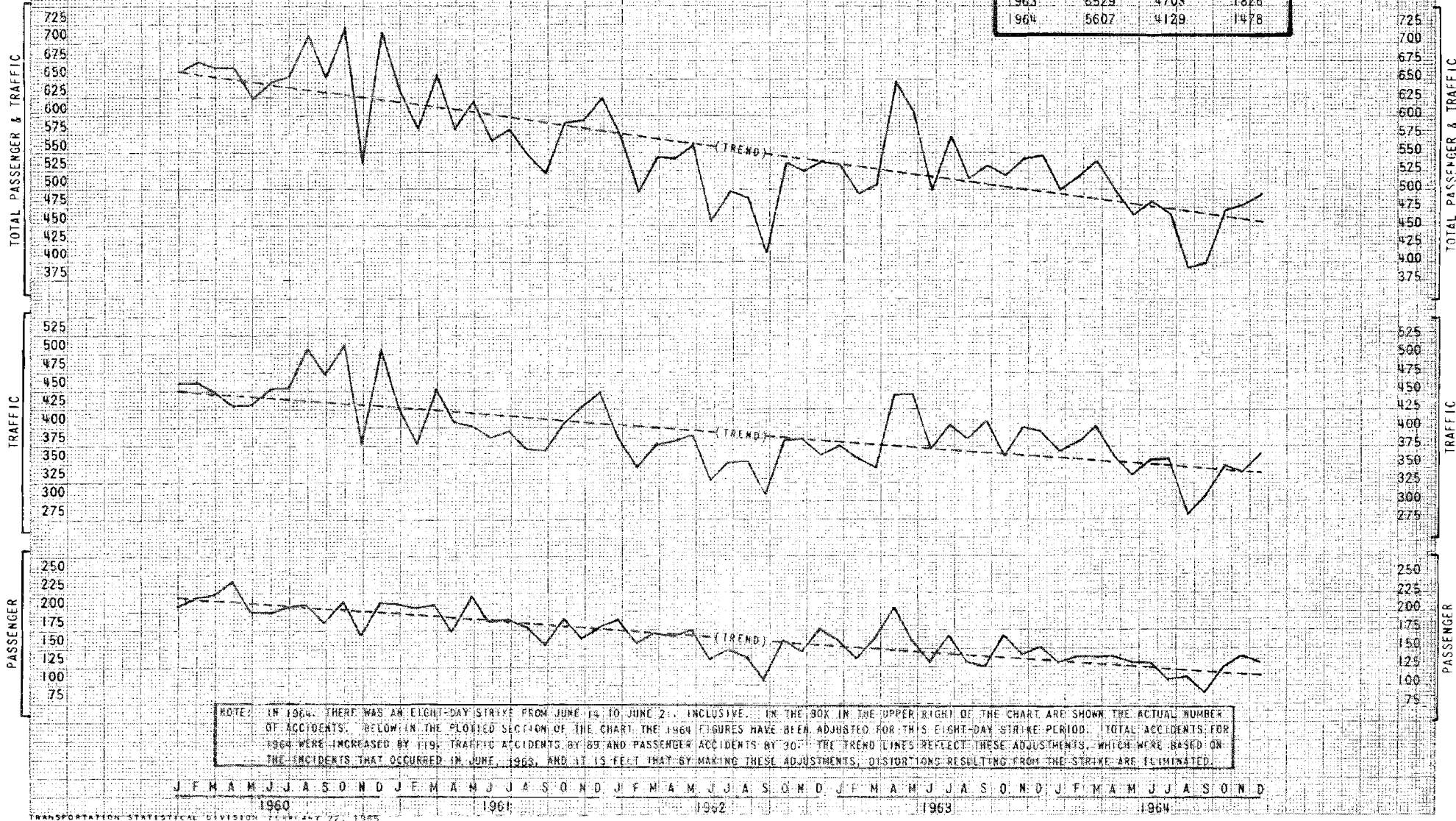
The District's staff members who attend the Staff Safety Committee Meetings have continued their enthusiasm since the inception of this Committee in late 1960 and we are showing a few of their comments.

9 Selected Pictures:

Two pictures of projects that have been worked out by the Staff Safety Committee.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
TRAFFIC AND PASSENGER ACCIDENTS FOR FIVE YEAR PERIOD
 1960 - 1964

YEAR	TOTAL	TRAFFIC	PASSENGER
1960	7920	5481	2439
1961	7096	4858	2238
1962	6179	4336	1843
1963	6529	4703	1826
1964	5607	4129	1478



NOTE: IN 1964, THERE WAS AN EIGHT-DAY STRIKE FROM JUNE 14 TO JUNE 21, INCLUSIVE. IN THE BOX IN THE UPPER RIGHT OF THE CHART ARE SHOWN THE ACTUAL NUMBER OF ACCIDENTS. BELOW, IN THE PLOTTED SECTION OF THE CHART, THE 1964 FIGURES HAVE BEEN ADJUSTED FOR THIS EIGHT-DAY STRIKE PERIOD. TOTAL ACCIDENTS FOR 1964 WERE INCREASED BY 119; TRAFFIC ACCIDENTS BY 89; AND PASSENGER ACCIDENTS BY 30. THE TREND LINES REFLECT THESE ADJUSTMENTS, WHICH WERE BASED ON THE INCIDENTS THAT OCCURRED IN JUNE, 1963, AND IT IS FELT THAT BY MAKING THESE ADJUSTMENTS, DISTORTIONS RESULTING FROM THE STRIKE ARE ELIMINATED.

Exhibit I

Exhibit 2

FIVE YEAR STUDY OF TRAFFIC AND PASSENGER ACCIDENTS

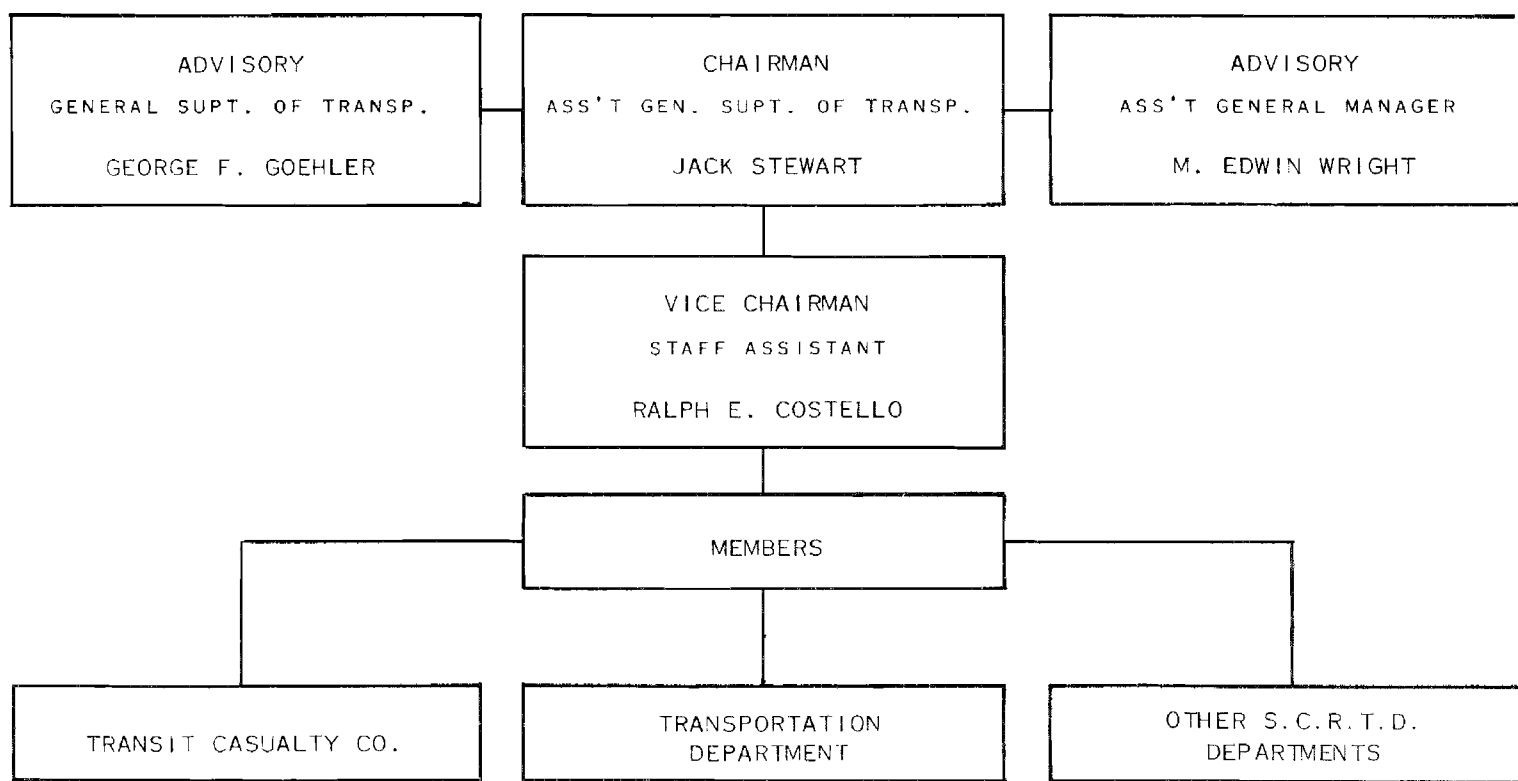
<u>YEAR</u>	<u>NO. OF ACCIDENTS</u>	<u>% CHANGE FROM PREVIOUS YEAR</u>	<u>FREQUENCY RATE PER 1,000,000 MILES</u>	<u>% CHANGE FROM PREVIOUS YEAR</u>
<u>TRAFFIC ACCIDENTS</u>				
1960 (A)	5,481	-	95.70	
1961	4,855	- 11.4	83.94	- 12.3
1962	4,336	- 10.7	77.58	- 7.6
1963 (B)	4,703	+ 8.5	84.62	+ 9.1
1964 (C)	4,129	- 12.2	76.52	- 9.6
1964 VS 1960	- 1,352	- 24.7	- 19.18	- 20.0
<u>PASSENGER ACCIDENTS</u>				
1960 (A)	2,439	-	42.59	-
1961	2,241	- 8.1	38.74	- 9.0
1962	1,843	- 17.8	32.98	- 14.9
1963 (B)	1,826	- 0.9	32.85	- 0.4
1964 (C)	1,478	- 19.1	27.39	- 16.6
1964 VS 1960	- 961	- 39.4	- 15.20	- 35.7
<u>TOTAL ACCIDENTS</u>				
1960 (A)	7,920	-	138.30	-
1961	7,096	- 10.4	122.68	- 11.3
1962	6,179	- 12.9	110.56	- 9.9
1963 (B)	6,529	+ 5.7	117.47	+ 6.3
1964 (C)	5,607	- 14.1	103.91	- 11.5
1964 VS 1960	- 2,313	- 29.2	- 34.39	- 24.9

NOTES (A) FIGURES HAVE NOT BEEN ADJUSTED FOR (5) DAY STRIKE.

(B) CONVERSION OF 164 STREETCARS AND 89 TROLLEY COACHES TO MOTOR BUSES

(C) FIGURES HAVE NOT BEEN ADJUSTED FOR (8) DAY STRIKE.

Exhibit 3



REGIONAL
GENERAL CLAIM MANAGER
JOHN MILLER

SAFETY DIRECTOR
SAFETY ENGINEERING DIVISION
J. W. PRUTSMAN

SAFETY ENGINEER
CHARLES HARDY

SUPERINTENDENT OF
SCHEDULES & STATISTICS
D. S. COBURN

CHIEF SUPERVISOR
CARL E. CARLSON
ALTERNATE
FRED H. BUSSE

CHIEF INSTRUCTOR
MARVIN J. STORER

ASS'T. CHIEF INSTRUCTOR
CHARLES C. TEMPLIN

CHIEF CLERK
L. C. KNOLLMILLER

SUPERINTENDENT OF
PROPERTY MAINTENANCE
L. C. THOMPSON

SUPERVISOR
STOPS & ZONES
C. E. FORKNER

ALTERNATE
THEODORE B. ERCKERT

ASS'T GEN. SUPT. OF
MAINTENANCE
GEORGE H. WELLS

CHIEF SPECIAL AGENT
JOE SHAFER

ALTERNATE
WILLIAM R. JORDAN

Exhibit 4

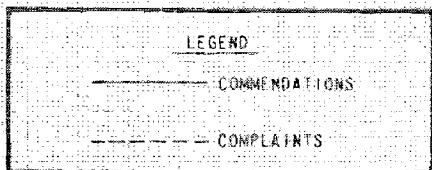
OCCUPATIONAL ACCIDENTS, AND FREQUENCY RATES

<u>YEAR</u>	<u>TRANSPORTATION</u>	<u>MECHANICAL</u>	<u>PROPERTY MAINTENANCE</u>	<u>STORES</u>	<u>OTHERS</u>	<u>TOTAL</u>
<u>OCCUPATIONAL ACCIDENTS</u>						
1960	157	96	24	4	36	317
1961	156	151	24	7	31	369
1962	132	111	25	6	11	285
1963	156	105	11	8	9	289
1964	135	103	3	5	12	258

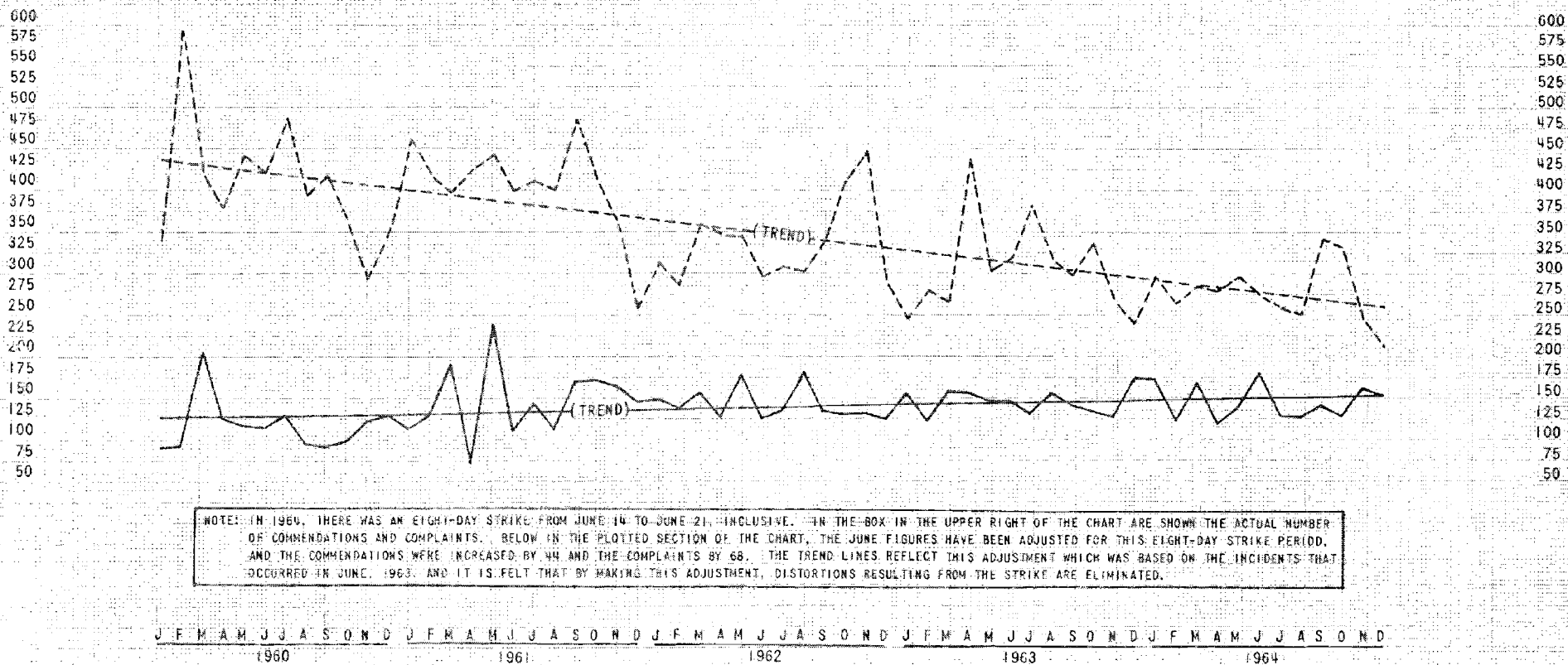
FREQUENCY RATE PER 1,000,000 HOURS WORKED

1960	14.12	16.74	25.20	21.57	83.77	16.76
1961	22.97	30.87	24.82	21.56	20.94	21.66
1962	12.77	25.50	65.52	7.19	31.41	16.76
1963	14.44	20.91	34.50	14.38	15.71	16.03
1964	14.44	21.06	6.90	7.19	26.18	15.92

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
COMMENDATIONS AND COMPLAINTS FOR FIVE YEAR PERIOD
 1960 - 1964



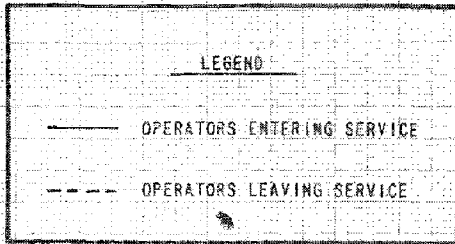
YEAR	COMMENDATIONS	COMPLAINTS
1960	1350	4853
1961	1717	4834
1962	1682	4016
1963	1736	3672
1964	1691	3256



SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

LABOR TURNOVER FOR FIVE YEAR PERIOD

1960 - 1964



NUMBER OF OPERATORS		
YEAR	ENTERING	LEAVING
1960	566	594
1961	286	322
1962	271	364
1963	310	344
1964	204	279

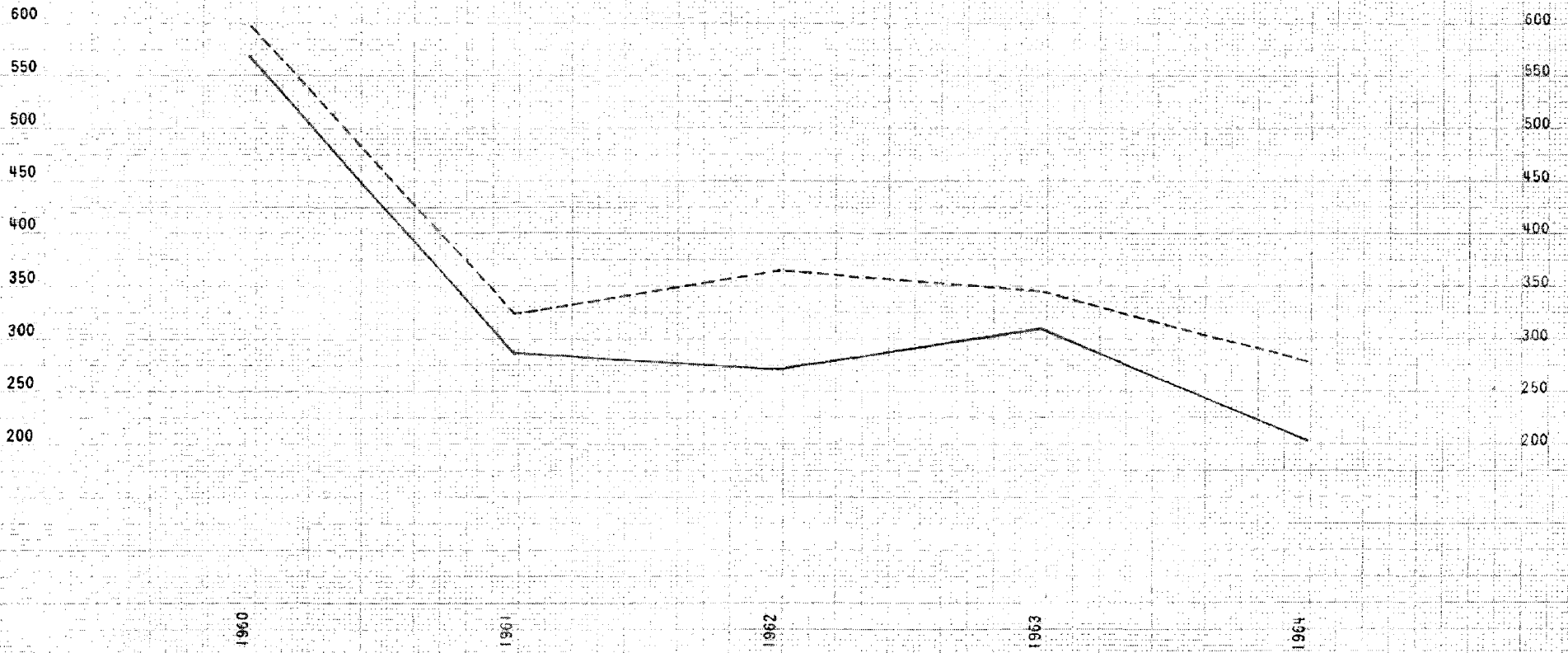


Exhibit 6

Exhibit 7

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT 1060 SOUTH BROADWAY, LOS ANGELES, CALIFORNIA 90015

C. M. GILLISS, GENERAL MANAGER • TELEPHONE (213) 749-6977



CONE T. BASS, MANAGER OF OPERATIONS

March 3, 1965

Mr. G. F. Goehler, General Supt. of Transportation
All Division Supts. and Instructors, Transportation Dept.

Mr. G. H. Powell, General Superintendent of Equipment
All Superintendents, Equipment Maintenance Department

Subject: Summary of Accidents, 1964 - Report No. 12-4

It is with a great deal of satisfaction that I have just finished reviewing the subject report. I should like to take this means of expressing to all of you, and finally to all of our individual operators, sincerest thanks for the combined efforts of all concerned that resulted in the reduction of accidents as indicated by this report.

The following listings of reductions are significant:

1964 vs. 1963

Traffic Accidents	-12.2%
Passenger Accidents	-19.1%
Total Operating Accidents	-14.1%
Traffic Accident Frequency	- 9.6%
Passenger Accident Frequency	-16.6%

Nine of the twelve Divisions show a reduction in traffic accident frequency. Eleven Divisions show a reduction in passenger accident frequency. We are most grateful to all concerned for the attainment of such a record.

Our Equipment Maintenance Department works diligently at providing our operators with the safest possible vehicles to operate from a mechanical viewpoint. Everyone to whom a copy of this letter is directed, however, plays a major part in accomplishing the safety record that results from our operations. The operators themselves, of course, are the ones on the firing line and most directly responsible.

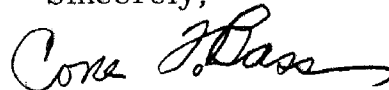
Messrs. G. F. Goehler and G. H. Powell
March 3, 1965
Page 2

We are most grateful also for the efforts and cooperation of the Brotherhood of Railroad Trainmen in accomplishing the 1964 safety record.

The efforts of Transit Casualty Company's Safety Engineering Department certainly played a big part in our safety record and I am sure that all of you would like to join me in expressing appreciation for their efforts.

I am positive that all of you are proud of this record as you have a right to be. I am sure also that everyone concerned will work toward even improving the 1964 record in 1965.

Sincerely,

A handwritten signature in cursive script that reads "Cone T. Bass". The signature is written in black ink and is positioned below the word "Sincerely,".

Cone T. Bass
Manager of Operations

CTB:rkk

cc: Mr. C. M. Gilliss
Mr. D. H. Sheets
Mr. Homer Porcher

Exhibit 8

The Transportation Department Staff Safety Committee has been wholeheartedly endorsed by the Special Agents Department, and this is evidenced by the number of suggestions of safety submitted by my employees.

The response and action taken on suggestions by the employees has given them the feeling of a responsibility to be on the alert and constantly observant of matters pertaining to safety, not only of equipment, but also personnel.

The Committee has favorably acted upon suggestions of Patrolmen at Main Street Station in connection with operation from motor bus exit, and not only has this resulted in safer operation, but also made the work of the Patrolmen much easier.

This Committee has established a policy of taking immediate corrective and remedial action, and its existence will no doubt decrease all types of accidents on and with District equipment, in addition to employee personal injuries.

J. SHAFER

Chief Special Agent

I think the past record of the Safety Committee has been most gratifying and it is my belief that the Committee will continue to help the District establish an even finer safety record and that it will play a more important role in the future by making all of us more conscious of safety and the importance it plays in our lives and jobs.

C.C. Templin

Assistant Chief Instructor

Since the inception of the Safety Committee, I feel that real progress has been made, not only the reduction in the number and severity of accidents, but I also feel that real progress has been made in employee relations. During my frequent visits to the Divisions, I make it a point, whenever possible, to talk to the operators in the train room and attempt to lead the conversation into accident statistics and I can report that there is real interest among the operators, as almost invariably, they bring up some traffic hazard, such as poles, driveways, obstructions, etc.

They are always pleased to know that their suggestions are discussed in our meetings and, of course, any written suggestions that they are encouraged to turn in are always answered by letter. This, too, has resulted in favorable comment. Perhaps the most important result of the committee has been the participation of various department heads and the consequent understanding of each other's problems.

While, of course, there is still considerable improvement to be made in our accident situation, I do feel that we are definitely on the right track and with the continued enthusiasm, as shown thus far, our accident frequency, I am convinced, will compare very favorably with similar properties anywhere in the country.

J. STEWART

Asst. Gen. Supt. of Transportation

perhaps the outstanding achievement of the Safety Committee has been the fact that it has brought management, staff personnel, supervisory, mechanical and operating personnel closer together for a common objective: safer operations in all District departments by establishing, improving, and maintaining safety activities that will be effective and thereby help personnel to better understand and carry out their responsibilities in the safety program.

M.J. Storer
Chief Instructor

As a result of the Safety Committee meeting, all members from the various departments have realized a better understanding of mutual problems, resulting in a safer operation of Buses. Many obstructions, such as trees, poles and street conditions, have been brought to the attention of the Committee and corrections have subsequently been made at a saving of many dollars to the District. It is gratifying to see members of the various departments working together for the common good of all.

GEORGE H. WELLS
Assistant General Superintendent of Equipment Maintenance

I think the Safety Committee has done a job that could not have been done by any other group or organization, because it has proper representation of all departments, operating and nonoperating alike.

J. W. Prutsman
Transit Casualty Safety Director
Safety Engineering Section

- The effect of our successful safety program is reflected in the operation of the schedules and the Schedule Division in the following manner:
1. In the avoidance of an accident, a delay in service is eliminated at the scene and also on the next scheduled trip because of the probability of a turnback to put the vehicle on-time.
 2. A savings is made in Operators' cost by eliminating overtime or relay time, also court appearance time.
 3. Savings are made in the Schedule Division by eliminating time spent in investigating and answering complaints or preparing statements for court cases.
 4. Finally, the avoidance of accidents protects our passengers from injury and delay which in turn is a great factor in holding our passengers and keeping the revenue at a level for a profitable operation.

Prior to June 6, 1961, the Safety Committee, functioning as a branch of the Transportation Department Staff, was known to us mainly by the Committee name only.

I have attended only a few of the meetings and have had but a short time to apply precepts and principles of the Committee to our department, but I know that it has rekindled by cognizance of the need for everyday practice of safety-conscious working habits.

The finest trait of the Committee, and each member individually, that has immediately registered with me, has been the cooperation of all members and departments, the interest shown in all problems of all departments, and the impersonal analysis of problems as well as the apparent willingness to accept suggestions for improvement from any member regardless of their department affiliation.

I am confident that much good will accrue to the Maintenance Department by continued service on the Committee and wholehearted cooperation with it and its members.

F. W. Markley
Staff Assistant
Equipment Maintenance Department

In the year 1964, we processed approximately 3100 reports. This included 1119 from the supervisors. The others originated from the public, cities, and other departments. Investigation has brought about the relocation of 149 zones, abandonment of 194 zones, establishment of 889 new zones and extension of 240 zones.

We also ran a series of tests here in Macy Yard when it became evident that our standard 80 feet zone for the 40 feet dreamliner were not adequate. As a result of these tests, the Board of Public Utilities has increased the minimum of 90 feet and a maximum of 100 feet. This meant the changing of the City Ordinances, which has been done. As indicated above, we have abandoned 194 zones which in most instances were impossible to relocate the zone and/or to eliminate the object we were striking. Red reflector warning tabs were placed at 94 locations where no adjustments could be made.

We have been fortunate in most cities in having them improve their landing where it was unsafe and/or getting permission to make improvements ourselves.

C. E. Forkner
Supervisor of Stops and Zones

D. S. COBURN
Superintendent of
Schedules and Statistics

Exhibit 9



Photo at left represents
Bus Stop with Right Turn
Exemption.

Photo at right represents
Design of Fare Box Support,
Changer Rack, Zone Check Holder,
Transfer Rack and Litter Box,
All Convenient to Operator.

