



THE BUZZER

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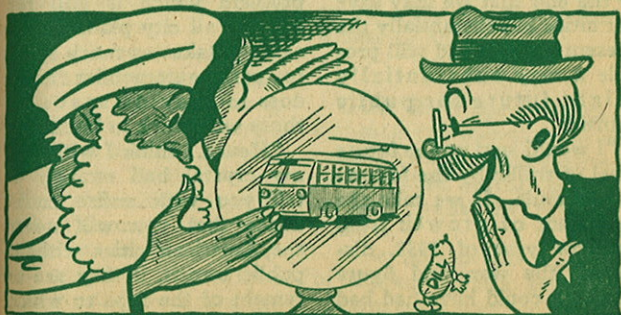
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COMING EVENTS

An expert makes some predictions about future transit

BEFORE THE late Mr. H. threw a monkey-wrench into the world's affairs, most people could do a tidy job of predicting a few years ahead. But today, even with a bumper crop of analysts, prognosticators, soothsayers, columnists, palm-readers and plain wise guys, we have dozens of theories of what like the world is going to be henceforward.

It is one thing, of course, to sound off verbally over the back fence out of range of any dictaphone or other recording apparatus, but another to set stuff down on paper for later ages to check up on. We surmise that a lot of foretellers are going to have to eat their words if anyone takes the trouble



to compare actualities with predictions.

When it came to predicting the future of mass transportation, we thought we'd go to an authority, and it happened that before Japan even thought of collapsing, he wasn't afraid of his words coming back at him. He is Alfred J. Lundberg, president of the Key System of Oakland, the electric railway and bus service that serves Oakland and traffic to and from San Francisco. Mr. Lundberg was president of the American Transit association a few years ago. He was speaking before the Pacific Railway club when he made these remarks:

"It is my judgment that the post-war trend in the transit industry will be towards modern equipment, regardless of whether it be rail or rubber; towards faster acceleration and deceleration; towards a balance between the use of modernized public transit and the use of the private automobile in new freeways; and in new off-street parking facilities, to the end that we may save our cities in substantially the present pattern and still provide a very substantially bright future for public transit.

"I would sum up the future level of traffic by the following formula. If we take the increment of growth from the low year of 1933, disregard the war, and figure what we could have had had

there been no war, I would say that is probably the minimum that will occur. In other words, a normal growth projected from 1933 to date. And here on the Pacific Coast it is probable that there will be some addition to that, resulting from the continued presence of naval and military personnel, and from the speeding up of the urbanization process.

"Now let's take public transit vehicles at pre-war loading standards. Motor coaches carry 9000 persons per hour per lane, street cars 13,500 persons per hour per lane, electric trains 40,000 persons per hour per lane. Now you can see the contrast between the least efficient from the standpoint of street space use of public transit vehicles, namely, motor coaches and the most efficient use of automobiles of 9000 to 2625. And that is only part of the story. The public transit vehicles are running all the time and do not need any space for parking. The automobile has to be parked; and therein lies a problem which is still the bane of all city planners because it takes as much space to park automobiles as it does to provide space for those who work in buildings.

"Hence, I think I will trust my crystal ball enough to tell you with entire confidence that you will never see American cities without public transit, if they are to remain of the type to which

we are accustomed, that is, concentrated business districts and tall buildings. There is a future for public transit in American cities, in spite of the loss of much of the wartime traffic."



ABOUT A month ago we brought up the question of passengers offering seats to wounded veterans, especially on the Oak street line in the vicinity of the Shaughnessy Military hospital.

Since then we have received a letter from the Vancouver Municipal Chapter of the I. O. D. E. asking us to carry on some educational work among both our employees and the public towards assisting these wounded veterans.

They ask us, for example, to bring to the attention of the operators of cars not to start up with a jerk before a veteran has reached his seat as he might be thrown off his feet and serious injuries result. This matter has been discussed at one of our labor-management committee meetings, and we are using

every means available to bring to the attention of employees affected the necessity of giving wounded veterans assistance when boarding and alighting.

The I. O. D. E. chapter asked us also to suggest to the public to be more considerate in getting wounded passengers seated. "We feel," the letter stated, "that it is thoughtlessness rather than deliberate action that causes the public to use so little consideration for these men. . . . The members of the Vancouver Municipal Chapter feel with a little education both your employees and the general public will show these young men the consideration they so worthily deserve, and show this consideration in a way that causes no embarrassment to a wounded man."

It is hardly necessary for us to add anything to this letter. Passengers should make way for wounded men as much as possible, especially in getting on and off crowded street cars and buses. Please do not crowd on to a car if one of them wishes to alight first.

* * *

OUR BUS operators and one-man car operators have come forward with a suggestion that we heartily concur in and pass on to our patrons.

It is that in the interest of efficient service, standing passengers riding on front-

entrance cars and on buses, stand back from the front end of the vehicle so that operators may have a view to their right of approaching traffic.

Moving back in the car or bus is the remedy.



ALONG THIS line, but referring to rear-entrance cars, we have these verses from Mr. Johnstone, 3833 Imperial street, New Westminster:

"Move to the front," the conductor calls.

I'm afraid he calls in vain,
For planted halfway in the car

There is an ardent swain.

The aisle is sure well blocked;
No chance to get past there,
For he's bent over whispering

Sweet nothings in her ear.

Next trip a buxom lady
Stands with one hand on high,
Some parcels scattered at her feet,

Says that look in her eye:

"There's no chip upon my shoulder,

Nor do I bear a grudge,
But until I get a seat

From here I will not budge."

Now don't be selfish or inconsiderate,

Treat your fellow riders right,

'Cause next time you may be the one

Who is jammed in far too tight.

Listen to Home Service News every morning at 8.15 on Monday, Wednesday and Friday over CJOR, and Tuesday, Thursday and Saturday over CKWX.

Get a copy of our new folder, "Birds of Stanley Park", at the B. C. Electric Information bureau, Carrall street station.

Prosecutor: "Now tell the court how you came to take the car."

Defendant: "Well, the car was parked in front of the cemetery. So naturally I thought the owner was dead."

A chatty little blonde girl, age 4, neatly solved the Seattle Transit System's problem of overcrowding, before an amused load of passengers recently. "Mommy," she inquired, "why is everybody standing up when there are so many laps to sit on?"