

TRANSIT NEWS

DECEMBER • 1947



CHICAGO TRANSIT AUTHORITY

was established for the specific purpose of giving the people of Chicago and the metropolitan area modern, unified, attractive and convenient local transit at the lowest possible cost consistent with a high standard of service.

This is the objective that the Chicago Transit Board, as the administrative agency of the Authority, is striving to achieve.

It now has underway the most extensive and intensive modernization program in the history of local transit in Chicago.

Behind this far-reaching program is a broad, progressive policy established by Chicago Transit Board as its guide in the conduct of the affairs of the Authority.

The cardinal points in this policy call for the fullest management-rider cooperation; friendly, equitable management-labor relations; and, within the CTA itself, a unity of purpose and effort springing from a sincere desire to serve the public.

The Board intends to serve the transit riders by determining their needs and then providing the services to meet these needs.

Providing the types of transit service the public needs is a responsibility that the Chicago Transit Board shares with the operating management.

Upon the operating department employees, however, rests the even greater responsibility of *giving* service—the kind of service that will attract more and more riders and thus assure the attainment of our objective—a local transit system that will rank with the best in the nation.

We are pioneers in a new approach to the solution of big city local transit problems. Our efforts are being closely observed. By determined, united, constructive action, we can set a new pattern and new standards in local transit service.

We will also be building a Greater Chicago, for good local transportation is the most important essential to civic progress.

CHICAGO TRANSIT BOARD

PHILIP HARRINGTON, *Chairman*



FRANK McNAIR



JAMES R. QUINN



IRVIN L. PORTER



PHILIP W. COLLINS



WILLIAM W. McKENNA



GUY A. RICHARDSON

MEET CTA'S TOP-SIDE

RESPONSIBILITY for administration of Chicago Transit Authority rests with the seven-man, policy-making Chicago Transit Board, and three local transit operating executives who put the Board's policies into action.

Chairman of Chicago Transit Board is Philip Harrington, an engineer and a lawyer, who, as Commissioner of Subways and Superhigh-

PHILIP HARRINGTON

ways, directed the design and construction of Chicago's first subways, and was also the city's principal negotiator for the settlement of traction problems through the CTA.

For 23 years, Mr. Harrington was a member of the engineering staff of the Sanitary District of Chicago, becoming Chief Engineer in 1933. From 1935 to 1938, he was City Traction Engineer, becoming Commissioner of Subways and Superhighways in 1938. During World War II, he was administrator for the Office of Defense Transportation in the Chicago Metropolitan area. Mr. Harrington is a graduate of Armour Institute of Technology and the Kent College of Law.

Vice-Chairman of the Board is Frank McNair, who has been identified with the Harris Trust and Savings Bank since 1903. Although he retired recently as executive vice-president of the bank, Mr. McNair still serves as mem-

WALTER J. McCARTER

ber of the bank's board of directors, and as chairman of the directors' trust committee.

Mr. McNair is also a director of Columbia Mills, Inc.; trustee of Children's Memorial Hospital, and trustee of the University of Chicago, of County Home for Convalescent Crippled Children, of the Home for Destitute Crippled Children, of the Chicago Lying-In Hospital, of the U. of C. Cancer Foundation.

Irvin L. Porter, treasurer of Chicago Transit Board, is vice-president and director of the First National Bank of Chicago. He is also a director of the Chicago Mill and Lumber Company, the Harnischfeger Corporation and the Kearney and Trecker Corporation of Milwaukee. He is also a director and voting trustee of Ambassador East, Inc., Chicago; treasurer of the University of Illinois; and trustee and finance chairman of Knox College, Galesburg.

E. J. McILRAITH

Secretary of the Board is William W. McKenna, a lawyer, and formerly executive assistant to the Mayor of Chicago. Previously Mr. McKenna was secretary to the assistant superintendent of the New York Central Railroad; secretary to the company attorney of the Public Service Company of Northern Illinois, and executive assistant to the President of the Chicago Board of Education. Mr. McKenna was admitted to the Bar in 1929.

The other members of the Board are Philip Collins, James R. Quinn, Guy A. Richardson.

Mr. Collins has been engaged in general insurance business in Chicago since 1922. He is a former member of the Illinois Commerce Commission, former chairman of the Illinois Tax Commission and former director of the

State Department of Revenue. He is a member of the Chicago Board of Underwriters, and the Chicago Association of Commerce.

Mr. Quinn has been engaged in the general practice of law in Chicago since 1912. From 1931 to 1945, he was Alderman of the Fiftieth Ward, and for fourteen years he was chairman of the City Council Committee on Local Transportation. He was formerly an Assistant State's Attorney and professor of law at Loyola. He is a director of the Bank of Rogers Park.

Mr. Richardson is known to employees of the CTA as former general manager and chairman of the Board of Management and Operations of the Chicago Surface Lines. He has been identified with the local transit industry since 1901. He became chief operating executive of the Chicago Surface Lines in 1923, retiring in 1941. During World War II, Mr. Richardson was Director of Highway Transport, Office of Defense Transportation, in direct charge of the mobilization of the nation's local transit for the war effort.

Top operating executives of Chicago Transit Authority are Walter J. McCarter, general manager; E. J. McIlraith, assistant general manager in charge of the Surface Division; and Harley A. Johnson, assistant general manager in charge of the Rapid Transit Division.

Mr. McCarter is nationally recognized in the transit industry for his progressive policies. He most recently served as head of the Cleveland Transit System. Graduating from Purdue University in 1921, he became a student engineer with the Milwaukee Electric Railway and Light Company and served there in various capacities before moving on to the Cleveland assignment. He pioneered there in the establishment of new service techniques, premium fares for special services and better labor and "owner-rider" relationships. He brings to the CTA a record of tested experience.

Mr. McIlraith is a graduate of the University of North Dakota. He served as an instructor at Cornell University between 1907 and 1910. From 1911 to 1919 he was associated with Stone and Webster, being active during that period on the Seattle Transit properties. From 1919 to 1923 he was with the Philadelphia Rapid Transit, part of the time as operating manager of that system's elevated and subway lines. In 1923 he joined the staff of the Chicago Surface Lines as staff engineer. He was appointed acting general manager of the Surface Lines in 1945.

Mr. Johnson began his transit career in 1905 as a helper in the elevated lines' car repair shops. Subsequently he served as master mechanic, superintendent of shops and equipment, organization engineer and general manager. A graduate mechanical engineer, he has been prominent for many years in the affairs of numerous national engineering organizations. He served for ten years as director of research for the mechanical division of the Association of American Railroads. In recognition of that service he was awarded the honorary degree of Doctor of Engineering by Purdue University in 1935.

HARLEY JOHNSON



Cashier's checks for \$75,000,000 and \$12,162,500 brought ownership of the Chicago Surface and Rapid Transit Lines to CTA on September 30.

CTA Purchases "L" and Surface Lines

IN BRIEF proceedings in Federal Judge Igoe's Court on September 30, Chicago Transit Authority became an operating reality.

The proceedings climaxed years of engineering, legal and financial effort to unify Chicago's local transit facilities.

Philip Harrington, Chairman of Chicago Transit Board, accepted a \$103,843,000 check from Edward B. Hall, representing the investment bankers who marketed the CTA's issue of \$105,000,000 in revenue bonds.

Then Chairman Harrington handed to Walter A. Wade, special master-in-chancery, two CTA checks in the amount of \$75,000,000 and \$12,162,500 for purchase of the Chicago Surface Lines and the Chicago Rapid Transit Company, respectively.

CTA, thus established in business, has no parallel in the transit industry. It is publicly owned but privately financed. It has no power to tax and must support itself and pay for its extensive modernization program out of operating revenues. It has an exclusive 50-year franchise from the City of Chicago, and is resuming negotiations for the purchase

of additional transit properties in Chicago and the suburbs as units of an area-wide system operating within its authorized territory which includes 85 municipalities in Cook County in addition to Chicago itself.

Through purchase of Chicago's two major local transit companies, CTA has acquired ownership of 3,125 street cars, 150 trolley buses, 693 gas buses and 1,623 elevated cars. Real estate involved included 235 elevated stations and about a hundred other parcels with operating usefulness. About 1,092 miles of surface track length and 171 miles of elevated tracks were acquired. Trolley bus lines totalled 59 miles.

Amazing smoothness marked the transition from private to public ownership. Surface and "L" passengers who became "Owneriders" at 12:01 a.m., October 1, found little to confuse them. Advance announcements in cars, buses and rapid transit stations had advised them of fare changes and enlarged transfer privileges. Service was running on schedule. CTA was in business—and operating without a hitch!

The CTA and YOU as an Employee

CTA

MEANS

STABILITY OF EMPLOYMENT

Because it is financially sound and able to provide new and up-to-date equipment, CTA will increase riding, expand employment and afford added insurance against lay-offs in time of depression.

CTA

MEANS

FAIR EMPLOYMENT AND FAIR PROMOTIONS

All capable Chicago Surface Lines and Chicago Rapid Transit employees are retained as employees of the Chicago Transit Authority. There will be no political meddling or interference with YOU or YOUR job. All appointments and promotions will be without discrimination and strictly on the basis of merit and efficiency. This is the stated policy of the Chicago Transit Board.

CTA

MEANS

ASSURED COLLECTIVE BARGAINING

The right to join a union of your own choosing is guaranteed.

Existing contracts between the Chicago Surface Lines and Chicago Rapid Transit Company and organizations of employees continue in force until their expiration. Then new contracts will be negotiated in conferences between the management and union representatives, or through arbitration.

CTA

MEANS

PROTECTION OF YOUR SENIORITY RIGHTS

This is provided by law and is the fixed policy of the Chicago Transit Board. Existing seniority rights and privileges will be retained.

CTA

MEANS

CONTINUED OLD AGE RETIREMENT PROTECTION

This is specifically and definitely provided by the Metropolitan Transit Authority Act.

Existing pension rights and privileges established under the pension or retirement system of the Chicago Surface Lines and the Chicago Rapid Transit Lines will remain in effect unless such system is modified by agreement with your representatives.

The Act requires the Transit Board to establish and maintain a pension and retirement system, and to protect all employee rights. This will be done.

CTA

MEANS

BETTER TOOLS TO WORK WITH

Under the already authorized modernization program, \$150,000,000 worth of new equipment—buses, streetcars, trolley buses, subway-elevated cars, garages and shops properly equipped will be provided.

CTA

IS BOTH YOUR OPPORTUNITY AND RESPONSIBILITY

Polite, friendly treatment of our customers; thoughtful consideration of people waiting at a stop, of the aged and handicapped; smooth, safe operation of equipment; personal neatness, and clean, properly maintained equipment; attentiveness to suggestions and requests for information—all these are essential to good service.

Only good service will produce satisfied customers and more riding.

Giving the public that kind of personal service is *Your* responsibility—and opportunity to contribute to stabilized, expanded employment and to the successful operation of CTA.

HERE'S HOW THE CTA IS SET UP

JUST HOW are the elevated and surface divisions of the Chicago Transit Authority to be welded into one smoothly operating organization? Where does your individual job fit into the picture?

The chart on these two pages shows how CTA is organized.

At the top of the chart is the seven-man Transit Board, which functions as a board of directors and determines policy. Four of its members are appointed by the Mayor of Chicago, and three are appointed by the Governor of Illinois.

Assisting the Board are the administrative and operative departments. Their job is to put into action the Board's policies.*

* First statement of policy gave the CTA's over-all objective as "unexcelled local transportation for Chicago and Greater Chicago."

TRANSIT ENGINEER

Independent Studies
New Acquisitions
Transit Consultants
Independent Consulting Engineer
Independent Public Accountant

SECRETARY

Acting Secretary

General Corporate Records
Notices and Communications
Proceedings of Board
Resolutions and Ordinances

CHIEF ENGINEER

Modernization program
Specifications and design for construction and purchases
Quality certification
Methods and Research
In Traffic
In Engineering
In Maintenance
City planning

MANAGER RAPID TRANSIT DIVISION

Transportation Dept.
Traffic and Schedules
Personnel
Rolling Stock Maintenance
Structure and Track Maintenance
Electrical Operation and Maintenance
Stores

CHICAGO TRANSIT BOARD

Chairman
Vice-Chairman
Members

GENERAL MANAGER

Operating and directing head
and
Public Information

TREASURER

Acting Treasurer

Receipts and Disbursements
Investments
General Financial Affairs of the
Authority

GENERAL ATTORNEY

Board matters
Corporate matters
Legislation
Franchises
Ordinances
Special Contracts and
Agreements
Special Counsel

MANAGER SURFACE DIVISION

Transportation Dept.
Traffic and Schedules
Personnel
Rolling Stock Maintenance
Structure and Track
Maintenance
Electrical Operation and
Maintenance
Stores

COMPTROLLER

Collections and Disbursements
Accounting
Purchasing
Real Estate
Insurance
Budget and Budget Control

CHIEF ATTORNEY General Law Division

Contracts
Proceedings before Courts
and Boards
Tax Matters
Labor Matters
Legal Counsel to Board

CHIEF ATTORNEY Accident Division

Claims Department
Claims Attorneys
Medical Claims
Trial of Accident Cases

WHAT'S AHEAD in Chicago Transit

Chicago's local transportation is undergoing a major face-lifting job in Chicago Transit Authority's \$150,000,000 current modernization program.

When this particular job is completed, Chicago's present streetcars and "L" coaches will be only a memory.

In their place will be whole fleets of modern vehicles—stylish buses and trolley coaches rolling on silent pneumatic tires, modern streetcars and silver-streak "L" and subway coaches rolling on noise-proofed trucks and steel-rubber wheels.

The initial modernization program includes:

Purchase of 2,725 buses to replace streetcars and eliminate many miles of track; to establish 150 miles of express bus service, 220 miles of extensions of existing routes; and to replace older buses now in service. Approximately 475 of these new buses have now been delivered and are in daily use.

Purchase of 1,000 modern, all-metal, subway-elevated cars to replace all of the wood cars now in use. Two experimental cars of this new design have been received and are now in daily service.



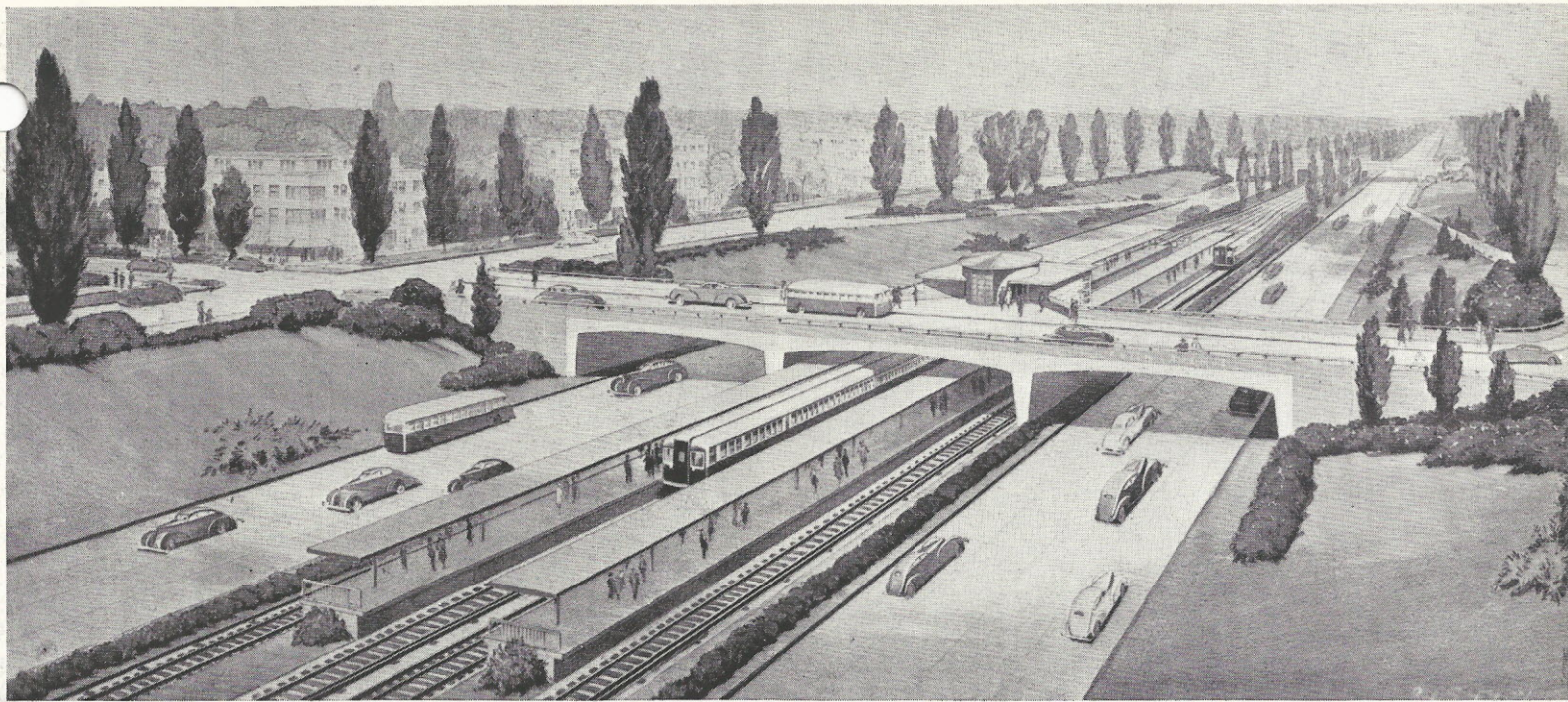
Modern streamlined buses will provide express bus service.

Purchase of 800 rubber-mounted streetcars—225 already delivered—to modernize service on the most heavily traveled surface routes.

Installation of a modern signal system on the elevated lines.

Green-clad streetcars rolling on noise-proof trucks, will operate on heavily-traveled surface routes.





Rehabilitation of the "L" structure and "L" stations.

New garages and shops and modern equipment for housing and proper maintenance of the new rolling stock.

Paving of streets where streetcar tracks are removed.

This represents the most extensive local transit modernization program under way in any city in the nation today. The City of Chicago and the Federal Government are contributing appreciably to the success of this program by the completion of the initial system of subways.

By late 1949 the Milwaukee Ave.-Dearborn St.-Congress subway—the second of two routes financed jointly by the City and the U.S. Public Works Administration—will be completed and in operation with new subway-elevated cars purchased by the CTA. It is estimated that this route will serve 30,000,000 riders per year. Their individual time-savings will range from 15 to 25 minutes per day.

Programmed by the City of Chicago for construction in the near future is a West Side Subway. It will be an extension of the Congress Street leg of the Milwaukee-Dearborn-Congress subway. Crossing under the Chicago river in tubes, it will emerge near Halsted St., in the strip between the roadways of the Congress Street Superhighway. It will continue in the median strip of the highway to Kedzie Ave. and then north in subway tubes to connect with the Lake Street "L."

Included in the plan are the construction of two-track connections to the Douglas Park and Garfield Park branches at Marshfield Blvd. and at Sacramento Blvd.

Chicago Transit Authority already has been granted through its franchise from the City of Chicago the right to operate the proposed West Side subway as well as the State St. and Milwaukee Ave.-Dearborn St.-Congress St. subways.

Rapid Transit trains of the proposed West Side Subway will operate in depressed right-of-way of the Congress Street Superhighway.

Work on the Milwaukee-Dearborn-Congress Subway, stopped by the War, has been resumed and is being pushed forward to completion.



You and Social Security

A COMMITTEE to work out the basic information upon which a new benefit plan may be designed for Chicago Transit Authority employees was appointed recently by *General Manager Walter J. McCarter*. The new plan is intended to coordinate benefits for future years of service with CTA with employees' accumulated Social Security benefits.

At the same time, Mr. McCarter advised employees 65 years of age or over to apply immediately for their Social Security retirement benefits. Other employees, as they attain 65, have been urged to do likewise. These employees will still be entitled to continue working for the Chicago Transit Authority in compliance with the union contracts, although they may be receiving Social Security retirement payments.

This procedure is also recommended by a recent timely and informative article in the *Union Leader*.

Failure of employees now eligible for Social Security to apply promptly may cause them to sustain a loss because no social security benefits will be made retroactive for more than the three months immediately preceding the filing of an application.

Behind these two announcements is the fact that the Chicago Transit Authority is a municipal corporation. As such, its employees are exempt from Federal Social Security. However, they are still entitled to benefits which they have already accumulated under the Act.

There are two kinds of benefits under Social Security—retirement and survivors'. Retirement benefits are payable to the wage earner and his family when the worker retires at 65 or later. Survivors' benefits are payable to the wage earner's family when the worker dies, no matter at what age death occurs.

However, at the time of his death, or when he reaches age 65, the worker must qualify as being "fully insured," or "currently insured," under the terms of the Act.

Specifically, according to the Act: A wage earner is fully insured if he has been paid \$50 or more in covered employment in at least half the number of calendar quarters as there are between January 1, 1937, when the program began, and the quarter in which he becomes 65, or dies.

If he became age 21 on or after January 1, 1937, however, he need only have been paid wages of \$50 or more in at

least half the number of complete calendar quarters as there are between his twenty-first birthday anniversary and the time he becomes 65, or dies. . . . Once a worker has acquired 40 of these \$50 quarters he is fully insured for life, even though he does not acquire any more. This does not mean, however, that his benefit amount will not change. If he continues to work in covered employment his benefit, generally speaking, increases; if he leaves covered employment, it decreases.

Generally speaking, an employee would be "fully insured" if he has been working full time for the elevated or surface divisions since January 1, 1937. Therefore, employees now age 65 or over should apply immediately for Social Security benefits. Those who attain age 65 subsequent to October 1, 1947 should apply immediately thereafter.

For children under 18, and widows with such children in their care, the law provides monthly benefits when the worker dies and is only "currently insured." A worker is said to have been "currently insured" when he died if he worked in a covered job roughly one-half the last three years of his life.

The plan which is being prepared will attempt to provide benefits coordinated with the benefits accumulated by the employees from Social Security.

Members of the committee doing the research are *Harley Johnson*, chairman; *Wm. O'Neill*, attorney; *John Finch*, auditor; and *H. B. Storm*, secretary.

Amounts of the benefits from Social Security are based primarily on the workers' average monthly wage in a covered employment. The Social Security Administration keeps an account for each worker while he is in covered employment. When the worker or his family files a claim for benefits, the worker's account and the period of his covered employment determines the amount of the benefits.

Pending the completion and adoption of the benefit plan the same amount is being deducted from employee wages as under Social Security. The Authority is also making an equal contribution and the funds are being credited to a special account.

Employees may obtain information about the exact benefits to which they are entitled under Social Security by contacting their local Social Security Agency.

SOCIAL SECURITY RETIREMENT BENEFITS FOR CTA EMPLOYEES

In this chart it is assumed that coverage under the Social Security Act has been continuous since January 1, 1937, and that there will be no additional employment covered by Social Security Act subse-

quent to 9-30-47. This equals 129 months (43 quarters) of covered employment as of 10-1-47.

Age on 10-1-47	No. of elapsed ¼'s from 1-1-37 to age 65	No. of elapsed months from 1-1-37 to age 65	Monthly payments to be received from Social Security at age 65, for various average monthly salaries earned in employment while covered by Social Security Act.*					
			\$100	\$150	\$175	\$200	\$225	\$250
30	183	549	\$10.21	\$15.54	\$18.20	\$20.87	\$22.53	\$23.09
35	163	489	11.54	17.76	20.42	22.53	23.20	23.98
40	143	429	13.32	19.98	22.53	23.31	24.20	24.98
45	123	369	15.54	22.42	23.42	24.42	25.42	26.30
50	103	309	18.65	23.64	24.75	25.86	27.42	28.19
55	83	249	22.42	25.31	26.75	28.19	29.64	31.08
60	63	189	24.20	27.77	29.86	31.75	33.74	35.63
65	43	129	27.75	33.30	36.08	38.85	41.63	44.40

*When the employee's wife has also reached age 65 the monthly payments will be increased 50 per cent.

TRANSIT in the News



CONDUCTOR Michael Tierney, (77th Station Surface Division) was recently awarded a Meritorious Service Plaque in recognition of his untiring efforts toward Marine Corps Recruiting, both during the war and the Post-War Recruiting Program. Previously he had received a citation from the Chicago Marine Corps League. Mike, who served in the Army during the first World War in France and on the Mexican Border, joined the U. S. Marines in 1919 for a three-year tour of duty. Since then Mike's one love has been the Marine Corps and he has shown it by personally sending in to the Chicago recruiting office over 750 young men who fought all over the Pacific during World War II. To many of these boys Mike still writes, although they are scattered to China and other far-off places.

With the termination of the extensive recruiting program for regulars, Mike's job would apparently be ended, but not so! Mike has pledged his whole-hearted support to the new Citizen Marine Corps Enrollment Program which was officially launched on November 10, the 172nd Anniversary of the Marine Corps.

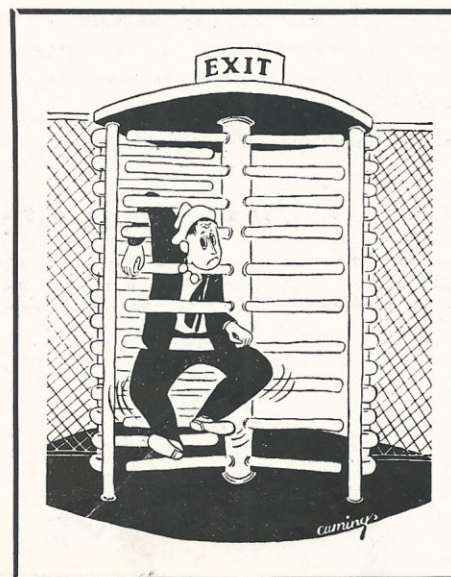


SLIGHTLY SCORCHED: No speed-contraption stripped for action, this vehicle is the fundamental part of a Ford bus that "played with fire." After the body had been destroyed by a fire, the chassis was provided with an improvised driver's cab and driven under its own power back to Detroit for a new body.

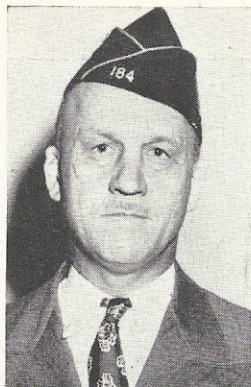


SECOND-STORY MEN: When police and firemen were unable to help two Chicagoans locked out of their apartment, Oliver Johnson (left) and Rudy Staska came to the rescue with a Surface Division emergency truck. By raising the platform to the second-story level Rudy was able to climb through the window and unlock the door.

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★ AMERICAN LEGION ★



EARL K. LEAMING
*Commander
Rapid Transit Post*



WM. E. FLOWERS
*Senior Vice-Commander
Rapid Transit Post*



DOROTHY WARD
*President
Rapid Transit Auxiliary*



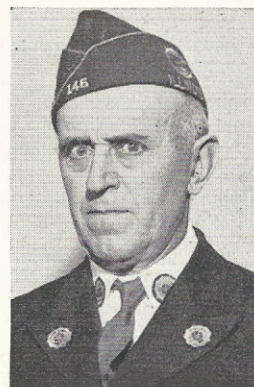
FRANCES RUBINO
*First Vice-President
Rapid Transit Auxiliary*

BELOW—New member of Elevated Post, Walter J. McCarter, CTA general manager, visits with legionnaires and auxiliary members at the annual installation of officers. Seated, left to right, are: Loretta Lynge, past president Cook County Council who acted as installing officer for the auxiliary; Hattie Walter,



N-NEW OFFICERS

retiring president; Harley A. Johnson, manager of the Rapid Transit division; Mr. McCarter, Harrison D. Wilson, retiring commander; Installing Officer Edwin R. Wegner, second district commander, and Installing Sergeant-at-Arms Harold H. Hobson, second district vice commander.



CARL NEISNER
*Commander
Surface Lines Post*



LEROY FELTON
*Senior Vice-Commander
Surface Lines Post*



THELMA DUSTIN
*President
Surface Lines Auxiliary*



VELDA THOM
*First Vice-President
Surface Lines Auxiliary*



ANSWER Please!

What are your questions regarding company operations, policy, or activities? Do you have some problems of over-all employe concern?

In future issues of TRANSIT NEWS a section will be devoted to answering questions submitted by employes. If you have a question—jot it down. You need not sign it, but it should be of general interest.

Send your questions to the Public Relations Department, 79 W. Monroe. Answers will be supplied by appropriate company officials.

Here's your chance. What're you waiting for?

LONGEST "L" SERVICE RECORD ESTABLISHED

The longest "L" employe service record—56 years—covering the entire corporate span of the Chicago Rapid Transit Company and predecessor organizations came to a close on September 30 with the voluntary retirement of Addison L. Gardner, president and general attorney. By remaining active with the elevated through its last day as an operating company, he fulfilled a desire to compile a service record that would stand for all time.

Mr. Gardner was first associated with the old Chicago and South Side Elevated Railroad as an attorney on Nov. 1, 1891, seven months before the first train operated over that line.

Active in the acquisition of property for right-of-way purposes, he continued as the "alley L's" attorney after operations began. In 1893 he was similarly retained by

the Metropolitan West Side Elevated Railroad, two years before that property inaugurated service. In 1911 he was appointed general attorney for the consolidated Chicago Rapid Transit Company and in 1938 was named president.

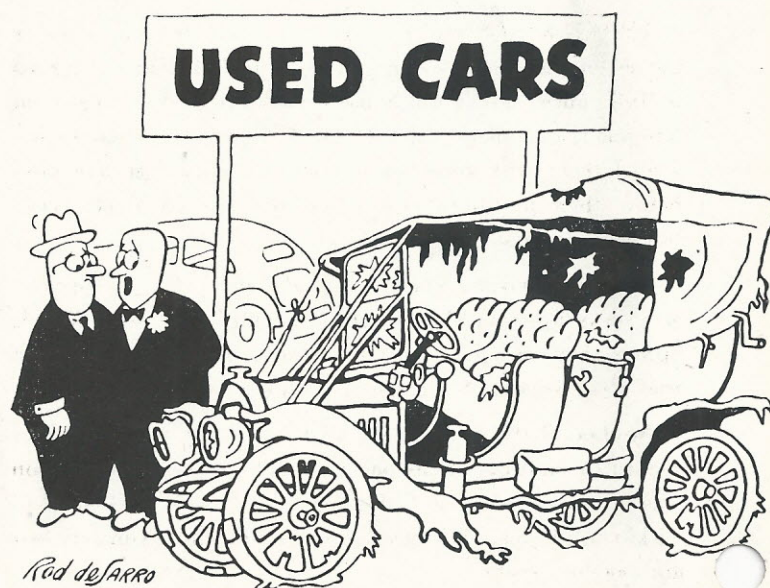
Since 1916, he has also been general attorney for the Chicago North Shore and Milwaukee Railway and is the senior member of the law firm of Gardner, Morrow, Fowler and Merrick.

NORTH SIDE, LOOP "L" TRAINMASTERS NAMED

Appointment of B. M. Nielsen and R. F. Wenstrom as trainmasters of the north side and loop sections, respectively, was announced in an order issued by Harry G. Hardin, general superintendent of transportation, Rapid Transit Division, recently.

Nielsen was first employed as a guard in May, 1907, became a motorman two years later and was named dispatcher in 1921. Wenstrom joined the south side "L" in 1918 as a guard and served subsequently as motorman, service inspector and dispatcher.

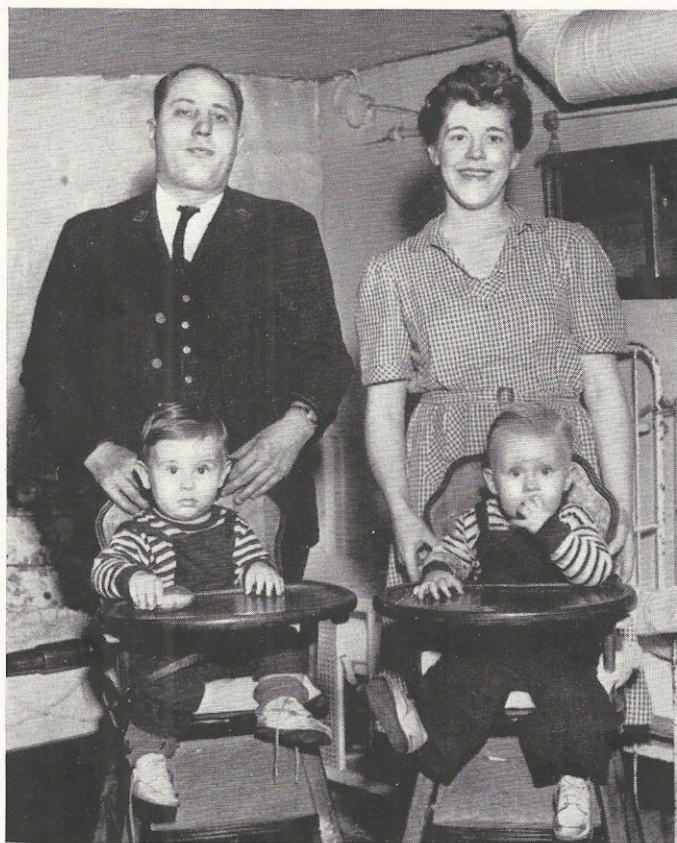
The vacancies filled by the Nielsen-Wenstrom promotions were created by the deaths late in September of trainmasters W. A. Harper, of the north side, and W. L. Knaub, loop section. Knaub had been a transportation department employe for 38 years and Harper was a veteran of 34 years of service.



"Then too, it's been thoroughly road-tested"

TRANSIT NEWS

A FULL HOUSE at the Olsons'



**RUSSELL and Nell Marie Olson with twins
Martin and Merle.**

THREE KINGS and a queen is a good draw in a poker game, but to Russell Olson and his wife Nell Marie it means a "full house." For a full house it has been in their one-room basement apartment since October 9, when the stork presented them with their second set of twins, just five days before their first-born twin boys—Martin and Merle—celebrated their first birthday.

The new arrivals, Verla Mae and Vernon Ray, were born six weeks prematurely. Weighing slightly over four pounds apiece, they were placed in incubators until October 29, when they were permitted to leave the hospital.

Neither of the parents is a twin and there is no previous record of multiple births on either side of the family. Olson was born and raised in Chicago while his wife is a native of Tiskilwa, Illinois. They have been married approximately two and one-half years.

In each of their maternity ward experiences the double delivery came as a complete surprise. When asked what his

reaction was upon learning that he was the father of twins a second time, Russell said, "I darn near passed out!"

Olson is 31 years old and has been an extra trainman on the Lake Street section, Rapid Transit division, for the past three years.

He enlisted in the U. S. Navy in 1935 and at the time the United States entered World War II, he held the rating of Chief Boatswain's Mate. He was serving on the aircraft carrier "Lexington" when she was sunk by enemy attack in the Battle of Midway. Seriously wounded in the encounter, he was rescued by a British destroyer. After convalescing for two years he received his honorable discharge.

The Olsons have been the victims of the current housing shortage. The arrival of the two boys a year ago put a strain on their one-room basement apartment. Now, with addition of the second pair of twins, they are desperately in need of more living space. Able and willing to pay up to \$50 per month for a larger apartment, they are sending an SOS to all CTA employees. "All we ask," they say, "is the opportunity of living normally where one of us can take a deep breath without fear of jostling another."

Can you help them?



**TWINS Verla Mae and Vernon Ray stayed in the
hospital until they attained a weight of
over five pounds.**



SEASON'S CHAMPS—The close of the Surface Division softball season was a gala affair for the South Section Softball League. The Kedzie and West Shops teams, both from the South Section, took the measure of the northside's best. . . . Kedzie defeated North for the championship, by the score of 11 to 9. The week previous Kedzie won by a one-sided score of 21 to 9. . . . West Shops defeated Limits by a score of 13 to 4 for the Round Robin Tournament. . . . This is the second year in succession that the South Section has shown its power over its rivals. . . . **ABOVE**—Kedzie's champs: (Front row) Ed Schneider, Irving

Belmonte, Gus Enders, Charles Holton, LaVerne Stanton; (Second row) Martin Huska, Wm. Greene, Frank Troila, Wm. Rafferty, Frank Arneri, Clinton Sidman; (Third row) John Furlanetto, John Kolovitz, Station Supt. Geo. Dorgan, Herbert Elke, Manager Tom Cook, Tom Durack. North's runner-ups: (Front row) Wm. Medema, Joseph Hebda, Ray Zapavigna, Leonard Baldy, Ray Williams; (Second row) John Daly, Sam Kelley, Edward Kowald, Ray Ebel, Robert Legg; (Third row) Howard Huff, Arthur Daniels, Manager Clarence Weber, Milton Buczynski, Wilfred Lindsey, George Lebangood, William Haunroth, Roy Gaess. . . .



BELOW—West Shop's champs: (Front row) Manager Chas. Kilroy, Pat Druggan, Thos. Gilleran, Wm. O'Brien, Joe Trimarco, Tom Finnigan, Wm. Porcelius; (Second row) John Ciezadlo, John Price, John Gilleran, John Straka, Fred Conrad, Walter O'Donnell, Tony Amodeo, Ted Hastings, John Ruh. Limit's second place: (Front row) Thos. Stiglic, Melvin Curtis, Harry Schmidt, Walter Dinse, John Parison, Tony Mazzitelli, Florian Pasko, Mascot "Queenie," Carmen Iacullo; (Second row) Harold Sedin, Bruno Koenig, Leonard Piatkowski, Superintendent Sonders, Robt. Geiser, Henry Higley, Joseph Prindes, Leon Murphy, Chas. Donovan.



Question

In your experience, which have you found more courteous—Men or Women?



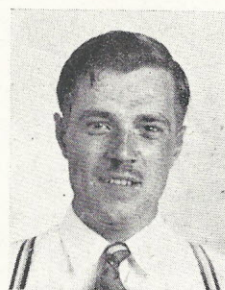
W. F. LYONS

I believe men are more courteous than women, due to the fact that they are more deliberate in their actions and more understanding in the problems that a man has to contend with. Whereas women, being mostly high strung and temperamental, have a tendency to rush into things unthinking.



RAYMOND GRAY

In my years of experience handling the public I cast my unanimous vote for the ladies. Every time I have had my ears scorched a member of my own sex was the guilty party. I pay my particular compliment to the older gals who really appreciate any little courtesy that is extended to them.



J. A. KLEIN

It is very hard to try and give an honest opinion of who is the most courteous. At times the men are the easiest to get along with. But give the woman a nice, juicy, big roll of green stuff and enough bargains to shop around for, and you will meet the sweetest little disposition that you ever came in contact with.



WILLIAM
FREEMAN

Under the same existing conditions I do not believe either sex is inclined to be more courteous than the other. I find that if I am courteous the other person is usually courteous in return, regardless of whether male or female.

EDWARD GRON

Man, in my opinion, is the most courteous. Women, through no fault of their own, have been given every advantage by men catering to them, petting and bending over backwards not to offend them. As long as women have the last word the man must be given the edge.



F. J. MUSZYNSKI

This question cannot be answered fairly without being divided in age groups. Both sexes change as they go through life. Taking the sexes as a whole the man gets the nod from me. But by age groups the nod goes to the slick chick and the elderly gent.



HAPPY HUNTING



Carry your gun down and on safe. Never point a gun—either on purpose or accidentally—at anything you do not wish to shoot. Be sure of your target before you pull the trigger. Handle every gun as if it were loaded.



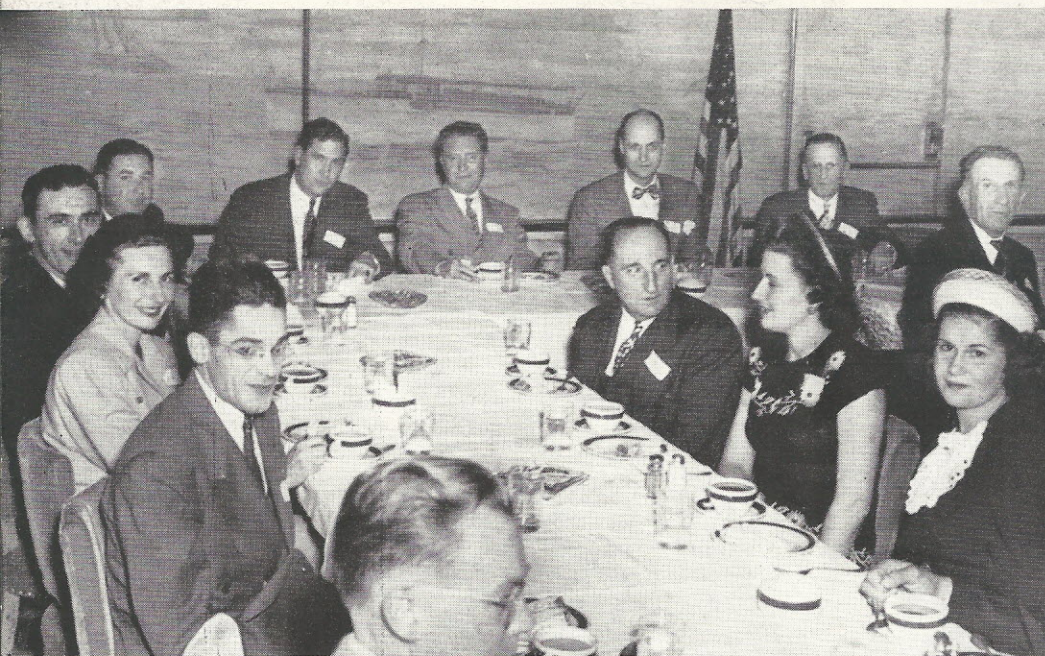
When crossing fences, let one member of the party climb over first without a gun. Hand all guns over to him, being sure to "break" the breech before handing over. Be sure barrel and action are clear of obstruction before shooting.



Wear something bright—preferably red—which will stand out in wooded areas. Never wear white for hunting. Never stand up in a boat to shoot. Allow only one hunter to shoot from boat at a time. Never shoot at hard, flat surfaces such as rocks, or at the surface of the water.



Never carry loaded guns in your car. Never look down the muzzle of your gun. Avoid horseplay while handling guns and never mix alcohol and gun powder. Teach children proper respect for firearms. Such simple precautions as these will make for happy hunting.



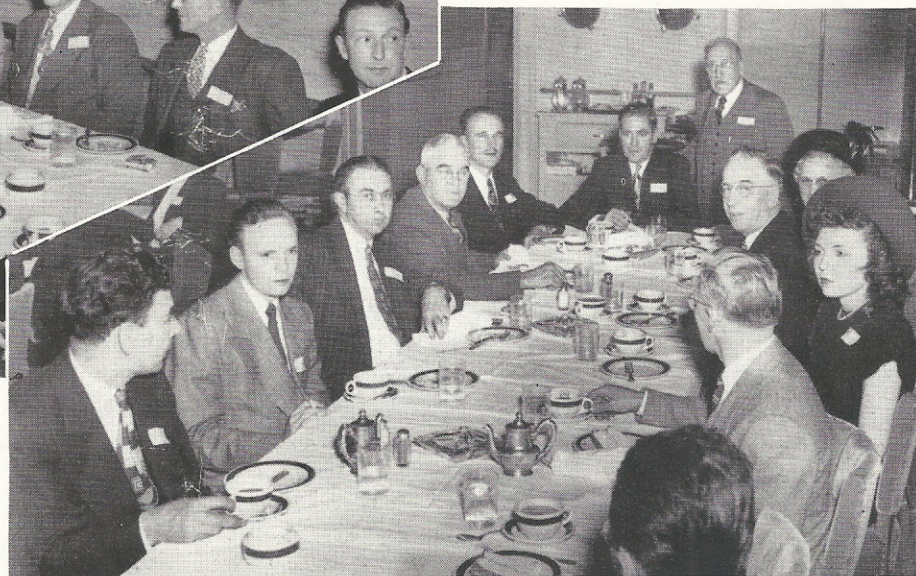
NEWS CORRESPONDENTS MEET

IN ORDER to become better acquainted with each other, their company, and their new magazine, department correspondents of TRANSIT NEWS met in an evening meeting recently.

Address of the evening was given by General Manager Walter J. McCarter, who explained the set-up of the CTA and the importance of the employee magazine.

A discussion of news writing and the new magazine was given under the supervision of Warren Logelin and John Fisher of the Public Relations department.

Although departmental news is not included in the initial issue of TRANSIT NEWS, it is to be a standard part of the magazine in the future.



Barter and Exchange

Space will be made available each month as an accommodation to CTA employees having items which they wish to sell, buy, or exchange. Ads will be published free of charge, but none will be accepted for commercial sidelines of employees. Articles advertised or requested must be owned by, or wanted by, an employee or his immediate family.

LOST

LOST: Bulova wrist watch. Initials A.V.G. on back. Contact A. V. Golec, Truck Shop. Van Buren 6000.

WANTED

WANTED: Apartment. Rent up to \$50. Russell Olson, Lake St. El. Esterbrook 8672.

DEATH ENDS CAREER OF T. H. SHAUGHNESSY

THOMAS H. SHAUGHNESSY, former Assistant Superintendent of Shops and Equipment for the Chicago Surface Lines, died suddenly November 7 in Worcester, Mass.

At the time of his death Shaughnessy was engaged in inspecting the production of new PCC cars for the Chicago Transit Authority. He had retired from his position with the Surface Lines in January, 1945, but came out of retirement early in 1946 to act as resident engineer in connection with the construction of the new cars.

Mr. Shaughnessy's first street railway experience was with the City and Suburban

Railway, Baltimore, Md. After serving this company for nearly two years, he became a car house foreman, and later mechanical inspector for the Philadelphia Rapid Transit Company, continuing in these positions from 1894 to 1908. From 1908 to 1912 he was general foreman of car houses of the Metropolitan Street Railway, New York City. He then left New York to become master mechanic of the Essex Division, Public Service Railway of New Jersey.

He came to Chicago in June, 1913, becoming general foreman of the west side shops and car houses of the Chicago Railways Company. On May 1, 1929, he was promoted to the position of Assistant Superintendent of Shops and Equipment.

OUR PUBLIC SPEAKS

FRIENDLY and helpful service to Sylvia and Trudy Koessler, 7817 Westwood Drive, Elmwood Park, earned a commendation for *Operator Robert Ritenour*, Lawrence, on his first day on the job. "We wanted to go to Whealen Pool," the girls wrote, "And asked the driver how we could get there. He was so friendly and helpful to us that we would like to thank him."

* * *

Conductor Gerald T. O'Connor was praised recently by Mrs. M. Aron, 821 Bradley Pl., because when she was transferring from one streetcar to another he called, "Do not run like that, I would hold the car for you until you were on."

* * *

OUTSTANDING COURTESY earned a commendation for *Operator Jerome McCann*, North. Wrote Mrs. R. D. Malmquist, 5515 W. Potomac: "He is always courteous. . . . He tries to be as careful as possible not to throw people on the floor with sudden stops."

The philosophy that "It is just as easy to smile as to be rude" helped *Conductor Hugh E. Taylor*, Elson, earn a letter of

commendation from 78-year old Mrs. John F. Green.

* * *

PERHAPS only another editor could fully appreciate the relief experienced by Masamori Kojima of The Chicago Shimpo, 1325 E. 47th, when *Motorman Thos. Collapy* and *Conductor John Burke* of 77th rescued his printer's proofs from the window box into which they had accidentally fallen.

* * *

But the entire streetcar full of people could appreciate the alertness of *Motorman John Albrecht*, Armitage, when "A small boy walked in front of the streetcar. . . . The motorman stopped on a dime and we all yelled and were pale. . . . All I can say is that boy is lucky to be alive." The incident was reported by Mrs. E. Johnson, 4519 N. Moody.

* * *

A. L. Fox, of 163 N. Morgan street, is impressed with the courteous service of *Conductor Henry Singer*. . . . so impressed that he sent this telegram to the company on the 35th anniversary of Singer's employment with the south side "L." "I know I join thousands of Chi-

cagoans in congratulating him and you on this occasion. His pride in his work, his cheerfulness and eagerness to help others stand out from the lackadaisical attitude of many public servants. His spirit is contagious for Henry's car is a car full of cheerful citizens."

* * *

Directing passengers in a crowded train to seats "in the car behind," earns a letter of praise for trainman *F. J. Machalinski* from John P. Lane, 5223 N. Kenmore avenue. "I believe this man is a very good example of how to foster good will among your passengers," Mr. Lane wrote.

BITTER?—OR BETTER?

TAKING the bitter with the better, some of our patrons found us unpleasant. One wrote, "Being somewhat deaf I did not understand the directions the conductor gave me and I asked for them again. In loud and discourteous terms he said he had told me once and stand there till I woke up!"

* * *

Another reports, "As we approached my station I stood waiting for the train to stop. The train slowed down, but then picked up speed and I had to ride to the next station. When I stepped off the train he said, 'Drop dead, Buddy!'"

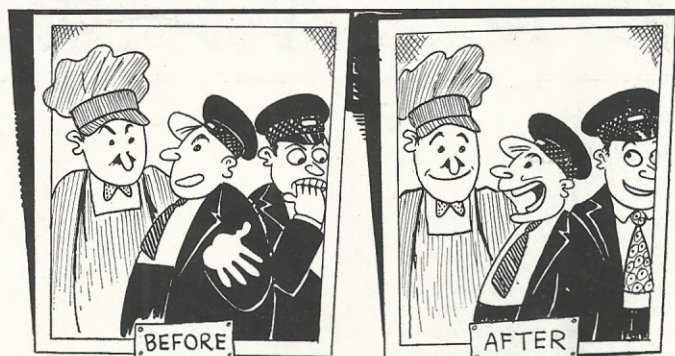
* * *

From another, "While I was getting off the steps, the motorman started. I was thrown into the street, flat on my face. My nylons were torn to shreds. The motorman took time off to help me up, but that is all. No questions asked—whether I was hurt and no apology. He rushed to his car and started off. And there I was left alone with my troubles in a strange city."

* * *

And another, "I did not notice that the car was not a through car. I asked for a transfer, which was refused me, and was told to read the sign. He said that if he weren't a married man he'd throw me off head first."

CAME THE DAWN — OCTOBER 1, 1947



THE GUYS WHO WORRIED ABOUT THE CHANGE-OVER FROM PRIVATE TO PUBLIC OWNERSHIP AND HOW IT MIGHT AFFECT THEM

WERE RELIEVED AND DELIGHTED TO FIND THERE WAS NO BASIS FOR THEIR WORRIES.

Paging Rip Van Winkle!

OLD MAN Rip Van Winkle had nothing on Chicago Transit Authority employees in respect to liking to bowl. Better than 600 CTA employees are active in company leagues this year.

In the Surface division 90 teams are rolling in seven different leagues. For the second season in succession, so many trainmen from the northside were interested in bowling that two leagues represent them. *Harry Griebel*, Lincoln, heads the "PM League," which has 14 teams and bowls at the 20th Century Alleys on Fridays. The "AM League" is headed by *Wm. Hodgson*, Lawrence, and has 16 teams that bowl Friday mornings at the Lawrence-Western Lanes.

The 12 Transportation teams in the Southside League bowl at the Trianon Bowling on Thursday nights. Their secretary is *Pete Spoo*, 69th.

Practically the entire Archer station is taking part in their own league of eight teams, bowling each Wednesday at St. Andrews Bowling Alley.

The West and South Shops each have a league and indulge in a little friendly rivalry at the end of the season. Secretary of the West Shops league is *Dan O'Brien*, truck shop foreman. They have 14 teams together on Mondays nights at the Conboy Bowling. The 16 teams at the South Shops have *Frank Mollatt* as their head and bowl at Chatham Recreation.

The bus overhaul at West Shops has its own 10-team league bowling each Monday after work at the Lorraine Alleys.

* * *

Also devoted to the manly (or womanly) art of ten pin toppling are the employees of the Rapid Transit Division whose annual quest for strikes and spares is in full swing on three fronts.

On the north side, 50 of the transportation department's boys are staging a 10-team race in the 13-year-old "Morning Glory League" which meets every Tuesday morning at the 5221 Broadway Bowl-

ing Lanes. Harvey Nicklas is the league prexy.

The feminine circuit, now in its 16th year of competition, rolls on Wednesday nights at Bensinger's Wabash alleys and, as in the past, enjoys a large audience. With the season still in its early stages, the girls' top series and game scores already stand at 505 and 208, respectively giving promise of another creditable showing by the weaker sex in the months ahead. *Julie Prinderville*, as secretary and treasurer, keeps the records and holds the purse strings for the girls.

The twenty-team men's league, embracing representatives of all departments of the Rapid Transit division, has been doing business at Bensinger's for 33 consecutive years. *George Apfel*, president, and *Carl Johnson*, secretary, are attempting to inspire higher scores with the promise that free suits will be awarded (by a clothing company) for "300" games chalked up before May 1. The trick's never been turned in the league's history, but a chance at a new suit may be all the incentive needed.

All the teams welcome a gallery and would like other employees to drop by.

O'MY, the Accident Maker

The Gremlin You'd Like to Blame for Accidents—but Can't



"Just the thing for the turkey—this carving knife. The kid will love it, too. I'll put it here, blade up, where she's bound to see it."



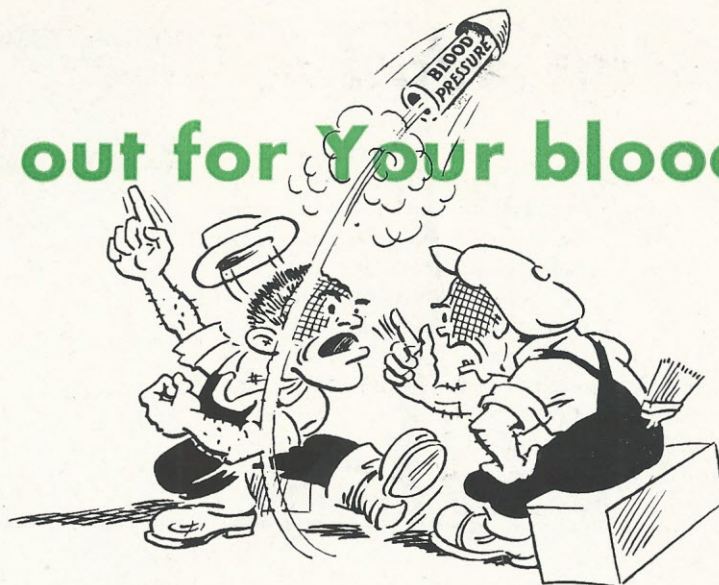
"That's it, sister, climb right up. I'll help you so you'll reach the knife easy, grab it. Makes a pretty toy, doesn't it?"



Copyright 1947 American Mutual Liability Insurance Co.

"What a cut!—The knife was real sharp. It'll happen every time if sharp knives are left where little folks can reach them. What fun!—

Watch out for Your blood pressure!



When somebody cautions you to "watch your blood pressure!" in the midst of a heated argument, he knows what he's talking about.

Like steam pressure in a boiler, blood pressure goes up and down with the beating of your heart. It goes up with emotional stress and tension and returns to normal when the excitement is over.

The time for concern is when your blood pressure stays constantly above normal. When that happens, your heart works harder and ultimately may be impaired. Your blood vessels are under greater strain which may affect brain, eyes, kidneys or other organs.

The likelihood of developing high blood pressure may be lessened by periodical medical examinations. If persistent elevation of the blood pressure develops, such examinations

will detect it and permit early measures which may keep it in check.

Medical scientists are continuing to study new methods through which high blood pressure may be even more effectively combatted. Patients whose condition is associated with kidney disease may be helped through special diet and limitation of liquids. New surgical techniques have proved effective for selected cases. Psychotherapy is another method and there is hope that helpful new drugs may be developed.

So you see, it is important to plan regular periodic visits to your doctor. It is through regular examination that the first signs of persistent above-normal blood pressure may be detected. Through him you can be assured of the latest developments in combatting high blood pressure. And if your doctor does find evidence of it, follow his advice.

Lost Teeth of Children Can Be "Replanted"

Teeth that have been accidentally knocked out of the mouths of children can often be replanted successfully if the youngsters go to a dentist immediately after the accident, Dr. Joseph T. Hartsook of the faculty of the University of Michigan School of Dentistry, reported recently.

Dr. Hartsook said that so many requests had been made for suggested treatments for damaged or knocked-out children's teeth that staff members of the dental school had worked out several methods of treatment.

"Fortunately for the child," he said, "many parents are so concerned about the importance to appearance of the teeth that these accident cases immediately are taken to the dental office."

Care must be taken, he said, to keep the tooth which has been knocked completely out of its socket in good condition. The treatment can be successfully employed only for children and usually fails in adults, he added.

TO THE LADIES *from* JOAN

IF YOU'RE HAVING TROUBLE getting that "new look" (and who isn't) here are some practical suggestions for keeping your wardrobe from being completely out-dated. Few girls can afford to discard all their suits, coats and dresses and make or buy entirely new ones. What you can do as an alternative is to lengthen as many of your clothes as possible. Every dress presents a different problem, so you'll have to use a good deal of imagination. We have a leaflet that's yours for the asking, giving a number of hints on how to get that professional flavor.

* * *

TO SOLVE YOUR ACCESSORY PROBLEM you might try a crocheted hat and bag twosome that will look right with practically all your outfits. Both accessories are made of curved rows of single crochet—so even a beginner can expect perfect results.

* * *

FROM THE TIME she's fourteen until she reaches sixty, the average American woman uses three times her weight in cosmetics. Or, to figure it another way, she applies eight pounds of make-up and creams a year. Could be that's why she looks like such an angel face, as one of the newer make-ups is called.

* * *

THIS IS THE time of year to know your apples—but you needn't learn all

6,700 varieties offered in the United States. Just remember, the Delicious are perfect for eating raw; Jonathans are crisp and juicy; Baldwins make good pies; November's own Rome Beauty is a perfect baking apple, and three other varieties, the Grimes Golden, the Wealthy, and Stayman are equally good for eating "as is" or for cooking, any way you want.

* * *

THE CATCH-COLD SEASON is with us—but it doesn't follow that you have to get the sniffles. Not when you can eat foods that will build resistance to colds—iron-rich foods that make good red blood the first consideration. Giving vegetables a stellar role on your dinner table is smart economy these days, and this is a licking-good way to do it:

Southern Candied Sweet Potatoes

Boil and peel medium-sized sweet potatoes. Brush with melted fat, and place in a big skillet into which you have poured one inch of New Orleans molasses. Add two tablespoons of butter or shortening, and the juice of one lemon. Cook over a slow fire, turning frequently until candied and golden brown. Make plenty!

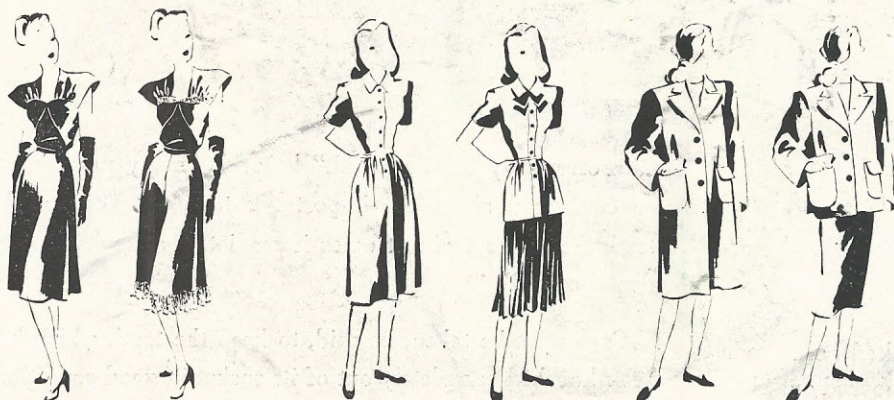
* * *

YOUR FURNISHING URGE can still be satisfied, in spite of straining budgets. Twelve new exciting designs have been created that you can apply



The new fashion formula—hats, small and close-fitting; bag, large and roomy.

EDITOR'S NOTE: All leaflets mentioned in this column—"Skirts Going Down," "The Crocheted Hat and Bag," and "The Window Shade Artist," are available to readers of the TRANSIT NEWS free of charge. Just write: Women's Editor, TRANSIT NEWS, Public Relations Dept., Chicago Transit Authority, 79 W. Monroe.



Try adding a ruffle of lace around the bottom of your date dress.

Shirtwaist dress is cut off at hipline and made into an over-blouse.

A too-short sport coat can be cut off right below the hipline

yourself to your window shades. The window shade has long been a utility item in the background. But it has stepped into the foreground this fall. There's a big sleeping Jumbo, surrounded by wide-eyed story book animals that'll delight any youngster. And there are sprays of lacey leaves and gay yellow daisies to enhance your other shades. The designs are created by the American Home Magazine, but you can get a preview by writing to us for the leaflet of sketches.



THIS IS

**CURT,
THE UNCOURTEOUS**



He snarls at women, screams at children, and thumbs his nose at his boss (The Public). He looks like he'd beat his mother-in-law and kick the pet poodle.

**THIS IS THE PUBLIC
WATCHING CURT...**



Notice how they love him—how eager they are to pay the fares which pay his salary.

**THIS IS THE PUBLIC
WATCHING YOU.....**



Is your name CURT?

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