



TRANSIT NEWS

DECEMBER - 1948





The New Year and Our CTA Family

 For us in the CTA, this holiday season is the occasion for special rejoicing.

A year ago, at this time, the CTA was just newly established, and the outlook was obscured by uncertainties.

Now we are firmly established as one company, one family.

We have achieved unity of purpose and action, and have amply proven the advantages of the service-at-cost method of local transit operation that we are pioneering.

Financially, we are in the black. There is no longer any red ink on our expense and income statements, and we hope to continue through 1949 without red ink on our income statements.

Gratifying progress has also been made in modernizing our equipment and in improving our service. And through these accomplishments we are winning new friends among our riders.

 Now we are looking forward to 1949.

It will be, unquestionably, a year of even greater progress than we achieved in 1948—greater progress in modernizing our facilities and our service, and greater progress in making new friends.

There will be more new modern equipment purchased; more replacements of out-moded vehicles, and more new routes and extensions. Plans for other major service improvements, particularly in our rapid transit operations which were begun in 1948, will become realities.

All of these betterments most certainly will make our service more convenient and more attractive, and will give CTA employes an increased measure of job security and greater opportunities for advancement.

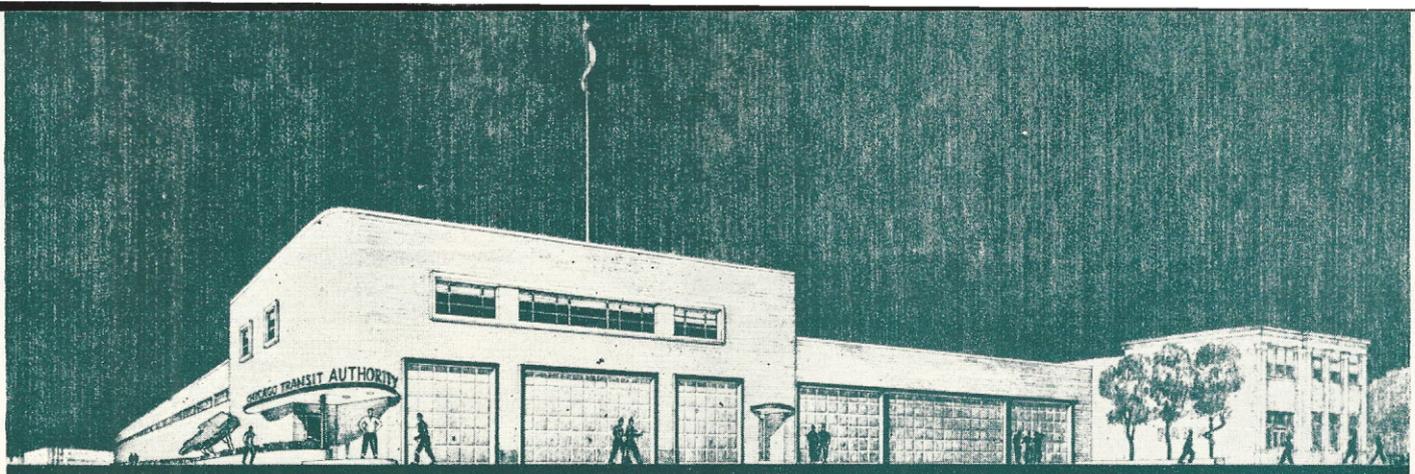
 In the fifteen months that we have worked together with such gratifying results, there has developed among us a good, strong spirit of mutual understanding, confidence and cooperation. And we have demonstrated that, as an organization, we measure up to our responsibilities and our obligations.

With this kind of teamwork, we shall meet all of the challenges, all of the opportunities that 1949 may present to us.

Nineteen forty-nine, I am confident, will be a good year for the CTA—for its family of employes, and for its riders.

Very truly yours,

*Walter J. Mc Carter*
GENERAL MANAGER



- PROPOSED BUS TERMINAL - CHICAGO TRANSIT AUTHORITY

GOING UP!

THE first all-bus terminal to be constructed by Chicago Transit Authority will be located at 103rd street and Vincennes avenue. The new terminal will accommodate more than 100 buses and is scheduled for completion in about one year. Estimated cost is \$856,000. Office space for department supervisory and operating personnel will be provided and over 300 transportation and maintenance workers will be employed at this location.

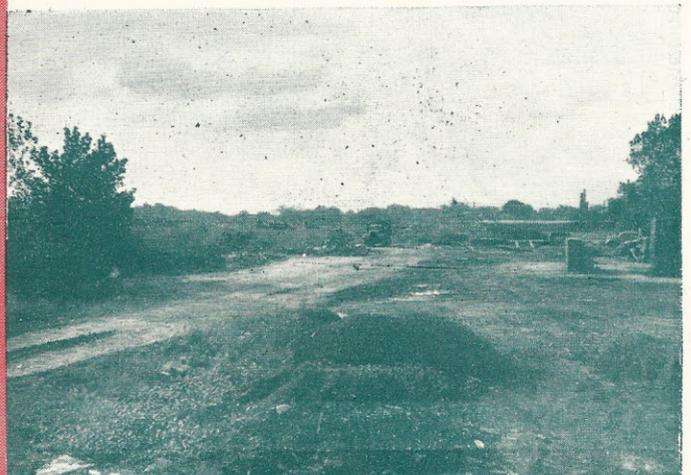
WORK has begun at 103rd street and Vincennes avenue where the new one-story bus terminal is being constructed. The building will be 300 feet long by 200 feet in width, and constructed of face brick with glass block panels. Electrically operated doors will be installed and the entire location attractively landscaped.



TENTATIVE designs have been completed for a second all-bus terminal to be constructed at Kedzie and Foster avenues. At present, workmen are installing the drainage and water system. Completion of this terminal will enable Chicago Transit Authority to proceed with major north side service and equipment improvements.

CTA has an 11-acre tract of land at Kedzie and Foster avenues where the second new all-bus terminal is to be constructed. Adjacent to the terminal will be storage space for approximately 350 motor and electric coaches. Property was leased by CTA for 50 years from the Sanitary District of Chicago.

DECEMBER, 1948



How Chicago Fights Snow

CHICAGO'S SNOW removal program is ready to battle the winter's blizzards. This is definitely assured because city, state and local private agencies are now working as a coordinated group to combat snow tie-ups on Chicago streets.

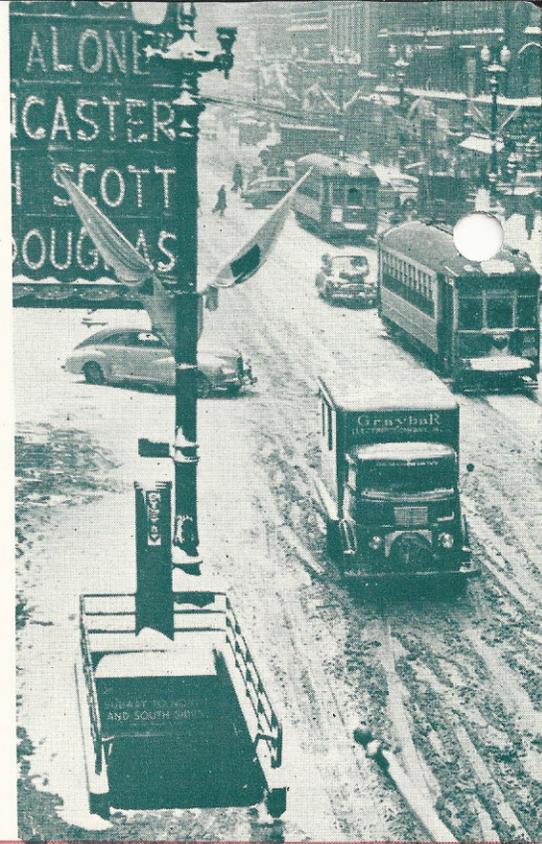
The Chicago Transit Authority snow removal program conceived and developed during the spring and summer months, has been integrated with that of other agencies, including the Chicago Park District, State of Illinois, Cook County, the City of Chicago and the Chicago Motor Coach Company. This plan had its beginning last year and proved effective in keeping all

traffic moving, during and after heavy snowstorms.

Schedules have been made assigning to each of these agencies specific thoroughfares to clean when there is a snowstorm. In most cases, CTA snow fighting equipment will be the first in operation, after which equipment from one or several of the other agencies will remove the remaining snow from the street.

How CTA Program Works

Chicago Transit Authority has 249 pieces of snow fighting equipment that are used to sand, sweep and plow car and bus routes. When the storm is



HEAVY snowfalls in Chicago are familiar sights to CTA employees. One of the first pieces of equipment ordered out on the surface routes is

extremely heavy, these units are augmented by hired trucks for plowing.

The procedure followed in fighting snow begins and ends with the United State weather bureau. CTA maintains a constant check with the weatherman and when snow or sleet is the forecast, all district superintendents are notified. These men then call their station super-

THE most modern type of equipment for use in keeping our numerous surface routes open in time of snow storms is the combination sand spreader and plow truck. Each of these trucks carries three plows with the front plow measuring some ten feet in length and weighing approximately 2,000 pounds. The body is spreader type and hold five cubic yards of sand.



CITY, STATE and local private agencies coordinated their forces in 1948 to improve Chicago's snow removal program. During a heavy snowstorm last year, tractor plows, owned and operated by the City of Chicago, aided CTA transportation by plowing and cleaning several surface routes. This program, with several major improvements, will again be in operation this year.





the sweeper car which clears the tracks for streetcars. The sweepers are made of rattan which is imported from the Dutch East Indies.

intendents who alert their snow fighters for duty. Each station has its own schedule of streets to clean and these men are assigned certain routes covering this territory.

When the first snow falls trucks are ordered out and the streets are sanded to prevent freezing. While this equipment is at work, snow plow trucks,

SNOW storms affect the movement of trains on the Elevated system, too, and speedy, hard work is the order of the day when they occur. Of major importance is clearing the station yards so that trains can start their runs on schedule. Often this work is done by loading the snow on flatcars. Tracks and switches in the yards are swept clean of snow by maintenance workers.

tanks and car sweepers are beginning their operation of clearing the streets of snow. Much of the effectiveness of this snow removal equipment depends on the men who operate it. Working as a coordinated group, these employes have proved themselves well-qualified after years of experience fighting Chicago's worst snow blizzards.

All CTA employes and the equipment they are manning remain in action until the weather bureau reports the end of the storm and there is assurance the remaining snow will not interfere with regular CTA service.

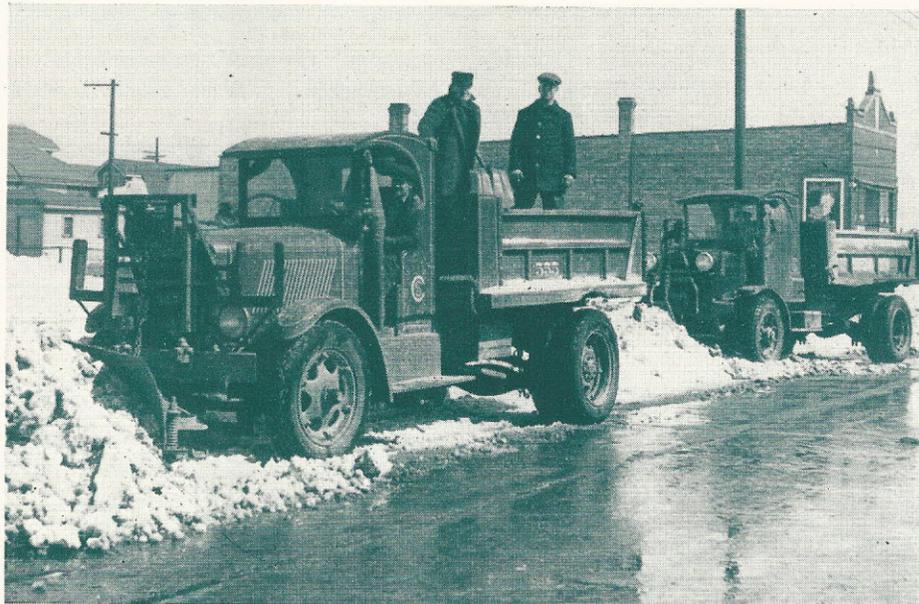
Fighting Snow on the Elevated

On the elevated system, the snow removal program involves clearing 66 miles of ground-level tracks. This is

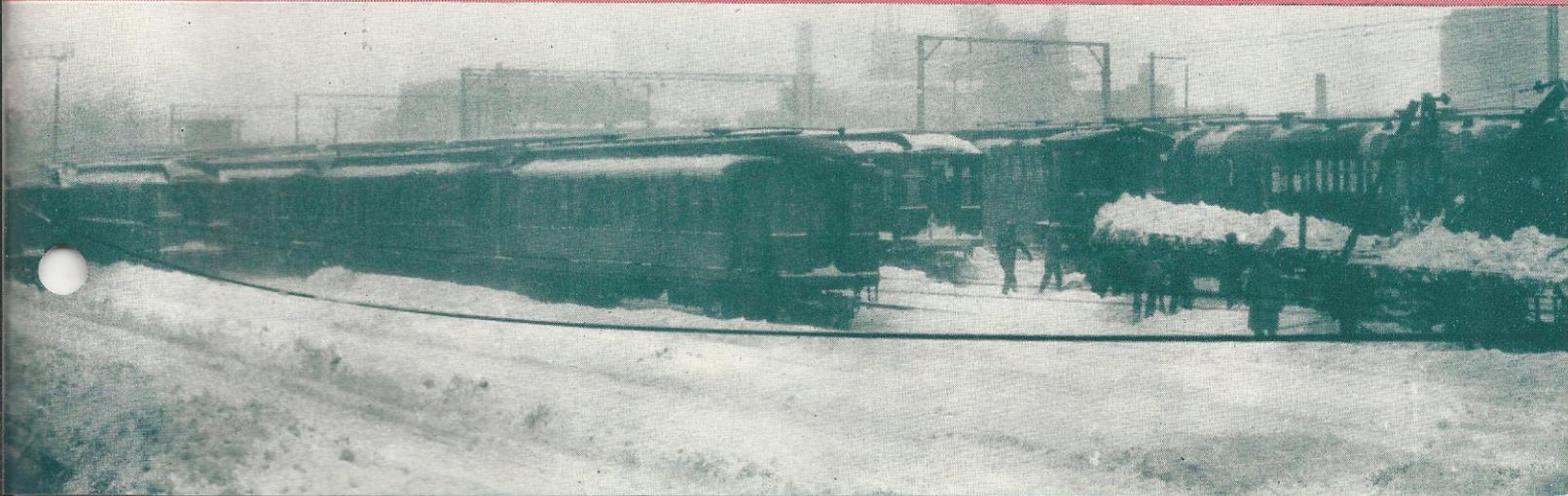
done with the aid of five snow plows and the third rail scrapers on each "L" car. Rail switches are cleared of snow through the use of gasoline and kerosene heaters that melt the snow. Station platforms and stairways are cleaned and sanded by platform men, porters and trainmen.

Generally there is little difficulty experienced in fighting snow on the elevated structure. Keeping the third rail clear of snow is the most important job and this accomplished by the use of the scraper that is standard equipment on each "L" car of CTA.

CTA men and equipment can be counted on to do their part in keeping Chicago free of snow tie-ups during the winter of 1949.



SURFACE trucks with detachable plows are another important phase of CTA's snow removal program. This equipment is used mainly to keep bus routes open. They may travel in groups of three, with the last truck completing the final operation of pushing the snow to the curb.



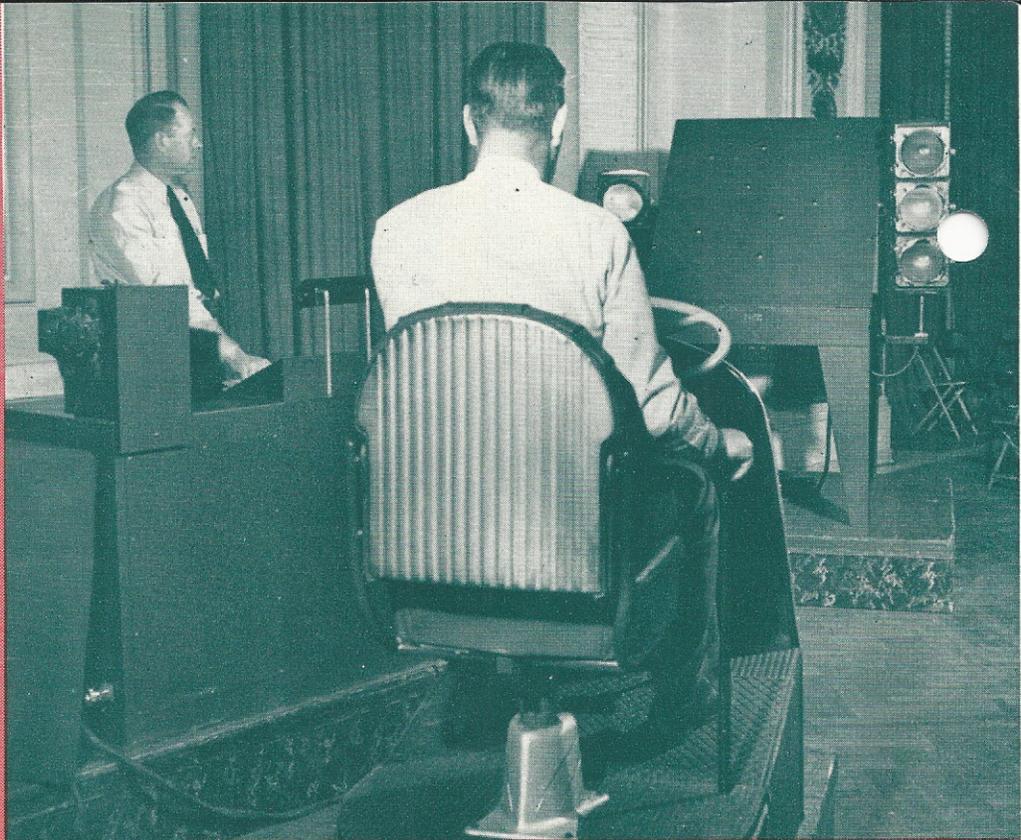
Accidents — NOT WANTED!

**New Test Being Used in Selection
of Transportation Personnel.**

The man who operates a modern transit vehicle must be a skilled individual—carefully selected and trained for upon him depends the safety of his passengers. He must be able quickly to understand a new situation and respond correctly in case of an emergency.

In an attempt more efficiently to select the individuals best fitted for transit work, the CTA is now using the American Transit Association Motor Ability Test to help screen applicants for transportation positions. The test rates the individual on his ability to recognize an accident hazard and times his reaction to a new situation.

CTA has been giving the test to applicants during the past three months. Similar machines being used in Washington, D. C., Milwaukee, Cleveland, and



Applicants for transit jobs are rated on their ability to avoid accidents. (Posed by Instructor John Lynch and Frank Marek, Accident Prevention and Training Department.)

Pittsburgh are reported to be 71 per cent effective in the selection process.

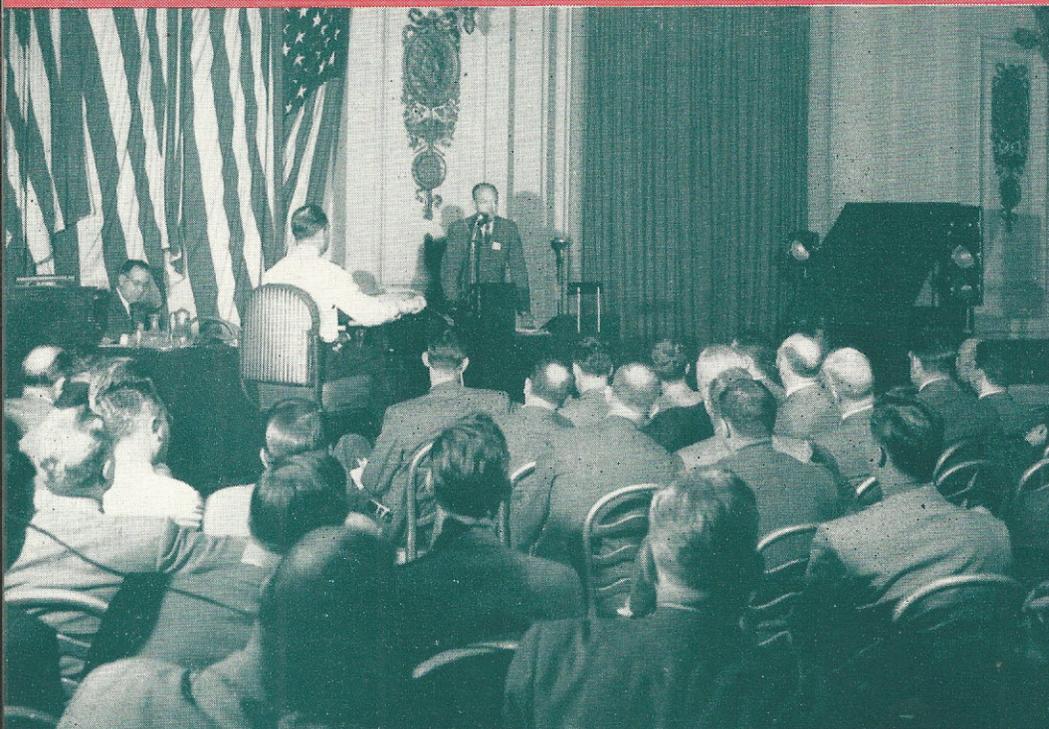
The equipment used in the test is made up of five parts; the response mechanism, consisting of a steering

wheel, gear shift lever, and two foot pedals; the control panels, the signal board, on which are mounted a series of different colored lights, and the recording apparatus.

While undergoing the test, an applicant moves a dummy steering mechanism, gear shift and foot pedals in special combinations when various light patterns appear on a signal panel. Both the lights and the responses are recorded on a moving paper tape. Thus, a complete record of accuracy and speed of response is obtained. The light patterns are controlled automatically to insure that the test is always given in the same manner.

The test is being used to supplement the regular selection tests used by the Employment Department.

High point during the recent national safety meeting was a demonstration of CTA's new motor ability machine.



ANNOUNCE 1949 MODERNIZATION PROGRAM

Chicago Transit Authority plans to spend \$26,251,600 to carry its new equipment and modernization program through 1949.

New equipment expenditures will total \$11,200,000 for 400 modern buses and 130 streamlined "L" cars on which deliveries will be made during the year.

To speed up rapid transit service, along the pattern established by the new all-express operation on the Lake St. branch, a total of \$3,101,500 will be spent for modernizing rapid transit equipment, track, stations and other facilities.

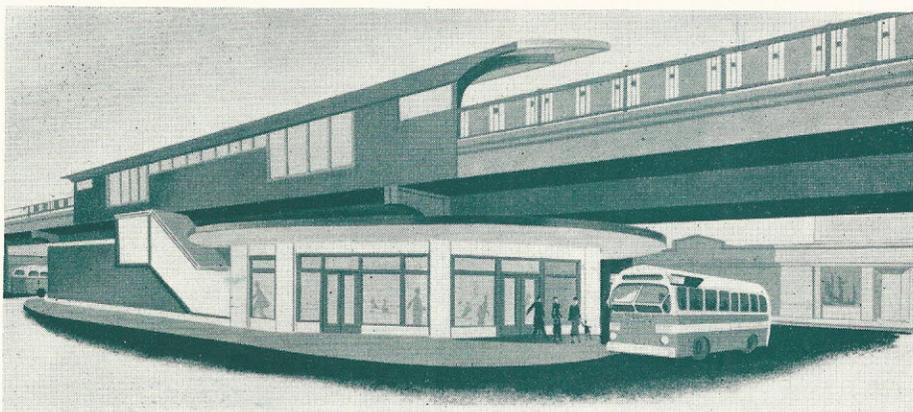
Included in the rapid transit modernization program is an immediate extension of the safety signal system. This work will go forward while field tests are being conducted by the CTA on an electronic method of signalling. If these tests are successful, the signalling of the entire rapid transit system can be substantially speeded up.

The new equipment purchases will give the CTA a total of 2,248 modern buses, streetcars and rapid transit cars—all part of its ten-year, \$150,000,000 modernization program. The 400 modern buses will provide new equipment on 80 more miles of surface routes, which means that approximately 50 percent of the surface system will have been equipped with new vehicles by the end of 1949.

The new rapid transit cars will be the first Chicago has received since 1925.

For housing and maintaining the CTA's new buses, terminal facilities costing \$5,000,000 are to be constructed. At two sites—103rd and Vincennes and at Kedzie and Foster—construction is already underway. Two other terminals are to be constructed during 1949 at Bryn Mawr and Elston and at 93rd and South Chicago.

Providing storage and modern repair facilities for 975 buses, these new terminals will assure better maintenance of equipment and will substantially reduce operating costs. Other car shops and



ARTIST'S SKETCH of the first off-street connection between surface and rapid transit routes constructed by CTA. Passengers can now make direct transfers under shelter at a modern bus terminal at the Western avenue station of the Ravenswood elevated line.

bus garages are also to be modernized and are to receive modern tools to raise equipment maintenance standards.

Passenger convenience and improved speed of surface operation are assured in the purchase of 2,000 electrically operated fare boxes and 10,000,000 tokens. One thousand fare boxes and all of the tokens are to be delivered early next year. Purchase of the remaining 1,000 fare boxes during 1949 is contemplated.

Other proposed expenditures to improve the efficiency, reliability and quality of service include track and pavement replacement, additions to existing shops and garages, electrical construction, and surface route terminals.

It is estimated that \$12,086,000 in cash will be available for the 1949 modernization program. Additional financing is planned to provide the remaining \$14,435,000.

BUILD FIRST OFF-STREET L-SURFACE TRANSFER

Transit service on N. Western avenue was improved and speeded up, beginning Sunday, December 12, when Chicago Transit Authority introduced its first direct off-street connection between surface and rapid transit routes at Western avenue station, Ravenswood elevated.

CTA bus service on N. Western avenue, which operated between Howard street and Devon avenue, was extended southward to the Ravenswood elevated near Leland avenue, where passengers can now make transfers under shelter at a modern bus terminal constructed as an addition to the "L" station.

The buses operate on a frequent, convenient schedule closely integrated with, but independent of, the new noise-proofed streetcars on Western. The bus service is not affected by traffic jams that delay streetcars in congested areas, and results in substantial time savings through improved frequency and reliability of service on Western, north of Leland.

The buses make direct transfer interchange with CTA cross town bus lines at Howard street, Touhy avenue, Devon avenue, Peterson avenue and Foster avenue and with streetcar routes at Lawrence avenue and Lincoln avenue.

A new off-the-street terminal for streetcars on Western near Berwyn avenue will provide a loop where the modern, single-end streetcars can be turned around. It is to be equipped with sheltered platforms and the N. Western avenue buses will operate through it on their runs between Howard street and the Western "L" station as soon as the construction and paving of the platforms can be completed.



A Family Portrait

"I ALWAYS wanted to work with my Dad," was the sentiment expressed by Charles Semon, Jr., and echoed by his two brothers, Joe and Herman.

The father of these men, Charles Semon, Sr., and his sons are all North Side "L" employes of the CTA. Employment with the rapid transit system was recommended to Charles Sr., when he was a lad of 18. Thus it was that in 1912 he took a job as a laborer in the road department. He advanced successively to the steel gang, interlocking helper and signal maintainer, his present position.

"It turned out to be a good place, all right," he said, "I've had a steady job for 36 years, reared two daughters and three sons, and own a two-flat building."

The four men all live in the same neighborhood and often enjoy getting to-

gether for a friendly game of cards.

The work of a conductor appealed to Joe, the oldest son, (second from right) and he started on that job in February of 1942. He is married and the father of two small daughters.

Herman, the youngest son, (second from left) also married, was employed as a carpenter's helper in 1945, and is now classified as a carpenter.

Deciding to follow exactly in his father's footsteps, Charles, Jr., (extreme right) began working in the tie gang of the road department in January of 1946 and has been advanced to interlocking helper.

Charles, Jr., and Herman both entered the U. S. Army on March 5, 1941, and each served 56 months before receiving an honorable discharge.

Win ATA Safety Awards

THE Devon car station, surface system, and the West Side and Loop Section, Maintenance of Way department, rapid transit system, became the second and third units, respectively, of the Chicago Transit Authority to win the bronze safety award of the American Transit Association by completing over 250,000 consecutive man-hours without a lost-time accident.

Previous winner of this award was the South Section of the Transportation department, Rapid Transit system (CTA TRANSIT NEWS, September, 1948).

Safety awards offered by the American number of consecutive man-hours without a lost-time accident among members of a working group. A bronze certificate is awarded for 250,000 man-hours, a silver certificate for 500,000 man-hours and a gold certificate for 1,000,000 man-hours.

All operating units of CTA are eligible to work for the awards, competing only with their own safety record.

SURFACE EMPLOYEES RECEIVE HONOR ROLL CARDS

APPROXIMATELY 55 per cent of CTA Surface system employees received accident prevention honor roll cards for operating their vehicles during 1947 without a single avoidable accident. This figure represents 5,208 out of 9,451 surface employees. To be placed on the honor roll an employe must have served a full year without a chargeable accident.

Included in this figure are 85 surface vehicle operators who have never had an accident charged against their records during 21 years of service, and 104 employes who have maintained this record for 20 years.

Accidents Decrease

Despite an estimated increase of 3.7 per cent in traffic for the city of Chicago,

the total accident record per 100,000 miles operated by the surface system of CTA showed a decrease of 3/10's of one per cent for 1947 over 1946.

A breakdown of the various types of vehicle collision accidents during 1947 showed that those caused by automobiles, streetcars or buses attempting to pass one another increased 10 per cent. Right angle collisions were the next most common type of accident, showing an increase of seven per cent over 1946.

Straight accident collisions decreased 10 per cent during the year, and car or bus and person accident during 1947 decreased 4 1/2 per cent, as compared to 1946.

NEW TROLLEYS ON IRVING PARK

THE LATEST streetcar route to be converted to trolley bus operation in Chicago Transit Authority's modernization program is Irving Park road, where a fleet of 41 new, 44-passenger electric trolleys are now in service.

These 41 trolleys have replaced 28 streetcars, thus increasing by 50 per cent the number of units operating in the heaviest travel periods of the day. The scheduled frequency of service has also been improved during rush periods, midday and evening hours.

Irving Park is the third streetcar line to be converted to trolley bus operation by CTA during 1948, the Montrose avenue and the 51st-55th street routes having been changed over earlier in the year.

CHICAGO TRANSIT AUTHORITY

CONDENSED INCOME STATEMENT FOR THE MONTH OF OCTOBER, 1948 AND FOR THE TEN MONTHS OF 1948

| | October 1948 | Ten Months of 1948 |
|---|-----------------|-----------------------|
| Operating Revenues..... | \$10,583,602 | \$94,625,966 |
| Operating and Maintenance Expenses..... | 9,020,788 | 84,735,187 |
| | 1,562,814 | 9,890,779 |
| Interest Charges..... | 318,003 | 3,180,243 |
| Net Revenues Before Depreciation..... | 1,244,811 | 6,710,536 |
| Monthly Requirements for Depreciation..... | 466,667 | 4,466,667 |
| Net Revenues (Before Bond Reserve)..... | \$ 778,144 | \$ 2,243,869 |
| Net Revenues, Month of October 1948..... | \$ 778,144 | |
| Less: Monthly Appropriation for Revenue Bond Reserve..... | | 107,000 |
| Balance Available to make up Deficiency in Depreciation and for Other Requirements..... | | 671,144 |
| Deficiency in Depreciation Requirements at September 30, 1948..... | | 307,290 |
| Balance Available for Other Requirements..... | | 363,854 |
| Monthly Appropriation for Operating Expense Reserve..... | | 50,000 |
| Balance Available for Municipal Compensation..... | | 313,854 |
| Less: City Vehicle Tax and License Fees paid to October 31, 1948, deductible from Municipal Compensation..... | | 57,415 |
| Appropriated for Municipal Compensation Reserve..... | | \$ 256,439 |
| | October 1948 | October 1947 |
| Operating Revenues..... | \$10,583,602 | \$ 9,236,974 |
| Operating and Maintenance Expenses (Excluding Provision for Depreciation)..... | \$ 9,020,788 | \$ 8,458,526 |
| Revenue Passengers (Including Postal Employees)..... | 82,908,394 | 92,506,611 |

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

CHRISTMAS PARTY FOR THE GIRLS

ACCIDENT INVESTIGATION—The annual Christmas party for the girls is set for December 22, at Younkers Restaurant, with chicken and turkey on the menu. The girls in charge of the party are Mrs. Eleanor Bonke, Gerry Burak and Eleanor Garro.

The friends of Frank Dow miss him and hope he has a speedy recovery.

Madeline Bliss is back to work after a long absence due to a knee injury.

Charlene Thompson, who had an operation, is back to work feeling fine. During her absence, many friends sent cards to cheer her.

The new faces seen around are our new employes, June Ellis and Joan Dunn. Ben Tausch was transferred from his night position as a typist to a statementman.

Jim Killackey is a proud grandfather once again. This time it's a girl named Mary Ann.

—"M & M"

BAGS 10-POINT BUCK, HE SAYS

ARMITAGE—Motorman Roy Croon, who lost a fine deer sometime ago because he insisted on shooting his camera before he shot his gun, got real mad about it. So last month he went back to the wilds of Michigan and this time fired his gun first. He brought down a fine big ten pointer so he says. All we have seen so far is a picture.

This month we welcome J. H. Gamem from 69th to our repair department. We were all sorry to see Hank Stuewe leave, but our loss will be 69th's gain.

Motorman Walter Young and wife spent an enjoyable vacation in California the first three weeks of December.

Clyde Schrope is hoping that Santa Claus brings him a new Chevrolet. As usual, Conductor J. B. MacHale is hoping for a pencil, so he can write a column for the Union Leader.

—TED SHUMON

GOLDEN WEDDING ANNIVERSARY



MARRIED IN Kenosha, Wisconsin, 50 years ago on November 20, W. A. Hall, General Superintendent of Transportation (Surface), and his wife, Ray, quietly observed the occasion in their home in Sauganash in northwest Chicago.

The Halls received many flowers and telegrams of congratulations from neighbors, friends and relatives during the day and quite a few people dropped in to offer their congratulations.

Mr. Hall began his transit career 49 years ago as a conductor on the 22nd street line.

CHECK THAT TRUNK!

BURNSIDE—Motorman John Trinen is planning a trip to sunny Florida to spend several weeks this winter. He will drive his brand new De Soto, a gift from his family. Wonder if he has room in the trunk for a stowaway.

Supervisor Al Fox, who has been confined to Hines Hospital for several months, was home on leave

at Thanksgiving time. He hopes to be discharged by the first of the year. We all hope he makes it as he has been missed a lot during his long absence.

It is with sincere regret that we note the passing of one of our most popular conductors, William George Blackington, who died on the morning of November 24. Services were held November 27.

SEASON'S GREETINGS

Season's greetings and all best wishes to our many readers and friends. We take this opportunity to thank those who have cooperated during the past year by keeping us informed of the "inside news" in our respective departments.

Your Department Reporters

He was your scribe's conductor at the time, and his going was a real shock to his many friends as he had worked only the day before and had been in exceptionally good spirits as we finished our day's work. To his sorrowing wife and family we offer our deepest sympathy. —FURGIE

CONDUCTOR RETIRES AFTER 32 YEARS

COTTAGE GROVE—Conductor Patrick J. Rafter took his pension the first of this month. Paddy began his career in October 1915. In all those years he has been a loyal, devoted and able trainman, and all of his friends and buddies wish him well and hope that he enjoys his retirement to the fullest.

On the twentieth of last month, one of our most eligible bachelors decided to prove that two can live as cheaply as one when he was joined in Holy Matrimony to Terese Rossi at Saint Felice Church. Best wishes to newlyweds Motorman and Mrs. Adam Jasmick.

Motorman and Mrs. Jack Babich are contemplating a motor trip down Mexico way. Wonder if they'll bring back some of those famous Mexican jumping beans.

Maybe Santa Claus will be good to us this year and present us with a new clock. —THE ECHO

CELEBRATE 20th WEDDING ANNIVERSARY

DEVON—It is no wonder Motorman Herman Olsen is such a popular line instructor on Clark Street. He tells us that he and his wife celebrated their twentieth anniversary of marital bliss on the 10th of November.

Conductor Russ Warnstedt started his vacation November 21, but won't have any fish stories to tell as his wife spent most of that time in the Swedish Covenant Hospital undergoing a serious operation. But on the brighter side of his rest period, he was able to attend a meeting of the Fraternal Order of Eagles. A good number of Devon men are members. While

at this meeting, Russ was presented with a certificate for meritorious service. He's editor of their monthly paper, and still found time to enroll ten new members.

Conductor Pete Colucci became the proud papa of a 7-pound boy on November 14. Mother and son are home and are fine.

Motorman Charlie Saklem, who recently vacationed in California, says on the transportation system in Los Angeles it costs 30c to ride the same distance you ride here for 13c. You wait 30 to 40 minutes for a car or a bus during the daytime. Then the problem is to get on. —LARRY HIPPERT

HOME AGAIN AFTER 28 MONTHS ABROAD

ELECTRICAL (RAPID TRANSIT) — William R. Wilson, son of H. D. Wilson, assistant electrical engineer is now an ex-sergeant, Grade III, and is home enjoying civilian life again. He spent 28 months in Nurnberg, Germany, with the Army of Occupation.

He was assigned to the Palace of Justice, where the War Crime Trials are being held and was in the courtroom when the group of generals, including Goering and Hess, were condemned.

Sexton O. Sandell, engineer, was installed as Worshipful Master of Integrity, Lodge No. 997 of the Ancient Free and Accepted Masons on Saturday evening, November 2. The ceremony was held at the Paul Revere Temple at Wilson and Ashland Avenue.

John H. Schageman, foreman, and Mrs. Schageman celebrated their 39th wedding anniversary on November 23.

August Ristau, retired lineman, is still at home account of illness. If you're out driving in Hillside, August would be pleased to have visitors.

—BURT ENGBERG

TRANSITAD

WANTED TO RENT—Furnished or unfurnished apartment for couple and two-month-old infant. Call J. B. Jollief, Specification Department, DEarborn 2-6100, Ext. 517.

THE GIFT HE WON'T UNDERSTAND



IT MAKES no noise. It can't be eaten, ridden, wound, spun—or broken. If lost, it will be replaced by a duplicate!

Sounds like the most wonderful gift any parent could give his kid. And that's just exactly what it is!

It's permanent rather than seasonal—and best of all, it actually grows in value through the years.

Ask your department head today for an application blank to start the easy payroll savings plan or to increase your present purchases of security bonds.

TAKES SCOTTISH BRIDE

ELECTRICAL (SURFACE) — Bernard Jauman of the Line department was married to Marjory Scorgie of Aberdeen, Scotland, on Saturday, November 6.

James (Jimmy) Oniones of the Line department is back to work after a long illness.

Our sympathy is extended to Charles Ernst (General Office) who sustained the loss of his mother on October 28.

The stork still hovers over the Electrical Department. Peter Michalewicz of the cleaning and decorating gang is the proud dad-

dy of a baby girl, born November 4. Mathew Szarek (Line department) now has a daughter, named Christine.

Daniel Kelly (Argo substation) has been confined to his home on account of illness. —ANDY

SURPRISE! !

GENERAL OFFICE (MONROE) — Maurice L. Eisenberg (Office of Chief Engineer) was really surprised when his wife presented him with a diamond ring on his recent birthday.

James H. Gordon of that same office finally left on his vacation—

"L" PORTERS HOLD BENEFIT DANCE

ABOUT 400 people attended the annual fall benefit dance of the Rapid Transit Porter's Club at Forum Hall on November 13.

The club was organized in 1923 and has an active membership of about 65 "L" porters. The pre-Thanksgiving dance is an annual custom, with the proceeds from the sale of tickets going into the club's sick benefit fund.

In a letter addressed to CTA TRANSIT NEWS, A. L. Thompson, secretary, on behalf of club members, expressed sincere thanks and appreciation to the employees of the CTA for the support given them at their dance.

to Turkey Run for a Turkey Thanksgiving dinner.

The welcome mat has been placed at the door of 600 Washington for June Ellis and Joanne Dunn. . . . Bob Christian and Joe Clark of that department recently enjoyed a scenic tour of the south side—63rd Street, specifically. Rumors are flying that Tom Reilly of 600 Washington clowned his way to fame in a recent roller skating show on the south side. Were there scouts from Hollywood present, we would be shy one Tom Reilly. . . . Rumor also has it that Glee Adams of the same department will try Arizona for her belated vacation this year. Our co-reporter, Mary Clarke, is rapidly improving and we hope she will soon be back in Room 401.

WHAT! No Shoes?

Jim Dougherty's wife awakened with a start about midnight recently to find Jim sleep-walking, just about ready to depart for a stroll—an overcoat thrown carelessly over his pee-jays.

Staff Engineers office welcomes Mrs. Mary Isbrandt, a former assignment agent from the West Side.

Charles Lapp, Frank Misk, John O'Connor, Ernie Gerlach, Tom Nolan and Don Haderlein, journeyed to South Bend for that spectacular Notre Dame-Northwestern game. Ernie Gerlach is also looking forward to a trip to Bethlehem, Pennsylvania, for the Christmas Holidays.

Helen Dougherty No. 2 (Specifications) also traveled to South Bend for the Northwestern game.

F. N. Graham of that department has quite a collection of stamps, while Jack Jobaris makes neckties his hobby.

Erna Buchholz, Law Department, who is director of the choir at St. Stephen's Church, often called "The Church at the End of the Road" recently gave a musicale, which proved to be quite a success.

F. A. (Chick) Thulstrup, Transportation, recently celebrated his birthday by treating his office force with a large box of assorted cookies, which were made by Mrs. Thulstrup. And were they ever good!

—MARY CLARKE and JULIE PRINDERVILLE

NO SUBSTITUTE FOR TREE LIGHTS

KEDZIE—The officers of the Credit Union, *Mike Urganus, Bill Larsen, Tim Heffernan, Ray McDonald, Charlie Seebock, Erny Haggstrom, Paul Rosentrator and Ed Riley*, got tangled in the lights while erecting the Christmas tree in the trainroom and almost had to stay there as ornaments.

After the talks at the safety meeting, *John "Red" Kain* was master of ceremonies for entertainment provided by the men. *Bob Stack*, international executive board member of Amalgamated, told stories. Contributing vocal selections were *Clerk Eddy Stack*, the Kedzie Quartet (*Jim Crany, John Murphy, Russell Haines and Jim Corcoran*), *Arnold Haig* and *Jackie Naughton*, son of Conductor *Pete Naughton*.

Motorman Tom Coglianes is feeding the clerks spaghetti and meatballs in the hope that *Jerry Blake* and *Joe Costello* will put on a little weight . . . Conductor *Bill Brennan* won a debate that General Robert E. Lee was a better general than U. S. Grant. The debate was held some years ago when Bill had entered eighth grade at St. Mel's on moving to Chicago from Lexington, Kentucky . . . *John Bozzelli* spent a week of his vacation in Denver, Colorado, climbing mountains . . . *Vince Reynolds'* hunting trip in Canada netted him two bears, a buck and two does. He is not sure about the does, says they might have been baby mountain goats only there weren't any



A profitable fishing trip while vacationing recently in Minnesota produced this photograph of North Side Trainman Edward Graetz, second from left, and his four brothers-in-law.

mountains . . . *Mike, Jane* and little *Terry Shanahan* spent Thanksgiving at the hunting lodge of Mike's uncle at Lime Ridge, near Baraboo, Wisconsin. They brought in one 110-pound buck . . . *Jim Dawson*, who took his pension the last of November, is going south and just let his fancy take him where it will.

Ray Washburn is grateful to all those who acted as donors to his mother when she was near death with meningitis. *Mrs. Washburn* is improving rapidly and we hope we will be able to report the same about *Ray, Jr.*, who is hospitalized with broken bursa sacs in his knee from a football mixup. *Ray, Jr.*, had tryouts with two major league baseball teams during the sum-

mer . . . *Assistant Superintendent John McCarthy* is in good shape after a strep infection of the throat. *Relief Superintendent Charlie Kerr* was on the job while he was away . . . *Ruth*, wife of *Joe Smith*, made her last stand in the hospital after a year and a half in and out of them. She's O.K. now, and we're thankful to *Receiver George Singer* for being a donor . . . *Tom Brennan* is recovering from an operation and doing very well . . . *Janitor Alex Bombicino* is back on the job after a three-weeks illness.

Janitor George Wilson insists that *Jim Keenon*, chief night clerk, leave his newspapers in order after *Jim* comes down early to look at them on Saturday nights . . . *Re-*

lief Janitor Bill Fleischman ate a hearty Thanksgiving dinner of ground Turkey and the fixings, and orates that he will have his eating mechanisms ready for the Christmas meals.

There is a new baby girl in the *Jim Corcoran* family . . . *John J. Carr* and *Mrs. Carr* are servicing a new baby boy Carr . . . The *McInru*es have a new baby girl . . . *Ronald Andrew* made his entrance into the *Boettin* family . . . and a baby girl has taken over in the *Tom Curnane* family.

—JOE SMITH

WOO, WOO!

LAWNDALE—*Jimmy Gallegher* celebrated Halloween with a party for all Lawndale men and their wives. Every one was in costume and *Dan McCarthy* was dressed in women's clothes, complete from heels to Toni wave. Dan made such a good-looking girl that he was besieged by wolf calls all evening.

Supervisor Otto Brubach bought another car. The *Kimball-Homan* bus drivers insist that it is a *Maxwell* and threaten to report *Otto* to *Jack Benny*. *Otto* refuses to comment.

Harry Parker was on the sick list eleven days and reported back to work lighter by the loss of a set of tonsils.

We have heard many alibis about the reason for raising a mustache, but *Frank Ruska's* story that the inside of his upper lip is so sore that he can't shave is one of the better ones. —BILL FEILER

VETERAN EMPLOYEE RETIRES

FROM NOVEMBER 1, 1894, to December 1, 1948—54 years of service—that's the record of *Jeremiah J. O'Connor*, janitor, (Cottage Grove), who recently accepted his retirement pension.

O'Connor's first job was tending fires on cable cars. He later worked at whitewashing the horse barns, and as tow boy and money wagon driver with horse and wagon until 1906 when he did the same job with electric streetcars. In 1925, when the money collecting was transferred to an outside agency, he became janitor at Cottage Grove car station and remained there until his retirement.

During his entire years of service *Jeremiah* was off only five working days—two on account of illness and three because of a death in his family.

Still in good health and physically able to work, he is retiring to devote his time to his wife who has been ailing and requires more of his attention than he could give her while employed.



Kuett
"I keep thinking I'm forgetting something."

FENDER BENDERS

I'D HAVE BEEN HERE SOONER, DEAR— BUT I RAN INTO A LOT OF TRAFFIC!



NATIONAL SAFETY COUNCIL

ED JOINS BALL-AND-CHAIN CLUB

LAWRENCE—Ed Corda and Jean Dobrovitch were united in marriage November 6. Ed is now a member of the ball-and-chain club.

Condolences to Mr. and Mrs. Mike O'Connor who lost their son.

John Cosco spent his vacation visiting relatives in Los Angeles, California.

—THE POLISH COUNT

CHRISTMAS RUSH ON CLYBOURN AVENUE

LIMITS—The Christmas rush is on; anybody wanting to see it just travel with the operators of the Clybourn Avenue Bus line, a direct line from the northwest side to the loop.

For laughs galore sit on the side lines during a conversation between Operator N. Walsh and Operator Duszak. There isn't a man living that can keep up with Walsh, but a hand should be given Duszak as he tries the hardest. Missed the last issue with info on the shindig we had at the



A FORMER reporter for CTA TRANSIT NEWS, Motorman Charles Saklem, Devon, right, and his daughter, Marjorie, started out recently for what was planned to be a pleasant vacation in California. However, Marjorie took ill suddenly and had to be rushed to a hospital where she underwent a serious operation. Visitor at the hospital while Charlie's daughter was confined was an ex-conductor from Devon, Charles Johnson, left, who now makes his home in Los Angeles.



"I don't quite know how to ask the old boy for a promotion- my next move would be into his job"

Depot October 28. We have a bevy of talent in our depot as we witnessed on that evening. Operator Ludwig's vocal varieties were superb, and the joining in of the quartet, composed of General Manager W. J. McCarter, Station Superintendent Elmer Belfanz and Operators Sedin and Turek, was equally appreciated. Motorman Parizek's accordion playing was also one of the highlights of the festivities.

Operator and Mrs. Charlie Gerhos had a pleasant vacation at Hot Springs, Arkansas, at the home of Nick Zerbes, former North

avenue bus operator. Charlie and Mary Ellen did quite a bit of horse back riding and visited the Springs often. The Springs are recommended by them to anyone who wants complete rest from everything.

The next time the depot has a party, we should have Motorman Zelwski give his imitations of animals. He acquired this talent via 41st and Halsted Streets during the recent Stock Show. We are in deep sympathy with Motorman and Mrs. Mike Davilla on the death of his mother November 12.

—R. H. LENCE

THOUGHTFUL AND CONSIDERATE

EVERY DAY many CTA transportation employees find occasion to do "just a little bit more" for our patrons than would ordinarily be required in line of duty. In quite a few cases these extra services are merely acknowledged with verbal thanks and are never recorded, but many times written letters of appreciation are received.

MOTORMAN J. A. BROWN, South Side, by his thoughtfulness, merited the commendation of a patron, who wrote:

"A letter I had intended mailing was dropped on the floor of a Ravenswood train and I didn't miss it for several hours.

"The next day I received a post card through the mail from Mr. Brown, informing me that he was the motorman on the train and found the letter while picking up papers. He mailed the letter and sent me the card, thinking it would ease my mind, and it certainly did."

TRAINMAN JOHN BARRY, South Side, who aided a blind passenger during the rush hour, was the subject of this letter:

"The incident which I would like to comment on occurred about 4:00 P.M. in the afternoon. Your employe No. 4292 deserves credit for his kindness in giving help to a blind passenger on his train. In the rush that occurs in the subway around that hour the blind man could easily have been forgotten, but No. 4292 remembered his helpless fellow man."

FARM IN CANADA KEEPS HER BUSY

LOOP—Frances Brandl, Ann Crowe, Nellie Keating and Sue Burke have paid visits to two pensioners, Ann Madden and Clara Shaler, both of whom are enjoying themselves away from the hustle and bustle. Ann Dolan, on the other hand, is kept busy on her farm in Canada.

Mary Dye escaped some of the November chill by spending her vacation in Florida and Cuba. Nellie Keating is following her example, but going west to bask in the California sunshine. Others that can use their pre-Christmas vacation for their holiday shopping are Genevieve Gordon, Lucille Keeley, Elizabeth Russo and Viola Bordegon.

Henry Hoffmeister and Robert Kubiack took their annual trip to the Fox River Valley to enjoy the favorite pastime of both—hunting.

Paul Grant, porter, recently became the father of a six and one-half pound baby boy.

Pete Bleimhl is recovering from a serious operation.

—EDITH EDBROOKE

TRANSITAD

FOR SALE: One conductor's coat, size 36-38. Like new. Cost \$34, will sell for \$17. Mrs. June Stadnik, 2810 S. Spaulding, phone Bismarck 7-0225.

PAYROLL SAVINGS WORKS LIKE MAGIC!



U.S. SECURITY LOAN YOUR Security is America's Security

IT'S HARD TO BELIEVE!

MAINTENANCE OF WAY (MET., LOOP AND LAKE)—*Percival MacDonald*, ironworker helper, continued his yearly tour of the British Dominions. In '47 it was Scotland, Wales and England. In '48 it was Canada, where he spent two delightful weeks. The third week he spent taking the baths in Michigan and dropped ten pounds. That's a lot of pounds for a Scotchman to drop!

Bill Metzger was promoted to track foreman, Loop and Lake sections. Our north-south maintenance of way correspondent, *Jim Walsh*, was promoted to carpenter foreman. *Chester Laskowski*, trackman, was promoted to tie foreman.

Bill Dean, ironworker helper, is being accused of not shaving those few hairs under his nose, but he claims it is a full-fledged mustache, made hard to see by the fact it is blond. Mustaches are becoming the rage at Laffin. *Howard Amundsen*, cabinet maker, grew a dandy in two weeks. *Dean* grew his in TWO MONTHS.

General Manager E. J. McIlraith paid a visit to Laffin street, where he met most of the supervisory force and visited the various shops, becoming acquainted with the men.

Joe O'Donnell, right-of-way inspector, has been ill. *Bob Pavlak* and the boys missed his ready smile and Polish stories.

Sympathies are extended to *John Norwick*, carpenter, in the loss of his mother.

—JACK O'REILLY

HE SHOULD GET IT PROMPTLY NOW

MAINTENANCE OF WAY (NORTH AND SOUTH SIDE)—Maybe the "Transit News" will be delivered promptly in the future to *Signal Foreman Tom Nolte*. In the past two years, Tom has moved seven times, (who said housing shortage?) but now, at long last, he must stay put for the next two years to help settle an estate, rent free, also. This rent-free business enables Tom to make regular payments on the Lincoln he is driving.

Some people, like *Nolte*, may be lucky, but this is not so for *Albert Helmer*, North Side track-

**O'MY, The Accident Maker —
The Gremlin You'd Like to Blame for Accidents — But Can't**



"Just my dish. The big boob overloaded the line upstairs, blew a fuse, now watch the smartie show us how to stop blowing another one. He can't find any proper 15 amp. fuses. Puts that big 30 amp. fuse in instead."



"It takes a lot of juice to blow that one. Now for the fireworks. Instead of the fuse melting and shutting off the current when a short circuit develops, the overloaded wiring will get hot, and I mean hot."

Copyright 1947 American Mutual Liability Insurance Co.

man, who, unfortunately, had his arm broken while using a track jack.

While constructing a fence at Skokie Shop recently, *Ed Gersch*, carpenter, stepped on a pheasant. Ed says that this method eliminates the gun toters alibi of near misses, but he does not advise it for hunters with weak hearts.

Mike Foley, carpenter, one of the early birds on the pensioner's list, dropped in for a visit last week. Mike looks fine and wishes to be remembered to all of the old gang.

We welcome to our gang *Tom Hoey*, carpenter, recently with the Surface System.

—JIM WALSH

LOIS IS UNWILLING SPARRING PARTNER

MATERIAL AND SUPPLIES — Somebody made a hit with *Lois Kosche*, general office, on the way to work the other morning. The two men were fighting about pushing and crowding in the elevated, and one man swung his arm, the other man

dodged, and poor *Lois* got the slap on her chin.

John Gubbins, South Shops, and his mother visited his sister in Long Beach, California, during October.

We welcome *Donald Price*, *Martin Daley*, *Otto Plessner* and *Stan-*

ley Hall as newcomers in our department.

We extend our sympathy to *Anton Micucci*, Grand and Leavitt, who lost his wife on November 22.

William Gilleran, Grand and Leavitt, was the lucky winner of a turkey. All he had to do was get high score in bowling. He did it.

Dorothy Anderson, Grand and Leavitt, left the big windy city and visited Des Moines, Iowa, and went shopping in Indianapolis, Indiana, on her vacation.

Mr. and Mrs. James Brophy became the proud parents of a little girl, *Patricia Ellen*, on November 13. She weighed 6 lbs., 9 ounces. *Mrs. Brophy* is a former employe of the general office.

Knitting for Britain? Not in our office, but *Eldora Marshall* is learning by knitting her husband a pair of socks for Christmas. We only hope *Dave* appreciates the knitting that all the girls did on those socks. —JEAN HARTLEY



THIS TIME those wedding bells rang for *Connie Manahan* (North Side painter) who married *Alice Brandt* at the Little Country Church of the City on November 13. *Connie* and his bride had the best the Palmer House could offer on their honeymoon.

**"LOST HUNTERS"
BRING BACK "JACKS"**

NORTH AVENUE—Most of us have heard of "Wrong way" Corrigan. Here at North, it's "Wrong way" Cochrane. Conductor Joseph Cochrane and his brother Fred started on a hunting trip to South Dakota. They drove 400 miles out of their way before they found out their mistake. They passed toll bridge after toll bridge, made many stops for gas, and were half-way thru Nebraska when they decided it was the wrong way.

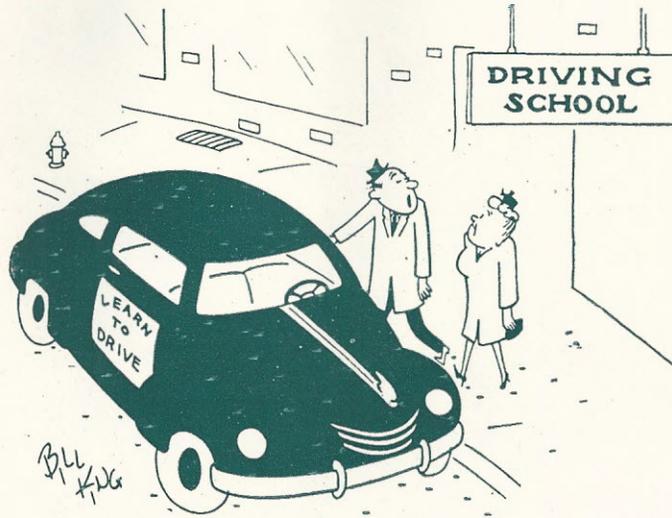
When they finally reached their destination, the weather was fine and the hunting good. But I'll bet they take a compass next time. Cochrane brought Motorman Ralph (Tonto) Stockman a few jack rabbits. So, if you see "Stocky" jumping around like a rabbit, you will know what caused it. We hear that his conductor Donald (Big Moose) Frey is going to make ear muffs out of the rabbit's fur.

Motorman Charles G. Luepke was presented with a baby girl. The little doll was named Mary, and weighed 7 pounds, 13 ounces.

Conductor Patrick Hester had a strange experience. When he looked out and was about to give the bell, he saw a pair of legs protruding from under the car. Paddy said, "What goes on here?" A man's voice replied, "My hat." The motorman, Joseph Reinhart, looked out to see what was wrong



A SUCCESSFUL hunting trip was made recently by Conductor Joseph Cochrane, North Avenue, left, and his brother, Bus Operator Fred Cochrane, Lawrence, right, in the hills of South Dakota. Pheasants and rabbits were plentiful and the boys took time out to show their prizes to a native farmer of that territory.



"Had any elementary experience—kiddie car, scooter, bicycle?"

and swallowed his gum when he saw the legs.

Did you know that L. Ray Beaman, formerly of Employment, has an automobile agency?

Conductor "Flash Gordon" Wood's little boy, Warren, who is 2 years old, will be more careful in the future when he sees a sleeping dog. Little Warren was bitten by a dog when he tried to pet it. After much confusion and a trip to the doctor, Warren is as good as new now.

Janitor William Thoms is a grandpa again! This is his third grandchild since May.

Motorman Joseph Padour has moved into his new home. The housewarming will be announced later. Joe built his home himself.

The bride of the month was Merrikay Christie, daughter of Motorman George W. Christie. She was married November 27 to John Reilly at Saint Edward's Church. —JOE HIEBEL

**FOUR EMPLOYES
DRIVE TO FLORIDA**

NORTH SIDE—Agent's May Rohr and Mary Mulkeen, accompanied Motorman Almar Schultz and his wife on a motor trip to Florida for two weeks of sunshine.

Andy Andersen, clerk of the Wilson avenue office, returned to work after having recovered from an illness which kept him confined for several months.

A lucky couple struck it rich October 29 in Swedish Covenant hospital, with the acquisition of their "golden girl." This treasure is now being guarded by Trainman Ernest Carroo and his wife.

Reaching a crescendo November 6 in St. Joseph's hospital, a new lusty note was added to the Domestic Concerto in A minor. The minor was the 3 lb. 10 oz. daughter of Trainman Louis Dacquisto. Latest report says the little miss is gaining weight rapidly.

Trainmaster Ben Nielsen and his wife finally finished their vacation last month by going to Denver, Colorado. Their vacation was inter-

A GOOD RESPONSE

CTA employes set a new company record this year in contributions to the Community Fund. The total was \$45,537, an increase of 80 percent over last year. General Manager Walter J. McCarter announced this record-breaking contribution in a bulletin to employes expressing his sincere appreciation of their cooperation.

rupted by a visit of Mr. Nielsen's sister who flew here from Denmark, to spend 58 of her 60-day vacation in this country, and she enjoyed every minute of it.

—J. J. BALY

**WHERE WAS
HIS HAT?**

SCHEDULE TRAFFIC—Bill Devereux returned from his vacation November 1, but his hat enjoyed an extra two weeks. However, with the mild fall weather, Bill didn't mind too much the absence of his wandering hat.

The flashy streak you may notice on the south side is caused by that new Oldsmobile that Ray Noakes, traffic checker, is driving around.

Politics did not enter into the election of Ray Primeau who recently was honored by being selected as Vice President of the Fifth Armored Division Association. In fact, Ray did not go to the convention which shows how badly he wanted the job.

—L. C. DUTTON

IF YOU KNOW of a CTA employe who is not receiving his copy of CTA TRANSIT NEWS, please have him fill out the following form and return to the Public Information Department, Room 1226, 79 West Monroe Street, Chicago 3, Illinois.

* * *

I am not receiving my copy of "TRANSIT NEWS" through the mail. Please send it to:

Name.....

Home Address.....
(Street and Number)

(City) (Zone) (State)

I am employed in the.....
department, located at.....
I have recently moved from:

Old Address.....
(Street and Number)

(City) (Zone) (State)

WHAT'S HIS FORMULA?

69TH—Since our last contribution, several events have taken place at 69th. If you want to know how to become Mayor of Oaklawn without running for office, please ask our genial chief clerk, *Art Lipphardt*. However, we think that he'd make a better traffic policeman in an emergency. . . . They say that the automotive stock market went up 200 points when *Clerk John Collins* bought that swellegant Dodge. . . . A baby girl arrived at the home of *Operator and Mrs. L. F. Ashley*. WORDS OF WISDOM: *Motorman John Newell* thinks that a refugee is the man who blows the whistle at football games. . . . Then there is *Conductor William Wagner* who says that one reason why Solomon's temple took 42 years to build might have been because he had 1001 wives to make suggestions. Amen, Amen, brother!!! *Operator Anthony Katt* will give a 20-pound pumpkin to the trainman who can tell apart the two Wagner brothers, *G. C. Wagner* and *C. C. Wagner*. They both work on 69th St., and are an enigma. —THE GHOSTS

MEAT ON THE TABLE PROVES HUNTER'S PROWESS

SOUTH SHOPS—"A hunting we will go, etc.," that's just what *Joe Hecht* (paint shop) did during the third week of his vacation. He had good duck hunting down the Lacon River, then went further south to see how the pheasants and rabbits were doing. From reliable sources

CHRISTMAS RUSH

I'm working on a trolley,
All thru the Christmas rush,
Collecting all the fares,
In snow and sleet and slush.

I reached above their heads,
To get a trolley fare,
But when I got the dough,
My arm was in the air.

I pushed and shoved and tugged,
And then began to frown,
But couldn't find a way,
To get my arm back down.

—William A. Clifford,
Conductor, 69th.



IF YOU WANT to add color and warmth to your living room, decorate with these modern sectional bookcases that can be built from a pattern. These cabinets may be placed along one wall, around a corner as illustrated, or the center sections can be placed along opposite walls. By using slightly wider shelving boards, one unit can be built especially for record albums.

No special tools or skill are required and all materials specified can be purchased at lumber yards everywhere. Almost anyone can build these cabinets by following the simplified building procedure outlined on the pattern. It not only lists materials to buy but also specifies when and where each is used.

Sectional bookcase pattern number 42 costs 50 cents and can be secured by writing to Pattern Department, CTA TRANSIT NEWS, P. O. Box 215, Pleasantville, N. Y.

we learned that the Hecht family and many of their friends enjoyed several delicious meals.

A little bundle, wrapped in pink and weighing 7 lbs. 12½ oz., was delivered to the home of *Mr. and Mrs. R. J. Bulak* (machine shop). The newcomer was named *Cynthia Mary*. Daddy Bulak took his vacation a week after *Cynthia* arrived.

On November 1, *John Kurgan* (woodmill) began his life of leisure after working with the company for 25 years. His co-workers gifted him with a swanky wallet. Our best wishes go along with him.

Our sincerest condolences to *Frank Mollath* (machine shop) in the recent death of his wife.

—ANNE M. YERCICH

TWO NEW BABY GIRLS

WEST SHOPS—*Mary Ellen Streich*, whose proud daddy works in the bus garage, was born November 12,

weighing seven pounds, 15 ounces.

One of our former employes, *Josephine Ryczyn*, is the proud mother of a lovely baby girl, *Sharon Ann*, born November 14.

This Christmas *Dan O'Brien*, carhouse and truck shop, will be spending a long awaited vacation in Mexico.

Our deepest sympathy is extended to *John Gillen*, carhouse, in the death of his mother.

—MARY CROSBY

RECENT DEATHS AMONG EMPLOYES

JOSEPH ASTRASKAS, 75, retired watchman, Shops and Equipment. Employed 6-1-20. Died 10-27-48.

JOSEPH DELEO, 66, laborer, Track. Employed 5-27-43. Died 10-29-48.

ARTHUR L. DENTON, 59, motorman, Armitage. Employed 11-28-13. Died 10-11-48.

ANNA N. DOWLING, 65, agent, North Side. Employed 9-27-22. Died 10-3-48.

MARTIN EYRES, 61, motorman, 69th. Employed 6-7-18. Died 10-22-48.

HERMAN GAIDA, 78, retired carpenter. Shops and Equipment. Employed 6-18-95. Died 10-21-48.

STANLEY GORZINSKI, 82, retired watchman, Track. Employed 4-15-98. Died 10-28-48.

JACOB GRAF, 65, motorman, North. Employed 10-13-18. Died 10-29-48.

HERMAN HAUSE, 63, motorman, Lawndale. Employed 8-17-21. Died 10-12-48.

EDWARD S. HEDRICK, 75, retired motorman, Lincoln. Employed 4-1-10. Died 10-4-48.

JOSEPH D. KOLOSKY, 74, retired motorman, 69th. Employed 8-19-02. Died 10-28-48.

PETER LOUGHRAN, 64, conductor, Devon. Employed 7-8-25. Died 10-27-48.

HAROLD H. MADSEN, 51, motorman, 77th. Employed 1-4-27. Died 10-14-48.

THOMAS F. MAHONEY, 48, investigator, Dept. of Accident Investigation. Employed 6-1-27. Died 10-15-48.

LAWRENCE MARTIN, 84, retired conductor, 77th. Employed 10-11-90. Died 10-20-48.

JOSEPH MORANO, 65, car cleaner, North Side Shop. Employed 1918. Died 10-31-48.

JOHN ORT, 76, gateman, Metropolitan. Employed 8-28-24. Died 10-4-48.

BERNARD B. SMITH, 65, gateman, Metropolitan. Employed 1-24-25. Died 10-8-48.

GUSTAVE VONG, 84, retired clerk, Dept. of Accident Investigation. Employed 4-13-93. Died 10-5-48.

FRANK WALAITIS, 60, gateman Metropolitan. Employed 6-4-43. Died 10-8-48.

EDWARD WEISSENSTEIN, 57, motorman, 77th. Employed 2-22-12. Died 10-25-48.

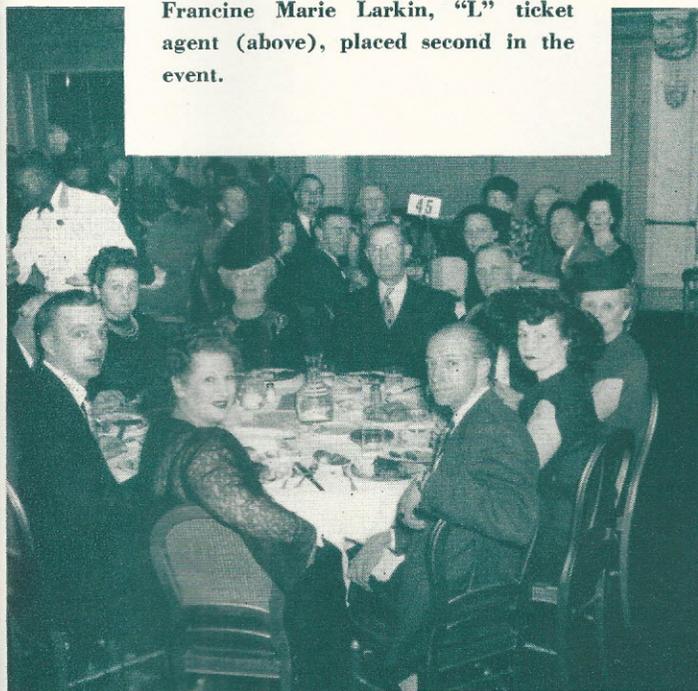


CREDIT UNION CENTENNIAL

CHAPTERS OF Credit Unions from the metropolitan Chicago area celebrated the centennial of the founding of this movement in the United States at a dinner in the Grand Ballroom of the Sherman Hotel on October 25.

CTA employees were well represented in the group of over 700 which attended the affair. (See photos.)

Prior to the dinner a contest was held to select "Miss Credit Union." Francine Marie Larkin, "L" ticket agent (above), placed second in the event.





MIKE CHERNEY, Truckman (right):

"One remedy for colds that always works for me is made by cooking together some onion, a little whiskey and a tablespoon of sugar. It may sound like a strange concoction, but it does the job."



BILL GEHRIG, Trouble Shooter:

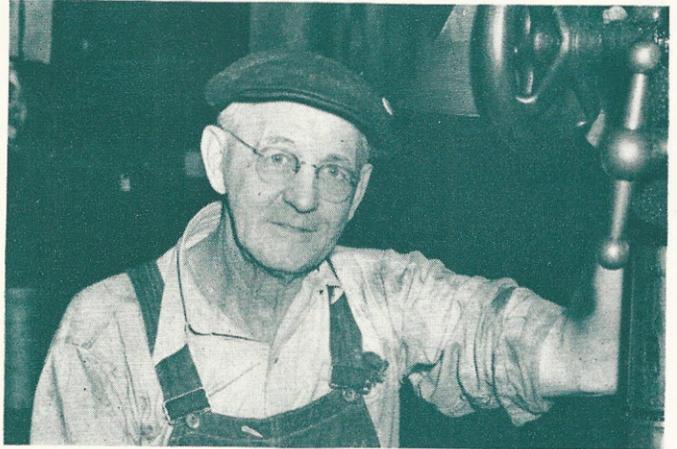
"I've tried all the home remedies for colds from hot drinks to plenty of rest, but for my money you can't beat cold tablets for quick action. In my case they give real relief and start me on the way to recovery."



SO YOU HA

What is Your Remedy for Curing a Cold?

J. E. MARTH, *Lake Street Shops Reporter*



GUS BREMER, Drill Press Operator:

"You can't get the cold remedy in Chicago, but back east a garden fruit, called 'Balsam Apple,' is grown into a bottle right on the vine. When ripe, the 'apple' is covered with whiskey and put away until the 'cold' months. It's a real cold cure."



FRANK RIEDL, Car Body Inspector:

"After reading that medical science has a cure for pneumonia, but not for the common cold, I haven't faith in any of the standard remedies. However, I will drink a hot lemonade before going to bed."

TONY WATKUM, Carpenter:

"For curing a cold, I always use hot tea, mixed with lemon and honey. Then I take a cold tablet. Goose grease on bread is another effective means of fighting a cold. Between the three, I don't suffer too long."

VE A COLD!

Here's What The Doctors Say

AFTER READING on the opposite page the favorite home remedies for curing a cold, your probable reaction will be, "That's not what I do. I take . . ."

Well, everyone is entitled to use his own method when a cold strikes, but here's what doctors say:

Nearly everyone has at least *one* cold a year. Two out of three people have three colds a year. Two out of eight people have four colds a year. Any day in winter you'll find over 20 million people suffering from a cold! There are 500 million colds a year in the United States of America!

The most important treatment is bed rest—plenty of it. If there's so much work to be done you feel you can't leave the job, then at least get to bed early and get a full quota of rest.

Heat is often helpful in "breaking up" a cold. A hot bath is good, followed by hot lemonade and plenty of blankets. Some people like a small dose of whisky, which sometimes aids the circulation, but also may increase nasal congestion and lower resistance to pneumonia. The bedroom should be kept warm, with an even temperature and no drafts. Cold "remedies" may be taken, preferably under the doctor's instructions.

Eat lightly, but eat nourishing food—and drink plenty of liquids—hot soups, milk, fruit drinks, water. Try to avoid worrying. There is plenty of evidence that worry makes it easier for you to catch cold, and also prolongs the cold once you get it.

The ordinary cold starts to break up in a day or two. But if it "hangs on," or if you get such symptoms as chills, fever, aches, a hoarse cough, or you cough up rust-colored sputum, send out a hurry call for the doctor. The cold may be leading to pneumonia.

Even if you think you're over the cold, be extra careful to keep a safe distance from others. Drink from paper cups or an individual glass. Continue to get plenty of rest each night, and build up your strength and general health. In these days when everybody is agreed that we need high-level production and full pay envelopes each week, colds are a luxury nobody can afford!

DECEMBER, 1948



GO TO BED and rest. Get plenty of sleep.



EAT LIGHT meals of nourishing foods. . . . Drink plenty of water, fruit juices, soups, etc.



DON'T BLOW your nose like a bugle. . . . It forces the infection into your sinuses and Eustachian tubes. . . . Just sniffle! But **BE SURE** to use your handkerchief to stifle coughs and sneezes to prevent others from catching your cold.



CALL THE doctor . . . if you have fever, aches or a racking cough for more than 24 hours. Call doctor at once if you have chills.



ALL'S WELL that ends well—and everybody was happy when *Willis W. Helfrich*, assistant to the secretary of the Transit Board, returned block of hard-to-get football tickets he had found to *Naomi Nancy Nell* who had dropped them from a book on an "L" station platform. Her sister, *Corinne*, shares her pleasure at the return of the irreplaceable tickets.

HONESTY DISCLOSES UNUSUAL HOBBY

ON HIS WAY home one evening in November, *Willis W. Helfrich*, assistant to the secretary of the Chicago Transit Board, picked up some tickets that were scattered about the platform of a north side elevated station.

"Imagine my surprise," he said, "to find I had in my possession a block of eight seats to the Notre Dame-Northwestern football game which was scheduled to be played the coming Saturday."

A check with the ticket office of Northwestern University revealed that the tickets had been sold to Naomi Nancy Nell. A telephone call by Helfrich to the Nell home brought out the fact that Naomi, who teaches school, had dropped them from a book. When the tickets were returned to her that evening, she remarked, "We'd all been hoping and praying that an honest person would find and return them."

While getting the details on the lost tickets, it was developed that Helfrich, a 14-year employe, is a man with several hobbies, including such activities

Sun Times Photos



THE USUAL way of picking up chinchillas is by the tail, which is the method used by the mother in handling her young. *Willis W. Helfrich* is showing the proper way to hold one of these friendly little animals which are born with a coat of fur, a full set of teeth and with their eyes open. Within an hour after birth, the "kits" are strong enough to scamper about the cage.

as preparing travelogues of his trips around the world, singing, gardening, collecting stamps, teaching boy scouts, girl scouts, camp fire girls, disabled veterans and others (including a group

of CTA general office employes) the art of making square knot belts.

His most unusual hobby, however, is raising chinchillas. Willis became interested in chinchillas while handling the legal details of forming a corporation for a friend who went into the business of raising these animals. Eventually, he bought two pair from the friend to try his luck with them.

These valuable little animals (a full-length coat of good grade runs upwards of \$55,000) cuddle together and sleep all day. Then they race around their cages at great speed during the night. Their food consists of dry cereals, hay and grains, with one raisin per day as a special treat. The accepted method of picking them up is by the tail. They are very friendly and can be picked up and petted if one is quick enough to catch them.

The color of their fur, which cannot be imitated by any known method, is a steel blue cast over gray, while the under color is a clear blue slate. The slightest movement of air puts into graceful motion the fur of these animals which is the finest in the world.

The pelts are very light in weight, but provide exceptional warmth and "wear forever." One square yard of pelt is equivalent in weight to a square yard of satin. About 150 pelts are required to make a full-length coat.

ELECTRONIC SAFETY SIGNALS DEVELOPED

AFTER MONTHS of study, research and preliminary experiments, the CTA has reached the field-test stage in an effort to develop electronic safety signals for the rapid transit system.

On the recommendation of its technical staff, the Chicago Transit Board has authorized a contract with the Radio Corporation of America and Television Associates to conduct tests on a mile of straight-away track. These

NEWS

tests will be carried on through the winter at a total cost, including materials and shop work, of \$35,000. The final stages will be under actual operating conditions.

If the adaption of wartime developments in electronics to train signalling proves successful, the maximum safety of operation can be provided with greater flexibility of train movement. The estimated cost of this type of signal system would be less than half that of a conventional type of equal efficiency.



WHEN THE Zephyr Twin Club held its recent election of officers, Mary Ellen Morgan, Loop ticket agent, was chosen co-financial secretary along with her twin sister, Catherine. Mary and Catherine joined the club 12 years ago, a year after it was founded. The twins previously held the office of co-treasurers in the club which has approximately 600 members and is affiliated with a national twin organization.



"BEST POLICY" REWARDED

CONDUCTOR ROBERT HOLDER (69th) is \$150 richer today merely because he has the habit of checking through his streetcar for lost articles.

While his car stood at the end of the line, recently, Bob strolled down the aisle and saw a small coin purse wrapped in tissue laying on one of the seats. Inside the purse was some change and a large diamond ring.

Bob turned in the articles and thought nothing more of it, until two weeks later he was asked to report downtown to Superintendent of Transportation W. A. Hall's office and receive a reward. The reward was a check for \$150 from the insurance company.

Holder feels that he "just did the normal thing, and the reward was not necessary." But he admits it will come

in handy in setting up housekeeping for him and his bride.

Reward or no reward, Bob still feels that life would be simpler if people would always claim their lost articles. He is still trying to decide what to do with a carton of scratch pads and ten manicure sets which were returned to him unclaimed.

LEGION CITATION AWARDED CTA

THIS CITATION of recognition was awarded to Chicago Transit Authority

"In recognition of unselfish service to the community, and loyal cooperation with the National Employment Program of The American Legion by the employment of veterans."

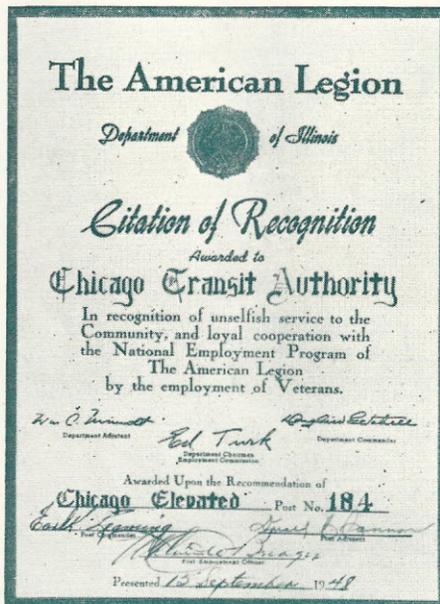
In the letter of transmittal to *Walter J. McCarter*, general manager, *Earl K. Leaming*, past commander of Chicago Elevated Post No. 184, said in part:

"With the many veterans now employed and the attitude of the CTA toward veteran employment, we are most happy to have the CTA recognized by this citation."

CTA OBLIGES

THE EAST Pittsburgh Works of the Westinghouse Electric Corporation recently held a "Family Day." The purpose of this open house was to give the employes, their families and friends the opportunity of seeing the "end use" or direct application of the products manufactured by Westinghouse.

In cooperation with this event, the CTA complied with a request to detour to Pittsburgh one of its trolley coaches, which was being shipped to Chicago from the Philadelphia plant of the ACF-Brill Motors Company. The coach, built with Westinghouse electrical equipment, was put on display to demonstrate one of the uses of Westinghouse products.



TO THE LADIES - from Joan

THROUGHOUT THE WORLD, from Santa Claus, Indiana, to the North Pole, people are in the midst of a gay holiday season that features special eating delights.

In the majority of American homes this means Turkey—with all the trimmings.

Family members often desire variety in everyday meals but they still call for traditional foods during traditional family holidays.

Turkey feasts are also the time to bring forth the best linens, china and silver. Since a delicious turkey dinner is considered the essence of good eating, it affords an opportunity, too, to show off your prized service pieces.

Size of your turkey depends upon the size of the family. If a large group select a meaty Tom turkey; for the small



IT'S TURKEY TIME! And there is nothing more delicious than a large well-browned turkey during this holiday season.

family gathering a hen turkey. Whatever size you have be sure to include the traditional "trimmings"—the favorite stuffing, rich gravy and the tiny pearl onions that are so much a part of a holiday meal.

STUFFING THE HOLIDAY BIRD

When your turkey is prepared for stuffing make $1\frac{1}{2}$ cups of your favorite dressing for each pound of drawn weight of bird. Salt the inside of the neck cavity and fill with dressing. The dressing should be pressed into this opening but don't pack it too tightly because the steam in cooking might crack the skin. Draw the neck skin over onto the back and fasten with a skewer or a new thin nail. Next, salt the inside of the main cavity and then fill with dressing, pushing it well up into the rib section. The perfect stuffed bird is plump and rounded. Over-stuffing means that the lacing closing the opening will give way as the dressing expands.

TURKEY GRAVY

Important part of the turkey dinner is the gravy. To make delicious gravy pour off the fat from the roasting pan and measure to determine amounts of other gravy ingredients. Use two tablespoons fat for each cup of milk. With a 12 pound turkey, make six cups of gravy.

Put measured fat back into the pan and add one cup water and bring to a boil. Stir the bottom of the pan to loosen browned bits. Drain broth from giblets which were cooked previously and add milk to make desired amount of gravy. Use two tablespoons of flour (level measure) for each cup of liquid. Stir in liquid to make a smooth paste. Add remaining liquid. Stir slowly into boiling fat and water in pan. Use a slow heat and stir with a broad spatula to prevent lumpy gravy. Cook, stir and add the remaining flour-liquid mixture. Let boil about five minutes to cook the flour thoroughly.

Now add the ground giblets and one teaspoon salt for each cup of liquid. Stir well. Then taste for seasoning. Add pepper with discretion and more salt, if needed.



PARTY LOAF ROLLS add an unusual note to a holiday buffet or an easy-to-serve supper with cold meats and cheese. Here is the recipe:

| | |
|--|---|
| 2 packages of yeast, compressed or dry | 1 tablespoon salt |
| | 1 tablespoon shortening |
| $\frac{1}{4}$ cup lukewarm water | $5\frac{1}{2}$ cups sifted enriched flour (about) |
| 2 cups milk | |
| 2 tablespoons sugar | |

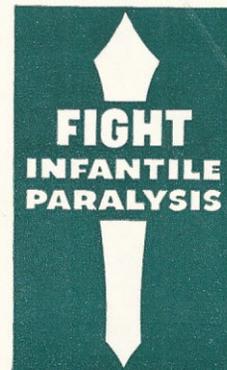
Soften yeast in lukewarm water. Scald milk. Add sugar, salt and shortening. Cool to lukewarm. Add two cups flour and mix well. Add softened yeast. Then add enough more flour to make a moderately stiff dough. Turn dough out on lightly floured board and knead until smooth and satiny. Shape into smooth ball and place in greased bowl. Cover and let rise in warm place until doubled (about one and one-half hours). Punch down. Let rest 10 minutes. Divide into 24 equal portions. Shape into small loaves. Place in greased loaf pans ($4\frac{1}{2}$ by $2\frac{3}{4}$ inches). Let rise until doubled (about one hour). Bake in a moderately hot oven (400 degrees F.) 20 to 25 minutes. Makes 24 individual loaves or rolls.

*"Look! I can walk
again"*



Join the
**MARCH
OF
DIMES**

JANUARY 14-31



THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS

SPEAKING OF THE WEATHER...

**STORMY WEATHER CAN CAUSE A DECREASE
IN C.T.A. REVENUE (... AN ESTIMATED
\$24,000 FOR TWO RECENT STORMY DAYS.)**



*"I'LL PUT IT OFF
TILL TOMORROW
AND DO 2 DAYS
SHOPPING THEN"*

**AND "STORMY" TEMPERERS CAN ALSO
CAUSE A LOSS IN RIDERS AND REVENUE!**



*"COME ON LET'S
WALK INSTEAD"*

*Moral
REVENUE LOSSES
FROM SOME KINDS
OF "STORMS" ARE
AVOIDABLE!*

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