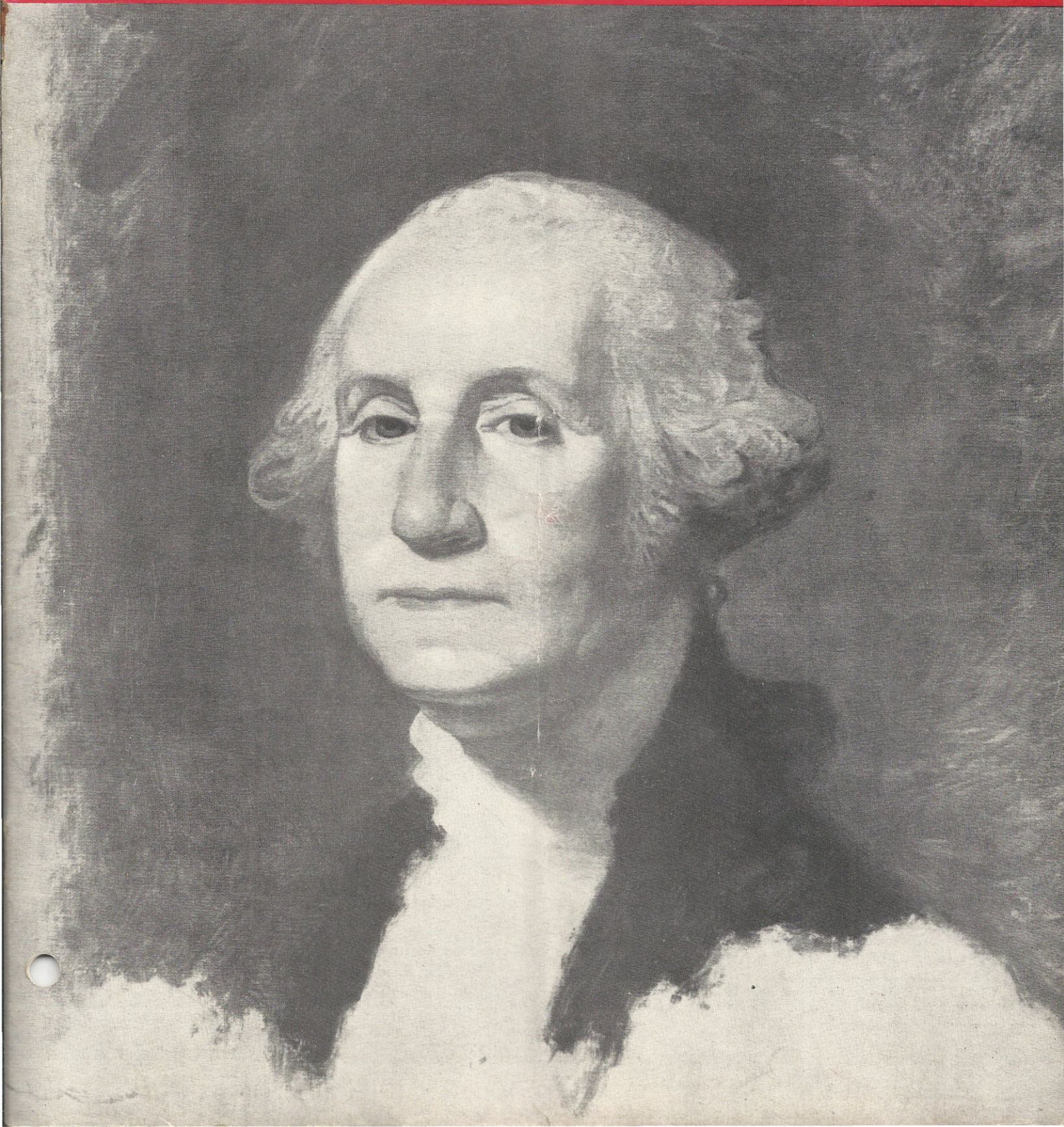




TRANSIT NEWS

FEBRUARY • 1948



Merge Operating Departments of "L" and Surface Divisions

ON FEBRUARY 1 an objective for which Chicago has been striving for 40 years became a reality when the operating organizations of the city's major transportation facilities, the streetcars and the elevated, were unified as one organization.

Under this unification, General Manager Walter J. McCarter took over direct personal supervision and control of all transportation operations and closely related activities. The latter includes the recently consolidated Schedule department and all departments concerned with personnel—the Accident Prevention, employe hiring and training, Medical and Personnel departments.

Responsibility for and supervision of both Surface and Rapid Transit maintenance and construction are now assigned to E. J. McIlraith, as manager. Reporting directly to him are the Equipment, Way and Structures, Electrical, Signal and Communication, Stores and the operations planning departments. Mr. McIlraith will also direct studies and surveys concerned with operations planning and schedule techniques.

As of February 1, Stanley D. Forsythe was appointed chief engineer for CTA. Former head of the shops department for the Surface Division, Forsythe will direct the activities of a reorganized and consolidated engineering department, pass on specifications and exercise control over the quality and quantity of materials and equipment purchased, design structures and supervise their construction. He will also work directly with the general manager and the Transit Board in planning for and carrying out the CTA's 10-year modernization program.

In purchasing the Surface and Rapid Transit Lines, the CTA acquired two complete organizations and two complete staffs. Prior to this order, the CTA management had achieved consolidation and unification of the Legal, Public Information, General Accounting, Property Accounting, Budget, Auditing, Purchasing, Real Estate and Insurance departments, and started classification of employes.

Simultaneous with the announcement of the unification was the announcement of the voluntary retirement on pension of Harley A. Johnson, manager of the Rapid Transit Division; Edward E. Kretschmer, director of purchases, Rapid Transit Division; Haven C. Kelly, superintendent, Way and Structures, Surface Division; Carroll H. Jones, attorney, Rapid Transit Division, and Charles Dorsett, secretary and auditor of the Board of Supervising Engineers.

Both the Transit Board and the General Manager are in accord on a policy of making promotions from the ranks of the CTA on the basis of individual ability and qualification by training and experience for vacancies to be filled.

COVER PHOTO—Reproduced here is the last life portrait of George Washington at age sixty-four, painted by Gilbert Stuart.

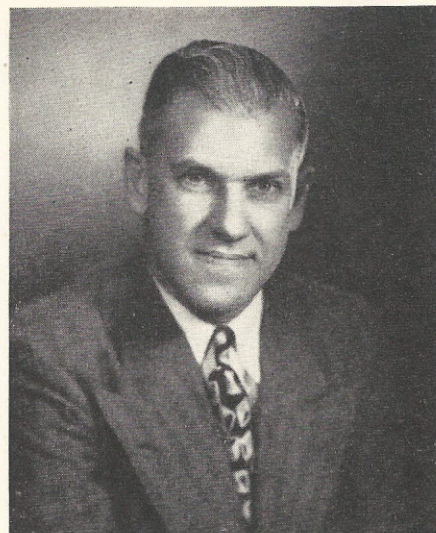
APPOINT

NEW

CTA

CHIEF

ENGINEER



STANLEY D. FORSYTHE

A GRADUATE in electrical engineering from the University of Illinois, Stanley D. Forsythe entered the employ of the Chicago Surface Lines 24 years ago. After holding various positions in the Transportation, Track, and Schedule departments he was appointed assistant electrical engineer in the Electric department in 1929. Ten years later he was made electrical engineer. Since 1944 he has held the position of general superintendent of shops in the Shops and Equipment Department. The appointment of Mr. Forsythe as chief engineer of the Chicago Transit Authority was made effective as of February 1.

THREE-MONTH IMPROVEMENT SCHEDULE ANNOUNCED

THE FIRST of a series of quarterly transit improvement schedules was announced recently by the Transit Board.

During the first three months of 1948, 111 round trip miles of streetcar lines are scheduled for conversion to motor and trolley bus service. The equipment required for this program—159 buses and 62 trolley coaches—is now being manufactured. Bus deliveries are already under way.

Substitution of motor buses for streetcars on eight lines and part of another will not only provide frequent and more regular service but will also eliminate expensive track maintenance and renewals.

Total savings of \$3,517,000 in track work on these lines over a period of five years are estimated by the Transit Board.

Streetcar Routes Being Converted To Bus Lines Are:

Pershing Road—Through service from Lake Park Avenue to St. Louis Avenue.

59th-61st Streets—Pulaski Road to Stony Island Ave-

nue. The west terminal of the route is now Central Park Avenue, a half mile east of Pulaski Road.

Harrison Street—From State Street to Central Avenue.

South Deering Route—From 63rd Street and Stony Island Avenue to 112th Street and Torrence Avenue.

Windsor Park—From 79th Street and Exchange Avenue to 93rd Street and Commercial Avenue.

26th Street—From Cottage Grove Avenue to Halsted Street.

31st Street—From Lake Park Avenue to Ashland Avenue, providing a direct connection with the Ashland Avenue route.

63rd-65th Streets—Buses on 63rd and 65th Streets replacing streetcars now operating on 63rd Place between Narragansett Avenue and Archer Avenue.

S. Damen Avenue—Already converted to through bus operation from 47th Street to 87th Street, replacing streetcar service from 47th Street to 74th Street.

Trolley Coach Lines To Be Established Are:

Montrose Avenue—From Broadway to Narragansett Avenue. Montrose Avenue was recently converted from

a streetcar route to a motor bus route. The gas buses now operating on the line will be assigned to other routes.

51st-55th Streets—Through trolley coach service from Lake Park Avenue to St. Louis Avenue. The trolley coaches will replace new motor buses recently installed between Lake Park Avenue and Wentworth Avenue as well as the streetcars now operating west of State Street.

In addition to these improvements, the equipping of the Broadway-State line with streamlined streetcars is to be completed during the next three months.

It is of interest that prior to this first quarter of 1948 and since the Transit Authority was organized, 132 round trip miles of streetcar lines have been reequipped with modern buses, 40 round trip miles with new street cars, and 37 round trip miles of extension and 84 round trip miles of new lines have been installed.

CTA JOB ANALYSIS PROGRAM UNDER WAY

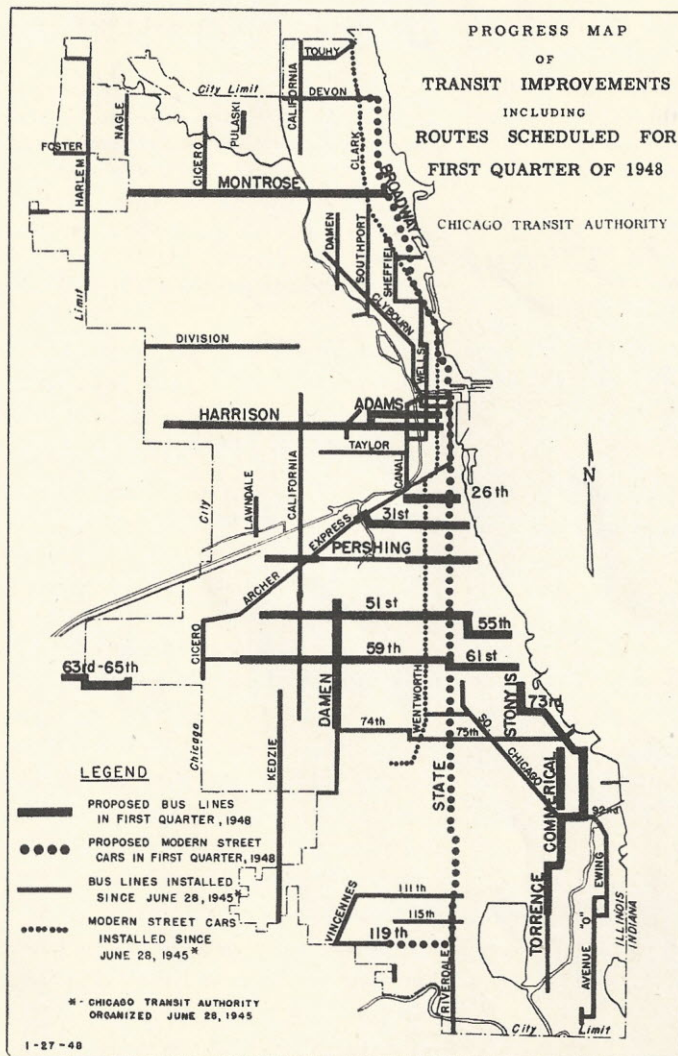
THE INITIAL step toward the classification of regular CTA employes on the basis of duties and responsibilities was taken on February 2, when the first class of six employes began a course of training in the principles of job analysis under the direction of Julian W. Baer, nationally known authority on personnel matters, who has been retained by the Chicago Transit Board as a consultant.

Each CTA position (not the individual in it) will be analyzed to determine its specific duties, skills, knowledge and abilities it requires, its physical demands and the conditions under which the work is performed. The facts thus determined will be used to establish, first, a classification for each position and, second, a "position" classification in relation to other jobs in the organization.

The job analysis program will require about a year to complete and envisions participation and training of personnel from all administrative and operating groups. Those assigned to the work will participate in the planning and will be trained not only in the techniques for collecting information on all jobs in their respective departments, but also in the ways in which the data can be used. Consequently, trained personnel will be available for follow-up work as the program continues in the future. Such an arrangement assures results most satisfactory to all and at minimum cost.

Members of the initial training class were Robert L. Hill, Edward J. Mark, Stanley J. Mailuck, and Harold Brown, of the various divisions of the accounting department; James T. Carney, personnel department, and Bernice Coyne, general office representative for Division 241.

Mr. Baer, who will provide technical assistance and supervision in planning the program, putting it into effect and evaluating its results, has had extensive experience in job analysis and classification work in governmental agencies, as well as private industrial and commercial enterprises.



CTA Whips Snow, Sleet and Wind in First Bout of 1948

THE NEW YEAR wasted no time in testing the operating efficiency of CTA lines. Around six A.M. on the first day of the year, a sleet and snow storm descended on the Chicago metropolitan area, whipped along by winds reported as reaching over 100 miles per hour velocity.

Emergency measures to insure continued operation were immediately started on both the Rapid Transit and Surface divisions. As a result of this prompt action, while schedules were not strictly maintained, service on the system was provided at seemingly normal intervals. Due to the severity of the storm, all private means of transportation were practically at a stand-still.

Cars on the Elevated are equipped with sleet scrapers to keep the rails

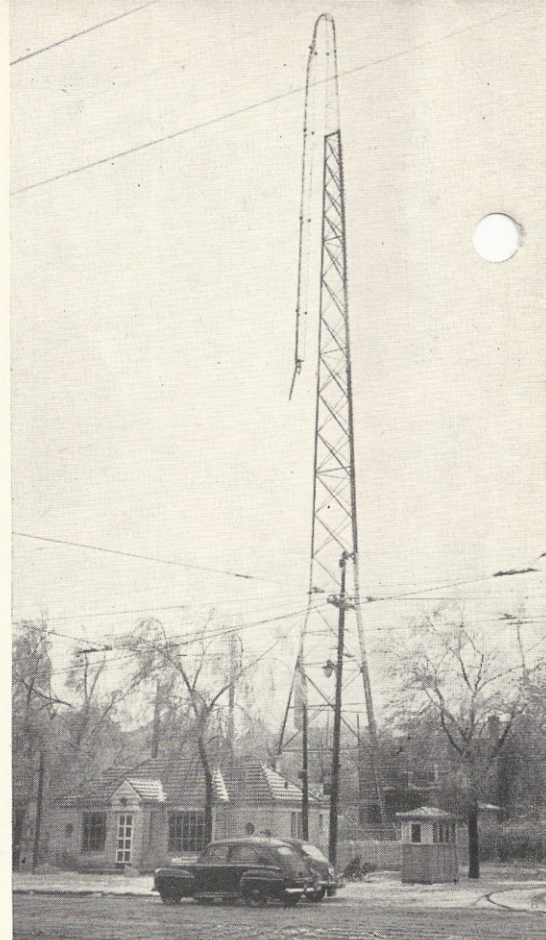
clean, and these were lowered at the beginning of the storm. Extra men were called to light heaters to keep switches open at all interlocking plants. In the Loop, men kept the junction points open by constant sweeping. Others were assigned to removing snow from platforms and stairs and sanding icy spots for the protection of passengers.

Electrical department men on the "L" were ready for developments, and as soon as the ice began to form they were at their posts, spreading a sleet-melting paste, patrolling trolley wire, and patching up wires broken under the weight of ice and whipping of the wind.

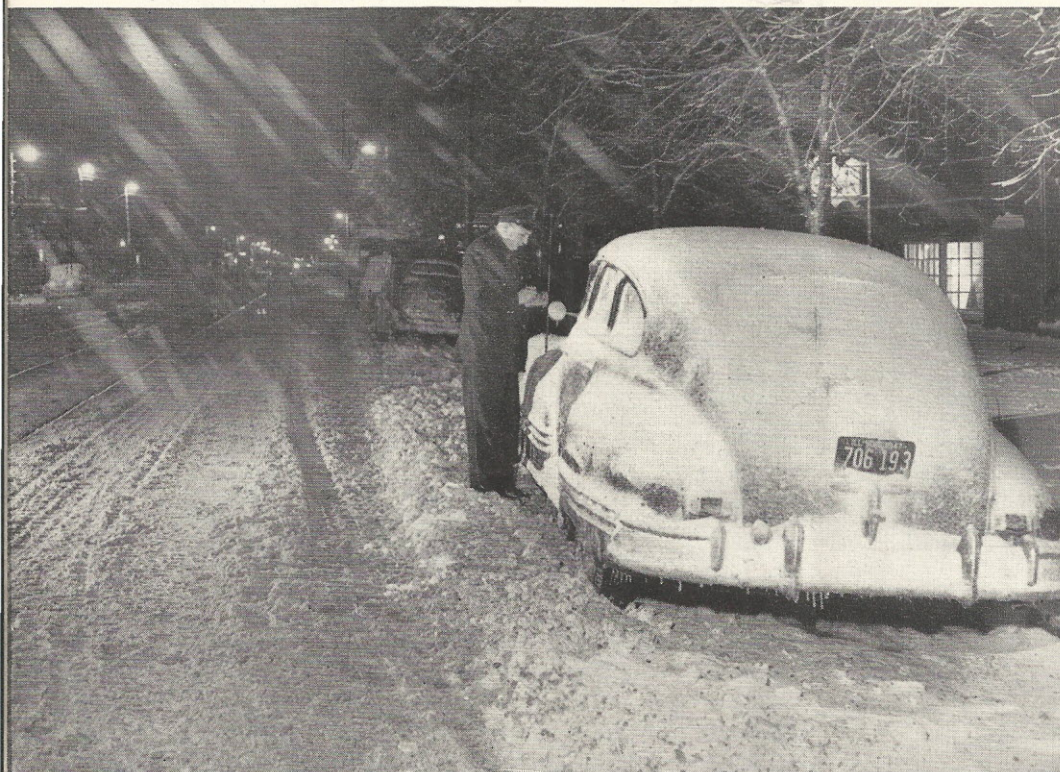
The Shop department had extra men out in the morning to help move the cars, look for frozen wheels and check other equipment. The signal depart-

SUMMONS TAG being placed on car parked on Chicago avenue near Wabash avenue in move to enforce ordinance prohibiting parking along transportation lines after snowfall of an inch or more.

Acme Photos



Like other radio towers in the Chicago area, CTA's radio tower of station WAYH at Madison and Austin could not withstand the ferocity of the storm and folded over under the ice and high winds.



ment put additional maintainers out on the road.

When the sleet began, about 60 Surface division trucks were sent out to sand the various bus lines. On the streetcar lines the main handicap was broken trolley wires, caused by the weight of the ice or by trees falling on our lines.

In some cases where streetcar service was interrupted, substitute service was provided by buses.

As soon as the snow began to fall, snow-fighting forces were alerted. By late afternoon some 235 pieces of rail equipment—plows and sweepers—were clearing the way on streetcar lines and about 85 motor plows and sand spreaders were operating on the bus lines. As long as the snow continued to fall, this equipment continued in operation, helping to maintain our service and keep Chicago's streets clear.

During the height of the storm, the radio tower of CTA's private two-way

station, WAYH, located at Madison and Austin, buckled under the weight of accumulated ice and the pressure of the high winds. Built to withstand one-half inch of ice and 90-mile per hour winds, the tip of the tower, ordinarily 269 feet high, was hanging approximately 75 feet from the ground.

A line truck, in charge of *Clarence Malottke*, soon arrived and two of the crew, *Fred Hince* and *John Lingle*, crawled up and tied the swinging end to the remaining solid portion to prevent further damage.

Despite the crippled condition of the tower, operations continued at all times without interruptions, except for a 10-minute interval when the tip was being tied, and contact was maintained with 13 wreck trucks, 18 squad cars and 10 line trucks.

Motorola, Inc., radio manufacturers, provided the use of their station and tower, W-9-XAU, while WAYH was undergoing repairs.



TRACTOR-OPERATED snow plow clearing Chicago's Outer drive with nary an automobile in sight where ordinarily thousands of cars pass daily.

Chicago Times Photo

AT WORK keeping the streetcar lines clear, this sweeper went into action immediately after the snow started falling.



TRANSIT in the News

NEW YORK TRANSIT SYSTEM SUSTAINS HUGE DEFICIT

An operating loss of \$1,863,206 during the month of October, 1947, and \$9,982,371 during the four months ended October 31 was disclosed in the December report of the New York City Transit System.

Mayor O'Dwyer's 1948 legislative program includes a recommendation for an increase in transit fare to eight cents. This recommendation has been endorsed by City Councilman Michael Quill, international president of the Transport Workers Union, and by more than 1,000 delegates at a meeting of the joint executive committee of Local 100 of TWU.

THERE IS PROMISE of a bright new year (transit-wise) for Chicagoans. The CTA, now in its first year of operation, has set out to provide Chicago with the best transportation in the nation. In hearty accord



SAFETY AWARD WON BY RAPID TRANSIT DIVISION

The Rapid Transit Division of the CTA, formerly operating as the Chicago Rapid Transit Company, recently received from the Greater Chicago Safety Council a certificate in recognition of its outstanding record in the first six months of 1947.

At a dinner at the Sheraton Hotel on

December 2, David Livingier, vice-president of industrial safety, Chicago Safety Council, made the award to Harley A. Johnson, retired manager, Rapid Transit Division. This was the second time in recent years the safety record of the company has merited this distinction.

STREETCAR SALE MEANS JAIL

CAIRO, Egypt—American blue-sky artists have joked for years about "selling" Brooklyn bridge. But it remained for an Egyptian to "sell" a streetcar.

Ramadan Abu Zeid, the man who did precisely that, has just been released from prison after 2½ years at hard labor.

His feat, which was the talk of Cairo, won him the sneaking admiration of many British and American soldiers who were here at the time and who have been talking about it ever since.

Abu Zeid met his victim, an innocent villager from upper Egypt, at a local sidewalk cafe.

When the villager confided that he had sold his house and donkey and had come to Cairo to invest the proceeds in a profitable business venture, Abu Zeid suggested that a streetcar would be just the thing.

He took the villager riding on one of the most crowded streetcar lines in Cairo, and convinced him that he would make a fortune.

By LEIGH WHITE

Reprinted from Chicago Daily News



TELEPHONE OPERATIONS COORDINATED

WHEN THE CTA assumed management of the surface and elevated lines in Chicago, it became necessary to coordinate telephone operations of both lines without interrupting service. This involved enlarging the Rapid Transit division switchboard at 79 W. Monroe street, which had the number of Randolph 8200; installing a new board in the Insurance Exchange Building, Harrison 4500; and eliminating the Surface division board at 230 S. Clark street. These changes affected approximately 125 trunk lines and 650 extension lines.

The first move was to enlarge the room housing the board at 79 W. Monroe and turn the board at a right angle to obtain sufficient space to add additional equipment. This is now a four-position, multiple-type board, associated with machine switching equipment. As the various CTA offices were moved in or out of the building or to new locations in their building, their extension phone



EXPERIENCED OPERATORS check to see that calls are handled correctly by those in training. This board is in room 1319, 79 W. Monroe street.

numbers were added, taken off or changed on the board to keep abreast of developments.

A new switchboard was put into service on January 9 on the sixth floor of the Insurance Exchange Building at 175 W. Jackson boulevard. This is a three-position, multiple-type, manually-operated board, having twenty exchange trunk lines, Harrison 4500. It has a connecting trunk line to the outlying switchboards on the Surface division at west shops, south shops, Clark and Division, and 600 W. Washington. Terminating on Harrison 4500 are extension telephones to the Transit Board,

Transit Engineer, Treasury and Accounting departments, General Manager, Property Accounting, Purchasing and Real Estate departments. As fast as CTA offices or departments moved into this building, their extension phones were added to the board.

Then steps were taken to eliminate the board at 230 S. Clark street. On January 28 the exchange lines and those lines providing connections with Surface division operating offices, car station switchboards, the street telephones, etc., were transferred to the board at 79 W. Monroe. The telephone number at 79 W. Monroe then became Dearborn 6100, and the former number, Randolph 8200, was dropped from use.

The Insurance Exchange board will ultimately be discontinued and extension telephones now connected to that board will be transferred to the 79 W. Monroe board. This will take place when additional equipment can be furnished and installed by the telephone company. This will increase the present capacity sufficiently to handle all calls on the one board.

Specific instructions on the use of the various phones over the system are contained in bulletins issued by the communication department.

Acknowledgment is made to the Illinois Bell Telephone Company for their splendid cooperation in making all the intricate changes necessary to fulfill this program on schedule without noticeable interruption of telephone service.

THE NEW SWITCHBOARD, installed last month in the Insurance Exchange Building, keeps three operators working at top speed to handle the daily calls.





WANTED: *more men like these!*



**ACTIVE
MEN —**



**FRIENDLY
MEN —**

**FOR
PERMANENT
JOBS —**



**AT
GOOD PAY —**



ONE OF THE more serious problems which continues to face Chicago Transit Authority is a shortage of Surface Division operating personnel. Many more motormen, bus operators and conductors are needed to man not only present equipment but the new cars and buses which are scheduled for delivery during 1948. The success of CTA's transit improvement program depends in large measure upon its ability to correct this condition.

"Capable operating personnel in adequate numbers is, of course, a basic requirement for satisfactory transit service," Walter J. McCarter, general manager, said in commenting on the situation. "CTA recognizes that one of its greatest assets is its present competent family of transportation employees. With the majority of these workers, serving the public in transit has been a life's work. Their operating ability springs from long experience on the job, stimulated by many years of friendly contact between labor and management—a harmonious relationship which it is Chicago Transit Authority's objective to maintain.

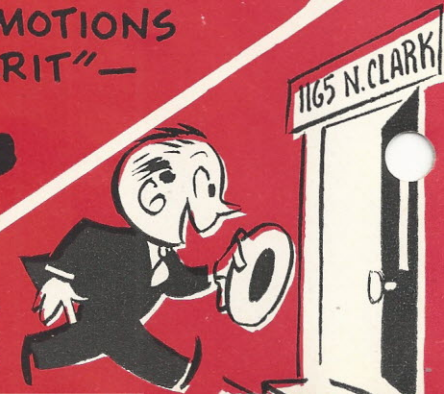
"CTA's hope is to add to this fine force about 500 more men who, with training, may be expected to achieve a comparable degree of operating efficiency," Mr. McCarter stated.

"The Authority has been using every promotional means at its command to recruit new workers, and will continue to do so. Many employes have helped in the campaign by seeking workers among their friends and relatives. All in the organization are urged to continue to take an active interest in the vital manpower situation. Each of us can be of material assistance in solving the problem by encouraging likely prospects (good, steady men like present CTA employes) to apply for work at the Surface Division Employment Department, 1165 North Clark Street."

**WITH "PROMOTIONS
ON MERIT" —**



**APPLY
TODAY!**



Ferd
Himme

THE INSIDE NEWS

— AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

THANKS FOR THE MUMS, FELLAS

ACCIDENT INVESTIGATION—On December 17, 1947, the girls from "600" had their annual Christmas party in the beautiful dining room at "Younkers." Gifts were exchanged, and door prizes were won by two lucky ladies . . . *Bea Condon* and *Dorothy Angle*. The committee did a wonderful job with all the arrangements. Color was added to the room by the chrysanthemums worn by all of the girls. In one chorus, the girls wish to thank the men responsible for the corsages.

A double-feature in the "baby department" . . . *Mr. and Mrs. Harold Rowbottom* have announced the arrival of *Michael Dean*, their first child. The stork dropped the bundle of joy on December 10, 1947, and he tipped the scale at five pounds, 14 ounces. . . . *Mr. and Mrs. Bob Morton* also had a boy, whom they named *Paul Frederick*. Born January 4, he weighed in at an even seven pounds. This is the third child for the Mortons. *Mildred and Robert, Jr.*, now have a new playmate.

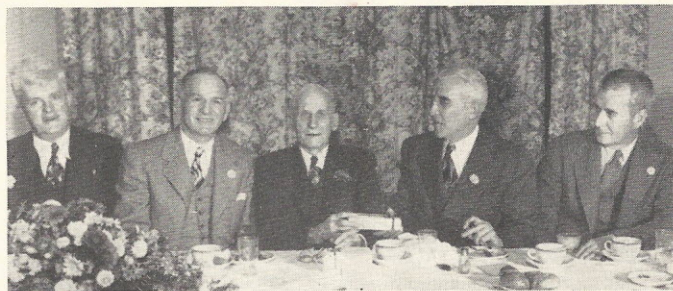
The welcome mat is out for *William Gallagher*, clerk, *Tom Reilly*, *James Doherty* and *Charles Sacks* all APD clerks—our newest employees.

—“M & M”

SMITH CHILDREN HONOR PARENTS ON WEDDING ANNIVERSARY

ARMITAGE—Have you paid your income taxes yet? There was a time when *Motorman Eddie Smith* had no income tax to pay, but now with his large family mostly married, it's a different story. However, this also has its brighter side. A short time ago *Smitty's* children got together and presented their parents with a thousand-dollar silver set, on the occasion of their thirtieth wedding anniversary.

Conductor George Demco, whose experiments with soy beans are



SURPRISE TESTIMONIAL DINNER

IT WAS A BIG NIGHT on December 6 for *Melville Murray Hilton* when seventy-five of his co-workers on the "L" lines surprised him with a farewell dinner at the Midwest Athletic Club. For the past 29 years he had been iron-worker foreman and retired on pension effective December 1, 1947.

As a memento of the many long years of pleasant associations, his friends gave him an initialed, leather wallet, partially filled with that "green stuff," and a two-piece French briar pipe set.

Mr. Hilton was born in Defiance, Ohio, and it was his custom to refer to it as "the great metropolis of the mid-west." He started with the company May 25, 1914, as a structure inspector. On April 1, 1918, he was promoted to the position he held at the time of his retirement.

In his younger days, *Mel* was a sensation on the baseball diamond, being one of the few ambidexterous pitchers in history. He never grew tired of telling the boys how he used to work the doubleheaders, pitching with his left hand in the morning and his right in the afternoon.

In the above picture "Hickey" *Hilton* (center) is receiving gift from *G. M. Anderson*. At the left are *John Madden* and *Percy MacDonald*. Extreme right is *Ed Raftery*.

well known, is now looking for black dirt. Any one having same, contact Demco.

We at Armitage were very sorry to hear that *Ray Wing* was back in the hospital and all wish him a speedy recovery.

Barney Walters, who was laid up with a lame back, was all ready to return to work when he fell and injured the back again.

On Saturday evening, January 10, the Armitage Credit Union held its annual meeting at the home of *Bill Uhle*. As usual, every one had a wonderful time. *John Godfrey*, *John B. MacHale* and others gave out with songs of the Gay 90's. The eats were the best, for which we all wish to thank *Mrs. Uhle*.

—TED SHUMON

"MURPH" SEES "RED" OVER CAN OF TOMATOES

AUDITING—*Eileen (Murph) Miller*, Overtime department, dropped a can of tomatoes on her little toe the other day and has been seein' "red" ever since.

Mike Collins, Revenue department, left January 15 to attend Loyola University. *Jimmy Byrnes*, Revenue department, also left our organization on January 15. . . . *Elaine Kantor*, Revenue department, became engaged on January 12. *Dolores Dembek*, Payroll department, also became engaged Christmas Eve. . . . *Marion Parker*, secretary in the Statistical department is now vacationing in Cuba.

A new athletic club seems in

CHANGED OPERATIONS CAUSE MASS TRANSFERS

COTTAGE GROVE—In the near future eighteen men will transfer from Cottage Grove to Archer Depot with the changing of 39th Street from streetcars to buses. These men have made many friends at Cottage Grove. Friendships are like antiques; the older they are the more priceless they become.

It was late afternoon. All the "trippers" and "late straights" were already out in the street. Two lone trainmen were sitting at the table in the clubroom munching on their sandwiches and reading the evening paper. One raised his head and said, "Say, Mac, you know it's a shame that we have to work in the cold of winter and the heat of summer; there is no justice." The second fellow stopped reading momentarily and then very slowly answered: "Buddy, I visited the Hines Hospital yesterday and there are about five thousand men there that would be glad to trade places with you." —"Buddy" was downstairs waiting to make his relief fifteen minutes ahead of time.

GOOD NEWS DEPARTMENT:

Conductor Willie Gray, after almost two years of illness, has returned to work as a watchman at 77th Street Depot. . . . *Conductor Glassford* is now doing supervisory work at 47th & Ashland. . . *Conductor William Kehoe* is still wearing that famous Irish smile.

—E. W. NOVAK

the offing for the seasons—starting with baseball—in the persons of *Joe Adelizzi*, *George Laica*, *Barney Kane*, *Jack McNealy* and *John Cannon*, all of Payroll department, and *Morgan Anderson* and *Frank Cullen* of Accounting department. How about more who are interested, eh?

Susan DeChristopher, Traffic department, is now home after an operation at Mt. Sinai Hospital, and is doing nicely.

—DON LEMM

PRAIRIE FARMERS ARE FRIENDLY AND HAPPY

BURNSIDE—Out here in the sticks, at Burnside, otherwise known as the 'Prairie Farmer's Station,' life is not too complicated. Everybody, from *Bob Duffy*, our Superintendent, to *Harry Paul*, our very efficient janitor, knows and likes everybody else.

We are happy to report that *Operator Pat Moran* is back on the job after a short stay at the Roseland Community Hospital . . . also *Conductor Elmer S. Moreland*, who was on the sick list for three weeks, has returned to work. . . . *Conductor George Young* will retire February 1. He expects to spend the rest of the winter on the beach at Miami.

On the not-so-well list we find *Conductor William Henderson* and *Motorman Erwin Hanson*, who are reported up and around. *Motorman Claude Stewart* and (Wind Blows) *Joe Vandergraff* and *Operator Ed Wangero* are said to be "coming around all right."

A word of greeting to those new men who have lately joined our happy throng. We are glad to have you here and know that, as we used to call to the new recruit in the army camps, "You'll Like It!" —"FURGIE"

PROSPERITY HITS IRELAND SAYS DENNY SHANNON

ELECTRICAL—Two substation operators recently returned from abroad. *Dennis Shannon*, 42nd Street, visited relatives and friends in Ireland. Denny says things are not the same. Prosperity seems to have struck the country. Everybody and his uncle has a radio and automobile. *Walter Collins*, 20th Street, made a tour of Ireland, Britain and Sweden. Walter was very much taken up with a few substations while in Sweden. . . . *William Broderick*, 42nd Street, retired January 1, 1948, after 42 years of continuous service. What his plans are for the future is unknown, but for the present he is resting up at home. . . . *Florian Czanstkowski*, 48th Street, has returned to work after a long illness. *T. Kelly*, Blue Island, is now on the sick list.

William King, Superintendent of



TOM HENDERSON

"Two rather persistent gentlemen are at the door to see you, sir"

Electrical Construction and Maintenance, spent his vacation visiting relatives and friends in Kansas City.

On Thursday, December 18, 1947, a group from Grand and Leavitt attended a farewell breakfast in behalf of *Paul Siegmeyer* of the Line department who is now engaged in another field of service for his livelihood.

Fred Schurke, electrician, left Chicago January 26 for the sunny south. As we read this column and shiver in mean temperatures, Fred will be basking in the sun on Miami Beach. . . . *James Tramutalo*, foreman, Line department, is confined in St. Elizabeth's Hospital to undergo a minor operation. . . . On December 17, 1947, mother of *Margaret Kinsey* of the downtown office passed away after a short illness. . . . The mother of *Albert Fennema*, substation apprentice, passed away on January 20. —"ANDY"

RAPID TRANSIT—During the month we were handicapped both physically and spiritually by the absence of *Gus Ristau* and *Mike Maroney*, linemen, and *George Elliott*, power supervisor, who were off sick.

Joe Stoddard's vacation pick allowed him to bask in Florida sun and may have given *Eddie Moline* the idea for his Gulf Coast drive. Both are linemen-maintainers who specialize in keeping the subway in good shape electrically.

George Gorney has reason to look so happy lately—with his fine new son, *Greg*, and his promotion to lineman. *Joe Studley* is also celebrating as he has moved up to helper and we are extending a welcome to *Ralph A. Tannhauser* who is starting out with us as a laborer.

—GEORGE KRAMBLES

REPORTER HOSPITALIZED BY ACCIDENT

DEVON—The cold spell the first month of the new year has put many of us on the sick list. Our board member, *John Devane*, has been home sick for many weeks. Your reporter spent sometime in the hospital as a result of an accident.

Tommy Kneasey, 10-year-old son of *Conductor Kneasey*, had a dream come true last month when he flew to Ireland with his god parents to visit his various relatives in Athymass, County Mayo, Ireland. His grandmother saw him for the first time and his only regret is he had to come back so soon.

—CHARLES SAKLEM

TRANSITAD FOR SALE

NEW CONVECTOR radiators (2) with cabinets, 20" high x 48" long. Reasonable. Phone W. J. Reich, Pensacola 1887.

TELEVISION WOULD REALLY HELP HERE

GENERAL OFFICE—A television set next to the telephone would help out in the engineer of car equipment office where there are two *Helen Doherty's* employed.

Tony Hess, Schedule department, was recently elected president of the Austin Veterans Association which is comprised of six west side posts. He is also past commander of the Mellin-Romer Post which he organized some years ago. . . . *Harry Miller*, power supervisor, was severely injured by two hold-up men who slugged and robbed him while he was on his way to work. . . . *George Elliott*, power supervisor, is now convalescing at Fort Myers, Florida, after a serious operation. George was stricken on a train, while traveling on vacation.

Walter Helmer, safety engineer, (Rapid Transit Div.), on resuming his safety meetings after a month of special assignment work, was "swamped" with safety suggestions which proved that the employees kept up the good work in accident prevention. He reports that an exceptional record was made by Rapid Transit employees with a decrease of 9% in number of lost-time accidents and a 9.6% decrease in time lost due to these accidents for the year 1947 over 1946.

Dan Cupid scored a record in the insurance department when he distributed enough sparklers to light up the entire office. The following pretty little Juliets and their Romeos are planning weddings, all to take place sometime between April and October of this year: *Bernice Maslo* and *Vince Czerwinski*, *Arline Pawlitzki* and *Dick Fethke*, *Margaret Scannell* and *Johnnie Moncatch*, *Rosemarie Grippio* and *Lyder Nilsen*.

Ralph Umstot, Insurance department, received a precious gift at Christmas time—a baby daughter born December 23.

Catherine Holton proved herself a perfect hostess when the party she planned for the Shop and Electrical employees turned into a festive feast. *Bernard J. Fallon* was the honored guest.

Mary Nolan left the accounting

the song-fest. *Brother Haaning* was on hand with his wonderful camera and took pictures.

William and James Shields, sons of *Motorman Shields*, and *James McGourty*, son of *Motorman McGourty*, who have been making trips in train service during their summer vacations, were back in Chicago for their two-week, mid-winter vacation. These three fine young men are now in their third year at Mundelein Seminary.

—ROBERT RIX

FORWARD OR BACKWARD—GLASSES WILL STEAM UP

LAWDALE—*Len John* pulled a new switch on an old familiar scene when he towed a wreck wagon, which had engine trouble, with his street car. *Tom Sullivan* and *Joe Johnson* tested out the theory that if you walk into a restaurant backwards on cold days, your glasses won't steam up—with indifferent results. Like other martyrs to science they *did* look funny.

Conductor *Charles Rus* and *Blanche Birnbaum*, sister of *Operator Irvin*, were married on January 17. The newly-weds, accompanied by *Irv* and his family, are now honeymooning in Florida. . . *Operator Jimmy "Corilla" Gallegher* also was married recently. *Joe Coleman* and "*Blackie*" *Tricoci* were ushers while *Frank Volin* handled the bar-tending detail. . . *Ray Frenette* kept postponing his wedding because of the lack of available apartments, then



"I bought two copies of 'How To Bring Up Your Children'—one for each of my neighbors!"

gave up the apartment idea altogether and bought a home on the south side. He was married early last month.

Baby Talk: *Frank Volin* became the papa of a boy, making three boys in all. *Bob Thezin* also introduced a boy into his home and now has one of each. Incidentally, the rumor that *Bob* gets the 15c De Luxe Special haircut from *Moler's Barber College* is untrue.

Can any of the boys help out poor *Tom Maroney*? He can only get about one week's smoking out of a corn cob pipe before it develops a huge burned hole in the side. If someone could fix him up with some blow-out patches he would be very grateful.

Charles "Teddy Bear" Svoma teamed up with his son *Charles* in the Father and Son Bowling Tournament and rolled a beautiful 711. Last summer *Svoma* told us he was getting too old too bowl. Quite a kiddie, eh?

Receiver *Bill "Dude" Lahey* is a nice lad and a snappy dresser, but his failure to raise a mustache like *Gable's* has just about broken his heart.

Joe Nolan has taken over *McHale's* job in the credit union since *Joe* transferred to North avenue.

Some of the boys who are longtimers on the sick list: *Barney Neale*, *Pat O'Conner*, *B. Ponzio*, *John Joyce*, *Frank Yager* and *George Brichacek*. *Lee Blondin*

and *A. Peterson* have had operations.

Retired Superintendent *Tom Eigelsbach* visits the depot frequently to cut up a few touches with some of his old friends. *Tom* looks well-recovered from his illness.

—BILL FEILER

SKI PAJAMAS AND RED FLANNELS LICK COLD

LINCOLN—*Motorman Hank Vandermier* has found a way to keep warm on those cold days. He wears ski pajamas over his red flannels and said they can't be beat. If you don't believe this, ask him, as he is willing to help all he can to keep his buddies warm.

Now that the Credit Union's annual meeting and dance are over, there is this much to say. They should be run monthly judging from the attendance and the fun that was had. Our thanks to the officers and members that make this affair possible.

As an aftermath of the affair *Motorman George Krinke's* wife wishes to thank *Motorman Chester Nehls* for the return of a very valuable bracelet she lost.

Conductor *Mike Frederick* passed out cigars recently when a boy was added to his already growing family of two. The youngster, born on January 20, weighed 9 lbs., 3 ozs.

Motormen Al Maurawez and *Al Eckenborg* will take that leap in the very near future.

—LARRY HIPPERT

LET'S HAVE SOME SPEEDY RECOVERIES

Loop—Sorry to report the following January sick list: *Gen Gordon*, *Margaret Neary*, *Kathleen McKenney*, *Helen Quinlan*, *Margaret Brennen*, *Frank Carney*, *Harry Brooker*, *Mr. Zoch*, *Mr. Ray*, *Mr. Barker*.

John McGreeney, brother of Ticket Agent *Ann McGreeney* passed away at Hines Hospital.

Mrs. Harriet Young, Loop pensioner, passed away at the home of her brother. *Mrs. Young* spent 41 years with the Rapid Transit. She came to the Loop in 1901 and retired in 1942.

—FRANCES BRANDL

MOTORMAN COMMENDED FOR PROMPT ACTION

METROPOLITAN—*Motorman James Brady* was commended by Superintendent of Transportation *Art Heidecke* for discovery and prompt reporting of a break in the running rail at westbound Keeler avenue.

Conductor *J. Barth* received thanks and a cash reward from *Atha Kelley* for the return of lost property.

—ROY WHITE

DON'T FIDDLE AROUND...
TRY PAYROLL SAVINGS.



Buy U.S. Savings Bonds
REGULARLY



Tom Vujnovich and *Viola Russi*, who were married at the Serbian Eastern Orthodox Church November 22, spent their honeymoon in Detroit, Michigan. *Bessie Borkovich* (accounting) and *William Gove-darcia* (material and supplies) were bridesmaid and best man, respectively, at the wedding ceremony. A reception was held at Romanian Hall.

JOIN THE NAVY AND SEE THE WORLD

MAINTENANCE OF WAY, METROPOLITAN, LOOP AND LAKE—*Vincent Duffy*, son of *Martin Duffy*, Asst. Supt., is seeing the sights while serving in Uncle Sam's Navy. He was at Bikini during the atom bomb tests. Since then he has been to Pearl Harbor, Midway Island, Guam, Yokohama, China, and is now on his way to Sydney, Australia, and Saudi Arabia. Vincent took part in a mine sinking on the way to Yokohama, while serving as Fire Controlman on the U.S.S. *Mispillion*. He says there is more to the Navy than water.

Sorry to hear about injuries suffered by *Phil Mytys*, tinner helper, who was beat up on his way home from work.

Some of our pensioners seem to drop into oblivion when they leave the service, but many of them still drop in at Laffin office. *Bill Koch*, *Bill Hogan*, *Joe Reno*, *Mel Hilton*, *Gus Mattes* and *Frank Han* are regular visitors who are really enjoying their free time. We hope to see more of our pensioners in the future.

—JACK O'REILLY

NORTH AND SOUTH SIDE—You fellows that passed the opportunity of having a good time at the eleventh annual meeting of the South Side "L" Credit Union really did yourselves an injustice. What with *Johnny Madden* as M.C., telling stories in his inimitable way, and *Pat McAree*, lampman, singing and playing the fiddle,



"Keeps me in a good mood—it's the wife of my competitor"

How Time Flies!

Little boys and little girls have a habit of growing into young men and young women almost overnight, it seems. Better start saving now for your kid's education. Good way is to buy U.S. Savings Bonds on a Payroll Savings Plan. In 10 years

SAVE EACH WEEK	AND YOU WILL HAVE	
	IN 1 YEAR	IN 10 YEARS
\$1.25	\$65.00	\$719.11
3.75	195.00	2,163.45
7.50	390.00	4,328.02

you get back \$4 for every \$3 you put in!

SAVE THE EASY WAY...BUY YOUR BONDS THROUGH PAYROLL SAVINGS.

you couldn't have had a better time.

The boys at Wilson are suspicious of *Signal Foreman Tom Nolte's* recent illness. They think Tom needed the time to figure his income tax on the many recent real estate transactions.

Joe Fisher, superintendent, is all set to show the All Star and Classic League Bowlers how to finish in the prize money. Joe will use a very comfortable handicap.

Love cools quickly—*Eileen Cusack Wright*, former agent, did not receive her daily phone call from hubby *Harold*, carpenter foreman, and feared the worst. Anxiously she called *Foreman Jule Andrews* who promptly contacted and rebuked *Harold* for his negligence. Jule was not in the mood to be Cupid's little helper as he had just paid a dime to cash the two-bit check *Sidney Kappenmacher*, carpenter, sent in for his flower fund donation. —JIM WALSH

EIGHT NEWCOMERS WELCOMED TO DEPT.

MATERIAL & SUPPLIES—We roll out the welcome mat to *Catherine*

Coleman, *Annabelle Tunis*, *Eleonor La Corcia*, *Lynn Fosco*, *Pat McCanney*, *Dick Bitner*, *Ed Grzenia*, and *Anthony Philbin*, who joined our forces during the past month.

Little "Mr. 1948" brought along a gal friend when he came this year, and he left her at the *Stanley DeLeshes'* house January 4. She weighed in at 9 lbs., 6 oz., and is named *Linda Ann*. . . . We extend our best wishes to *Joe Vishulas* who retired after some 26 years of faithful service at the South Shops. . . . To "Uncle Bill" *Shevchuk*, our deepest sympathy in the recent loss of his wife. —"DJ" McMAHON

TWO AGENTS ACCEPT RETIREMENT PENSIONS

NORTH SIDE—Agents *Nona Moore* and *Anna Wiefels* have taken their pension. . . . Congratulations to *Conductor Alfred Bloom* and *Mrs. Bloom*, who recently celebrated their 32nd wedding anniversary. . . . Sympathy to *Trainman James Simsen* on the death of his mother and sister. . . . Agent *Susie McLaughlin* has been on the sick list for some time.

North Side "L" Credit Union recently held an interesting meeting at the Viking Temple, which was highlighted by an address by President *Dennis O'Mahoney*. Financial report of Treasurer *J. McGrath* and reports of different committees on their activities during the past year were read. The members voiced their appreciation for the faithful services rendered by the officers and committees. Valuable prizes were given, and delicious refreshments served at the conclusion of the program. —J. J. BALY

NEW DAUGHTER CHECKS IN ON TRAFFIC CHECKER

SCHEDULE-TRAFFIC—January 3 was a big day for *Frank Corbett*, traffic checker, since his wife presented him with a new daughter on that date. *Gene Lukes*, traffic clerk, is escaping all this cold weather by going to *McMillen General Hospital* at Van Nuys, California, for a check up. We are hoping the results of the tests are satisfactory, and spring weather and *Gene* will return together. The sick list includes sufferers from colds, flu, etc., but *John Bernbom*, traffic clerk, seems to have received the bite of a bug that requires some extra curing.

We hear that *Frank Gray*, retired, is again hospitalized at *Hines Hospital*.

—L. C. DUTTON



A CHIP OFF THE OLD BLOCK FOR ART HALL

SHOPS (RAPID TRANSIT) NORTH SIDE—A 6 lb., 4 oz. masculine chip fell off the old block in the home of Art Hall on December 18, 1947. . . . needs one more to make a quartet.

Karl Raab expects to be promoted from father to grandfather some time in February. We can hardly wait!

After spending some time in the hospital because of a stroke suffered December 29, Paul Kazakeich is now at home.

Dominic Murray, who was so ill that he almost passed thru the gateway of the little village of later on, is now slowly on the mend at home.

Adolph Nelson, Kimball Ave. foreman, for the past fifteen months has made silent daily visits to see his adult son who is confined in an iron lung at the Alexian Bros. Hospital.

Our sincere condolences to William Buerger, whose mother passed away on January 22.

—LOUIS CORTOPASSI

LAKE STREET—Art Harris' place in the store house has been taken over by Jim Bittourn, electrical material man from Metropolitan. Art is now saying, "We ain't got none," to the boys on the North Side.

Let there be no doubt as to who will handle the pay checks after Catherine Gormley of Purchasing and John McNamara middle aisle it June 26. They became engaged Christmas.

Joe Malinauskas is quite happy over the news that his long-hospitalized wife is on the mend.

Questions concerning union policy shouldn't go long unanswered now that Harold Rose has been installed as Asst. Executive Board Member of the Shop department.

It is hinted that Foreman Frank Lansman will be drafted for president of Lake Street's Pinochle and Checker Kibitzers' Association with Toni Skahill as member of the board.

That baby-bringing bird, the stork, left a son for Wally and Lorraine McKay December 30,



and incidentally created a job for brother Clyde when the youngster is christened "Jimmy."

—J. E. "SPARKY" MARTH

SOUTH SIDE—Our good friend, Victor Anderson, who came to this country for a four-year visit in 1901, has finally decided to return to his native Sweden for three months. Victor, who has spent 17 years of his 47 here as an employee of the "El," will sail for Stockholm in March accompanied by his wife. Bon Voyage, Vic, and don't make the three months three years.

We are glad to see Fred West back in his old routine after a month on the sick list. . . . Condolences are extended to Pat Mahoney over the recent death of younger brother Dan.

—PATRICK WHITE

WHAT'S YOUR PERSONAL HOBBY?

SOUTH SIDE—Peeking into the personal lives: Station Watchman Raymond McManus collects old coins, Agent Bloyce Sparks and Frainman Frank Anderson are collectors of valuable stamps, Agent Emma O'Neill is an authority on antiques, Trainmen Adam Modelski and Al Graabe are experts in photography—both still life and motion pictures. If you want to know anything about the Bible ask Motorman Bill Sheffner

or Shopman Sam Glover. Assignment Agent Lulu Hamann gathers silver dollars, Trainman L. M. Hammonds has in his library any book you can name. We all know of the pugilistic ability of Trainman "Bob" Fowler who has returned after a 10-round bout in Detroit. Motormen Joe Nonkovich and Ray Vondron spend their time boasting about the spelling abilities of their daughters, finalists in recent city-wide spelling bees. Now what is your weakness?

We bid you welcome—Trainmen A. Davis, J. Micholiski, R. Kawolski, W. Wolfson, S. Kiel-dyk, C. O'Sullivan, G. Sullivan—also to Agents Karen Friddle and George Price.

Master Mechanic John Kester was busy accepting congratulations upon completing forty-five years of service.

More about that ever-smiling Conductor Henry Singer, he is waiting for bells, not go-ahead, but wedding.

—ROBERT BROWN

VERN HANGS ON TO FOUR-FINGERED BALL

SOUTH SHOPS—The East House bowling team really have a problem on their hands with Vernon Howe. They want Vernon to quite using his four-fingered ball but Vern just won't listen.

On January 1, Mr. and Mrs. Max

Kuchan, Jr., not only welcomed the New Year but also the arrival of a little bundle of joy answering to the name of Karen Loretta.

Roy Matthew made his debut on January 4 at the home of Mr. and Mrs. Ray Ellerbeck.

We all wondered why Frank DeWitt has been taking all those pictures lately. Calling Detective Keene in on the case, he reported that the camera was a Christmas gift from Frank's big moment.

Dan Cupid was seen shooting a few arrows in the Motor Repair. One pierced Dick Zajac, then another hit Ray Klaub and still another hit George Grieshaber.

Ed Thacker is now minus his appendix. Sure is wonderful to hear he is getting along so grand without it.

The welcome mat is laid out for Jean Kase, Ed Foster, Pat Rohan and Bill Tetyk. Hope you'll all enjoy working with us.

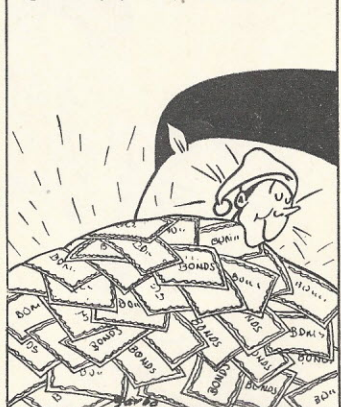
—ANNE YERCICH

O'REILLY BOYS VISIT HOME DURING HOLIDAYS

STORES—Joseph F. O'Reilly, our traveling storekeeper, doubly enjoyed the holidays because both sons came home for a visit—Joseph, Jr., from Kenrick Seminary at Webster Groves, Missouri, and John from Notre Dame at South Bend, Indiana.

The Stores department office joined their former fellow em-

FOR THE REST OF YOUR LIFE... PAYROLL SAVINGS.



Buy U.S. Savings Bonds REGULARLY

ployes, who had transferred to the Chicago North Shore and Milwaukee Railway Company, in a joint Christmas party. Our boss, *James J. Flynn*, played his part as Santa Claus very well by distributing the comic gift exchanges. Delicious baked ham sandwiches and coffee were served buffet style. We all had a grand time.

Henry Spuechler, Throop Street storekeeper, and wife visited their daughter at Minneapolis, Minnesota, during the holidays.

The Stores Department loss was the Purchasing Department's gain in the transfer of our former general storekeeper, *Ralph C. Yohn*, from our department to the Purchasing Department.

—JEAN HARTLEY

DUCKS DUCK MCCARTHY AT BEAVER DAM

WAY AND STRUCTURES, TRACK DIVISION—*Tom McCarthy*, superintendent of the northern division, on vacation recently, went duck hunting at Beaver Dam, Wisconsin. From all reports, it seems that as soon as Tom got to Wisconsin, all the ducks were seen flying over Tom's headquarters at Racine and Center seeking temporary safety.

Anthony Spatafore, central division grinder operator, has been at Hines Hospital for the past month. Although he's missed some of the zero weather, we hope he will be back with us soon.

We just found out that *James Andorka*, who works with a central division welding crew, received a Christmas present direct from

Achievement Medals Won by CTA Bowlers

FRANK P. WAGNER and *Ralph Whitelaw*, members of the Rapid Transit Division Thursday night league, found the alleys to their liking recently and banged out series of 688 and 678, respectively.

Wagner was awarded a silver medal by the Chicago Sun for a three-game total over 650 with all single game scores 215 or better. He shot 246-222-220.

Whitelaw rolled 210-237-231 to win a bronze medal for a three-game total of 600 or better with all individual games 200 or more.

heaven, a 7 lb. baby girl, *Judith Ann*, born on Christmas Day. . . . *Frank Ratkovich*, grinder helper, also became proud Papa of a baby girl, and *Vincenzo Divito*, paver, was presented with a son on January 17.

John Netti, ace photographer during spare moments, guarantees that one out of every twelve pictures he takes will turn out. In most cases he also gets 10% of the object photographed into the picture.

Best wishes to *Joseph O'Connor*, air compressor operator, who was married on January 24. . . . Congratulations to *George Bitunjac*, southern division welder, and to *Tom Giovenco* of the northern division, who became proud grandfathers for the first time.

The wives of some of the men in the Track division can be sure about receiving good gifts this coming Christmas, thanks to the foresight of *Elmer Howe*. He sold the boys on the idea of joining Christmas Savings Clubs early this year.

What's this about *Christ Ratkovich*, member of a central division grinding crew, having set a record for being able to polish off more food at lunch time than any of the rest of the boys?

UTILITY DIVISION—*Chauffeur Edward Becker* is preparing for his summer vacation already. He purchased a new Martin "60" outboard motor. Can't you picture Eddie zooming around the Lakes hanging onto his inner tube—just in case.

BUILDING DIVISION—*Engineer Richard Koch* informed us that when he went pheasant hunting last month, he did shoot three pheasants, and only one rabbit. It was those white, furry pheasants we saw you carrying that misled us.

—BETTY LHOTAK

WINTER VACATIONS—SOUTH, WEST AND EAST

WEST SHOPS—The *Dan O'Briens* started the New Year right by taking a southern vacation which took them down through Mexico and parts of California. The *S. D. Forsythes* spent Christmas in Florida. . . . *Edward Hendrickson*, carhouse, spent his vacation and Christmas in Philadelphia, Pa., with his folks.

George Brignac, office, left us to undertake a new position with his father-in-law down in Wichita Falls, Texas. . . . We extend our deepest sympathy to the *Ruppe* family in the loss of *Mr. Ruppe's* father, who passed away December 29, 1947. . . . *Tom Vujnovich*, truck shop, took the fatal step November 22 at Serbian Eastern Orthodox Church.

A farewell dinner was given in honor of *Otis Herwig*, bus overhaul, at *Math Iglers*. He left us to go to Cleveland, Ohio. Although regretting the loss, we're wishing him well in his new work.

Another income exemption for the *Lou Balkins*, carhouse, answering to the name of *Claudia Jean*. She arrived on January 3, weighing in at 6 lbs., 9 ozs.

West Shops bowlers are really bowling neck and neck, each team doing its best to win the championship. The Welders so far are holding the top, while the Truck Shop and Paint Shop are tied for second place. *Joseph Bednarik*, Armature Room, holds the high average of 173, while *E. VanWiele*, Machine Shop, and *D. Scully*, Welder, are tied with a 172 average.

Welcome back, *Albert Zelazo*, Truck Shop. Albert just recuperated from an emergency appendectomy, but he's feeling fine now.

—MARY CROSBY

RECENT DEATHS AMONG EMPLOYEES

ADAM P. ANDRES, 57, crossing gateman, Metropolitan. Died 12-9-47. Employed 5-5-47.

JOSEPH BALLETO, 62, blacksmith, South Shops. Died 12-25-47. Employed 8-13-29.

EDWARD J. BLUHM, 58, motorman, Elston. Died 11-29-47. Employed 3-30-17.

LOUIS CHRISTENSEN, 46, conductor, Devon. Died 11-23-47. Employed 6-4-24.

THOMAS DeLACEY, 42, conductor, Devon. Died 12-21-47. Employed 4-19-34.

ALFRED A. DEMPSEY, 69, inspector, North Side Transportation. Died 12-25-47. Employed 5-29-00.

ALEXANDER DRUKTENIS, 59, retired repairman, 69th. Died 11-24-47. Employed 6-10-17.

THOMAS E. ENCK, 60, ticket agent, Metropolitan. Died 12-1-47. Employed 10-22-43.

STANLEY FISHER, 62, conductor, Lawndale. Died 11-30-47. Employed 10-12-18.

JOSEPH J. GILBRIDE, 63, rec. agent, Lake Street. Died 12-7-47. Employed 5-11-28.

WALTER H. GUNTHER, 55, conductor, 77th. Died 11-30-47. Employed 12-4-22.

ALFRED HILBERG, 69, towerman, Metropolitan. Died 12-18-47. Employed 1899.

MARY D. HINDES, 60, ticket agent, South Side. Died 12-21-47. Employed 12-7-26.

MAX KIPPLING, 57, clerk, Schedule Traffic. Died 12-3-47. Employed 5-1-24.

ALFRED KLOOCK, 60, conductor, Armitage. Died 12-13-47. Employed 10-28-19.

LEOPOLD KIMNATZKE, 55, mtorman, Burnside. Died 12-4-47. Employed 8-8-44.

THOMAS NIXON, 64, ticket agent, North Side. Died 12-23-47. Employed 6-7-45.

GEORGE M. OSWALD, 49, trainman, South Side. Died 12-22-47. Employed 9-9-18.

WILLIAM C. SCHICK, 36, conductor, 77th. Died 12-6-47. Employed 5-14-45.

GUSTAV F. SENKPIEL, 63, conductor, 69th. Died 12-17-47. Employed 7-12-07.

RICHARD SEYMOUR, 60, ticket agent, Metropolitan. Died 12-1-47. Employed 6-23-42.

PATRICK SKAHILL, 58, motorman, Armitage. Died 12-17-47. Employed 11-22-13.

TIMOTHY SULLIVAN, 56, trainman, South Side. Died 12-14-47. Employed 6-25-13.

ADOLPH WESSEL, 67, supervisor. Died 12-24-47. Employed 10-18-10.

ANTON WINIECKI, 61, motorman, Devon. Died 12-10-47. Employed 10-17-23.

HE'S OUT OF THIS WORLD,
IS ETHELBERG FLACK...
THE STREETS WERE SO SLICK
AND HIS DRIVING SO SLACK!



CHICAGO TRANSIT AUTHORITY

CONDENSED INCOME STATEMENT

For the Month of December 1947, Compared with October and November, 1947

(The figures for December are submitted as tentative and are subject to change after final year end adjustments)

	DECEMBER	NOVEMBER	OCTOBER
Operating Revenues	\$ 9,200,427	\$ 8,558,040	\$ 9,236,974
Operation and Maintenance Expenses.....	8,617,344	8,147,826	8,458,527
	583,083	410,214	778,447
Interest Charges	317,605	317,605	317,605
Net Revenues Before Depreciation.....	265,478	92,609	460,842
Requirement for Depreciation (See Note)....	433,333	433,333	433,333
Net Revenue	\$ 167,855*	\$ 340,724*	\$ 27,509

Note: Under the Trust Indenture (Series of 1947 Bonds) funds must be set aside in the amount of \$107,000 per month as a Bond Reserve before provision for depreciation requirements.

*Indicates red figures.

	DECEMBER 1947	DECEMBER 1946
Operating Revenues	\$ 9,200,427	\$ 8,011,076
Operation and Maintenance Expenses (Excluding Taxes and Provision for Depreciation).....	\$ 8,617,344	\$ 7,315,745
Revenue Passengers	92,058,040	94,109,857

HERE'S YOUR ANSWER

Each month a section of TRANSIT NEWS will be devoted to answering questions submitted by employees in regard to company operation, policy, or activities. If you have a question, send it in to the Public Information Department, 79 W. Monroe. You need not sign your question but it should be of general interest. Answers, supplied by appropriate company officials, will appear in early issues of the magazine.

• • •

"Is any change contemplated in the present pension system in regard to retirement age and the qualification of individuals with a broken service record?"

ANSWER: The retirement programs of the Chicago Surface Lines and the Chicago Rapid Transit Company are being continued in effect until a system-wide retirement plan can be formulated and put into effect by CTA. Preparation of this substitute retirement plan is now under way and when completed

will be submitted to representatives of CTA employees for their consideration.

"I need a new uniform but I do not want to invest in one if it will be changed. Will there be a change in the uniforms in the near future?"

ANSWER: There is no change contemplated in the CTA uniforms at present. If and when the uniforms are changed, it will be done gradually so that there will be no hardship for anyone.

"A great many wives of conductors and motormen think there would be more men on the job and more satisfied homes if trainmen were not allowed easy signing off. Why are they allowed to get off work merely by signing their names off for the day?"

ANSWER: In these days of help-shortage and lack of extra men, trainmen are not permitted to sign off without an adequate reason. Illnesses are reported to the Medical Department. But in no case is chronic absenteeism tolerated.

APPOINTMENTS

SEVERAL APPOINTMENTS, effective January 1, 1948, have been announced in bulletins issued by C. A. Whonseller, comptroller, and approved by W. J. McCarter, general manager.

W. S. Comstock was named as budget supervisor, in charge of the preparation of budgets and budget control. A. J. Fitzsimmons was named his assistant.

John J. Cushing was appointed supervisor of property accounts, in general charge of the property accounts of the Authority.

H. B. Storm was appointed supervisor of insurance, reporting to the comptroller.

George J. Seiler was named as supervisor of real estate, in charge of all real estate matters, reporting to the comptroller. In a bulletin issued by Mr. Seiler and approved by C. A. Whonseller, William T. Roser was appointed title agent and Ivan B. Miller rental agent, both reporting to the supervisor of real estate.

A bulletin, dated January 8, issued by the comptroller and approved by the general manager, named G. S. Graybiel as purchasing agent, reporting to the comptroller, effective the date of the bulletin.

IN A BULLETIN issued January 28 by Evan J. McIlraith, manager, and approved by the general manager, effective February 1, 1948, R. J. Ruppe was appointed acting general superintendent of equipment, L. M. Traiser was named staff engineer, and H. L. Howell was appointed acting superintendent of way and structures. Also effective February 1, E. A. Imhoff was appointed management assistant, reporting both to the general manager and the manager.

AN EXECUTIVE order, dated January 29, issued by W. J. McCarter, states that effective February 1, Walter S. Helmer was appointed general supervisor of accident prevention for the combined Surface and Rapid Transit divisions.

Announcements of other appointments will be made as reorganization proceeds.

Doll Furniture Makes Interesting Hobby



John Williams, daughter Judy, 10, and Mrs. Williams point out items of especial interest in the display of miniature furniture constructed by Mrs. Williams.

"Nothing is glued—I use tiny nails in building the furniture. Moreover, I do all the painting and make the slip-covers and spreads. Since I've always like to work with my hands, you might say this type of work just comes 'naturally.' I don't carve the items; I saw the forms from wood obtained from orange crates, cheese and cigar boxes with a twenty-five-cent saw."

Mrs. Williams has also made replicas of some of her own furniture such as a white spinet piano, which contains a music box, and a dining room set.

"I've made so much, there is hardly anything left for me to do," she declared.

Mr. Williams, who has been associated with the Surface lines for twenty years, commented, "My only contribution to Margaret's hobby is helping her safely move the collection to the different location where it is displayed."



Doll furniture for nine rooms and a yard—120 pieces in all—was constructed by Mrs. John Williams over a five-year period.

FIVE YEARS AGO, Mrs. Margaret Williams, wife of John C. Williams, accident investigator, Surface Division, began making doll furniture for her daughter, Judy, who was then five years old.

Judy soon was envied by her little friends as additional pieces were completed and added to the collection. Today Mrs. Williams has 120 pieces of miniature furniture—enough for nine rooms and a lawn.

The miniature apartment includes a sewing room, studio, master bedroom, nursery, boys' bedroom, dining room, kitchen, living room, game room and play yard. The game room is equipped with a tiny billiard table, ping pong table, chess and checker table, basketball basket and puppet show—all being in proper proportions.

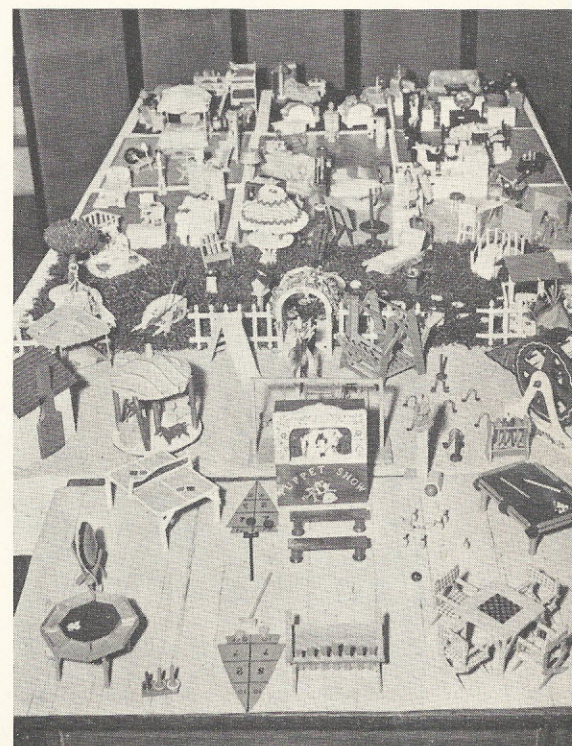
The furnishings include cigarettes and ash trays, books, magazines, radios, lamps, towels, carpets, and pillows. In the kitchen are dishes, pots, cereals and soap flakes.

The bathroom items are plastic and were not made by Mrs. Williams. These and the grass in the yard are the only items she did not construct.

Furniture Displayed Frequently

The furniture has been displayed at many church functions and recently Mrs. Williams was interviewed on the WBBM radio program, "Caught in the Act."

"The material is packed into four large boxes," says Mrs. Williams, "and usually my husband helps to transport it to the various churches. None of the pieces has been broken and only a few were lost."





Presents for all the younger generation and plenty of "goodies," highlighted the party sponsored by the Merry Makers Club.



This quartet from Kedzie station, made up of John Hainas and Arnold Haig, motormen, John Murphy, conductor, and Jim Craney, motorman (left to right), provided harmony at the VFW affair.

It's time for refreshments at the "L" Legion get-together while Trainmen Howard Johnson and Tom Gavin squeeze melodies from their accordions.



Christmas at the CTA

IN KEEPING with the Yuletide custom of spreading cheer and good-will during the holiday season, Christmas parties were held during the month of December by four prominent organizations composed of CTA employees.

The Veterans of Foreign Wars, the American Legion posts of both the Surface and Rapid Transit divisions and the Merry Makers Club, whose membership is made up of personnel of the Stores department of the Rapid Transit division, staged elaborate affairs for the benefit of those attending.

Transit News photographers spent several busy days trying to catch the old gent with the long, white whiskers at work, and how well they succeeded can be judged by the accompanying pictures.

Many departmental parties, too numerous to report individually, were also held just prior to Christmas in the various CTA offices.



These happy youngsters were enjoying themselves with Christmas Carols at the Veterans of Foreign Wars party.



Little Richard Laurey is greatly intrigued by a star high up in the boughs of the gaily decorated Christmas tree at the Rapid Transit Division American Legion party.

Old Santa, himself, was eagerly greeted by the children awaiting his appearance at the party held by the Surface Division American Legion post.



Act Your Age!

TODAY the average length of life in America is 63.7 years for men and 68.6 for women—almost double what it was at the time of the American Revolution!

Yes, the average length of life in our country has been greatly increased, but don't be too quick to take comfort out of this. Unless you *act your age now*, you may be risking your chance to enjoy that long and happy life.

Here's what we mean: Adjust your living habits to your age; slow down your pace as the years increase. If you're young, enjoy all the physical exercise you can, but if you're "not so young," stop thinking you can do all the things you could do as a boy or girl. That includes running breakneck two or three blocks to catch the street-car, or knocking yourself out in a football game with fellows half your age.

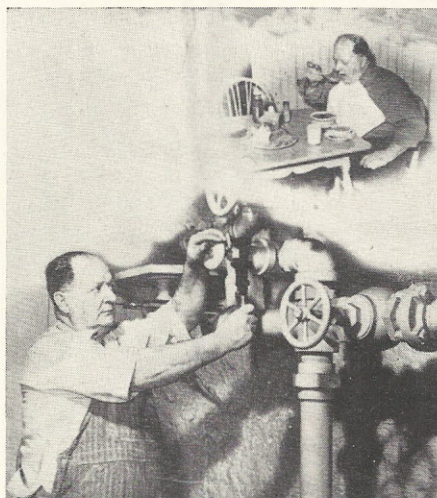
The Dangerous Decade

If a man succeeds in getting past 55, he has a good chance of living about 20 years more. But why must increasing numbers pass out of the picture before their time—particularly in the dangerous decade between 45 and 55?

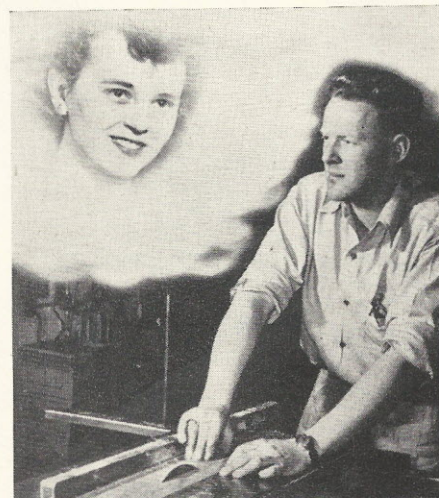
The Metropolitan Life Insurance Company's Statistical Bureau seems to have the answer to that question. It says one of the main causes is "overweight,"

DAY DREAMS OFTEN MEAN LONELY NIGHTS IN THE HOSPITAL

Day dreams are wonderful and everyone indulges in them once in a while. The only trouble is you can seldom "keep your head in the clouds" and on some thing else at the same time—*safely*, that is.



"Man! Only 4 P. M. and I'm starving! Wonder what the Missus has for supper?"
(Editor—A little will-power helps the waist-line; also helps you to work safely.)



"No question about it—she's the gal I want to marry."
(Editor—Careful, son, you'll need those fingers to help support the girl.)

which goes to work on practically every vital function of the body, hastens deterioration and may eventually bring about a premature death.

Overweight leads to such things as hardening of the arteries, arthritis, degeneration of the kidneys, high blood pressure, headache, rheumatism, insom-

nia, and highest on the list—heart disease.

While heart ailments top the list as causes of death, they are followed closely by cancer and cerebral hemorrhages, and nervous and mental disorders.

Periodic medical examinations provide the best means for your doctor to detect, in their early stages, diseases which may cause trouble later in life.

In addition, these check-ups permit the doctor to advise you now as to normal, healthful living. You can do much to prepare for a healthy old age by observing good living habits today.

Here are four things you've definitely got to watch out for if you ever expect to reach that happy old age: *overweight, strain, hurry, and worry.*

Further hope for a healthy future comes from medical scientists who are giving increased attention to the diseases of old age.

Naturally, your pattern of living will change as you grow older. But to keep mentally happy and physically well, start planning early for your retirement years.

WHAT ABOUT CHILD SITTERS?

LAST NIGHT when you and the missus walked out of your house on the way to the movies or to an evening of bridge and left your two little children and practically all of your earthly possessions in full charge of little Ruthie Brown, the 12-year-old girl who lives around the corner, had she been carefully briefed? Or could events have proved that Ruthie was okay for the job only if nothing of an emergency nature occurred?

Frequent news items record emergencies which arise with child sitters such as: fire starting from overheated furnace, child falling from crib and breaking arm, long distance phone call announcing death of a relative—the list is endless.

Do you make certain Ruthie has the following information?

- (1) The phone number where you can be reached or,
- (2) The name of a near neighbor you know will be home.

- (3) How to call the fire or police department.
- (4) What doctor to call should that be necessary, and his phone number.
- (4) That the door should not be opened to an unknown caller.
- (6) If you have a chain lock on your front door, do you tell Ruthie to fasten it as you leave?
- (7) Do you give her instructions respecting food, drink, diapers, etc.
- (8) Is pencil and paper available to record incoming phone calls?

If all this is too much trouble, you place light value on the lives of your children.

So that Ruthie and her substitutes may all have the same complete instruction and so that they may be able to refresh their memories when you have left, all this necessary information should be written down and left in a place for reference.

TO THE LADIES . . . from Joan

WE ARE ALL confronted with the same problem of keeping down living costs in the face of rising prices. So this month we are bringing you a few thrifty hints for making the budget dollar go further. As Berton Braley says:

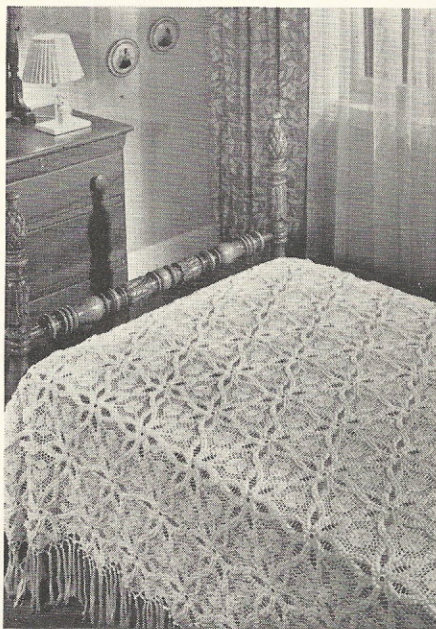
*Comes New Year's, I resolve to shift
My ways and recognize in Thrift
A Noble Institution;
I'll budget, plan, and save a heap
And, honest, I resolve to keep
This New Year's Resolution!*

* * *

FIRST on your budget-stretching list—how about sewing your own new look? (One of our leaflets gives all the new "Fashion Variations.") Not only is sewing now rated as No. 1 in popularity with American women as a hobby, but it stands high in favor with the man of the house because of its money-saving aspect. The design illustrated on this page is an example of the kind of home-sewn styles that will be shown in the stores for spring wardrobes. It is a youthful jumper in cotton chambray with all-around pleats in keeping with the trend towards fuller skirts, teamed with a crisp white blouse with wing collar for flattering bow or scarf effects.

If you haven't sewn before, write for our hints for beginners.

Beautiful and practical, this star-studded bedspread will be a lasting tribute to your crocheting skill. Write us for the free leaflet, "Popcorn Stars."



ALTHOUGH STOKING the furnace is not on the feminine side of the picture, the subject is appropriate in any discussion of finances during these cold winter days.

You can bank on saving fuel this winter if you pass these tips on to the fireman in your home. Anthracite engineers say it's easy to accomplish if the fire is banked properly at night. According to them, it's easy. Shake grates gently, and only if it is necessary to add coal. Keep the fire bed level with the bottom of the firing door in mild or cold weather, leaving more ash on the grates when it's mild. Open the check damper and close the ashpit damper; except in very cold weather, when the check damper may be more nearly closed.

* * *

DOLLARS AND CENTS don't enter into the picture when discussing the value of a hand-crocheted bedspread. One of these heirloom pieces represents the ultimate in crocheting skill and lasting beauty. If you crochet, you've probably wanted to make a bedspread for a long time. Pictured on this page is a pattern worthy of your work—a lovely design of stars outlined with raised popcorns. The hexagon-shaped pieces are made separately and sewed together. Let us know if you want to try it.

* * *

A BUDGET-WISE MENU can be fashioned around a rolled shoulder of lamb with vegetable dressing, as suggested by Jane Foster, Director of Home Economics, Commonwealth Edison Co. The following proportions will serve eight:

3 to 4 pounds boned lamb shoulder
Vegetable dressing:
3 carrots
3 potatoes
 $\frac{1}{4}$ cup chopped parsley
 $\frac{1}{8}$ teaspoon pepper

Grind raw carrots and potatoes together; add parsley, $\frac{1}{2}$ teaspoon salt and $\frac{1}{8}$ teaspoon pepper.

Wipe shoulder roast with damp cloth. Unroll and spread with vegetable mixture. Re-roll and tie or skewer together. Roast on rack in shallow pan uncovered (add no water) 300 degrees F. for $3\frac{1}{2}$ hours.

* * *

MENUS, no matter how slim the budget, should be planned with a careful eye on the vitamin content. With children in the family, it is sometimes necessary to provide supplementary vitamins in liquid or capsule form. Incidentally, did you ever wonder how cod,



This youthful cotton twosome in home-sewn style will make a welcome addition to any wardrobe.

halibut, and other fish, whose livers are rich in the sunlight vitamin D, got that way—when they live in the depths of the ocean, far away from the sun? These big fish feed on little fish, which eat minute plants growing on the surface of the ocean. And this plant life is irradiated by the sun. See?

* * *

ONE HAPPY NOTE in the economy picture is that it need not cost you lots of money to keep your skin beautiful. Just remember—your skin, like a window, has two sides. One is the outside you see every day, and the other is the inside where all the functions of this important over-all organ take place. Cleansing one side alone is not enough. An outside-inside treatment, so called because it acts on both sides of your face at once, cleanses, tones and irradiates. It will wake up your face to new loveliness. These are the steps: (1) Dip a washcloth in comfortably hot water, then press against your face. (2) Without drying, cover the entire face thickly with cold cream, massaging it over the warm damp skin with light, upward strokes. (3) Remove the cream carefully with tissues. (4) For extra cleanliness, apply more cold cream and tissue off. (5) Splash on cold water. (6) Pat on skin freshener, using a cotton-pad wrung out in cold water, as a final touch.

EDITOR'S NOTE: All leaflets mentioned—"Fashion Variations," "Learn How to Sew," and "Popcorn Stars"—are available free of charge. Write to: Women's Editor, TRANSIT NEWS, Public Information Dept., Chicago Transit Authority, 79 W. Monroe.

Inquiring REPORTER

Question

Some people feel that days of sentiment such as Valentine's Day are silly in this day and age. What is your opinion on this?

Place South Shops
Surface Division
ANNE YERICICH, Reporter



Edward Nestor, Foundry:

"It's not silly. In fact, a day such as this helps me express my feelings in a way I'd have trouble to speak out. It's a day for timid persons to put out his or her innermost sentiments. You know—every day ought to be Valentine's Day—what a beautiful world this would be."



Tony Salkauskas, Motor Repair:

"I sincerely believe in days of sentiment because you are remembering the ones you love. By giving a little something to your gal or wife she thinks that much more of you. It also makes a fellow feel good inside to see his gal's eyes light up."



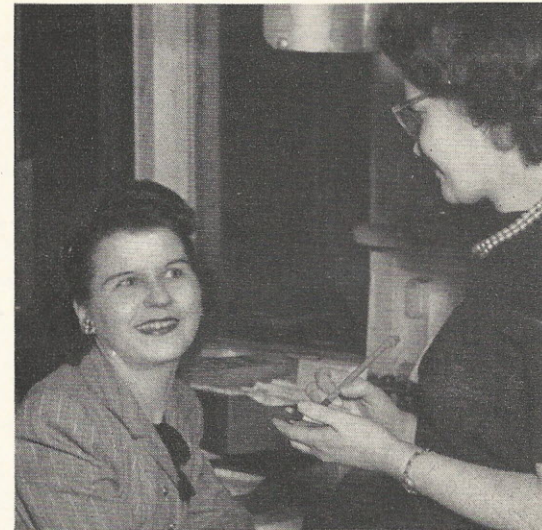
Robert Bechtel, Woodmill:

"I don't see any harm whatsoever in a person sending a Valentine to his friends if the receiver gets as much enjoyment out of it as the sender does. If he gets pleasure out of sending a Valentine, that's okay."



Martin Zapf, Printing Dept.:

"It wouldn't be much of a world if we didn't have a little endearment. Besides, what would a home be without some love and affection?"



Evelyn Clark, Timekeeper, Motor Repair:

"I don't think they are silly. Even though the majority of Valentine's aren't lacey and fancy as they used to be, they still have the same sentiment that they had years ago. I think it's especially nice for married couples to remember each other on these days. It keeps the romance alive."



Robert Hunt, Machine Shop:

"I believe we should give flowers or candy to our sweethearts or wives and mothers on St. Valentine's Day. From time to time we may all forget an anniversary or birthday, but I believe that if we remember to get a Valentine, all will be forgiven."

OUR PUBLIC SPEAKS

WHAT'S YOUR REACTION?

One of our patrons (those people whose cash fares provide our jobs) found it necessary to complain of alleged gross discourtesy. He said:

"I got off the streetcar and entered the station with my transfer and a dime in my hand. At the wicket I accidentally dropped the dime, which I picked up, wiped off, and handed to the woman attendant with my transfer, asking for it back. I took my change and stepped ahead, reaching for my transfer. She ignored me and took the next person's fare. I asked for it again, and with that she said, 'Oh, you are the fellow that threw the money on the floor and all that. Well, look on the floor, you might find your transfer.' I stepped back and let the line pass and again said, 'Can I have my transfer, please?' She took the transfer, punched it and threw it on the floor in the slush."

WARM MOTORMAN FREEZES PASSENGERS

The following is from a letter recently received:

"I was on a Madison streetcar which was delayed by an accident. The car stopped in front of the Stadium, the motorman got off and went into the hamburger stand on the corner. He left the front doors of the car open, allowing the cold wind to blow in.

"When he returned, one of the passengers near the front of the car asked him to close the doors. He snarled, 'If you don't like it, move in the back.'"

ON THE BRIGHT SIDE

THE CTA has a voluminous file containing letters of commendation for courtesy, service rendered and jobs well done. The following excerpts were taken from some recently received.

Mr. Ben K. Babbitt, Manager of the Chicago office of Brown Company, 110 S. Dearborn street, had this to say: "There was a conductor (Benjamin Rutledge, 77th) on this car who called each street in a cheerful and clearly enunciated manner, not only mentioning the name of the cross street, but business houses, hotels, railroad stations, etc.

From Evelyn H. Scheer, 1450 Somerset avenue: "When I tendered a transfer to the conductor (George Dmitrick, Archer) of a Western avenue car, I appreciated his courtesy as he called my attention to the fact that it was too late to make further use of it. I think he should be commended for this and his attention to his duty."

Ellen C. Gaffin, Ben Gaffin & Associates, 185 N. Wabash avenue, wrote this letter of appreciation: "I should like to

thank Mr. Hosea Smith, night watchman on the Lake Street Elevated line, and your company, for his great helpfulness and courtesy to me on Friday, December 12. My husband became ill on the train, and we got off at Crawford avenue. Mr. Smith called your emergency station and stayed with us at the elevated station until Mr. Gaffin felt well again, and was helpful in every way he could be."

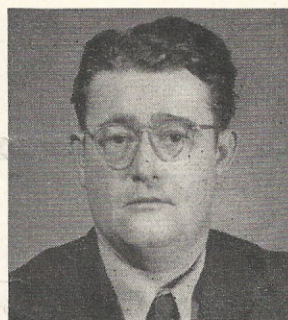
Charles Warren, Lawndale, earned this commendation from Frieda M. Rieke, Grant Hospital: "Recently one evening I had occasion to ride in the Sheffield-Clark bus, going north during the rush hour. I boarded the bus at Wells and Adams streets. In spite of the crowds pushing and trying to make way, the driver exhibited the utmost patience and courtesy at all times and to each one.

Harry H. Kiernan, Suite 1407, 105 West Adams street, liked the spirit of interest evident in the work of Daniel J. Collins, "L" conductor: "This man not only attended to his manual duties with efficiency and interest, but his clear enunciation of the street stops, plus such added expressions as 'Harrison street, change here for Dearborn station,' and the gusto and enthusiasm which he evinced, were a delight.

Writes Eugenia Wallace, 3521 West Argyle, about Trainman J. J. Gillin: "I wish to comment on the courtesy and true human kindness of this conductor, who, on arrival at the Ravenswood terminal, and being free from his duties on the train, spent his brief moment of freedom in assisting a blind man carefully along the snowy platform and down the steps."



FRANK SHANLEY
69th



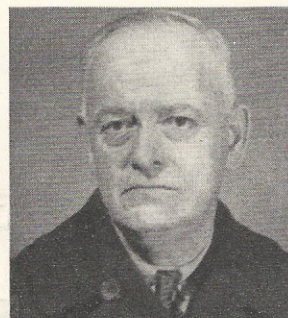
JOHN HAW
Lincoln



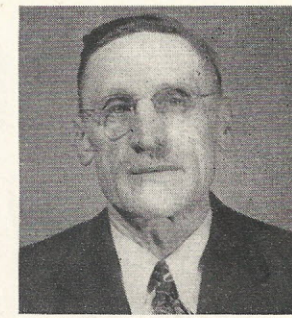
CHARLES SCHMIDT
North



LEO KRAFT
North



MATHIAS RECK
Archer



FRED MARCH
North

Conductors Successfully Meet Courtesy Challenge

Recently three Chicago Daily News reporters rode CTA's streetcars with instructions to use big bills, offer torn, crumpled or wrong transfers, ask foolish questions and in general try to ruffle tempers.

In spite of the tactics used, courtesy was given in return in almost all cases. The six men mentioned in the Daily News story as displaying outstanding patience under all conditions are shown here.

The newspaper story and pictures of the conductors have been incorporated into a poster. These have been placed in all surface stations on the system. Walter J. McCarter, CTA general manager, has written letters to these employees, commending them on the excellent manner in which they handled their duties under most trying conditions.

THE OFFICE IS "CTA" TOO !



When your phone bell jingle-jangles
and Miss Public's on the line —
Griping on some service angles
Or telling us that "they are fine"

Do you answer in a fogey
slowly moving slump, ol' chum ?

AH-H-H HUM-M!



Do you splutter thru your stogie
or forget to park the gum ?

YESH ?



Are you a RED HOT Humphrey Bogie
striking fearful listeners dumb ?



Now fellows-gals! In each phone session
Be polite in all you DO or SAY —
Leave Miss Public a good impression
To her, we're ALL the CTA !

YES-S-P



FEED
HIMME

THE CHICAGO TRANSIT AUTHORITY
79 West Monroe Street, Chicago 3, Illinois

POSTMASTER: If addressee has moved, notify
sender on Form 3547 and destroy mail. If ad-
dress is unknown, return postage is guaranteed.

GEORGE T KELLY
446 E 29TH ST
CHICAGO 16 ILL
005

SEC. 562, P. L. & R.
U. S. POSTAGE
Paid
CHICAGO, ILL.
PERMIT NO. 8021