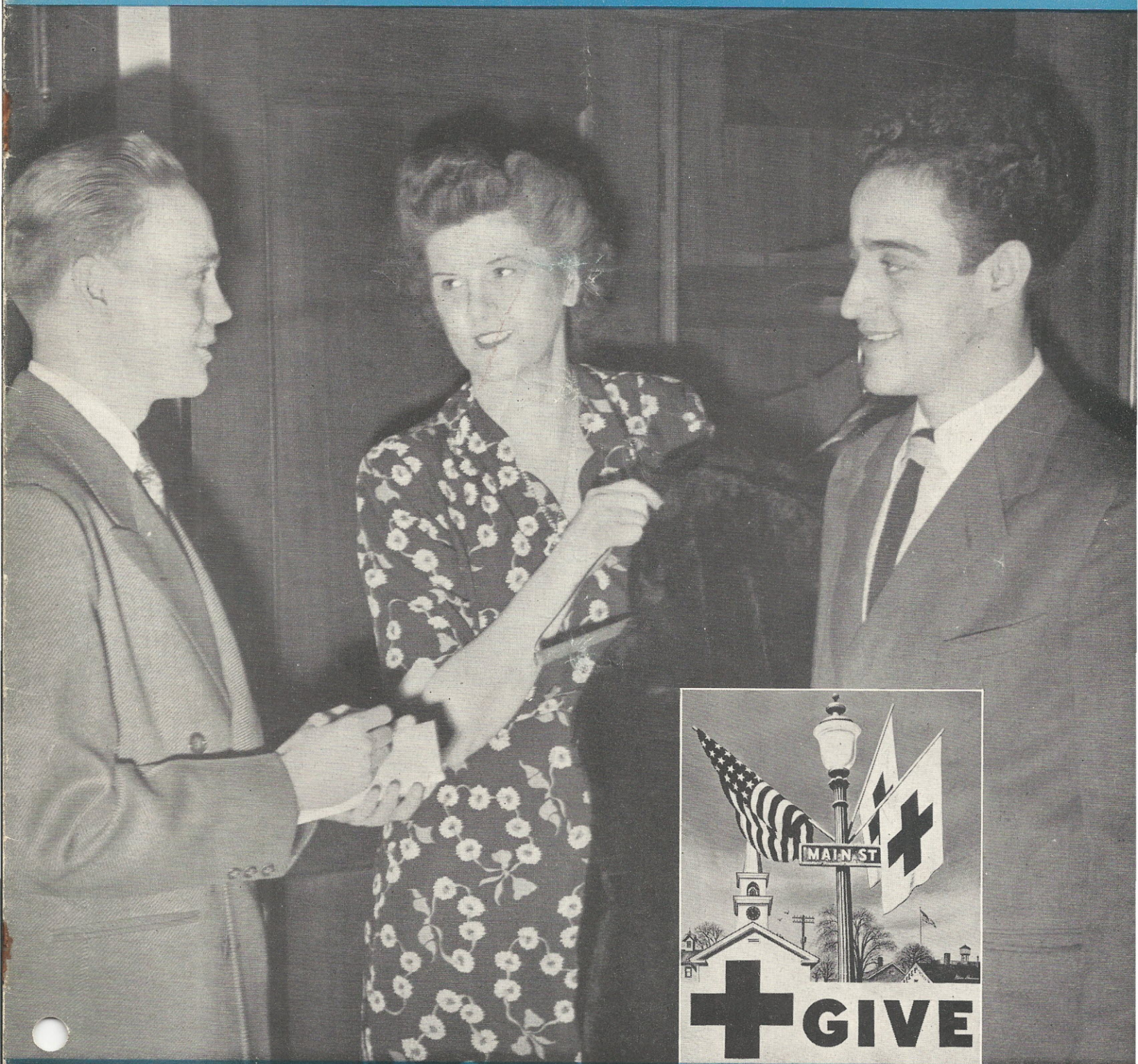




TRANSIT NEWS

MARCH - 1948



"WHAT HAS THE **RED CROSS** MEANT TO YOU?" See Page 8

The "New Look" in Local Transit

CHICAGO'S local transportation has acquired a "new look" through the Chicago Transit Authority's extensive modernization program.

More than 1,125 units of new equipment—sleek, modern buses and streamlined, noise-proofed streetcars—are in service in all sections of the City. These latest type transit vehicles—700 buses and more than 425 streetcars—have been placed in service since June 28, 1945, when the Chicago Transit Authority was organized.

Additional new equipment—200 more buses, 172 of the PCC streetcars and 210 latest type trolley coaches—is on order for delivery before August.

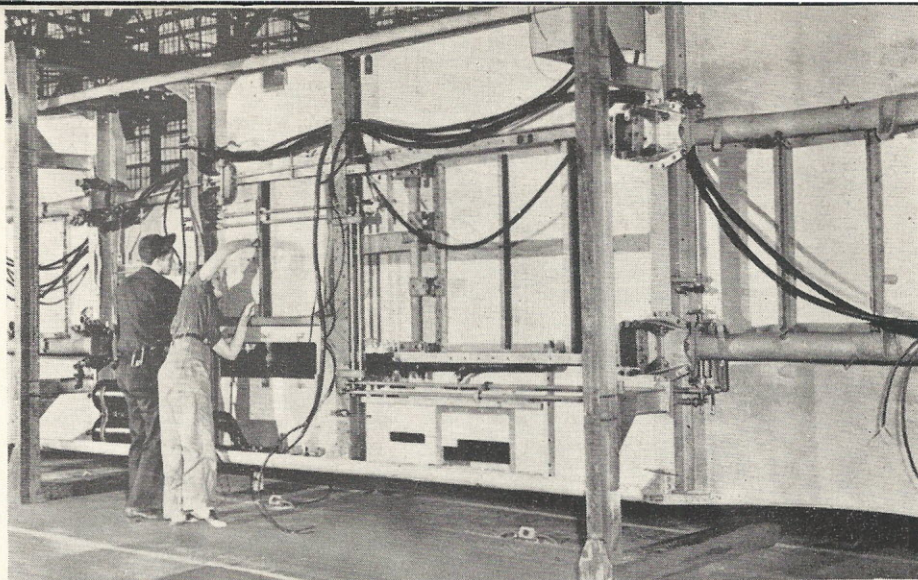
Most of the new units are buses. They have been and will be used mainly to convert streetcar lines to bus routes, and to improve service on previously established motor bus routes.

In converting lighter streetcar lines to bus operation Chicago Transit Authority is keeping abreast of a trend which has been apparent in the local transit field for a number of years.

According to the American Transit Association, "over the 21-year period (1926-1946) while the number of surface street cars was decreasing from 62,857 to 24,730 the number of motor buses was increasing from 14,400 to 52,450, a shrinkage of 61 per cent in the case of one and expansion of 264 per cent in the case of the other."*

The ATA attributes at least part of this trend to the smaller installation cost of the motor bus route, its lower overhead, and the greater flexibility in routing.

*Transit Fact Book 1947, American Transit Association



ACF-Brill Photo

1 The most advanced fabricating methods are used in the production of the modern bus. At the ACF-Brill motor company the bus underframe is built on a rotating fixture so that the entire frame and floor can be turned to a 90° angle on each side. Thus workers can easily reach any part of the frame.

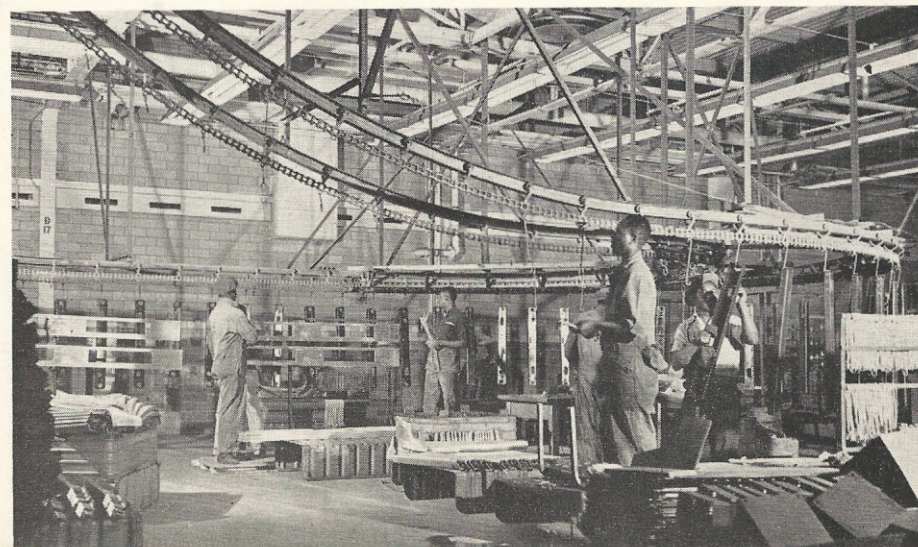
2 For efficiency in construction, the body of the bus is broken into several sections. Parts are carried along overhead conveyor systems and joined together at fixed stations. Here Twin Coach employees splice together the top and bottom of the bus body.

Twin Photo



3 Sub-assembly lines feed into the main assembly at various stages of construction. The White integral coach is built almost entirely of aluminum alloys and alloy steel. A large proportion of the parts are shaped in the White plant, then thoroughly cleaned with live steam in a series of cleaning and drying compartments, then prime coated against rust, electrolysis or corrosion.

White Photo



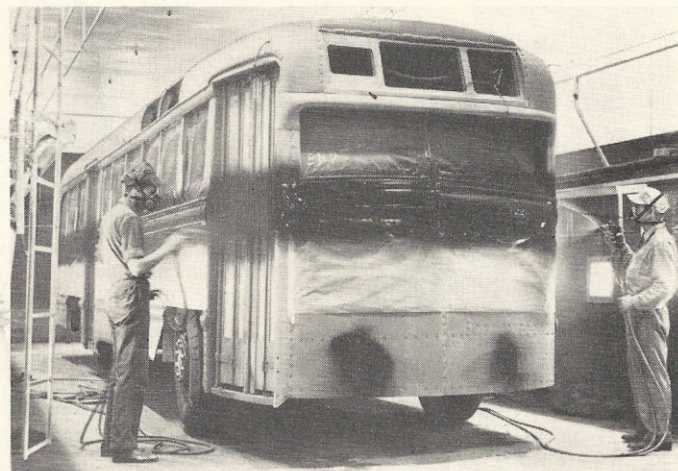


Twin Photo

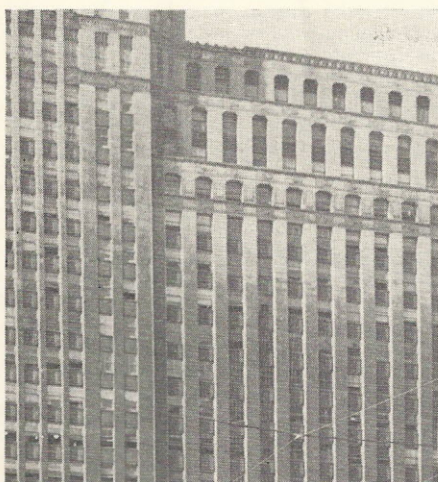
4 As the buses move down the main assembly line, trained workers install and fit the parts from the sub-assemblies. Among the last jobs is the installation of doors and the finishing of the interior of the vehicle.

5 The undercoat of a White bus is applied in a spray booth. Then the bus is towed to the drying oven and "baked" for a period of time. After a sanding the exterior colors are applied and the vehicle again oven dried. Second and third colors are applied through the use of masking, as shown in the photo.

White Photo



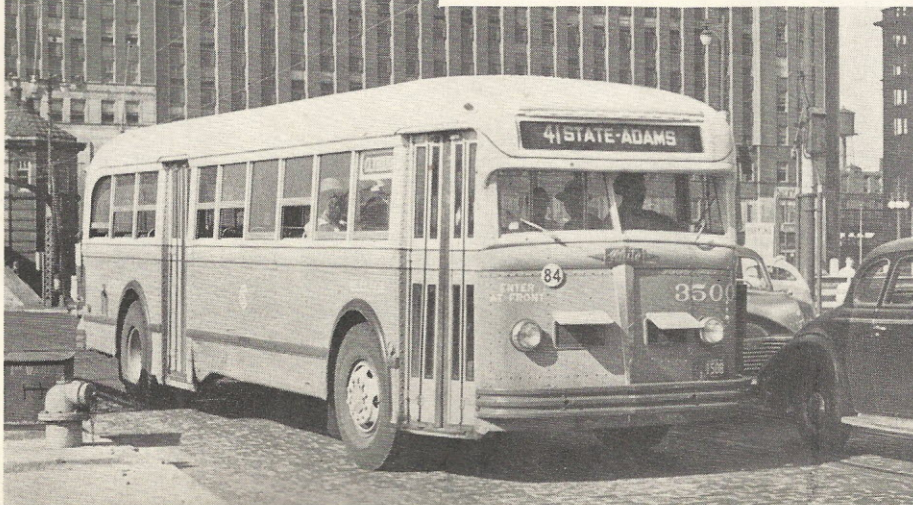
White Photo



ACF-Brill Photo

6 After the seats are installed and the buses are finally completed, they are inspected and given a 50-mile road test. Following any final adjustments, the buses are ready to roll on their way to Chicago and revenue service.

7 The CTA's improvement program is definitely giving Chicago's transit a sleek new look.



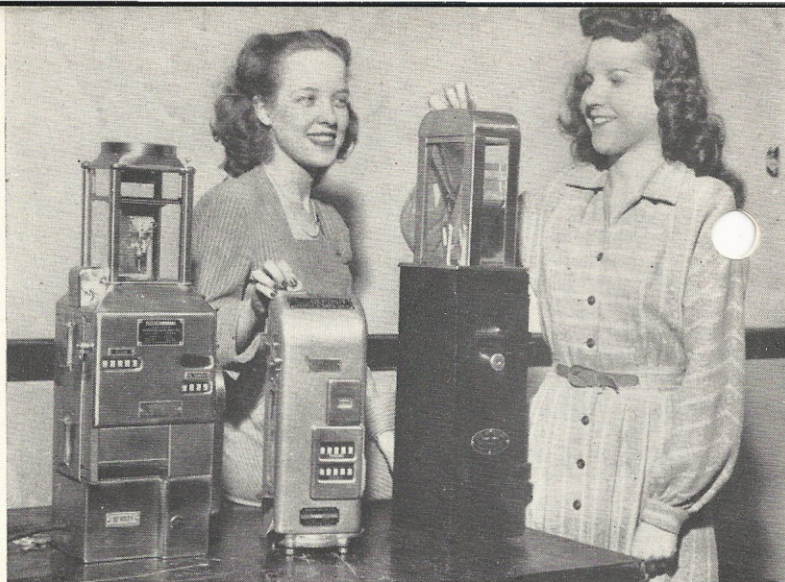
New Fare Boxes Simplify Bus Operator's Work

THE NEW 44-passenger buses which have replaced streetcars on Harrison St. are equipped with fare boxes of the latest design. This initial installation of fare boxes is in keeping with the Chicago Transit Authority's policy of providing modern local transportation for its riders.

"All reports that have come to me are very favorable," said Walter J. McCarter, General Manager of the CTA. "The work of bus operators is considerably reduced and simplified by the use of the fare boxes, and there has been no confusion among the patrons of the line."

Over sixty-five of the nation's largest local transit systems are now using the fare-box method of collection. These include the Newark, N. J., Public Service Coordinated Transport System, which carries approximately 700 million revenue passengers annually; the Cleveland Transit System with 492 million revenue passengers a year; the Third Avenue Transit Corporation of New York with 435 million annual revenue passengers; the Detroit Street Railway with 430 million revenue passengers annually; the Metropolitan Transit Authority of Boston with 433 million revenue passengers annually; the St. Louis Public Service Company with 400 million revenue passengers annually, and the Capital Transit Company of Washington, D. C., with 410 million revenue passengers a year.

The New York subway system collects most of its fares at turnstiles.



THE SMILES on the faces of Peggy McCarthy (left) and Alice Wallensack, general office employees, seem to indicate they like the new type fare boxes. The small box in the center of the picture is the type used on the new CTA buses recently put into service on Harrison street.

RECENT SERVICE IMPROVEMENTS

CONTINUING ITS POLICY of major improvements in local transportation, the Chicago Transit Authority recently substituted bus service for streetcar operation on five existing routes. For the convenience of commuters during the morning rush hours, two special downtown bus services were placed in operation early in March.

These transit improvements are the first to be put into effect in accordance with the program announced by the Chicago Transit Board for the first three months of 1948.

59th-61st STREET—February 15—Extension of the line to provide direct transfer connections at Pulaski road and at Stony Island avenue. Buses operate from Pulaski road on 59th street to State street, south to 61st street, east to Blackstone avenue, north on Midway Plaisance, and east to Stony Island avenue. The West 59th street bus route, previously providing service between Central Park avenue and Cicero avenue, operates between Pulaski road and Cicero avenue.

PERSHING ROAD—February 15—The new service represents the consolidation of three former services; the W. 38th streetcar line, the Pershing road streetcar line, and the Pershing road bus. Through bus service now operates on Pershing road from St. Louis avenue to Lake Park avenue.

HARRISON STREET—February 29—State street to Central avenue. Extension of Adams street branch, operating eastward on Monroe street, to State street, making direct connection with through local and rapid transit service. Westbound the buses on this branch run on Adams street.

The Harrison-Van Buren route remains as at present. Through service on the Harrison-Monroe-State route operates from 5 a.m. to 8:45 a.m. and from 2:30 p.m. to 6:40 p.m. on weekdays and from 5 a.m. to 8 a.m. and from 11:50 a.m. to 5:20 p.m. on Saturdays. From 8:45 a.m. to 2:30 p.m. weekdays, and 8:00 a.m. to 11:50 a.m. on Saturdays, shuttle buses operate between Harrison-Racine and Monroe-State.

26th STREET—February 29—South Parkway to Halsted street.

31st STREET—February 29—Extended westward from Pitney court to make a direct connection with the Ashland avenue route. The eastern terminal is Ellis avenue.

ON MARCH 1, a special Union Station-Downtown service was inaugurated between 7:40 a.m. and 9:00 a.m. Buses start from Union Station, run east on Adams street to State street, south to Van Buren street, west to Clinton street, north to Adams street, east on Adams to Union Station.

A SPECIAL UNION Station-North Western Station-North Loop bus service, supplementing the Canal-Wacker operation, started March 1, between 7:45 a.m. and 8:35 a.m. Certain Clybourn avenue buses operate west on Adams street from State to Franklin, south to Jackson boulevard, west to Canal street, north to Randolph street, east to Wacker drive and east on Wacker to Wabash avenue.



MISS CATHERINE JOYCE, Woodlawn Chrysanthemum Queen, cuts ribbon at recent dedication ceremonies marking the substitution of buses for streetcar operation on 59th-61st street. Immediately to the right of Miss Joyce is James R. Quinn, CTA Board Member. In the center, rear, left to right, is T. B. O'Connor and Dave Flynn, Assistant Superintendents of Transportation for CTA.

MECHANICS TUNE UP AT CTA MAINTENANCE SCHOOL

ABOUT THREE YEARS ago the idea of a training school for bus and street-car maintenance men was conceived. In May of 1947, this idea became a reality when the first class, composed of bus foreman and assistant bus foreman, was held in the old Division street station, 2359 West Division street.

Supervisory men were selected as the first to attend the school because the arrival of new, modern buses and street-cars made it essential that they have a thorough understanding of the maintenance problems involved and could pass this information on to their forces to maintain high availability of this new equipment.

THE WORKING PARTS of a live model Twin bus engine are all properly tabbed. At the left of the engine (see above picture, center background) is dynamometer equipment which will simulate any desired traffic condition—hill climbing, full load, etc.—to determine reaction on the engine during actual driving.



A GROUP OF mechanics attending the CTA maintenance school learns about torque converters in this class. Operating models and full-size breakdowns of equipment are used to supplement lectures. In the background (left) is the instrument panel for a live model Twin bus engine (see below). A cutaway of a Twin engine with torque converter is shown in the right foreground.

The fast delivery schedule of this new equipment made it necessary that a large number of mechanics be immediately trained to keep abreast of developments. The foremen were so

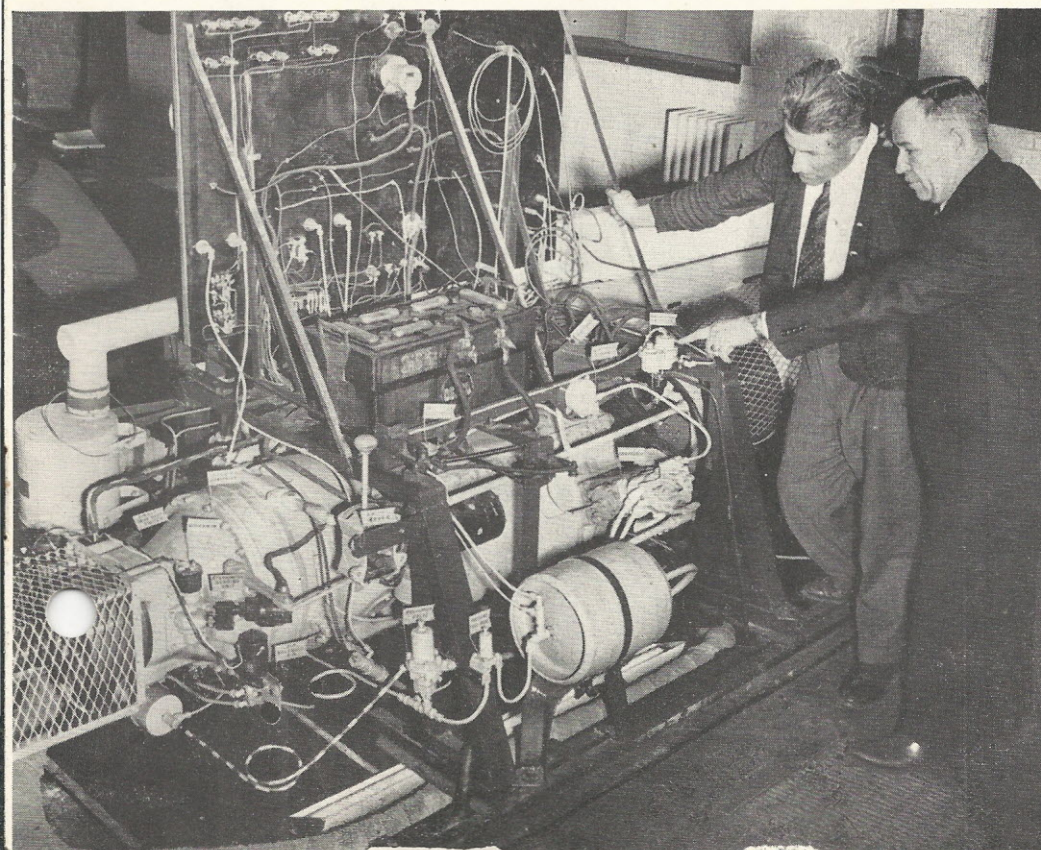
impressed with the value of the school that their enthusiasm helped to sell the idea to their men.

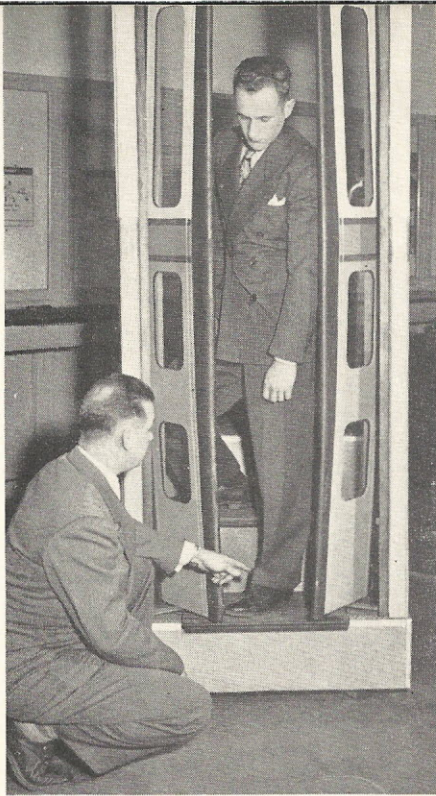
As additional classes were added, more instructors were required. To meet this need, students who were outstanding and had the ability to pass their knowledge on to others were chosen to be teachers.

Three major courses—mechanical, electrical and torque converter (automatic gear-shifting)—are included in the curriculum. The two former are 96 hours each and the latter 48 hours. Minor courses, covering accessories, are also included. The time necessary to complete the latter differs according to the subject.

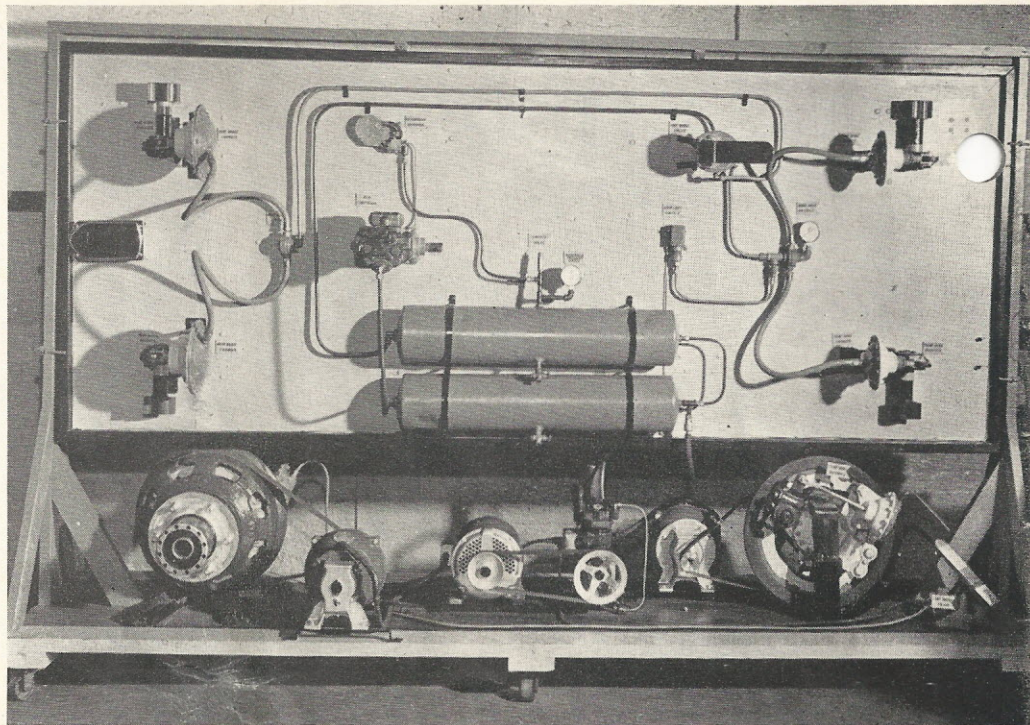
Instruction is started from basic theory and runs into practical application. In order to give individual attention to each student, classes are kept small in size. Periodic examinations are given as the material is covered to determine that the subject under discussion is presented in such a manner that it is completely understood by all.

In order to apply theoretical knowledge to practical, everyday work, an array of full-size working models of





THE AUTOMATIC OPERATION of a center exit treadle door of a PCC streetcar is checked by instructors. Working models of other parts of PCC equipment are extensively used at the school.



BRAKE DEMONSTRATION BOARD which rotates on a pivot. Mounted on one side is an old type brake system and on the reverse side a modern braking system. This board enables the instructor to demonstrate and explain the mechanical operations which take place when brakes are applied. Slide films are used to supplement live models in teaching the basic mechanical and electrical theories.

various types of equipment pertaining to buses and streetcars was assembled.

From the original classes, composed of about 10 students, the school rapidly expanded. The slightly more than 200 men currently attending now fill it to capacity. Arrangements are made for these students to attend during regular working hours.

Seeing what was being accomplished in the way of instruction, equipment manufacturers requested and received permission to have their representatives demonstrate and explain the operations of their products to the instructors so this information could be passed on to all mechanical personnel.

The fast expansion of activities at the school soon taxed its facilities and, to obtain more classrooms, the first two PCC cars experimentally used on Madison street were rehabilitated and converted into modern classrooms. Additional space will be needed soon.

Such a tremendous interest in the school has been taken by the mechanics that they are all eager to attend. Unfortunately, classroom space is limited and employees are forced to wait their

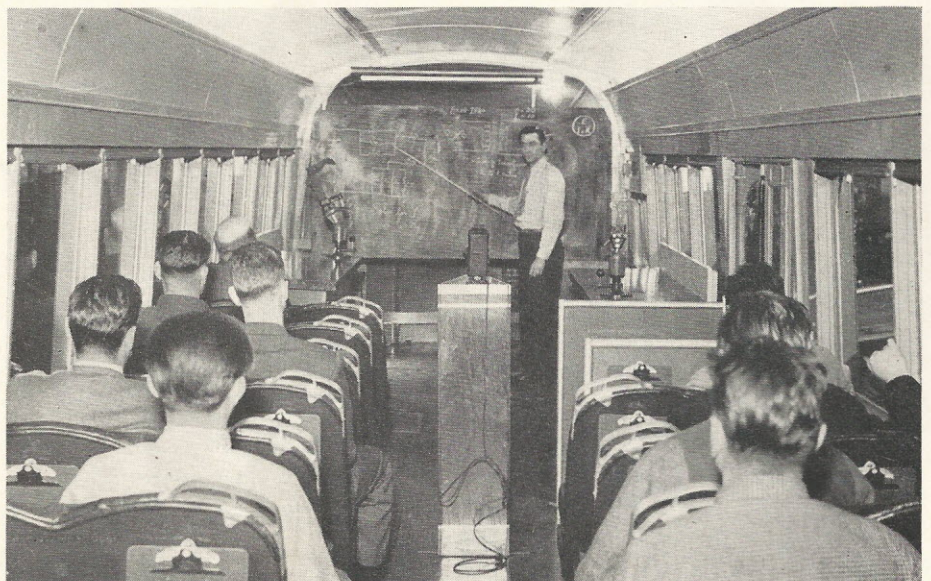
turn. Eventually, all the men will be given the opportunity of taking advantage of this schooling.

Cooperation between the Transportation and Maintenance Departments is emphasized by meetings held in the school at which various topics affecting both departments are discussed.

Future plans call for the construction of additional pieces of equipment

to be used for demonstrating purposes and an advanced course to keep pace with changes and improvements in equipment.

THE TWO ORIGINAL PCC streetcars, experimentally used on Madison street, have been converted into classrooms. A swinging blackboard with a motion picture screen over it has been installed in the front of this car. A movable pedestal for a projector is shown in the center.





PRESENTING TO THE PUBLIC the recently adopted official identification insignia of the CTA are, left to right, Joe DeLong ("L"), Helen Blowers (general office) and George Evans (Surface).

The new insignia will replace the CSL and CRT symbols on all present equipment—1,600 rapid transit cars, 3,200 streetcars, 958 motor buses, 150 trolley buses—and will be displayed on new equipment as it is put into service. It will also be used on official badges, uniform buttons and stationery.

The modernistic design tends to emphasize the CTA's current and long-range programs for modernization of its equipment and facilities. The distinctive horizontal "speed lines" express the CTA's other major objective—the building of an attractive, reliable and faster transit service.

The emblem appeared on the masthead of the February issue of **TRANSIT NEWS**. Up to that time it had not been used for any public display.

the various benefits of combination rides, is being prepared for our riders. Employees can aid in this program by calling attention to locations where transfers should be made.

NEW PUBLICATION FOR OUR TRANSIT RIDERS

"**RIDER'S READER**," a new publication for CTA riders, made its debut in March when it was placed in "take one" boxes on all streetcars, buses and elevated-subway cars.

The pamphlet will be published at frequent intervals to inform our passengers of the improvements being made and planned for their comfort, safety and convenience. In connection with this new feature, a series of ceiling cards have been placed in all operating equipment stating important messages that are outlined fully in the "Rider's Reader." This policy will be followed with each issue.

The "Rider's Reader" consists of four pages and is printed in two colors, carrying the CTA emblem on the masthead.

APPOINTMENTS IN ACCOUNTING DEPARTMENT

EFFECTIVE FEBRUARY 1, *Harry E. Tannhauser* was appointed revenue accountant, in charge of revenue accounting functions, reporting to the general accountant. *Robert L. Hill* was named assistant revenue accountant. These appointments were announced in a bulletin dated February 1, issued by *J. H. Finch*, general accountant, and approved by *C. A. Whonsetler*, comptroller.

COMBINATION RIDES SAVE TIME

LET'S SAVE TIME for our riders! Employees can do this by encouraging the "combination ride habit" now.

Riders can cut many minutes from their travel time in the city and adjoining communities through joint use of the surface and elevated-subway lines. Employees can aid them by calling this combination ride service to their attention.

Passengers should use CTA streetcars or buses for the shorter portion of their trip—to or from the nearest "L" or subway station. The longer part of their ride should be made via the rapid transit.

When paying their fares, riders may obtain transfers which will permit them to use either elevated or surface service. The transfer from one type of service to the other can be made where lines cross, converge or diverge.

A series of advertisements, describing

TRANSIT NEWS

VOL. 1, NO. 4

PUBLISHED BY AND FOR EMPLOYEES

OF CHICAGO TRANSIT AUTHORITY

—ADDRESS COMMUNICATIONS TO

PUBLIC INFORMATION DEPARTMENT,

79 W. MONROE STREET,

CHICAGO 3, ILLINOIS



101



83

Inquiring REPORTER

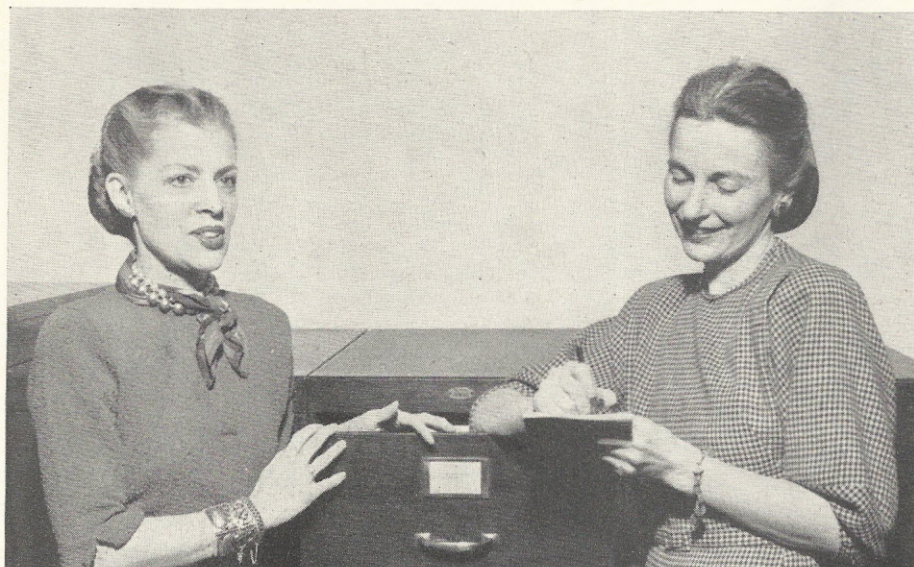
Question

What has the Red Cross meant to you?

Place

General offices.

JULIE PRINDERVILLE, MARY CLARKE, CAROL SCHULTZE and DON LEMM, Reporters.



(Above) **VIRGINIA LEE BALDWIN**, Engineering, 79 W. Monroe:

"The Red Cross taught me the fundamental duties of a nurse's aide. During the war I used that knowledge in working as a nurse's aide at St. Luke's, Little Company of Mary and at Presbyterian hospitals. Wherever I am needed in the future, I am always willing to again help out as a nurse's aide."—Reporter *Mary Clarke*.



(Left) **JOHN J. HOWE**, Training and Accident Prevention:

"I had one experience with the Red Cross I will always remember with gratitude. When I received a medical discharge from an infantry camp in Alabama, the Red Cross efficiently arranged for the shipping of my personal belongings and rendered valuable advice regarding the problems connected with returning to civilian life."—Reporter *Julie Prinderville*.

SEE FRONT COVER

Reporter Don Lemm

MRS. DORIS COUGHLIN, Bookkeeping:

"The Red Cross has meant a great deal to me. They came to help in time of need. My mother was taken seriously ill and was rushed to the hospital. She needed a blood transfusion immediately and the Red Cross had made possible the use of blood plasma to be given in cases such as my mother's. I can never praise the Red Cross too much."

JOE ADELIZZI, Payroll:

"During the war, in the Okinawa campaign, a shell fragment shattered my arm, causing me to lose much blood. Nine transfusions were necessary to keep me alive. The blood and plasma were obtained through the Red Cross blood banks in the United States."

(Below) **GEORGE J. MACAK**, Purchasing:

"I think the Red Cross did a good job in keeping the boys in uniform occupied during their free time and in obtaining emergency leaves of absence. Through the intervention of the Red Cross, a fellow in my outfit left Korea by plane to

arrive home in three days to see his mother, who was seriously ill. Had his request for leave gone through regular army channels, it would have taken him at least four weeks to go home."—Reporter *Carol Schultze*.



THE INSIDE NEWS

— AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

BOWLING MEDAL WON BY JULE LELLINGER

ACCIDENT INVESTIGATION — *Jule Lellinger* has proven to be a champion bowler by winning the bronze medal awarded by "The Sun and Times" newspaper. He received this medal for his series in the Randolph league.

It is great to see *Rosemary Marrera*, *Dennis J. Crowley*, and *John Daly* at their desks once again. All three were ill for several weeks. *Grace Johnson* has been on the sick list. During her illness the girls sent her a beautiful robe, which she enjoyed receiving. A welcome is extended to our newest employee, *Howard Clark*.

Eleanor Cal is right in style looking like a Miss "Gibson Girl" . . . she wears a white blouse with a black tie, and a black ballerina skirt. She plans to take the vows in April, naming her future partner as *Richard Bonk*.

A group including *Rosemary Marrera*, *Louis Marzullo*, *Sylvia Gorske*, *Richard Lisecki*, *Mildred Matlow*, *Al Martin*, *Connie Tierno*, *Mike Vitale*, *Katie Muscato*, and *Joe Muscato*, went to a St. Valentine Dance at the Lorraine Ballroom.

Our reporter "M," *Mildred Matlow*, appeared on radio station WGN February 14, 1948, to commemorate "Lithuanian Independence Day." She sang with a group known as the "K of L."

—"M & M"

NEW BURGLAR-PROOF CAGE INSTALLED

BURNSIDE—In the trainroom, something new has been added! We mean the newly installed burglar proof cage, to be used as the office of the Burnside Credit Union. This makes for conveniences as well as dispatch in the transacting of business. Also, there is an entire new corps of officers in charge now.

SIGNS of SPRING—At this time of year we are all looking forward to the return of spring and how eagerly do we seize on the smallest sign that winter is nearly gone. Here are some never failing tokens by which we can truly for-



M. V. MORTON RETIRES AFTER 57 YEARS' SERVICE

ON JUNE 23, 1891, a young lad of 15 years was hired as an office boy by the Chicago Street Railway Company, now part of the CTA. On Tuesday evening, February 24, 1948, almost 57 years later, this same "lad," *Merville V. Morton*, was honored upon his retirement as assistant treasurer at a surprise testimonial dinner attended by 95 fellow employees, relatives and business associates.

The dinner climaxed one of the longest service records ever achieved by a surface lines employee. In remembrance of this long association, Morton was presented with a portable radio and a two-piece, matched luggage set. Among those who attended the ceremonies were his wife, *Emma*, and three of his six sons and their wives.

Mr. Morton was born on the west side of Chicago in 1876. On July 1, 1899, he was appointed chief clerk of the treasury department, and in 1914, when the surface lines were consolidated, was promoted to assistant treasurer, the position he held until his retirement.

His son, *Robert*, has been employed in the Accident Investigation Department of the surface lines for five years. At one time or another, all six of his boys worked for the surface lines.

Mr. Morton, who resides at 129 Iroquois Drive, Westmont, Illinois, plans to make good use of his new radio when he relaxes at his favorite hobby—gardening. He has one of the prettiest gardens in his community and intends to give it all of his leisure time.

In the picture above, *Merville Morton*, third from left, and his wife, *Emma*, are shown with gifts presented to him by fellow employees. At the right is *Walter J. McCarter*, General Manager. Extreme left is *James Norton*, Paymaster, Surface Division.

cast that spring is just around the corner: rumors that buses are just in the offing for Burnside . . . *Bill Lewis* coming out without his overcoat . . . *Phil (Frenchy) Valaincourt* preparing to open up his summer home at Steger . . . *Rudy Nebles* looking over the greenhouses and flower beds and 85 per cent of us sniffling with a cold. Oh, yes! it's just around the corner.

Happy to report that almost all of our sick are either back on the job or improving nicely.

Conductor *Michael Joseph Mulcahy* has been acting in a very suspicious manner lately. The several days' vacation he took last month was scarcely time to visit Niagara Falls. Come on fella—fess up, so we may congratulate the lucky lady. —"FURGIE"

MISSING—ONE STREET-CAR ON BROADWAY

DEVON—Motorman *Joe Krause* makes all his week day trips on Clark street. On Sunday he makes his first trip on Broadway. One Sunday when he arrived at Diversey and Clark going north, he continued on Clark instead of turning onto Broadway. The supervisor was a little worried about the missing streetcar.

The traffic drive on jay-walking started March 1. We really need these traffic drives. Our thanks go to General Manager *Walter J. McCarter*, who presented the traffic problems to the Traffic Safety Council last November.

Relief Clerk *Al. Rohode* took a trip to California for his vacation. *Bill Piastrelli* also went to California. *Bill Dressler* recently returned from a long trip out west.

Frank Clark, our new janitor, really is on the ball in keeping the train rooms clean. *Chappy* is the chief coffee maker at Devon for the clerking staff. On these cold mornings it really hits the spot.

Our superintendent, *Phil Smith*, was on the sick list a few weeks ago. Conductor *Charlie Eggert* had an auto accident and was taken to the hospital. *Harry Esterly's* wife was very sick in the Illinois Masonic Hospital. Your reporter is now out of the hospital.

—CHARLES SAKLEM

ANNUAL DINNER TO HONOR RETIRED EMPLOYEES

ELECTRICAL (SURFACE)—Hear Ye! . . . Hear Ye! The department's annual dinner to honor retired employees will be held at the Graemere Hotel, 3400 West Washington Boulevard, on April 29, at 7 P.M. Keep the date open. You may secure your tickets now from the committee at a cost of \$5.00 each.

Thomas Tapling, Line department, was married to *Effie Brebner* of Chicago on February 7 in St. Lucy's Church. The happy couple spent their honeymoon in Springfield, Illinois. *Anne Jennings*, general office, resigned her position to

take up the duties of housewife . . . *Bruce Dinter*, Line department, is on a leave of absence in the Naval Reserve and is now sailing the high seas . . . *Frank Klebber*, Line department, is back to work after a long illness.

—“ANDY”

RAPID TRANSIT—*Ralph A. Tannhauser*, laborer, recent addition to our department, has just been married to *Jessica R. Doak* at the home of the bride's family in Buchanan, Michigan.

More good news is in the return to duty of *Gus Ristau*, light maintainer, and *George Elliott*, power supervisor, both looking fresh and peppy after a long siege of illness. They got back just in time to help work CTA out of the March 1-2 blizzard.

Line Foreman *Bob Conroy's* mother, 79, took a fall and cracked her hip. In good humor, she is resting comfortably and expects a speedy convalescence.

On March 1, we were happy to welcome two Rapid Transit old-timers (though young in years), *George Kelly*, telephone clerk, and *Charley Krotz*, telephone engineer, due to a transfer of their functions into our department. This is not Charley's first tour of duty in the Electrical Department, having been the “L's” ace telephone maintainer many years ago, during which time he earned the nickname, “Sparks.”

Another return to the Electrical Department is *Louis P. Anasenes*, lineman, after an absence of almost two years in another business. Louis helped open State street subway.

—GEORGE KRAMBLES

JURY DUTY TO GET ONCE-OVER

GENERAL OFFICE (Monroe)—*Lee DeSutter*, specifications department, was serving on the jury in Circuit Court. A line has already formed to the right awaiting to hear about her experiences.

St. Valentine's Day will be recorded in *Marian Weinrauch's* (employment) diary as a day never to be forgotten. It was this very romantic day that *Joseph Griseto* chose to present a pretty diamond ring to Marion. It will be Mr. and Mrs. on June 26 after the ceremony at Visitation Church.

EVERYONE INVITED TO ANNUAL BOWLING PARTY

DANCE MUSIC AND entertainment specialties, coupled with the spirit of good fellowship, will be the main attractions at the 33rd Annual Bowling Party to be given by the CTA Rapid Transit Division Men's League on Thursday, April 29, beginning at 8:00 p. m., in the Grand Ballroom of the Ashland Boulevard Auditorium, 1608 West Van Buren Street. The party will climax another successful season and employees from both the Rapid Transit and Surface Division, as well as their friends, are invited to attend.

Previous parties have always received outstanding praise and this year will be no exception. The best professional talent available will be featured in the stage show and a name orchestra will provide music for dancing.

Admission is \$1.00 per person, including federal tax.

William C. Janssen (engineering) bid goodbye to us on February 15 when he returned to the University of Illinois to resume his studies in electrical engineering. We hope Bill will be back with us again when he receives his degree . . . *Robert Link*, also of this office, has been assigned to special duties at Clark and Division in the Ways and Structure Department of the Surface Division.

Edna Linderoth, (Law Department) sends greetings from Florida where she is vacationing. Her co-workers report that the department is having its face lifted—what with new walls being erected and the old ones being torn down—they can honestly say they've been plastered while on duty.

Patrick Lee, special officer who worked out of the Transportation Department and for many years worked in the Loop, died February 14. He was a great “Patrick” and will be long remembered for his wit.

The specifications department rolled out the welcome mat for two new employees. We're glad to have with us *Jack Jobaris* and *Evan Olmstead*.

Wm. Robert Wilson, son of *Harrison D. Wilson*, assistant electrical engineer, stationed at Neurenberg, Germany, has been promoted to staff sergeant. He has charge of obtaining engineering materials for construction and maintenance of court rooms in the palace at Neurenberg where the world court trials are now on. He was present in the court when the decision to hang Nazi leaders was handed down. He is following in the footsteps of his father,

who was a colonel in the Engineer Corps in England, Africa, Sicily and Italy in World War II.

Our sincere sympathy is extended to *John E. Sullivan* in the loss of his brother, *Joseph Sullivan*. Burial took place Feb. 25.

After serving many years with the BOSE and CTA, *Ralph H. Rice* will retire on March 1.

Mildred Bykowski (Budget), who is attending evening classes at DePaul University, was recently elected to the office of Corresponding Secretary of the Council of the Evening Commerce Club.

Homer McElroy (Budget), is a grandfather again—so no more leaping for the phone.

—MARY CLARKE and JULIE PRINDERVILLE

JACKSON—Real Estate is an up and coming department in more ways than one—*W. T. Roser* became a proud grandfather of a baby boy and *Blanche Simundza* left to wait for that storkly visit. Not to be outdone by *Mr. Roser*, *John J. Cushing* of Property Accounting, also became a grandfather. *Ivan Miller* took advantage of the three-day holiday by going down Peoria way . . . Wedding bells pealed for *Irene Gushes* (Purchasing) and *Pete Peterson* (39th and Halsted) on February 14 . . . Friends of *Myra Booth* (formerly of Purchasing) will be pleased at the news of “It's a Boy!” . . . *Virginia Allfouse*, (Claims & Damage Department) recently received a beautiful engagement ring from *Al Puccetti* . . . At present writing, we are all wishing *Kathryn Gormley* (Purchasing) a speedy recovery from her operation.

—BRENDA & COBINA

JIU JITSU EXPERT DOWNED BY THE “KERRY FLIP”

KEDZIE—Back in the early 1900's, *Conductor John Clark's* father was a rookie on the Chicago police force. The Commissioner at that time imported an oriental Jiu Jitsu expert to teach his men the easy way of self defense. During the lesson, all of the class was neatly downed by the expert and Mr. Clark, Sr., asked if he might try. Given permission, John's father threw the expert seven times with his “Kerry Flip.”

Our champion softball team will soon be wearing their new jackets that *Manager Tom Cooke* engineered for them. They have a gold background with blue letters.

Herman Giannelli's son made with a tonsilectomy and is doing fine without them.

Mrs. Tajdus, mother of *Motorman Fred Tajdus*, was recently hospitalized for a serious operation.

Sincere sympathy to *Motorman Ed. Riley*, our Credit Union credit committeeman, whose mother passed away recently; to *Tom* and *Mrs. Hurley*, whose little daughter *Sheela* was taken in death; to *Frank Stepanski*, whose mother died; and to *Clarence Popp* in the death of his father.

A truck was stalled in front of *Walt (the Prime Minister) Churchill's* car on Madison St. Walt didn't want to wait for help so he got out and pushed the truck

TRAFFIC TIPS AND QUIPS



which started after rolling a few feet. The driver thought he had been pushed by the car. That is not fat bulging from the Church-ill uniform.

With the excellent cooperation of Supt. Clint Sonders, Assistant John McCarthy, Chief Clerk Charlie Starr and officials of North Ave. station, the transfer of a detachment of our men was made, and the first bus rolled east into the dawn Feb. 29. Harrison Street, known as the "Kerry Patch," (most of the men who manned the cars from the beginning of Surface line service, were from Ireland) is now one more stride in modern, comfortable service. At the same time, the arrival of the new streamline cars with rear entrance kept the Madison Street crews busy with operation and safety instructions.

To you fellows who have transferred to North Ave., we say so long, and good luck. That's a nice station, too; Clerk Sy Glass showed me around over there when I had nose trouble and stopped to look it over. It's been reported they use midget autos to get to the outlying bays over there.

Raymond Joseph Snell weighed 6 pounds and 7 ounces when he was received by his proud father, Conductor Ray Snell and his happy mother Mary. The only kick came from Myron (Bunny) Her-rick and Sol Gallo, who had to get up at 8:00 a.m. to pay the postman two cents due on the



BUS OVERHAUL BOWLING LEAGUE

MEETING EVERY Monday evening, these members of the bus overhaul division, West Shops, are staging a nip-and-tuck battle for the bowling championship in their league's first year of competition.

At the time of this writing, three teams—Technicians, Machinists and Hot Rods—are in a mad scramble for the top spot. Joe Ninkavage and Bill Woss are possessors of the highest individual averages and Bill O'Brien and Paul Pancotto are holders of the two highest three-game series, respectively.

Anyone wishing to see the boys in action can find them at the Lorraine Recreation Bowling Alleys any Monday evening at 5:30.

birth announcements. Ray had put one and one-half cent postage on them.

Al Maro says that a little old lady told him to mention his Conductor's (Ken Gillespie) cute personality to him. Al asked her name and she said, "I'm his grandmother." Later he found out she really was Ken's grandma.

Mike Urganus has been appointed Credit Union collector. In order to give you full time service in the back room from 9:30 A.M. to 3:30 P.M., either Ted Heffernan, Mike Urganus or Paul Rosenstrator will be there. "Rosy" will be eating his lunch at all times but he uses one hand for eating.

When Joe Smith brings his check home, Ruthie coaxes herself to lay ten dollars on the table and say, "Here's yours, dear," and then engages him in conversation before he pockets said ten. Suddenly Ruthie asks Joe for ten singles presenting a ten and Joe goes off wondering where he lost his ten dollar bill. Later she slips him a five and tells him to be more careful with his money.

Clerk Joe Costello is orating as to how he's the crown prince, or

something, of Ireland since the recent elections in which one of his affinities was elected Prime Minister.

—JOE SMITH

HEAT WAVE RESULTS IN COLD HEADS

LINCOLN—That last "heat wave" we had, it was surprising to see the number of haircuts that were acquired, only to be a disappointment to those who took the chance. They all vow they will wait until the 1st of August for the next clipping.

Our day janitor is in the market for a good sized apartment. If anyone has information that might interest him just look up Bill Fox. If he can't be found, see instructor Larry Stephen, as he is the appointed treasurer for Bill.

Motorman Bill Griman feels that he can't come to the depot when he hasn't his uniform unless his son is with him. Guess the reason for that is his sport jacket doesn't have as many pockets as the uniform.

—LARRY HIPPERT

LUCKY PEOPLE TAKE WINTER VACATIONS

LOOP—Gertrude McCarthy and Lillian Scott spent their vacations in California. Lola Burkinga spent her winter vacation in sunny Arizona and hopes that some day she will make her home there.

R. N. Griffin, Loop superintendent, is back at his desk after a brief illness.

Still on the sick list are, Clara Shaler, Ann McGeeney, Ann Crowe, Francine Larkins, Mary Brown, Dorothy Madigan, Peter Zoch, Wm. McGeen and Al Housman.

Welcome back to Peggy Hansen Steffen who was married to Robert J. Steffen, none other than the grandson of Mrs. A. Lane of the North Side section. The marriage took place at 11:00 a.m., January 24, in St. Ignatius Church.

—FRANCES BRANDL

HE CAN DANCE, TOO

MAINTENANCE OF WAY, (METROPOLITAN, LOOP AND LAKE)—Jimmy Murphy surprised everyone with his ballroom dancing at the last "L" post meeting. He also came out with a fine Irish tenor voice.

Mrs. Walter Messer, wife of Walter, Sr., and mother of Walter, Jr., died February 14.

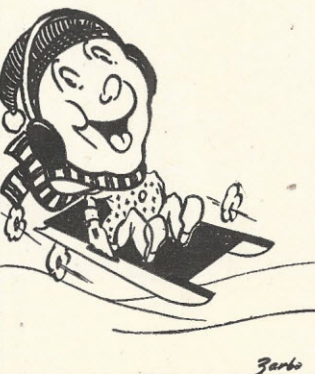
Percival MacDonald is strutting about in his new Chevrolet and is offering rides at a nominal fee to his friends. A hearty welcome to Bob Klavinski and Ed Heffernan, our new employees at Laffin street. Joe O'Donnell has returned to work after his recent illness and is doing his old job with new vim and vigor. Howard Angell, the gentleman farmer from Michigan, is sporting a new Buick. H. West, Sr., is proud of the litter presented to him by his Spitz dog, Rosie. He now has three wine-colored pups and one black. He plans on giving them away.

—JACK O'REILLY

TRANSITAD FOR SALE

Ten cemetery lots located in Cedar Park Cemetery. Very reasonable. Write or call Charles Greer, 738 Briar Place, Chicago 14, Illinois, Eastgate 2750.

**PAYROLL SAVINGS MEANS
S-M-O-O-T-H
SLEDDING.**



**Buy U.S. Savings Bonds
REGULARLY**

SPEEDY ACTION FOR HEART ATTACK VICTIM

METROPOLITAN — When *August Bonette* had a heart attack on an eastbound Garfield Park elevated train, *Conductor H. Schlupp* notified *Towerman Dan Hayes* at 8:45 A.M. at St. Louis, then *Motorman George Shaller* "put the handle down." At 8:54, *Captain Reese* and *Pulmotor Squad 2* of 112 N. Aberdeen met the train at Marshfield station to rush the victim off the train for treatment.

If you think that more speed could have saved him, then try the above schedule on your motorcycle, taxicab or airplane.

Conductor John Veltrie has two sons, *Mike and John*, also in the transportation department.

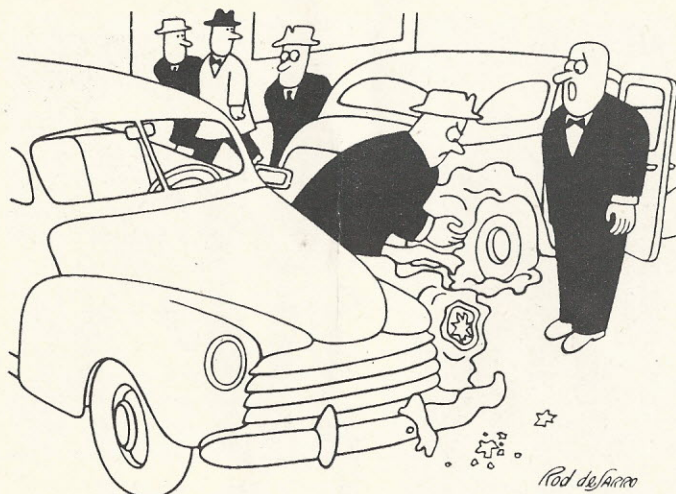
At least twenty other employees like their work well enough to bring another member of their family with them.

Switchman Jake Jacobson has a new sea-green Chrysler. He says it just floats along. Now if the payments do not sink him—

Trainman T. J. Kolman already has asked a tower permit for his new son. That puts him one up on *Chester Tarasger* who is accepting congratulations for the same reason.

Trainman John Willi has twice as many children to tell of his being shot while attempting an escape from a German prison camp—now that the twins *Sam and Thomas* have arrived.

Lady Luck laughed out loud when *trainman Clarence Spindler* won a G. E. refrigerator. Perhaps she meant to change his single



"I figure we're too near the same height and weight for either of us to be to blame"

status. Anyway his address is 1923 S. Harvey Ave., girls.

The responsibilities of the bride's father were lightened for *Gateman Adam Stresen* when his daughter *Betty* was chosen Queen for the day at the Coliseum Sports Show. Returned from her trip to New York City to select her gift trousseau she found many household articles awaiting also.

SAFETY STILL FIRST

Remember when *President B. I. Budd* of the Elevated Railroads started the safety bulletin back in March of 1914? That was when *Dr. H. E. Fisher* sent out the first aid boxes. Perhaps *A. F. Waters*, *A. Ross*, *E. L. Rook*, *M. Belenski* or *E. T. Baer* drilled your first aid team. At the Central "Y" safety meetings we were entertained by talented fellow-workers along with learning to live and help live.

The Safety First movement is old—and very up-to-date.

HEAVY TRANSIT

Elevated service tries to deserve the title Rapid Transit. Here is why it is not easy: in the Wells Street Terminal (near Jackson) alone, 164 trains comprising 648 cars are switched in to unload during an ordinary rush hour (between 7:05 and 9:05) says *Metropolitan Trainmaster Con Loughery*.

Both the public and the management want six miles of cars carry-

ing near 50,000 persons to be moved into one station without delay. It is a nice trick if you can do it.

In the same rush, Marshfield Tower on the Metropolitan clears 290 trains and 672 cars. Perhaps that is not a record for the elevated but it is not light traffic—or slow, either.

Sunday evening, January '25, was a very pleasant one for *Assignment Agent Margaret G. Queenan* (Marshfield) who was given a house-warming by her daughter, *Mrs. J. Kenny* at 106 Washington Blvd., Oak Park. Many agents called to wish her luck in her new home.

—ROY WHITE

FLORIDA SUN-TAN BRIGHTENS OFFICE FOR UNLUCKY ONES

SCHEDULE TRAFFIC — *Gertrude Figge* recently returned from a Florida vacation with a nice tan which makes many of us wish we had picked our vacation during the winter weather.

"*Gene*" *Lukes* sure looks good after his visit to the hospital in California. We hope that you brought Spring back with you "*Gene*." *John Bernbom* recovered sufficiently from his illness to return to his desk.

This department will be located in our new headquarters at "79" by the time this is printed.

—L. C. DUTTON

WHAT KIND OF RESTAURANT IS IT?

77TH—It seems every time *Supervisor Frank Krouse* goes souvenir hunting it's in Rohe's restaurant. *Bus Operator John Phelps* was seen making out running time for the snow plow. *Ed Sink* and *Jimmie Gaskin* have a bowling feud on, but don't forget if you slide down the alley with the ball, it ends that frame.

—R. V. MACK

POLYGAMIST SKIPS OUT ON THREE WIVES

SHOPS (RAPID TRANSIT) NORTH—A liberal reward is offered by *Michael E. Felten* for the return of his philandering polygamist, "*Buck Wabbitt*," who left home February 19 leaving three unhappy wives. Mike says, "If he does not return soon, there will be a shortage of mink coats, next winter."

Our champion bowler, *Tony Drapp*, drew a fourth queen, on February 15, weighing 8 pounds, 2½ ounces, answering to the name of *Kathy Jean*.

Because "*Little Willie Roser*" couldn't get a raise from his boss, *Mrs. Roser* did something about it. She presented him with a seventy-nine ounce, male, income tax deduction, on February 26.



"**BRONCO BUSTER**" *Conductor H. F. Bierda* (Kedzie) claims he's changed from cow-puncher to transfer puncher and from throwing the bull out west to throwing it around the depot. He's pictured here riding a Texas longhorn steer.



"I'm afraid we have distressing news for you, Mrs. Brodie. We've located your husband—alive and well"

Pensioner *Thomas W. Arnold* returned early in February from a vacation in Havana, Cuba, with a story that he caught a 300 pound fish! Why, oh why, does one have to wait until they reach pension age before they can catch a fish, or, think of a story that size?

After putting it off as long as it was physically possible, World War One Veteran *William Griffith*, a very sick boy, was forced to make another of his periodic trips to Hines Hospital.

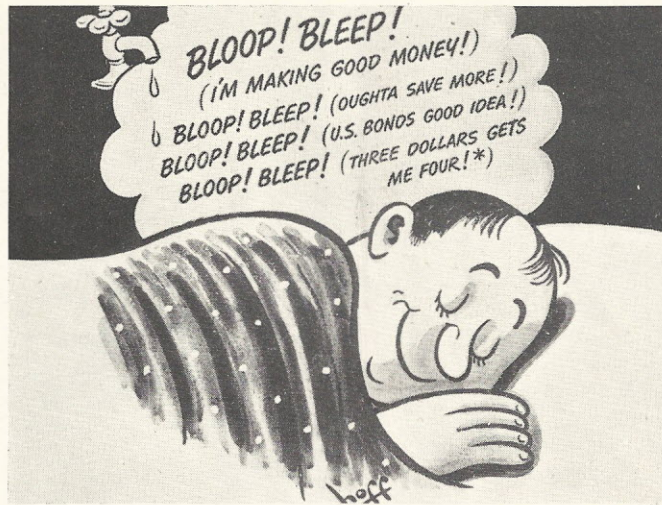
—**LOUIS CORTOPASSI**
LAKE STREET—The patron saint of weather-weary warblers in his neighborhood is *Patsy Williams*, whose winter-time hobby is building bird houses. Pat switches to cabinet-making in the summer with maple as his media.

Every March 20th, from this year on, will be the anniversary of *Sidney Nettles'* promise to "love, honor and bring home the bacon." *Edith Kirkpatrick* is the lucky lady.

Model maker *Lud Polerecky* has shelved temporarily his plans for building a midget motor car. He's going to wait until he locates a used washing machine or lawn mower engine.



This lovely bride is the former *Betty Wirth* (West Shops), who became *Mrs. Herman Smith* on January 10 in St. Stephen's Church. Betty wore a white satin gown and carried a bouquet of white roses with blue orchids. After a reception, the couple left on a honeymoon trip to Florida. The bridegroom is a draftsman in the Electrical Department, general office.



*Convenient payroll savings plan is available to all employees of the CTA.

After converting to oil, *Ernie Fisk* claims that the only practical heating plant would burn gas, coal, wood, paper, oil or used Mail Pouch tobacco packages. In season, of course.

Prospective customers for the "Modern Medical Guide" this month include, *Ray Metcalfe*, *Bill Gegrig* and *Jim Bittourna*. Jim's place in the store was taken by *Duncan Murray* of the "Met."

—**J. D. MARTH**

SOUTH SIDE—Anxious to do his bit for the hospitalized veteran, *Sam Glover* is searching for a 120-key bass, second hand accordion which he will be glad to purchase. Sam can be reached at the South Side shop.

James Karlovsky didn't think he was far enough from the 61st street shop so he sold his home in Cicero and has taken up residence in Westchester. Jim is certain that his rabbit crop will be sufficient to meet all Easter needs.

A baby girl, *Helen*, is the charming new member of the *Oscar Hamer* family.

—**PATRICK WHITE**

ACHES AND PAINS WIN BIG MATCH

WAY AND STRUCTURES—*Paul Anderson*, *Bill Platt* and *John Netti* were bragging about their bowling abilities so *John Flynn*, *Frank Beshk* and *Sylvester Smith* decided to form a team and challenge Anderson's "Hook Ball Artists." Flynn's "Gutter Specialists" won the first and third games, but

Anderson's sparkling 185 saved the second game and the pride of the "Hook Ball Artists." The losers think that they would have fared better if *Scorekeeper George F. Johnson* had used an adding machine. According to the latest casualty list *Smith* suffered a stiff back, *Flynn* a sore thumb, *Beshk* wasn't able to walk up the elevated stairs so he had to take the street car home, *Platt* couldn't drive his car as it was too much of a strain shifting, *Netti* is now using his left hand to comb his hair and *Anderson* was in terrible shape for the next two weeks.

The central division welding crew has been keeping the stork busy. On February 3, seven pound, eight ounce *John Koning, Jr.*, arrived. February 9 brought six pounds, eleven ounces of loveliness (a baby girl) to the *John Fletchers*.

Otto Schumacher, pride of the northern division track department, who has enjoyed more than 50 birthdays, challenged youthful *Paul Anderson* to a match game in bowling and won by 50 pins.

Fire baller "Moose" *Milos*, welder in southern division, has finally reached the pinnacle of his success by becoming anchor man of the track division team in the South Shops bowling league. Remainder of league—beware!

Your scribe is sorry to report that she will no longer be writing this column. I am retiring to take up duties as housewife.

—**BETTY LHOTAK**

GOES BOWLING—BRINGS HOME COFFEE POT

STORES—Luck was with *Rose Mary Brophy* of the Stores office when she went to the bowling alleys January 29. She won a lovely stainless steel coffee maker.

Madelen Prato resigned as of February 13. She and her husband have opened a little store called the "M and G" Grocery at Montrose and Paulina.

One of our former employees, *Frances Conley* (now *Mrs. Harry Mohr*), was blessed with a new daughter on January 27. Her name is "Lynn" and weighs 8 lbs.

Two wedding anniversaries were celebrated during the month of February in our office. *John Woodzick* and wife celebrated their 13th anniversary on February 2. They can remember the date very easily because of it being ground hog day. *Harvey DeBarr* and wife celebrated their 28th anniversary on February 28.

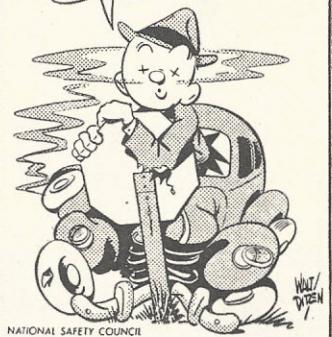
—**JEAN HARTLEY**

PERSONNEL CHANGES MADE IN WEST SHOPS

WEST SHOPS—The congratulatory shaking of hands has been quite the style in the past month at the West Shops. *S. D. Forsythe* left us to undertake the position of chief engineer for the Transit Authority, taking with him *Ruth Monahan*, *Jack Jobaris* and *Evan Olmstead*. *Irving Ptashkin*, drafting room, succeeded *Jack Jobaris* at South Shops, inspecting the new

FENDER BENDERS

IT WAS IN PERFECT SHAPE, TOO—EXCEPT FOR THE BRAKES!



equipment. *John Burke*, drafting room was given charge of the laborers and distribution of materials. Just pay him a visit down in Burke's alley, in back of Store-room No. 1 and see what a sweat shop he's running. But, all kidding aside, he's doing a mighty fine job. *L. G. Anderson*, had better hurry back from his vacation, in Florida, or he won't have a drafting room left. *R. J. Ruppe* is now acting general superintendent of equipment. *E. V. Essington* has been promoted to industrial engineer and *Edwin C. Wendt* to chief clerk. *Carl Gerlach* will be assisting Mr. Wendt. *Leo Jankowsky* was promoted to night foreman, truck shop.

The welcome mat is out to *Clyde Cleinmark*, our latest addition to the office, a new mailboy. Another new baby in the bus overhaul, *Frank Surace*, was born February 18, and weighed 7 lbs., 9 oz.


—MARY CROSBY

TRANSITAD

FOR SALE: One man's overcoat, size 38, like new, \$20. One lady's black Chesterfield coat, size 16-18, worn once, \$20. Phone Nicolous Mootz, Keystone 2612.

WANTED TO RENT
Young couple, expecting "3rd," urgently need 3 or 4-room unfurnished apartment. North or Northwest side. Call Joseph Tobin, Monroe 2890.

THE SMART APPLE STICKS TO REGULAR PAYROLL SAVINGS.



Buy U.S. Savings Bonds REGULARLY

TO THE MINISTRY VIA CTA

SIX MONTHS AGO a young fellow came in to the "L" Employment department looking for a part-time job to help finance his education. As he met all the requirements for a student trainman, he was hired and assigned to the Lake Street section of the Rapid Transit division.

A look at his background shows that *Alastair Cameron Walker* was born in Scotland. When eight years old, his parents took him to Capetown, South Africa. His father is minister of the Baptist Church in that city.

Alastair grew up in Capetown and in his late teens went to work for a shipping agency in Johannesburg. When he felt the call to study for the ministry, he wrote for information to fifty divinity schools in the United States. He was having a difficult time deciding which one to choose when he met two graduates of Northern Baptist Seminary of Chicago. After discussing the matter with them, he made up his mind to attend the same school. He promptly booked passage for the United States and arrived here about 15 months ago.

Now twenty-one years old, Alastair expects to complete his studies in five years. He then plans to return to South Africa to follow his calling.

In comparing South Africa with Chicago, Alastair commented: "The climate is about the same as around here with the exception that snow is a rarity. Once in the last ten years about two inches of snow fell on Capetown and it was really headline news.

"The public transportation in my home town is quite modern with most of the streetcars and buses being of the double-deck type. We have no elevated or subway lines there. At the present time a movement is underway to replace the streetcars with buses."



FROM CAPETOWN, South Africa, Alastair C. Walker works as an extra "L" trainman while studying for the ministry at Northern Baptist Seminary. Through his influence, three other young men from his home town are now enrolled at the same school.

RECENT DEATHS AMONG EMPLOYEES

SOLOMON L. AVANT, 53, porter, Metropolitan. Died 1-14-48. Employed 9-2-23.

CHARLES BIRKEMO, 51, conductor, Devon. Died 1-17-48. Employed 3-9-26.

TIMOTHY J. CRIMMINS, 55, conductor, Cottage Grove. Died 1-6-48. Employed 5-27-24.

THOMAS CUSACK, 55, retired car cleaner, 69th. Died 1-20-48. Employed 11-30-29.

PATRICK J. DUNNE, 58, conductor, Archer. Died 1-7-48. Employed 10-15-11.

MANSON S. FITTS, 60, motorman, Cottage Grove. Died 1-6-48. Employed 2-10-23.

PATRICK FITZGERALD, 64, motorman, 69th. Died 1-25-48. Employed 12-3-09.

EDWARD GLEESON, 48, supervisor, G. O. Died 12-30-47. Employed 5-29-23.

LOUIS GRUBER, 61, motorman, Devon. Died 12-31-47. Employed 4-27-21.

STANLEY GURA, 34, machinist, West Shops. Died 1-1-48. Employed 9-17-41.

JULIUS H. HORN, 63, motorman, Burnside. Died 1-13-48. Employed 10-2-19.

THOMAS KIELY, 61, conductor, Kedzie. Died 1-18-48. Employed 7-12-16.

JOHN KOEPFLE, 51, conductor, Archer. Died 1-23-48. Employed 3-6-23.

EARL LOBDELL, 59, motorman, Metropolitan. Died 1-27-48. Employed 5-6-25.

BERT MATOUSEK, 62, conductor, Lawndale. Died 12-28-47. Employed 2-2-10.

ANDREW McGOLDRICK, 53, motorman, 69th. Died 1-14-48. Employed 2-17-20.

JOHN J. McINERNEY, 55, conductor, Kedzie. Died 12-25-47. Employed 10-7-15.

EUGENE McKENNA, 77, motorman, Lawndale. Died 12-14-47. Employed 4-25-03.

ALBERT C. MOE, 49, motorman, North. Died 1-12-48. Employed 7-3-23.

CHARLES O'BRIEN, 60, conductor, 77th. Died 1-24-48. Employed 9-2-13.

ALFRED PEARCE, 67, conductor, 77th. Died 12-26-47. Employed 11-8-04.

LOUIS PLATT, 43, supervisor, Devon. Died 1-15-48. Employed 6-14-29.

WALTER A. RINEHART, 49, South Shops. Died 1-25-48. Employed 2-3-43.

JOHN RUSCH, 54, motorman, Cottage Grove. Died 1-17-48. Employed 5-7-23.

DANIEL J. RYAN, 58, motorman, Cottage Grove. Died 1-7-48. Employed 6-30-20.

LOUIS SCATENA, 48, shop, Metropolitan. Died 1-27-48. Employed 1915.

FRED T. SCHAFER, 62, motorman, Lawndale. Died 1-19-48. Employed 3-6-07.

ALBERT SCHNAIR, 55, investigator, D. A. I. Died 1-15-48. Employed 1-2-19.

JOSEPH SUCANSKY, 48, gate-man, Metropolitan. Died 1-25-48. Employed 7-2-46.

FRED C. ZIMBRICH, 63, conductor, Archer. Died 1-12-48. Employed 9-28-21.



"It's just a little contraption I rigged up to help maw take her cakes out of the oven"



"I can't help it—I just don't like the idea of being raised in jungles that are filled with wild animals!"

ANDY BIANCHINI PASSES OUT CIGARS

NORTH SIDE—The stork visited the home of Train Clerk *Andy Bianchini* March 5 and left a baby girl weighing 6 lbs., 10 oz.

To whom it may apply: Whoever is in charge of tape purchasing ought to order a more palatable flavor. *Collector Bill Sundt* says the glue tastes awful, oh ye!

Collector R. Richardson works so hard he forgets his vital limb, better known as a pipe, on his desk, and he'll fight for his pipe, so don't touch it.

Div. 308 Auxiliary N. S. recently held a social and installation party. The following officers were installed by *D. J. O'Mahoney*, president, Div. 308. *Verna Cullen*, president; *Mae Cronin*, vice-president; *Louise Clinkenbroomer*, secretary; *Jule O'Mahoney*, treasurer; *Lottie Carlson*, chaplain; *Dorothy Carr*, press correspondent; *Marion McHugh*, musician; *Mae Quinan*, warden; *Irene O'Brien*, conductress; *Alice Keane*, *Marie O'Toole*, and *Betty Meer*, trustees. Following the installation, refreshments were served, cards and bunco played.

Former agent *Kathryn Flannery* and *Charles Bennet*, were married Feb. 7. Two of our charming agents, *Lillian Edel* and *Evelyn Gillespie*, were bridesmaids... *Agent L. E. Bentley* is our regular P.M. at North Clybourn... Welcome back to *Agent J. O'Toole* who recently returned after being on

the sick list... *Agent J. Manyham* is on her vacation in Florida... *Agent Mrs. Bernhardt* and son, *John*, spent an early vacation in Cleveland while daughter *Joan* vacationed in Florida... *Agents E. Bonner*, *F. Curren* and *G. Barker* are on the sick list. We wish them a speedy recovery.

Welcome back to *Motorman F. Patterson* and his wife, who spent the past three months in California.

Some of the boys who have been on the sick list for some time include *Conductor W. Volker*, *Motorman E. R. Larsen*, *Collector F. Gribar* and *Switchman E. B. Sweeney*.

—J. J. BALY

SULLIVAN SUCCUMBS TO CALL OF OULD SOD

SOUTH SIDE—*Money-Car Conductor Mike Sullivan* has completed arrangements to visit Ireland.

Trainman Thomas McCarthy has returned from Florida where he attended a baseball umpires school. Look for him in "The Majors" soon.

Agent Josephine Meyer knows all about basketball. Why? Her brother *Ray* is coach of De Paul University, one of the finest teams in the country.

Motorman Pete Valley, better known as "Brother," is now a pensioner.

The stork has been busy bringing a boy to *Trainman Norbert Bonney*; girls to *Trainman Robert Walsh* and *Conductor John Barry*.

Who is this guy, *Eddie Cantor*? *Conductor Thomas Davis* is now proud papa of nine—all girls. Why not start a girls baseball team, Tom?

—ROBERT BROWN

PLUMBERS RETRIEVE RING FROM AIR SHAFT

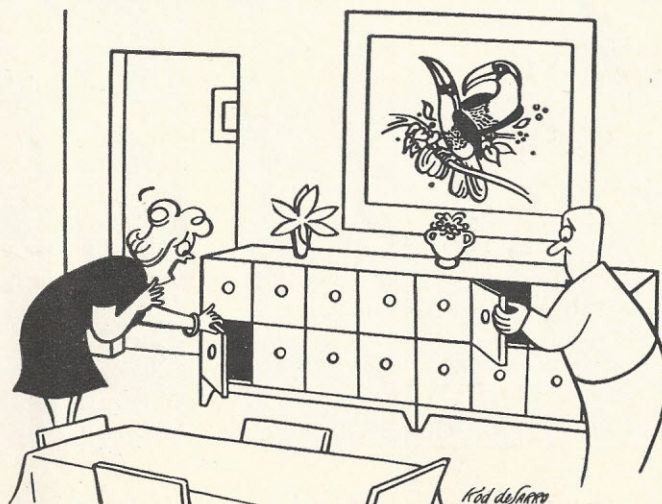
MAINTENANCE OF WAY (NORTH AND SOUTH SIDE)—*Vincent A. Petricca*, our genial road clerk, received a phone call that a ring was lost in a subway air shaft at Walnut street. He immediately relayed the information to his "Ace Sleuths," *Eddie O'Mara* and *Jack Heffernan*, subway plumbers. A short time later, "Jim," the name by which *Petricca* is generally

known, was able to call *Mr. and Mrs. H. Knerrien*, 132 N. Oak Park Ave., and tell them the ring was found

Al Brandt, tinner helper, married *Aline Clausen* of Walnut, Ill., on March 10, 1948, at the Jefferson Park Church. Their friends extended "well wishes" at an "open house" after the ceremony, but the big doings were held the following Saturday at Walnut, Ill.

Eddie Gersch, carpenter foreman, sure is playing in hard luck. It is bad enough that his wife is suffering from arthritis, but now *Eddie* has been home since February 20 with a partial paralysis of the face.

—JIM WALSH



"You take the top row and I'll take the bottom. Junior---bedtime!"

PEOPLE, NOT VEHICLES

The brand of winter we have had this year will serve one useful purpose if it brings home to us the magnitude of the traffic congestion problem. As nothing else could, the buried cars, which, during the Big Snow, were estimated at 10,000, showed the increasingly perplexing problem of the private automobile in congested central urban areas.

It is time that we faced the problem realistically. To a greater or lesser degree no American city laid out to accommodate horse-drawn traffic can be so modified as to make it possible for all drivers who wish to do so to bring their cars into the city's heart, much less park them at or very close to points of destination. To provide such facilities would entail prohibitive costs and reconstruction.

We must realize that the national motor vehicle fleet is going to grow larger, not smaller, and that its very size will preclude its movement into the congested city areas. In certain areas it may even be necessary to prohibit the entry of any cars except those of doctors or of emergency vehicles. Fifty motorists who now require twenty-five automobiles to get downtown could be carried in a single public conveyance at a high saving of street space. In the end, such a procedure will aid the business life of cities and the safety, as well as the nervous stability, of drivers. Easy movement of persons, not vehicles, is the prime consideration in busy districts of cities. We should begin now to revise our thinking accordingly.

Reprinted from New York Times

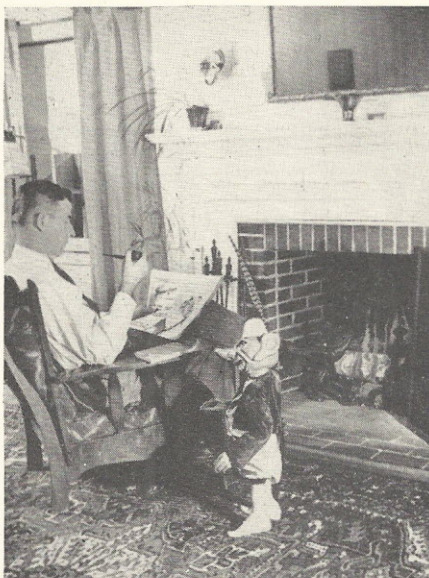
SAFETY QUIZ

1. A car will start a great deal easier on glare ice or in slippery mud if you place the gears in: (a) low, (b) second, (c) high, (d) reverse.
2. When repainting a baby's crib any paint which will cover will be satisfactory. True or false.
3. Do you have a safe container for old razor blades for convenient use?

ANSWERS TO SAFETY QUIZ

1. (c) High. Under any other conditions this would be considered a driving error. Using the gentler gear maintains the light friction which exists between the tires and ice, mud or clay. Be sure, however, that you engage the clutch with all possible care and slowness.
2. False. Since a baby may teethe on his crib, it should be coated with a paint that contains no lead. Lead paint if taken internally is poisonous even though it has dried.
3. Well, do you? A *safe* container for used razor blades would have a cover which could not be removed except with considerable difficulty and from which the blades could not be shaken out.

O'MY, the Accident Maker . . . The Gremlin You'd Like to Blame for Accidents — but Can't



"Take it easy, pal. You've got it nice and comfortable here. It is getting late though. Better get off to bed now before you fall asleep."



"Let me take another look—what a perfect setup for a nice fire in this joint. He forgot to put the fire screen in front of the fireplace when he went to bed!"



Copyright 1947 American Mutual Liability Insurance Co.

"My, my, he's up awful early. Well maybe that fire in the living room got a trifle too hot for comfort. The sparks ignited the curtain and from then on—it was easy."

CHICAGO TRANSIT AUTHORITY

CONDENSED INCOME STATEMENT FOR THE MONTH OF JANUARY 1948

COMPARED WITH DECEMBER 1947

	January 1948	December 1947
Operating Revenues	\$ 8,857,915	\$ 9,200,427
Operating and Maintenance Expenses.....	8,614,521	8,617,344
	<u>243,394</u>	<u>583,083</u>
Interest Charges	318,754	317,605
	<u>75,360*</u>	<u>265,478</u>
Net Revenues Before Depreciation.....	433,333	433,333
Requirement for Depreciation (See Note).....		
Net Revenue	\$ 508,693*	\$ 167,855*

* Denotes red figures.

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.

	January 1948	January 1947
Operating Revenues	\$ 8,857,915	\$ 8,027,347
Operating and Maintenance Expenses (Excluding Taxes and Provision for Depreciation).....	8,614,521	7,637,936
	<u>88,898,357</u>	<u>94,406,755</u>
Revenue Passengers		

HERE'S YOUR ANSWER

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

* * *

"How does the Chicago Transit Authority expect men working in the shops only five days a week to get along? Under the Surface Lines the men worked a Saturday quite often, but now the overtime is cut down altogether."

ANSWER: The forty-hour, five day week under which the men in the shops work, is established by agreement between the Authority and the union. In the shops there is no such acute shortage of personnel as exists in the operating

department. Therefore, overtime work is required only in emergencies.

"Will the old ruling regarding agents on the elevated not being allowed to marry be changed?"

ANSWER: New employees as ticket agents are on the extra list and may be working various kinds of odd hours. It has been felt that a married woman who is maintaining a home could not work these hours and properly manage her home. For this reason it is felt that for original employment being single should be one of the specifications. With respect to present employees, the CTA has established no policy in regard to their marital status.

"If there is such a shortage of manpower, why are the clerks and receivers at the stations limited to forty hours? Trainmen are allowed to work an unlimited number of hours."

ANSWER: The agreement between the

Authority and Division 241 calls for the establishment of a 40-hour five-day week in all positions wherever it is possible. So far the office and clerical forces have been put on this basis, but the labor shortage as yet has not permitted extension of this regulation to the train force.

"Why is the CTA spending \$50,000 per year or more on the coasting clocks on the rapid transit division? If the train is on time the motorman coasts anyway, and, if it is late, he has to make up the time. So why the added expense?"

ANSWER: As of March 1, the use of coasting clocks was discontinued. The discontinuance of the use of coasting clocks does not mean that coasting restrictions are removed, however. Attention is called to the shortage of electric energy as well as to the necessity of economical train operation. Motormen will be expected to save power wherever and whenever possible through the process of coasting.

"Why are conductors and motormen past 40 years of age permitted to operate a bus? I think young fellows should be picked as bus drivers."

ANSWER: There is no evidence that men past 40 years of age are any less capable of operating a bus than younger men. However, the CTA is eager to hire young men who can qualify as bus drivers or as motormen or conductors.

TRANSPORTATION DEPARTMENT TAKES OVER SWITCHBOARDS

A BULLETIN, dated February 27, issued by W. J. McCarter, general manager, announced that effective March 1, the duties of maintaining switchboard facilities of the Chicago Transit Authority were transferred to W. A. Hall, Superintendent of Transportation (Surface Division). The Communications Department (Rapid Transit) formerly handled this work.

In a bulletin issued by Mr. Hall, effective March 1, Dorothy Dockham was appointed chief switchboard operator. She will supervise switchboard personnel located at 79 West Monroe Street and 166 West Van Buren Street.

SAFETY RIDES ON A CTA BUS

NEW BUSES purchased by the Chicago Transit Authority feature latest safety-first devices. The 700 modern buses which are now in service are equipped with accident-proofed rear doors, shatter-proof window glass and hand rails at both the front and rear doors.

These safety devices help us to provide safe and fast transportation for our passengers. But many passengers are not aware of these improvements and the bus operator must be constantly alert to his responsibility for the safety of the riders.

The installation of accident-proofed rear doors protects passengers from being caught in the folding door. Buses cannot move while the exit door is open. Edges of these doors are faced with strips of electrically sensitized soft rubber and any touch of this rubber surface causes the doors to open and halts the vehicle. The exit door opens and closes automatically by electro-pneumatic de-



BUS OPERATOR WILLIAM J. CAWLEY, Archer, demonstrates the safe and proper way to pick up and discharge passengers. Stopping at the curb makes it easy for the passengers, protecting them from traffic.



Anne Fahey of the Accident Prevention Department demonstrates the proper way to leave a bus by grasping the hand rail with the left hand as she steps to the pavement.

vices interlocked with the accelerator. The bus operator has specific duties to perform in opening the door.

He should bring the bus to a stop, then move the door control handle, which makes it possible for the passenger to open the door by standing on the treadle. Many riders believe the driver has full control of the door and neglect to step on the treadle. Bus operators can overcome this situation by informing

riders how the automatic exit door operates.

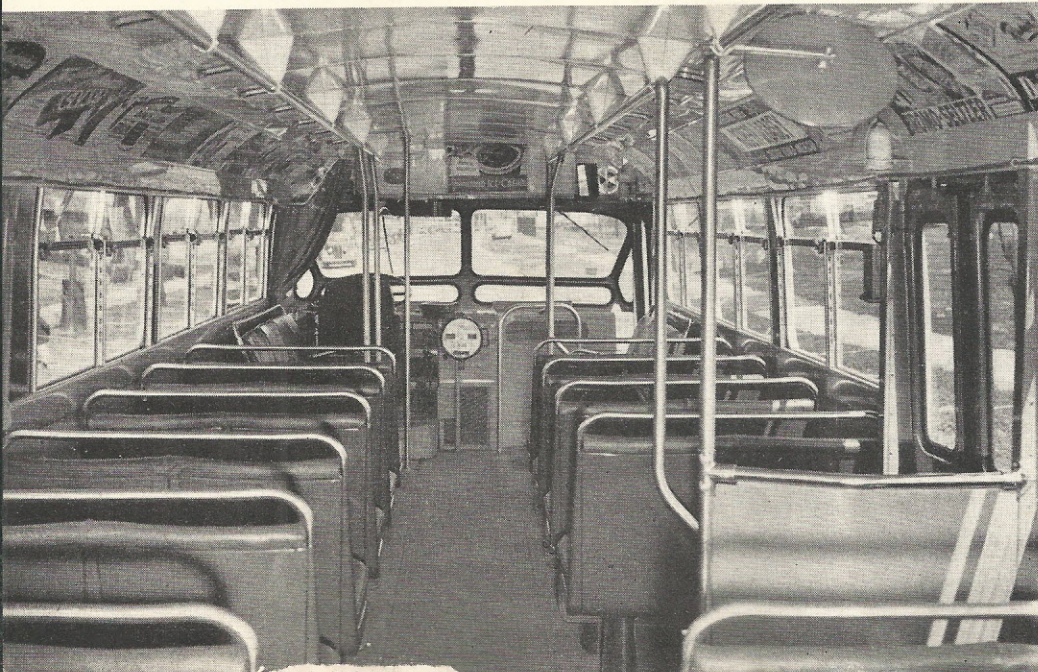
Our new buses are equipped with hand rails at both the front and the rear doors which are placed there for the safety and convenience of passengers. But many of our riders fail to use these safety devices. For this reason, smooth acceleration of the vehicle is important.

Bus operators have the responsibility of loading and unloading their passengers safely. Pulling up to the curb before stopping makes this job easier.

CTA employees can set a good example for other passengers and aid the bus operators by heeding these simple suggestions when alighting from a bus:

1. After signaling for a stop, step down on the door treadle.
2. As you step from the bus, face forward, grasping the hand rod with your left hand.
3. Release hold on the hand rod as your right foot touches the pavement.
4. Use the rear door exit when leaving the bus.

Interior view of new CTA bus shows increased number of railings and wide-spaced aisle to facilitate rear-door exit. These buses are the latest in modern transportation



CTA MEN PROTECT THEIR RIDERS

A WOULD-BE PICKPOCKET, who had taken a woman's wallet from her purse as she rode on a streetcar, was captured recently by a CTA employee.

The woman ran to *Conductor Michael T. Barris*, 69th Street, as the car was proceeding west on 63rd street, and told him what had happened, pointing out the pickpocket. A passenger, who was riding on the car, also heard the woman. He and Conductor Barris seized the thief as he alighted from the car and threw the wallet to the ground. The wallet was returned to the woman intact and the culprit was taken into custody by police who arrived a few minutes later.

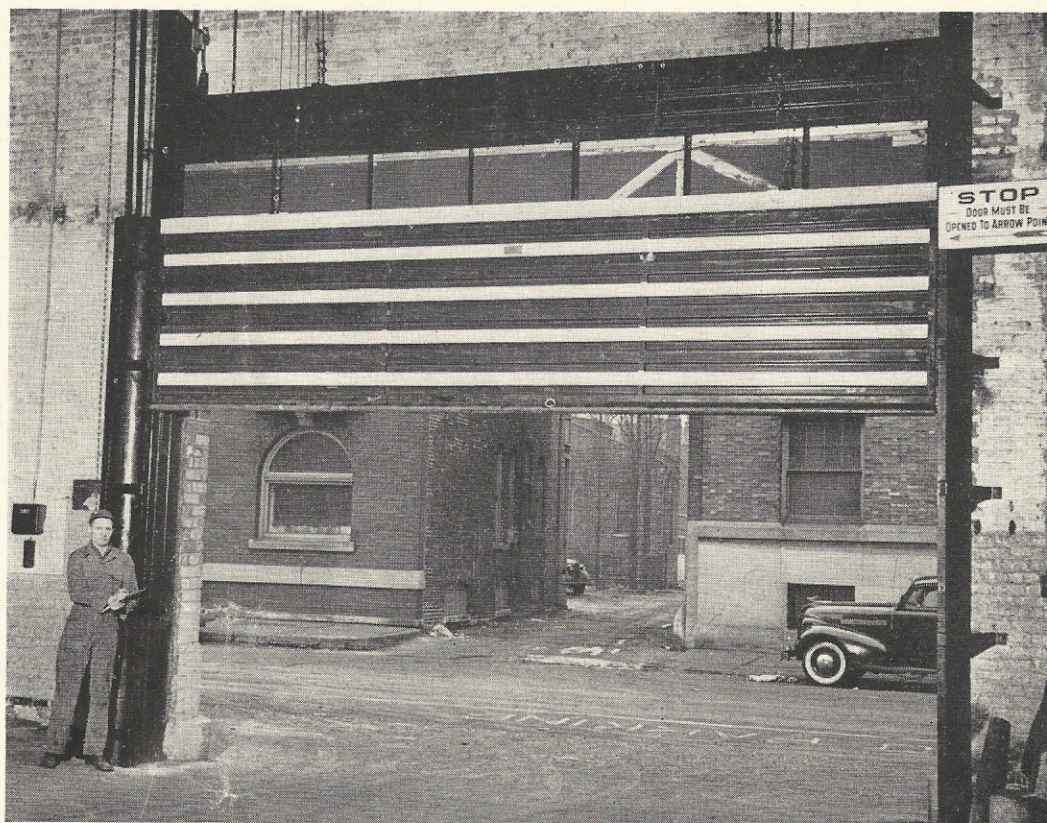
Gunman Subdued by Conductor

THE QUICK THINKING of *Conductor Henry E. Bretz*, Armitage, was responsible for the capture and arrest of a man who pulled a gun while riding on a northbound Milwaukee avenue streetcar.

Conductor Bretz told police making the arrest that the man brandished the gun as a result of an argument with another passenger. Bretz seized the gunman's arm and pushed it between the doors of the car and closed them on his wrist. He then called the North Avenue police who arrested the man.

CTA EMPLOYEES COOPERATE IN DRIVE FOR MOTORMEN, CONDUCTORS, OPERATORS

EFFECTIVE COOPERATION by CTA employees in the campaign to secure additional motormen, conductors and bus operators, is reflected in figures recently



LIMITS STATION is bragging about this new door which was recently installed. It is of the latest design and is commonly used in airplane hangers. Counterbalanced like an elevator, the door's five panels of

sheet steel telescope behind each other as they go up. Special features claimed for the door are its ease of operation (in an emergency it can be operated by hand) and its simple maintenance.

compiled by the employment department covering the months of December, 1947 and January, 1948.

During those months all applicants for jobs were asked this question: "By whom were you introduced to the Chicago Transit Authority?" In December, a total of 262 job-seekers answered that they had been urged to apply by an employee of CTA. The figure from that source for January was 298.

"These statistics indicate a very encouraging response on the part of CTA employees to our request for their assistance in solving the employment problem a few months ago," Walter J. McCarter, general manager, said after studying the reports. "I sincerely hope that all members of the CTA family will continue to help in the recruitment of additional workers to man our buses and street cars."

BUS PRODUCTION IN 1947 BREAKS SELLER'S MARKET

A NEWS ITEM in the Chicago Journal of Commerce, carrying a Detroit date-line, says that record-shattering production of motor buses in 1947 has broken the back of the seller's market, according to reports from bus makers in that area.

The change in marketing conditions came about when an expected peak production of 12,000 units actually was increased to 20,000 integral buses in 1947. As it became evident that the supply situation was not as tight as originally expected, a flood of duplicate orders were cancelled, hitting all bus manufacturers.

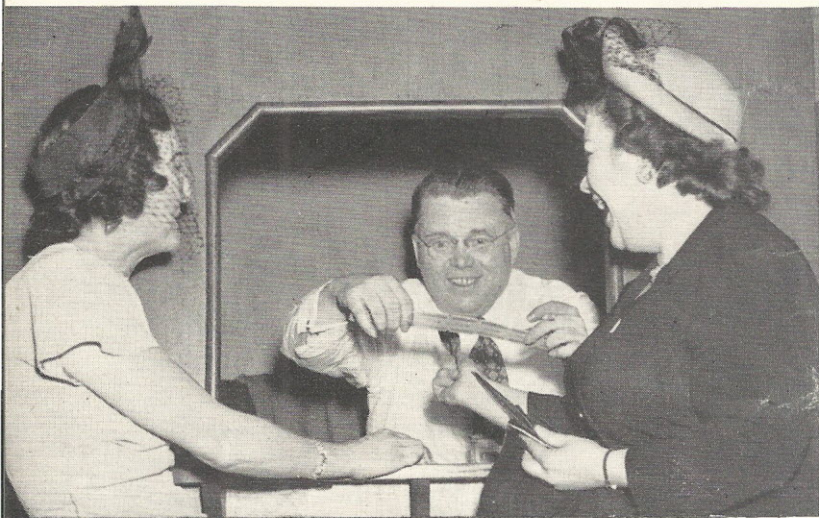
Slimmer profit margins for many transit companies also contributed to a retrenchment on new equipment programs.

FEBRUARY A BIG MONTH for the Legion

With a Valentine dance and a party observing the 30th Anniversary of the American Legion's founding on its docket, February was a big month for "L" Post. Nearly 3,000 CTA employees and friends enjoyed the dance on February 7 at Car Men's Hall. On February 17, Surface Division Post joined in the anniversary celebration at St. Jude's Hall.



"L" Post's color guard (l. to r.) John Casper, William Buerger, Adolph Florczak and Edward McBride, snapped to attention as George Apfel, entertainment chairman, looked on.



(Left) Axel Peterson, treasurer's office, sells refreshment tickets to Elizabeth Reid and Virginia Powers, "L" ticket agents, between dances. (Right) E. J. McIlraith, CTA manager, cuts 30th anniversary cake with the aid of Carl Neisner (left), commander of Surface Post, and Earl Leaming, "L" Post leader.



Youngest spectator at the Valentine Dance was 14 - month - old Diane, daughter of "L" Post's Russell Cressen, pictured clutching a heart-shaped dance program.

A long evening of dancing means a "hot foot" for Mrs. George McCarn, former "L" ticket agent, now wife of a South Side Section motorman.



OUR PUBLIC SPEAKS

ONE OF THE surest ways of promoting good will is through the simple acts we perform in our everyday work which merit appreciation and gratitude. Day after day, CTA motormen, conductors and bus operators have demonstrated they are capable of performing these courtesies. Numerous letters are received from satisfied customers who have taken the time to express their thanks.

The pleasant manners and calm attitude of *Conductor Arthur Raben*, Elston, have been worthy of a letter of praise from *Mrs. Gene Carms*, 5714 Byron Street, who wrote, "The first group of cars was too crowded to stop and tempers were on edge. But his merry attitude, consideration and helpful ways to those carrying bundles, luggage, etc., managed to make everyone in the car smile."

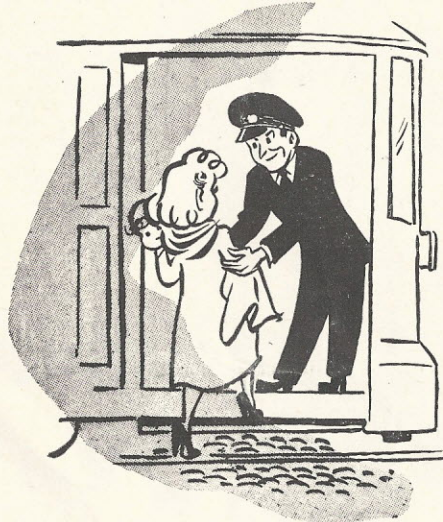
R. H. Spencer, 6318 Maryland Avenue, wishes to commend *Conductor Joseph Lot-scher*, Burnside, for his kindness in assisting a blind man. He writes: "The conductor helped him into a seat and when he reached his destination led him off the car and safely across the street."

Porter Cornelius Hinton of the "L" received sincere thanks from *Margaret E. Brysan*, 2300 West Washington Blvd., who said, "While crossing the street my feet slipped and I fell in a big puddle of water. Mr. Hinton, who was on his way to work, ran to my aid and assisted in getting me to my feet."

While travelling east on a Madison streetcar, *Mrs. G. Gurrie*, 629 North Leamington Avenue, was impressed with the exceptional courtesy of *Conductor Martin Kehoe*, Kedzie. She wrote, "He called all the streets and answered all inquiries politely and respectfully, including my own."

"Was my face red!" wrote *Martin Witzel*, 3109½ West Cermak Road, "when I got on the streetcar this morning and found I didn't have one cent. Words alone cannot thank your *Conductor Al Goring*, Lawndale, who was kind enough to loan me the fare."

Are you one of those riders who sleeps past your stop every other night? *Jeanne M. Ecklund*, 1900 West Polk Street, has special thanks for *Conductor John Parisson*, Limits, whose calling of all stops enabled her to get off at her location. She wrote, "I am very much indebted to him for calling my stop and thereby waking me. If I had not heard him I would have slept until the car reached the end of the line."



Boarding a streetcar in the midst of the evening rush hour with a baby in your arms has always been a problem. However, according to *Mrs. M. Sichelski*, 4548 South Troy Street, this task was made pleasant through the courteous efforts of *Motorman Michael Rovella*, Cottage Grove.

Conductor Charles B. Marshall, 77th, was commended for his efficiency by *William H. McDermott*, 43 West 80th street. He said: "During the past five weeks I have ridden his car for business and pleasure trips. I was immediately impressed by his courteous and pleasant manner of serving his passengers."

The courtesy of *Samuel Rasmussen*, Lincoln, was the subject of a letter from *Ida May Hazenhyer*, 4871½ North Hermitage Avenue, who wrote, "He is the most consistently pleasant and agreeable streetcar man I have encountered in my many years of travel around Chicago. Often he makes some light, joking remark to bring a smile to other faces and create a better feeling among the riders."



COMMENTS NOT COMMENDABLE

"I RIDE the elevated trains coming to work in the morning. This morning I reached the train just as another passenger had boarded and the conductor quickly closed the doors and rang the bell, refusing to let me enter. This fellow has pulled this trick a number of times and thinks he is just a little too smart."

A surface lines rider complained of a discourteous conductor she encountered when transferred to another car. She said: "After getting in the car behind, the conductor demanded a transfer from me. My ride does not require a transfer and for that reason I did not have one. I think it is up to the conductor to issue transfers when they put people off before reaching our final destination instead of being rude and indignant."

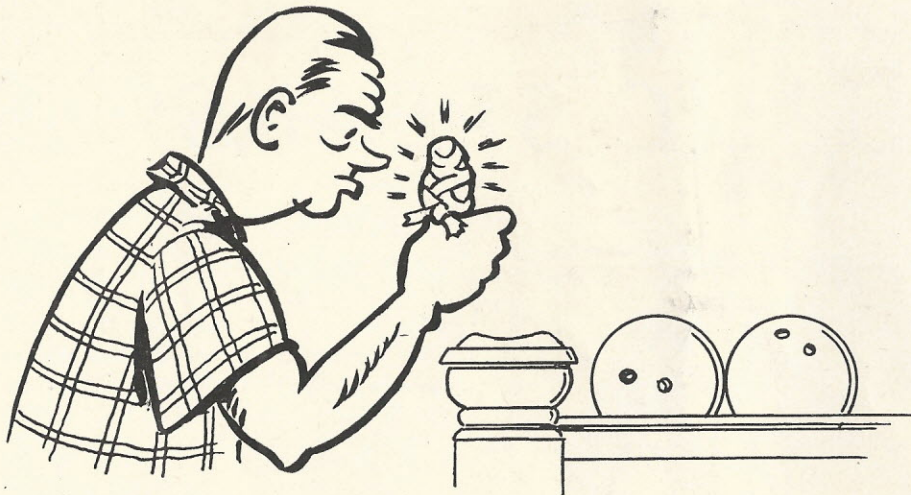
REMARKS FROM VISITORS

OUT OF TOWN visitors had some words of praise for the fast, efficient and comfortable service offered by CTA to its riders.

A New Yorker visiting our city, *Paul Howe*, vice-president of *Beh & Company*, 1150 Broadway, was impressed with the way *Trainman Gus Couch* performed his work on the "L" train. He wrote, "He was courtesy beyond the required; a helpfulness, a knowledge and I almost want to say a charm that is most unusual."

A recent arrival from Louisville, Kentucky, *Marjorie McMurray*, has sincere appreciation for the politeness of *Walter Wangero*, Archer. "His calling of all stops enabled the passengers to leave their seats far enough in advance so they did not have to make a mad dash at the last second," she wrote.

Another visitor from the east, *Thomas E. Mullins*, New York City, commended the ability of *Motorman Frank Dudeh*, Lawndale, who stopped his car in an emergency without upsetting the passengers.



If You Spare Precaution Infection Will Strike

BOWLING, skating, skiing, basketball—those freetime activities you're always participating in, can cause serious trouble if a neglected cut or scratch leads to an infected finger. Blood poisoning results from "just a scratch." How often has that severely infected thumb, aching and throbbing under its homemade bandage, had its beginning from a slight scratch which was nothing—so you thought.

Infections are dangerous. Immediate first-aid treatment will save hours of misery and inactivity.

The first step in preventing infection is the practice of cleanliness. Since our hands are the most vulnerable part of our body for these so-called minor injuries, they should be cleaned often. Constant mental alertness and these preliminary precautions will often prevent infections.

Every open wound carries the danger of infection. Germs may be present on the skin, fingers, clothing, unclean dressings, or contacted through sneezing, coughing, laughing, or talking. An open wound should never be touched with a cloth that has not been sterilized, or with the fingers, unless bleeding can be stopped in no other way. Never cough, sneeze, or breathe into an open wound.

A physician should be called for the treatment of all serious wounds. First aid ceases when the blood stops, a sterile dressing is applied and measures have been taken to prevent or lessen the severity of shock.

Small wounds not requiring the attention of a doctor should first be painted with an antiseptic. When the antiseptic is dry, the wound should be covered with a sterile (germ-free) cloth pad or compress. Never wrap a handkerchief or a discarded rag around an open wound.

Make sure you will be able to bowl, ski, or play basketball the next time by taking the proper precautions when that "just a scratch" happens to you.

MEDICINE CABINETS CAN BE DANGEROUS

HAVE YOU LOOKED at your medicine cabinet lately? You'll probably find everything but the medicine that belongs there.

Many medicine cabinets contain dangerous articles which have no place even in the home. The National Safety Council recently reported that for the year 1947 there were 1,650 deaths in the home from poison alone. Many of these were young children, victims of their parents' failure to properly pro-

tect them from the hazard of leaving poisonous bottles in the medicine cabinet.

You could probably step to your medicinal cabinet right now and not find the particular medicine you are looking for without going through an array of bottles that should be under lock and key in the bureau drawer.

Some items that should be removed from the medicine cabinet are:

1. Any medicine which has not been used for six months.
2. Any tincture of iodine regardless of age.
3. Any bottle or box whose label is not distinctly legible.
4. Any bottle or package with a poison label.
5. All bottles with less than a single dose left.

Protect your family by a careful investigation of the contents of your medicine cabinet. By removing the dangerous articles you remove the possibility of a serious accident in your home.

WHAT DO YOU DO WHEN YOU SEE A WHITE CANE?

DO YOU KNOW that the steady tapping of a white cane by a blind person signifies that he needs assistance?

The general public realizes that a white cane carried by a person shows that he is blind. What many do not realize is how to assist the blind in an emergency.

Many accidents to blind persons can be prevented by following these suggestions:

1. Do not take a blind person by the arm but allow him to touch or hold your arm for guidance.
2. Never forcibly push or steer a blind person; allow him to follow you when guiding on or off a bus or streetcar.
3. Do not leave obstacles such as bicycles or children's toys on the sidewalk where they might trip or injure a blind person.
4. Do not race your car motor while waiting for a traffic light when a blind person is crossing in front of you as this may confuse him.

TO THE LADIES

... from Joan

IF YOU'VE BEEN experiencing a nervous feeling for the past few days, it is probably because spring is here. And that means "gardens" to many of us.

You can enjoy your flowering shrubs early this year if you take the branches that bloom in early spring into the house to force blooming. Forsythia, witch hazel, cornelian cherry, redbud, alder, pussy willow, and flowering plum are easiest to force. Successful force blooming is brought about by soaking the entire branch in water for 24 hours. Sometimes winter weather is so cold the blossom buds are killed, but the usual reason branches fail to bloom is that they are immediately taken into a hot, dry room, never having a chance to get enough water.

* * *

THE ARRIVAL OF spring and Easter brings up the question, "What am I going to wear that won't ruin the budget?" Our leaflets, "Wardrobe Plan for Limited Budget" and "Suit Yourself" will help you make a tailored suit like the one illustrated. It has a slim skirt, side-slashed, and a smoothly fitted jacket, a bit shorter than last year's. This model has wide buttoned-down revers and two rows of button trimming. A contrasting dickey completes the costume.

Little daughter or sister also has a definite place in the fashion picture.



"I'm not surprised. It always rains on my Easter outfit!"



There's flattery in every line of this smoothly-fitted suit.

Their clothes have style features just as do the outfits worn by mothers and older sisters. To keep up with current "Styles and Colors" popular with the younger set, ask for our leaflet.

AND SPEAKING of styles, have you noticed that there's a "new look" in fish, too? Out of the frying pan into the broiler go up-to-date 1948 fish fashions. Fillets—those sweet, boneless cuts of your favorite fish—when topped with a puffy sauce, take on the glamour of soufflé.

Here is a recipe that will yield six servings:

- | | |
|----------------------------|-----------------------------|
| 2 to 3 pounds fish fillets | 2 tblspn. chopped pickle. |
| Salt and pepper | Dash of cayenne pepper |
| Fat for brushing fish | 1 egg white, stiffly beaten |
| 1 tblspn. chopped parsley | ½ cup mayonnaise |

Wipe fish fillets with a damp cloth, season, and brush with fat. Pre-heat broiling compartment. Place fish fillets on broiling pan skin down, about three inches from source of heat. Broil 6-10 minutes, or until just tender. Combine remaining ingredients, and spread on hot fish. Reduce heat and continue broiling until sauce is puffed and a delicate brown—about three to five minutes.

IF YOUR FAMILY still consumes the usual amount of meat, here is a new way to serve fresh sausage: They look like breaded pork chops, but they're good, old-fashioned fresh pork sausage with a crusty coat.

- | | |
|------------------------|---------------------------|
| 1½ pounds pork sausage | 1 cup fine bread crumbs |
| 1 beaten egg | 1 cup fine cracker crumbs |
| 2 tblspns. milk | |

Combine meat and bread crumbs; mix thoroughly. Shape into chops 1 inch thick. Com-

bine beaten egg and milk. Dip chops into egg mixture, then in cracker crumbs. Place on rack in shallow baking pan. Bake in moderate oven (350 degrees) 1 hour. Makes five sausage chops.

* * *

YOU WILL have more time to yourself and be able to spend more time out-of-doors this spring if you've had the foresight to teach your child good table manners. By giving him early lessons in the proper way to eat, you can have happier mealtimes, improved eating habits and less work. These lessons should be given by one person only, and when there are no distractions:

The first step is to introduce the cup in infancy. Then the baby will be accustomed to a cup when the bottle is discarded. . . . A thick, long bib will catch crumbs and splashes. Newspapers or oilcloth under the high-chair will protect your clean floor. . . . When the baby grasps at the spoon, show him how to hold it properly. Use a baby spoon with a flat handle and place it in his hand with the thumb on the top of the handle. . . . At each meal help him to get the food on his spoon and guide it to his mouth. However, don't try to force him when his interest lags. . . . A child can use a fork at the age of two and when three should be able to use a knife for spreading.



This pretty and neat blue cotton print dress has special appeal to the youngsters.

NOTE: Leaflets can be had free of charge by writing: Public Information Dept., Chicago Transit Authority, 79 W. Monroe.

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

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People will always use the transportation which is most convenient, comfortable and pleasant for them. According to letters from the public, CTA employees are helping us to keep our riders by being

Courteous ...

in dealing with the public - and with each other



Tactful ...

under all circumstances, and eager to help increase our patronage...



Alert ...

to keeping our equipment clean and repaired, so that we may give the best service to the public...



BY DOING THESE THINGS WE CAN INCREASE OUR PATRONAGE. INCREASED RIDING ON OUR VEHICLES IS OF VITAL INTEREST TO ALL OF US!

FERDIE
LIVING