



# TRANSIT NEWS

APRIL - 1948



FIRST NEW TROLLEY BUS—See Page 4



# This is what our Public likes:



**... COURTESY TO PASSENGERS.** CTA men who, during the past few weeks, have received letters of praise for their pleasant manner and patience with riders, their "cheerful good morning and good night," their "gracious manner with confused riders," their spirit of helpfulness, were as follows:

*Motorman George Shortley, North.*  
*Motorman George Heckleman, 77th.*  
*Conductor Alvis Trigg, Devon.*  
*Conductor Joseph Mutschinsky, Limits.*  
*Conductor James Jennings, 77th.*  
*Motorman Charles Koenig, Limits.*  
*Conductor Willie Walcott, North.*  
*Conductor John Stegeman, 77th.*

**... A JOB WELL DONE.** "Calling all stops in a loud and clear voice," providing smooth operation, cautioning passengers when they alight, "waiting for riders at transfer connection"—are all part of a trainman's regular job. These employees were recently commended for doing an outstanding job:

*Bus Operator George Spotten, Archer.*  
*Motorman John Hughes, North.*  
*Motorman Julius Sukis, 77th.*  
*Conductor Ted Wodarski, North.*  
*Bus Operator Sigfried Kurzweil, Burnside.*  
*Motorman Michael Lynn, Devon.*  
*Conductor William Bond, 77th.*  
*Bus Operator Frank Steinmetz, 69th*  
*Motorman William Butler, Blue Island.*  
*Conductor Michael Size, Devon.*  
*Motorman Olaf Carlsadt, Devon.*

**... FRIENDLY EXTRA SERVICE.** Our riders give special credit to CTA men for helping elderly and physically handicapped persons, aiding those who "board the car with an armful of packages," protecting passengers from the dangers of street traffic, and assisting women with children. Letters were received from patrons complimenting:

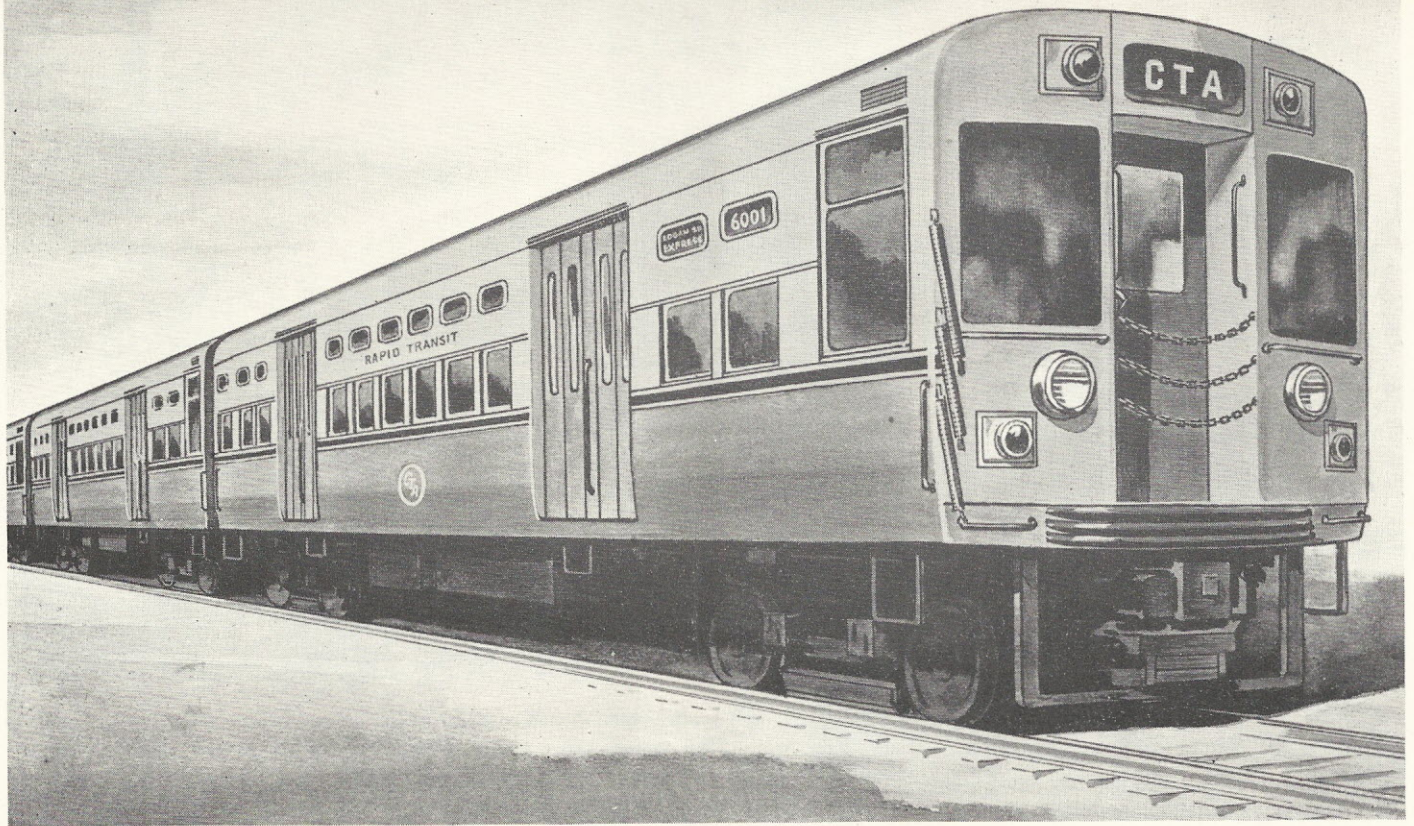
*Conductor Frank DeCarlo, Lawndale.*  
*Conductor Stanley Krupa, Armitage.*  
*Conductor Emil Biliskor, Limits.*  
*Conductor James Mullen, Cottage Grove.*  
*Conductor John Gebel, Armitage.*

**... ASSISTANCE.** Men receiving thanks for aiding in finding lost articles were:

*Bus Operator George Allen, 77th.*  
*"L" Clerk B. J. Trandel, 61st street.*  
*Conductor Clarence Gustafson, Kedzie.*  
*Motorman Jerry Zygowicz, Elston.*







**NEW TYPE**, all metal elevated-subway cars scheduled for delivery during the summer of 1949, in time for the opening of the Milwaukee avenue-Dearborn street-Congress street subway. The cars will be individual units and seat 50 passengers.

## PLANS MADE FOR PURCHASE OF 130 NEW ELEVATED-SUBWAY CARS

THE CHICAGO TRANSIT BOARD recently authorized the taking of bids on April 27 for construction of 130 new type, all-metal elevated-subway cars for use in the Milwaukee avenue-Dearborn street-Congress street subway.

The cars will be individual units embodying much of the standard equipment now being used in the construction of 'PCC' streamlined streetcars. Delivery is scheduled for the summer of 1949, in time for the opening of the new subway. City ordinances require that only all-metal coaches may operate in the underground tubes.

Chicago Transit Authority engineers have prepared specifications requiring that the new cars be built of high tensile strength lightweight metals. Each will be 48 feet long, weigh approximately 40,000 pounds, and will have a seating capacity of 50 passengers. The bodies will be nine feet, four inches wide at the window ledges, eight inches more than at platform level—affording roomier aisle space than in the present rapid transit equipment.

All units will be motor cars capable of free running speeds of 45 miles per hour, with acceleration and braking at the rate of about  $3\frac{1}{2}$  miles per hour, per second.

The most modern safety devices will be installed in the new cars. Each will have a separate braking system—a motor brake, an automotive type drum brake, and a magnetic track brake. Should the operator remove his hand from the operating handle, the controller is devised to cut the train's power supply and apply the emergency brakes.

The cars will have sets of double-doors on each side for faster loading and unloading. These doors will be located about one-quarter of a car length from the front and rear ends so that passengers will not have to walk the entire length of a car to alight.

Rubber insulated wheels and noise-proof safety trucks will reduce noise. Lighting fixtures in the cars will focus maximum intensity at the passenger reading level. Forced ventilation, supplied by motor driven fans providing 1,000 cubic feet of fresh air per minute, will completely replace the air in the car every three and one-half minutes. The cars will be electrically heated and both ventilation and heating will be automatically controlled by thermostats.

Exterior colors will be mercury green, croydon cream, with a stripe of swamp-holly orange, matching new streetcars and buses now in CTA service.



# First New Trolley Buses Since 1937

THE NEW TROLLEY BUSES being placed in service on the Montrose avenue line are the first of 210 scheduled for delivery to the Chicago Transit Authority. These are the first new trolley buses to be received in Chicago since 1937.

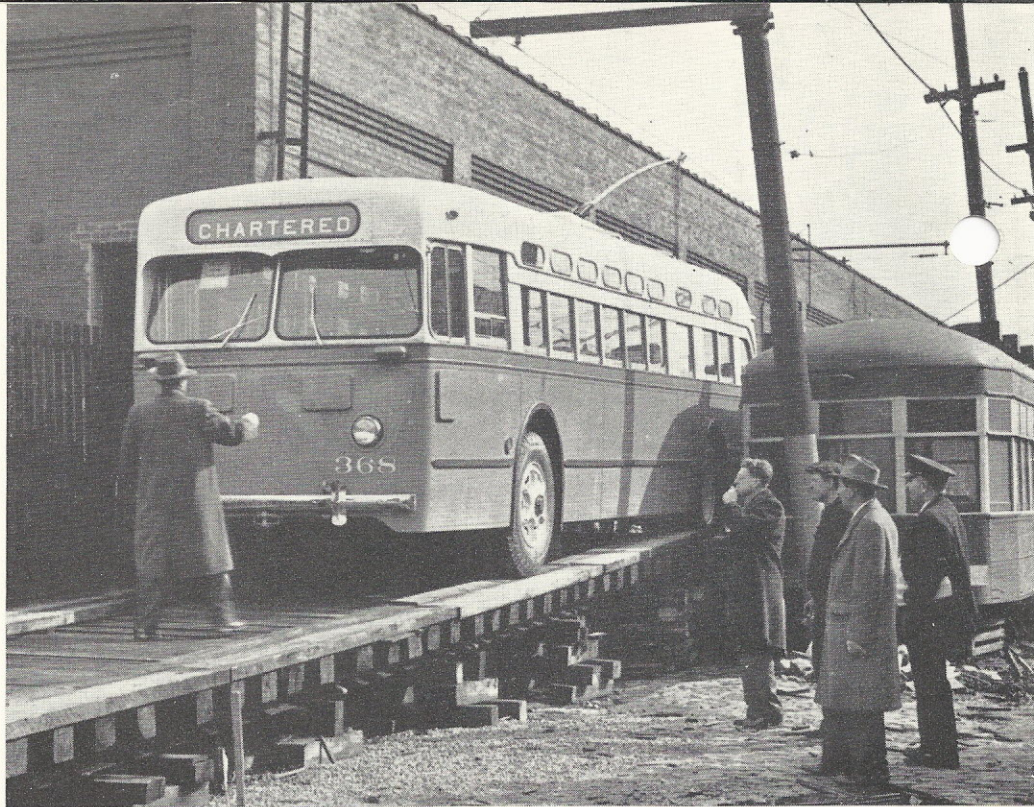
The new buses seat 44 passengers, are constructed of light-weight metal and feature the latest improvements in trolley bus design. One of the safety features of the new trolley buses is a coordinated dual braking system. As each new trolley coach is placed in service, it is equipped with an automatic fare box.

Forty-five of the 210 new trolley buses are being manufactured by the St. Louis Car Company, 120 by the ACF-Brill Company and 45 by the Pullman Standard Company.

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**COVER:** First new trolley bus to arrive in Chicago since 1937 is placed in service on the Montrose avenue line, CTA's first bus route to be converted to trolley bus operation.

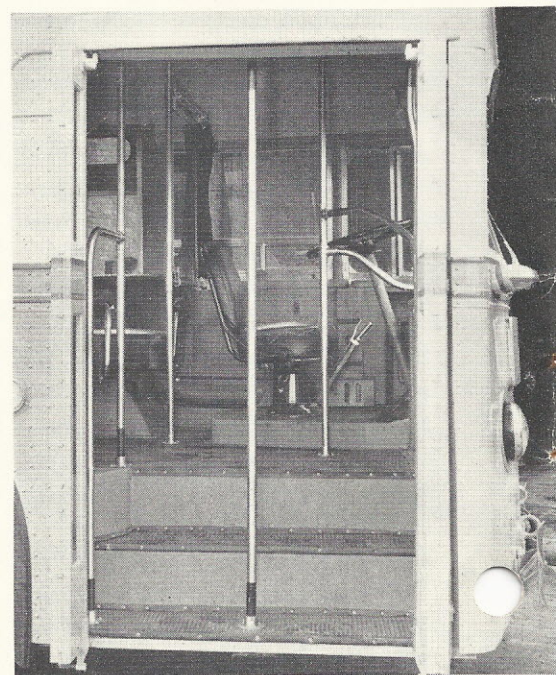
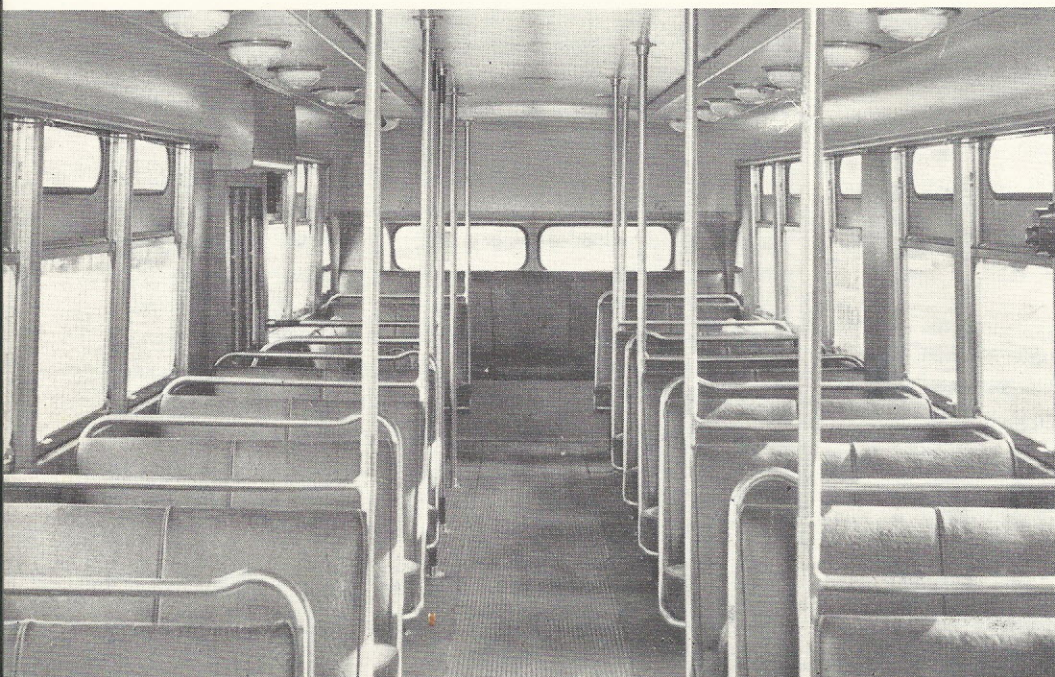
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AFTER the new trolley bus was driven off the flat car under its own power, it was towed from the 77th street shops to the West shops for inspection and to have automatic fare boxes installed. The fare boxes receive dimes and nickels through a slot in the top of the device, reducing the work of the operator.

THE extra wide aisle, convenient "look-out" windows, forced heating and ventilating systems controlled by thermostat, and individual lights over the seats assure a comfortable ride for the passengers. Exterior colors of buses are green and cream, like other new CTA equipment.

THE large double doors allow plenty of room for passengers to board the new trolley buses safely. Hand rails are within easy reach of riders and the treadle-operated center exit door is interlocked with the accelerator so that the bus cannot be put into operation if the exit door is open.





# Looking Ahead With CTA

THE PROGRAM OF CTA improvements scheduled for the second quarter of 1948 was recently announced by the Chicago Transit Board.

During April, May and June, four more streetcar lines will be converted to bus routes. Operation of these four new bus lines will require 99 buses and will add 47½ round trip miles to the bus routes of the CTA.

## Streetcar Routes Being Converted to Bus Lines

**ARCHER AVENUE**—Will operate from Cicero avenue to State and Lake streets. Archer avenue's loading islands, being no longer required for local transit use west of Ashland avenue, are to be removed by the City of Chicago.

Substitution of buses on the Archer avenue car line will make it the first route in the CTA's extensive system to be served by both express and local buses.

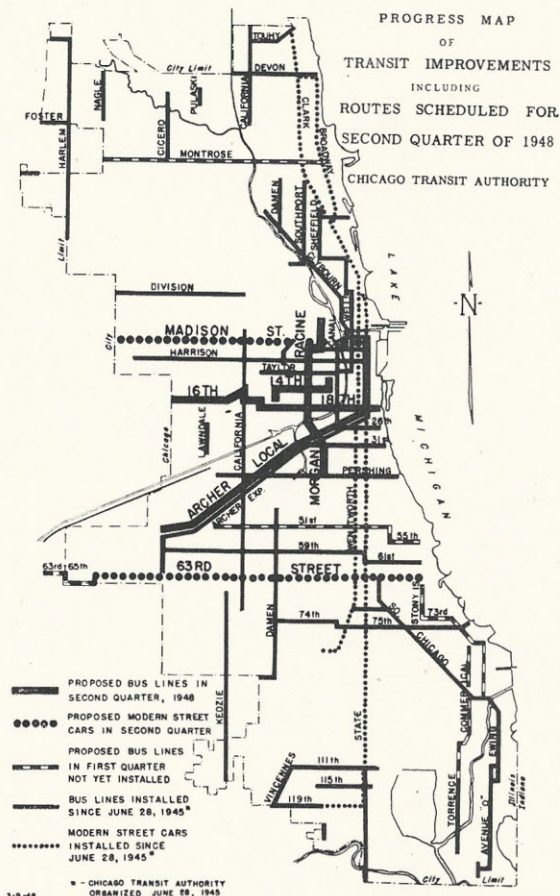
The Archer avenue express bus service was started October 21, 1948. It operates

from 64th and Cicero avenue to Wacker drive and Wabash avenue by way of Cicero avenue, Archer avenue and State street.

**14TH STREET**—From a connection with the Roosevelt road car line at Canal street, the bus line will extend south to 14th street, west on 14th street, and then south on Damen avenue to provide a transfer exchange with the new 18th-16th street bus route.

**18TH-16TH STREET**—Will operate between Prairie avenue and 18th street and Kenton avenue and 16th street. On the east, the present 18th street service will be extended to provide transfer connections with the Indiana avenue and Cottage Grove avenue car lines.

**MORGAN-RACINE AVENUE**—Will operate between Pershing road and Morgan street and Sangamon street and Milwaukee avenue. Its north terminal will make a transfer connection with the Milwaukee avenue car line.



## RECENT APPOINTMENTS

IN A RECENT BULLETIN issued by *Walter J. McCarter*, General Manager, it was announced that *P. N. Simmons* has been appointed Manager of Personnel, effective April 1, 1948.

In this position, Mr. Simmons will have charge of employment and promotions; classifications, job analysis and organization; training and accident prevention; pensions, employee insurance and welfare; and the medical department.

Mr. Simmons a graduate of the University of Illinois Engineering School, comes to the CTA with a broad background of experience in the transit industry including fare cases, preparation of modernization plans, selection and routing of equipment, financial appraisals, and long range economic studies.

EFFECTIVE April 1, 1948, *C. W. Meyer* was appointed Statistical Assistant. Mr.

*Meyer*, formerly assistant comptroller of the Chicago Surface Lines, will report directly to the General Manager.

EFFECTIVE April 1, 1948, the General Insurance Department, Purchasing Department and the Stores Department report directly to the General Manager.

EFFECTIVE April 1, 1948, *P. J. Meinardi* was appointed Assistant Comptroller. Mr. Meinardi is a graduate of the University of Illinois and has been a public utility accounting specialist since 1931. As assistant comptroller of the CTA, he will supervise the extensive accounting procedure revisions now being made.

EFFECTIVE March 16, *Charles M. Smith* was appointed supervisor of accident prevention, replacing *R. L. Manville*, who was assigned to other duties, according to a bulletin issued by *W. S.*

*Helmer*, general supervisor of accident prevention.

*O. S. Laughlin* was appointed assistant supervisor of property accounts, effective March 16, according to a bulletin issued by *J. J. Cushing*, supervisor of property accounts, and approved by *C. A. Whonsetter*, comptroller.

## TRANSIT NEWS

VOL. 1, NO. 5

PUBLISHED BY AND FOR EMPLOYEES  
OF CHICAGO TRANSIT AUTHORITY  
—ADDRESS COMMUNICATIONS TO  
PUBLIC INFORMATION DEPARTMENT,

79 W. MONROE STREET,

CHICAGO 3, ILLINOIS



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## CABBAGE PARTIES? THE CTA HAS 'EM!

**DURING THE MONTH** of March, gay St. Patrick's Day parties were held by two prominent CTA employe organizations, the American Legion Post (Surface Division) and the Merrymakers Club. Corned-beef and cabbage dinners featured both affairs. The Legion party took place on March 13 at St. Jude's Hall and the Merrymakers gathered the following Saturday, March 20, at Commandery Hall, Masonic Temple Annex, 3910 North Damen avenue.

Among other pictures on this page, Mrs. Jack O'Reilly displays the symbol of the Merrymakers fun-fest, and Phillip J. Marrese and Elwood Deyman serve up delicious-looking plates of corned beef and cabbage for the Legionnaires.



# SECURITY -- A Feature of Local Transit Jobs



**FATHER AND SON** team up when *George E. Copithorn, Jr.*, legal investigator, Department of Accident Investigation, confers with his father, lay assistant to the medical counsel.

## 168 YEARS—A RECORD?

JOHN COPITHORN, his sons, *John David*, *William* and *George*, and his grandson, *George, Jr.*, have amassed the astounding total of 168 years of service with the CTA and its predecessor companies.

The grandfather of this family was employed by the Chicago City Railway Company as a horse-car driver in 1885. During the World's Fair of 1893, he was selected by company inspectors as the most courteous trainman and awarded \$100 in gold as the first prize. He retired in 1908 and died in 1913.

John David, the eldest son, became a tow-boy in 1893. Stationed at the bottom of elevations that required an extra horse to pull the car up the grade, he would hitch his horse to the car and take it to the top of the hill, then unhitch and return to the bottom to wait for the next car. In 1894 he was made a conductor and served in that capacity for 47 years. He passed away October 25, 1946, at the age of 76.

William, the second son, started to work as a conductor on January 4, 1902. He retired on pension September 1, 1945, and now resides in Clearing, Illinois.

George E. Copithorn, Sr., the youngest son, was employed on April 27, 1906, as a conductor at North Archer depot. At this station he worked in various positions and in 1923 was appointed an investigator in the Department of Accident

Investigation. In 1926 he was promoted to his present position, lay assistant to the medical counsel.

The grandson, George E., Jr., began working in the Department of Accident Investigation on August 10, 1936. He is now classified as a legal investigator.

## THREE GENERATIONS NOW EMPLOYED

BACK IN 1900 *William Loderhose* joined the West Town Street Railways as a conductor, working from the Division and Western station. Sixteen years later he switched to the Metropolitan section of the elevated as a conductor and shortly thereafter was advanced to motorman, the position he holds at present.

His son, *Norman*, now a towerman at Market street on the Met, broke in as a conductor in February of 1926. "My father always had a steady income, good times or bad," said Norman, "and I found the same thing true. So when my son, *Roy*, decided to work with us, we felt he had made a good choice."

Roy began working for the CTA on October 1, 1947. He is breaking in as extra trainman and towerman. During World War II, he was a corporal in the Army Construction Engineers and spent 16 months in the Philippines.

An interesting sidelight is the fact that over a span of 31 years another veteran employee, *Conductor Harry Heath*, who has spent more than 40 years with the company, was assigned to train grandfather, son and grandson in their initial duties with the company.

**READY TO START HIS RUN**, *Motorman William Loderhose* gets a send-off from his son, *Norman* (center), a towerman on the "L," and his grandson, *Roy*, who is breaking in as a trainman and towerman.





# **SPEEDIER "L" SERVICE For Lake Street Riders**

THE FIRST MAJOR revision in rapid transit operations under CTA ownership became effective Monday, April 5, when a new all-express service was inaugurated on the Lake street "L" and changes were made in the inner Loop operation. These changes in operation set the pattern for other improvements in service on the CTA's rapid transit lines.

Only express trains are now operated on the Lake street route from early morning until early evening, daily except Sundays. During the night hours and on Sundays, all trains make all stops. The new Sunday service began at 12:01 A.M. on April 4.

Under the new plan of operation, more frequent service is provided which results in a substantial increase in passenger capacity. During the rush hours, trains operate at three-minute intervals, and in the period between rush hours train service is every four minutes.

In planning the new service, ten stations, used by less than 8 percent of the daily riders on the line, were closed. These are: Lombard (Oak Park), Menard, Kostner, Sacramento, Campbell, Oakley, Damen, Ashland, Racine and Morgan.

Express service is made possible through a skip-stop arrangement, express trains and stations being designated by "A" and "B" markers. Hamlin, Kedzie, Ogden, Loomis and Clinton are designated as "A" stations. "B" stations are Homan (Garfield Park), California and Halsted.

"A" trains stop at "A" stations and "B" trains at "B" stations in addition to making all stops west of Pulaski road. All trains stop at the Lake street transfer. Both trains and stations are adequately marked.



**HEAD-END SIGNS** for trains in the new Lake street "L" express service being made at the Skokie shops. *Tony Janca* (left) and *Kolman Mager*, both veteran "L" employes, add the finishing touches to the lettering. The signs were then varnished, frames added and metal reinforcements put on the corners.

Supplementary local service is available by transferring to the Lake street streetcar line and intersecting surface routes.

## **Loop Changes**

Simultaneous with the installation of the Lake street express service, two other service changes were made in the Loop area. To further speed the movement of west side trains around the downtown "L" structure, stopping locations on the inner Loop tracks were reallocated. Douglas Park trains now stop at the rear position at platforms instead of the front position. Formerly, only the Lake street trains used the rear position for loading and unloading. The double-stop plan at State-Van Buren has been eliminated and under the new arrangement trains using the inner Loop make only one stop at this point to take on and unload passengers.

Operation of the Wacker drive stub has been terminated inasmuch as the stub is to be torn down this summer to clear the way for construction of the Wacker drive superhighway.

To help alleviate passenger congestion during the evening rush hour, additional entrances have been provided at Quincy-Wells, Washington-Wells and Adams-Wabash "L" stations on the inner Loop. Extra agents are on duty at these locations from 4 P.M. to 6:30 P.M., Mondays through Fridays.

## **EXPRESS TRAINS NOW STOPPING AT 18TH STREET**

AN ADDITIONAL STOP is now being made at 18th street by Jackson Park-Howard street and Ravenswood-Englewood-Normal Park express trains during the times when these trains are operated on local tracks.

The added stop, which became effective March 8, provides a convenient transfer between local "L" trains and subway expresses for all passengers beginning or completing their rides at local stations in the area between 18th street and Indiana avenue stations.



# HERE'S YOUR ANSWER

DO YOU HAVE a question of general interest regarding company operation, policy, or activities? Send it in to the Public Information Department, 79 W. Monroe. You need not sign it. Answers will be supplied by appropriate company officials and appear in early issues of the CTA TRANSIT NEWS.

\* \* \*

*"Why can't some of the Metropolitan trains run on the outer loop during the rush hours and relieve the congestion on the inner tracks?"*

ANSWER: Because of the number of trains involved, transferring any general classification of runs from the inside track to the outer loop would merely result in changing the congestion from one track to another. See the story on Page 8 for details of the change in stop plan, which materially speeds service on the inner loop.

*"How much of a pension and Social Security check will my husband receive when he is retired after 40 years of service?"*

ANSWER: Social Security benefits vary according to individual circumstances and the length of time that a person has worked in employment covered by Social Security. Estimated benefits may be obtained by contacting your local Social Security office. CTA employees receive retirement benefits from the Authority at the present time in accordance with the plans in effect in the Chicago Surface Lines and the Chicago Rapid Transit Company. A system-wide retirement plan is now being studied.

*"Is it necessary for an employee to retire at the Age of 65?"*

ANSWER: It is the policy of the CTA to continue the employment of any individual as long as he is physically capable of holding his position and his job performance is satisfactory.

*"What about sick benefits and hospital care for a retired employee and his family?"*

ANSWER: Upon retirement, both the sick benefits and hospital surgical benefits furnished by the Authority for its employees are terminated. Family hospital insurance has always been paid for by the employee.

*"At present the vacations of the Surface Transportation department fall in the middle of the pay period, this causes*

*one pay to total three weeks' salary, followed by a one-week paycheck. Could something be done to equalize these pay checks?"*

ANSWER: In response to this suggestion a change is being made in the vacation records of the Surface Transportation department to make such an equalization possible.

*"In February CTA TRANSIT NEWS you make a statement in regard to a shortage of trainmen. But how can you account for so many men getting forced off each day? My husband works as an extra man and he was forced off three times this week."*

ANSWER: The Transit Authority still does not have sufficient personnel in its Surface Transportation department. Reasons for one employee lacking work can be determined only by checking into the individual case.

*"An old order requires that a stop be made at 22nd and Kenton, on the Douglas Park "L" after 7:00 P.M., whether or not anyone wishes to get on or off. Why would it not be permissible to pass up this station if no one wishes to board, or responds to the conductor's call?"*

ANSWER: In any rail operation, any deviation from the regular expected operation is an accident hazard. This suggested plan would throw an unpredictable element into operations at this station insofar as other trains are concerned.

*"The working agreement calls for a 40 hour week. Yet many extra agents hardly get 20 hours while the regular agents get 48 hours with time and a half for the six days. Why can't these hours be distributed?"*

ANSWER: The agreement under which the Rapid Transit agents and trainmen work states that the Authority "shall have the unqualified right to make up schedules for regular employees on a forty hour week basis," and that "all regular employees shall receive time and one-half after forty hours work in any calendar week." When our manpower situation warrants it, a decision on the establishment of a 40-hour week will be made.

*"Is it true that the "L" Transportation department will be put on the 40 hour week in the near future? If so, who will work in place of the men who are to have two days off?"*

ANSWER: There has been no determination as to when the 40-hour week will become effective. (See preceding question.) Therefore, your question cannot be answered at this time.

## CHICAGO TRANSIT AUTHORITY CONDENSED INCOME STATEMENT FOR THE MONTH OF FEBRUARY 1948 COMPARED WITH JANUARY 1948

	February 1948	January 1948
Operating Revenues .....	\$8,310,834	\$8,855,083
Operating and Maintenance Expenses.....	8,023,435	8,577,689
	287,399	277,394
Interest Charges .....	318,038	318,038
Net Revenues Before Depreciation.....	30,639*	40,644*
Requirement for Depreciation (See Note).....	433,333	433,333
Net Revenue .....	\$ 463,972*	\$ 473,977*

\*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.

1947 year end adjustments included \$34,716 of net charges which initially had been included in January, 1948 and thus improve the published January, 1948 figures by that amount. The 1947 year end adjustments will not substantially change the previously published figures for the three months ended December 31, 1947.

	February 1948	February 1947
Operating Revenues .....	\$ 8,310,834	\$ 7,236,421
Operating and Maintenance Expenses (Excluding Taxes and Provision for Depreciation).....	\$ 8,023,435	\$ 7,159,187
Revenue Passengers (Including Postal Employees)...	83,853,941	85,093,265



# THE INSIDE NEWS

— AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

## "OPERATION TONSILS"

ACCIDENT INVESTIGATION—*Rosemary Marrera's* long awaited operation has taken place . . . she is now minus her tonsils.

*Tessie Koclanis* not only has a new sparkle in her eye she also has a new sparkle on "the" finger. Her fiancé is *George Fourtris*.

*Victor McDermott* has been ill for several weeks. His friends sent him a get-well card with a trolley on the cover and a basket of fruit.

The stork paid a visit to *Mr. and Mrs. Joseph Tobin* on March 30, 1948. He left them a baby girl whom they have named *Maureen*. She tips the scale at seven pounds, three ounces.

*William Gallagher*, clerk, took the vows with *Ruth Krummick* on March 20, 1948. *Richard Mecker* was the best man.

Our deepest sympathy is extended to *Mr. James O. Dwight*, whose mother *Mrs. Ogden H. Dwight* of Burlington, Iowa, passed away on March 14, 1948.

*Eleanor Cal* said "I Will" on April 18, 1948, and became *Mrs. Richard Bonke*. She was married in the traditional white satin. Her maid of honor was *Jerry Burak*. *Jane Tonn* was one of the attendants.

The welcome mat is out for our newest employe, *Mary Dunn*, clerk.  
—"M & M"

## HAVE YOU ENTERED THIS CONTEST YET?

ARMITAGE—*We have been told* that *Conductor John B. McHale* has launched a contest which is open to any man at Armitage who will finish the sentence, "I like *John B. McHale* because——." All entries must be written on the back of \$100.00 bills and none can be returned.

First, I want to thank the men who visited me at the Masonic Hospital during the week of March 15, and to those who sent cards and phoned my home.

Armitage employes extend sincere sympathies to *Mr. Dorgan* on



## FAMILY ATTENDS EASTER SERVICES

ATTENDING EASTER services in a group, the *Carl Walter Wolf* "happy family" was featured in the *Chicago Daily News* as they appeared in front of their church. *Carl* is electrical engineer, Rapid Transit Division. The *Wolf* children are *Faith*, 4; *Philip*, 7; *John*, 11; *Alan*, 9; *James*, 13; *Luralee*, 15; and *Charles*, 17.

the death of his wife, to *Motorman Art Denton* and *Conductor Elmer Runblad*, who lost their mothers recently, and to *Motorman Ellison* who lost his father.

Saturday evening, March 6, was a "Bra Bricht Moonlicht Nicht" for the clan *Mac Millan*, the occasion being the wedding of *Robert B. MacMillan's* daughter, *Marion*, to *Motorman Adolph Dobszaf*. Bob not only gets a son-in-law, but *Motorman Melvin MacMillan* has a brother-in-law. Seems as though the clannish *MacMillans* like to keep it in the family.

Baseball is here again and *George Krehl* has the fever so bad that even penicillin won't cure him. *George* says that *Branch Rickey* had to bring *Leo Durocher* back this year because it is "Lip-Year."

Several of our back yard gardeners have been seen gazing at seed catalogues, trying to figure ways and means of beating the high cost of vegetables. The man voted the most likely to "sack-seed" is none other than *George "Ball Point" Demco*.

—TED SHUMON

## PORTER'S CLUB TO HOLD ANNUAL SPRING DANCE

THE ANNUAL SPRING dance of the Rapid Transit Division Porter's Club will be held on Saturday, May 8, at Forum Hall, 322 East 43rd street.

A bulletin issued March 29 by *H. G. Hardin*, general superintendent of transportation, Rapid Transit Division, announces that tickets may be secured from members of the Club.

## COLORADO SPRINGS ATTRACTS HONEYMOONERS

AUDITING—*Wedding bells* are ringing constantly for our fellows and girls these days. The latest of Cupid's victims include *Morgan Anderson*, Accounting, to *Doris Swanson*, on April 3 at The First Mission Covenant Church. They went to Colorado Springs on their honeymoon. *Helen McAleer*, Accounting, and *Michael Munroe* exchanged vows in Holy Name Cathedral on Saturday, April 10. Future announcements are in the offing with *Mary Erskine*, Revenue, announcing her engagement the latter part of February.

Birthdays also have been numerous these past weeks. *Mrs. Laura Schrecke* celebrated hers on March 20, with *Esther Anderson* on hand to make the occasion brighter. Both girls are from the Payroll department. *Genevieve Bagger*, Revenue, indicated her day, April 1, by passing out chocolates to the department. *Helen Lavery*, Revenue, had *Marge Antonucci*, *Mary Erskine* and *Gloria Helmersen* on hand April 14 to make it a memorable day. Your reporter had one on April 11, which was celebrated with the usual festivities of a happy event. *Clarence Steffan*, Revenue, was bouncing about on April 19 to show that you're only as young as you feel. To wind up the month, *Vernetta Nerge*, Bond, celebrated her birthday on April 27 amid the well wishes of all her friends.

The entire department was bereaved by the sudden death of *Mrs. Catherine Kealy*, mother of *Alice Kealy*, Payroll department.

—DON LEMM

## REPORTER ILL

BURNSIDE—*Chief Clerk Bill Frank* reports that their star correspondent, "Furgie," has been home for several weeks because of illness. For this reason he has been unable to send in his fine reports about the doings at Burnside.



## HEROIC RESCUE WORK BY DEVON MEN

DEVON—The quick thinking of Devon conductors and motormen saved many lives when the second floor collapsed during a St. Patrick's Day Dance at the Lake View Bowling Alley.

Here is a list of some that were injured: *Mike Sheridan* and his wife, *Mrs. Bill Lofus*, *Mike Cooney's* daughter, *Mary*, *Martin Devaney* and his wife, *Thomas May*, *John Joyce*, *Joe Lawler*, *J. Grevey*, *John Maloney*, *Thomas Munster* and *John McHugh*. Some were hurt by holding the steel beams up to let the people get out safely. Conductor *Mike Sheridan* held one end of the steel beams by his legs and saved two young girls from being crushed to death. The sons of *Mike Sheridan*, *John Mohoney* and *Tom Moran*, formed a human chain to help the women and children up to safety. *P. Gallagher* was also in that human chain.

The body of *William J. Cobb*, son of *Motorman S. Cobb*, who passed away from wounds, July 25, 1945, on the island of Guam, has been returned from the Pacific for interment in the family lot at All Saints Cemetery.

One of the bus operators on the extra list, *L. Wynants*, took a run on Skokie Easter Sunday. It was the first trip of the day and he became lost, eventually turning up in Niles. Guess maybe the Easter bunny misled him.

Operator *Vince O'Rourke* had a new arrival at his home on Palm Sunday, *Kathleen Agnes O'Rourke*. Mother and baby doing fine. *Vince* is the proud father of three children now.

Conductor *Raymond Smith* is in a sanatorium at Crawford and Bryn Mawr avenues and would like to see some of the boys. *H. Foster* was in the Masonic Hospital recently.

*N. D. Goldert* celebrated his twenty-fifth anniversary April 4.

Motorman *Albert Hedin* is back from a trip to southern California. He saw *Bill Piastrelli* out in Los Angeles.

Motorman *G. Sullivan* is back to work after being off nine months with a broken hip.

—CHARLES SAKLEM



## THE RED CROSS "ON THE JOB"

A HEAVY RAIN STORM during the latter part of March flooded homes and marooned people living in the Stone Park area. As in all emergencies, Red Cross workers responded immediately, and an alert photographer caught them "on the job," removing families to higher locations.

The CTA auditing department reports that in the recent annual Red Cross drive for funds, 12,446 employees of the company contributed \$15,770 which will be used to give aid to sufferers wherever disaster may unexpectedly strike.

## THIRD DAUGHTER FOR BILL SHEAHAN

ELECTRICAL (RAPID TRANSIT) — On March 23 a third daughter, *Patricia Ann*, was added to the family of *Bill Sheahan*, lineman, assigned to station facility maintenance. Bill has been on the property for about thirteen years, following his dad, the late *William F. Sheahan*, superintendent of transportation of the Metropolitan Section, a veteran of the early days of the high line.

Newest addition to the Rapid Transit electrical team is *Carl A. Hirschner*, lineman helper, assigned to contact rail maintenance under foreman *James J. Broderick*. Carl, although new to the CTA, has had about five years' experience in the electric railway field with the North Shore Line.

Our chief, *Carl W. Wolf*, electrical engineer, Rapid Transit, broke into the society pages of the *Chicago Daily News* with a fine candid portrait of his wife, their seven youngsters and himself out on their Easter Parade stroll. The photographer caught this happy family all arranged by

height, with 75"-high Carl surveying the field.

—GEORGE KRAMBLES

(SURFACE) — Welcome to Clerk *Matthew Thompson*, a newcomer at Grand and Leavitt. . . *Thomas Kelly*, operator at Blue Island substation, is back to work after several months of illness. . . *Daniel McEvoy*, testing department, has joined the "B" electricians gang. . . *Harold Coyne*, supervisor of automatic equipment, recently had a rather serious mishap in which he was burned about the face and hands. . . *Joe Siegel*, testing department, is the proud daddy of a baby boy, born on March 1. . . Good luck to *Burt Gibbs*, formerly of the line department, who is engaged in a new field of endeavor. . . *Harry Muradian*, draftsman, downtown office, resigned on March 31 to take another position. . . The father of *Roy Walsh*, operator at Western avenue substation, passed away March 25. . . The father of *Ted Wierczorek*, line department, died on March 29. —ANDY

## FLORIDA SUN—OR MOON—HAS DRAWING POWER

GENERAL OFFICE (*Monroe*) — It could be the sun—or maybe the moon—but Florida has enticed several of the CTA fold to her balmy shores. *Mary Clarke*, General Office correspondent, and *Dorothy Dockham*, chief telephone operator, left for a vacation April 3. Attorney *David R. Watson* has all plans made to drive his family to Florida for an early vacation.

Attorney *James K. Miller* will give the bride away when his only daughter, *Marion*, becomes the bride of *Joseph Justin Vaclavik* at St. Margaret's Church on April 10. Mr. Miller's son, *James*, is also a member of the CTA family. He is back in the switchboard room after two years with the U.S. Army in Japan.

*Claude Worland*, Junior Clerk, is quite a versatile young man! Claude does the "arranging" for the "All Star Orchestra" which is composed of 12 young men—college and high school boys. Rumor has it that they are GOOD—so if you are looking for an orchestra—see Claude!

Our sympathy is extended to *Lee DeSutter*, Specifications, whose nephew, *David Andre*, was recently killed by a railroad train, and to *Charles Keevil*, Specifications, whose mother passed away a short while ago.

The Specifications Department welcomes *Bob Manville*, the newest member of their family. . . *Rosemary McAndrews*, formerly of the Schedule Department (Rapid Transit Division) is now working for *L. M. Traiser*, staff engineer.

With the recent publicity of the death of *Jan Masaryk*, former Foreign Minister from Czechoslovakia, a picture came to light. It was of an interview with the gentleman by *William Comstock*, son of *W. S. Comstock* (Budget) who was one of a group of Chicago students attending the U.N. conference at the invitation of the *Chicago Sun*. Bill recalls with tempered pleasure the interview with the Statesman.

The four-leaf clover of St. Patrick probably helped to save the lives of several people who were dancing on St. Paddy's night at a hall on North Clark street when





"I hope I don't catch cold - Mr. Hendricks has been sneezing in my ear all morning!"

the floor caved in. Four of the elevator operators in the 79 W. Monroe street building luckily escaped with only minor injuries. *Michael Rice*, special officer, and his 17-year-old niece, who had arrived in Chicago from Ireland only two days previous, were taken off their feet and went sliding down the descending third floor, but were uninjured. The little colleen thinks the people in these United States have strange ways of leaving a building.

The Maintenance of Way, Rapid Transit, welcome back their boss, *R. N. Wade*, after an enforced rest at home.

After waiting long months, the special addition to the *E. F. Quinn* (Chief Clerk M. of W.) family arrived this month. Frank (Ed) is now the proud driver of a 1948 Dodge Tudor sedan.

Friends of *Jim Zaloudek*, former structural draftsman will be pleased to know he is back in town. Jim is working for the Atomic Commission Project.

*V. B. (Olie) Olson*, formerly of the chief architect's office, has been welcomed to the structural branch of M. of W. department as draftsman. . . . Our sympathy to *Mr. J. W. Stephenson*, Signal Engineer, upon the death of his sister.

*Joan Peacock* of Public Information went "Shuffling Off to Buffalo" for two weeks. At the airport to see her off were *Rose*

*Fahey* of the manager's office and *Jane Fitzgerald* of Public Information. Before she took off the girls had lunch in the Cloud Room and Joan was given a corsage.

—**JULIE PRINDERVILLE**  
and **MARY CLARKE**

**JACKSON** — Rudyard Kipling had nothing on us when he wrote "the dawn comes up like thunder." The dawn of a new day at the Insurance Exchange Bldg. breaks not only like thunder but also the anvil chorus thrown in. To offset some of this commotion, we suggest that you pay *Jim Carney* (Personnel) a visit. It is rumored that he is a very capable entertainer. . . . Hello and goodbye to two girls in Purchasing—*Fay Carl* left on March 31 and *Ruth Stelzer* (formerly of R. T. Schedule Dept.) joined the PD forces on March 4. . . . It's a boy! for *Emily Waldruff Smith* (formerly of Purchasing)—Jr. no less! March 23, the date. . . . The first vacation of the year that we have to report is that of *Joyce Kealy*, who basked on the

sands of the Florida beaches and wound up in Connecticut visiting relatives.

—**BRENDA and COBINA**

## STUDENT CLASSES KEEP SUPERS HOPPING

**KEDZIE** — The enthusiasm with which *Supervisor Pryor* and *Supervisor Metz* pour forth their knowledge of the new green surfaceliners to those who are being taught how to handle them should instill a deep understanding in their students. On some days they have as many as five classes which take a little over two hours each. That's only the preliminary; after they ride with you they decide whether you're ready for qualification—hence a "P" man and a "PQ" man.

*Motorman Ed Schneider's* wife has regained her health. Ed is smiling without a wrinkled brow nowadays and giving his attention to the soft ball season, which, by the way, started the first week in April with *Manager Tom Cooke* calling his men to spring practice. The rootin' section is us, so let's get out and root in large numbers.

*Therese Marie Shanahan* was brought to *Motorman Mike Shanahan* and her mother a few weeks ago. "Little Terry" (Mike calls *Mrs. Shanahan* "Terry") weighed seven pounds, nine ounces as she stepped on the scales.

*Art Dressler*, chairman of the Credit Union board of directors will not attend the annual Credit Union convention this year on April 17. That's Art's wedding anniversary and he's going to play it out on his home grounds as usual. Along with that, all his sons are celebrating their birthdays on this occasion inasmuch as they all are in the same month. That is going to be a party with a full array of grand parents, parents, children and grand chil-



**AL BRANDT**, tinner helper, and his bride, the former *Aline Clausen* of Walnut, Illinois, were married on March 10, 1948, at the Jefferson Park Church.

dren. What, no great grand children?

Seems that *Motorman Wade McCurdy* crossed the 180th meridian and the equator on a certain ship where he met Father Neptune and his secretary, Davy Jones, with their entourage of mermaids and sea dragons. At this time he was given certificates to show that he had gained his sealegs, becoming a shellback instead of a confused polliwog.

When a lady wearing the same kind of a coat *Mrs. Dulfer* was wearing, passed *Ronny Dulfer* as he sat in the front of the car, Ronny followed the coat off the car at Madison and Kedzie. *Mrs. Dulfer*, wife of *Motorman Dave Dulfer*, started to leave at Warren boulevard, a block north of Madison, and missed Ronnie. Going back to Madison street she encountered *Motorman Howard Kierz* who called *Jim Keenon* at the depot. Jim in turn called Warren avenue police station and Ron-



"Well, let me see — I'll try it one more time."

## BOWLERS WIN BRONZE MEDALS

**ED WIENOLD** and *Jim Ludwig*, bowling with the CTA (Rapid Transit Division) Thursday night league, recently collected series of 666 and 632, respectively. Wienold had games of 203-217-246 and Ludwig hit the maples for scores of 201-207-224.

Bronze medals were awarded to both keglers by the Chicago Sun in recognition of their three-game totals being 600 or better with all individual games 200 or more.





**WHILE VACATIONING** recently in Miami, Florida, with his wife, this picture of Les Baggesen (Stores office) and his 84-year-old mother was taken. According to Les, Florida is the ideal vacation spot.

nie was returned to Mrs. Duffer by police car. Shows you what we guys can do with our teamwork.

Harrison street is being taken over by Jim Nallen, (Bill Hanon's erstwhile partner), John Furlanetto (former member of Kedzie 1947 champion soft ball team), Jim Richardson and John Naughton. Joe Bowers, Ed Forman and Charlie Carden are taking care of Grand avenue night service.

Larry Shields and Mrs. Shield's, having acquired a few tickets to the Shriner Circus at Medinah Temple, journeyed into Chicago from their suburban home to give the children a treat. When the show was over they boarded the train for home and the children went to sleep as soon as their coats had been removed. Mr. and Mrs. Shields also settled down for the long forty minute ride. Suddenly a loud "Elmwood Park"

was shouted into the car and Larry and Mrs. Shields, with a child apiece under one of their arms and overcoats, mufflers and hats under the other, got off the train and put things in order on the platform.

We wish to extend our deep sympathy to Les Gaskill on the loss of his mother, and to George Dorgan, superintendent of Armistage and Elston, whose wife died during the week before Easter.

A lot of fellows in a lot of places get paid and rush to a little shop where they buy a little ticket for a few dollars, and hope that later in the day they will go back and turn in the ticket for a pocketful of dollars. Nine times out of ten they're disappointed. But if they go to a little room in their shop or station and get a book in which the money is recorded to their credit, and will be there when they need it, the feeling of emptiness and disappointment will leave them and a feeling of security will in time, take its place.

—JOE SMITH

## ANYTHING WILL GROW IN THE SPRINGTIME

LAWNDALE — Spring comes, and with it comes the urge to raise things, as witness Relief Receiver Otto Jerow. When Bill "Dude" Lahey gave up in disgust and plowed his mustache under, Otto showed him how it should be done by raising a perfect Hollywood-style cookie duster. "Blackie" Tricoci's mustache appears and disappears regularly every three months, as his girl friend tires of it.



"Here's something new we've started. You've had guests you didn't want to come back---?"

Baby Talk: Dom Papa became a papa for the third time on March 9, this time with a male infant, who will be known as Dom, Jr. There are two older girls at home. Bob Frese introduced a girl to his household April 4. Roberta Shirley is the newcomer's name. Frank Davis' wife presented him with a son on April 5 tying the score at two boys and two girls. Bob Thezin spent most of his vacation trundling his latest child along Roosevelt road. Speaking of small fry, Frank Volin, who has three sons, bought them a puppy, also male.

Larry Lonergan hopes to be as good a motorman as his father, Tom, in about twenty years.

Chet Kulis is Lawndale's hotdog expert. Chet has sampled red hots from all over the west side

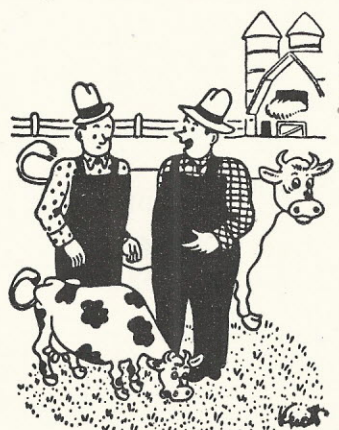
and raves about the product of a Halsted street meatery.

Golf and fishing, the two sports that make liars out of honest men, are almost upon us—so beware. Bill "Vitamin" McMahon is going to Wolf River, Wisconsin, as soon as the pike season opens, while Johnny Jerman is drooling over a new reel for muskie fishing, received as a present from his wife. Old Man Truth is due for an awful kicking around.

—BILL FEILER

## MAGIC SCREWDRIVER MAKES "TICKERS" TICK

LAWRENCE—George Ward may not be able to extract blood from a turnip, but he can make one tick. We don't know whether the oil can from which he squeezes the resuscitating liquid contains "elixir of life" or axle grease but we do know that George has a way with old timepieces that have grown tired and quit. Incidentally, the screw driver, which George uses to coax the "works" to take a new hold on life, should eventually become a collectors item. "Infinitesimal" is the word for it—it's much smaller than those fiddling things to tighten bobbins on sewing machines—and to this little tool George assigns most of the credit for his success with old clocks and watches. Well, George Washington was proud of his little hatchet—but George Ward has just as much right to be proud of the "tickers" he has tickled into usefulness by a turn of the old screw driver.



"She was raised on condensed milk."

## HARDIN'S FLYERS SET NEW RECORDS

**BOWLING IN THE CTA Thursday night (Rapid Transit Division) league on April 1 at Bensinger's Wabash avenue alleys, Hardin's Flyers established two new league records. With a crashing single team game of 1,224 and a team series of 3,096, the Flyers broke the records existing since the 1931-32 season when the Hoyt's Tigers hung up a team game of 1,141 and a series of 3,090.**

The official scores of the Flyers in their record-shattering games were:

Russ Elderkin	189	238	209	636
Bill O'Neil	187	241	179	607
Harlan Heil	233	210	173	616
Jim Ludwig	187	268	151	606
Charlie Rose	197	267	167	631
	993	1224	879	3096

The league was organized 33 years ago and has operated continuously each season since that time.



A belated announcement—*Frank Smith* promised to "Love, Honor, and Obey" on February 22. They spent their honeymoon in Tampa, Florida. Also, *R. Miller* took a partner for life on March 13.

The stork left another boy at the home of *Mr. & Mrs. Julian Colnik*. This makes it three boys. The new arrival was named *Florian*.

*Mr. Bakanowicz*, the five-star officer and mechanic of Lawrence garage, is having open house the first two weeks in May. The reason for this is to show his friends the trophies and medals that he won in the last war. Also, anyone interested in antique guns and rifles get in touch with Buck.

*Howard Jensen* was seen riding on Milwaukee avenue in his new Ford. The only time he put his headlights on was when another car would pass him. How come, Howard, can't the new car stand the bright lights?

*Operator Granettele*, better known as *Benito*, is wondering if the two-bit loan he made to a certain operator will ever be repaid.

Did you notice the expression of contentment on *Bennie Kamka's* and *Martin Sinnott's* faces since the new pick?

*Frank Kimmel*, the amateur photographer, is busy putting sample pictures of his work on Central avenue buses. Anyone wishing a sitting get in touch with Frank.

*Eddie Stencil*, the great professor of the English language, is now teaching gymnastics at the Jefferson Park gym. The way he does tricks on the horizontal bar is beyond reproach. His classes are composed mostly of high school students. Any operator interested in getting back his girlish figure get in touch with Curly. There is no charge for his services.

*John Bukowski* had a very enjoyable trip to Philadelphia recently. He visited his brother while there.

—THE POLISH COUNT

## TRANSITAD

FOR SALE: Electric Fire Place logs, \$6.50. Phone Malcolm Nolte, Avenue 7626.

## HOLD-UP MAN ERRS IN PICKING VICTIM

LINCOLN—One night, not long ago, Conductor *Tom Weaver* was held up, but that didn't stop him from chasing the hold-up man. Tom caught the culprit by the collar and had him arrested.

It has been proven many times that the "luck of the Irish" can't be beat. This was proven again on the night of March 17. Two of our well known motormen were in the hall on Clark street when the floor collapsed. So if you care to get first hand stories of that catastrophe, ask *Tony Hennegan* or *Pat McHale* how it feels to be of the lucky clan.

Conductors *Ronald Roy* (of the Yellow Jeep fame) and *Jim Connors* are proud fathers, a girl and a boy, respectively.

Motorman *John Sullivan* has been appointed our new board member. The two "B" boys, *Al Barr* and *John Brunelli*, are wondering if it wouldn't be possible for them to get students on the same day, so they can relax together.

Some of the boys would like to know where *Relief Clerk* and Conductor *Bill Gehrke* gets the western style shirts he so proudly wears.

Now that the nice weather is here, Conductor *Ed Fitzpatrick* has taken his *DeSoto* out of moth balls. Motormen *Charley Kemp* and *Frank Kozol* are both proud owners of new cars. How do you do it boys?

—LARRY HIPPERT, SR.

**KEEP ON THE RIGHT TRACK... WITH PAYROLL SAVINGS!**



**U.S. SECURITY LOAN**

**YOUR Security is America's Security**

## ONE COUPLE WED AND ANOTHER ENGAGED

LOOP—On April 17 Platform Man *James Edward Conway* and *Lorraine Frances Lindberg* marched to the altar at St. Mary's Church in Evanston, Illinois, to take the pledge, "to honor and obey."

On March 13 *Eddie Messett* made Agent *Mary Ellen McAndrews* a very happy girl by placing a diamond on her finger. August 14 is the day set for the marriage at St. Andrew's Church.

Our sincere sympathy is extended to Agents *Clara Shaler*, on the death of her mother, *Julia Curry*, who lost her sister, and *Kathryn Segale*, whose sister-in-law, former Agent *Mary Ruck*, recently passed away.

"Gen" *Gordon* returned from her vacation—a trip to Indiana, Ohio, Kentucky and Pennsylvania. While in Pennsylvania she visited her daughter.

*Mary* and *Margie White* are spending their vacation in Battle Creek, Michigan. *Bess Sullivan* is spending a month in Arizona.

—FRANCES BRANDL

## AL PELTON RETIRES AFTER 41 YEARS' SERVICE

MAINTENANCE OF WAY (NORTH AND SOUTH SIDE)—*Alfred H. Pelton*, doorcheck repairman, retired on April 1, completing 41 years of continuous service on the South Section. . . *E. W. McBide* will step into Al's shoes, and *Frank Alm*, construction carpenter, takes over Mac's duties at Congress street shop.

Rapid Transit Division bowling league has completed its schedule for the season of 1947 and '48. A good many Road Department men enjoy the thrill of a competitive sport each Thursday evening, but, in general, Road Department men are conspicuous by their absence, both as bowlers and rooters. This is particularly true of the west siders. Let's try and do better next year.

—JIM WALSH

## TRANSITAD

FOR SALE — One Remington "foursome" electric shaver, practically new. Reasonable.—*Larry Hippert*, Lincoln.



MR. AND MRS. HENRY MITCHELL pictured celebrating their Silver Anniversary attended by more than 150 friends and relatives. Henry, employed on the Metropolitan division for eleven years, and his wife are the proud parents of four children.

## EASTER BUNNY AND DOC STORK WORK TOGETHER

MATERIAL & SUPPLIES—The Easter Bunny brought Doc Stork when he stopped at the *Harold Friedl* house, and they left a fine baby boy. . . They paid a visit to *Herb Hoger's* son, and "Baby Tommy" makes Herb a "Gramps" for the third time running.

*Jack Harty* has acquired a new title, "The Most Colorful Man in the M&S Department." Could be he's beating inflation by dressing in the dark. Taking lessons from Bing, Jack?

Our general office force has a sprightly, new addition, *Eldora Marshall*, who transferred from the West Shops. We welcome *Elle Marie Emmerick* who replaces *Eldora* at the shops. Other new members since last we went to press are *Bob Zabilka*, *Tony DiGiovanni*, *Melvin Maynard*, *Don Lark*, *Chet Skora*, *George Deuter*, *Aldo Fasciola*, *John Walsh*, *John Siebert*, and *Carl Law*.

—"Dj" McMAHON

## NEW DISPATCHER HAS FINE HOBBY

METROPOLITAN—One of the worst storms of the year greeted the new Garfield Park P. M. dispatcher, *William Hogan*, as he succeeded *E. C. Eldredge*, who has been promoted to A. M. dispatcher on "the Douglas."





**AGENT NONA MONAHAN and her friend, Mildred Barr, had a taste of summer in March during their three-week vacation at Miami Beach, Florida.**

Bill is another one who can help keep them rolling—and pleasantly.

Bill claims he has six main hobbies, namely, his wife, *Lucille*, and his children—*James*, 17, *Marie*, 14, *Virginia*, 8, *William*, 4, and *Richard*, 2. Whatever spare time he has left over is spent in his garden.

—ROY WHITE

## STORK VISITS O'BRIENS ON ST. PAT'S DAY

**NORTH SIDE**—The stork fluttered in March 17 and told *Motorman* and *Mrs. Andy O'Brien*, "Begorra, an 'tis a foin broth of a bye I'm after givin' to ye."

*Trainman Charles Booth* has returned from an extended tour of the north. The way he was dragging himself around on his first day back you would think he rode 5,000 miles on the back of a mule.

*Agent Lillian Edel* returned to work after spending her vacation sightseeing around Cook County, including a tour on the new CTA Skokie bus line.

**Hobbies**—*Collector Charles Ebert* and *Watchman Charles Wallquist* are collectors of stamps. *Collector Robert Richardson* is an expert in photography. What's your hobby?

*Agent E. Magill* is sure proud to say Irving Park station is it:

Take *Doris* for instance, Now there's a girl who's swell, Then there's *Peggy*, our P.M., She's nice to the people and agents as well,

Of course, there's *Radall*,

A jolly good fellow as you know to be true.

Can't leave out our porter, *Bill*, He's happy and never seems blue. And last, but not least, there's *Frank*,

A more regular guy can't be found, He's the one that is always helping around.

Our sincere sympathy is extended to *Yard Foreman Harvey Nicklas* on the death of his daughter, and *Conductor Alex Muscato* who lost his mother.

*Agent Sue McLaghlín* has returned to work after a long illness.

Howard street had the honor of entertaining *Martin Helin*, manager, Stockholm Passenger Transport Co. The boys at Howard Street being big hearted, let *Bill Sundh* handle all the business. But what do you think was the topic of conversation Sweden of course!

*Motorman E. J. Tierney*, *Trainman R. P. Killian* and *William Voelker* have returned to work after being ill.

—J. J. BALY

## SCHEDULE DEPARTMENT IN NEW LOCATION

**SCHEDULE-TRAFFIC**—On our moving day, we were welcomed to the 79 West Monroe Building by *Tony Hess*, *Ray Primeau* and *George Johannes* who had been with the Rapid Transit Schedule Department and have now become a part of the CTA Schedule-Traffic Department.

*Edward Thompson, Jr.* was the name selected for the 8-pound-one-ounce boy born on March 18, who is now keeping *Eddie* and *June Thompson* up nights. Eddie can always get advice from *Grandfather Clarence Thompson* of Lawrence garage on the raising of this young man.

*Harry* and *Stella Bates* report a pleasant vacation from traffic checking and typist duties. Their trip took them to Baton Rouge and New Orleans, La., at just the right time of year to enjoy that southern hospitality.

We extend out condolences to *George Fisher* and *Frank Forty* whose fathers passed away recently.

—L. C. DUTTON

## IS MARRIAGE A HOME FOR THE BLIND???

**SHOPS (RAPID TRANSIT) NORTH**—They say, "Love is blind; that marriage is an institution; an institution is a home." If that is true,

then marriage must be a home for the blind. That is where *Albert Schnell* and *Dona Kammerer* are going to be admitted on May 22. *Motor Fitter Vincent Bracci* also had tentative reservation made for some time in June, but because of death of the future bride's father, they will not take up the lease until a later date.

Capitalist *Orton B. Oliver* who earns his virtuals at Howard shop broke the piggy bank 'norder to buy a like-new 1947 Chev. The terms weren't peanuts.

*Tony Rocco* is back on the job and *Art Redlich* soon will be. They both have been in bed with pneumococci germs for nearly a month.

Secretary-Treasurer of Division 308, *Thomas J. Mullen* IS NOT A MAN. On March 25 he became a MOOSE. Same thing happened to *C. Jennings*, *August Bieveer*, and *Clerk Joe E. Blanks*.

*Clarence Young*, in a prone position at home, is making an application for a disability pension, to be effective May 1.

—LOUIS CORTOPASSI

**LAKE STREET**—*Warner Erlandson* has just completed the finest trolley line fishing gear to be seen on Lake Michigan this year. Warner made the equipment for a sick friend.

*Bill Johnson's* out-door project this summer will be to make his lawn the envy of his Sauganash neighbors. Most of his efforts will be towards controlling his giant strawberries and dandelions.

Don't be too surprised if *Frank Keller* does a "pirouette" in explaining daughter *Darlene's* ballet techniques. The young lady has an

active part in a coming dance recital.

That unpredictable bird, the stork, wouldn't cooperate in meeting last month's deadline so here are the latest family additions and tax subtractions: To *Emil and Lucille Kariolich*, a girl named *Martha Marie* and to *Herb and Frances Lindquist*, also a girl, *Helen Louise*. The boys are singing "There will be some changes made."

—J. E. MARTH

**METROPOLITAN**—The stork carried a bouncing baby boy into the home of *Oiler Herman Izzo*, and a beautiful baby girl to the wife of *Air Brakeman George Putz*.

California celebrated something out of the ordinary recently when *Machinist Thomas Conlon* and his wife traveled to Hollywood. We expected to see Tom with quite a suntan but he claims he spent all of his time there teaching the natives how to use a left-handed hook ball on the bowling alley.

The boys at Throop street shop recently presented *Andrew Kluczkowski* with a going away check after the completion of 43 years as a blacksmith. The wish with the check is for many more happy years of life.

—JAMES J. DURR

**SOUTH**—We are glad to report that *Frank Foerner* who was hospitalized for surgery is well on his way to recovery. We are looking forward to seeing him back on the job soon in the Englewood shop.

After a conscientious effort of two weeks duration, *Charles Boos* finally gave up trying to cultivate a mustache.

*Frank Higney*, control inspector, is feeling a little more kindly toward motormen these days since his son, *Robert F.*, has joined their ranks.

*Warner Yenni* has a good reason for that disappointed expression he has been carrying around. He had the proceeds practically spent before he woke up and realized that his ticket had not won the sweepstakes.

Surely, seven days of Memphis climate could not be the only cause of *T. R. Dagan's* pep since his return.

Condolences are extended to *Tom Mickle* and his family on the recent death of his father.

—PATRICK WHITE

## FENDER BENDERS



NATIONAL SAFETY COUNCIL



### THREE SONS AIM AT FATHER'S RECORD

**SOUTH SIDE**—Howard Brown, service inspector, became a pensioner April 1. He leaves a 47 year record of safety and service and three sons, Howard, Jr. (North Side), Robert (Loop), and Wallace (South Side) to carry on his good record. He may well be proud of them.

Trainmen T. Thompson, J. Snashall, T. Durkin, N. Bonney, H. Foley, E. Carroll, H. Smith and S. Lipinski have transferred to the surface division.

Conductor J. L. Riordon has returned from a vacation in Texas. He visited with pensioner Bill Bailey, who sends regards to his many friends. Conductor George McCarn has returned from a trip to Florida via motorcycle. His lovely wife made the trip with him (and they call them the weaker sex). Yardman John Stumpf was certain he would be lonesome on his vacation so he took unto himself a wife.

Conductor Marty Olson is back home recuperating from a serious operation. He is looking well and says he will be back soon—in the pink.

Another recent pensioner who has been on the sick list for some time is Agent Delia Morley.

—ROBERT BROWN

### LOOK OUT BELOW! CLOSET DOORS OPENED

**STORES**—Our Storekeeper at Throop street storehouse is now called Hank "Fibber" Spuehler because it is housecleaning time at the Spuehler home and his wife put him to work cleaning the clothes closets. We hope those closets don't sound like Fibber McGee's.

We welcome Doris Last, a new employee, in our Stores office.

We usually like to keep our birthdays quiet, but Jack Powell of Throop street storehouse, couldn't help himself when his family presented him with a complete new outfit for his birthday on March 18.

—JEAN HARTLEY

### RETZLER INTRODUCES NEW TYPE BRAKES

**WAY AND STRUCTURES (BUILDING DIVISION)**—John Retzler, engineer in the building division, came to work one day sporting a new car. He drove right under a big truck,



**IRISH PARADERS (West Shops), watching John Burke, playing the bag-pipes.**

pulled over to the curb dragging his feet to stop the car, shut off the jet engine and power take-off, and stepped out. All 6'2" from his 1947 Crosley.

Betty M. Lhotak, secretary to the sup't of way and structures and our star correspondent for the past three years, resigned on March 1. **TRACK DIVISION**—It is rumored that a certain member of Matt Stiglic's gang was doing a rumba on St. Patrick's Day at a dance hall on North Clark street when the floor gave in. It seems as though "Big Jim" ended up in the basement with only half of the dance completed. The city building department may have their ideas on why it collapsed, but the other members of his gang know better.

**UTILITY DIVISION**—Wreck Truck Chauffeur Harold Kock is sporting a new Plymouth car. He has promised to give all his friends a demonstration soon.

Motorman Thomas Lacey will soon be sailing on a trip back home to Erin to kiss the "Blarney Stone." His real reason is to visit his mother whom he hasn't seen for some time.

—S. F. SMITH

### MACHINE SHOP MEN BECOME PROUD DADDIES

**WEST SHOPS**—Well, well, old man stork is still making his rounds—this time leaving two bundles of joy in the machine shop. A sweet baby girl, Patricia Jo Ann, 6 lbs., 7¼ oz., born to the Tom Gillerans. While the John Sullivans proudly announce the arrival of a bouncing baby boy, 8 lbs., 15 oz., named Patrick John.

We're happy to hear that John Horvat, carpenter shop, is recovering from the severe burns he received while on the job.

The bowling season is drawing to a close for West Shops bowlers. So, why not give them a treat and make your presence known as a spectator. There are two young gentlemen, namely, Edward Horning and Heinz Doering, who made slight promises to come over, but to date we have not seen hide nor hair of them.

If you wish to join West Shops baseball league, see Miles Coleman, captain, and I'm sure he'll be able to accommodate you. We want first place this year, boys. Always remember, if you can't play baseball, you can always be a water-boy or a bat-boy.

March 17, St. Patrick's Day, brought the West Shops Irish Parade at lunch time. But it seemed there were just as many of the other nationalities in the parade and wearing the green. There was even a Scotchman, T. Robbie, playing the bag-pipes. —MARY CROSBY



### RECENT DEATHS AMONG EMPLOYEES

CORNELIUS M. ALLISON, 59, agent, North Side. Died 2-24-48. Employed 1-28-46.

JOSEPH ARTIMAGNA, 65 laborer, Track Dept. Died 2-6-48. Employed 4-16-43.

ERNEST BIEDERMAN, 70, motorman, Devon. Died 2-23-48. Employed 10-14-19.

CHARLES BURGESSON, 76, retired conductor, 69th. Died 2-6-48. Employed 11-26-01.

BENJAMIN BUSCH, 70, agent, South Side. Died 2-7-48. Employed 11-28-42.

MARK A. CALLOW, 50, car cleaner, South Side. Died 2-19-48. Employed 7-29-46.

JOSEPH CONLAN, 83, retired flagman, Burnside. Died 2-10-48. Employed 8-30-09.

JAMES M. CURRY, 58, car cleaner, South Side. Died 2-10-48. Employed 2-8-43.

MICHAEL DONOHUE, 43, instrument man, Building Dept. Died 1-31-48. Employed 9-3-20.

REUBEN H. FEY, 78, retired conductor, Kedzie. Died 2-15-48. Employed 5-21-18.

MICHAEL GARA, 55, trainman, North Side. Died 2-14-48. Employed February, 1922.

CHARLES P. GRIGAITIS, 63, motorman, Archer. Died 2-23-48. Employed 5-27-20.

JAMES M. HESSION, 82, retired motorman, Limits. Died 2-11-48. Employed 1-15-04.

FRANK L. HOWARD, 56, switchman, Metropolitan. Died 2-23-48. Employed 6-3-13.

FRANK JAHNI, 65, foreman, Track Dept. Died 2-4-48. Employed 4-7-21.

GEORGE J. JANDA, 54, motorman, Lawndale. Died 2-10-48. Employed 10-30-18.

AUGUST JOHNSON, 67, retired motorman, Cottage Grove. Died 2-2-48. Employed 5-15-18.

PATRICK J. KEANE, 68, retired motorman, Cottage Grove. Died 2-25-48. Employed 5-29-11.

PATRICK KENNERNEY, 79, retired flagman, Burnside. Died 2-6-48. Employed 3-19-18.

PAUL P. MAJKA, 59, carpenter, Road Dept. Died 2-19-48. Employed 4-25-21.

JOSEPH MANELLI, 59, laborer, Track Dept. Died 2-20-48. Employed 4-13-30.

CHARLES MAVRINAC, 61, car placer, 77th. Died 2-24-48. Employed 3-16-21.

JOHN W. MCGINN, 63, dispatcher, Metropolitan. Died 2-15-48. Employed August, 1907.

HUGH McGRATH, 71, retired motorman, Cottage Grove. Died 2-23-48. Employed 9-25-99.

WILLIAM D. McNAMARA, 62, trainman, North Side. Died 2-11-48. Employed 9-11-17.

ELMER T. MILLER, 36, conductor, Devon. Died 2-13-48. Employed 6-10-41.

CHARLES F. O'MALLEY, 60, conductor, Armitage. Died 2-17-47. Employed 9-27-12.

PAUL B. OSCHATZ, 58, retired repairman, South Shops. Died 2-12-48. Employed 6-25-14.

MARTIN RATKOVICH, 51, laborer, Track Dept. Died 2-5-48. Employed 9-16-41.

WALTER H. ROSENBERG, 58, conductor, Lawndale. Died 1-30-48. Employed 7-10-17.

JOHN SOLODUK, 61, car repairer, South Side. Died 2-13-48. Employed 2-27-20.

JOSEPH STOLFA, 74, flagman, Metropolitan. Died 2-13-48. Employed 6-1-23.

RICHARD WOOD, 53, trainman, Metropolitan. Died 2-15-48. Employed 6-5-17.

JOHN YONUS, 62, retired car placer, North. Died 2-10-48. Employed 5-12-20.

TONY ZIGAMENT, 51, retired clerk, Schedule Dept. Died 2-25-48. Employed 12-23-19.



# CTA'S First Suburban Bus Route Established

CHICAGO TRANSIT AUTHORITY'S first suburban bus service was placed in operation on Saturday, March 27, when buses were substituted for the "L" shuttle service, Skokie Branch. CTA bus lines have been operating outside the city limits in some sections; however, this is the first bus route established to provide primarily suburban service.

This change in operation for Skokie residents was made to provide more frequent service for the 3,500 patrons of the route and effect economies in operation. The "L" service between Howard street and the Village of Skokie was operating at a loss of \$200,000 a year.

Frequency of buses provides improved service over the "L" shuttle operation. During the rush hours, buses run every six minutes. During other hours the buses run every 11 minutes.

The new bus service runs between the Howard street "L" station and Dempster street and Niles Center road in Skokie by way of Howard street, McCormick road, Oakton street and Niles Center road.

Fares on the Skokie bus route with a free transfer to or from Evanston-Wilmette "L" trains, Howard street, are 10 cents for adults, 5 cents for children, the same rates in effect on CTA's surface routes in Chicago. Between Skokie and points in Chicago, the through fare of 15 cents is still the same.

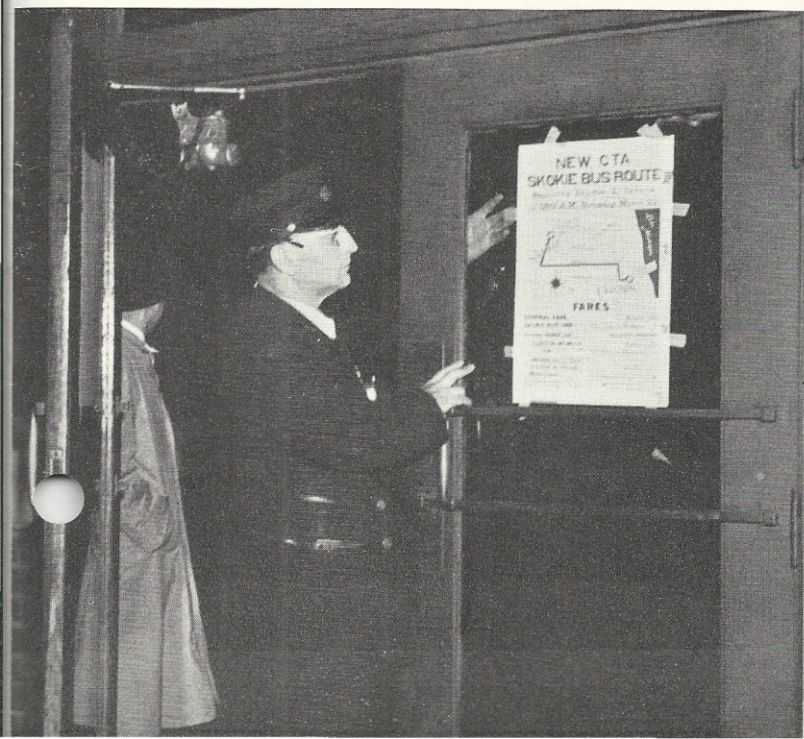
Because the line carries both local and suburban riders, a special system of fare collection has been installed. On east-bound bus trips, the passengers pay as they enter. Westbound the fares are collected as passengers leave the bus.

ON THE RETURN trip, Conductor Gisiner and Motorman Philip Finland, North Section, closed all stations and posted maps of the new Skokie bus route.



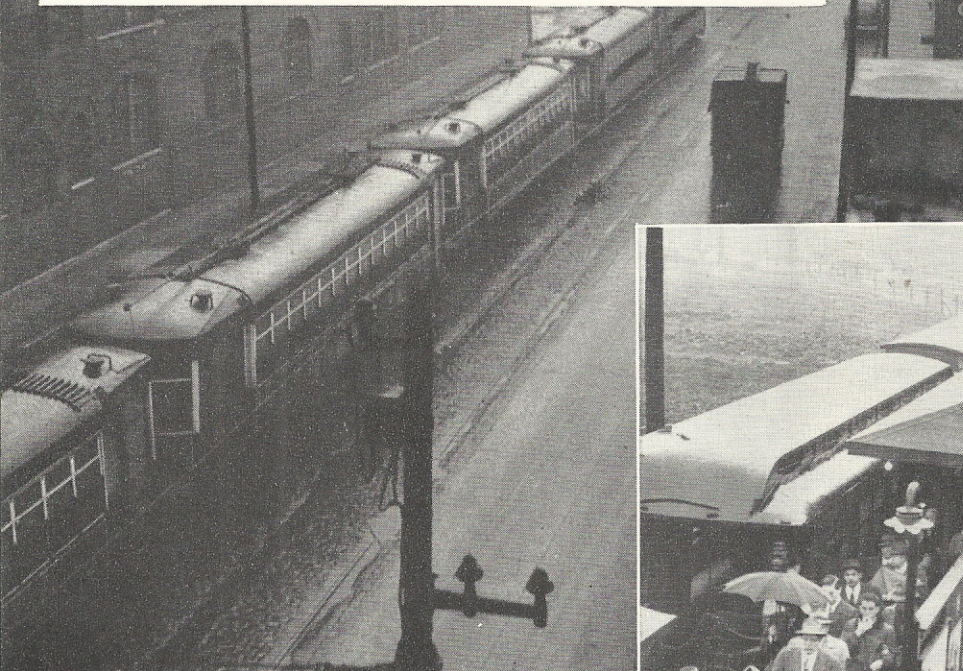
LAST "L" shuttle service to Skokie which left Howard street at 11:45 p.m., Friday, March 26, found many railfans enjoying the ride as Conductor Arthur Gisiner, North Section, collected fares.

FIRST WESTBOUND Skokie bus left Howard street at 12:01 a.m., Saturday, March 27, driven by Bus Operator Martin Bakka, Devon. Robert Siemsen, 5144 Galitz, Skokie, the first passenger on the westbound trip said, "Seems like the buses are going to be very comfortable and convenient."





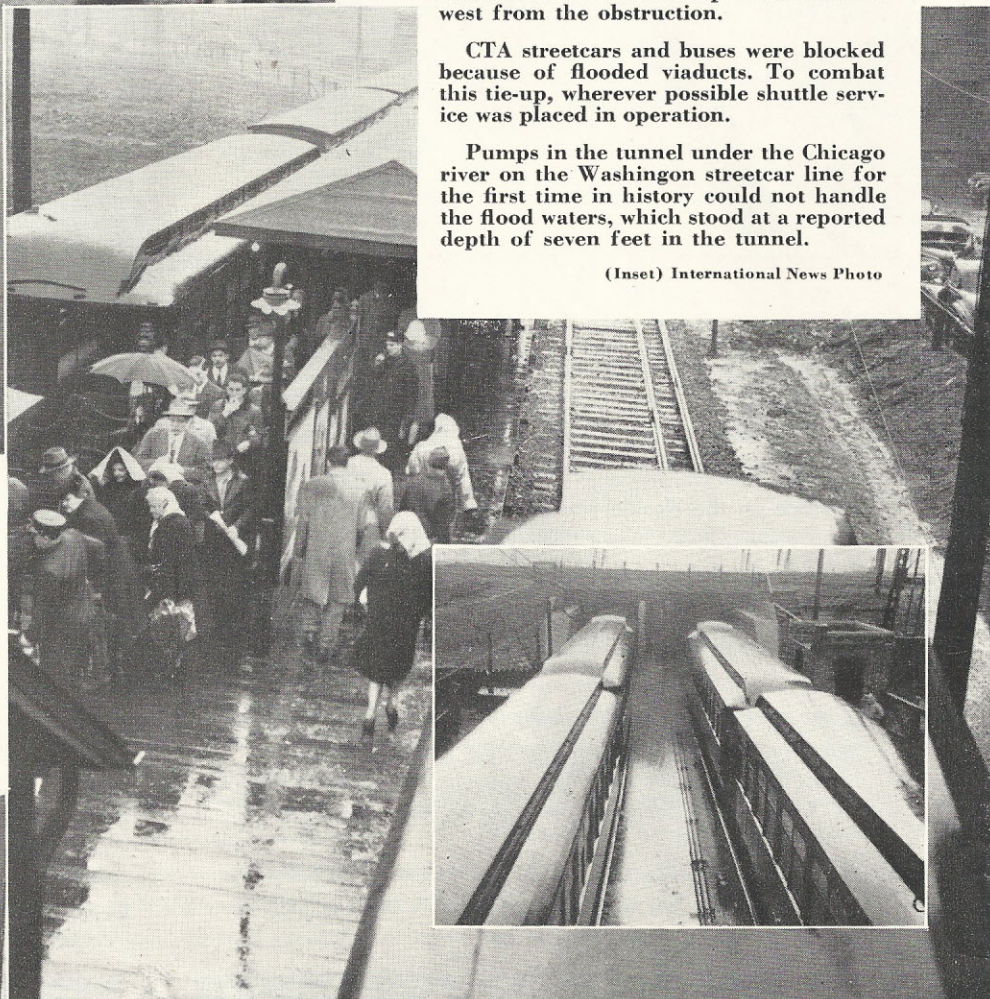
# This Rain Was A Pain!



**LINE OF Elston avenue streetcars that were stalled because of flooded viaduct at Elston avenue and Hobson street.**

Chicago Daily News Photos

**PASSENGERS ON Douglas Park "L" had to walk through eight cars to reach train at Cicero avenue after power supply was cut off at Kenton avenue by high water. Inset are trains stalled under railroad overpass.**



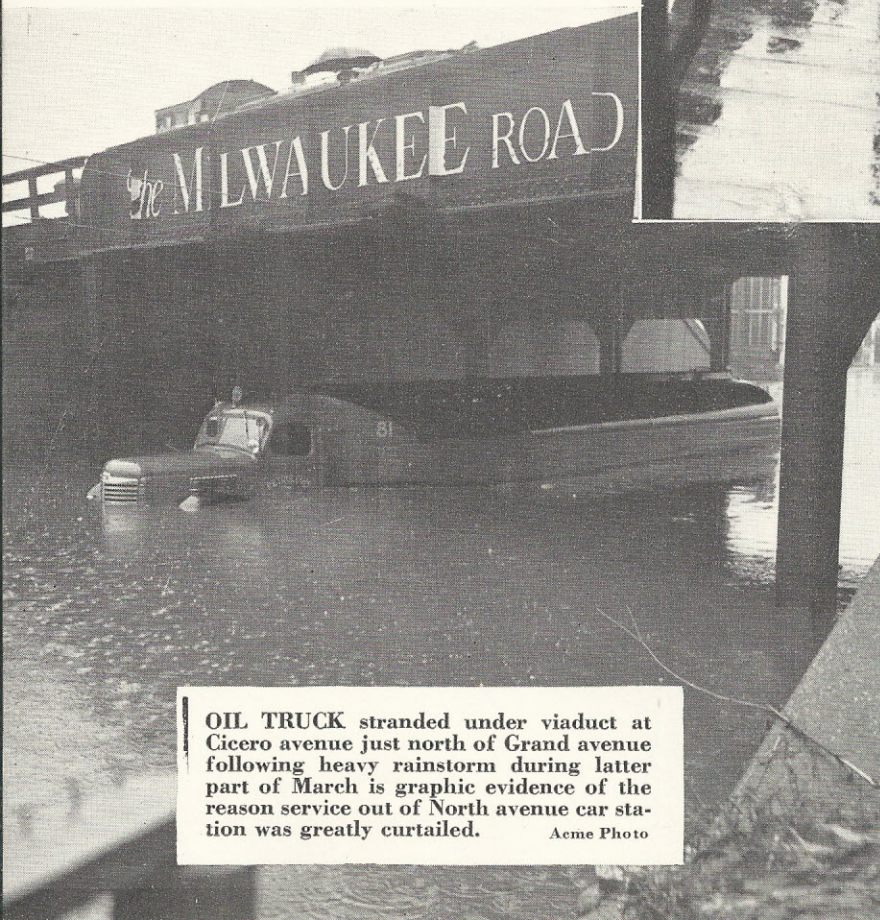
**A NEAR-RECORD** rain storm struck Chicago during the latter part of March, flooding most sections of the city and surrounding suburbs. However, CTA employees kept Chicago's transit moving by exercising their ingenuity — installing emergency shuttle service and even building bridges with "L" cars.

The Kenton avenue underpass on the Douglas Park branch of the elevated rapidly filled with water, preventing trains from going through. To overcome this obstacle, crew members shoved trains on each track across the flooded section and used them as bridges for the passengers. Shuttle service was then operated east and west from the obstruction.

CTA streetcars and buses were blocked because of flooded viaducts. To combat this tie-up, wherever possible shuttle service was placed in operation.

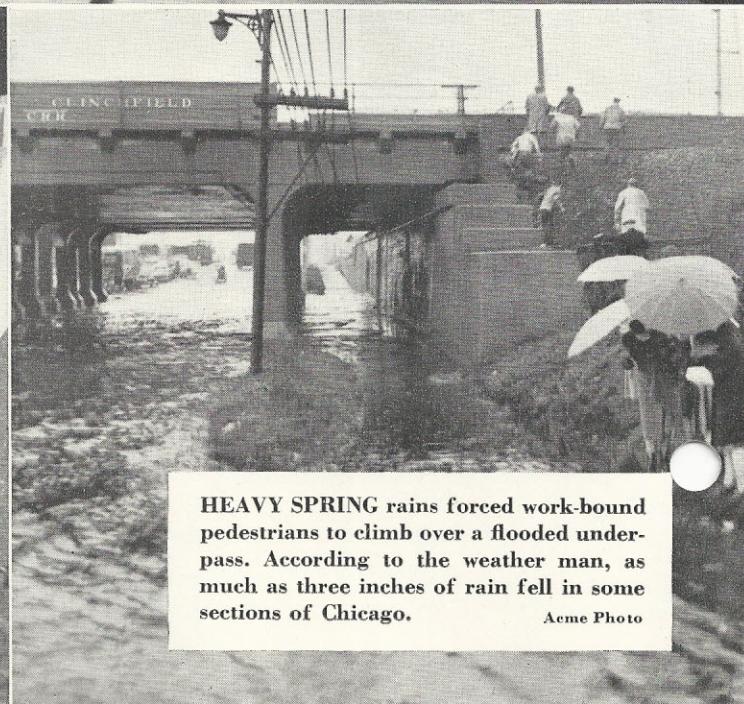
Pumps in the tunnel under the Chicago river on the Washington streetcar line for the first time in history could not handle the flood waters, which stood at a reported depth of seven feet in the tunnel.

(Inset) International News Photo



**OIL TRUCK** stranded under viaduct at Cicero avenue just north of Grand avenue following heavy rainstorm during latter part of March is graphic evidence of the reason service out of North avenue car station was greatly curtailed.

Aeme Photo



**HEAVY SPRING** rains forced work-bound pedestrians to climb over a flooded underpass. According to the weather man, as much as three inches of rain fell in some sections of Chicago.

Aeme Photo



# TRANSIT IN THE NEWS



*International News Photo*

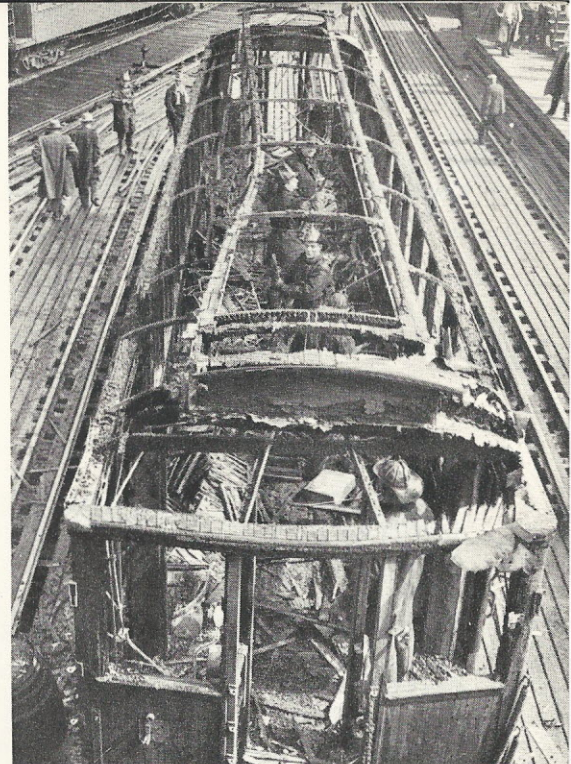
## "SOMETHING NEW IS BEING ADDED"

DELIVERY OF SEVEN new streamlined streetcars of the latest design was accepted at 77th station early in March. Placed in operation on the Madison street routes, they comprise part of 96 new vehicles with which this line will be completely equipped in May or June.

Some of the earlier type streamlined streetcars released from the Madison street lines have gone into service on the 63rd street route. Eventually, 83 of these modern cars will give 63rd street riders the advantages of faster operating speed and greater passenger capacity.



APRIL, 1948



*Sun-Times Photo*

## FLASH FIRE DESTROYS THREE "L" CARS

A FLASH FIRE on March 26 destroyed three "L" coaches and damaged three others and the elevated structure on the Douglas Park branch near 19th street and Pulaski road.

The fire, which caused an estimated damage of fifty to sixty-five thousand dollars, started when inflammable material dumped under the structure by persons unknown ignited with a flash. It quickly climbed the structure and spread rapidly through the empty cars which were berthed at that point.

## CANAL STREET BRIDGE OPENS

STANDING IN LINE before the reviewing stand, waiting to cross, is the first CTA Canal-Wacker bus to use the Canal street bridge after its re-opening on March 29.

For the past five years, while the bridge was closed, traffic was forced to detour over Lumber street and Cermak road and back to Canal.

The opening of the bridge makes it possible for buses of the Canal-Wacker line, which extends from Wacker drive and Wabash avenue to Canal street and 23rd place, to complete their runs in faster time.



# Inquiring REPORTER

## Question

*Should a husband help his wife with the housework and baby tending?*

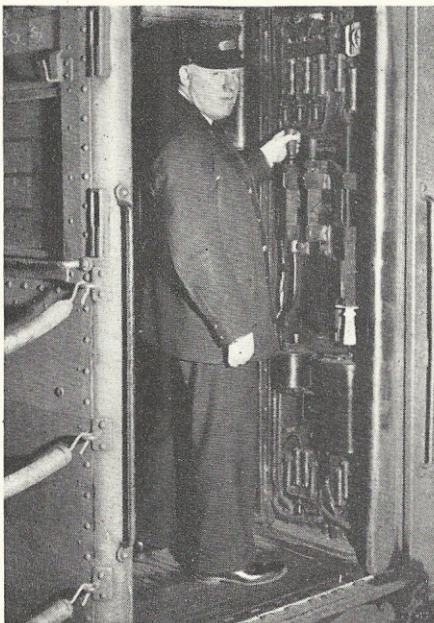
ROBERT E. BROWN, *Reporter, South Side Section*



**EDNA COTTIN, Ticket Agent:** "My husband was one who enjoyed fixing things around the house, adjusting and installing things which lighten the burden of housework. I think a husband should assist the wife in any way he can. It makes a house a home."



**VERNA ROTHSCCHILD, Stenographer:** "I do not believe it should be the daily duty of a husband to assist with the housework. He should, however, do enough of it so he would know what it's all about in case of emergencies such as sickness."



**PATRICK HICKEY, Trainman:** "Should he? The poor guy has to. When a married man says he doesn't, it's untrue. Why do you think I'm single and happy, or could it be that the right girl doesn't want me—but this is leap year and I may have to change my opinion."



**THOMAS DAVIS, Trainman:** "I guess I am rather lucky having a wife and eight daughters. There is very little I am required to do around the house except bring home the bacon—believe me, those females need a lot of that there bacon!"



**FRANK BONNEY, Motorman:** "A good question for me, the proud father of 12 children. I have done everything around the house from preparing a meal to changing a baby. I am now official baby sitter for my grandchild, whose father, Norbert, is a CTA trainman."



# It's Everyone's FIGHT

CANCER IS THE most feared of all diseases. During World War II it killed more than twice as many Americans as were killed in combat.

This dreaded disease strikes the rich and the poor, young and old, male and female. It is no respecter of age. In 1944, cancer killed 1,153 persons in the United States under the age of 15; 2,570 between 15 and 29; 14,000 between 30 and 34; 47,978 from 45 to 59; and 105,000 of 60 or more.

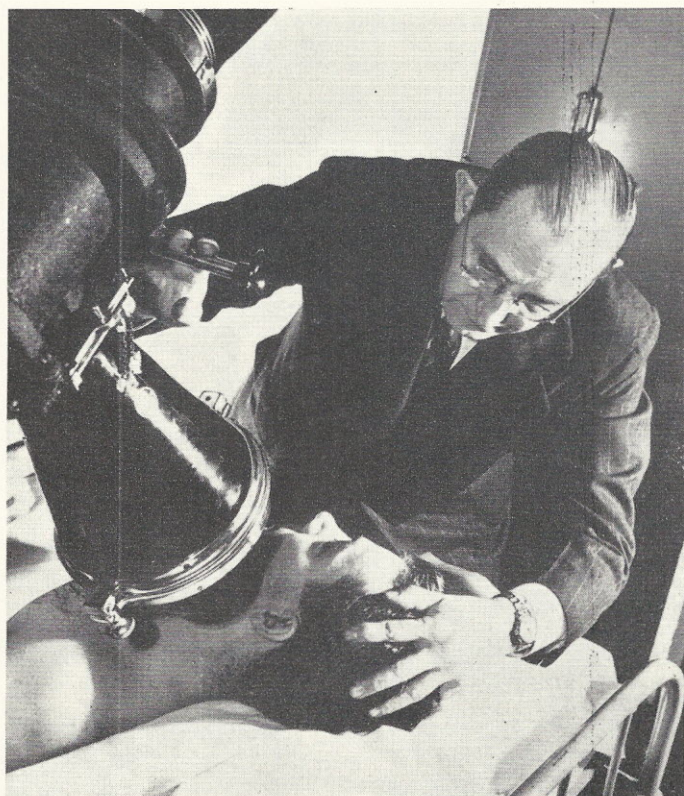
Through research, education and service to cancer victims, the American Cancer Society hopes to combat this disease.

Cancer is neither hereditary nor contagious, according to the Society. Yet the thought that cancer may be the cause of an illness is sufficient to keep many persons from consulting their doctors. Early detection, says the American Cancer Society, often leads to a cure of cancer. By educating the public to recognize the danger signals, the Society estimates a large percentage of those who develop cancer can be saved.

The American Cancer Society, Incorporated, opened its 1948 fund raising campaign on April 1 to carry on the nation's fight against cancer. During the past year more than \$3,000,000 has been given by the Society to 155 research projects and 42 research fellowships.

Sixteen information centers are operated throughout the State of Illinois by the Society. Three centers at 4600 South Ashland avenue, 4559 South Parkway and 139 North Clark street, serve the needs of Chicago citizens.

Services offered by the American Cancer Society include clinics and hospitals for diagnosis and treatment, modern



**LIFE-SAVING RAYS . . .** A powerful beam from this high voltage X-ray machine is one of the most successful weapons against cancer, the American Cancer Society points out.

x-ray equipment, radium and other equipment necessary for the treatment of cancer, detection centers where people may go to make sure they are free of cancer, visiting nurses and medical services for cancer patients in the home, and refresher courses in cancer diagnosis for physicians.

The fight against cancer is everyone's fight.

## SAFE LIFTING HABITS PREVENT INJURY

TRYING TO LIFT, carry or move articles greatly out of proportion to our capacity often results in serious injuries. Many times we are thoughtless about lifting rules both at home and on the job.

There are no set principles that can be followed on how much we should lift. Physical differences in individuals make it impractical to set up positive lifting standards. But this chore can be done easily and safely.

No matter where you are, at home or on the job, you will find some good advice in the following basic principles of proper lifting techniques:

1. Size up the load; do not lift more than can comfortably be handled.
2. Make sure that the footing is secure and get good balance.

3. Place feet as close as possible to the object to be lifted.
4. Bend knees and keep the back as straight as possible.
5. Lift with leg and arm muscles, keeping the object close to the body.
6. When raising objects to the top of a pile, especially if over shoulder height, lift until the object is at or above waist length. Rest the edge of the object on a ledge or stand and shift the position of the hand to boost the object further. Keep the knees bent when starting to raise the object to the higher level.
7. To put load down, bend the knees and lower the load with the leg and arm muscles, keeping the back as straight as possible.

Constant application of these principles may save you severe, or perhaps permanent, injury.



# CTA PREVIEWS HOUSEWIVES' "DREAM RANGE"

By Joan

LADIES! A NEW TYPE of gas range, featuring an upper-level oven, will soon make its debut in Chicago. It's not for public sale yet but here is a "sneak" preview for our readers of what the post-war "dream range" is going to look like.

"Just what a housewife would like to have in her kitchen," chorused Mrs. Clark McGregor, wife of a South Side "L" conductor, and Mrs. Walter Majchrzak, whose husband is a motorman on the Metropolitan division. Both women were present at the preview of the new model gas range.

This new range, called the "Challenger," was conceived and designed by The Peoples Gas Light and Coke Company of Chicago following their city-wide survey of what type gas range women would prefer in the post-war era. It is being manufactured by the Hardwick Stove Company, Cleveland, Tennessee.

Mrs. McGregor, whose husband has been employed by the elevated for 47 years, was particularly impressed with how easily the range could be kept clean. "It has so many new improvements," she said, "I would certainly be able to cook some wonderful meals with that in my kitchen."

Mrs. Majchrzak, who cooked professionally a few years ago and has baked many pies and cakes for the men on the "Met" division, was also enthused with the new features of the range. "It surely will save the housewife a lot of bending and stretching to look in the oven. And that mirror will even help keep their stocking seams straight!" The window innovation in the oven door becomes a mirror when the oven light is off.

The results of the survey showed that Chicago housewives were looking for a gas range with an upper-level oven that reduced stooping but permitted the use of the top as working space. Features of the new "Challenger" include this upper-level oven "built to the right height for personal comfort in baking," automatic time and temperature control, extra storage capacity, the new style high-broiler that glides in and out at the touch of a finger and has an oversized concealed drip pan. The "mirro-magic" oven window is double insulated.

According to the Peoples Gas Company, construction of this new range is underway at the factory and it will be for sale in the immediate future.



MRS. CLARK McGREGOR, left, and Mrs. Walter Majchrzak, examine the new "Challenger" gas range. The burner grates are stainless steel and unbreakable and the new style upper-level oven and convenient broiler reduce bending and stooping yet permit the use of the top as working space.

## AVOID THE FALL IN SPRING HOUSECLEANING

IT MAY BE spring housecleaning time ladies, but maybe it's the fall you should be worrying about. The kind of fall that breaks bones, that is.

The women can do a lot to reduce the annual toll of 16,500 fall deaths in the home by thinking of the fall during spring cleaning.

Here are some practical hints to protect yourself and your family:

1. Use your kitchen step stool or a stepladder to reach high places.
2. Never sit on a window sill to wash outside windows.
3. Do not walk downstairs with loads of bedding or other objects that are too heavy or obstruct your vision.
4. Keep your cleaning tools picked up and safely out of the way.
5. Be careful on newly-waxed floors, especially before the rugs are relaid.



# THE HOBBY OF

## "DOING UNTO OTHERS . . ."

ROY WHITE, minister, author and "L" towerman, has the hobby of bringing his Christian practices into everyday life. Currently, his policy of "Doing Unto Others . . ." has resulted in a one-man housing project.

TRUE CHRISTIANITY should be practiced at all times and not just in church,

according to Roy White. Accordingly, he has devoted a great deal of his time and energy recently, making it possible for many of his neighbors to "own their homes" at a nominal cost. He negotiated all details for the purchase of these two 6-flat buildings. This enabled 12 families to "buy" an apartment for \$1,500 or less. ➤



THEOLOGICALLY TRAINED, Mr. White was pastor of the Douglas Park Church of the Brethren for ten years. When the position developed that it required full time services, he resigned—about two years ago. He was thereupon elected elder-in-charge and still preaches occasionally. He believes that the granting of "material aid" can influence the recipients to become better Christians, which is the foundation of his program to "change things which change people." ➤

TO HELP GUIDE children in the Christian way of life, Roy White has written "Stories of Peace," a book of short stories with morals which is to be published shortly. He formerly edited a church paper, *Douglas Sparks*, and has contributed material to both religious and railroading publications. His wife, ♡ Ruth, and son, Roy, Jr., assist him

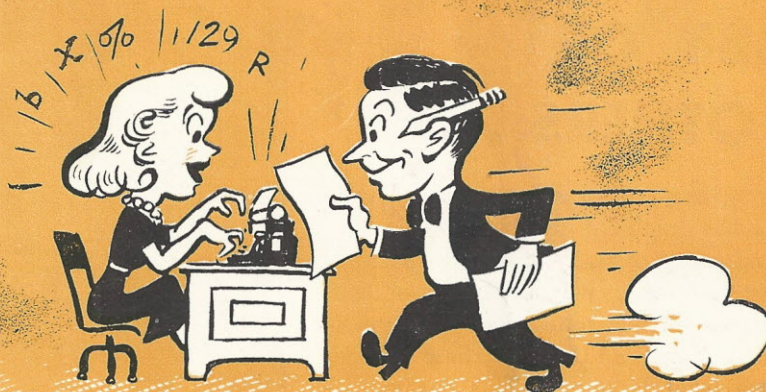
by typing copy and checking manuscripts. Another son, James, is a dispatcher at the municipal airport for Trans-Canada Airlines.

BORN IN WINAMAC, Indiana, the son of a school teacher, Roy White attended Manchester college, North Manchester, Indiana, and Bethany Biblical seminary in Chicago. To earn his livelihood, he has worked for the elevated lines 22 years as a platform guard, trainman and towerman. On his job in the tower, he manipulates the levers which throw the switches to properly route the hundreds of trains that pass during his eight-hour shift. Always active in employee organizations he helped found the Metropolitan Credit Union, and holds pass book ♡ number three.

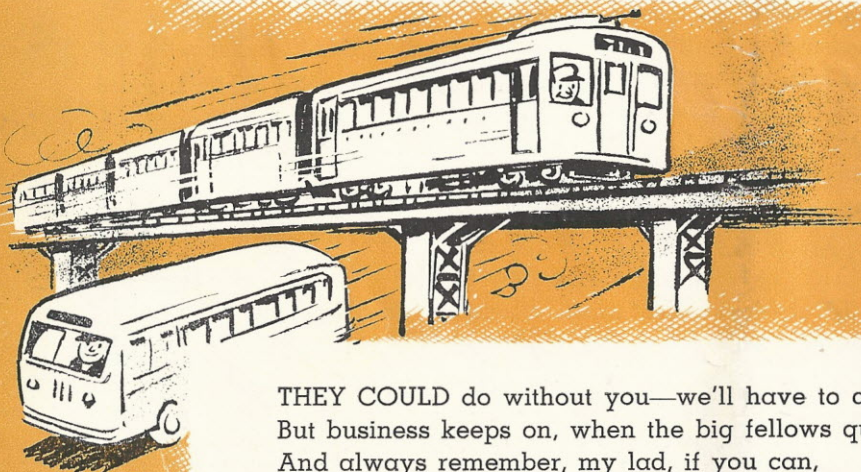




# YOUR JOB....



WHEREVER you're working—in office or shop,  
And however far you may be from the top—  
And though you may think you're just treading the mill,  
Don't ever belittle the job that you fill;  
For however little your job may appear—  
You're just as important as some little gear  
That meshes with others in some big machine,  
That helps keep it going—though never is seen.



THEY COULD do without you—we'll have to admit—  
But business keeps on, when the big fellows quit!  
And always remember, my lad, if you can,  
The job's more important—(oh, yes)—than the man!  
So if it's your hope to stay off the shelf,  
Think more of your job than you do of yourself,



YOUR JOB is important—don't think it is not—  
So try to give it the best that you've got!  
And don't think ever you're of little account—  
Remember, you're part of the total amount.  
If they didn't need you, you wouldn't be there—  
So, always, my lad, keep your chin in the air.  
A worker on tracks, or mechanic, or clerk—  
Think well of your company, yourself, and your work!

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