



# TRANSIT NEWS

MAY - 1948



FOR 1947-48 BOWLING CHAMPS — See Pages 6 and 7



# CTA Increases Fares to Meet Operating Costs

UNABLE TO EARN its financial requirements under existing rates of fare, Chicago Transit Authority increased fares on Tuesday, May 11, 1948. This action was taken in compliance with the Metropolitan Transit Authority Act which requires the Authority to charge rates of fare sufficient to meet its financial obligations.

For its initial six months of operations ending March 31, 1948, the Authority was short \$2,442,482.72 of meeting its financial needs, excluding city compensation.

The new rates fix the adult fare at 11 cents on the surface system, and at 13 cents on the rapid transit system. Between zones the new adult rate of fare is 20 cents, while the local fare in the North and West zones is 11 cents for adults and five cents for a child or student. The new inter-zone fare for a child or student is 10 cents.

In establishing the new fares, the Chicago Transit Board estimated that the increased revenue would amount to approximately \$7,500,000 annually, and would be sufficient in amount to enable the Authority to meet its financial requirements and liquidate the existing deficit within a reasonable period of time, or pay city compensation.

The Board pointed out that the new rates of fare are merely sufficient for

current financial requirements, and do not provide any funds for meeting any increase in employe wage rates resulting from the pending negotiations with the unions.

When reporting to the Transit Board on the operating results for the first six months, General Manager Walter J. McCarter made the following statement:

"On March 31, 1948, Chicago Transit Authority completed its first six months of operation.

It is my duty, as General Manager, to advise this Board of the operating results for this period.

It is evident that the Authority is not providing local transit service at cost, as required by the Metropolitan Transit Authority Act, but is, in fact, selling service at considerably less than cost.

Under existing rates of fare, the Authority has failed to earn all of its financial requirements.

There is a deficit in revenue bond reserve and in depreciation totaling \$2,442,482.87.

Inasmuch as the Authority by law must pay its way from operating revenues only, it is necessary to give immediate attention to this serious situation.

Aside from the deficit's adverse effect on the Authority's cash position, there is also its retarding influence upon the current modernization program.

Unless and until there is assurance that the deficit can be overcome, the Authority cannot proceed as planned with its modernization activities, including the purchase of additional modern equipment and the construction of desperately needed equipment, storage and servicing facilities.

There is, unfortunately, no prospect that the deficit can be overcome under the present rates of fare. In fact, it is virtually certain that the deficit will continue to grow since we are now entering the period of the year when local transit riding normally is at its lowest volume.

Analysis reveals that the Authority's rapid transit service is responsible for the greater part of the deficit. It even failed by \$958,408.03 to meet operating and maintenance expenses. With interest charges, revenue bond reserve and depreciation requirements, the total deficit chargeable to the rapid transit service is \$1,677,045.45.

The surface lines failed by only \$765,437.33 to earn bond reserve and depreciation charges.

## Three Factors Affect Deficit

This analysis further reveals that the deficit is due principally to a combination of these major factors: very substantial wage increases becoming effective just prior to our take-over October 1, 1947, sharp increases in the costs of materials and supplies, fuel and electric power and a decline in local transit riding.

Many months prior to the acquisition of the surface and "L" properties by the Authority, the previous managements evidently were apprehensive of operating deficits resulting from the spiraling cost of materials and supplies. Both had applied for basic fare increases of two cents—10 cents on the surface lines and 12 cents on the "L", and had presented testimony that even these rates would not be sufficient to meet operating costs.

When the operating unions were awarded an 18 cent an hour wage increase last August, retroactive to June 1, the surface lines had a nine cent fare and the "L" a twelve cent fare.

Realizing that the new wage rates—on a par with the highest in the nation—would require more operating revenue, the Authority raised the surface fare to 10 cents on October 1, when it began operating the surface lines and the "L".

This increase brought the average fares on CTA lines to 10.1 cents for the six months ended March 31, last, as compared to an aver-

## CHICAGO TRANSIT AUTHORITY

### CONDENSED INCOME STATEMENT—INCLUDING REQUIREMENTS

	January 1948	February 1948	March 1948	Total
Operating Revenues .....	\$8,855,083	\$8,310,834	\$9,111,657	\$26,277,574
Operation and Maintenance Expenses .....	8,577,689	8,023,435	8,733,804	25,334,928
Net Operating Revenues .....	277,394	287,399	377,853	942,646
Interest Requirement .....	318,038	318,038	318,038	954,114
Excess .....	40,644	30,639	59,815	11,468
Bond Reserve Requirements .....	107,000	107,000	107,000	321,000
Net Available for Depreciation, City Compensation and Modernization .....	147,644	137,639	47,185	332,468
Depreciation Requirements .....	433,333	433,333	433,333	1,299,999
City Compensation Requirements (1% of Gross Revenues) .....	88,550	83,108	91,116	262,774
	521,883	516,441	524,449	1,562,773
Deficit .....	\$ 669,527	\$ 654,080	\$ 571,634	\$ 1,895,241
On an Annual Basis				\$ 7,580,964
Deficit after City Compensation .....				



age fare of 8.5 cents for the two systems during the six months period ended March 31, 1947.

Potentially the higher average fare would have increased revenues for the six months ended last March 31 by \$8,704,000, if riding had remained at the same level as in the corresponding period of 1946-47.

CTA riding declined, however, by 5.6 percent, as against a national average drop of 3.3 percent. The higher average fare, therefore, actually produced only \$5,644,000 additional revenue.

### Operating Costs Up

Operating costs, on the contrary, rose sharply as compared with operating costs in the six months period ended March 31, 1947.

The cost of the increased wage rates was \$5,110,000. The cost of materials and supplies, due to increased prices amounting to a minimum of 25%, was \$700,000. Fuel costs increased \$120,000, due to increased prices per gallon. The cost of electricity was up \$339,000, due to higher cost per kilowatt hour resulting from higher cost of coal.

Despite the handicap of steadily rising costs, the management has been successful in achieving substantial economies without impairing service. In some instances, in fact, the Lake St. branch of the "L", for example, service improvements have been accompanied by operating economies.

The management has other plans for additional operating economies, and intends to put them into effect as quickly as possible.

The modernization program, including the substitution of buses for streetcars on lighter lines, although still in its early stages, has also contributed to the operating economies, and has induced increased riding on these lines. New streetcars and trolley buses have also stimulated riding on the lines where this equipment has been placed.

Under existing conditions, however, there is no possibility of the deficit being offset by the immediately planned operating economies and the beneficial effects of the modern equipment now in use or scheduled for early delivery.

Therefore, the urgent need in the present situation is action that will wipe out the deficit and enable the Authority to earn all of its financial requirements. This can only be achieved through an increase in the present rates of fare."

The following statement by the Chicago Transit Board was issued May 7:

"The Board has just completed its study and consideration of the deficit incurred in the Authority's initial six months of operations.

Operating statistics and other data presented by the General Manager and his technical staff prove conclusively that the Authority has not been and is not now earning all of its financial requirements despite operating economies amounting to more than a million dollars a year.

The major reason for the deficit is clear and understandable; namely, sharp increases in the cost of wages, materials and supplies coupled with a downward trend in local transit riding.

It is also apparent that the deficit cannot be overcome, or its accumulation retarded, by immediately planned economies and the beneficial effects of the early stages of the Authority's long-term modernization program.

## CTA TELLS STORY THROUGH ADS

# Get there *faster* with CTA Unified Service



*Transfer between  
Surface and  
L-Subway routes*

**CHICAGO TRANSIT  
AUTHORITY**

NO 70 (1)

AN ADVERTISING CAMPAIGN, designed to advise the public on CTA activities, and to increase patronage of CTA lines by acquainting riders with the flexibility and convenience of CTA services, got underway the last week in April.

Newspaper ads are being carried in all the Chicago metropolitan dailies. This advertising is being supplemented by posters, car cards, station cards, ceiling cards (like above) and dash cards in rolling equipment and on the station platforms and other company property. The campaign is also mentioned in the "Rider's Reader," a four-page publication distributed at frequent intervals in

all CTA vehicles through the "take one" boxes.

"Get there *faster* with CTA Unified Service" is the opening theme of this coordinated advertising program. New, modern equipment and improved schedules are stressed as providing faster, more convenient and better service. It is brought out that through the use of transfers, passengers can reach almost any spot in the city quickly and easily. Emphasis is laid on the advantages of a "combined ride" for reaching destinations in a minimum of time, riding the elevated-subway for long hauls and streetcars and buses for shorter rides.

Legally and morally, there is only one course of action open to the Board. It must at once increase rates of fare by an amount sufficient to enable the Authority to earn its financial requirements. In this opinion, the seven members of the Board are unanimous.

The Metropolitan Transit Authority Act makes this action mandatory under the situation that now exists. So does the Trust Agreement covering the issuance of the Authority's revenue bonds of 1947.

Both the Act and the Trust Agreement are explicit and specific in requiring the Board to establish rates of fare that shall at all times enable the Authority to meet all of the costs of providing modern local transportation in the Chicago metropolitan area. In this connection, it should be emphasized that the Authority has no power to levy taxes, and its only source of funds is operating income.

To meet the Authority's present financial situation, the Board is revising the existing

fare structure. The new rates of fare, it is estimated, will produce \$7,500,000 additional revenue a year, provided the downward trend in local transit riding is not significantly accelerated.

The Board wishes to emphasize that the \$7,500,000 a year anticipated from the increased rates of fare is only the amount required to place the Authority's operations on a basis which will enable it to meet its obligations, and liquidate the existing deficit within a reasonable period of time, or pay city compensation.

No effect has been given by the Board to any possible increase in operating employees wage rates resulting from the pending negotiations with the unions.

Therefore, any wage rate increase resulting from the negotiations now in progress will compel an additional increase in fare."



# Larger Paychecks For You Under New Tax Law

IF YOU ARE wondering why your "take home" pay figure was larger on your last paycheck, it is due to a new withholding tax table for employers which went into effect May 1. This results from a new tax law, recently enacted by Congress, reducing the amount of personal income tax on individuals for the year 1948.

Personal and dependency exemptions have been increased from \$500 each to \$600 each. Persons 65 or over, and blind persons are now granted an additional exemption of \$600. A person both blind and 65 or over gets two extra exemptions.

The "65-or-over" or "blind" exemptions cannot be claimed for a dependent other than husband or wife.

This new reduction of income tax became effective January 1, 1948, and applies to all wages paid after that date. Any refunds to employees for payments made prior to May 1, 1948, will be refunded by the Government after the employees file their 1948 income tax return due March 15, 1949.

For your convenience and future reference, the current withholding tax tables are reproduced here.

## If the pay-roll period with respect to an employee is Semimonthly:

And the wages are—		And the number of withholding exemptions claimed is—											
At least	But less than	0	1	2	3	4	5	6	7	8	9	10 or more	
The amount of tax to be withheld shall be—													
		15% of wages	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
80	28	\$4.20	0	0	0	0	0	0	0	0	0	0	0
28	30	4.30	0	0	0	0	0	0	0	0	0	0	0
30	32	4.60	0	0	0	0	0	0	0	0	0	0	0
32	34	4.90	0	0	0	0	0	0	0	0	0	0	0
34	36	5.20	1.10	0	0	0	0	0	0	0	0	0	0
36	38	5.50	1.40	0	0	0	0	0	0	0	0	0	0
38	40	5.80	1.70	0	0	0	0	0	0	0	0	0	0
40	42	6.10	2.00	0	0	0	0	0	0	0	0	0	0
42	44	6.40	2.30	0	0	0	0	0	0	0	0	0	0
44	46	6.70	2.60	0	0	0	0	0	0	0	0	0	0
46	48	7.00	2.90	0	0	0	0	0	0	0	0	0	0
48	50	7.30	3.20	0	0	0	0	0	0	0	0	0	0
50	52	7.60	3.50	0	0	0	0	0	0	0	0	0	0
52	54	7.90	3.80	0	0	0	0	0	0	0	0	0	0
54	56	8.20	4.10	0	0	0	0	0	0	0	0	0	0
56	58	8.50	4.40	2.0	0	0	0	0	0	0	0	0	0
58	60	8.80	4.70	.50	0	0	0	0	0	0	0	0	0
60	62	9.10	5.00	.80	0	0	0	0	0	0	0	0	0
62	64	9.40	5.30	1.10	0	0	0	0	0	0	0	0	0
64	66	9.70	5.60	1.40	0	0	0	0	0	0	0	0	0
66	68	10.00	5.90	1.70	0	0	0	0	0	0	0	0	0
68	70	10.30	6.20	2.00	0	0	0	0	0	0	0	0	0
70	72	10.60	6.50	2.30	0	0	0	0	0	0	0	0	0
72	74	10.90	6.80	2.60	0	0	0	0	0	0	0	0	0
74	76	11.20	7.10	2.90	0	0	0	0	0	0	0	0	0
76	78	11.50	7.40	3.20	0	0	0	0	0	0	0	0	0
78	80	11.80	7.70	3.50	0	0	0	0	0	0	0	0	0
80	82	12.10	8.00	3.80	0	0	0	0	0	0	0	0	0
82	84	12.40	8.30	4.10	0	0	0	0	0	0	0	0	0
84	86	12.70	8.50	4.40	.20	0	0	0	0	0	0	0	0
86	88	13.00	8.80	4.70	.50	0	0	0	0	0	0	0	0
88	90	13.30	9.10	5.00	.80	0	0	0	0	0	0	0	0
90	92	13.60	9.40	5.30	1.10	0	0	0	0	0	0	0	0
92	94	13.90	9.70	5.60	1.40	0	0	0	0	0	0	0	0
94	96	14.20	10.00	5.90	1.70	0	0	0	0	0	0	0	0
96	98	14.50	10.30	6.20	2.00	0	0	0	0	0	0	0	0
98	100	14.80	10.60	6.50	2.30	0	0	0	0	0	0	0	0
100	102	15.10	10.90	6.80	2.60	0	0	0	0	0	0	0	0
102	104	15.40	11.20	7.10	2.90	0	0	0	0	0	0	0	0
104	106	15.70	11.50	7.40	3.20	0	0	0	0	0	0	0	0
106	108	16.00	11.80	7.70	3.50	0	0	0	0	0	0	0	0
108	110	16.30	12.10	8.00	3.80	0	0	0	0	0	0	0	0
110	112	16.60	12.40	8.30	4.10	0	0	0	0	0	0	0	0
112	114	16.90	12.70	8.60	4.40	.30	0	0	0	0	0	0	0
114	116	17.20	13.00	8.90	4.70	.60	0	0	0	0	0	0	0
116	118	17.50	13.30	9.20	5.00	.90	0	0	0	0	0	0	0
118	120	17.80	13.60	9.50	5.30	1.20	0	0	0	0	0	0	0
120	124	18.20	14.10	9.90	5.80	1.60	0	0	0	0	0	0	0
124	128	18.60	14.70	10.50	6.40	2.20	0	0	0	0	0	0	0
128	132	19.40	15.30	11.10	7.00	2.80	0	0	0	0	0	0	0
132	136	20.00	15.90	11.70	7.60	3.40	0	0	0	0	0	0	0
136	140	20.60	16.50	12.30	8.20	4.00	0	0	0	0	0	0	0
140	144	21.20	17.10	12.90	8.80	4.60	.50	0	0	0	0	0	0
144	148	21.80	17.70	13.50	9.40	5.20	1.10	0	0	0	0	0	0
148	152	22.40	18.30	14.10	10.00	5.80	1.70	0	0	0	0	0	0
152	156	23.00	18.90	14.70	10.60	6.40	2.30	0	0	0	0	0	0
156	160	23.60	19.50	15.30	11.20	7.00	2.90	0	0	0	0	0	0
160	164	24.20	20.10	15.90	11.80	7.60	3.50	0	0	0	0	0	0
164	168	24.80	20.70	16.50	12.40	8.20	4.10	0	0	0	0	0	0
168	172	25.40	21.30	17.10	12.90	8.80	4.60	.50	0	0	0	0	0
172	176	26.00	21.80	17.70	13.50	9.40	5.20	1.10	0	0	0	0	0
176	180	26.60	22.40	18.30	14.10	10.00	5.80	1.70	0	0	0	0	0
180	184	27.20	23.00	18.90	14.70	10.60	6.40	2.30	0	0	0	0	0
184	188	27.80	23.60	19.50	15.30	11.20	7.00	2.90	0	0	0	0	0
188	192	28.40	24.20	20.10	15.90	11.80	7.60	3.50	0	0	0	0	0
192	196	29.00	24.80	20.70	16.50	12.40	8.20	4.10	0	0	0	0	0
196	200	29.60	25.40	21.30	17.10	13.00	8.80	4.70	.50	0	0	0	0
200	210	30.60	26.50	22.30	18.20	14.00	9.90	5.70	1.60	0	0	0	0
210	220	32.00	28.00	23.80	19.70	15.50	11.40	7.20	3.10	0	0	0	0
220	230	33.60	29.50	25.30	21.20	17.00	12.90	8.70	4.60	.40	0	0	0
230	240	35.10	31.00	26.80	22.70	18.50	14.40	10.20	6.10	1.90	0	0	0
240	250	36.60	32.50	28.30	24.20	20.00	15.90	11.70	7.60	3.40	0	0	0
250	260	38.10	33.90	29.80	25.60	21.50	17.30	13.20	9.00	4.90	.70	0	0
260	270	39.60	35.40	31.30	27.10	23.00	18.80	14.70	10.50	6.40	2.20	0	0
270	280	41.10	36.90	32.80	28.60	24.50	20.30	16.20	12.00	7.90	3.70	0	0
280	290	42.60	38.40	34.30	30.10	26.00	21.80	17.70	13.50	9.40	5.20	1.10	0
290	300	44.10	39.90	35.80	31.60	27.50	23.30	19.20	15.00	10.90	6.70	2.60	0
300	320	46.30	42.20	38.00	33.90	29.70	25.60	21.40	17.30	13.10	9.00	4.80	0
320	340	49.30	45.20	41.00	36.90	32.70	28.60	24.40	20.30	16.10	12.00	7.80	0
340	360	52.30	48.10	44.00	39.80	35.70	31.50	27.40	23.20	19.10	14.90	10.80	0
360	380	55.30	51.10	47.00	42.80	38.70	34.50	30.40	26.20	22.10	17.90	13.80	0
380	400	58.30	54.10	50.00	45.80	41.70	37.50	33.40	29.20	25.10	20.90	16.80	0
400	420	61.30	57.10	53.00	48.80	44.70	40.50	36.40	32.20	28.10	23.90	19.80	0
420	440	64.20	60.10	55.90	51.80	47.60	43.50	39.30	35.20	31.00	26.90	22.70	0
440	460	67.20	63.10	58.90	54.80	50.60	46.50	42.30	38.20	34.00	29.90	25.70	0
460	480	70.20	66.10	61.90	57.80	53.60	49.50	45.30	41.20	37.00	33.80	28.70	0
480	500	73.20	69.10	64.90	60.80	56.60	52.50	48.30	44.20	40.00	35.90	31.70	0
15 percent of the excess over \$500 plus—													
\$500 and over		\$4.70	\$7.60	\$6.40	\$2.30	\$8.10	\$5.40	\$9.80	\$4.70	\$1.50	\$7.40	\$3.20	\$3.20

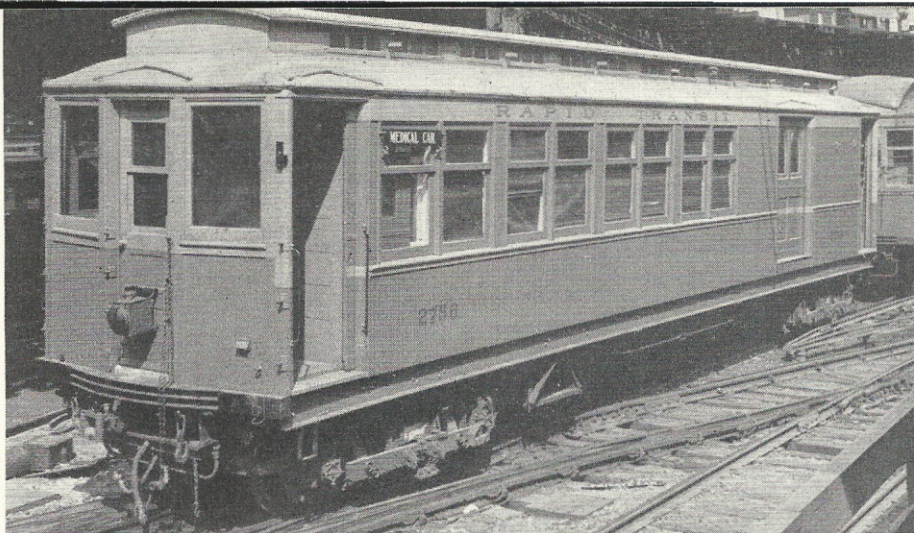


# Health Protection in Action

ON MARCH 25 the CTA medical car—a hospital on wheels—began its annual tour around the various shops and central locations on the elevated division for the purpose of checking the health of “L” employees. Through the use of this car, “L” men are able to receive periodic physical examinations near their place of employment.

The car carries a doctor of the CTA medical department and is equipped with the most modern medical apparatus necessary for physical examinations. Used for funerals many years ago, it was first equipped as a hospital car in February, 1922. The car has since been operated periodically by the medical staff to re-examine “L” employees and will be in service this year until the end of December.

A 23-YEAR employee, North Side Conductor Fred A. Beck, has his blood pressure checked by Dr. Tom Beveridge of the CTA Medical Department. Typical of what “L” men have to say about the Hospital Car is this comment by Conductor Beck: “It certainly saves the men a lot of time and gives them a chance to know if they are in good health.”

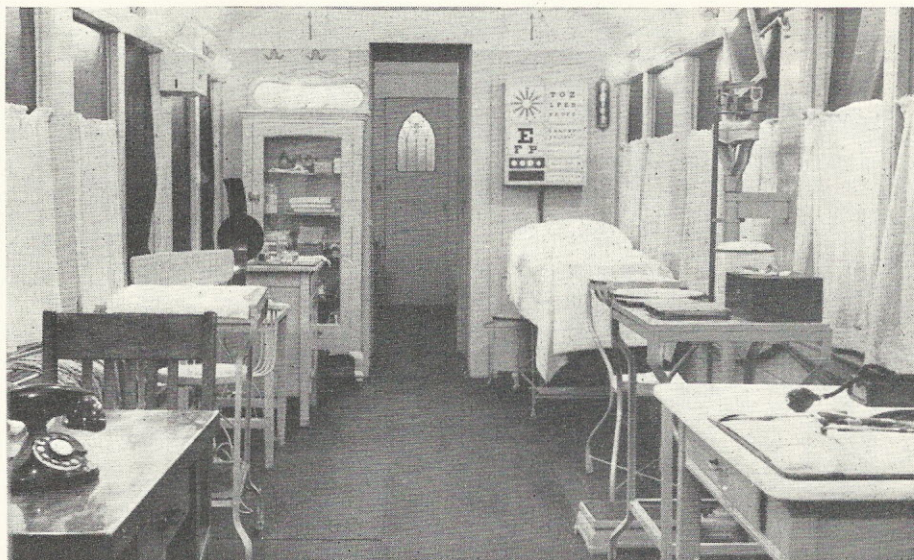
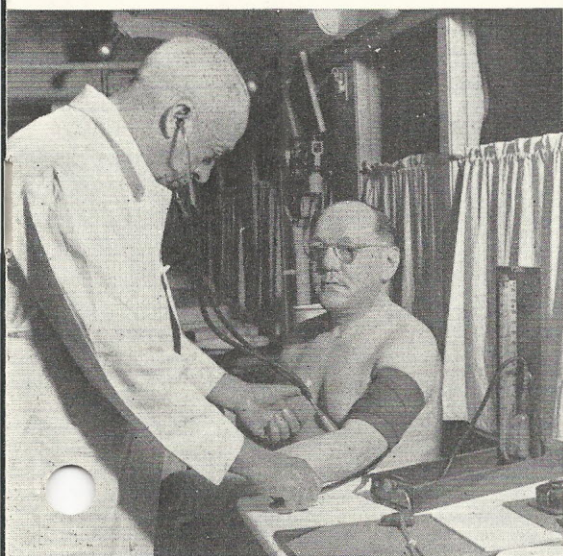


THE “L” Hospital Car is 40 feet long and of standard railroad construction. It is equipped with a telephone and running water. Formerly a funeral car, it has Gothic designed windows on the wide rear doors. The car was recently stationed at the Lower Wilson avenue station.



“L” MEN sitting in waiting room of the Hospital Car prior to their physical check-up by a doctor from the CTA medical staff. The waiting room seats 12 people and an average of 18 men are examined each day.

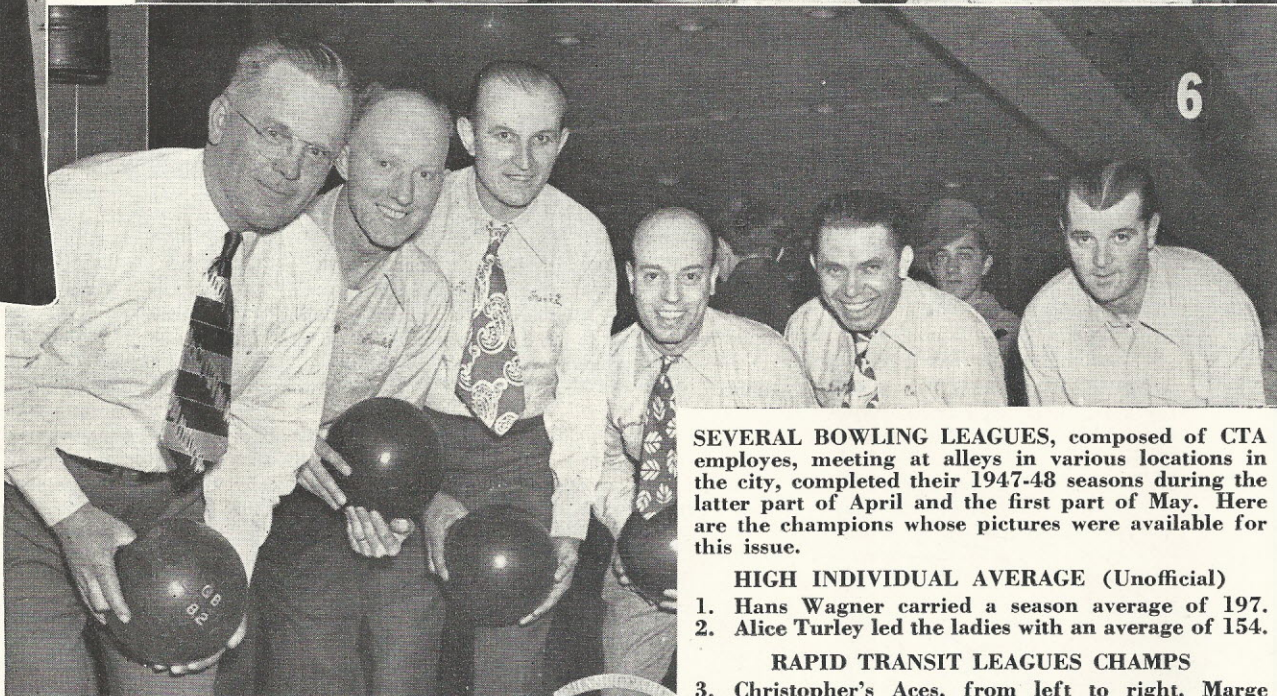
TREATMENT AND EXAMINING room of the “L” Hospital Car. The car has all necessary equipment for a complete physical examination. Among the tests given the men are a check of the heart, lungs, eyes, ears, teeth and hearing.







**COVER**—A gleeful gremlin took delight in booting the ball, thrown by Conductor Alex Muscato, into the gutter, as Marian Weinrauch (employment) delivered hers for what looks like a good hit in the mixed doubles tournament of the Rapid Transit leagues.



**SEVERAL BOWLING LEAGUES**, composed of CTA employees, meeting at alleys in various locations in the city, completed their 1947-48 seasons during the latter part of April and the first part of May. Here are the champions whose pictures were available for this issue.

#### **HIGH INDIVIDUAL AVERAGE (Unofficial)**

1. Hans Wagner carried a season average of 197.
2. Alice Turley led the ladies with an average of 154.

#### **RAPID TRANSIT LEAGUES CHAMPS**

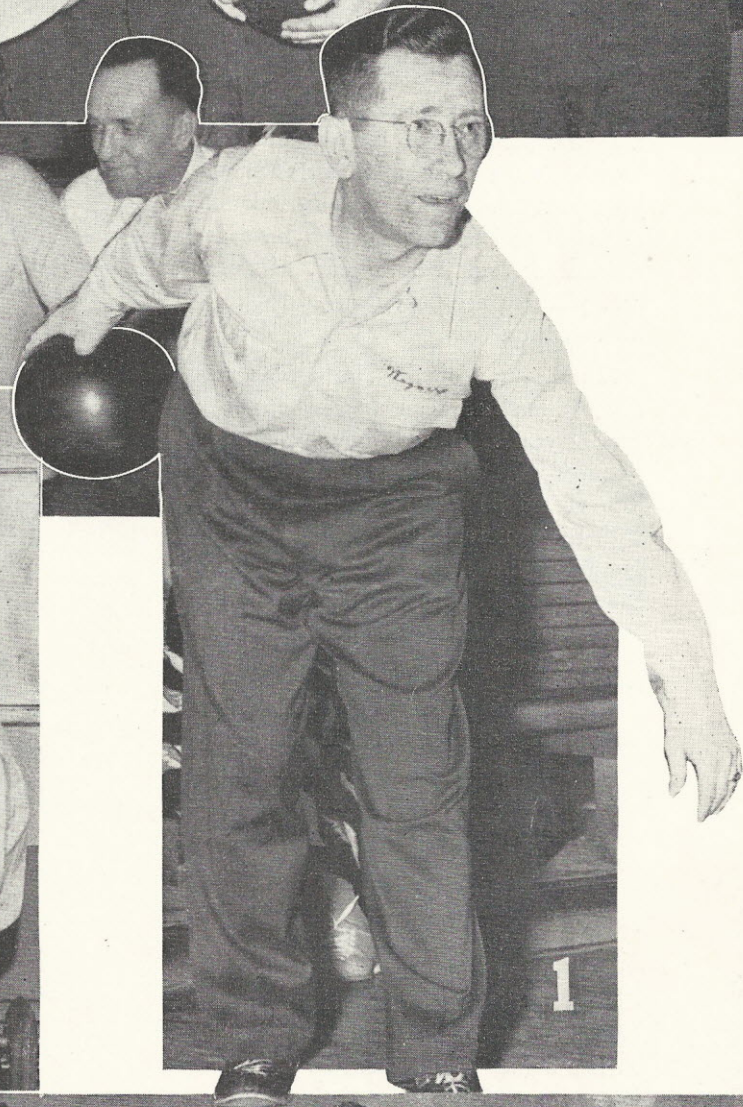
3. Christopher's Aces, from left to right, Marge Hardy, Kitty Keegan and Kathleen Cummings, with sponsor, James Christopher.
4. Division 308 team, from left to right, Tom Mullin (sponsor), Hans Wagner, Walter Hill, Dennis O'Mahoney (sponsor), Ed Wienold and Alex Muscato. Bob Schageman, fifth member of the squad, had just stepped out of the camera's range.

#### **SURFACE DIVISION WINNERS**

5. Archer No. 1 team, from left to right, Bill Novak, Elroy Abbott, Tony Kellmann, Ray Pryor and Walter Kamien.
6. Devon No. 1 team, from left to right, Ben Dahl, Frank Laske, Frank Feret, Bill Pinasco, Paul Cerotzke and Vic Micetic.
7. First place Welders, Joe Smith, Joe Keresztusi, Dan Scully, Larry Drew and Willard (Duke) Lucas, get free shine from runner up Precision team, Ed Van Wiele, Frank Steiner, Bob [unclear], Joe Butkus and Bill O'Brien (West Shops League).
8. Lawrence Garage "C" team, left to right, Emil Goettsche, Frank Swointek, Vince Kurgan, Barney Woods and Cullom Moran.
9. Live Wires team, standing left to right, John Kehoe, Dick Zajac and Don Sherrard. Tony Salkauskas, left, and George Lindell are seated in front. (South Shops League).









# Photos Suggest Scenic Vacation Spots

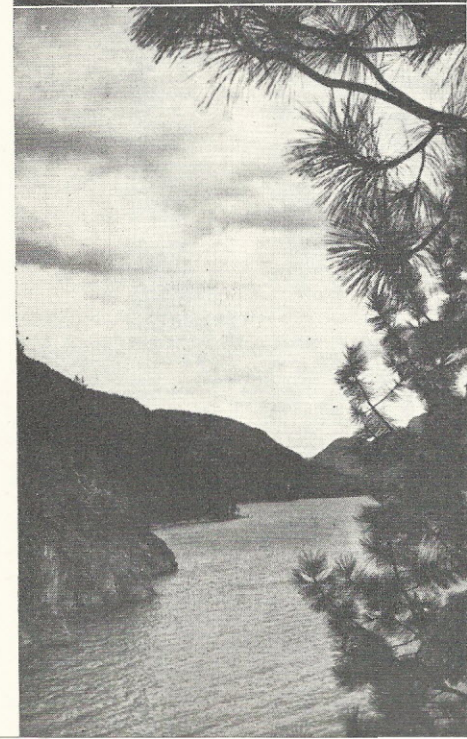
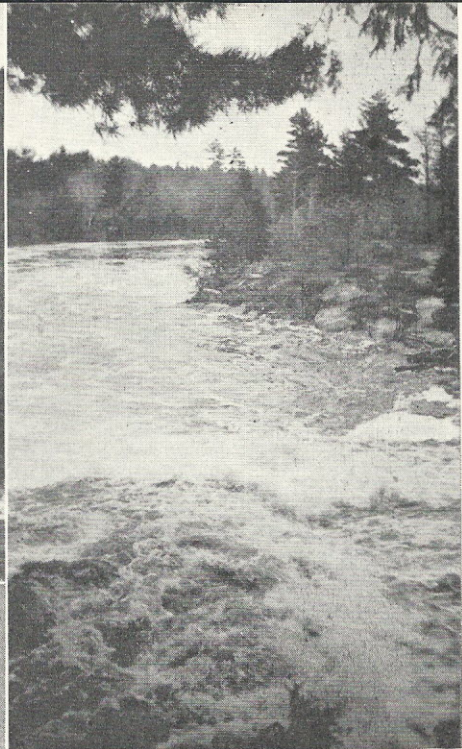
WHEN vacation time rolls around each year for Julian E. Johnson and his wife, Victoria, it usually means a pleasant trip by car or train to some of nature's wonder spots in the United States or Canada.

Impressed with the beauty of the scenery in various sections of the country, Mr. Johnson in 1921 secured an inexpensive camera and started snapping pictures. He now has a trunk full of prints and negatives which have accumulated from year to year. His current pictures are kept neatly filed in a desk drawer.

A motorman on the North Side section, Julian has been an "L" employe for 29 years. In addition to snapping pictures of far distant places, he has also visited points of interest closer by with his camera, lightmeter and tripod. He has quite a selection of prints of Starved Rock, Brookfield Zoo, White Pines Forest, Deer Park, and Belmont and Montrose harbors.

One of his prized possessions is an oil painting of Blue Lake in north central Washington, near where he lived for ten years. It was painted for him by a friend who was 80 years old at the time.

Representative of the places visited by the Johnsons are the pictures on this page. They are scenes of beautiful Lake Chelan in the State of Washington, the Wolf River in Wisconsin and the Robert E. Lee home, Washington, D. C., which is now part of Arlington National Cemetery. In front of the mansion (not shown) is the grave of Pierre Charles L'Enfant, French engineer who served in the Revolution and who made the plan of the City of Washington in 1791, executing the general idea of George Washington.





# HERE'S YOUR ANSWER!

**EMPLOYEES:** If you have a general question regarding Chicago Transit Authority activities, operations or policy, send it in to the Public Information Department, 79 W. Monroe. You need not sign it. Answers will be supplied by appropriate officials and appear in early issues of the CTA TRANSIT NEWS.

\* \* \*

*"Here are some questions in regard to the new P.C.C. cars. a) Why isn't the conductor on the same side of the car as the rear entrance doors? b) Why isn't the center exit door controlled by the motorman? c) Why isn't the same register used that is on the Madison cars (early P.C.C. cars)?"*

**ANSWER:** a) The design of the new cars was based on extensive experiments conducted on Milwaukee Ave. with reconstructed Madison St. P.C.C. cars. The conclusion was reached that if the conductor was placed facing the doors, rather than with his back to them, it would provide safer, more efficient, less fatiguing operation.

b) The center exit door is automatically operated by the passenger stepping onto the upper step. The door is also interlocked with the accelerator so that the car cannot start until the door is closed. It has been found that this type of operation for a remotely located exit is much safer than having it controlled by either the motorman or conductor. The initial activation of the automatic control is under the supervision of the conductor because he has a better view of the door.

c) The fare registers used on the series 4002 and 7002 P.C.C. cars (formerly operating on Madison Street), were experimental models, specially designed. Construction of fare registers for the new cars is being held up pending further investigation of modern fare collection methods.

\* \* \*

*"Why isn't the money deducted from our paychecks under the heading of 'Old Age Benefits' being turned over to Social Security? We understand that it is being held in a special pension fund, but we have never been consulted about its being taken out. For five months*

*now this money has been held without our permission. What if we quit work or are retired before this pension starts? Do we get back our hard-earned money that you are holding?"*

**ANSWER:** Because employees of the Chicago Transit Authority are not now under Social Security, deductions are no longer turned over to the Social Security Agency. Under the Metropolitan Transit Authority Act, however, the Authority is required to establish and maintain—

*"A sound pension and retirement system . . . For this purpose, both the Board and the participating employees shall make such periodic payments to the established system as may be determined by such ordinance . . . The terms, conditions and provisions of any pension or retirement system or of any amendment or modification thereof affecting employees who are members of any labor organization may be established, amended or modified by the agreement with such labor organization."*

The continuance of the deduction of payments under the heading of "Old Age Benefits" has been made with the knowledge of the union officials as the most practical way of bridging the interval between the take-over by the Authority on Oct. 1 and the adoption of a single pension system for all employees as required by law. Employees leaving the Authority prior to the establishment of such a pension system may request refund of the deductions.

\* \* \*

*"Is there going to be any improvement in the conditions under which agents are forced to work? There are stations on the Ravenswood and Evanston lines that have no water or rest room facilities."*

**ANSWER:** A study is being made at present of stations and tower locations without rest room facilities. A number of these locations are involved in modernization plans so no changes would be feasible at this time. Improvements in the other locations, however, are under consideration.

## MOTOR BUSES REPLACE STREETCARS ON TWO MORE LINES

NEW MOTOR BUSES were recently substituted for the one-man streetcars on the South Deering and Windsor Park routes. These are the seventh and eighth streetcar lines, respectively, to be converted to bus routes since the CTA began operations on October 1, 1947.

A total of 31 buses, each seating 44 passengers, have been placed in operation on the two lines.

Through a revised operating schedule, patrons of the two routes are now provided with more frequent service throughout the day and evening.

The South Deering route is now through-routed to 128th street and Torrence avenue during the starting and quitting hours of employees at the Ford plant located near this terminal.

The Windsor Park route has been shortened and now operates between 93rd street and Baltimore avenue and 79th street and Coles avenue, by way of Baltimore avenue, 91st street, Commercial avenue, Exchange avenue and 79th street.





# THE INSIDE NEWS

— AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## GLEE CLUB DEVELOPS FROM MODEST START

COTTAGE GROVE—A great many organizations can trace their origins to strange and unique beginnings. Right here in our depot exists a group of singers, originally composed of *William Bowen*, *Paddy Vaughn* and *William (don't forget me) Bergurmeier*, which is beginning to take on the aspects of a small size glee club. Two schools of thought exist as to how this happy group first came into being. One has it that they organized as a protest against the early closing of the club room; the other that the club room had to be closed to get rid of them. Take your choice. It is rumored that one, *Eugene Lane*, is seriously considering offering his services as business manager. One of the members, "*Dutch*" *Birker*, even went so far as to purchase a new uniform in preparation for a personal appearance the club may be called upon to make.

It is becoming apparent that Cottage Grove will at long last be able to boast a softball team. An excellent means of providing good, clean, healthful exercise, it also develops character, a sense of fair play and a better understanding of true sportsmanship. The one requisite a team really thrives on is support. Get behind your team. Root for it. Attend all the games you possibly can. Show the players that you are behind them one hundred percent. Let us hope that by the time this goes to press the team will be an actuality.

Just in case your car may jump the track we suggest you consult with *Chris Pederson* and let him explain to you in detail his sure-fire method of getting back on the right track.

Have you ever seen a fish drink milk? Almost every day *Conductor Fish* may be seen enjoying a cooling and refreshing carton of this invigorating and health-giving beverage with his lunch.

*Big Bill Whalen*, who operates a night car on 47th street, was recently sent south on the Grove to



## JOSEPH V. SULLIVAN RETIRES AFTER 44 YEARS OF TRANSIT WORK

JOSEPH V. SULLIVAN, executive assistant of the Chicago Transit Authority, retired May 1 after 44 years of service with transit systems in Chicago. Upon his retirement, fellow employees presented him with a watch and a two-piece, matched luggage set. His wife, Edna, was given a fitted luggage case.

Mr. Sullivan was born November 1, 1877, and graduated from the University of Notre Dame in 1897. He worked as a reporter for the City News Bureau until 1903 when he became general passenger agent for the Chicago Union Traction Company. In 1907 he was appointed general supervisor for the Chicago Railways and in 1914 became statistician for the newly formed Chicago Surface Lines.

In 1920, Mr. Sullivan was appointed assistant to the President of the Chicago Surface Lines and in 1935 was named executive assistant, the position he held until his retirement.

During his work with local transit systems, Mr. Sullivan served as an active member of the American Transit Association. He was President of the American Electric Railway Traffic and Transportation Association in 1926-27.

Mr. Sullivan, who is 70 years old and resides at 3260 Lake Shore Drive, has two children, George and Mrs. Dorothy Gerdling. Following a summer fishing vacation in Northern Wisconsin, he and his wife will move to Florida where they plan to live.

In the above picture, Mr. Sullivan, center, and his wife, Edna, accept gifts presented to them by fellow employees. Presentation was made by Frank L. Hupp, Acting Secretary, Chicago Transit Board.

fill in a gap. Seems that Bill found the tracks south of 95th a trifle rough. Since then he has been singing, "You Can Have It (meaning the Grove) I Don't Want It—47th Is Good Enough For Me."

*Motorman Varbelow* offers a most timely and valuable suggestion. In the old days it was the custom to turn off the lights on your car during a fog. This, he

explained, enabled you to see much better and made it easier to observe other vehicles. But today, he added, it is extremely dangerous to turn off the lights. Leaving the lights on enables other vehicles to see your car. Reduce the speed of your car in proportion to the density of the fog, make frequent use of the gong and leave the lights on.

—THE ECHO

## NEW TYPE PEAS CLEAVE TO KNIFE

ARMITAGE—The old horticulturist, *Conductor George (Ball Point) Demco*, has finally succeeded in crossing the common garden variety of peas with the Mexican Jumping bean. Now when the peas roll off his knife they jump back on again.

It's vacation time again. Did you know that some people save their money all year so that they can watch it rain for two weeks in the mountains?

A card from conductor "*Swanee*" *Swanson* shows he is south of the border, down Me-hee-ko Way. *Trygve Berg* is enjoying the famous old city of Brown Bread and Baked Beans. Boston no less. On the 2nd day of this month your scribe again celebrated his 36th birthday. What's the diff? I can dream, can't I?

Have you noticed motorman *Bert Heineman* lately? There was a time when he had an hour glass figure, but "*Time Marches On*."

*Motorman Roy Croon* has a beautiful new car which he calls "*Baby*," because it won't go anywhere without a rattle.

*Conductor Carl Skie* was sporting a large white patch over his left eye for a couple of weeks. When asked to elucidate he said he "spoke out of turn," which just goes to show that there is only one way to fight a woman and that is with your hat—grab it and run.

—TED SHUMON

## BOND GIRLS TAKE FIRST AND SECOND IN BOWLING EVENT

AUDITING—Climaxing the recent Rapid Transit bowling season, *Vernette Nerge*, bond, teamed with *Earl Smith* to take first place in the mixed doubles event. *Carmella Petrillo*, bond, teamed with *Eddie Kehrwald* to take second place in the same event.

Cupid struck again in our department on April 21 with *Vernette Nerge*, bond department, announcing her engagement to *Danny*



*Frusolone, Payroll. Muriel Agnew, revenue, married William Butley, Jr., U.S.N., at Great Lakes Hospital Chapel on May 1.*

*George Skinner, overtime department, is back with us after a two-week rest. Marge Antonucci and Gloria Helmersen, revenue, enjoyed some of Florida's golden sunshine on their vacation, and Lois Duffy and Pat Lawrence spent two weeks in the vicinity of Seattle, Washington.*

A happy sextet, comprised of Joe and Elaine Adelizzi, Barney and Eileen Kane, and Bill and Teresa Parrillo, journeyed over to the Civic Opera House a few weeks ago to attend a real jam session by Stan Kenton. All reports indicate they enjoyed the outing immensely.

The department was bereaved by the sudden death of Mrs. Sophie Reehoff, mother of George Reehoff, Accounting department.

—DON LEMM

## REPORTER BACK ON THE JOB

BURNSIDE—Well, here I am again after a month's absence due to a session with the sawbones. I now hope to stay on the job for a long time.

Spring is here for sure this time. Master Mechanic Rudy Nebleschek, who is responsible for the beautiful floral displays in the past, has his flower beds laid out again and a great many plants transplanted. The grounds are already springing into color as the hardy perennials, such as dwarf iris and phlox, cover the rock gardens with their early blossoms. This man 'Rudy' surely knows his stuff when it comes to flowers as well as mechanics.

The trainroom looks sort of lonesome these mornings, now that another group of trainmen, about 77 men, have transferred to 77th Street. We will miss these fellows.

Another face we miss is that of our former assistant superintendent, Christ Zeiher, who traded jobs with Louis Bartelheim, formerly assistant at 38th Street. We were happy to welcome Louie back to the depot in which he got his start in the transportation business many years ago, and as the management decided we couldn't have two assistants we just had to let Christ go.



**WOMEN BOWLERS** from West Shops pose for cameraman on final night of bowling in their league. Seated, left to right, are: Genevieve Shay, Betty Smith, Helen Straka, Marge Saraka, Jean Panek, Elvera Potensa and Regina Kuzius. Standing, left to right, are Jo Ryczyn, Esther O'Brien and Mary Crosby.

We were very sorry to learn of the death of one of our very old timers, retired Conductor Fred T. Berg, who passed away April 25. Mr. Berg started to work for the old 'Red Line' on June 7, 1896. He came to Burnside at the time of consolidation, where he remained until he retired several years ago. Being a pioneer in the street car game, he well remembered the 'old days' when there were few if any of the comforts and conveniences we know today. He never tired of telling we newcomers of those days 'when men were men.' To his bereaved family we offer our sincere condolences.

—"FURGIE"

## DEVON TEAM No. 1 TOPS BOWLING LEAGUE

DEVON—Devon's Bowling Team No. 1 won the North Side championship for the 1947-48 season. Under Captain Bill Pinasco the team of Frank Feret, Vic Micetic, Paul Cerotzke, Frank Laske and Ben Dahl won again.

Manager Charles Clark of the softball team has 26 ball players trying out for the team. Clark states that he hadn't picked a team as we go to press. He would like to give everyone that comes out a fair chance to make the team. Come out and help our team. We need another championship at Devon.

Two men have taken their pensions, Pete Finan and George Nor-

ris. Mike Cooney and Otto Hield-brandt have taken their disability pensions.

Two new clerks have been transferred from other stations, Lee Cumber from Lawndale and C. Stencil from Armitage.

Conductor John Hennessy has joined the police force.

—CHARLES SAKLEM

## CAN'T COMPETE WITH YOUNGER GENERATION

ELECTRICAL (RAPID TRANSIT)—Superintendent of Construction Dick Dwyer recently thought he would prove to the boys that he hadn't lost his knack with the rail tongs and gave the gang a hand, lifting a piece of rail. We won't say he's lost his technique, but it will be a week or two before he can do push-ups or touch-toes, and it'll be a long time before he tries to compete with the younger generation again.

William E. Marose is the newest addition to our departmental family and has started on his climb up the ladder as a laborer. Bill, an ex-G.I., has previously served CTA in the Rapid Transit shop department at Roosevelt Road on the "high line".

Luke Lavanway, veteran telephone lineman, had a little "safety" belt trouble recently and banged up an arm. While the bones are knitting Luke is enjoying spring at home . . . Speaking of spring, a sure sign of it is the

laying up of the construction gang wagon while Foreman Ken Taverner takes up the annual program of third-rail renewal work. These rails last a long, long time, but, like everything else, must eventually be renewed.

George Christianson, lineman helper, added a third youngster to his squad with the birth on April 28 of Edward Arnold, 8 pounds, 1 ounce. The blessed event took place at St. Anne's Hospital. George picked his vacation, thru a fortunate coincidence, just at this time. He says he will devote his time to helping out the wife with the chores, but we think he'll need it to rest up from the ordeal.

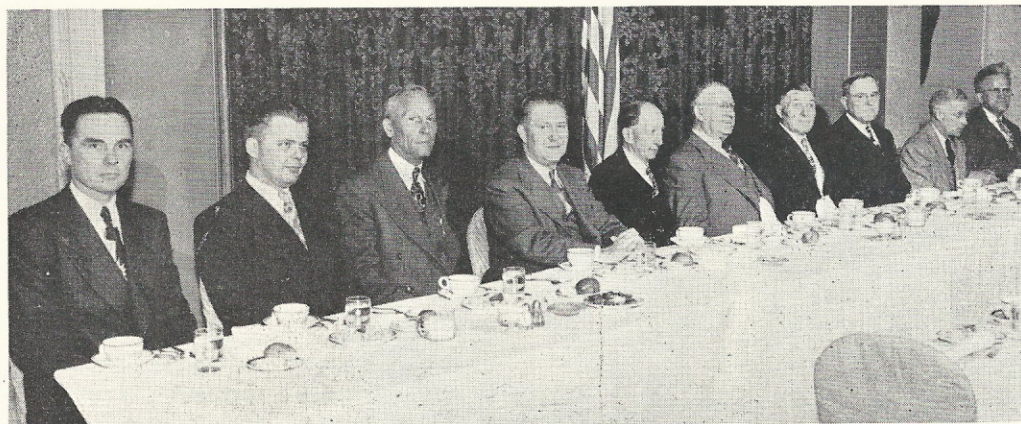
"Silent" Jim Murphy, substation operator, heard that Mercury would not have a new model this year so he hornswoggled the last 1947 job. Claims his personal acquaintance with the Ford family had nothing whatever to do with his getting it at list price. —G. KRAMBLES SURFACE—Mr. and Mrs. Phil McDermott were congratulated by a host of friends on the birth of a son on Monday, April 19 . . . John Blomberg, draftsman, general office, is back to work after a short illness . . .

Pauline Haralamos is the new typist at Grand and Leavitt . . . Harry E. Fregeau and Edward Piecyk have been added to the electrolysis gang . . . Marty Imbraguglio is the new draftsman in the general office. Frank Parise previously of the electrolysis gang is now draftsman in the general office.

At 79 West Monroe Street, on the 6th floor just below the window of the electrical department, is a pigeon's nest. This nest incidentally was discovered by one, E. J. Hanley, who immediately spread the news to Arthur Doyle, information clerk on the 4th floor. Doyle is an expert on raising pigeons and has some very good racers. Hanley then challenged Doyle to a race when these newly discovered ones were mature enough. Doyle remarked, "You will have to inject radar into yours in order to compete with mine." Well, the contest is off, as Leo Purcell was seen in the office just a few days ago holding an empty egg shell.

—ANDY





**THE SECOND** annual dinner in honor of retired employees of the CTA Electrical Department was held April 29 at the Graemere Hotel.

Approximately 125 fellow employees attended the dinner to honor **Timothy Culnan**, Line department, who retired after 41 years of service, and **Harry Burke**, Milwaukee avenue substation operator, who recently retired with a 45-year record.

Seated left to right in the above picture are: **John Michnick**, **Arthur Sandberg**, **E. J. McIlraith**, Manager; **Walter J. McCarter**, General Manager; **Harry Burke**, **William Becker**, Master of Ceremonies, **Timothy Culnan**, **V. E. Thelin**, **Harry Essington** and **George Nelson**.

Other retired employees present were **William (Billy) Jones**, **Billy Schenck**, **Henry Richter**, **Larry Frogner**, **Walter Brown** and **John Stiglich**.

**Mr. McCarter** and **Mr. McIlraith** addressed the men briefly during the evening program.

By: **GILBERT ANDREWS**.

## WESTCHESTER FARMER GETS "FLORIDA LOOK"

**GENERAL OFFICE (Law Department)**—A week-end of sunshine and warmth brought out that "back to earth" urge in **Eddie Reichard**, attorney in this department. He spent most of his time gardening and came in to the office Monday morning with that "Florida look".

**Erna Buchholz** is in the midst of spring cleaning at home, but the fact that she is planning a trip to the "Smokies" some time in June, gives her strength to carry on.

**Claim Department**—On Friday, April 23, **A. J. Graham** and all the members of the department moved from 79 West Monroe to 600 W. Washington street. We hope they will be happy in their new sur-

roundings but we cannot help missing them very much.

**Training and Accident Prevention**—Inquiries have been received as to the whereabouts of one, "**Otto B. Scott**," former scribe for the "Union Leader." We wish to advise that a **Harold E. Harris**, located in the 79 W. Monroe Building answers the description. Many of the posters displayed at the various car stations are the brain children of **Mr. Harris** and **Elliot Hirsch**, designer and artist in this department.

**Wally Oquist**, accident analyst, wants it distinctly understood that friends are not to phone him between 7 and 8 p.m. on Sunday evenings. **Wally** is quite sure that **Bert Parks** of "Stop The Music" program is getting all set to call his number. Gee, **Wally**—what will you do with the fur-lined bath tub?

**Medical Department**—**Marge Robant**, nurse, who has been house hunting for several months, tells us that she will even settle for a wigwam. Is there an Indian in the CTA who can accommodate?

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

## HOW DO THEY COMPARE WITH OURS, JOE?

**KEDZIE**—**Joe Diaz** spent his vacation with his uncle and aunt at Maplewood, New Jersey. He brought back a trunkful of snapshots of transit vehicles from surrounding cities in Connecticut and New York, including Brooklyn. He also brought back a number of financial statistics that are interesting. Ask him.

**Tony** and **Mrs. Otis** boarded the "City of Los Angeles" on the 15th of March for Salt Lake City, Utah, where they spent a week letting **Tony** soak up the climate because it made him feel so good. From there they went to Los Angeles, San Francisco and to Hollywood, where **Mrs. Otis** was a participant in **Earl Carroll's Queen for a Day** program. They visited **Will Rogers'** twelve-room estate near San Bernardino and then went back to Salt Lake City for more climate. Here they attended an organ recital in the Mormon Temple which was constructed without a nail being used. As he rolls the new Surface-liners on Madison now, you'll see

## YOUR DRIVER'S LICENSE EXPIRES ON YOUR BIRTHDAY

**IN CASE YOU'RE** not aware of it, your next birthday marks the expiration of your 1945-1948 driver's license.

Secretary of State **Edward J. Barrett** recently explained that the former uniform May 1 expiration date on driver's licenses was changed by an amendment to the law passed by the Illinois General Assembly in 1945. Henceforth, expiration dates are staggered.

The rule now in effect is that the validity of licenses of the 1945-48 series is extended to the applicant's first birthday after May 1, this year.

Persons with birthdays in January, February, March, April and May first, itself, have an extension on their licenses until next year, 1949.

Drivers should submit their applications for renewal thirty days prior to their birthday.

a "City of Los Angeles" pilot's look in **Tony's** eyes.

We extend our sympathy to **Bill Fleischman** in the loss of his daughter; to **Bill Kenna**, whose sister succumbed; to **Frank Rountree**, whose father died; to **Tom Powers** whose wife went to her final rest; and to **Walt Todjus** whose mother passed away.

**Pat Hester** had a remedy for sore muscles that sounded like the formula for fissioning a half-dozen atoms. It didn't work. He got word from **Fred Shoo** that Hot Springs, Arkansas, had a bath for the ailment. When **Fred** returned **Pat** took his muscles to the spa and dunked them several times. Both **Fred** and **Pat** are feeling more relaxed.

**Russell Baker** and his wife spent several days in Union City, Tennessee, on the occasion of **Russell's** mother and father celebrating their golden wedding anniversary.

**Bill Toomey** and his wife are grandparents to **Patricia Anne**, the first granddaughter in the **Toomey** family. With **Dennis** and **William**, their grandsons, the little lady has her grandparents bubbling with joy.

**Bill Gustilov's** wife presented a daughter to him on the same day they received a telegram from their older daughter, who resides in Columbia, South America, where her husband is stationed, that



**THE LOVELY BRIDE** pictured here is **Helen McAleer**, Accounting Department, who said "I Do" on April 10 at Holy Name Cathedral. The lucky bridegroom is **Michael Munroe**. Following the wedding ceremony, the couple left for a honeymoon trip to New York.



their granddaughter was born three minutes before her aunt. Mothers, grandmothers, aunt and granddaughter are fine. Fathers and grandfathers are steadily gaining composure.

Carl and Mrs. Hartzog celebrated their eleventh wedding anniversary and Mrs. Hartzog's birthday on May 1. That arrangement can be either expensive or otherwise with one or two presents for the two days in one. Anyway, congratulations once to Carl and twice to Mrs. Hartzog.

The announcement about our new office personnel which emanated from the clerk's pick was posted on the bulletin board. If some of us didn't see it, Charley Starr is chief, Jim Keenon is night chief, R. Stack, day chief; E. Ehrhart, P.M. clerk; Joe (the nobleman) Costello, night motorman caller; E. Stack, transfer clerk; George (our George) Singer, night receiver; W. Boland, day receiver; Walt Daly, afternoon receiver; Cornelius (Red) O'Connor, relief clerk; Jerry (Geronimo) Blake, night relief clerk; Otto Jurew (with a mansize mustache), relief receiver. Mike Cusack receives for Walt Daly once a week and spends the rest of his time at Lawndale with Sy Glass and John Wise, while Bob Healy and Tom Cooke go to North Avenue. To the new clerks we extend a hearty welcome and ask them to bear with our little idiosyncracies. They are the most confusing things you have ever dealt with and, without warning, pop up in spite of the effortless way we fail to curb them.

During the fuel shortage Sal Vallone rigged a contraption to give heat with a blow torch. Came the first part of April and the spring thaw, Joe Freeman borrowed the Vallone blow torch. Sal was seeking his blow torch at the end of the month.

Angelo Rizzo's daughter, Grace, was married to Robert Novak recently at Our Lady of Angels Church. They spent their honeymoon at Angelo's cottage near Twin Lakes, Wisconsin. Mr. Rizzo was in full formal rigger with tails and Mrs. Rizzo wore a formal dress with corsage of orchids, no less.

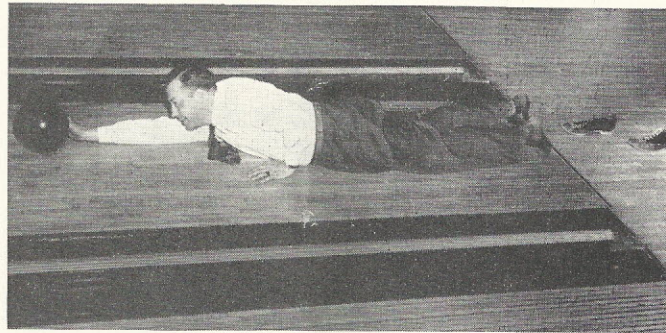
—JOE SMITH

## DANGER! WOMEN AT WORK



HERE'S ONE way to make sure an opponent doesn't pick up that needed strike or spare. Just apply a little glue to the bottom of the shoes as Helen Blowers, left, and Ellen Logan, general office, are doing here.

THEN, SEE what happens! It was a nice try, but Harry Vandenberg, general office, just couldn't get his shoes off the floor. Not taking any chances, the girls also put some of the sticky stuff on his bowling ball, too.



## HAVE YOU NOTICED THIS BRIGHT STAR?

LAKE STREET—That beautiful, brilliant star P.M. Conductor Charles Gearing has been admiring on clear nights in the north-west sky is none other than the planet Venus we learned on calling the Adler Planetarium.

When former Chief Clerk and Dispatcher Theodore Daleiden retired after 43 years of service, he was succeeded by former P.M. Despatcher Frank Boland. Former Yard Foreman Ed Holmberg was appointed P.M. Despatcher to replace Boland.

The Lake Street Morning Bowling League 1947-48 season came to a brilliant close last month. The officers—President Soellner, Secretary Fitzgerald and Treasurer Mattes are to be congratulated on the splendid showing. There were six teams in the league and the Benson Flyers, composed of Markos, Sim, Benson and Captain Napolitan, were the winners. Their final average was 582 and their season high game was 861. The high individual series of the season (617) was scored by Fowler of the Shamrocks and the highest individual average (170) was held by Soellner of the Schoen Cubs.

We have received postal cards

from Conductor Jack Callender and his wife, who are visiting in Ireland, and from Thurles in Tipperary and Dublin.

—ROBERT RIX

## SECOND SON ORDAINED TO PRIESTHOOD

LAWNDALE—Conductor Dan Dennehy is celebrating a very full spring this year. Dan's son, Donald (Anselm) Dennehy, was ordained on May 27 at Our Lady of Sorrows Church. Donald is the second of Dan's sons to enter the priesthood, the other being ordained a year ago. If that isn't enough for one springtime, another son, Emmet, will be married on June 12.

The clerk's pick brought a lot of new faces here and returned one that hadn't been here for some time, Michael (Himself) Cusack. Mike has moved 30 feet west and now peeks out at you from the receivers window, where he is relief man. They stand him on a box so that he can see over the counter. The new receiver is Tony Arneri, while the new clerks are Syl Glass, Bob O'Kane, Bob Fitzpatrick and John Wyse. These are backed up of course by our faithful retainers, Chief Clerk Charley Karshnik and Herb Byers.

Mr. and Mrs. Joe Karel celebrated their 25th anniversary on May 8. Frank (Bubbles) Matre was married 15 years ago on April 22.

Art Davis came down to work for the afternoon half of his swing run one day, pulled a bus out and was going down Kimball-Homan on what he thought was schedule when a supervisor stopped him and told him that he had pulled out an hour ahead of time. Art likes his job but there is such a thing as overdoing it.

Vince Skimel of the bus repair was off sick for two weeks. Also on the injured list was Charley Brisolara, who was laid up for two weeks with a sprained ankle.

Phil Marrese, former trolley man from Lawndale, is now an instructor at the CTA automotive training center.

Johnny Maguire was Lawndale's first case of sunburn for '48 when he played golf on his Sunday off. He never shoots over 88 he says. It must be that when he reaches 88 he quits, even if he has 11 holes left to play.

Frank (Snowplow) Jones has been commuting between Chicago and Monroe, Wisconsin, to be a guest at weddings.

## BABY TALK:

This section is well represented this month with first prize going to Patsy Carbonara, who became papa of twin girls, Mary and Anna. Ray Corbel proudly announced the arrival of Marilyn Ann on April 25. The new arrival has one brother, Ray, Jr. Harry Dudek introduced a girl to his household while Joe Matthews had the only boy of the bunch, Joe, Jr.

—BILL FEILER



"Later on when we get more capitol we plan on adding sugar."

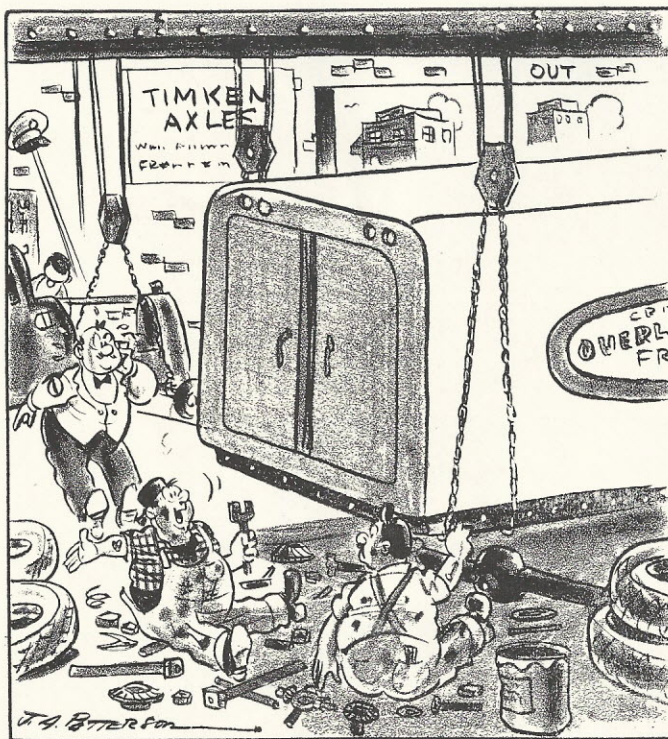


## SMOKE, SMOKE, SMOKE THAT CIGARETTE!

LAWRENCE—*Brother Ambrose*, arriving at the south terminal of Central Avenue, got off his bus for a smoke. While smoking, he decided to count the dimes in his coat pocket. Smoking and counting his money at the same time, he looked at his watch, lo and behold, it was time to leave. Instead of throwing away his cigarette, he threw a handful of dimes into the street. With the help of his passengers, his two followers and the Garfield Park towerman, who had a lantern, he managed to find his money. As he worked the rest of the evening, the passengers heard *Jake* sing, "Smoke, Smoke, Smoke that cigarette."

Well, the garage has something to be proud of. The bowling team went out and won the championship. The trophy is now at the garage. The credit goes to *E. Goettche*, *F. Swiontek*, *C. Moran*, *B. Wood* and *V. Kurigan*, who is also captain. Incidentally, *C. Moran* won't be with the team next year. He resigned and joined the Chicago Police department.

The garage got another break when *Operator John Muka* transferred from Elston to Lawrence. . . . We wonder what happened to the singing trio which used to sing in the garage on paydays? The trio consisted of *Jack Werdell*, *Jerry Walsh* and *Harry Gubbins*. . . . *Mr. and Mrs. Frank Richie* were visited by the stork on April 2. He left them a baby girl. This makes it two girls and a boy for the Richies . . . Do you wonder how *Ed Smith* keeps in shape? Just go to the corner of Foster and Milwaukee on any windy day and watch him chase his trip sheet. If anyone has a gadget to keep a trip sheet from leaving its holder, let Ed know . . . The clerks had a new pick. We lost *Art Ecker* who went to Armitage. In return we got *Frank Carpino*, who came from Elston, and *Junior Stencil*, relief clerk, who came from Armitage. —THE POLISH COUNT



"... And when I got my kid's go-cart apart—I couldn't put it back together again."

Courtesy Timken Axle News.

## SHOTGUN NOT NECESSARY THIS TIME

LINCOLN—*Instructor Larry Stephens* tells us a story about our janitor, *Bill Fox*. It seems when Larry was leaving his home one dark winter morning, across the street he saw an object that resembled a black bear. At first he thought of getting his shotgun. But on second thought, he observed the object a little closer. To his amazement he found it was *Bill Fox* sporting a black fur coat he had just acquired.

*Conductor Dick Philbin* by this time is flying to Ireland with his wife and son. He says he was there in '37, but the boat trip was very slow and uneventful. Hope he brings back some good stories.

Now that the baseball season is here, we have, as usual, a team in the field. But these seasoned athletes would like to have some sort of a cheering section at each game. So what do you say to coming out and seeing our stars perform under the able managership of *Conductor Heinie Schaller*.

—LARRY HIPPERT, SR.

## VACATION GET-TOGETHER IN IRELAND

LOOP—That lovely piece of heaven the angels found nestled in the ocean and called Ireland has claimed another one of our agents, *Bridget Lahart*, for her vacation. She and *Catherine Hennigan* had a grand get-together.

*Katherine Segale* is recovering very nicely from her auto accident which happened April 23.

This housing situation is a trial to *Tommy Hogan* who is very much in need of a place for himself and family. Any news of a place would be greatly appreciated.

Wedding bells would ring out for *Miss Matthies* and *Mr. Byers* if they could find an apartment.

—EDITH EDBROOKE

## SERVICES HELD FOR NAVAL HEROES

MAINTENANCE OF WAY (*North and South Side*)—Services were held for *Howard E. Wadhams*, U.S.N., South Section painter, on May 1. Howard was serving in the Netherlands West Indies with the Sea Bees as a Petty Officer, 1st Class, when he was killed. Interment was in Mount Hope Cemetery.

Remains of *John J. Wright*, s/1c, U.S.N., son of *Harold Wright*, carpenter, was returned from Iwo Jima on April 20. Services were held in St. Charles Church, Melrose Park.

Congrats to *Ralph Whitelaw*, signal maintainer, on his appointment to a committee to head Rapid Transit Division Bowling League next season.

*Bill Burke*, carpenter, was not satisfied with Uncle Sam's income tax reduction and is very jittery waiting for Mr. Stork's appearance sometime this month.

Wedding bells rung for *Aloysius Kolman*, tinner helper, and *Grace Wojtalewicz* on May 19 at St. Mary the Angel Church.

*Bart Everman*, tinner, needs help in finding an apartment, 3 rooms, before August 31. He is allergic to sidewalks. Anyone knowing of an apartment can call Bart at Kedzie 1868 around 6:00 P.M.

Tinning gang at Congress shop welcomes to their ranks *Robert E. Seeman* as a helper.

—JIM WALSH

## ROBERT S. SMITH RECENTLY MARRIED

NORTH SIDE—*Trainman Robert S. Smith* is going around with that extremely happy look lately because he was just recently married.

*Collector Frank Gribar* is in a sanatorium at Crawford and Bryn Mawr. He expects to be back with us soon.

*Agent Clara Kitson*, *Motorman Edward J. Burke*, *Agent Anna Dowling*, *Motorman J. Luvisi*, *Switchman Red Howe*, *Trainman F. Spies*, and *Motorman William Garvos*, *Ed. R. Larson*, and *William Morley*, have been on the sick list.

—J. J. BAILY

## GRAPEVINE RUMORS

SCHEDULE-TRAFFIC—The grapevine telegraph ticked out a rumor that *Traffic Checkers Bernard O'Shaughnessy* and *John Walsh* have been getting their nerves settled and expect to take that middle aisle trip some time this summer. *John Bernbom* has escaped from the sick list and is back at his desk. The backyard gardeners have been busy lately and they expect to have some nice grass, flowers and vegetables to brag about later on. —L. C. DUTTON



## PUGH NAMED CHIEF OF VOLUNTEER FIRE DEPARTMENT

77TH—Now that *Willie Pugh's* home town of Merrinotte Park needs a volunteer fire department, they are going to make Willie the fire chief. Since the fire engine they intend to purchase has no siren or bell on it, they are counting on Willie, the smoke eater, to whistle through his teeth to scare the kids and dogs out of the way going to a conflagration.

In looking over the lost and found list, notice that *George Payton* is getting back a prayer book that was uncalled for. Now his last excuse for not going to church on Sunday will be gone.

We recently learned that *George (Jake) Liebers* had left the employ of the CTA to accept a position as bridgetender for the city. Knowing Jake as we do we regret that he has left us.

*John (Curly Locks) McGrath* is demonstrating a new type of toupee. It is known as the non-slip, self-locking type of wig and no matter how rough the street or how uneven the seat is, you always have the satisfaction of knowing that your hair is on straight.

At last *H. F. Henery* has left 103rd Street to pick on South Deering. On his first trip through Iroindale, all of his neighbors turned out to see him because Henery, driving one of the CTA super de luxe twin coaches down Torrence Avenue, was the biggest thing that happened in Iroindale since the Wisconsin Steel Company War Bond rally. There was some sadness in the crowd, however, and some of the more reckless ones were even betting that once he started north he would never find 63rd and Dorchester. They were sure that would be the last they would see of Henery and the bus. But they did not know Henery. He had a fool-proof way to get to 63rd Street once he left 92nd Street. He turned every corner he came to until he arrived at 63rd and Dorchester.

—WILBUR JENSEN

## CAN YOU TOP THIS FOR LUCK?

SHOPS (RAPID TRANSIT) NORTH—My boss, *William Ford*, who is seven miles from a pension, met

## VETERANS—A 2ND CHANCE FOR A REAL BARGAIN

"GI" INSURANCE is a life-time insurance bargain. Through it, veterans of World War II gain comfort, security and independence. Yet, many veterans have allowed this insurance to lapse. For their benefit, the Government has offered the opportunity of picking up this lapsed insurance with liberal requirements.

Term insurance, the type that the majority of veterans had while in the armed forces, can be put back on the books again by the payment of only two premiums. All the veteran has to do is sign a three-question form and state that his health is as good as on the day his insurance lapsed.

The deadline date for reinstatement without a physical examination is July 31, 1948. If you are one of those veterans who has let this insurance bargain lapse, see the nearest Veterans Administration Office or Veterans Service Center.

attractive *Ida* about two years ago and married her. Six months ago he stepped into a Plymouth agency and drives out a new car with NO COVER CHARGE. Last month he found and moved into a new apartment that was completely renovated to suit his taste.

*Al Schmitz* and *Bill Herrmann* are bowling in the state tournament in Chicago on May 12, and on the 16th and 17th in the A.B.C. at Detroit. Won't the 40,000 other bowlers be angry when our home town boys win the \$3,000.00 top prize?

*Jack Schade*, the keeper of bees, said that he is going to use the honey to sweeten the sour disposition of the world.

*Brakeman Dan Brodie*, son of the motorman of the same name, who is too tall for our short pits, has hit his head so often on the brake rigging that the Illinois Boxing Commission has refused to issue him a permit.

*Clarence Young* passed away at Corpus Christi, Texas, on May 1, the same day his disability pension was to become effective.

On May 2, *Anthony Citro*, who has been with us for three years,

## Vic Vet says

HEY MAC! THE DEADLINE FOR EASY REINSTATEMENT OF GI INSURANCE HAS BEEN EXTENDED TO JULY 31, 1948 - ACT NOW!



For full information contact your nearest Veterans Administration office.

became a man. To celebrate the occasion he had a beardectomy performed. After the alfalfa was removed, his face revealed a beautiful complexion with rosy cheeks that would be the envy of any school girl.

—LOUIS CORTOPASSI  
LAKE STREET—Optimistic *Gus Bremer* is putting off his spring cleaning on the slim hope of finding a new apartment. Gus may well be the author of that latest book, "How the Housing Shortage Affects Houses."

*Bruno Groder* is, as usual, extolling the merits of his favorite baseball team, the Chicago White Sox. Bruno says: "The Cubs have a fair team but lack that old Esprit de Corps—and me to root for them."

*Otto Keppen* and his wife, *Mary*, have a full time week-end job of baby sitting their grandchildren. Otto hopes it won't run into the third generation.

*Charlie Scholl* is thinking seriously of taking up an early morning post at the time slip box. Charlie thinks that is the only way to eliminate the one-punch time slips.

It has long been suspected that the contents of *John Sarangelo's* snuff bottle is a home product rather than a commercial item and now John confides that he has planted one of the more potent partners of the pepper family in his garden.  
—J. E. MARTH

## TELEVISION EXPERT ON QUIZ PROGRAM

SOUTH SHOPS—Best wishes for success are extended to *Walter Sundquist*, car wiring, in his new office as president of the Mount Greenwood Hobby Club. We understand he is quite a television expert. Speaking of Walter and television, recently he wrote into a television quiz program and was invited to participate in the show. So, without hesitation, he accepted. The family enjoyed the case of soft drinks and potato chips that Walter received for appearing on the show.

The Stork delivered a 7 lb., 4 oz. daughter at the home of *Mr. and Mrs. Bill Panek*. The newcomer was named *Barbara Ann*. Her daddy works in the truck shop . . . On February 14, *Frank Kattis* placed a lovely diamond on that certain finger of *Betty Robson*. Another victim of Dan Cupid's was *Fred Dechon*. Fred gave *Rosemary Hayes* a lovely diamond . . . Our loss was California's gain, when *Wilke Collins* left "Chi" to make his home in California. Congratulations and best wishes are extended to *Bob Dietz* and *Le Roy Goering* on their recent promotions. Bob has been promoted to foreman of the motor repair and Le Roy assistant foreman of that department . . . We welcome *Leo Kozlowski* back into our fold and extend best wishes upon his recent promotion as assistant foreman of the machine shop. *Joe Kiselus* has been promoted to assistant foreman of the foundry . . . April 10, 1948, was that all-important day for *Sophie Ambrozak* and *Tony Salkaukas*. On that day they were united in holy wedlock at St. Anthony's church before an altar adorned with gladiolus. More than 150 guests attended the reception at Talman Hall. After the reception the newlyweds left for a honeymoon at Turkey Run, Indiana . . . On April 24, *Tom Gushes*, motor



repair, placed a lovely sparkler on the left hand, third finger, of Marilyn Muloski.

—ANNE M. YERICICH  
FLASH — According to *Justine Janasek*, Anne Yericich came to work Monday morning, April 19, with a very pleased smile. The reason was soon detected. On her left hand was a lovely diamond ring announcing her engagement to *Faulkner McCrea* of the paint shop.

## CONDUCTOR TWINS WORK DAY AND NIGHT

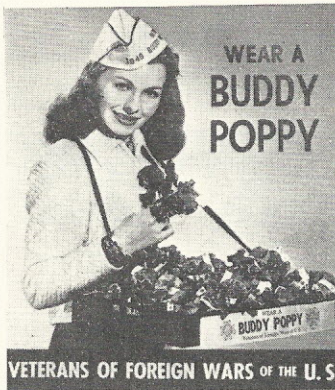
SOUTH SIDE—If you see the same conductor working night and day on the Jackson Park-Howard branch, you are wrong. It is those *Ribot* twins, *Arthur* and *Preston*. If you can't tell them apart, *Arthur* is on the midnight and *Preston* is on the day run.

*Trainmen George McCarn, Peter Dunn, Anton Dusek and J. Burklow* have transferred to the Surface Division. . . . *Conductor Harry Milstead* is making plans for a vacation trip to Kentucky. He will visit pensioned *Trainman Joe Sims*. . . . *Arthur Zahren* has been promoted from conductor to motorman, but he did not change hours. He is still working a midnight. . . . My idea of a guy who is well named is *John Hightower*—six feet, six inches make him tower high, all right.

The sick list is taking a beating —*Towerman Bob Baily* has returned to work; *Yard Foreman Al Franks* and *Conductor Marty Olson* have been released from the hospital and are on the mend; *Trainman Nick Casey* stopped in to see us and says he feels fine and will return to work soon. Oh, yes, that singing conductor, *Harry Blaundin*, is in good voice again. *Agents Josephine McCloskey and Russel McKay*, who have been off all winter, have returned to duty. We hope *Trainmen Charles McCarthy, Thomas Murtaugh, William Kochinsky*, and *Towerman Frank Sweeney* and *Charles Metzger* are feeling better and able to return soon if they have not already done so by the time this is printed. —ROBERT E. BROWN

## \$50.00 TELEPHONE CALL REUNITES BROTHERS

WAY AND STRUCTURES (UTILITY DIVISION)—On March 28, 1948,



EACH YEAR the Surface Division American Legion and Veterans of Foreign Wars members and the Elevated Division American Legion men actively participate in the Annual Poppy Day sale, held during the week prior to Memorial Day, May 31.

Funds derived from this sale are used to aid distressed veterans and their families and to maintain the VFW National Home for widows and orphans of ex-servicemen at Eaton Rapids, Michigan.

at 6:05 P.M., a telephone rang in Belfast, Ireland, which brought about the oral reunion of *Chaufeur Alfred Gaw* and his brother whom he hasn't seen in 30 years. He's been with the British Army since Armistice Day, 1918. The call cost about \$50.00 but *Chaufeur Gaw* says a reunion like that is certainly worth it.

TRACK DIVISION (OFFICE)—If anyone sees *Chief Requisition Clerk Johnny Flynn* walking around a little stooped over, it isn't because he has lumbago, but due to the fact he's working overtime on his vegetable garden. Someone overheard him say he's going to try and corner the vegetable market this summer.

## THIS HAPPENS EVERY DAY

DURING THE recent "Courtesy Week," CTA transportation employees were given tests of patience and courtesy under trying conditions. As a result, their work received special praise.

For example, a reporter of the *Chicago Daily News* commends *Conductor John L. Hughes, Armitage*, for his work on April 22. The reporter gave him a ten dollar bill in payment of his fare and expected to hear some angry words. *Conductor Hughes*, however, graciously accepted the large bill and politely offered to make the necessary change.

This same newspaper received the following letter during "Courtesy Week:" "There was a blind man on the bus I was riding and when he got off he started to cross the street. Bus Operator *Andrew Kosinski, Devon*, told him to wait for a moment so he could help him cross safely. I marveled at this because such courtesy is seldom seen these days.

"I recommended him for the 'Courtesy Award'."

TRACK DIVISION—*T. E. McCarthy*, superintendent of the Northern division, sent out a crew to pick up salt boxes one day last week. At *Franklin and Kinzie Streets* they opened the lid to check the contents, and "Lo and Behold" there was a man sleeping in the salt. They woke him up and began to question him on why he was in the box. He said he was an old sailor and wanted to get back to the salt.

UTILITY DIVISION—The men at the 69th and Ashland wreck truck station sure did a good job during clean up week. They have their place all cleaned and painted and claim it's the best on the system, bar none. Anyone entering must take his shoes off at the door. *Charlie Martens* bought a new shirt, *Frank Becker* a new bow tie and *Harry Lynch* got a new line for the dedication.

*Chaufeur Al Daker* is in the Grant hospital and would like a visit from some of the boys. I hear he's allergic to flowers, so please don't bring any. —S. F. SMITH

## RECENT DEATHS AMONG EMPLOYEES

GEORGE R. BLACK, 64, motorman, 69th. Died 3-7-48. Employed 4-26-06.

JOHN J. BROOKS, 53, conductor, Limits. Died 3-30-48. Employed 2-13-24.

COSIMO G. CAMPAGNA, 45, conductor, Metropolitan. Died 3-6-48. Employed 4-28-26.

EDWARD CATTAR, 66, motorman, 77th. Died 3-13-48. Employed 12-4-18.

ISAAC A. CONNORS, 49, repairman, West Shops. Died 3-8-48. Employed 10-29-43.

OSCAR E. ELLISON, 77, gate-

man, Lake Street. Died 3-31-48. Employed 9-12-23.

JOHN FRANCISKOVICH, 45, laborer, Track. Died 3-10-48. Employed 4-13-34.

GEORGE GLASGOW, 73, retired repairman, West Shops. Died 3-18-48. Employed 1-1-21.

HARRY C. HALL, 69, retired motorman, Burnside. Died 3-18-48. Employed 10-31-18.

MICHAEL J. HAYES, 72, retired conductor, 69th. Died 3-3-48. Employed 2-27-06.

MICHAEL KASNAUSKY, 74, retired repairman, 77th. Died 3-15-48. Employed 12-27-02.

WILLIAM P. KENNEY, 48, repairman, South Shops. Died 3-28-48. Employed 11-6-41.

OTTO J. KLIMA, 54, motorman, Lawndale. Died 3-19-48. Employed 10-7-15.

THOMAS LUSCOMBE, 70, retired conductor, Kedzie. Died 3-11-48. Employed 7-8-08.

GAETANO MARIGLIANO, 61, laborer, Track. Died 3-9-48. Employed 5-16-22.

PETER MARTIN, 69, retired conductor, Devon. Died 3-26-48. Employed 3-12-04.

CHARLES McLEAN, 62, retired helper, Utility. Died 3-3-43. Employed 11-1-25.

JOSEPH T. MULLIGAN, 53, conductor, South Side. Died 3-24-48. Employed 5-10-20.

LOUIS W. NAEGEL, 60, motorman, Lawndale. Died 3-29-48. Employed 7-11-10.

SAMUEL PATRICK O'KEEFE, 28, trainman, Lake. Died 3-20-48. Employed 8-6-47.

HAGEN PAULSEN, 72, conductor, North. Died 3-16-48. Employed 3-4-03.

MARTIN PIKOR, 74, gateman, Metropolitan. Died 3-28-48. Employed 5-27-29.

EDWARD L. REGULSKI, 59, conductor, Limits. Died 3-30-48. Employed 7-28-13.

ALEXANDER REINERS, 71, retired conductor, Noble. Died 3-18-48. Employed 9-23-12.

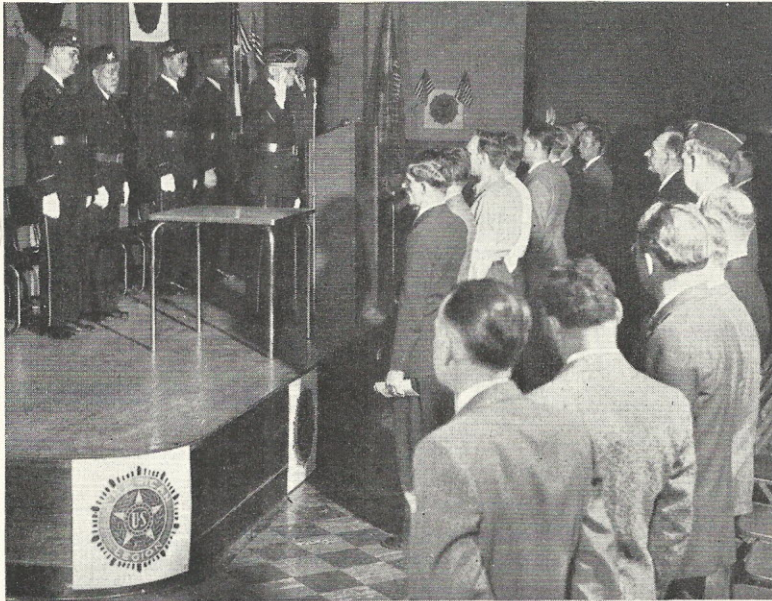
PETER TROFFIN, 62, tieman, Road Department. Died 3-26-48. Employed 12-29-22.

MICHAEL WALSH, 70, retired janitor Elston. Died 3-1-48. Employed 2-12-01.

CARROLL ZACHARY, 51, motorman, 69th. Died 3-30-48. Employed 12-17-25.



# On the Spot Shots

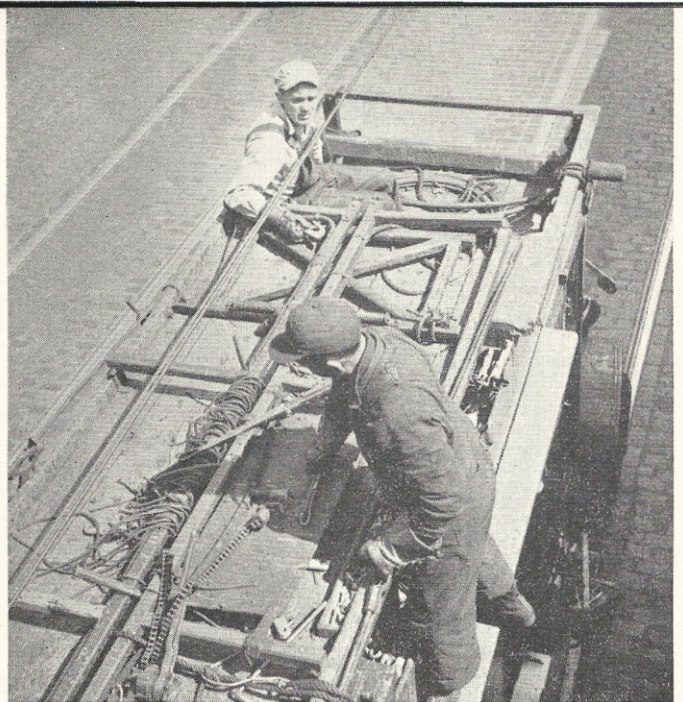


## AMERICAN LEGION HOLDS INITIATION

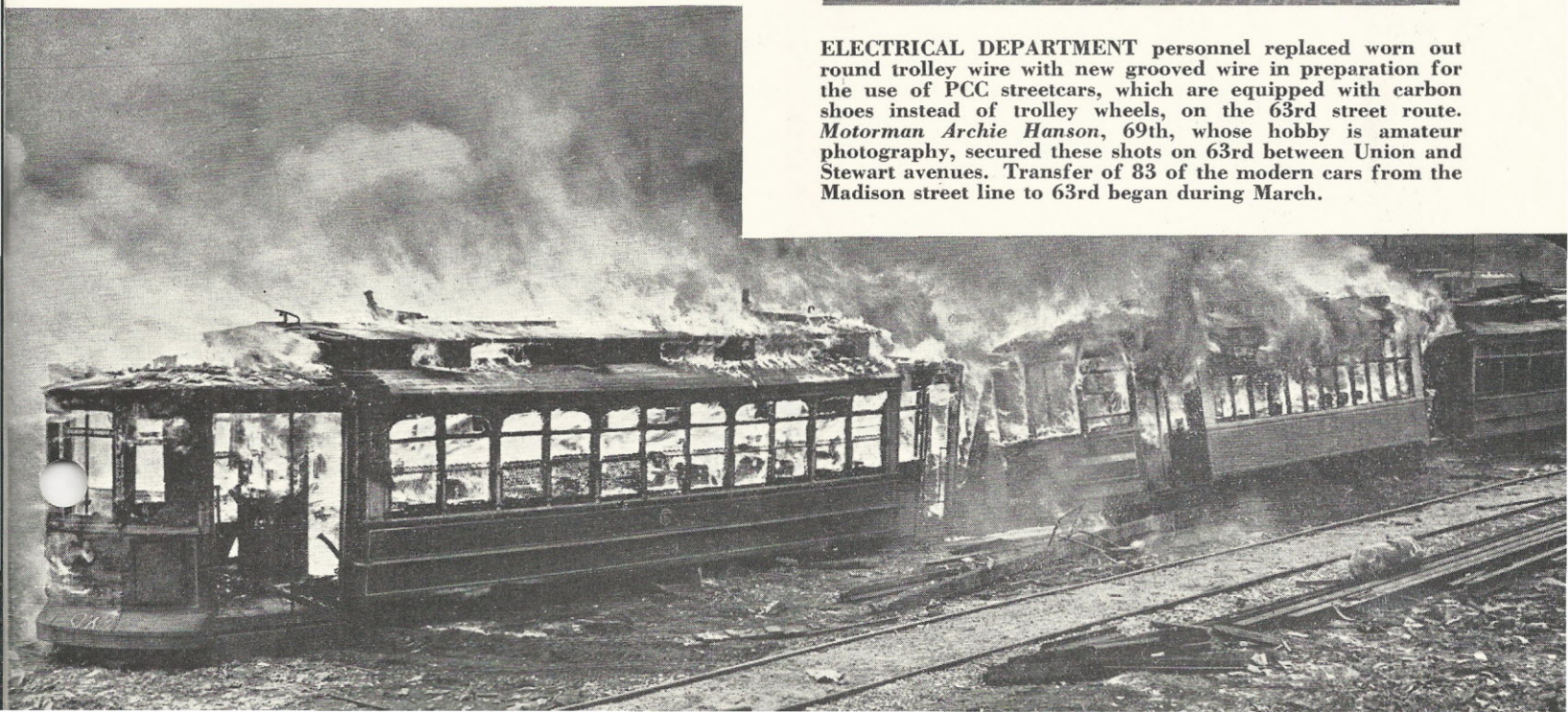
NINE NEW MEMBERS were formally initiated into the Elevated Post No. 184, the American Legion, on April 20 at St. Judes Hall, bringing the total membership to 881. *Harold H. Hobson*, senior vice commander of the 2nd district and commander of the ritual team composed of members of the Board of Trade post, conducted the initiation ceremonies. Refreshments were served after the business of the evening had been concluded.

## FIERY GRAVEYARD FOR OLD STREETCARS

WITH THE CTA modernization program well on its way, the arrival of new equipment has made it possible to retire from service older type streetcars which have outlived their usefulness. These cars burned at the South Shops were the first destroyed by the CTA since it assumed management of the surface and elevated-subway lines. Before the torch was applied, everything of value that could be re-used was salvaged. Anything left of the cars, after the flames completed their work, will be sold as scrap.



ELECTRICAL DEPARTMENT personnel replaced worn out round trolley wire with new grooved wire in preparation for the use of PCC streetcars, which are equipped with carbon shoes instead of trolley wheels, on the 63rd street route. *Motorman Archie Hanson*, 69th, whose hobby is amateur photography, secured these shots on 63rd between Union and Stewart avenues. Transfer of 83 of the modern cars from the Madison street line to 63rd began during March.





# What's YOUR Golf Score?

DID YOU SPEND any time in the basement or attic this past winter trying to correct your swing or putting? If you did, and still think you haven't solved the mysteries of this great sport, here are some tips for CTA *Transit News* readers from Lloyd Mangrum, golfdom's leading tournament player during the 1948 winter season.

Mangrum, who is 34 years old and has been playing professional golf for 20 years, will make his first 1948 Chicago appearance in the Victory Open Tournament, June 17-20, at the Midlothian Country Club. The tournament is held to raise funds for recreational facilities at veterans hospitals and to provide local fans with a look-see at some top-notch golfers in action.

"Every round must begin with a drive," Lloyd said, "so let's begin from there. To add distance to your tee shots, concentrate on the follow-through. If you raise your head, you throw your whole body out of line. Instead of keeping your eye on the ball, try keeping your eye on a spot on the ground about two inches ahead of the ball. Concentrate on bringing the clubhead across this spot at top speed. This will keep your head still while you swing and force you to complete the follow-through. A full follow-through will add from 20 to 50 yards to your drive."

## Try a Left-handed Hammer

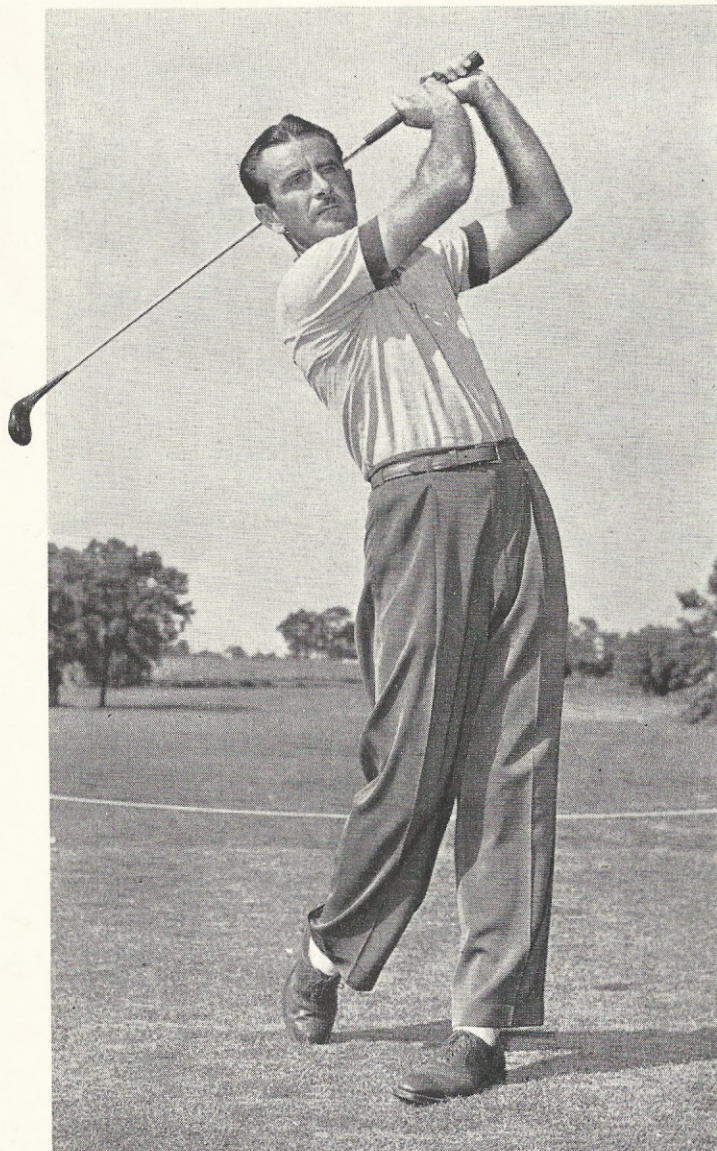
Mangrum has won more money playing golf in 1948 than any other tournament player so he is well qualified to offer advice on overcoming a hook or slice.

"When you hook or slice, it's because you hit the ball with either an open or closed face. With an open face you slice and with a closed face you hook. You're not hitting straight through the ball. This is usually caused by twisting your wrists on the downswing which brings the clubhead through at an angle instead of straight. To correct this, try thinking of hammering a nail, holding the hammer in your left hand and swinging backhand.

"To hit the nail squarely on the head, you must keep your left wrist straight. Try swinging a hammer backhand with your left hand a few times before you play your next game of golf and notice how straight your left wrist remains. If you can master swinging a backhand hammer, you'll never again hook or slice on a golf course.

"To play an iron, use the same swing as in the drive, a straight left arm, concentrate on hitting through the ball, that is, bringing the clubhead across a spot about two inches ahead of the ball, and a full follow-through."

Lloyd is regarded as one of the best putters in golf. When asked by *Transit News* about putting, he said, "The most orthodox method of putting is to line up the putt from in back of the ball, keep the blade of your putter square with the hole, stroke the ball in the center of the blade, and re-



**LLOYD MANGRUM**, outstanding professional golfer, swung his clubs 6,223 times in 22 tournaments last year and averaged \$2.56 prize money for each shot.

member to follow through. Putt from the most comfortable position for you. But, be sure, from wherever you play the ball, that you are in proper position. If you putt from the left toe, your left eye, hands, and the ball should be in a straight line."

For those who will not have an opportunity to watch him play, Mangrum summarizes his advice to golfers by stressing two points, "One, hit through the ball, and two, follow through and finish high. Concentrate on these two things for one season and you'll cut several strokes from your score."



# TO THE LADIES . . . from Joan

HERE COMES another summer with its parties, dances, trips and many other activities that demand the up-to-date look in clothes and accessories. To help you be in style for these events, here are some helpful hints and pictures of what to wear.

If your wardrobe isn't complete, here is a three-piece full-skirted charmer for style-conscious women that can be mixed and matched endlessly for any and all occasions. It consists of a simple-to-make cap sleeve blouse, a flared skirt and a wear-everywhere jacket. The jacket worn with the skirt gives you a suit, or wearing the blouse and skirt with a contrasting cummerbund or belt makes it a lovely dress. The mix and match possibilities are up to your own imagination and your ability to combine fabrics.

For that right summer look is a new cap of bright plaid or checked taffeta. It takes just two pattern pieces to make the pert headpiece shown here—the rounded section is one part, and a long

**YOUR COSMETICS** are an important part of summer good looks so be sure you have the necessary items.

top piece that ties into a bow at the back. It's easy to make and we will be glad to send the directions.

A small but mighty important piece of apparel for summer is white gloves. The lovely hand crocheted gloves seen on this page are pretty smart hand coverings for ten little fingers, aren't they? The lacet stripes running from tip to stern give your hands that long look. You can make them yourself with some white pearl cotton and a crochet hook. Why not send for our direction leaflet for crocheting white gloves?

ANOTHER IMPORTANT phase of your summer wardrobe planning is your cosmetics, especially when you are about to take the annual holiday trip or vacation.

To save space in packing, select cosmetics in convenient small sizes. Cold cream and talc can be easily packed in miniature. You know, when great-great grandmother was plagued with dry skin she applied mutton tallow and hoped her strict husband wouldn't catch her at such a practice. But 1948 finds dry-skin cream high on the list of cosmetic materials. Cream which contains lanolin, and is homogenized, does a special job of skin softening.

IF YOU like expensive looking gloves at a minimum of cost, make a pair of these white beauties.



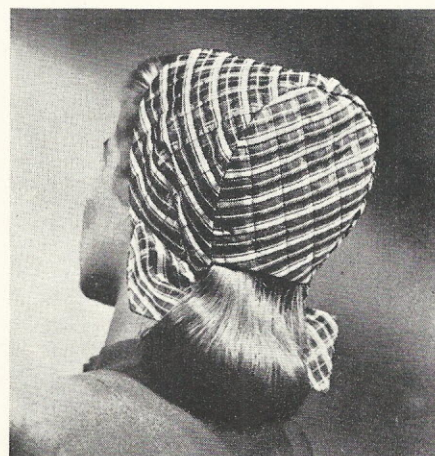
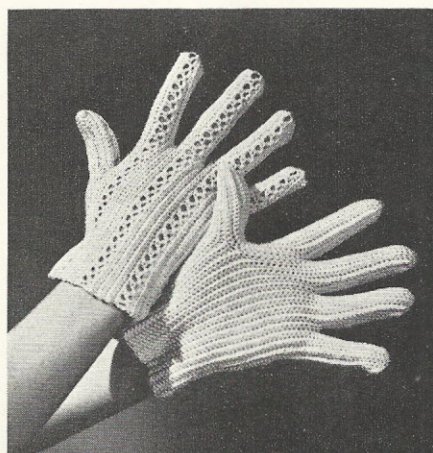
FOR YOUR dream date or that informal affair is this three-piece ensemble. Blouse, skirt and jacket are Simplicity patterns numbers 2311, 2258 and 2365, respectively.

For the wild winds and damp days, your hair net is an absolute necessity.

A make-up that is light in texture and easy to apply belongs on every trip during the hot summer months. Also, two lipsticks, a brighter shade for daytime, and deeper shade for evening.

It's important to remember that the chief aim of summer beauty is to make yourself look cool. A little planning for good grooming is time well spent.

WITH THIS cute-as-a-button cap perched on your head you'd be dressed for any occasion.





# Inquiring REPORTER

## *Question*

*Do you prefer summer or winter  
vacations?*

## *Place*

*Lincoln Car Station*

## *Reporter*

LARRY HIPPERT

**JACK WILKINSON,**  
Acting Supervisor:

My wife and I like a summer vacation as we greatly enjoy fishing in Canada and it's a little too cold for comfort up there in the winter.



**GEORGE LUKA, Conductor:**

I enjoy fishing and swimming and my family has a lot of fun going on outings and picnics to the parks around Chicago. We all vote for a summer vacation.

**ED FITZPATRICK, Conductor:**

In the summer the country is in all its beauty. I prefer a vacation at that time so I can get out and enjoy nature at its best.







**ED LOCHOWITZ, Motorman:**

My family and I enjoy all the outdoor sports offered in the summertime, such as baseball, fishing and swimming. For that reason we prefer to take our vacation at that time of the year.

**CHUCK EKENBORG, Motorman:**

It is much easier to travel and get around in the summer than in the winter. As I like to travel, my choice is a vacation in the good old summertime.



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# OUR PUBLIC SPEAKS

## IS OUR FACE RED?

*IN A RECENT issue of The Garfieldian, a local community newspaper, the question asked by the inquiring reporter was, "What is your biggest gripe about the Chicago transportation systems?" Here are some of the answers that were given:*

*"The motormen start the cars too soon and often people are not completely on the car. They also are not as courteous as they should be."*

*"The cars run frequently but many of them are too jerky and make too sudden stops and starts."*

*"Definitely the lack of courtesy on the part of the motormen and conductors. Of course, the passengers are to blame sometimes, but I think the conductors could use a course in public relations."*

*"The cars are too jerky and uncomfortable because of a lack of clean air."*

*"The air inside the streetcars and buses gets pretty bad during the rush hours. The crew members do not supply the proper ventilation."*

*By the way—all of the above remarks were made by women!*

## THE SHOW GOES ON

WITH THE help of a CTA motorman, an annual high school spring festival music program was able to be held on schedule. One of the students in the orchestra had borrowed a violin from the school to practice at home and left it on the streetcar the day of the festival. It was returned personally by Motorman Walter Szczepanak, Blue Island, who found it on his car. A letter of thanks was received by the motorman from a school official and also one from the boy, who wrote: "I am deeply grateful to you for the return of the violin. It was a revelation to have it returned. I realize that there are some wonderful people in this world and you are one. I will never be able to repay you personally for your kind deed but shall re-

member it and pass your kindness on."

Other fine service given to school children by our men has been especially noted by parents and students.

A mother had this to say of Bus Operator Harry Campbell, North: "I send my young child to school on the bus everyday and always know that he will get there safely due to the careful driving and kind attitude of Mr. Campbell."

The following letter was received from a high school student who expressed sincere thanks to Motorman August Johnson, North. He wrote: "As leader of our high school group which 'chartered' a streetcar recently, may I heartily express our appreciation to this genial and most patient motorman. He was top-notch for such work for we really raised a rumpus."

## CTA IMPROVEMENTS MEET PUBLIC'S APPROVAL

WRITTEN PROOF that our modernization program has met the approval of the general public is evidenced by the many letters being received commending the new equipment and changes in service.

A Skokie rider commented, "A more convenient and better service. Brings us closer to our homes and to the center of town."

Another Skokie resident said, "After a few week's of bus service let me congratulate the CTA on such excellent transportation. The route saves me a half-mile walk."

A daily rider on the Harrison street line wrote, "Ah, Revolution on Harrison street. Now who would want streetcars back? Street looks like a boulevard. The flexibility of the buses is a great asset."

Buses came in for more praise from this passenger: "As one of thousands who travel Racine avenue I was very pleased to see buses operating on that line. During the recent heavy rainstorm I boarded a bus at 78th and due to the flooded subway at 75th, I was transported via 76th and back to 75th and Racine to board a streetcar. This was real service and comments from other passengers were likewise complimentary."

The new express service on the Lake street "L" has been the subject of numerous letters of commendation.

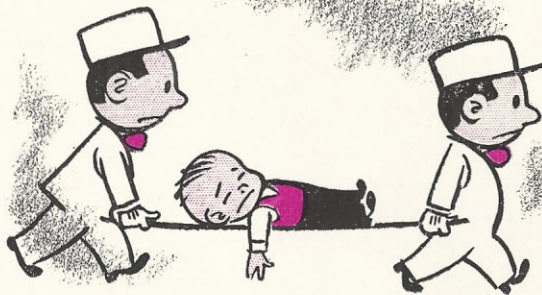
A young lady who rides the "L" regularly said, "I certainly appreciate the improved service on the Lake street L. It has been improved 100%."

Another passenger wrote, "The new service on the Lake street L really saves time. I get home earlier and get to work much faster than before. Keep up the good work for Chicago riders."



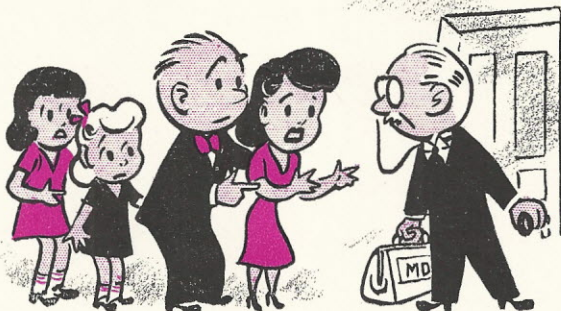
# HOW MANY HURT?

"SUPPOSE," said I, "you chanced to see  
A small boy tumble from a tree,  
How would you tell the tale to me?"  
"Why, Dad," said he, "I'd simply say  
I saw a boy get hurt today  
And two men carried him away."



"HOW MANY injured would there be?"  
I asked. "Just one, of course, said he,  
"The boy who tumbled from the tree."  
"No, no," I answered him, "that fall  
Which hurt the lad, brought pain to all  
Who knew and loved that youngster small."

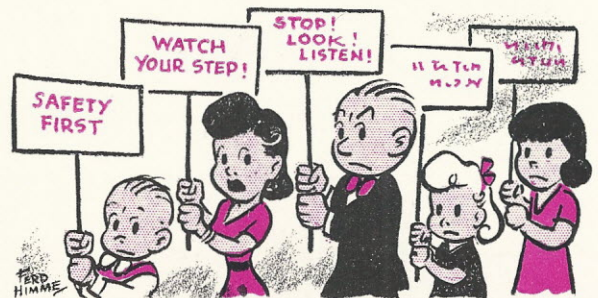
"HIS MOTHER wept, his father sighed  
His brothers and his sisters cried,  
And all his friends were hurt inside.  
Remember this your whole life through—  
Whatever hurts may come to you  
Must hurt us all who love you, too."



"YOU CANNOT live your life alone,  
We suffer with your slightest groan,  
And make your pain or grief our own.  
If you should do one shameful thing  
You could not bear alone the sting,  
We'd spend our years in suffering."

"HOW MANY HURT?—We cannot state,  
There never falls a blow of fate  
But countless people feel its weight."

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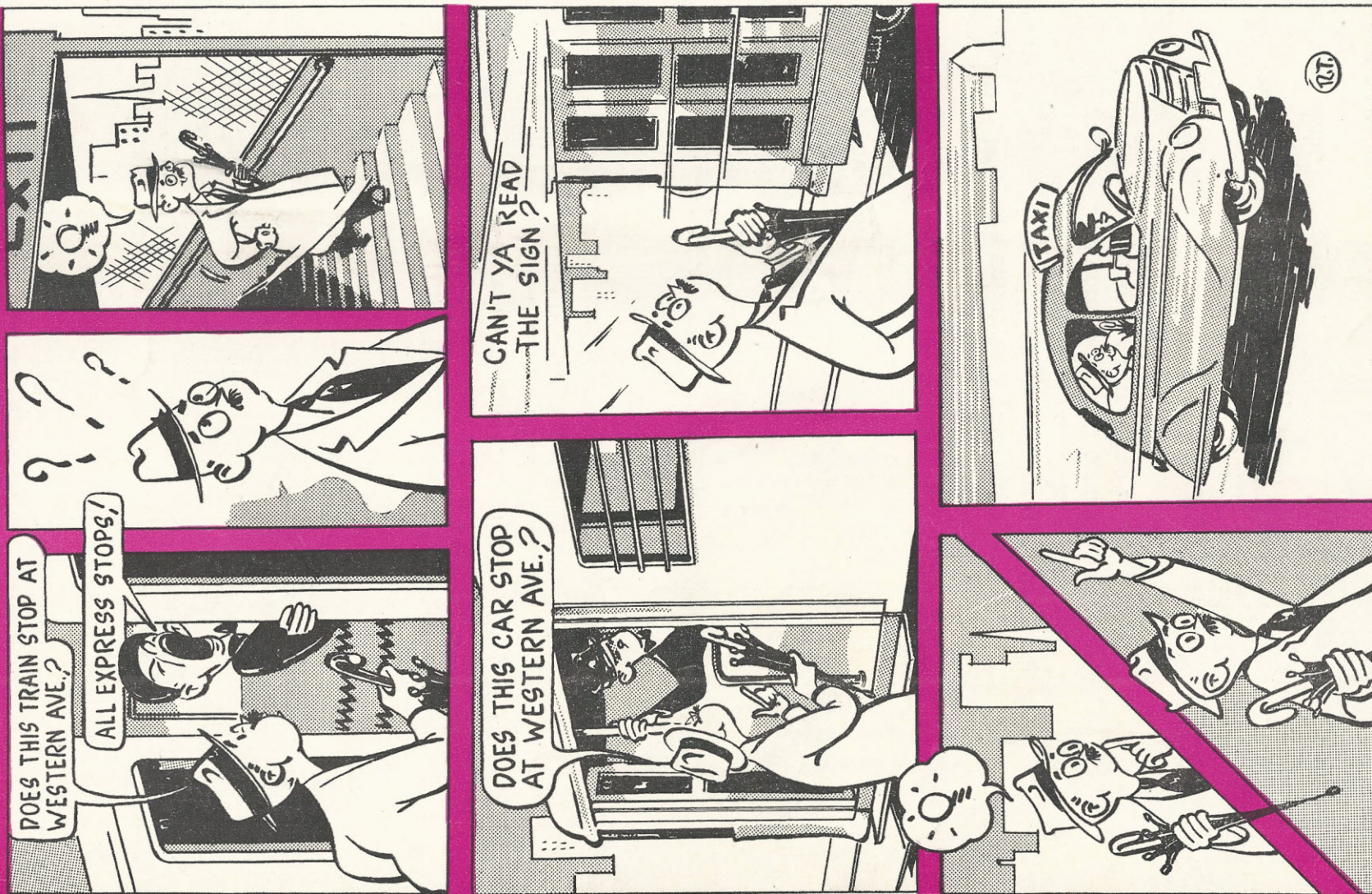
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*Transit Joke*

"THE MAN WHO WANTED TO KNOW" . . . . .



*Moral: A DIRECT QUESTION DESERVES  
A DIRECT ANSWER!*