



# TRANSIT NEWS

JANUARY, 1949



**YOUR PAYCHECK—See Page 2**



# HOW YOUR PAYCHECK IS MADE



**CHICAGO TRANSIT AUTHORITY**  
EMPLOYEE EARNINGS STATEMENT FOR PAY PERIOD ENDING

659030

EMPLOYEE  
Adams

TOTAL EARNINGS	
OUR EARNINGS	
MISCELLANEOUS	

THE FOLLOWING DEDUCTIONS:

A. FEDERAL INCOME TAX	8
B. STATE INCOME TAX	1
C. CITY INCOME TAX	8
D. SOCIAL SECURITY	1
E. MEDICAL INSURANCE	8
F. PENSION PLAN	1
G. OTHER	8
H. TOTAL DEDUCTIONS	1
I. NET PAY	8

RECORD

**CHICAGO, ILLINOIS** **CHICAGO**

DATE

PAY TO THE ORDER OF  
C. T. Adams

**SPECIMEN**

THE ACCEPTANCE AND ENDORSEMENT  
IN FULL FOR AMOUNT DUE SAID

**THE FIRST NATIONAL BANK OF CHICAGO**  
CHICAGO, ILLINOIS

**I** IN A FILE in the machine room is an addressograph plate for each CTA employee, bearing his name, payroll number, and his date of service or occupation. From these plates are prepared the payroll sheets used by the payroll department in posting the daily work hours and wage rate of each employee. The three addressograph machines are operated by Anne Keating (foreground) and Mary Keigher.

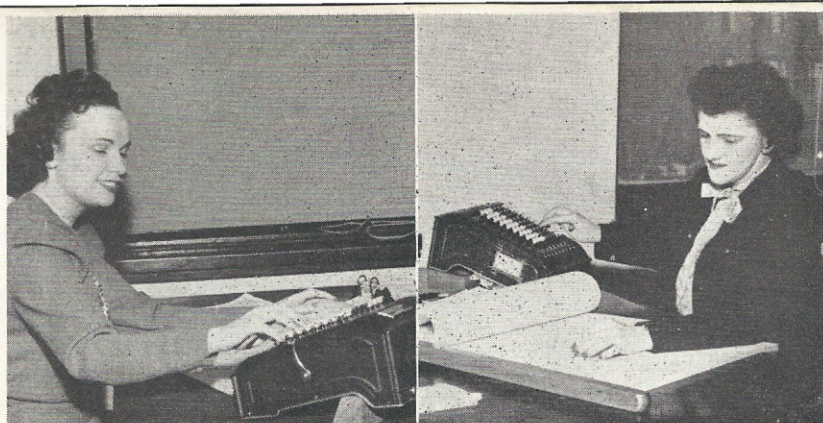
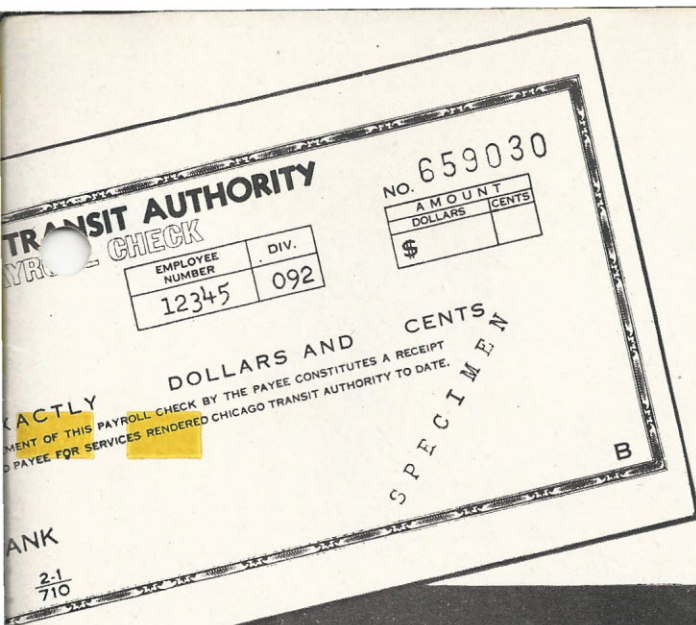
**NEVER UNDERESTIMATE** the power of the machine. In the Accounting department of the CTA there are several machines which you may never have seen, but which influence your life. They are the machines which produce one of the most important pieces of paper you receive — *Your Paycheck*.

You may not be aware of it, but payday for the Chicago Transit Authority is accomplished almost entirely through

the operation of machines. Approximately 43,200 paychecks are issued each month to regular employees and 2,000 paychecks once monthly to pensioned employees. These are

**COVER PHOTO:** Employees of the Way and Structures Department receiving their paychecks.



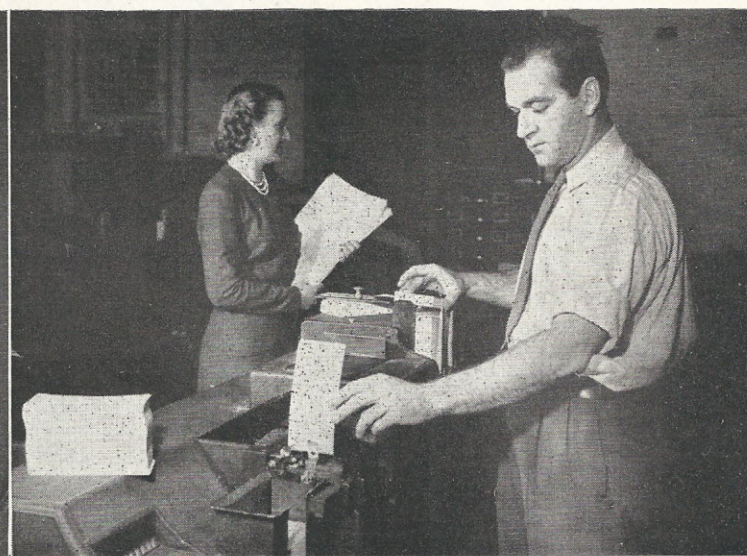


**2** ON THE PAYROLL sheets, employees in the payroll department post the hours worked by each employee from time sheets supplied by the various departments. Typical of the employees in the department are Clerks *Rosemary Kenny* and *Lorraine Sochowski*, who figure the total number of hours worked by an employee at each different wage rate (number of hours at straight time, the number of hours overtime, etc.)



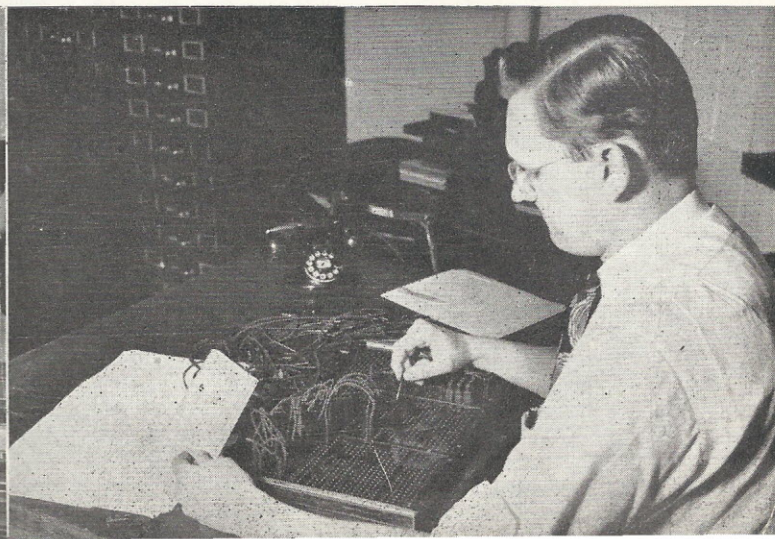
**3** FROM THE PAYROLL sheets, keypunch operators make up the pay cards which are to be run through the tabulating machines. Holes punched in various positions on the cards will record as numbers or letters of the alphabet when run through the machines. A separate card is punched for each employee for each wage rate worked during a pay period. One employee may have as many as five different cards. The cards being punched by Operator *Evelyn Leu* will be run through a similar machine by another operator, verifying that the holes are punched in the correct position.

**5** THROUGH A SERIES of brushes which contact the various holes punched in the cards, the card sorting machine can select and place the cards in any desired sequence for the preparation of the payroll. *Daniel Frusolone* checks the operation of the machine, which is capable of sorting 450 cards per minute. It stops when the supply of cards is exhausted.



**4** WHEN THE CARDS are run through the electric multiplier the number of hours worked is automatically multiplied by the hourly wage indicated on the card. This machine also figures the old age benefit and retirement deductions. The machine punches the answer on the card in the proper position at the rate of one card every three seconds. It requires an employee's attention only when it is being loaded, as demonstrated by Operator *Richard Holze*.

**6** THE PRINCIPAL machine in the production of Your Pay-check is the tabulating machine. Its operation is controlled by a plug board. *Leo Danisevich* makes the various connections on the control panel which will determine whether the machine will add certain figures, list other figures, or spell out the individual's name. To run one payroll, a combination of ten different boards must be used.



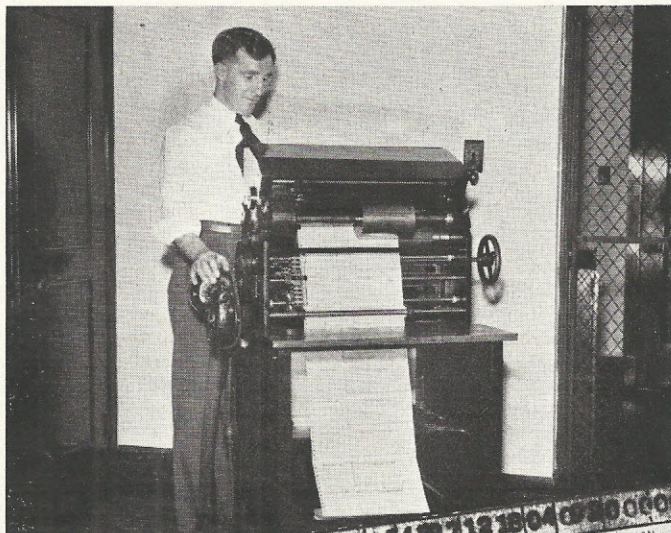


## ...YOUR PAYCHECK

made by machines that add, multiply, sort, verify, print, sign, and do any number of other operations—except think.

Every month there are five different pay days, and the paychecks for each must be tabulated by the payroll machines. Five days in advance of each of these pay days the work begins in the machine room, where 13 employes operate eight different types of machines. When their work is completed, your paycheck is ready to be signed, cut and delivered.

Summed up on one small piece of paper Your Paycheck is a week, ten days, or two weeks of your work. For a birds-eyeview of Your Paycheck in the making, look at the cover photo and those on these pages. They'll show you that issuing Your Paycheck is a big job!



**7** AFTER all the cards showing the hours worked at different wages by each employe are sorted together, they are listed by the tabulating machine. The machine adds together the figures shown on the several cards which may have been punched for each employe and automatically summarizes them into one complete card for that employe for one pay period. This new card is then used in writing the paychecks. Operator *Arthur Johnson* supervises the machine as the paychecks, which are on a continuous form, roll through at the rate of 1,000 per hour.

**8** AFTER the paychecks are completed by the tabulating machine they are sent to the Treasurer's office. *Patrick Kenny* shows how they are put through a machine that prints the date and the authorized signatures of CTA officials. They are then separated by a machine which bursts the perforations. Your pay check is then ready for distribution.

**9 YOUR PAYCHECK** is printed from this pay card where all the information pertaining to your pay period has been summarized. There are 80 columns on a paycard and in each column there are 12 punching positions. Each series of punches indicates certain data, such as total pay, amount of withholding tax, union dues, hospitalization and retirement fund deductions.

[illegible]



# Propose New ALL-EXPRESS "L" Service

THE BIG TRANSIT NEWS for Chicago during the past month was the proposal of CTA's planning staff for inauguration of all-express service on the North-South "L" routes similar to the improved rapid transit service already in effect on the Lake Street "L".

The plan proposed by the planning engineers is still subject to revision and to final action by Chicago Transit Board. Public hearings are now being held by the Service Committee of the Board and final action on the plan by the Board is expected soon after the public hearings have been concluded.

Major features of the plan include the installation of a new North-South through service operating via the subway between Howard Street and the Jackson Park and Englewood terminals; the operation of all Ravenswood trains around the Loop structure; and the use of "A" and "B" stations on all routes. The plan also calls for the substitution of buses on the Kenwood branch, the operation of a 'round-the-clock shuttle service in Evanston, and the creation of a new subway stop in the Loop.

Express-speed operation on the main routes of the north-south service would be achieved by completely eliminating all local elevated service, and by using all tracks for express train operations. Further improvements in speed and service would be realized later as new equipment becomes available

for these routes and when it becomes possible to remove the sharp curves that slow down operations. Both of these additional measures are included in the CTA's \$150,000,000 modernization program.

When presenting the plan, the planning engineers pointed out that riders could expect a faster, more frequent service. Traveling to the Loop would be reduced as much as 20 per cent in some cases. Service would be more regular due to the elimination of local service which now prevents the most efficient use of the tracks for express operation.

The establishment of the Kenwood bus line would give service to a greater area than is now served by the Kenwood "L", providing direct connections with the CTA surface routes on Pershing Road, Indiana Avenue, and Cottage Grove, as well as the Indiana "L" station.

On the Evanston Branch the delays at Howard street occasioned by the collection of tickets would be eliminated by having tickets or fares collected on trains between Howard street and the first stop to the north. Frequent shuttle trains would provide 'round-the-clock service between Howard and Linden with rush hour trains providing through service around the down-town loop.

The new subway stop is proposed at Randolph street in order to provide more convenient transfer to the west side "L" services.

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## Trolley Buses Installed on Belmont

THE BELMONT AVENUE streetcar line was converted to trolley bus operation on Sunday, January 9, 1949. At the same time the route was extended westward from its former terminal at Pacific avenue to Cumberland avenue.

A fleet of fifty-five new 44-passenger electric buses is being used to provide service between Halsted street and Cumberland. The new operation eliminates the transfer formerly necessary at Central avenue between the Belmont streetcars and trolley buses and provides through service over a 9½ mile route. Off-street terminal "loops" are being used at both ends of the line.

There is an increase of 49 percent in the number of units being operated on the line during the heaviest travel periods. Twenty-eight streetcars formerly operated between Halsted and Central, and nine trolley buses between Central and Pacific.

With the larger number of units, intervals between buses is substantially reduced. In rush hours buses operate approximately one and a half minutes apart, an improve-

ment of about 50 percent in frequency of service. Intervals between buses during midday and evening hours is also shortened.

A total of about 63,000 riders each weekday is benefited by the new equipment and improved service on Belmont avenue.

Conversion of Belmont avenue service to trolley buses is the first step in Chicago Transit Authority's proposed \$26,500,000 modernization program for 1949. It brings the total of CTA surface routes equipped with new buses or streetcars to 630 miles.

Also, with Belmont avenue added to the list of newly equipped lines, approximately 45.5 percent of each weekday's originating rides start in new CTA equipment. This percentage will be increased substantially during 1949 as the modernization program continues.

Three other streetcar lines—Montrose avenue, 51st-55th street and Irving Park Road—were converted to trolley bus operation by the CTA during 1948.



## TAILOR-MADE

KEEPING PACE with the modernization program in passenger equipment, the Utility Division of the Department of Way and Structures (Surface) now have in operation the first of 11 new emergency trucks which are expected to be in service during 1949.

This big, powerful White truck is capable of handling any emergency which might interfere with normal surface transportation and can render valuable assistance when needed on elevated lines.

The body was constructed at South Shops according to requirements specified by the Utility Division. The South Shops will also build similar bodies on the other ten trucks, with possibly minor changes as may be desired after the original has been thoroughly tested in actual service. Roomy, built-in compartments are so constructed that every tool

THE NEW CTA emergency truck, after being painted at West Shops, was driven back to the South Shops for testing purposes. These shop employes and supervisory personnel, who were responsible for the building of the body, are seeing their "baby" for the first time as it appears ready to go to work.



THE TRUCK is capable of hoisting the front end and towing with ease even the largest of the CTA buses. It is equipped with a 35,000-pound winch. When the cable is tripled, a load of 60,000 pounds can be lifted.

A TWO-POST hydraulic tower working platform can be raised to a point 21 feet from the ground. The platform rotates on top of the posts and can be swung around to any position. *Chauffeur Walter Johnson* can easily step onto the elevated structure at this point on 24th street. Equipment for emergency use on the elevated line is carried on the truck at all times.



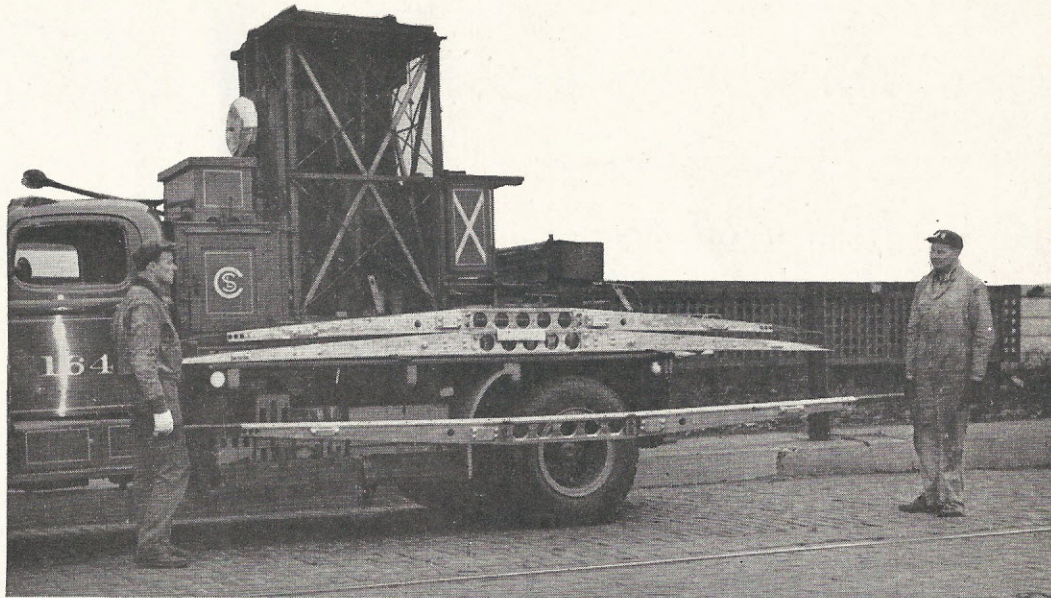


# FOR TROUBLE

and piece of equipment has a definite place. The convenient arrangement of the compartments makes it easy for workmen to select needed items in the quickest possible manner.

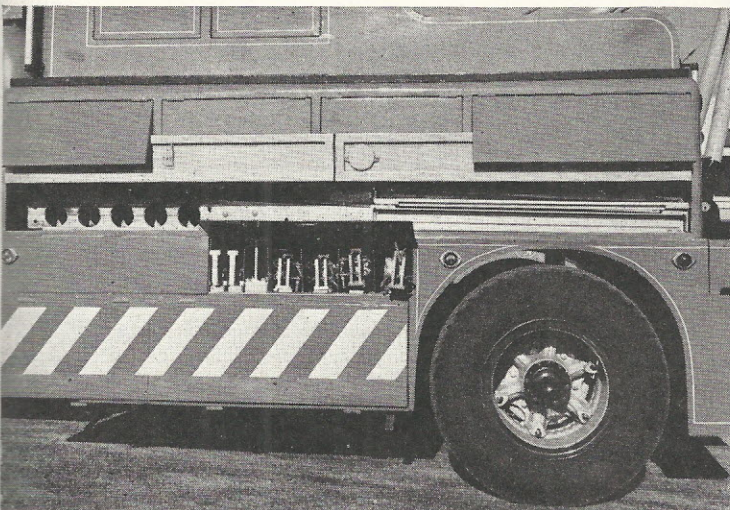
Costing an estimated \$15,000, the truck weighs 19,500 pounds when empty and 23,500 pounds when fully equipped. It is painted a fire-engine red with reflectorized white striping which increases its visibility at night to moving traffic. Front and rear bumpers are striped yellow and black. Trim on the winch is gray. One headlight lense is green, the other red. Two powerful spotlights, facing the rear, provide ample light for workmen.

Differing from the old type trucks, streetcar fire hose bridges of aluminum are part of the standard equipment on the new truck. This will save precious time when necessary to direct the truck by radio from a street location to the scene of a fire.



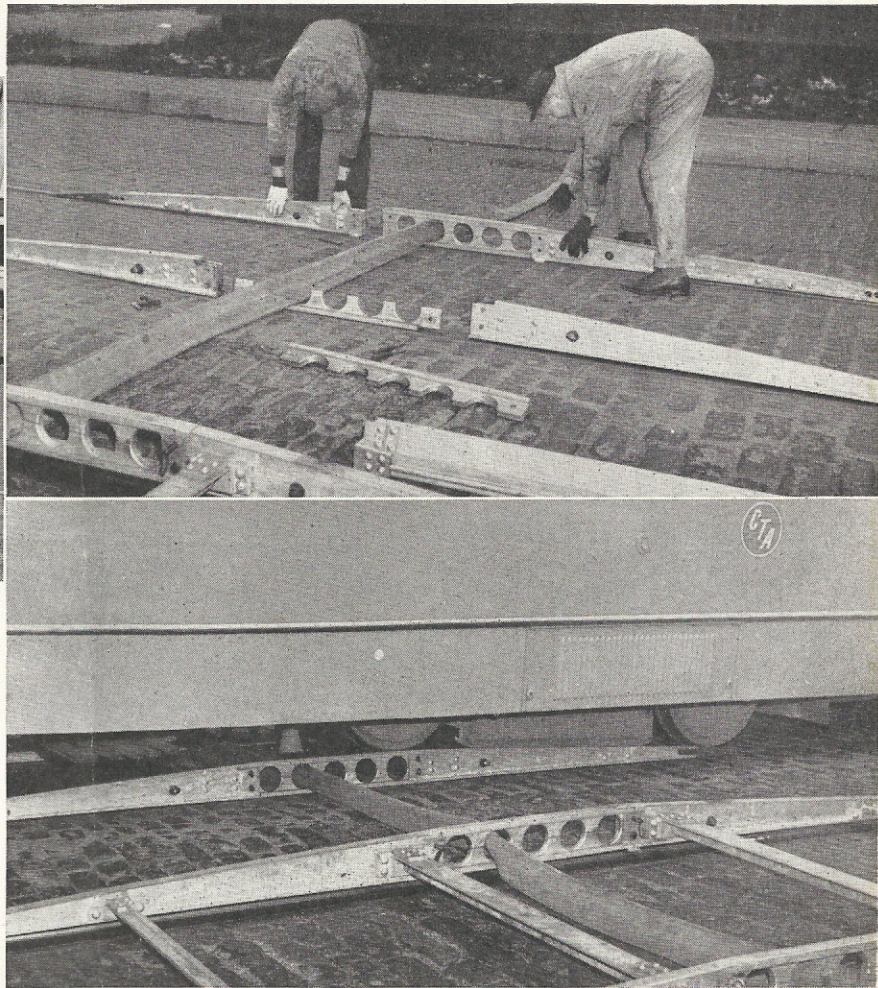
ANOTHER NEW item in the Utility Division are these aluminum streetcar fire hose bridges. *Albert Ostema*, helper, and *Bill Moog*, chauffeur, demonstrate how easy it is to swing a complete bridge for one rail on or off the truck. The old type was so heavy it required the combined efforts of three or four men.

THESE NEW type aluminum streetcar fire hose bridges can be broken down into 8 pieces per set, four pieces making a bridge on a single rail. The heaviest piece of the four weighs only 65 pounds. A four-rail set can be removed from the truck and assembled on the tracks in a few minutes.



BUILT-IN compartments on the new truck were provided to carry streetcar fire hose bridges on the truck at all times. Space is available for four complete sets, two sets fitting in lengthwise along the sides and two sets sliding in crosswise. When the emergency calls for the use of bus fire hose bridges, four chained-together sets are carried by the winch on the rear end. With the old style trucks, the latter are carried on a trailer hooked behind.

DATE THEIR light weight, these fire hose bridges have ample strength to carry any of the CTA streetcars safely over hoses strung across the street. The cars move up the slight incline and down the other side so smoothly passengers are hardly aware of it.





# They'll Know What To Do

## West Shops Employees Complete "First Aid"

IF ONE OF your fellow workers suffered a bad burn or severe injury while on the job would you be able to give him proper first aid treatment? Among CTA employees at the West Shops who can answer "yes" to this question are the 32 men who have just completed the initial course in standard American Red Cross first aid training given by Chicago Transit Authority.

The Shops inaugurated the course in order to impress employes with the importance of first aid on the job and in the home.

### Directed by Dr. Fisher

Classes were held twice weekly during work hours, for a period of nine weeks. Thirty-two employes from the Bus Overhaul, the night force, Stores department, Truck, Paint, Body, Machine and Electrical shops participated. *Dr. Hart E. Fisher* of the CTA Medical Department was in charge, and the regular instruc-

**MODERN INSTRUCTION** methods gave students an opportunity to test their skill on "injured" victims. Hand, neck and head bandages were but a few of the various types of bandages these students were required to learn. Before the men were instructed in this first aid training they were taught the correct way to dress and treat all kinds of cuts and wounds.



**THE PRONE** position of artificial respiration was an important phase of the first aid training class. In administering this type of first aid it is advisable to have another person available to substitute at frequent intervals. Before the assistant fills in he practices his timing so there will be no break in the rhythm. *Henry Gillespie*, machinist, (left) and *Adam Zaraza*, carpenter, illustrate the proper technique on *Theodore Woss*.

tor was *Edward Bumgardner*, blacksmith at the Lake Street elevated shops.

Upon completion of the course the students were presented a certificate by the American Red Cross.

Various phases of teaching were introduced during the nine-week course. Lectures and quizzes opened each session, after which motion pictures or actual demonstrations of first aid in action were shown.

*Theodore Woss*, a machinist with the surface system since 1929, summarized the general attitude of the students when he said: "Several times, both in my work and at home, I have seen knowledge of first aid prevent serious injury and even death. This was my first opportunity to learn first aid and I realize now, more than ever, that it is something every person should know—if only for his own protection."

**KNOWING WHAT NOT** to do is sometimes as important in First Aid as knowing what to do. Following a lecture by *Instructor Edward Bumgardner* on applying splints for broken and fractured bones, *Machinist Peter Doot*, left, *Carpenter Frank Crouse*, center, and *Machinist August Nerad* put a splint on the "fractured leg" of *Clerk Orville Schmidt*.





# Safety Awards Presented to Four CTA Units

## THREE DIVISIONS WIN ATA CERTIFICATES

CHICAGO TRANSIT AUTHORITY winners of the bronze safety award offered by the American Transit Association for completing over 250,000 consecutive man-hours without a lost time accident were recently presented their certificate by Charles M. Smith, General Supervisor of Accident Prevention for CTA. Accepting the certificate for the winning unit they represent are, left to right, Edward M. Raftery, Superintendent, Maintenance of Way, West Side and Loop Section, Rapid Transit System; John Higgins, Superintendent of Transportation, South Side Section, Rapid Transit System; and Fred W. Beckham, Assistant Superintendent of the Devon Station, Surface System.

Since January 1, 1948, the ATA has been offering awards to transit companies having outstanding employee safety



experience. All CTA operating departments are eligible to work for the awards and compete only with their own safety record, not with each other.

## LAWRENCE BUS GARAGE RECEIVES PLAQUE FROM COUNCIL

AMONG THE HIGHLIGHTS of the recent annual fall dinner of the Greater Chicago Safety Council was the presentation of a plaque to the Lawrence Bus Garage of Chicago Transit Authority for their safety record over a six-month period ending June 30, 1948. *Edward Nassar*, CTA Station Superintendent, is shown accepting the award from *Alderman George D. Kells*, Chairman of the Committee on Traffic and Public Safety for Chicago.

The Lawrence Bus Garage won this award for having the lowest frequency in number of traffic accidents per million miles. They competed in a group of 48 companies which operated trucks and buses over 1,000,000 miles on Chicago streets from January 1 to June 30, 1948.



THE FIRST IN a series, this safety poster will be displayed in strategic locations in all public and parochial grammar schools in Chicago. The posters will be changed monthly, and all will feature Tim and Trudy in Safetyland.

## APPOINTMENT

EFFECTIVE December 15, Charles M. Smith was named General Superintendent of Accident Prevention, succeeding Walter S. Helmer who has been assigned to the Chief Engineer's office.

Mr. Smith is an engineering graduate of the University of Iowa and has been in accident prevention work since 1935. He formerly was Assistant Supervisor of Accident Prevention with the Chicago Surface Lines.



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## FROM "DREAM" TO "REALITY" IN 1949

ACCIDENT INVESTIGATION — *Vernon Thornton* has built his model "dream" home and plans to build "the real thing" in 1949. The location will be the country side of Glen Ellyn.

"Bubbling with Joy," expresses that look on the faces of the newly engaged, who are . . . *June Ellis* to *John Kaduk*, and *Ray Ruzick* to *Lorraine Micetich*.

Our welcome mat is out for our new employees: *Maureen Connolly* and *Bill Nott*.

Looking well behind his desk once again, is *Frank Dow*.

*Bill Bockelman* is doing fine since he is resting in the sanitarium. His latest visitors were . . . *Elvera Potensa*, *Eddie Weingartner*, and *Marty Garriety*.

*Grace Johnson* looks mighty fine in that new fur coat that her husband gave her for Christmas.

*Glee Adams* proved that she has had a wonderful time on her belated vacation by the pictures she brought back. —"M & M"

## DOES A SMILE MEAN YOU'RE LAZY?

ARMITAGE—Have you ever noticed the perpetual smile on the face of *Conductor Harold Williams*? It takes 65 muscles to frown and only 13 to smile—so why work overtime?

We at Armitage extend deepest sympathy to *Motorman Harry Le-Gross* whose daughter passed away recently.

*Motorman Pete Englund*, one of our "youngest" old timers, took his pension on December 8. Pete says he is going to drive to California over the southern route and return over the northern route. He expects to make a five or six-month trip of it.

*Charlie Riggs*, retired conductor from Armitage, paid us a Christmas visit. Charlie now lives in Vincennes, Indiana. Said he had to come to Chicago to see Santa Claus. —TED SHUMON



## A QUARTER-CENTURY TOGETHER

CELEBRATING their 25th wedding anniversary, *Conductor Charles A. Roney* and his wife, *Catherine Ruth*, collaborate in cutting the cake. Their three daughters and one son and friends and relatives helped them mark the recent occasion at their home on the west side of Chicago. Roney has been an "L" employee for 28 years.

Garfieldian Photo

## HOME FOR THE HOLIDAYS

COTTAGE GROVE — During the Christmas holidays *Conductor and Mrs. Wm. Bowen* enjoyed entertaining their daughter and son-in-law, the *W. Stones* from California. We must not fail to mention that Bill's grandson, and pride and joy, also made the trip with his parents.

Expected to return to work this month, after an extended absence because of illness, is *Conductor Jimmy Robinson*.

*Conductor and Mrs. Wm. Singer* returned last month from a most delightful vacation spent in Old Mexico.

*Motorman Paul "Buffalo Bill" Kralek* is again back on the job following a long absence due to illness.

Congratulations to *Conductor and Mrs. John Mornar* on the ar-

rival, December 20, of their first-born, *Daniel*, weight nine pounds.

Glad to welcome back on the job again *Conductor Walter Cichowicz* who has been on the sick list for several weeks.

Sorry to report that *Motorman Patrick Kattier* is confined to the hospital.

*Patricia Ann*, daughter of *Motorman Gordon Kelly*, made her debut as a clarinet player in the newly organized band at *Lourdes High School* on Sunday evening, December 19.

*Motorman Cris Pedersen*, who sustained fractures of the fingers on his left hand in a recent fall, is progressing nicely. He will, in all probability, be back on the job in a short time.

After a long absence due to illness, it's a welcome sight to again see *Clerk Phil Lucid* back on the job. —THE ECHO

## THE LONG WAY IS MORE FUN

ELECTRICAL (RAPID TRANSIT) — *George Elliott*, engineer-power supervisor, is enjoying his vacation in Fort Meyers, Florida. He went to Florida by the way of Boston, Long Branch and Washington, D. C., in order to see the Elliott tribe.

The people who worked and tried to make the 12th floor Christmas party a success wish to thank everybody for their help and attendance.

*Luke Howe* has been added to the Electrical Department as a laborer. —BURT ENGBERG

## FRED SCHURKE RETIRES; COMPLETES 47 YEARS

ELECTRICAL (SURFACE) — *Fred Schurke* of the maintenance gang retired on December 1 after completing forty-seven years of continuous service. A radio was presented to him by his fellow workmen.

*Andrew Bourne* of the maintenance gang is the proud daddy of a baby boy who arrived on December 4. This is number two for Andy.

Our sympathy is extended to *Andy Sorenson*, machinist, who sustained the loss of his son on December 2.

*George Adams* of the general office is learning to fly. We are looking forward to the day when he will sprout his first set of wings. —ANDY

## CHRISTMAS TREES PLACE IN CONTEST

GENERAL OFFICE (JACKSON)—The latest ornament to adorn the tree in the Executive Department was a red ribbon denoting second place in the Christmas Tree Contest. Purchasing Department informs us that their tree took third prize in the Christmas Tree Contest. They also added two members to their family—*Mary McAu-*



ley, who transferred from the Accounting Department and Betty Byrne.

A vote of thanks from this floor goes to all the folks responsible for the grand party held in the Accounting Department. We all enjoyed the entertainment, refreshments and fellowship with our co-workers. It was unanimously agreed that J. T. Carney and G. J. Seiler did a fine job in organizing the party and entertainment.

Our most sincere, though rather late, best wishes go to LaVerne Newbaum (Executive) on her marriage to Johnny Chwistek (Electrical) . . . Our other romantic news concerns the newest addition to the Executive Department—Mary Shields. Santa brought her a lovely engagement ring from Tony Giger.

Doris Last also received a sparkler from Dick Schultz.

In case you are wondering who the gal is that is going around "looking" like Mrs. Astor, it is no one but Nell Schneider (Board) sporting a new pair of gold rimmed specs. —BRENDA & COBINA

## CHRISTMAS PARTY ATTENDED BY 265

GENERAL OFFICE (MONROE)—Our annual Christmas party, planned by Catherine Holton (Shops) turned out to be a banquet, attended by 265 lads and lassies filled with the Yule-tide spirit. A



"Well, if you insist on reading that trashy book,  
Leroy - see that you don't lose my place!"

gala time was had by all and our hats are off to Catherine and her staff of employees and wives of employees for their help—and to the Electrical Department for the use of the hall.

M. L. Eisenberg, Chief Engineer's office, journeyed to Cleveland to attend the wedding of his nephew. Thomas Mulvey of that office spent the holidays in Cincinnati.

Ruth Soutter, Surface Transportation, spent the holidays with her sister in California. Not paying too much attention to the California Chamber of Commerce,

Ruth packed her good ole Chicago wearing apparel for the trip.

Bill Rooney celebrated a double event on Christmas. Several years ago the stork donned a Santa suit when calling on the Rooneys and when he came down the chimney little Billy was in his bag of toys.

Welcome to Joe McGann who has assumed the duties of file clerk.

Mrs. Eddie Miller brought Mary Louise, three months, to the office for inspection. She passed with flying colors. Ere the New Year is well under way Eddie will be sailing the high seas with the Naval Reserve.

## Visits Mexico

Despatcher Jack Krause spent five days driving to Old Mexico—mostly to find out if the climate would benefit his wife. The trip home in five hours completely cured her, however—of riding in an airplane, that is.

Delmar Tosh, power supervisor, is completing negotiations for his new home in Oak Park.

Our sympathy to Harry Miller, power supervisor, in the loss of his aunt.

They say the mail must go on, but Claude Worland (mail room) turned his back on cards and letters and stamps and stuff and toured Colorado with Ivan Miller.

Our sympathy to Jim Doherty, Accident Prevention, in the loss of his brother.

June Ellis of that department is the proud possessor of an engagement ring.

Frank Schaaf of accident prevention is vacationing in Kentucky and Tennessee.

Specifications Department welcomes W. S. Helmer, who has come back to the fold, and J. D. Larkin.

Lee DeSutter's little boy, Tommy, left his appendix at Columbus Memorial Hospital.

Marion Linn is being welcomed in our Insurance Department, while good luck and best wishes are extended Loretta Rybacki who left our fold for another position.

Joan Peacock, Public Information, is still relating the wonders



## QUADS, YOU SAY? LOOK AGAIN!

NO, THEY'RE not quads—some are not even twins! A close scrutiny will disclose that trick photography makes four people look like eight. In one photo is a set of twins; the other is that of two brothers who look alike. Can you pick the twins?

At the left are Preston and Arthur Ribot, "L" conductors (South Side), and right are Clifford and George Wagner, conductors (69th). If you haven't guessed it yet, the Ribot boys are the twins.



## SOUTH SHOP GIRLS HAVE PARTY



THE GIRLS of the South Shops office got together for a Christmas party. They had dinner at Fritzel's, and then went to the Old Heidelberg for entertainment. From left to right are Tillie Misiunas, Evelyn Clark, Anne Yercich, Mary Ann Yercich and Minnie Stoffle.

of Washington and of New Orleans, having just recently returned.

Phil Adellizzi, of that office, presented his little lady with a diamond ring and is still up in the clouds.

—MARY CLARKE and JULIE PRINDERVILLE

## INSIDE DOPE ON HUNTING TRIPS

KEDZIE—Motorman Charley MacDonald went hunting near Palo, Iowa, and was walking through the brush when a rabbit ran from under his feet. The rabbit is still running because Charlie couldn't find the trigger on the gun. . . . Motorman Ralph Powell had a similar experience when he almost stepped on a pheasant which flew away and made Ralph drop his gun. When he aimed the gun, he had the barrel to his shoulder and discovered it just in time. . . . Motorman John Kostanick was hunting in Indiana. He borrowed Andy's gun for his son-in-law and when Andy was ready to go hunting, he didn't have a gun. Brother John had left it back home in Indiana.

### Seeing Double

Motormen Al Meister and Morrie Braidman married twin sisters. They were in a restaurant on New Year's Day and a waitress kept staring at the two girls. Al asked her why. The waitress wanted to know if there were really two or was it just her New Year's frolic

playing tricks and making her see double.

Ferrell Coffey was presented with a bag of sweet rolls by a baker who rides his car regularly. He told his motorman, Pete Teiser, that he'd get a bottle of coffee at the end of the line. Ferrell went to get the coffee, came back to find the buns gone. Pete swore he didn't see them but Ferrell insists he should have waited for the coffee.

Sue Fidanze, Paul Fidanze's wife, made several neighborhood children happy with Christmas trees, fruit, candy, and nuts.

Motorman Tom Coglianes made like Santa Claus to six hundred children of St. Calastis grammar school, where his daughters are preparing for the upper brackets of life.

Motorman I. Glassman had a bad time in Edgewater Hospital during an operation but he's back on the job and feeling fine.

The annual meeting and election of officers for the Kedzie Credit Union is scheduled for January 22, 1949. After the business meeting at McEnery Hall, there will be whirling and scraping of feet and refreshments.

Motorman Jim Byrom starts the new year with the big relaxing act. He took his pension and we all hope he enjoys the rest.

Motorman Jim Dawson, recently pensioned, settled at 1419 17th St., Bradenton, Florida.

### Locked Out

Jim McCormack took his family to the loop to do some holiday

shopping. The littlest McCormack went to sleep before it was over and Mrs. Mc. took her home. Arriving she found that Jim had the housekeys with him and had to boost herself through the pantry window to get in.

John Kane's wife was home in time for Christmas festivities after being in the hospital for a serious operation.

A baby girl took residence in the home of the Charles Glickleys. In doing so she made a grandpa and grandma of Motorman Ed Corcoran and Mrs. Corcoran.

Seems as though there was an error in the December column. Those mentioned as trimming the tree were not present. It was Chief Clerk Charlie Starr, John "the foot" Kane, Alex Bombicino and Paul Rosenstrator, along with two or three hundred sidewalk engineers, that did the job. As was predicted the tree was in the train-room.

—JOE SMITH

## TWO NEW ARRIVALS

NORTH SIDE—In the chess game of life one young lady made her gambit with the Duffys, and she is already able to do just about as she pleases in all the moves so far. Trainclerk and Mrs. Joe Duffy set up the board for her November 26 in Loretto hospital.

Santa filled two little stockings early for Trainman and Mrs. Leo Dhooghe on December 20. The pair was fitted on the little tootsies of their new son—which was the nicest thing that could have come as a Christmas present for the happy couple.

We extend our sympathy to Motorman Edward Schlage, who lost his mother November 27, and to Trainman George Weichbrodt, whose father passed away December 5.

Agent Clara Kitson is back to work after a long illness.

Agent Sue McLaughlin enjoyed her holiday's trip to Newburgh, Indiana, visiting her granddaughter Virginia and great-granddaughter Sue.

Showing the real spirit, Agents Irene W. Gallegher and Teresa Moran made a Christmas pilgrimage to Chicago Home for Incurables to cheer our own retired agent, Kate Miniter, and to present her with a Christmas gift.

Conductor Fred Beck and his wife were seen at Howard Street, enjoying their vacation.

Collector John Bingley has been complaining about writers' cramps. No wonder! Who would not after making out all the Christmas checks.

—J. J. BALY

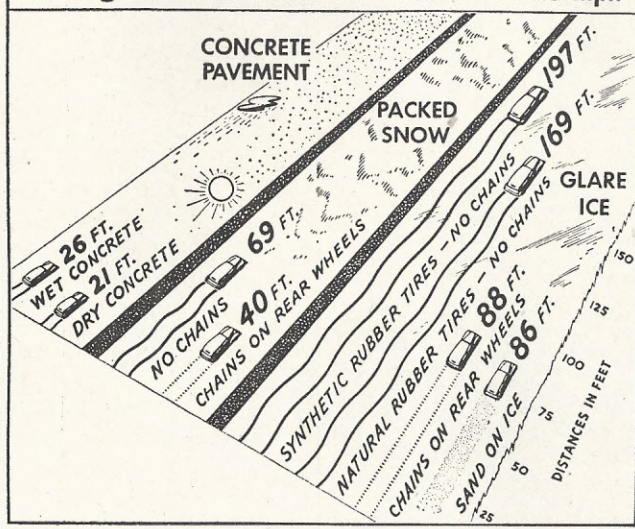


"OH, I SHOULD, SHOULD I?"



## DON'T SKID YOURSELF!

### Braking Distances on Various Surfaces at 20 mph



**THIS GUIDE** on average braking distances for automobiles on different road surfaces is based on nearly 4,000 tests made by the National Safety Council.

There is always an uptrend in accidents at this time of the year with the sleet, snow and ice season at hand. A little more caution and alertness at the wheel, plus proper equipment to cope with winter conditions, may help you to avoid becoming involved in an accident which might maim or kill.

The following hints on winter driving are the result of testing and scientific research by experts in their field. It's worth a few minutes of your time to read and carefully consider them.

1. Get the "feel" of the road surface when you start out. Test braking and acceleration ability before faced with an emergency.
2. Reduce speed when road surfaces are snowy or icy as stopping distance is greatly increased.
3. Keep windshield and windows clear, inside and out. Check defroster and wipers.
4. Use tire chains when snow or ice conditions prevail.
5. To avoid carbon monoxide poisoning, never warm up car motor in a closed garage. Check exhaust system and floor boards for leaks.
6. Good tire treads improve stopping on wet pavement, but do not depend on them alone to help on ice or packed snow.

## THREE BOWLERS WIN TURKEYS

**LAKE STREET**—Our Lake Street Morning Bowling League was still going strong at the close of 1948 and will, no doubt, continue at the same pace in 1949. The league standings are: Mechanics, Ramblers, Shamrocks, Cacks, United Nations and Nighthawks. Towerman Art Sim is captain of the Mechanics, and the other three on the team are Mangan, Roche and E. Laushe. Brothers Cimmerer, E. O'Brien and Mattes won turkeys this year.

We almost had a Christmas baby—eight and one-half pound Arthur John, the third child of Switchman Jerry Boylan, was born on December 19. Little Arthur probably decided to arrive a few days before, so that he would be on hand when the Christmas gifts were passed.

Another December baby is Mortormen Jack Koski's son, Thomas John, born December 1.

Night Trainmaster John Nelson is taking his pension beginning January 1, after over forty years' service.

—ROBERT RIX

## HOME ON FURLOUGH

**LAWRENCE**—In case you have been curious about the extra broad smile worn recently by Carl Lilyehorn, it has been occasioned by the fact that Carl and his wife have been host to their son, Sergeant Allan, who is home on a 48-day furlough after spending two years in Okinawa.

St. Nicholas visited St. Anthony's Hospital and presented Mr. and Mrs. Michael Mulligan a 7-lb., 8-oz. baby boy, named Michael Jr.

After a long absence due to a broken wrist, Charles Parker is back on the job once again.

—THE POLISH COUNT

## SANTA CLAUS ANSWERED THEIR CALL!

**MAINTENANCE OF WAY (MET, LOOP AND LAKE)**—Irv Schumann, Mike Dee, Kelly Mirabelli, Walter Brady and our South Side Correspondent, James Walsh, had awful silly looks on their faces when they phoned a local newspaper and were told—"Merry Christmas—this is Santa Claus."

Bernie Holtane, ex-ironworker, is back at his old job.

George Sawyer, pensioned road clerk from the North Side, is enjoying life in Kansasville, Wisconsin, and wishes to be remembered to all his friends.

Howard Angell, track foreman, swears they are not pajama tops but a shirt he got for Christmas.

Tony Spak, tinner, received a real Christmas present when his wife presented him with a 9½-lb. boy December 26.

Vincent Duffy, son of Martin Duffy, assistant superintendent, has left the Navy this month after a colorful 3½ years of service, during which time he took part in all atom bomb tests in the Pacific, and toured most of the Pacific Islands, New Zealand, Japan, China, Arabia, Australia and many other ports of call.

Fred Buckman, carpenter foreman, spent a pleasant Christmas week-end with his wife by visiting their son's family in St. Louis. Quite a grandson he has down there from what we hear.

Sympathy is extended to Bruno Perkowski, doorcheck man, in the loss of his brother.

—JACK O'REILLY

## DID SHE KNOW THE ANSWER?

**MAINTENANCE OF WAY (NORTH AND SOUTH SIDE)**—The first resolution E. W. McBride, carpenter, placed on his list for '49 is that he will never again take his wife to his lodge meetings. Mac and Mrs. Mac missed the chance to answer the \$600.00 jack-pot question on the Sealy Mattress program "Calling All Detectives." The five-dollar consolation check was only a bitter reminder of his folly in giving mama a night out.

If you noticed the signal lights in the vicinity of Armitage glowing a little brighter lately, it is because Signal Maintainer George Dearing became the grandfather of a little girl, born to his daughter Gloria of Elizabethtown, Pa., on November 9. This is George's first grandchild and he feels the world is a little brighter, hence the high polish on the signal lights.

Military funeral services were held by the Lafayette Post of the American Legion on December 4 for Lt. Stephan Ofara, son of Painter Steve Ofara. Lt. Ofara was killed in action in Italy, June, 1944.

—JIM WALSH

## TRANSITAD

**FOR SALE:** 6-room house, 4 down, 2 up. Sun porch and full basement. 2-car garage, chicken house, ¾ acre fenced. On route 12, Palatine—reasonable. Phone H. R. Anders, Extension 766.



"The automobile salesman explained a new kind of installment plan to me, Dear."



## CELEBRATE FIRST CHRISTMAS TOGETHER

**MATERIAL AND SUPPLIES**—Our department had a Merry Christmas and celebrated our first year of the Rapid Transit and Surface Systems being together with a little party in room 405. A delicious chop suey dinner was served with all the trimmings and Santa Claus was good to us by giving each a funny gift and a candy cane. Santa Claus was portrayed by *James J. Flynn*. There was a little Christmas tree and our table decorations were carried out in poinsettia design.

The lucky girl at Grand and Leavitt who received that sparkling diamond is *Dorothy Anderson*. The gentleman's name is *Richard Johnson*.

We welcome to our department *Maurice Angland, George Mangan, George Grolusky, Richard Daly* and *Ralph Burns*.

*Louis J. Dixon* and his wife enjoyed a wonderful vacation down Mexico Way. They toured Arizona, California, Texas and Mexico.

*Robert Zabilka*, West Shops, received a gift a few days before Christmas. He is proud father of a son, *Russell*, weighing 8 pounds, 6 ounces.

"Father doing fine" isn't the proper description for *Jack Harty* this time. Jack surprised us with a bouncing boy named *Michael Patrick*, weighing 9 pounds, 7 ounces. Mother and baby are doing fine, but Jack has had a stiff neck ever since the new arrival came, which he blames on a cold.

—JEAN HARTLEY

## PITY POOR GRAMPS

**METROPOLITAN**—Resolutely, Night Met Trainmaster *Fred Till* plodded on with his granddaughter, *Cherry Yackley* (age 3½) past the sign "Santa Claus out to lunch."

Six blocks, and sixty questions, later he deposited her in a line that was slowly filing before old Santa.

"And who brought you here?" Santa jovially inquired of *Cherry*.

"No one," chirped the cherub. "I came by myself."

Red-faced before the chorus of laughter, *Fred* demanded, "O yeah? Then don't ask me to bring you next time."

## YOUTH ORCHESTRA PIANIST



**SELECTED FROM** hundreds who auditioned, *Marlene Kimmel* was awarded a place in the Chicago Youth Piano Symphony orchestra, an organization composed of eleven of Chicago's most talented children pianists, under the direction of *Mrs. Antoinette Rich*.

*Marlene*, daughter of *Bus Operator Frank Kimmel* (Lawrence) and a member of the *Watson Park Congregational Church* choir, started taking piano lessons at the age of seven from her brother, *Frank, Jr.*, an accomplished pianist. An accompanist for the boys' choir at *Steinmetz high school*, where she is a sophomore, *Marlene* has taken part in various recitals and has played at assemblies and graduations there and at other schools. In addition, she is now studying at the *Greco Music Studio* and practices two to four hours daily. The *Harmony Choral Club* has scheduled her as one of the soloists in a benefit concert and operetta to be given next month at *Wright College*.

*Marlene* is taking a commercial course in high school and plans to enter the business world rather than follow a musical career. She is an avid sports fan, and likes to swim for recreation.

*Cherry* grinned. Grandpop going to get tough for once? Ha!

*Conductor George Soukup* spent his vacation working on the new home he and *Mrs. Soukup* are building in *Warrenville*. Good weather held on long enough to allow the exterior to be completed and *George* hopes to make progress on the interior very shortly.

The boys at *Laramie* received greetings from *Conductor Roy Wyman* who has been away for some time due to injuries. He hopes to be back soon.

*Regular Guard Roy Suave* is around now and he, too, hopes to be working soon.

*Despatcher Willard Murbach* spent most of his vacation on a

farm near *South Haven, Michigan*. Relaxed doing general farm work, when he heard his daughter was sick he returned home to take care of her.

—BILL HENN

## A DREAM COME TRUE

**NORTH AVENUE** — *Mr. Anderson* builds his dream house. It was 21 years ago when *Motorman John Anderson* bought a lot at *Greenleaf* and *California Avenue*. Someday I'll build a house here," he thought. Today it's a reality. *John* moved into his new home. Really a dream come true.

Congratulations to *Conductor John Ziemba* on his 25th wedding anniversary. *John* did it up right

with a hall and orchestra. They danced till the wee hours.

*Conductor George Greaney* received his best Christmas package just before Christmas. It was a bundle from heaven.

*Motorman Willard (Curly) Kenn* is doing nicely after his recent operation.

*Conductor Leonard Baldy* says that the best way to keep warm in the winter is to eat a lot of summer sausage. Could be!

Sympathy is extended to *Motorman Henry Buggert* in the death of his father, and to *Motorman M. Malina* in the death of his wife.

*Motorman Ted Bochnik* is back to work after his recent operation.

*Conductor W. Luttmer* is a patient at the *Illinois Masonic Hospital*.

—JOE HIEBEL

## YOUR "TRANSIT NEWS"

There are many, many magazines,

That people like to read,  
But just give me the "Transit News,"

It's always in the lead.

It always keeps you posted,  
And it always scoops the rest.  
So just give me the "Transit News,"

I think it is the best.

When other people are wondering,

Just what is going on,  
Simply hand them the "Transit News,"

For them to look upon.

Just think, this magazine is free,

And filled with news and views.

I hope you take my word for it,

And read your "Transit News."

—JOE HIEBEL,  
North Avenue

## TRANSITAD

**FOR SALE:** Overcoat and small uniform suit coat—reasonable. Call *Richard Inda* at *Blittersweet 8-2374*.



## THEY WERE AWAY FROM THE SNOW

SHOPS (South Side)—*Frank Clark* and *Aaron Swope* spent their vacations in a warm climate. Frank took in California, and Aaron went home to Memphis, Tenn.

*Thomas Ward*, a recent U. S. Army recruit, dropped in at the 61st St. Shop while on his Christmas furlough.

*George Chevalier* played host to a number of the Loomis Terminal Shop men on New Year's eve at his home. While there *Clarence Lund* surprised us with his ability to play the piano.

*Charles Engle* is sporting a new Chevrolet and he is mighty proud.  
—PAT WHITE

## WE HOPE SO, TOO!

69TH—The conductors of this column wish you an accidentless and peaceful New Year. May you all be winners of the "Non-Accident Card."

The man who pilfered the Santa Claus suit from *Motorman Henry Risch* will please return it before Dec. 1, 1949. It would be interesting to know why *Conductor Harry Hachbarth* received a kitchen apron as a Christmas present. Or why *Conductor William H. Thompson* received a can opener. Bill is no relation to the ex-mayor.

A nifty Christmas present was received by *Motorman Walter Bernal* when his wife presented him with an eight pound baby boy on Christmas morning. When *Conductor Albert Sasek* bought a stoker for his heating plant he did not know that he would still need coal to keep warm. Now he wants his money back believing he got gypped. Anyone desiring a first class recipe for home baked beans kindly see *Combination Clerk Arnold Hillstrom*.

*Clerk Frank Rooney* has left the south shore district for the plains of Roseland on the far south side.  
—THE GHOSTS

## TRANSITAD

FOR SALE: Coin collection, from pennies to silver dollars. Will sell in whole or part. Call PRespect 6-9495.

## THIS BEATS "TRUTH OR CONSEQUENCES"

77TH—Never know what they are going to do next on the "Truth or Consequences" Radio Program. This will beat any they have had in recent months. For the TRUTH is *Pat Crawford*, bus cleaner, in closing the door of the bus got his head caught right in the middle. He sure suffered the CONSEQUENCE until one of his co-workers heard a faint yell of: "help! help!" He ran to Pat's rescue, opened the door and released him. Pat's only remark was, "Thank you, I won't try that again."

Nothing like taking advantage of the big bubble gum sale, so say observers of *Bus Operators W. Lovelock* and *Pat Cahill*. They were seen in the bus before pull-out time having a contest, all of their own, to see which could blow the biggest bubble. The bubbles burst and the next thing they were busy rubbing gum off from their noses and chins.

Oh! a hunting we will go! A hunting we will go! The famous hunter's theme song is now number one on the "Hit Parade" for *Bus Operators H. B. Hanson* and *George Payton*. After weeks of preparation in getting guns all cleaned up, holes in the rubber boots vulcanized and a supply of shells, they finally arrived at the hunting grounds. They spent almost a full day without even firing a shot.

—D. BRUNOD

## HE'S HOPING FOR A COLD SPELL

SCHEDULE-TRAFFIC—If you didn't see *Glenn Crump*, supervisor, around the system between Christmas and New Year's it was because he was toasting himself at home with the aid of the new oil burner he has installed.

*Roy Drysdale*, statistician, spent the last week of his vacation in Tulsa, Oklahoma, getting acquainted with his two grandchildren and enjoying the company

of his daughter and son-in-law. *Geo. Fisher*, schedule maker, and wife enjoyed the Christmas season with his wife's relatives in Pittsburgh, Pennsylvania. *L. Joseph Kahn* and *Sol Indes*, traffic checkers, decided that the best way of closing 1948 was to take a furlough for a week, but we couldn't find out what they did with their leisure time.

*Jack Wilbur*, traffic checker, is still on the sick list. *Art Langohr*, schedule maker, made a motor trip to visit some friends at Silver Lake, Wisconsin over Christmas.

—L. C. DUTTON

## TWO RECEIVE GIFTS ON RETIREMENT

SOUTH SHOPS—Our best wishes to *Bob Bechtel* (woodmill) who started his life of leisure on December 1. His co-workers gifted Bob with fishing equipment as he is a great fisherman.

*Joe Jardin* (blacksmith foreman) also began his life of leisure on December 1. Joe was honored at a combination Christmas and farewell party and his co-workers gave him a number of useful gifts.

The sparkle in *Matilda Misiunas's* eyes could almost match the lovely sparkler *Roy Monte* placed on the second finger, left hand. Christmas Eve was the day this happy event took place.

—ANNE M. YERCICH

## HERE'S THE "STORK QUOTATION"

WEST SHOPS—Old Man Stork has certainly kept himself busy delivering these bundles from Heaven in time for Christmas. *Joseph Nardi*, laborer, became the proud daddy of twin girls, *Victoria Ann* and *Cynthia Ann*. *Miles Coleman*, industrial, became the proud papa of a bouncing baby boy, *Miles Gregory Jr.* *Daniel Edward Fyock* proudly presented himself to the *George Fyocks*, bus overhaul.

*Joseph Nemecek*, drafting room, is home nursing a broken arm.

—MARY CROSBY

## DID HE OUTGROW IT?

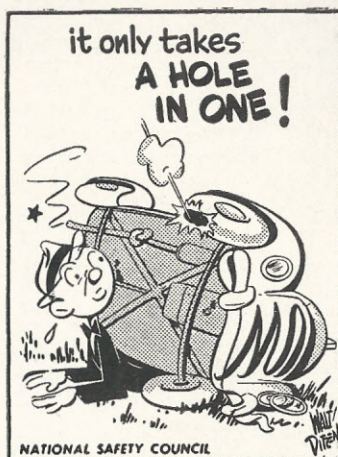
WAY AND STRUCTURES—*John Retzler* is sporting a brand new Ford. Wonder what he intends to do with the little Crosley that he was

## BANG! BANG! BANG! — GOT HIM!



"HE'S HIT!" shouted *Chuck Kangas*, after firing three shots at this eight point buck in Iron County, Michigan. Chuck and his father, *Motorman Charles Kangas* (North Side), spent two weeks last November at a hunting camp in the north woods. Late one afternoon, just as they had decided to head back to camp, Chuck spotted a deer about 100 yards away behind some tall bushes. He whistled sharply, and the 175-pound buck took off at top speed. It dropped dead about 150 feet from where one of the bullets had pierced its heart. When Chuck asked his dad why he didn't shoot, Charles told him, "My scope sight was clogged with snow and I couldn't see through it." Chuck grinned, and on examining his dad's gun found it was not loaded. The elder Kangas had been hunting all day with an empty gun and had heard only a dismal "click" on an empty chamber when he took aim and squeezed the trigger.





so proud of for the past two years? Since John is over six feet tall, it can be understood why he is abandoning it. He is evidently afraid of becoming stoop-shouldered crawling in and out.

Jack Dyra, section foreman, has been ill at home and Art Steers, welding foreman, underwent an operation at St. Ann's Hospital, and is recuperating nicely. Ray Solberg, assistant engineer, has been transferred to the office of Public Information.

T. E. McCarthy, our Northern Division Superintendent, spent his Christmas and vacation where it was nice and warm.

Congratulations are in store for Clem Rochon, welder, in the Central-Southern division, who became the proud papa of a baby boy, named John Patrick.

Wm. P. Macfarlane, former general foreman in charge of Power Tool repairs of 69th & Emerald, returned to Chicago for the Christmas holidays. He has been hanging his hat in California since his retirement.

William Ruzich, welder in the Central-Southern division, challenges anyone to a ping-pong duel if played within his code of rules. He always insists that the net be placed one foot from his end of the table.

The Department of Way & Structures, Track division, had a Yuletide gathering where each and every office employe received and exchanged a "Grab Bag Gift."

Anthony Anderson, supervisory chauffeur, who became ill suddenly, spent his Christmas holidays at Little Company of Mary Hospital.

—VIOLET SWEPAS

## CHICAGO TRANSIT AUTHORITY

### CONDENSED STATEMENT OF OPERATING RESULTS FOR THE MONTH OF NOVEMBER, 1948 AND FOR THE ELEVEN MONTHS OF 1948

	November 1948	Eleven Months of 1948
Operating Revenues .....	\$10,253,292	\$104,879,258
Operating and Maintenance Expenses .....	8,884,693	93,619,880
Interest Charges .....	1,368,599	11,259,378
	318,003	3,498,247
Net Revenues Before Depreciation .....	1,050,596	7,761,131
Monthly Requirement for Depreciation .....	466,667	4,933,333*
Net Revenues (Before Reserve Requirements shown below) .....	\$ 583,929	\$ 2,827,798
*Provision has been made for all depreciation requirements to date.		
Net Revenues, Month of November 1948 .....	\$ 583,929	
Less: Monthly Appropriation for Revenue Bond Reserve .....		107,000
Balance Available for Other Requirements .....		476,929
Deposited to Operating Expense Reserve .....		50,000
Balance Available for Municipal Compensations .....		426,929
Less: Credits provided for by Municipal Ordinances .....		14,821
Deposited to Municipal Compensation Reserves .....		\$ 412,108
	November 1948	November 1947
Operating Revenues .....	\$10,253,292	\$ 8,558,040
Operating and Maintenance Expenses (Excluding Provision for Depreciation) .....	\$ 8,884,693	\$ 8,147,826
Revenue Passengers .....	80,563,860	85,851,532

### RECENT DEATHS AMONG EMPLOYES

MATTHEW E. ANDREWS, 72, retired motorman, Elston. Employed 6-11-14. Died 10-1-48.

JOSEPH A. BECKERS, 72, retired conductor, Noble. Employed 2-27-02. Died 11-2-48.

WILLIAM G. BLACKINTON, 60, conductor, Burnside. Employed 6-18-03. Died 11-24-48.

JAMES J. COLEMAN, 64, electrician, Electrical. Employed 8-13-07. Died 11-26-48.

CHARLES DETLEFSEN, 39, motorman, 69th. Employed 1-19-45. Died 11-2-48.

ROBERT A. GARBUTT, 75, retired motorman, Noble. Employed 4-11-10. Died 11-15-48.

JOSEPH M. HAMM, 56, junior supervisor, Limits. Employed 3-7-23. Died 11-29-48.

GEORGE H. HANSON, 52, agent, South Side. Employed 1-22-46. Died 11-11-48.

ELIZABETH M. HARDING, 64, agent, South Side. Employed 11-25-27. Died 11-26-48.

FRANK J. HIGNEY, 61, control inspector, South Side. Employed 1-6-19. Died 11-12-48.

ARTHUR JOHNSON, 61, conductor, 77th. Employed 6-1-18. Died 11-13-48.

AXEL JOHNSON, 79, retired flagman, Burnside. Employed 7-20-01. Died 11-15-48.

JOHN JOST, 65, retired motorman, Lincoln. Employed 4-14-09. Died 11-25-48.

AUGUST H. KRUMMEL, 80, retired flagman, Burnside. Employed 11-26-18. Died 11-4-48.

FRANK LUCHINO, 61, laborer, Track Dept. Employed May, 1926. Died 10-16-48.

JOHN McCABE, 82, retired motorman, 69th. Employed 10-24-01. Died 10-29-48.

JAMES McDONNELL, 73, retired doorman, Division. Employed 3-25-20. Died 11-15-48.

ALEXANDER MOHRMANN, 58, motorman, 77th. Employed 12-28-11. Died 11-15-48.

EDGAR J. OSBORNE, 62, switchman, South Side. Employed 11-2-07. Died 11-5-48.

ORESTE PAOLICCHI, 61, car cleaner, Lake Street Shop. Employed 9-20-43. Died 11-17-48.

JAMES E. SCHULTZ, 42, motorman, Lincoln. Employed 5-12-43. Died 11-16-48.

HENRY TORGERSON, 65, conductor, Elston. Employed 6-13-16. Died 11-27-48.

MIKE URBAYTIS, 68, retired car cleaner, 77th. Employed 10-1-19. Died 11-5-48.

FRANK WADYCKI, 68, repairman, Kedzie. Employed 6-21-23. Died 11-29-48.

EDWARD A. WIEGAND, 59, repairman, 77th. Employed 2-9-26. Died 11-20-48.

ARTHUR YOUNGLOVE, 71, retired motorman, Devon. Employed 5-18-18. Died 11-14-48.



# Chicago Meets The Saver Family

A NEW advertising campaign, designed to attract more streetcar, bus and rapid transit riders from among the ranks of local motorists, was inaugurated by the Chicago Transit Authority in metropolitan daily newspapers early in January.

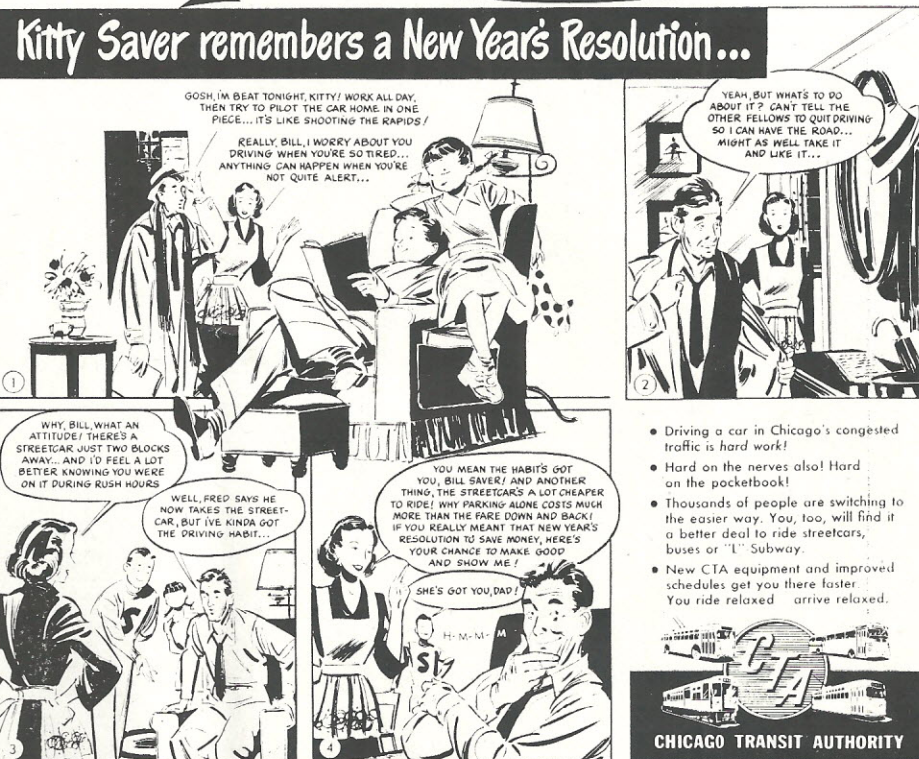
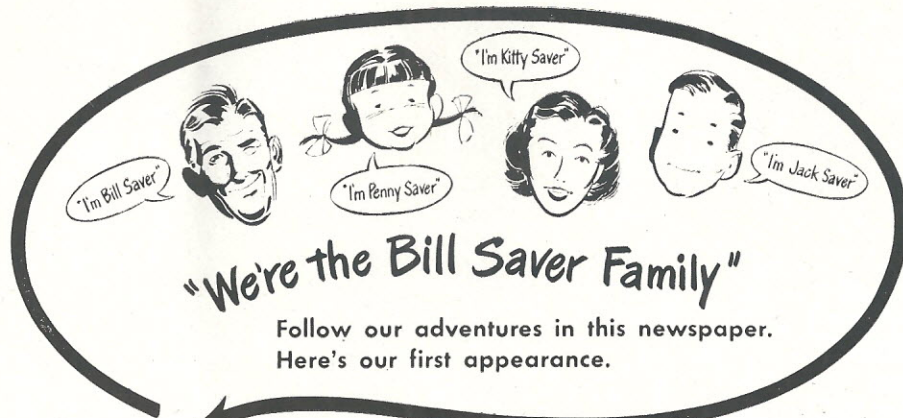
Objective of the campaign is twofold—first, obviously, to increase CTA riding and, second, to reduce street traffic congestion, by outlining the advantages of CTA travel over private automobiles.

The ads employ the adventures of the "Bill Savers"—a folksy, typically American family group—as a medium through which CTA's sales story can be told in easy, readable fashion.

Head of the family is father Bill Saver, as a harassed motorist who is "converted" to riding CTA lines. Sharing his experiences are his wife, Kitty, and his two children, Jack, a teenage high school boy, and young daughter Penny.

The campaign opened during the first week of January with small "teaser" ads inviting readers to "Watch for Bill Saver and his family." During the second week of the month, larger ads pictured all four of the "Savers" with copy reading, "So you drive your car to work? The Bill Saver family will tell you how to save money. Watch for them!"

It is planned that the campaign will continue in the Chicago dailies for several months using large 600 line ads similar to the one reproduced on this page. Supplementing the newspaper copy will be display cards on all CTA vehicles as well as posters and station cards on the rapid transit system.



## CTA OFFICIAL DIES OF HEART ATTACK

Victor E. Thelin, 63, Electrical Engineer for Chicago Transit Authority, died at Englewood Hospital December 28, 1948, after suffering a heart attack as he was about to direct emergency operations at 63rd and Halsted street where several trolley poles had fallen.

A graduate of Lewis Institute, Mr. Thelin began his career in mass transit on April 1, 1907, as a testing engineer for the old Chicago City Railway Company. When the Chicago Surface Lines was formed in 1914 he was placed in charge of power statistics and engineering tests. On July 1, 1925, he was promoted to the position of purchasing agent, and on February 15, 1945, was appointed electrical engineer, the position he retained when Chicago Transit Authority was organized.

Mr. Thelin is survived by his wife, Esther, and a daughter, Myrtle.



# What Was The Most

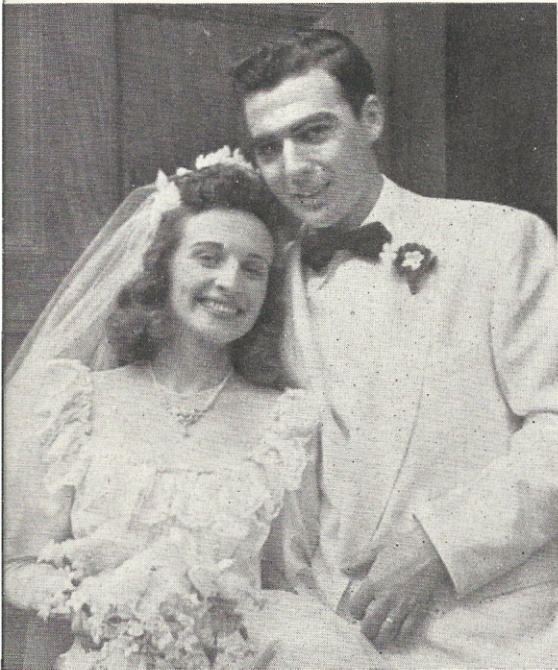


**ROBERT RIX, Lake Street,  
Inquiring Reporter**



**MERLE SMITH, Switchman:**

We had always wanted a new home during the eight years we have been married. About three years ago, definite plans began to take shape, and in 1948 we were able to move into our brand new, five-room bungalow in Hillside. That was the red letter day of 1948 for my wife and me.

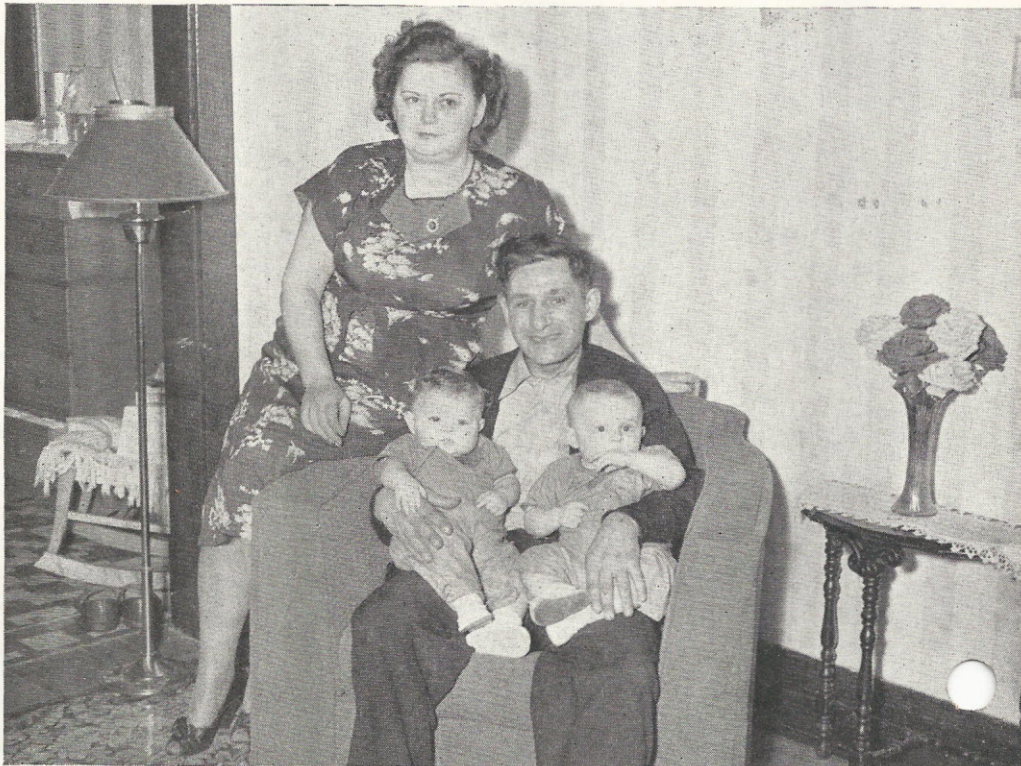


**FRANK REDDINGTON,  
G.I. Student Trainman:**

I was married on the 5th of June to *Mary Byrne* at Our Lady Help of Christians Church. We spent our honeymoon in the Ozark mountains. That was certainly the most important thing in my life in 1948, or in any other year for that matter.

**JOHN CHRISTOPOULOS, Trainman: ➤**

The most important event in our life in 1948 was our becoming grandparents. I am 38 years old and my wife *Dorothy*, is 37. My daughter *Jean*, age 20, who is married to *Trainman Gene Nagel*, presented us with a granddaughter last July. Daughter *Hattie*, 19, who is married to *Trainman Robert Koster*, presented us with a grandson last May. The grandson's paternal grandfather also works on Lake street. He is *Motorman Lawrence Koster*.





# Important Event in Your Life in 1948?



## ◀ JOHN NOHELTY, Motorman:

The most important day of my life in 1948 was when my wife returned from a six-month visit to England and Ireland. She became ill a month before her return and had to get up out of a sick bed in order to travel on the boat for which her passage was booked. Taking a later boat would have meant an indefinite wait due to overcrowded traveling conditions. Her illness was aggravated by the rough and stormy ocean voyage back. Although she has even now not fully recovered her health, she did have a wonderful trip.

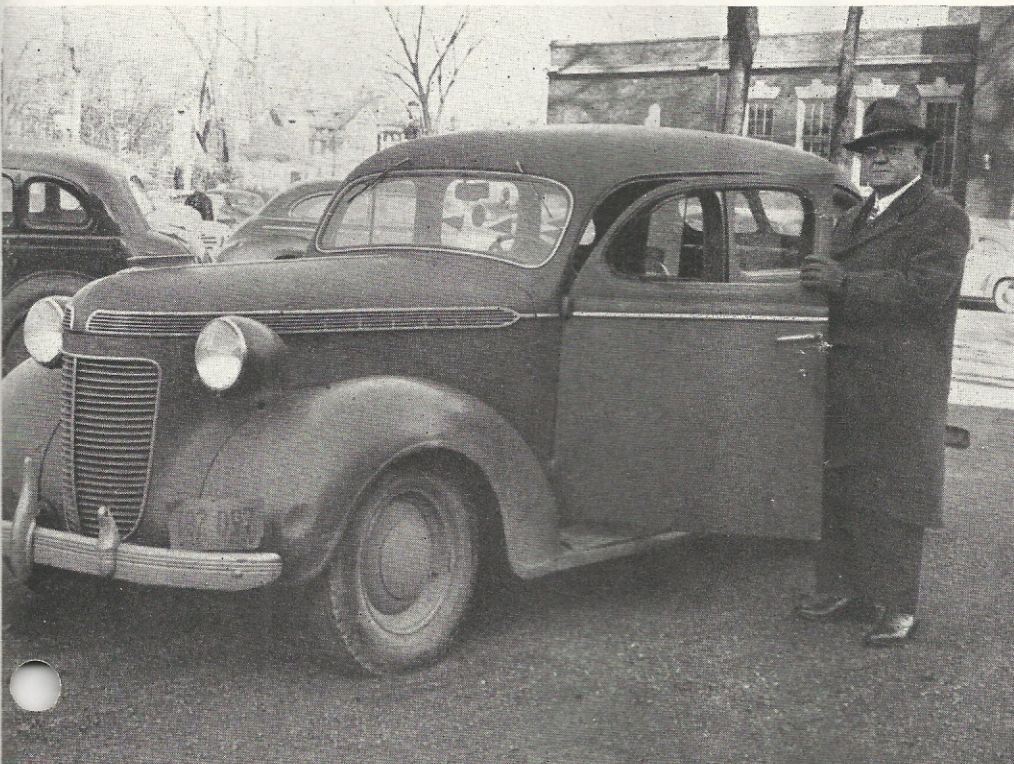


## PATRICK O'SHEA, Trainman ▲

It was a day in July in 1948 when I started working for the CTA. That was the biggest thing for me in 1948. I came over to this country in September, 1947, from County Kerry, Ireland, where I was born and lived on a farm with my parents and three brothers and two sisters. Before I came to Chicago, I spent six months in Pittsburgh, working for the B&O Railroad. I am not sorry I left Ireland, and think this is a wonderful country—especially the high standard of living.

## FORD RADCLIFFE, Despatcher:

The highlight of 1948 for me was a 5,000-mile auto trip to California. In my 1937 Chrysler we drove to San Francisco and Los Angeles. One purpose of the trip was to visit my brother who lives in California. We had a very enjoyable vacation and my 11-year-old car performed very creditably as we rolled up the mileage.





# OUR PUBLIC SPEAKS

CHICAGO TRANSIT AUTHORITY'S efforts to improve service for its riders have resulted in many letters of thanks from people throughout the city and suburbs.

The recent modernization change on Irving Park road where new trolley buses have replaced streetcars brought the following comment from one of the 63,000 riders of this route: "The new trolley buses on Irving Park are wonderful. It is real progress in mass transit. They ride like a Pullman and boarding them at the curb is swell. Congratulations for your efforts to make this a cleaner, quieter city in which to live."

Another daily rider commented: "I am very thankful to CTA for the wonderful new service on Irving Park. The trolley buses are quiet, beautiful and so comfortable to ride."

Special service during the recent football season was provided to accommodate Chicago's high schools and universities. In appreciation, the following letter was received from a high school principal: "I should like to thank Chicago Transit Authority for the special transportation given our rooters during the football season. The buses you supplied for every game made it possible for our students to be taken from school to the stadium."

THERE IS NOTHING that our riders appreciate more than extra little courtesies from our operating employees. Undoubtedly, you've been on a streetcar or a bus when a CTA employe has performed a courteous act. Remember how the passengers remarked about it, and how pleased everyone was? There's an intangible something about courteous conduct that makes everyone who witnesses it glow with kindness. And some people write letters of appreciation to the management. Here's one rider's comment.



William V. O'Sullivan

## BUS OPERATOR RESCUES BURNING NEWSBOY

ONCE AGAIN a CTA employe has demonstrated his ability to react quickly in an emergency and thus save a life.

On a recent cold morning while William V. O'Sullivan, 77th, was laying-over at the end of the line some frightened bystanders told him that the newsboy had set fire to his clothing while lighting his gasoline lantern. Without hesitating, the bus operator ran to the boy and wrapped his uniform coat around him, putting out the flames. He then arranged a ride for the boy to the police station where the police ambulance removed him to a hospital. Doctors at the hospital said that the alert action of O'Sullivan saved the boy from serious injury.

The boy is now back at his newstand. His mother expressed their thanks in a letter to Bus Operator O'Sullivan, which said: "We cannot tell you how very grateful we are for your wonderful act of bravery. Your company can feel proud to have such a fine man as its representative to the public."

"Recently I traveled to the Loop on one of your north side trains and could not miss noticing the guard, R. J. Deacon. He was most courteous and well mannered to all his passengers and never failed to call the stops in a loud, clear voice. My ride was pleasant because of him."

Another passenger said: "I could never begin to sing the praises of the

wonderful bus drivers on Montrose avenue, particularly *Bus Operator Arthur Summers*, (Lawrence). His manner of handling several cranky passengers recently was a real lesson in courtesy."

Further evidence that our employes are courtesy-minded is shown in this letter: "Please give my utmost thanks to your south side station agent, *Anna Flanagan*, whose kindness and never failing attention to her work is a credit to her and the Chicago Transit Authority. She knows the job well and includes a lot of courtesy in performing it."

## "MY SURPRISE KNEW NO BOUNDS"

RECENTLY a watchful rider noted several commendable acts performed by *Bus Operator Joseph T. Guinta*, Blue Island:

"Several persons standing at the rear exit of the bus I was riding began to scream and holler when the door was not opened at their stop. I'll give my oath that not one of them had signaled for the stop. However, my surprise knew no bounds when the driver turned, smiled, said: 'I'm sorry.'—and released the door.

"A few blocks on he made a quick stop when a football bounced under the bus. He not only stopped but backed up a bit and then waited until the youngsters retrieved their ball.

"I had, by then, decided I'd seen all the miracles one person was entitled to for one day, but in spite of cranky and crabby passengers, the driver's disposition was unchanged. Nearing the Loop section a woman called from the curb asking if the bus went to a particular location. The driver told her it didn't but said he could take her within a block of her destination. The lady boarded, apologized for holding up the bus but was immediately assured by the driver that it was all part of the service."



## TO THE LADIES . . . from Joan

LADIES—Is there a man in your life? If so, your importance is far greater than you ever dreamed, judging by comments made by safety engineers. Experienced safety men say that when a man is hurt in an accident it is possible, even probable, that his wife got up on the wrong side of the bed that morning! They claim that a man is from two to five times as likely to be injured if he comes to work from a row with his wife. His mind is not on his work—and that's when accidents occur.

\* \* \*

SO NOW it looks like women have another responsibility—being a psychologist, and providing a smooth unharried background for the breadwinner.

\* \* \*

SHORT TEMPERs are often due to poor sleep habits. Lying awake nights certainly can take its toll. If you are suffering from sleepless nights, and a physical examination shows up no organic difficulty, it could be that faulty bedding is causing your trouble. Mattresses and bedsprings which are worn out will steal away the benefits of hours spent in bed.

\* \* \*

A GOOD NIGHT'S SLEEP smooths out bad tempers. And it does wonders for the complexion, too—a thing not to be neglected if you are serious about this business of being the only woman in your man's life. It is your responsibility to maintain all the charm and loveliness which are rightfully yours. To help you out, a new face powder—Pink Tulle—has just been put on the market. It helps to give a fresh young tone to your skin. . . . And to protect your hands, Ponds have a brand new hand cream, pale pink in color with a special greaseless emollient that leaves no sticky residue.

\* \* \*

OF COURSE crowded days make it difficult to practice your role of a woman of charm. And crowded budgets make it difficult to find the pennies needed to maintain a smart wardrobe. Two leaflets now available at TRANSIT NEWS headquarters are designed to help you solve both these problems. Leaflet #677 gives instructions for knitting a classic blouse sweater that has a graceful shawl collar. It is not only in high fashion but is flattering to wear. Leaflet #E-316 gives instructions for making a youthfully styled skirt—from simple cutting pieces, no pattern needed. This is a chance to make the man-in-your-life doubly proud—of your smart appearance, and your smart economy.

It's luscious steamed peanut butter date bread. Extra good when still hot and just out of the mold. A special treat when made into sandwiches.



For knitters who want something a bit different, here's a sweater with the feminine styling of a blouse. The graceful shawl collar and snug elbow length sleeves are popular fashion.

AND AS LONG as we're influencing this man, let's not neglect his stomach. Here is a recipe that will make him beg for more. Steamed peanut butter date bread serves well, either on the table or in the lunchbox—spread with creamed cheese, or egg salad.

### Steamed Peanut Butter Date Bread

$\frac{3}{4}$ cup peanut butter	3 teaspoons baking powder
$\frac{1}{4}$ cup sugar	1 teaspoon salt
1 egg	$1\frac{1}{4}$ cups milk
2 cups sifted enriched flour	$\frac{1}{2}$ cup dates, chopped

Cream together peanut butter and sugar. Add egg. Sift together flour, baking powder and salt. Add to creamed mixture alternately with the milk. Fold in dates. Fill greased mold or coffee can two-thirds full, cover tightly and put the mold on a rack in a steamer or kettle. Add boiling water to half the depth of mold. Cover steamer, and keep water at boiling point during the steam period. Steam for two and one-half hours. Serve hot or cold. Makes two loaves.

WRITE TODAY to Women's Editor, TRANSIT NEWS, Public Information Department, Chicago Transit Authority, 79 W. Monroe, Chicago 90, for Leaflet 677, Classic Blouse Sweater; and Leaflet E-316, Skirt.





## "It Makes a Difference"

*Address given by Frank C. Parmer, Bus Operator, Conestoga Transportation Co., Lancaster, Pa., before a joint session of the Operations and Public Relations Divisions, American Transit Association Annual Convention, September 28, 1948.*

I WAS ASKED to speak today on how the operators themselves can help to improve relations with the riders. The need for improvement of relations was demonstrated to me as I was being trained in the various divisions of our company. I was very much impressed by the way some of our drivers were greeted by almost every rider who boarded the bus; then again on the very same divisions other of our drivers were frowned upon, the riders finding fault with them no matter how trivial the fault was. I wondered to myself just what was the matter, as I knew all of our divisions had the same make of bus; drivers had the same uniforms; all divisions had sufficient time to make the scheduled round trip. After taking everything into consideration, the only thing that I found that was of any great difference was the driver himself.

As I liked the transportation business very much I thought I had better find out just what this difference was between drivers if I was to make good on the job. In the personal survey I took at that time, I found numerous ways that a driver can improve relations between himself and the rider, and by putting them in practice in the years I have been with the Company, I found they pay off great dividends for the rider, as well as the driver and his company.

### Good Personal Appearance Helps

The first thing I saw was that the personal appearance of the driver counts very much in improving relations with the rider. Things like "does he have a clean and pressed uniform? Are his shoes shined? Is he clean shaven? Did he have a good night's rest?" The public watches all this very closely. Just try missing a shave once and you will find the riders saying, "What time did you get in last night? Did you get up in a hurry this morning?" and many other casual remarks. They mean it in fun, but it shows that they notice it, and a driver who continues such a practice finds after a while his popularity is on the downgrade as far as the rider is concerned.

Another thing that improves relations with the rider is the manner in which a driver handles his bus. By making

smooth stops and starts, not only do the people consider you a good driver, but it helps the driver maintain a schedule. With a good stop, the people will get up and stand at the door, ready to get off the moment the bus stops, but just make some bad stops and you will find the people staying seated until the bus stops. Then, only after the bus stops, do they get up to leave the bus; and any driver knows just how much time can really be lost in this manner.

### Always Under Observation

The riders also watch to see if a driver makes stops at stop signs, gives pedestrians the right of way, obeys traffic signals, and many other things that pertain to the courtesy of the road. The best thing for a driver to remember, in this respect, is there is always a rider watching him and if he is alert and cautious, he will make a friend and repeat rider. However, if he is careless and indifferent to the traffic and operates in a careless manner, he will stand a good chance of losing a rider.

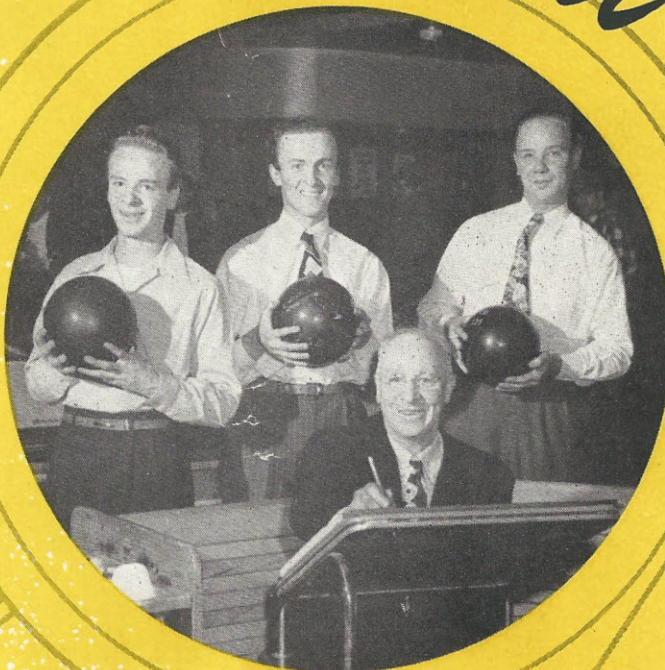
We just talked of courtesy of the road; now comes one of the most important things that an operator can do to help improve relations with the rider, and that is courtesy to the rider himself. A rider is the most important person in our business, and we must remember that we are not doing him a favor by serving him, but rather, he is doing us a favor by giving us the opportunity to serve him. It is our job to handle him and his requirements so pleasantly and so helpfully that he will ride with us again and again. There are many ways of showing courtesy to the rider, from the time he enters the bus until he leaves it, and one great thing about courtesy is that it costs nothing and pays off great dividends.

*(The second of two articles based on Mr. Parmer's talk will appear in the February CTA Transit News.)*





# A FAMILY Portrait



NO MATTER when these four members of the *Hoey* family come together, even during a bowling match, the conversation is apt to turn to Chicago Transit Authority. And no wonder, they're all CTA employees!

The father of this CTA family group, *Thomas J. Hoey*, didn't waste any time in securing a job in Chicago transit. He arrived from Ireland on August 21, 1910, and six days later started work for the track department. Now in his 28th year of transportation work, Tom is foreman at the North avenue car repair station.

When *Thomas P.*, 32 and the eldest of

eight *Hoey* children, graduated from high school in 1936, he asked his father's advice about future job plans. A few weeks later Tom went to work in the armature room of the Surface system West Shops. Now employed as an armature winder, Tom and his wife, *Sabina*, have two children, *Mary Patricia*, 12, and *Barbara Ann*, nine.

*Patrick Hoey*, 29, continued the family working tradition when he entered CTA employment as a truck repairman at the West Shops in June, 1946, after serving 26 months in the Army Air Corps. Pat and his wife, *Rose*, recently became

parents for the first time when *Patricia* was born early in December, 1948.

Completing this foursome of CTA family workers is *William L. Hoey*, 23, employed as an apprentice armature winder at the West Shops since December, 1946. Bill is a World War II veteran of two years, including 18 months overseas service in Europe. He and his wife, *Katherine*, were married five months ago.

"As far as we are concerned," said the father of this typical CTA family, "good jobs that provide a good living are CTA standards of employment, so that's why we are working for CTA."



# Otto Driver takes a Ride...



Otto Driver got home one night -  
Tired, angry - nerves strung tight.  
"The traffic was so TOUGH," he said -  
"I know I'll drive all night in bed."

His brain, next day, began to PERK -  
He took the STREETCAR off to work!  
[Tho' possibly it was an "L"]  
With a trainman who was SWELL!



A trainman who was out to PLEASE -  
Yet gave service with CASUAL EASE!  
Said he, "It's a TRIFLE drafty here -  
I'll close that window in the rear"



"Let's switch the button on for light -  
No use RUINING good eyesight!"  
Then, "Take it easy - never fear -  
I'll call your stop when we draw near"

Yes! He treated folks like me and you -  
As HE would want to be treated too!  
With a ride so pleasant - [you may scoff]  
Friend Otto hated getting off!



Next morning Otto said to his wife -  
"I've turned a leaf in my workday life.  
You use our car, beginning today  
I'M riding CAREFREE on CTA!"

FERD  
HIMME

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