



TRANSIT NEWS

FEBRUARY, 1949



WATCH THAT POWER - See Page 2



WATCH THA

POWER used in the subway—for operating the cars, ventilating fans—is controlled directly from this switchboard. The lights on the map change automatically as the power is turned on or off. The map of the entire "L" system occupies more than 300 square feet of wall space and uses approximately 1100 colored lights. Thousands of connections, cables and relays so coordinate information from the 200 miles of elevated-subway track that one man can control all power requirements.

THE RAPID TRANSIT power supervisor's office is one of those unseen and elaborate precautions maintained by the CTA to help provide reliable service. Little does our average rider imagine that it exists. Few of our employees know of it or fully appreciate its importance. Yet any visitor who has the opportunity of spending a few minutes there will agree that it is one of our most interesting offices.

The office is located in a bright, cheerful and spacious room on the twelfth floor of the 79 Monroe building. Two walls are almost completely covered with a huge map of the

elevated-subway system. Every main line track is shown by brightly colored plastic strips. Green and red lights mark every substation feeding point, indicating to the Power Supervisor whether the power is on or off.

What is the purpose of this office? To control *Power*—the electric energy with which our "L" trains are moved; the energy which lights, and in some cases heats, our elevated-subway stations, shops and office; the energy which operates the subway ventilating fans.

A complex system of circuit-breakers, cables and cable connections is required to bring the energy from the substations operated by the Commonwealth Edison and Public Service companies to the contact rails and trolley wires. No important change in this set-up can be made without the knowledge of the Power Supervisor. Power can be applied or removed from the tracks of the elevated-subway only through him, or through automatic equipment under his constant observation.

COVER PHOTO

WHEN an emergency alarm switch is pulled in the subway, perforations appear on this ticker tape, registering the number of the alarm box and the time and date. Chief Power Supervisor Clarence Gustason thus has a permanent record of any emergency power breaks. Power in the subway can be turned on only from the Power Supervisors office.

T POWER

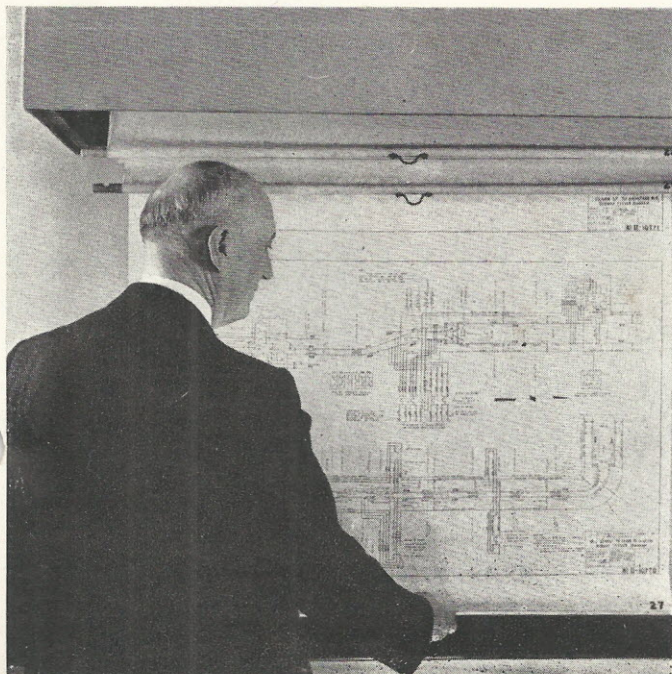
It is the responsibility of the power supervisor to see that the elevated is supplied at all times with sufficient power to take care of all its needs. The need for electric power varies during the day from the low load required at mid-day to the high peaks during the rush hours. To follow this changing load and prevent power shortages or wastage requires many switching operations during a normal day.

The power supervisor also acts as electrical trouble dispatcher. Any cases of trouble in the distribution or lighting system are reported to this office, which sends out the maintainers who are on duty in the various "L" sections.

The office of Power Supervisor was created back in 1914. In a small room in the old Royal Insurance building there was a wooden diagram with strips and pegs to show the electrical connections of the railroad. Old-timers, like Clarence Gustason, chief power supervisor, Harry W. Miller and George Elliott, who have worked in the office from its inception, recall the days when almost no rush-hour passed without a power failure on some part of the system.

The Power Supervisor's office, and other improvements in efficiency, have made quick restoration of normal service easier, and have practically eliminated power failure.

DETAILED drawings of all cables and electrical connections in the elevated-subway system permit the power supervisor to give emergency crews detailed instructions on where to make repairs, or how to obtain substitute power.



EMERGENCY alarm boxes and telephones are located approximately 500 feet apart throughout the subway. In case of trouble a trainman can pull the alarm switch, which is automatically recorded in the Power Supervisor's office and shuts off the power in the subway section adjacent to the alarm box. The trainman then calls the Power Supervisor's office on the telephone. If the trainman can handle the trouble, the supervisor gives him instructions, or dispatches an emergency crew.

THE HUGE MAP on the walls of the Power Supervisor's office indicates the position of all main line track and power switches. Numbers and vari-colored lines differentiate the many power sections. Through the telephone, contact is maintained with the men at the substations. Buttons on the switchboard change the map lights to show whether current is on or off in the various sections. *Maurice Walsh* is one of 6 power supervisors, one of whom is on duty at all times.



A FAMILY Portrait

A LOVE OF music isn't the only characteristic this family group has in common. Among other similarities are their "jobs of security" with Chicago Transit Authority.

Leader of this CTA family trio is *Richard Barthen*, loop towerman for the "L" and a veteran of 40 years in mass transportation. Following in his footsteps are his twin daughters, *Doris* and *Dorothy*, who have been employed as station agents for 10 years.

Richard, who spent 15 years as a Surface system motorman before joining forces with the "L", is now stationed at Wabash avenue and Van Buren street

as towerman. "Public transit work is good, steady employment," he commented, "and that's why I'm glad my twin daughters decided to make their living with the 'L' system."

Being twins, it just seemed natural to the Barthen girls to find similar jobs. Their opportunity came when they were hired as station agents for the Ravenswood Branch of the "L", Doris at the Kimball station and Dorothy six blocks west at the Kedzie station.

Graduates of Immaculata high school, where they studied music and played in the school orchestra, Doris and Dorothy are still avid musicians and members of the alumnae orchestra of that school. Doris plays cornet and piano, and Dorothy the violin, piano and drums. With their father, who knows his share of tunes on the piano, this group has some lively musical sessions.

"Two traditions in our family make our lives interesting," said Mr. Barthen, "They are music and working for Chicago Transit Authority. Together they give us pleasure, satisfaction and security."



How Hot Is Hot?

CTA Devises New Use For Welding Heat Tester

THE RAPID TRANSIT trains and cars which will start traveling through the new subway next year are going to ride on rails tested with the latest Thermit welding device—the Thermocouple. Chicago Transit Authority is the first transportation company to adapt the Thermocouple for use in transit track welding.

This completely new welding instrument which has replaced the human eye for determining pre-heat temperatures in Thermit welding was recently purchased by CTA and is now being used to test the track welding in the Milwaukee Avenue-Dearborn Street-Congress Street subway. The subway welding work, being done under the supervision of the Department of Subways and Super-highways, is inspected at frequent intervals by the CTA Way and Structures department, Surface system. Part of this inspection involves a check of the pre-heat temperature of the rail joints using the Thermocouple.

Each of the rail ends which must be joined together to form a continuous rail, both in the new subway and on all surface tracks of CTA, must be pre-heated to a temperature of 1650 degrees



ACCURATE PRE-HEATING of rail joints insures good Thermit welding. Foreman Joseph R. Ruzich, Way and Structures department, Surface system, demonstrates the use of the Thermocouple as he checks the temperature of rail joints in the Milwaukee Avenue-Dearborn Street-Congress Street subway now under construction. When the Thermocouple prongs contact the heated rails, the temperature is registered on the dial held by Foreman Ruzich.

Fahrenheit. If there is a noticeable difference in this temperature, either high or low, the weld may not hold properly and may cause an accident. Use of the Thermocouple eliminates the possibility of a miscalculation in the temperature of the rail ends before they are welded.

Invented in 1821

It is said the Thermocouple was invented back in 1821 by a man named Seebeck. However, its use for Thermit welding was never fully developed until recent months and it is the first instrument that fixes the exact heat of the rail ends in Thermit welding.

Thermit welding has been used on the Surface system of CTA since 1924, when

it replaced electric seam welds. The usual manner of determining the pre-heat temperature of rail joint is to heat them from 20 to 30 minutes with a kerosense pre-heater that is equipped with an electrically operated blower. When the welder judges the rail ends are reaching the desired temperature—as determined by his eyes—he directs his helper to place the crucible containing the Thermit mixture over the mold and the mixture is poured. This eyesight reading is only a judgment determination and often varies in accuracy with weather conditions.

The Thermocouple does the work previously performed by the welder's eyes, but it does the job with unquestionable exactitude.



"STRAIGHT TRACK" collisions, whether on the "L" or on the surface have the same causes. Operators should be prepared to stop in the space they *have*, not in what they expect to have when their leader moves. (The limited space between the train on which our camera man rode and the train in the station is covered in a matter of seconds.)

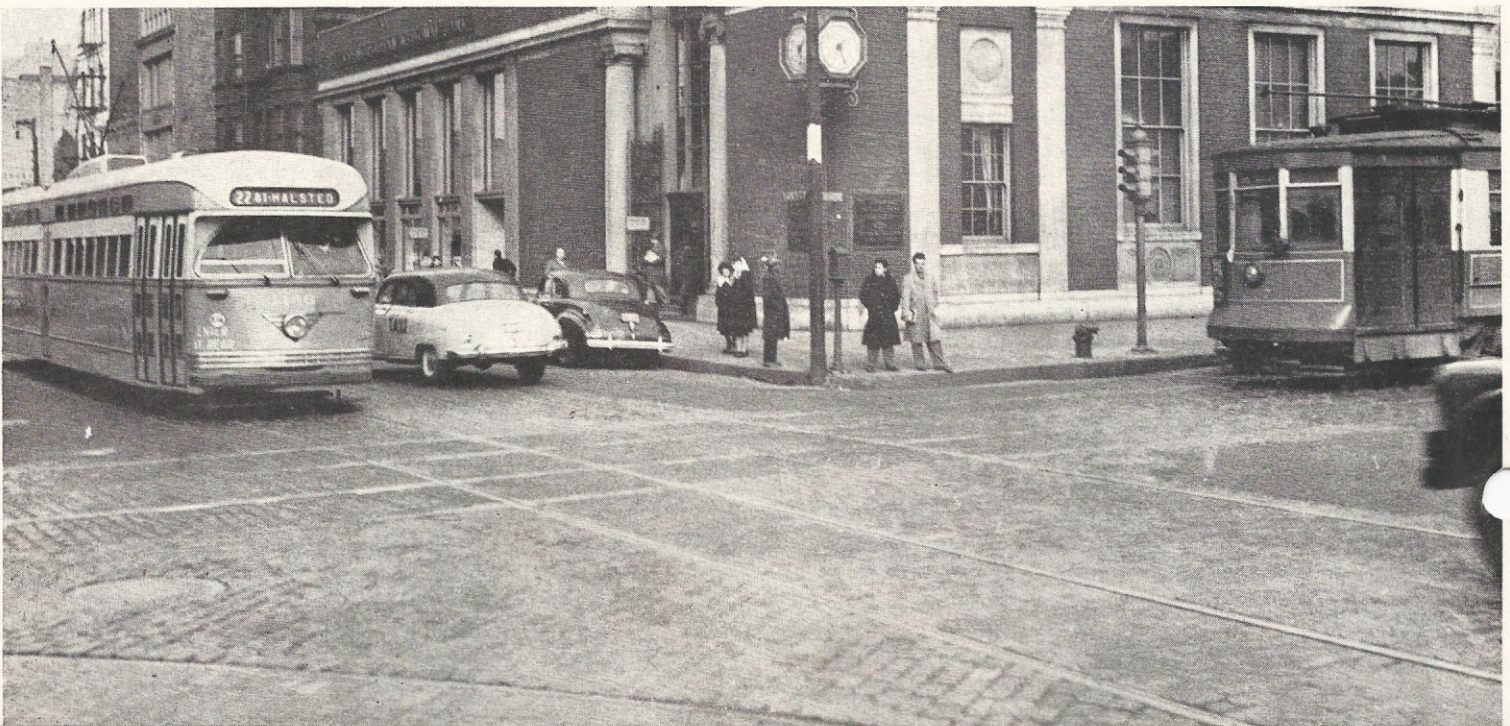
"RIGHT-ANGLE" collisions do not necessarily occur at blind intersections. By strictly observing traffic lights, and resisting the temptation to cross the intersection on an amber light, the operator can avoid a great deal of trouble.

Just Among

IN MOST collision accidents involving CTA vehicles, streetcars, Rapid Transit cars, trolley coaches or gas buses, there are also involved vehicles owned and driven by persons not connected with CTA. The determination of responsibility in such accidents involves these other parties. It's another story, however, when two CTA vehicles come into collision.

A review of the collisions between CTA vehicles for a recent twelve month period emphasizes clearly that the most common type is the "straight track" collision. The explanations given by the trainmen involved ranged all the way from "bad rail" to "misjudged stopping distance", "air handle not changed to correct position at terminal", and "leader made unexpected stop."

The second most common type was the "right angle" collision. In this review all such collisions involved surface vehicles and the question as to responsibility most frequently involved "who had the green light." Reading between the lines in other cases, evidence could be found that one of the operators was just not on the lookout for the other vehicle, or busied himself with other duties which distracted his attention. Occasionally it was clear that one of the men had failed to stop for the intersecting line.



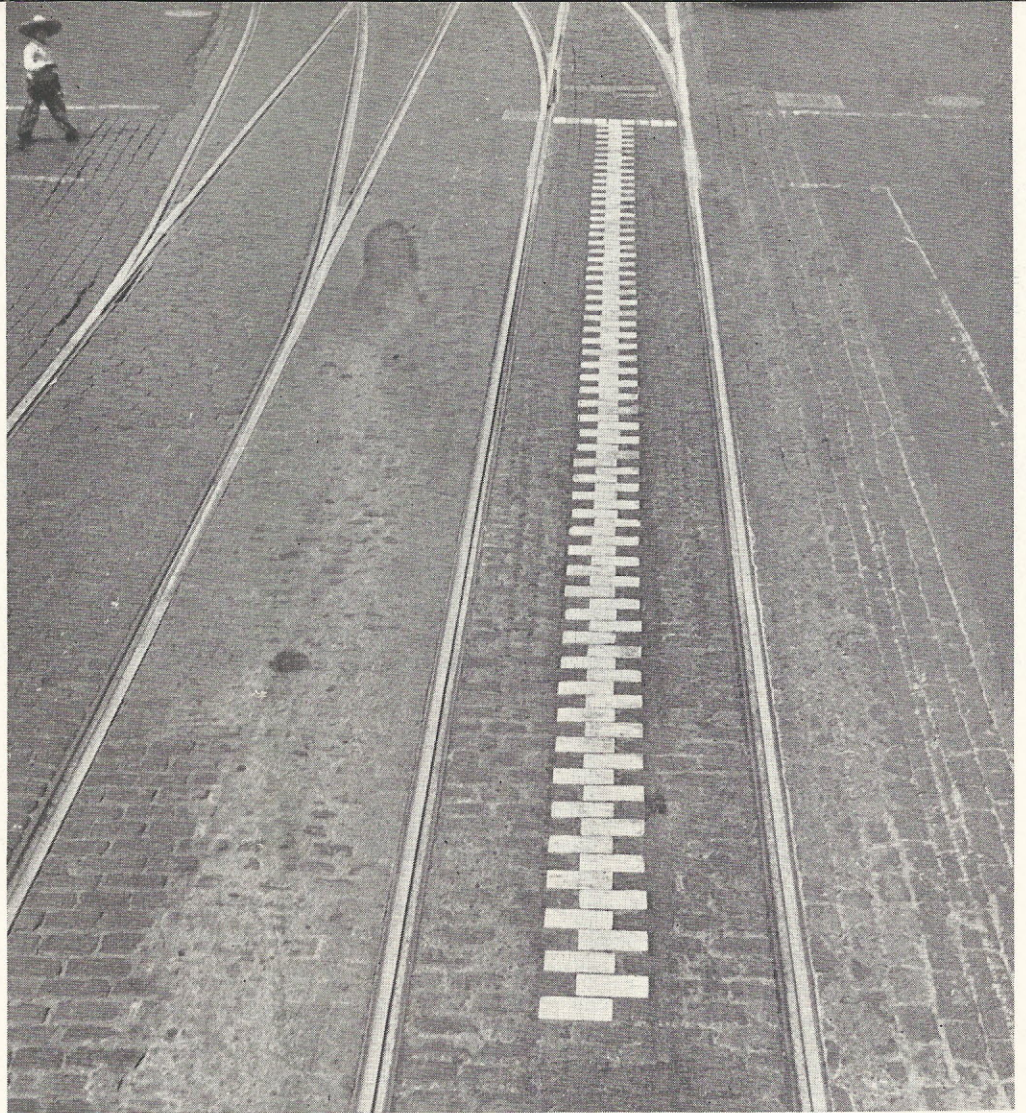
Ourselves!

In third place were collisions at electric switch locations. Most of these involved left turns at electric switches. The most common cause was the failure on the part of the motorman or operator to realize the position of the trolley pole with relation to the overhead switch pan. The operation of a vehicle through an electric switch demands the utmost care. It is of equal importance that the car approaching from the other direction use equal care and caution, recognizing the hazards inherent in such operation.

Another type of collision involved streetcars taking crossovers and coming into collision with through cars on the other track, both cars going in the same direction. *Neither motorman should take the chance without knowing with certainty that the other motorman is expecting him to proceed.*

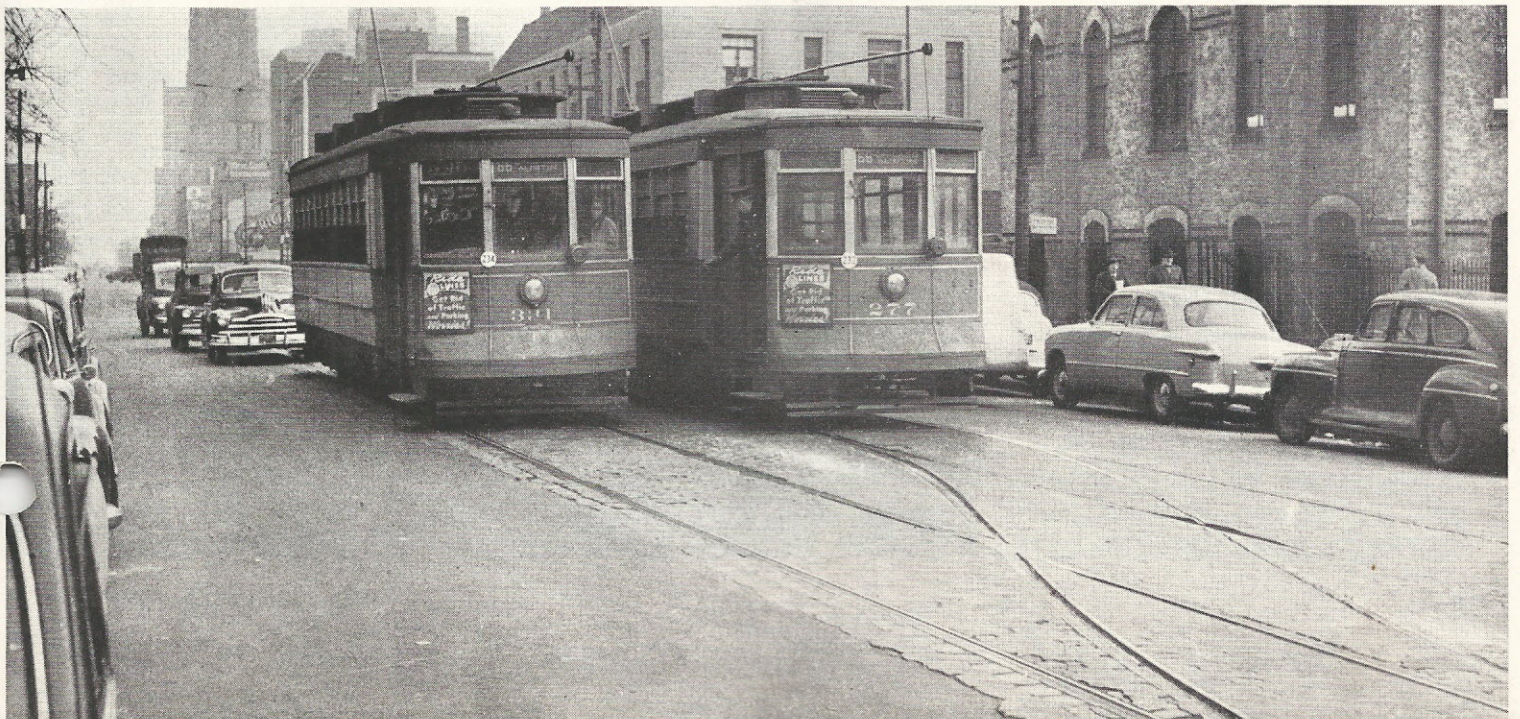
According to the Accident Prevention Department it is a rare case indeed where a collision is caused by a mechanical failure or defective equipment in any form. This places the matter squarely in the lap of the men who are operating.

The trend in collisions between CTA vehicles is downward. With increased alertness on the part of our operating personnel this trend will continue, and we hope at an accelerated pace.



THE WHITE BRICKS are a warning to the motorman that the streetcar is entering an electric switch. Eventually the track department will have the majority of the streetcar electric switches marked in this manner.

IT'S WORTHWHILE to take time enough to make certain that there'll be no accident. Before passing a streetcar standing on a crossover, the motorman should make a full stop. Both crews should make certain of the others intentions through hand signals or conversation.





THE "QUEEN MARY," new model trolley coach being tested by Chicago Transit Authority, is hinged at mid-section to allow for smoother riding. The bus is able to turn in a radius of approximately 35 feet due to synchronized front and rear inter-steering.

THE "QUEEN MARY" IS HERE

THE LARGEST TROLLEY COACH ever constructed, the "Queen Mary," recently arrived in Chicago and was placed in service on the Diversey avenue bus route to determine its passenger and operating features.

This bus is an important phase of the experiments being made by CTA to find the best method to move the largest number of people swiftly, comfortably and efficiently. It is 47 feet long, extremely maneuverable, rubber-tired, and will seat 58 passengers, the same number as the modern PCC streetcars in operation on several surface lines in Chicago.

Because of its great length, this new type of mass transit vehicle is hinged vertically in the mid-section so that it is able to travel over cross-grade elevations with the same smoothness of a much shorter coach of rigid body construction and lesser seating capacity. Both the front and rear axles of the new bus are equipped with steering gears synchronized so that it can make an even shorter turn than a 44-passenger bus.

A similar type of vehicle, but gas operated, was tested on the Archer avenue bus route last year and met with great approval from the public. While experiments on the "Queen" are taking

place, a survey is being conducted by CTA to determine the public's reaction.

Other tests of the new Super Twin trolley coach have been scheduled for the Belmont and Irving Park routes, which were recently converted from

streetcar to trolley coach operation.

During the period of "Queen Mary's" stay in Chicago, the CTA will pay its manufacturer, the Twin Coach Company of Kent, Ohio, a rental fee of \$300.00 per month.

AISLE SPACE OF the new trolley coach is 31 inches, as compared to the older type trolley coach aisle of 20 inches. Individual lights over the seats and plastic grab rails are other features of this new vehicle. Exterior colors are green and cream.



MAYOR KENNELLY INAUGURATES NEW CTA SERVICE



A LARGE GROUP of civic and business leaders were among those present when Mayor Martin H. Kennelly cut the ribbon at recent dedication ceremonies marking the substitution of trolley buses for streetcars on Belmont avenue. Standing to the right of Mayor Kennelly is Walter J. McCarter, general manager of Chicago Transit Authority, who was a guest speaker at the dedication.

Simultaneous with the installation of trolley buses on Belmont avenue was the extension westward of this route from Pacific avenue, its former terminal, to Cumberland avenue. It also marked the elimination of transferring at Central avenue between the Belmont streetcars and trolley buses. The latter now provide through service over a 9½ mile route for the 63,000 daily riders of this line.

This latest service improvement is the initial step in the \$26,500,000 modernization program planned by Chicago Transit Authority for 1949.

SYD TAKES BUS RIDE TO WORK

By Sydney J. Harris

WHEN I got down to work this morning (or what I laughingly call "morning"), there was a letter from a college boy, preparing a journalism thesis, who wants to know where I find material for columns. The answer is simple: anywhere and everywhere.

Today, for instance, my car being laid up, I took the bus down to work—along Michigan ave. from Elm st. to the Loop, just about a mile-a-half. There were several columns in that brief bus-ride alone.

Take one little question that has perplexed transit executives since the invention of the wheel: why, when all the

seats are filled, will everybody stand up near the front of the bus, while there is plenty of standing-room in back?

This is invariably true. Despite earnest signs plastered on the windows, and hoarse exhortations from the driver, nobody will move back. Passengers who are not intending to get off for two or three more miles will stand adamantly in front, breathing in one another's faces and treading on one another's toes, rather than take a few simple steps toward the rear.

There is a real study in social psychology here, which I think could make a reasonably interesting column. But I'm too tired to go into it now—that standing up in front wears you out.

CO-ORDINATED

The bus-driver himself makes good column material. Here is an example of the most co-ordinated (and least appreciated) man in modern society. Watch him for ten minutes and wonder at the manifold skills he displays, with split-second timing.

He takes fares, makes change, gives transfers, answers foolish questions, and steers through perilous traffic, all at the same time. He is, furthermore, at the mercy of choleric policemen, erratic cab-drivers, myopic motorists, and pedestrians who are reading the funnies while crossing the street.

Yet, somehow, miraculously, he manages to accomplish all this with amazing dexterity, rarely losing his temper or mangling a human body beneath his wheels—although at times the temptation must be great. We gasp and applaud at circus performers juggling five balls in the air, but so accustomed are we to the manipulations of the bus-driver that we scarcely give a thought to his astounding feat of mental and physical co-ordination.

There are some pretty good lessons for all of us to be drawn from this phenomenon, as well as from several others I noticed on my bus-ride this morning. Shucks, boy, there's more material in the world than there is paper!

Courtesy CHICAGO DAILY NEWS

ESTABLISH NEW CTA OFFICE Consolidate Complaint Services

Consolidation of the Authority's complaint letter service in a new section attached to the Public Information Department was announced in a bulletin recently issued by General Manager Walter J. McCarter. Complaint letters received by the CTA will be directed to this office for recording and reply.

William M. Howlett has been appointed Public Information Assistant in charge of this new office and will report to the Director of Public Information.

Raymond G. Solberg has been appointed Public Information Service Representative and will assist Howlett in the direction of the Public Information Service.

THE INSIDE NEWS

— AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

CUPID'S WORKING HARD

ACCIDENT INVESTIGATION—Cupid is on the job once again! This time his targets were *Edward Karkocki*, engaged to *Theresa Cloutier*; *Mary Nolan* — *Jim Finnegan*; *Richard Mecker* — *Shirley Wallinger*; and *Connie Tierno* — *Mike Vitale*.

Welcome to our newest employee, *Frank McDermott*.

The Annual Credit Union party was held on January 26, 1949, at Younkers restaurant. Chicken in the rough was the menu, and everyone seemed to enjoy it. Door prizes were awarded and the election of officers took place. Singing and dancing kept the party going.

Our sincere sympathy is extended to *Madeline Bliss* whose father passed away in January.

The pride and joy of *Norman Graver* is that new home he purchased in Glen Ellyn . . . he is now a neighbor to *Fred Kinderman*.

—“M & M”

CO-WORKERS WED ON SAME DAY

ACCOUNTING—Revenue Accounting is in the limelight this month with two girls becoming brides on the same day. *Lillian Ann Smith* and *Francis X. Geoghegan* plighted their troth at St. Sabina's Church, and *Adeline Ambolo* and *Carmen C. Vegetabile* were wed in Santa Maria Inconornata Church, Saturday, January 22. Both girls were the recipients of beautiful and useful gifts from their co-workers.

Rating a bow, too, is *Marge Donovan* who promised to love, honor and obey *Theodore Filo* on January 8. In obedience to his first order, Marge is leaving CTA to become a full-time home-maker.

That beautiful painting which adorns the wall in the Payroll division is due to their artistry — in trimming their Christmas tree, winner of the first prize. The I.B.M. Room took first honors in the small tree division. Their prize is a sweet memory (a box of candy).



HONORED AFTER 47 YEARS OF SERVICE

IN RECOGNITION OF his outstanding record during 47 years of continuous service in the electric railway field, *Lawrence F. Hopkins*, retired foreman of the Logan Square Terminal Shop, was honored recently at a testimonial dinner given by 60 former fellow-employees and friends who presented him with a cash gift during the evening's festivities. Presentation of the gift was made by Clerk *James Durr*, left, Lake street Oak Park shop.

Mr. Hopkins, 76, came to this country from County Mayo, Ireland, at the age of 22 and began his employment with the elevated in 1902 as a member of the Road department. Two years later he was trans-

ferred to the Shop department and worked as a machinist's helper until 1910, when he was made foreman of the Humboldt Shop. In 1916 he became foreman of the Douglas Shop, where he remained until 1926, at which time he was placed in charge of the Logan Square terminal shop from where he retired.

There are three children in the Hopkins family, *James*, 46, who formerly worked as an elevated conductor for 12 years, and two married daughters. With his wife, *Della*, Mr. Hopkins expects to spend his retirement visiting friends throughout this country and in Ireland.

Dolores Smith, back after a long illness is looking well. *Patricia Bedame* is on the sick list, and *June Noren* sustained a broken leg in a fall. *Christine Bielenberg*, out since before Christmas, received a radio from her associates, to speed the hours of her convalescence.

Our sympathy is extended to *Erna Karge* in the loss of her mother.

Don Lemm has found the press of his other duties too strenuous to continue as correspondent, so this is signed —

—HELEN A. LOWE

HE'S BUSTING OUT ALL OVER!

ARMITAGE—After a thorough investigation we have found out why *Conductor Joe Schultz* is wearing a new cap. The old one is too small, he now takes a size larger. He also wears a size larger in shirts to allow for chest expansion. Why? Well, Joe is now a grandpa, by way of his son *Robert*.

Our deepest sympathy to *Motorman Joe Peszek* whose daughter died recently, and to *Conductor Cy Williams* in the loss of his mother.

Motormen Bill Adams and *John McAuley* took their pensions on January 1.

Congratulations to *Conductor Harry Bretz* and his wife, *Grace*, who celebrated their silver anniversary on January 8. We all hope to see them make it fifty in 1965.

On Saturday evening, January 8, the credit union held its annual meeting. As usual, the meeting was at the home of *Conductor Bill Uhle*. Your scribe was helping *Harry Bretz* celebrate and could not be there, but from the raves everyone had a wonderful time and want to thank Bill and wife for a lovely evening.

—TED SHUMON

CHECKER CHAMPS ISSUE CHALLENGE

BURNSIDE—The newspapers, radio and television are filled with stories of various champions — basketball, hockey, et al. However, here at Burnside we have the real champions of that indoor sport, checkers. Clerk *Arnold Hillstrom* and *Conductor Adam Jacobs*, each of whom push a mean checker, are ready to meet all comers. If you think you know anything about the game, drop into the trainroom any day around noon and get an eyeopener.

Motorman Eugene (Old King) Kohl claims he saved \$400.00 by watching the presidential inauguration on television instead of taking the wife and kids to Washington for that purpose.

The members of this station were surprised and shocked at the sudden passing of *Mrs. Ethel Greenan*, wife of *Retired Conductor Thomas F. Greenan*. They had been married fifty years on January 4 and planned to hold open house on Jan. 9th. However, Mrs. Greenan became ill on Jan. 6 and died within a short time.

Our sick list at this time shows both *Motorman Thurman Rodey* and *Motorman Pat Folliard*, laid up with injured shoulders as a result of falls on the ice. *Conductors Sid*

INCOME TAX DEADLINE MARCH 15!

Pallagi, L. T. Chamberlain, Carroll Olmstead and Motorman Jack Daly are also confined to their homes by various ailments.

The annual meeting of the Burnside credit union was held at Eagles Hall, 9231 Cottage Grove Ave., on January 18. Due to the bad weather the attendance was not as large as expected. In the absence of Carroll Olmstead, treasurer, the president, Floyd Bassett, read the annual report and expressed great satisfaction at the fine financial condition of the Union. All principal officers were re-elected. Light refreshments were served.

—FURGIE

BOTH SOUND LOGICAL

COTTAGE GROVE—Conductor Koproutz would like to know why Conductor Bill Burgermeister travels in the tracks when he goes for a spin in his new car. How about it, Bill? Maybe it is because he is afraid of getting lost, or it might be just plain force of habit.

People are saying that Conductor Joseph Goblet is a natural born comedian. The lads who ride to work with him on the 39th street bus claim that his witticisms and amusing antics have the riders in an uproar every day. They have tagged it the "Goblet Special" and it is rumored that many a rider purposely waits for that particular bus.

On the third of January, Motorman Roy Nielsen was wed to Betty Raeck.

On the fifteenth of January a baby girl, weighing five pounds and one ounce, was born to Motorman and Mrs. Robert Otis.

On January 19 death claimed a dear friend, a loyal, devoted worker and a grand fellow, Patrick J. Kittier. Paddy, as he was familiarly known to his friends and buddies, had been a patient at the Cook County Hospital several weeks prior to his demise. A victim of circulatory disturbance in the legs, and for which a new type of treatment failed to remedy, it was necessary to perform an amputation on one of his legs. A veteran of over twenty-six years service on the cars, and possessed with a sunny disposition and a perpetual smile,

MASTER MECHANIC RETIRES



A LONG DESERVED rest is now in store for John Kester, Master Mechanic of the Rapid Transit Division, South Side section, who retired January 30, after 47½ years with the Elevated systems in Chicago.

In recognition of his long years of service his fellow workers recently presented him with a combination radio-victrola.

Mr. Kester had been a master mechanic for the past four and one-half years before his retirement after serving as South Side shop foreman for 27 years. Previous to his appointment as foreman he worked 16 years as a shop mechanic.

his passing has left a vacancy in the ranks that will be hard to fill. His countless friends and buddies tender their most profound sympathy to his bereaved family.

It was a baby girl recently at the home of Conductor and Mrs. Ford. It is the fourth child for this proud and happy couple.

Conductor George Swartz, who recently underwent an operation for hernia, is again back on the job. Motorman Orrin Ross, off since last October, is still unable to return to work. Motorman Jack Burke is still confined to his home following an injury some time ago when he was struck by a machine.

Motorman H. Lowry, who has been off sick since early in December, is still unable to be back on the job. Motorman Harold Kauffman sustained a broken ankle in a recent fall. Motorman John Daly has been on the sick list since the first part of November.

Motorman "Rose" O'Grady says

his wife had him stay home to mind the children the other night. It didn't work out. Hereafter, he states, he'll stay home to see that the kids mind him.

Request that you place all items for publication in TRANSIT NEWS in the box which has recently been put up for that purpose.

—THE ECHO

HE'S ALWAYS BUSY

GENERAL OFFICE (JACKSON)—That long-legged bird is very much in the news this time . . . It's a boy for Peggy Steffins (formerly of Purchasing) and it's a girl for Ellen Shuman Kraus (formerly of Executive).

Nell Schneider and Astrid Hedberg weren't sliding into first base, but those floors get mighty slippery at times.

Word has it that Barbara Linton (Purchasing) has been doing some modeling. Mr. Carney, take note!

—BRENDA & COBINA

CELEBRATES DOUBLE ANNIVERSARY

ELECTRICAL (RAPID TRANSIT)—T. A. Kawol, chief clerk, celebrated his 37th wedding anniversary and 39th year of mass transit employment the latter week of January.

Superintendent of Electrical Construction, R. Dwyer, celebrated his 35th year in local transportation during January.

Helper F. J. Kass recently enjoyed a winter weather vacation. Luther B. Mann, lineman, spent his vacation in Chicago this year. He enjoyed the weather in Chicago instead of taking a chance on California or Florida.

R. E. Paolicchi, lineman, is back to work after a short hospitalization due to an accident.

W. E. Marose, laborer, left the ranks of single men on February 12.

—BURT ENGBERG

THERE'S A DOCTOR IN THE HOUSE

GENERAL OFFICE (79 WEST MONROE)—DRS. Louis H. Ruttenberg and Tom F. Beveridge are on the move — Dr. Ruttenberg to 600 Washington and Dr. Beveridge to 1165 No. Clark. We'll eat no more apples at 79 and maybe they'll come back.

Our nurses, Irene Mostek and Marge Robandt are continually on the lookout for cookie recipes — to turn over to Louise Knippel, who bakes the best cookies that ever came to your door. Irene and Marge confess they sneak over to the Edison Cooking School, as do our Surface Transportation ladies Marie Krausman, Kay Wynn and Marge Rochford.

Accident Prevention reports Helen O'Connor has just returned from a visit to her folks in Iowa. Helen wanted to see if that tall corn is sprouting. Ray Ruzich, temporarily back in this department, placed the well-known sparkler on the right finger of his little gal friend — and now they have "steady-goings."

Frank Marek can't wait for spring — a trout spring, that is, so he whacks holes in the ice at Pistakee Lake and hauls them in.

Eliot Hirsch has been working in the office of the transit engineer, giving a lift.

Boys Will Be Boys

Bob Christian, Accident Prevention, sprained his ankle playing basketball, while *Joe McGann*, Surface Transportation is nursing a nose infection resulting from a broken nose — playing football.

Lee De Sutter (Specifications) has lost ten pounds. No reward is offered for its return, because Lee hopes it is gone forever.

Messrs. A. J. Fitzsimmons and *W. S. Comstock* (Budget) had a merry time during and after the holidays, trying to keep pace with their sons, home from college.

Mildred Bykowski ushered in the New Year exchanging Greetings with her favorite companion "Murph." *Homer McElroy* played the genial host when "surprised" by a party of his friends. *Sig Shontz* spends a great deal of his off-the-job-time as soloist of his church, and on Radio Hour.

Millie Bloom, telephone, left Olympia, Washington, just seconds ahead of the crippling snow storm which covered and paralyzed the west.

Home Sweet Home

Virginia Baldwin (Engineering) has donned her boots and saddle and moved to Oak Park. *Elmer Milz* is as snug as a bug in a rug. Bought and moved into a home in Evanston, while *Jim Blaa* and the *Mrs.* — and you'll never believe it — found an apartment, after two years, in the town of Cicero. Congratulations, Jim. Passing out cigars? *Colonel Frank Adams* (ra-

dio) will receive thrill No. 1 when he takes his first airplane ride to Detroit — but the second thrill will top the first when he climbs in behind the wheel of a four-door Packard sedan. Frank should let *Krause* tell him about the hard rubber fenders he's about to buy for his new car.

Supt. Pertl is coming along fine at Clark & Division on the instruction force. *Richard Jacobson* dropped in Surface Transp. to say "hello." . . . Introducing *Jean Elaine Williams*, latest grandchild of *Art Doyle*. Art boasts of many grandchildren, boys and girls of assorted sizes.

—MARY CLARK,
JULIE PRINDERVILLE

CREDIT MEETING IS BIG SUCCESS

KEDZIE—After President *Mike Urganus* called the the annual meeting of the Credit Union to order, reports were read by *Treas. Ted Heffernan*, *Chairman Bill Larsen* and *Ed Riley*, and *Supervisory Committeeman John Red Kain*. *Patrick J. O'Connor*, vice-president of the executive board, and *International Exec. Board Member Robert Stack* gave interesting talks as guest speakers; *Clerk Ben Tausch* read the minutes of the 1948 meeting after which election of officers to nine offices of two-year terms each were duly held and the incumbents were re-elected. Afterward, at McEnergy Hall there

RETIRES AFTER 26 YEARS



Photo by Clerk Leonard Del Vicario, 77th

FELLOW-EMPLOYEES at the South Shops recently gathered together to bid goodbye to *Blacksmith Foreman Joseph Jardin*, center, left, who retired December 1, 1948, after completing 28 years of mass transit work as a blacksmith. Upon his retirement he was presented a pen and pencil set and a miniature anvil inscribed with his name and date of employment. *William Loeser*, blacksmith, center, right, made the presentation.

Mr. Jardin, who is 67 years old, plans to devote a lot of time to repairing his home and seeing the sights of Chicago. He and his wife, *Mary*, are the parents of two sons—*Alvin* and *Walter*, a pressman in the printing room of the South Shops since 1922.

was entertainment with dancing and singing, and special renderings by the Kedzie Quartet: *Jim Crany*, *John Murphy*, *Russell Haines* and *Arnold Haig*. The refreshments melted in the mouth and a good time was had by all.

When *Mrs. Joe Boyle* went to the poultry house to order the holiday turkey the butcher hauled one from the cage and was about to prepare "Thomas Turkey" but Tom looked over the counter and with a sad-eyed and throaty "gobble gobble" at *Mrs. Boyle* melted her heart. Joe says they had the turkey but it was delivered.

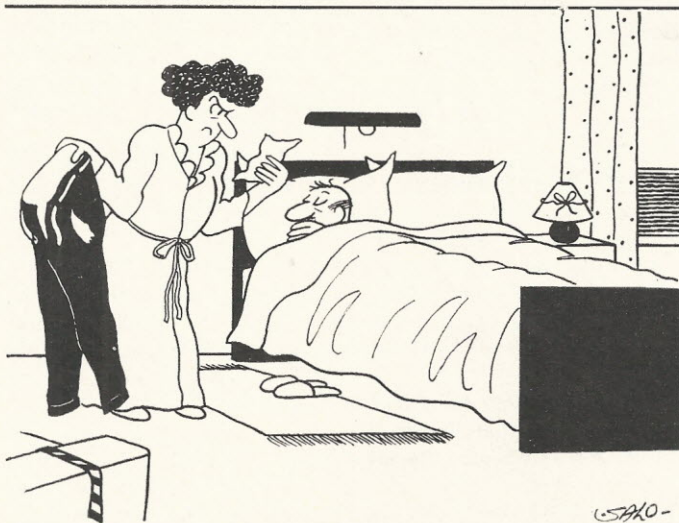
Eddie Harold, on his day off, met former trainman, now fireman, *Bob Reed* while he was working over an unconscious gent with the pulmotor squad from Fire Station No. 2.

Stan Lau, authority on and breeder of tropical fish, presented *Joe Smith* with two pair of Guppies and a pair of black snails. The Smith family has increased by sixty-three.

John Maloney, *Vince Hamblin*, *Denny Callahan* and *Jim Byrom*

have taken their pensions and we wish them all the good things that they have worked for and dreamed of . . . *Starter Harry Phillips*, who holds forth or holds us, if need be, at Bryn Mawr and Kedzie, was about to get off the train in Florida and quickly decided he had urgent business in the warmer northern climate of Illinois . . . *Cliff Lundin* attended the funeral of his step-father in Tracy, Iowa and also visited his mother, who is hospitalized there.

Martin Riley is father to *Maur-reen*, newly arrived in January. *Mrs. Riley* is OK and father and daughter have reached an agreement as to who weighs the most . . . *Mrs. Hayes* is doing fine since the arrival of a daughter in the *Jack Hayes* family. Jack has developed a rocking movement when standing in one spot. Rocking spoils the baby, Jack . . . *Walt Jeziorski* is vacationing at the Municipal Hospital, Bryn Mawr and Pulaski Road. While he's there he says he can have all the mail he wants if somebody will send it to him. He won't be there long, so get busy,



("Lost all my money through hole in pocket. Needle and thread on table. Thanks, dear")

CTA SANTA CLAUS



VISITING SANTA CLAUS during the recent Christmas holidays was a real treat for Jack and Mary Kathryn Fergus, children of Conductor John Fergus, Lincoln. If old time CTA employees look closely behind those whiskers and hat Santa is wearing they'll discover it's Retired Motorman Dick Born who portrayed Santa in his leisure time at a neighborhood department store.

fellows. Government postcards cost two cents.

Inasmuch as I have had the plumber working on my nasal pipes to stop a stubborn leak, I was unable to stand around and listen in on you during January. I sincerely extend my thanks to Ed Schneider, our UL Kedzie Kopy Korrespondent, for the able and

willing assistance he gave me for much of this February Column.

—JOE SMITH

HAPPY DAYS AHEAD FOR PENSIONERS

LAWNDALE—Our best wishes go with George Keidel, Louie Urlaub and George Cribben who were recently pensioned. . . . Pat O'Connell just returned from visiting his sick father in County Kerry, Ireland.

Jerry Strand just had another operation. Jerry has been under the knife a number of times since he went to the Army.

Chester and Mrs. Kulis really had something to celebrate this New Year's Day. It was the first year that their little boy was able to complete a whole year without an attack of asthma. They hope that he is outgrowing it.

Orv Hammond, Mike Lally and Ray Colello are long-time members of the sick book.

If you do not understand why this country is called the melting pot of the nations we have only to call your attention to the spectacle of a guy named Gallegher

singing Bohemian duets with another guy named Tricoci.

Mr. and Mrs. Cecil Fris are proud grandparents of a baby girl born January 6, 1949.

The annual Credit Union elections this year found Howie Fertig and Ray Corbel elected to the board of directors, while Herb Schomer was named to the credit committee. Other officers remained the same.

—BILL FEILER

COLD WEATHER COMFORT

LAWRENCE—Good things to see on a cold day: Fred Weder and his thermos bottle.

Pete Scortino is back on the job again after an absence of a few weeks due to illness. Harvey Halsted is recovering from illness and is expected back to work very soon.

Lee Borgstrom was deputized recently and is now known as "Sheriff Leo."

Ray Pfeiffer picked himself a day run on Montrose avenue. For your information, Ray, the beaches open July 1.

—THE POLISH COUNT

ON MARCH OF DIMES PROGRAM

LIMITS—Sunday, January 23, was a proud day for Motorman Mc-

Phee. His daughter was a participant on the March of Dimes program on station WENR.

The many smiling faces in the Depot these days are the results of the notice on the bulletin board of Limits depot getting the two new additions of Southport and Sheffield - Sedgwick - Taylor lines. Now our Depot has more variety to pick from in runs.

During the recent snowstorm we had quick action with the salt buses being put into operation by that indispensable crew under Repair Chief J. (Phil) Conner. His crew consists of Repairmen Ernest Herrmann and R. Enwright.

Many of the men will miss Hans Uken who died recently. Condolences to Motorman LeRoy Pressnall in the death of his father who was 88 years old, and a former motorman out of Archer.

We were all happy to hear Mrs. Tracy Calkins, wife of our Chief Receiver, is up and about after her recent case of pneumonia. Just looking at Tracy you can see the results in the twinkle in his eyes. Tracy and his Mrs. are celebrating their 40th wedding anniversary.

Operator E. Bernhardt recently underwent an appendectomy, and is now on the road to recovery. Congratulations to Motorman John Nolan on his new uniform. The men about the Depot want to say:

IF YOU KNOW of a CTA employee who is not receiving his copy of CTA TRANSIT NEWS, please have him fill out the following form and return to the Public Information Department, Room 1226, 79 West Monroe Street, Chicago 3, Illinois.

* * *

I am not receiving my copy of "TRANSIT NEWS" through the mail. Please send it to:

Name.....

Home Address.....
(Street and Number)

(City) (Zone) (State)

I am employed in the.....
department, located at.....

I have recently moved from:

Old Address.....
(Street and Number)

(City) (Zone) (State)



"SLENDER ACQUAINTANCE with the world must convince any man that actions, not words, are the true criterion of the attachment of friends; and that the most liberal professions of good will are very far from being the surest marks of it."

—George Washington

"You look very dapper John." A prize should be given *Motorman Matt Zerbes* for being the very image of patience. He goes along taking the ribbing of the boys good-naturedly every day so now they have renamed Matt "The Smile."

—R. H. LENCE

THREE CLERKS TIE IN CONTEST

LINCOLN—Chief Clerk *Fred Meyers*, Clerk "Smiling Bob" *Quetchke* and Relief Clerk *Sam Gerard* are trying to outdo each other with their sparkling ties.

The Credit Union of Lincoln Dcpot held its annual meeting, party and dance with a big turnout. A good time was had by all who attended this meeting.

Relief Clerk *Vernon Rage* is off sick due to an operation on his knee. Day Repair Foreman *Al Bollinger* is off sick.

—WILLIAM GEHRKE

LUCKY SHOT NETS PRESENT, PHEASANT

MATERIAL AND SUPPLIES—Mr. *John Powell*, Throop street storehouse, was particular in his hunting of pheasants during the season. He shot down a pheasant with a metal hand on its leg, which proved to be a first prize winner. The prize was given by the Kane County Sportsmen's Club at Batavia, Illinois. The winning number was 543 and the prize was three boxes of No. 12 gauge shotgun shells. The weight of the pheasant was 6¼ lbs.

An Apple a Day for the Teacher applies to *Fred Nagel*, General Office. The only difference is the girls give him a cigar a day instead of an apple. . . . *Earl Wilcox*, Storeroom 50, prophesied that the M&S Bowling Team would start winning a few games. So far they are losing all games. . . . We announce that *Jack Harty*, General Office, had his newest offspring properly launched on January 16. It was the christening of *Michael Patrick*.

Mrs. *Eldora Marshall*, General Office, became an "Uncle" on December 28. Her little nephew is *Calden James Freeberg*, and he weighed in at five pounds and two ounces.

FAMOUS COACHES ON CAR CARDS

ALTHOUGH THEIR universities have been rivals on the gridiron for many years, *Frank Leahy* and *Robert Voigts*, famous football coaches at Notre Dame and Northwestern, joined forces in the Chicago Transit Authority's campaign to reduce acts of vandalism in public places by youngsters of high school age.

Cards such as those pictured above were displayed in CTA vehicles during the months of December and January.

Both of these nationally-famous sports figures readily agreed to lend the prestige of their names to the CTA campaign, without remuneration.

Our sympathy to *James Bittourna, Jr.*, Lake street storehouse, and *Harvey DeBarr*, General Office, in the recent deaths of their mother-in-laws.

Madonna Dorothy McMahon is the name of our first New Year baby. She made her entrance on January 8, 1949, weighing seven pounds and nine and one-half ounces. She is making her home with the *Dr. John McMahon's*. Mrs. McMahon is a former employee of this department.

—JEAN HARTLEY

THEY'RE GETTING HEALTHY ON THE MET

METROPOLITAN — News from our Douglas Park reporter: *Towerman Edward Krbec* is home from the hospital and recovering nicely. . . . *Extra Trainman J. A. Veltri Jr.*, ill for the past few weeks, is getting well rapidly and hopes to be back on the job soon.

Motorman Max Kitchuck who had a serious illness, bought a large trailer and headed west. Found a nice spot in Phoenix, Arizona, and while soaking up some

of the fine weather has added a few needed pounds.

The many friends of *Ticket Agent Catherine Rice* were glad to welcome her back to the Douglas Park Branch a short time ago. She is stationed at 48th Ave., where she is kept busy on a new hobby—counting transfers.

—BILL HENN

25TH ANNIVERSARY A BIG SUCCESS

NORTH—Congratulations to *Florence* and *Jerry Blake* on their Twenty-fifth wedding anniversary. January 15 will be a date long remembered by all who attended the celebration given by them at McEnery's Hall. The music was fine, and they danced till the wee hours of the morning.

Congratulations are also in order for *Operator Edwin Dikeman* on his twentieth wedding anniversary January 10.

Operator Carl Peterson is walking around these days with his chest sticking out and why not? He was presented with a bouncing baby boy. The baby was named *David* and weighed seven pounds. Mother and baby are doing fine. . . . The first baby of the year was presented to *Conductor Harry Forbes*. His baby was born New Year's Day at 9:55 A.M. The little doll was named *Rita Marie* and weighed nine pounds two ounces. Harry also has four boys.

Relief Clerk *John Gilmore* is a patient at Hines Hospital.

That golden voice you hear every now and then in the trainroom belongs to *Operator Clarence Weber*. He can also sing in German. (?) . . . *Motorman Peter Palestrant* is back at work, fully recovered from injuries he received when he was struck by an automobile. . . . *Conductor Francis (Fritz) Reed* was a pleasant visitor to our trainroom. The first thing he did was to look up his motorman, *Harold (Red) Forster*. Fritz has been sick for almost a year. He is looking fine and expects to be back at work soon.

TRANSITAD

FOR SALE—Kenmore washing machine, four months old. Original value \$134.00—will sell for \$90.00 Call *Richard E. Naecker*, Boulevard 8-1116.

That fellow you see checking his watch regularly is *Motorman Alfred Haas*. Al received a dandy railroad watch as a gift and when his conductor, *Jay Lombardo* saw it he threw his Mickey Mouse watch away. . . . Congratulations to *Operator Ervin Brest*, who was presented with a darling baby girl on January 11. She will be known as *Cynthia Lou*.

Our sympathy is extended to *Motorman Thomas Bacula* in the loss of his daughter and to *Edward Winters*, *George Bohakel*, and *Ray Ebel* in the loss of their fathers.

What goes on in the repair department??? Let us hear from you, fellows!!!

—JOE HIEBEL

STORK STARTS YEAR RIGHT

NORTH SIDE—Cute as nine-pound *James* can be is the little fellow who hopped right into the hearts of *Trainman* and *Mrs. Merrill B. Anthony*, with a slight assistance from *American Hospital* on January 6.

Agent and co-worker of your reporting staff, *Mae Rohr*, is back to work after three weeks of absence due to an accident. *Mae* slipped and fell on ice while coming to work New Year's Day, causing a rib injury.

Trainman Barney Regan advises everyone to operate his car with extreme caution. *Barney* should know because while on a hunting trip recently in the vicinity of *Chesworth, Illinois*, another car came speeding on the wrong side of road, and *Barney* took to the ditch where his car rolled completely over. He had to have several stitches taken to close up his wounds.

We wish *Agent Mae Folan* a speedy recovery and hope she will be back soon. *Mae* was seriously burned when fire destroyed her home.

Trainman Gus Amandes is back to work after long absence due to illness.

—J. J. BALLY

TRANSITAD

FOR SALE—Overcoat, size 50, in good condition. Very reasonable. Call *Richard Peacock*, *Berkshire 7-3571*.

WE "LOOK AGAIN"

(At the January Issue)

Under the caption "Quads, You Say? Look Again!" **TRANSIT NEWS** carried pictures of *Preston* and *Arthur Ribot* (South Side) and *Clifford* and *George Wagner* (69th). The *Ribots* were hailed as twins. Upon "looking again" we find that the *Wagners* are also twins—making it all doubly confusing.

"SUNNY" ISN'T WAY WE HEARD IT!

SCHEDULE-TRAFFIC—The Eastbound mail has been bringing some enthusiastic reports on the weather in "sunny California" from *Gene Lukes* and *Charlie Pfaus*. *Gene* and *Charlie* seem to like everything out there excepting the frequency of operation of the street cars. . . . *Schedule Clerk Dave Jacobs* has finally "popped the question" to the girl of his dreams. So far he has only placed a nice "sparkler" on the third finger of her left hand. The next ring he places on this finger will be the one that counts. . . . *Jack Wilbur* is still on our sick list.

—L. C. DUTTON

WINS VARIETY OF QUIZ PRIZES

SOUTH SIDE — *Alice Warford*, daughter of *Trainman Robert Warford*, knows all the answers. At a recent television broadcast she won a "49" Ford, radio, piano, deep freezer and full wardrobe, including a fur coat.

Now it can be told — *William Henry Jr.* has arrived at *Despatcher Clerk Lovell's* home. It wasn't a secret—just old stuff to the *Lovell's* who now have six children.

It's a boy at *Conductor William Hickey's*. That makes *Assistant Train-Master Lester Hickey* a grand-pop again.

CTA co-workers of *Agent Margaret Reilly* and "*Charley*" *Burns* will be happy to know that both are on the road to recovery.

—ROBERT E. BROWN

ALL CREDIT UNION OFFICERS RE-ELECTED

69TH—The 69th Street Depot Federal Credit Union held an election of officers on January 15th, and all the incumbent officers were unanimously reelected. . . . *Conductor Henry Koehler* had the misfortune of losing his wife by death during the month of January. . . . *Joan Mary O'Shea*, young daughter of *Operator Thomas O'Shea* is entering the Dominican Order of Nuns at *Sinsinnawa, Wisconsin*. . . . *Conductor Michael Barris* has discontinued chewing bubble-gum, because it got tangled up with his mustachio on several embarrassing occasions. . . . *Motorman James D. Ross* who is the proud owner of three extra-smart parrots, has lately acquired a recording machine just to find out what the polliwogs have to say when he is not home. Yes, they even refer to him as "papa". . . . A baby girl was born to *Conductor* and *Mrs. Max E. Willawczus* on January 22. . . . The mother of *Conductor Michael Lavin* died in *County Mayo, Ireland*, on January 11. . . . It is reported that during a recent rain storm *Instructor John O'Shaughnessy* was compelled to go home via a canoe. You ought to write to your congressman at once, John! . . . We welcome to 69th street station our new No. 5 clerk, *Edward Hoffman*. . . . A rivalry now exists between operators *Lemuel Buster* and *Aloysius Spillman* on who has the best looking and best groomed mustache. We suggest that a jury be called upon to make a final decision. . . . We're in need of news. Kindly drop your items in the box provided for that purpose near the clerks' window.

—THE GHOSTS

WINTER VACATIONISTS

77TH—Information on where some good eastern United States scenery is may be obtained from *Bus Operator* and *Mrs. C. G. Klein*. They traveled the east, making a stop-over at *Charleston, West Virginia*, a coal and tobacco center. A few good points on the coal situation and operation of the mines may be had from the *Klein's* for those who are interested.

Bus Operator and *Mrs. J. R.*

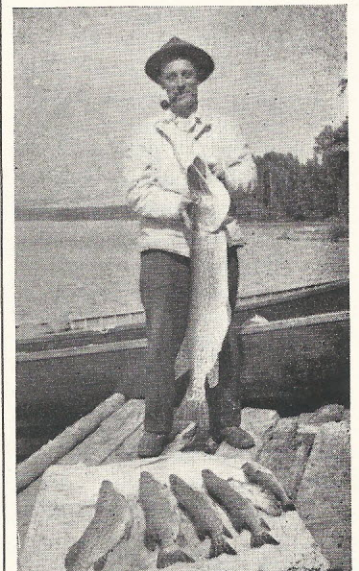
Tonn toured the West Coast recently, from *Seattle, Washington*, all the way down to *Mexico*, south of the border. While in *San Francisco*, they witnessed an earthquake that lasted one and a half minutes. The native people, being frightened by the earthquake, were surprised to know that our friends hardly noticed it. Guess that's because it happened so fast—so say the *Tonn's*.

The door of opportunity has opened again for our clerks, *Leonard Ryan* and *William Murphy*. It is understood they received application blanks to fill out. Not only did they send the blanks back, they are now attending a south side school and anyone seeking to know the answer to such questions as "How to be happy though married" get in touch with the clerks as this was the first topic for discussion in their classroom.

—DANTE BRUNOD

MUST BE LOVE

WAYS AND STRUCTURES — *Sylvester Smith*, a happily married man, is celebrating his 14th wedding anniversary—and he is only in his twenties. It so happens he remembers the little lady every month instead of every year and it is



FISHIN' FOR FISH in Northern Ontario was extra good during the recent vacation enjoyed by *Jerry Weiler*, *Maintenance of Way*. Here he displays a few of the prize catches that made his vacation successful.

exactly 14 months. At this rate they will be able to celebrate their 100th wedding anniversary without any difficulty.

The boys at Racine and Armistage hope that *Jack Dyra* will soon be well and back to work.

Anthony Anderson, off duty on account of illness for the past two months, is reported to be improving at this time.

—VIOLET SWEPAS

QUICK SWITCH BY STORK CHANGES STORY

WEST SHOPS—You can imagine *James Burrows*' (truck shop) chagrin after bragging endlessly about the baby boy that was sure to arrive *before* the end of 1948, to find out that the "he" turned out to be a "she," and *Lynn Mary* didn't arrive until January 8! . . . Old Man Stork must have run out of baby boys, because lately it seems these bundles from Heaven are wrapped in pink. A pink bundle from Heaven weighing six pounds five ounces bearing the name of *Kathleen* arrived at the *Robert Ruppess*' home on January 11.

Whenever we hear of somebody finding a new apartment it makes us very happy in view of the situation these days. So, to the *John Strakas*, fruck and carpenter shops, and *Dolores Unterfranz*, bus garage, go our best wishes for loads of happiness in their new homes.

The lovely sun tans that both *Dan* and *Esther O'Brien* (carhouse and truck) possess, denotes a happily spent vacation in Mexico over the holidays.

Our sympathy is extended to *John Burke*, material handling, in the death of his brother, *Michael*, who formerly was carhouse foreman at 69th until his retirement.

It makes us unhappy to know that *Joseph Nemecek*, drafting, is still unable to be back working due to his broken arm.

—MARY CROSBY

RECENT DEATHS AMONG EMPLOYEES

CLINTON DEWITT BANE, 52, crossing gate foreman, West Side. Employed 1-12-34. Died 12-3-48.

WILLIAM P. BUTLER, 53, motorman, Kedzie. Employed 10-21-19. Died 12-1-48.

CHARLES CHRIST, 76, retired motorman, 69th. Employed 8-12-11. Died 12-8-48.

EARL CHRISTENSEN, 50, conductor, Kedzie. Employed 9-14-23. Died 12-1-48.

THOMAS M. CORCORAN, 48, conductor, Archer. Employed 3-30-25. Died 12-15-48.

EDWARD J. CURTIS, 76, retired conductor, Lincoln. Employed 9-20-11. Died 12-14-48.

ALBERT W. DRECHSEL, 46, repairman, South Shop. Employed 3-13-23. Died 12-7-48.

GEORGE DWYER, 57, conductor, 77th. Employed 10-9-13. Died 12-9-48.

ALEXANDER GASKIN, 54, motorman, South Side. Employed 3-4-20. Died 12-26-48.

JAMES T. GRIFFIN, 70, motorman, Lincoln. Employed 4-20-09. Died 12-13-48.

THOMAS HONAN, 62, motorman, Devon. Employed 5-7-13. Died 12-25-48.

CLARENCE A. KANE, 55, flagman, Burnside. Employed 1-5-14. Died 12-13-48.

JOHN LINDNER, 66, conductor, Devon. Employed 8-27-07. Died 12-17-48.

JOSEPH F. MANENA, 65, conductor, 69th. Employed 10-1-17. Died 12-5-48.

PATRICK O'CONNELL, 66, motorman, 77th. Employed 3-7-12. Died 12-18-48.

JOHN E. PLONER, 54, investigator, Dept. of Accident Investigation. Employed 1-21-25. Died 12-26-48.

JOHN SHOUKANOFF, 61, "B" agent, West Side. Employed 6-23-37. Died 12-27-48.

JAMES TATONE, 63, retired conductor, South Side. Employed 11-13-13. Died 12-4-48.

VICTOR E. THELIN, 63, Engineer, Electrical. Employed 4-1-07. Died 12-28-48.

ROBERT P. WOODBURN, 71, retired motorman, Lincoln. Employed 10-9-06. Died 12-12-48.

CHARLES WILKOSZ, 38, conductor, 69th. Employed 9-12-42. Died 12-11-48.

LEO J. ZAREK, 59, conductor, Lawndale. Employed 1-13-20. Died 12-26-48.

CTA REPORTS

CHICAGO TRANSIT AUTHORITY ended its first full calendar year of local transit operations with a total of \$116,320 for modernization from earnings. This amount represents the first dollar equity acquired in the CTA system by its owner-riders.

The CTA's operating results for December, 1948, and the entire calendar year of 1948 were released for publication recently by Chicago Transit Board.

December's exceptionally favorable weather, CTA officials said, contributed materially to the year's favorable operating results. There was not a single storm during the month that necessitated heavy emergency expenditures to maintain local transit service.

The excess of \$116,320 over operating expenses and required reserves for 1948 went into the modernization fund. It was the first deposit from current earnings into this fund, although the Authority had previously deposited in this account a total of \$3,864,697 available for modernization purposes from funds obtained through the sale of its \$105,000,000 in bonds.

The 1949 modernization program, however, provides for the expenditure of \$26,500,000 for new equipment and facilities. It is estimated that cash available for the program from 1949 earnings and previous income will not exceed \$12,000,000. Therefore, the balance of \$14,500,000 will have to be obtained from private capital financing, as the Authority has no taxing powers.

Continued modernization of its local transit equipment, facilities and service is a mandatory obligation imposed upon the Authority by the Metropolitan Transit Authority Act and by the City Franchise ordinance. These improvements must be paid for solely out of present and future operating income.

Operating income of Chicago Transit Authority for 1948 totaled \$115,645,824. Operating and maintenance expenses were \$103,033,793.

Other requirements for the year, including deposits in reserve funds, all of which were met, totaled \$12,495,711, divided as follows:

Interest Charges.....	\$3,816,250
Depreciation Requirements.....	\$6,210,015
Bond Reserve	\$1,284,000
Operating Expense Reserve.....	\$ 150,000
Municipal Compensation Reserves.....	\$1,035,446

As compensation for the use of city-owned subways and city streets, the Authority is obligated to pay to the City of Chicago, if earned, a fixed percentage of its gross operating income from operations within the City. Until 1952, this rate is one percent, then it advances to three percent.

ON OPERATIONS FOR 1948

CHICAGO TRANSIT AUTHORITY CONDENSED STATEMENT OF OPERATING RESULTS FOR THE MONTH OF DECEMBER 1948 AND FOR THE TWELVE MONTHS OF 1948

(This statement is subject to change after final year end audit)

	December 1948	Twelve Months of 1948
Revenues	\$10,766,567	\$115,645,824
Operation and Maintenance Expenses.....	9,413,913	103,033,793
	1,352,654	12,612,031
Interest Charges	318,003	3,816,250
Net Revenues Before Depreciation.....	1,034,651	8,795,781
Monthly Requirement for Depreciation.....	466,667	5,400,000
Net Revenues (Before Reserve Requirements shown below)	\$ 567,984	\$ 3,395,781
Net Revenues, as above.....	\$ 567,984	\$ 3,395,781
Less: Monthly Appropriation for Bond Reserve.....	107,000	1,284,000
Balance Available for Other Requirements.....	460,984	2,111,781
Deficiency in Provision for Depreciation Requirement in Prior Year.....	—	810,015
	460,984	1,301,766
Deposited to Operating Expense Reserve.....	50,000	150,000
Balance Available for Municipal Compensations....	410,984	1,151,766
Deposited to Municipal Compensation Reserves....	366,900	1,035,446
Balance	\$ 44,084	\$ 116,320
	December 1948	December 1947
Revenues	\$10,766,567	\$ 9,170,381
Operation and Maintenance Expenses (Excluding Provision for Depreciation).....	\$ 9,413,913	\$ 8,593,942
Revenue Passengers	84,297,402	92,058,040

During 1948, the CTA received and paid for 882 new, modern local transit units—372 motor buses, 298 streamlined streetcars, and 210 trolley buses, and 2 experimental L-subway cars—making a total of 1,714 new transit vehicles delivered and paid for since the Authority was organized in June, 1945.

The new equipment received in 1948 enabled the Authority to place modern, rubber-insulated or rubber-tired vehicles on more than 300 single way

miles of streetcar routes, thereby improving service and materially reducing the noise level on these routes. Approximately 725 single way miles of surface routes are now equipped with modern, noise-proofed buses and streetcars, and more than 45 per cent of the rides originating every weekday on CTA surface routes originate on new equipment.

The Authority also took positive steps during the year to modernize equipment on its rapid transit system by ordering for delivery starting in

1949, a fleet of 130 all-metal rapid transit cars, the first to be received in Chicago in twenty-five years. And to speed up service on its bus routes, the Authority has ordered and soon will receive and install electrically operated fare boxes on 1,000 buses.

Service betterments during 1948 included improved frequency and a higher standard of service on both the surface and rapid transit systems, and a substantial start on the inauguration of all-express service on the CTA's rapid transit

routes. The first all-express rapid transit installation was made on the Lake St. branch, where riders are benefitting from a more frequent service, and a time saving of 10 minutes per trip for the average rider.

Consolidation of duplicate departments, inherited from the two predecessor companies, has progressed satisfactorily and with a resulting substantial economy in operating costs. This phase of the modernization will be completed in 1949. Accounting and auditing procedures have been revised to reduce costs, and to produce a greater measure of auditing control. Purchasing procedures have been revised and all purchases are on a competitive bid basis, as required by law.

What the CTA has accomplished between Oct. 1, 1947, when it began operations, and Jan. 1, 1949, represents a good start on a big job, but there is yet much to be done before the objective of providing Chicago with the best local transportation in the nation is achieved by Chicago Transit Authority. Factors which can affect favorably or adversely the financial results of 1949 operations are economic and industrial developments, nationally and locally, and the resultant riding trends; the effect of progress in modernization upon holding and attracting more riders; the benefits which may be expected from the new traffic regulations and procedures which the City is putting into effect; and the uncertainty of future costs of materials, equipment and labor.

Transit In



CARL WOLF

UNITE ELECTRICAL DEPARTMENTS; APPOINT NEW HEADS

CONSOLIDATION of the separate electrical departments of Chicago Transit Authority's surface and rapid transit divisions, and the appointment of Carl W. Wolf as electrical engineer in charge of the new department, were announced last month by Walter J. McCarter, general manager.

At the same time, H. M. Essington was appointed electrical engineer in charge of power, and J. M. Michnick was made electrical engineer in charge of distribution system. All three men have had many years of experience with Chicago transit systems.

Mr. Wolf began his career 25 years ago as a student engineer with the Chicago Rapid Transit Company. Named electrical engineer in July, 1947, he continued to direct the electrical department of the rapid transit division after CTA began operating the property in October of that year. He holds a B.S. degree in railway electrical engineering from the University of Illinois.

Mr. Essington served in various positions in the electrical department of the Chicago Surface lines since 1917. He was appointed assistant electrical engineer in 1946 and continued to act in that capacity with the surface division of CTA. He is a graduate in electrical engineering and has a B.S. degree from Illinois Institute of Technology.

Mr. Michnick entered the employ of the Chicago Surface Lines in 1931 and has been superintendent of distribution since March, 1946. He studied railway electrical engineering at the University of Illinois.

Unification of the electrical departments marks another in a series of major steps taken by Chicago Transit Au-

thority since October, 1947, to integrate the personnel groups of the two predecessor companies with a view to improving the efficiency of operations and effecting economies.

Departments of the former surface and elevated lines already consolidated by CTA include purchasing, accident prevention and training, schedules and traffic, employment, medical, and claim.

Preliminary plans are already well advanced and will be carried through this year for the unification of the transportation, shops and equipment, and way and structure departments of CTA's surface and rapid transit divisions.



READING FOR "LOOK"

IT WAS A red letter day in the lives of *Machinist Joseph Baro, West Shops*, and his family when a recent issue of **LOOK** magazine went on sale throughout the country. Shown in a sequence of pictures with other Chicago school children were his daughters, *Margaret and Susan*, who were chosen from a group of 97 children to be photographed reading selections from the Encyclopedia Britannica's collection of early American children's books.

Both Susan, who is ten years old, and Margaret, eight years, have been fond of reading since they were able to pick up a book, according to their father, Joseph, who has been a Surface system employe for the past 16 years.

The two sisters are pupils at the St. Gregory School, Susan a fifth grade student and Margaret a fourth grade student. What's their favorite subject? You guessed it—reading.

Photo—Courtesy **LOOK** Magazine

BUS DRIVER TELLS HIS SIDE OF IT

THE BIGGEST LAUGH I ever got was reading "Fair Play's" article on "CTA Drivers Called Menaces." He states the city reserves space at the curb for their exclusive use. That's where the laugh comes in. True, there is a law prohibiting

The News

parking within so many feet of bus stops. I drive a CTA bus and I see at least fifty cars a day parked right up to the corner causing the "menace" to stop out in or near the middle of the street. There is also the motorist who double parks, causing more congestion.

All curbs should be painted fifty feet back from the corner and clearly marked "No Parking—Bus Stop." Then we could get passengers to the curb in safety at every stop. Let the police enforce that law, as the City of Harvey does.

To give the motorist an idea of an obstacle course to run—the drivers on 103rd St. have it. There are 94 stops, 11 railroad crossings and a bridge, plus making change, collecting and punching transfers—all in 40 minutes. Let some motorist try doing it and I believe he will take off his hat to the CTA drivers and give them and a bus load of passengers half a break.

—*Chicago Daily News*

DOUGLAS C. CRON, Chicago.



FATHER OF 1948'S LAST TWIN GIRLS

FATHER OF THE last twin girls to be born in Chicago during the year 1948 was *Mechanic Philip Marrese*, Lawndale Bus Repair, whose wife, *Ann*, presented him with two girls on December 31, at the Garfield Park Community Hospital.

The newcomers, named *Jerry* and *Vicky*, arrived at 8:00 and 8:08 a.m., respectively, and are the first twins in the Marrese family in over 100 years. The parents have two other children, *Phyllis*, 15, and *Richard*, 6.

Mrs. Marrese and the latest arrivals are doing fine and Phil, a Surface system employe for seven years, says he didn't mind filing his income tax return for 1948. Arrival of the twins on the day before the new year gave him an additional tax exemption of \$1,200.00.

Sun-Times Photo

Reported by Bill Feiler

FEBRUARY, 1949

VISITOR TELLS CHICAGOANS: BE LESS RUDE TO CTA EMPLOYEES

I RECENTLY SPENT a month and a half in and near the city of Chicago and had a chance to observe first-hand how you treat your transportation employes. I do not wonder why the CTA has had a hard time keeping enough motor-men and conductors.

On Sunday afternoon, riding on the Cicero line from North ave. south, I saw and heard a man who boarded the car giving the conductor a raking, using very abusive language, and repeating the process when he got off the car.

On the Madison st. line one night I heard a fellow threaten the conductor, whose only offense was to make him pay his fare, which he was trying to evade.

I have listened to people make nasty remarks to both motormen and conductors, who were not responsible when said individuals failed to get off at their proper stops.

The greater percentage of the CTA employes in Chicago are courteous and kind. That goes for both Negro and white employes. They give special attention to blind and otherwise handicapped passengers. They also give special attention to the wants of strangers who do not know their way around.

These employes are human and have their own individual distractions and troubles, the same as every other human. A pleasant "please" and a kind "thank you" for courtesies and information will certainly make their lives a little more pleasant, when the going is tough, and the general public out of sorts. Just try it, and watch their faces light up in appreciation.

—*Chicago Daily News*

EUGENE H. W. BENEZE, Decatur, Ill.

IT'S A WORLD-WIDE PROBLEM

IT LOOKS LIKE Chicago and other large American cities are but a few places where a major traffic problem exists—the only difference being in the type of vehicles that create the problem. In Stockholm, Sweden, we see where bicycle riders, give motorists some heavy competition for the right of way. Photograph was sent to CTA by four representatives of Stockholm Passenger Transport Company who visited Chicago several months ago and toured CTA property.





SIDNEY BROWN, "L" Motorman:

"Foggy weather is a real problem for the motorman. He must be constantly on the alert and remember to disregard schedules and operate his train so that he can stop within seeing distance. Getting the passengers to their destination safely is the main consideration in foggy weather."



FRED HEIDECKE, Towerman:

"Snow and ice create a problem for me. If either gets in the switches, the switch points may not close enough to permit the switch to be locked. For this reason I have to keep moving the switches until the heaters can be lighted which will thaw the snow and ice."

EDWARD FORAN, Streetcar Motorman:

"Especially hazardous to the motorman is the sweating rail that makes it slippery and very difficult to stop. Leaves in the fall of the year are sometimes as bad as a slippery rail, because that's just what they do—make the wheels slide. Sand sure comes in handy when these situations occur."

NICHOLAS G. MEYER, Bus Operator:

"Alertness in every kind of weather is essential, but more so when there is sleet and ice. With these hazards a bus operator must always slow down his rate of speed so he will have control of his vehicle at all times. Often this weather means poor visibility—another safety reason for slow travel."

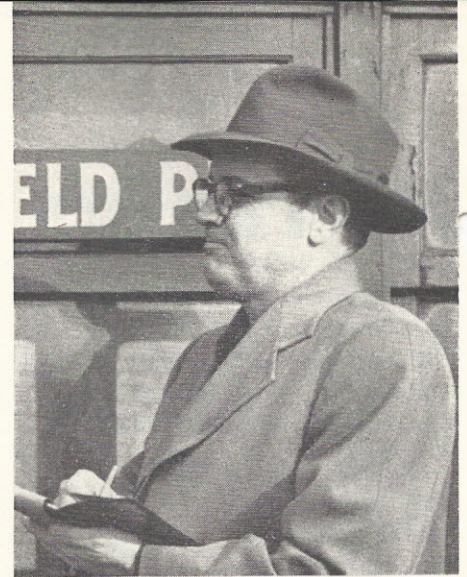
CHARLES DONAHUE, Switchman:

"A slow, drizzling rain or a quick change in temperature that causes the rail to sweat and become slippery, create hazards for the switchmen. I have to keep the condition of the rail in mind at all times when operating equipment around the yards."

"What Kinds of Weather Require Unusual Attention to Safety in Doing Your Job?"

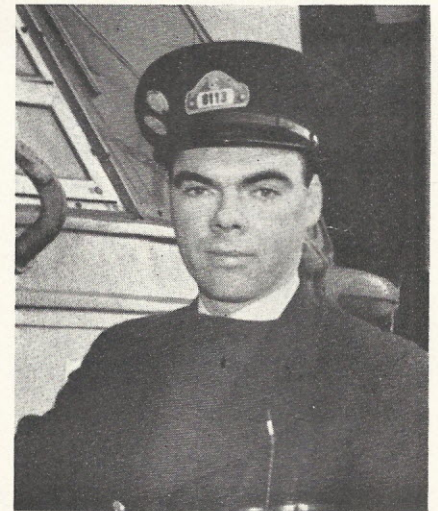
Inquiring Reporter →
BILL HENN, Metropolitan

Inquiring Reporter
↓ **DANTE BRUNOD, 77th**



JOHN J. CURRY, Conductor:

"A conductor has to be on his toes whenever there is snow or ice. He must check the sandboxes and have a broom handy for sweeping snow and spreading sand on the platforms. His alertness when streets are icy often prevents serious accidents to people boarding and leaving the car."



The Driver goes 50% OF THE WAY...



(The second of two articles based on an address given by Frank C. Parmer, Bus Operator, Conestoga Transportation Co., Lancaster, Pa., at the American Transit Association Annual Convention.)

Any driver will find that by greeting a rider with a ready smile, and bidding him the time of day, he will make friends immediately with the rider, and this tends to set up a front for the many other courtesies he can perform.

There are eleven ways to improve relations with the rider that I feel are important:



FIRST—Wait for any rider who might be running for the bus.



SECOND—When a crippled person, elderly person, or a lady with a baby gets on the bus, wait until they are seated before starting.



THIRD—When a rider gets on with a heavy package or basket, don't be afraid to offer him a helping hand.



FOURTH—When a rider asks a question, answer it to the best of your knowledge and with a smile. If you don't know the answer tell the rider where he can get the answer.



FIFTH—When a rider starts complaining about the Company or the service, or anything for that matter, let him talk himself out, even agree with him if necessary. The next day you will find he has forgotten all about the complaints he was making the day before.

SIXTH—If a driver has done a wrong—for instance, running ahead of schedule—and the rider puts it up to the driver, the driver shouldn't deny it, but admit it, if he was wrong. He will be more thought of by the rider. Then when a major issue comes up sometime, and the driver says he didn't do it, the rider will think, "Well, he admitted before when he was wrong; he must be telling the truth now."



SEVENTH—Always maintain the schedule that is set up. If the schedule is too fast or too slow, discuss it with the company officials.



EIGHTH—Know your rider! Take an interest in him.



NINTH—If a rider gives you a coin or bill for changing, first give the rider the exact money he is to put in the fare box. Then let him put this money into the fare box. Then give the rider the remainder of his change. This not only prevents the rider from fumbling to get the exact change, but it helps the driver to load his bus faster.



TENTH—If a rider has done something wrong, like giving a bad transfer, not dropping the right amount of money into the fare box, or something to that liking, don't yell back through the bus at him. Rather, go back to him, or call him aside politely, and explain to him in a quiet, mannerly tone of voice what he has done wrong and explain why it is wrong. This way, nobody is embarrassed.



ELEVENTH—Last, but not least, never complain to a rider, or anybody, about the Company, its rulings, the employers, the employees, or anything pertaining to the Company. Complaining only gives the rider a bad opinion of the Company, and of you as well, because you are part of that Company.

These ways I mentioned, and many more I could mention all improve relations with the riders, but total them all up and they just mean the golden rule, "Do unto others as you would have them do unto you."

I say this, and it has always held true for me, that if a driver goes fifty percent of the way toward cooperation with the public, the public will respond with the other fifty percent. This means one hundred percent cooperation for better relations between the driver and the rider.

To The Ladies . from Joan



TO GIVE you that well-dressed look here's a coat that can't miss. Black Persian lamb trimmed with mink at cuffs and collar. It is modeled by *Elsie Schwarzenhorn*, President, Women's Auxiliary, Elevated Post No. 184.

LADIES! How is your taste in ties? Which one would you pick for the winner? These six picked from the audience of Legion members and friends were the finalists in the tie contest held by models at the fashion show. Selected as the "Best Tie of the Evening" was that worn by *Walter Zawacki*, third from left, employee of the CTA Way and Structures department, rapid transit. Did you pick the winner?



HERE IS A suit that would be welcome in any girl's wardrobe. This charming number in cocoa brown gabardine modeled by *Dolores Urlaub*, Accounting department, has a removable belted back and a double row of bone buttons on the jacket.



SENSATION OF the evening, this silver fox cape and stole worn by *Eileen Cleveland*, payroll, is something to be worn on those "special" occasions. This rich, luxurious, fur piece would be a hit anywhere.

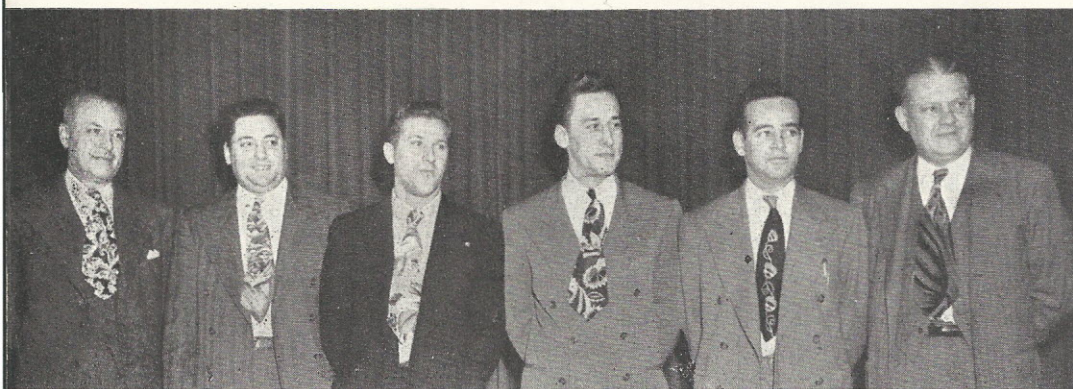
A Preview of Spring

—was theme of the fashion show which thrilled the audience of over 150 Legion members and their wives at the first annual style show of the American Legion Chicago Elevated Post No. 184.

The style show, main attraction at the open meeting of the Post on Tuesday, January 18, was held in St. Jude's Hall, 221 West Madison street.

Fourteen lovely models, girls from the offices of the Chicago Transit Authority and Legion members' wives, displayed a collection of fashions which included advanced styles in dresses for spring and the latest in suits. The dresses shown, which met with great approval, were prints for wear under your fur coat now and later on in the warm season.

Included as a highlight of this spectacular event was a showing of forty fur





A REVIEW in furs. Shown are fourteen styles in the \$50,000 fur collection displayed at the fashion show held by Chicago Elevated Post No. 184 of the American Legion. Modeling the furs are girls from CTA offices and women members of the Legion Auxiliary.

Staged in January

pieces valued at a total cost of \$50,000. There was a fur coat to suit every taste, also to suit every purse. The coats ranged from a \$4,000 wild mink which was modeled by *Rita Kasmarek*, to a mouton lamb valued at \$150.00.

The spotlight focused on the men in the audience when the models staged a "Best Tie of the Evening" contest. Each girl picked the tie of her choice and if their preference is any indication of what the girls like in the way of ties—don't hesitate men—buy the loud one. The audience, which was the final judge, selected the cravat worn by *Walter Zawacki*, road department, as the winner and presented him with—you guessed it—a tie.

(Suits and dresses, *Certified Shops*; furs, *Kolk and Teich*; hats, *King Millinery*.)



THIS FUCHSIA and black pure dye silk print dress modeled by *Johanna Bosnak*, payroll department, features a zipper front, peg pockets and the new tulip collar.



THIS TAN menswear sharkskin greatcoat modeled by *Barbara Linton*, Purchasing department, is a "must" in every working girl's wardrobe. Wear it over everything.

As a CTA Employee ... ARE YOU A GOOD RIDER ?



When you board a vehicle,
do you have your pass ready?

YES
☒

NO
☐



Do you move to the opposite end
of the vehicle so others can board?

YES
☒

NO
☐



In case of an accident or an
emergency, do you help obtain
names and addresses of witnesses?

YES
☒

NO
☐



Do you remain seated while our
customers stand ?

YES
☐

NO
☒

Every Employee
should score 100%

FORD
HAMME

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