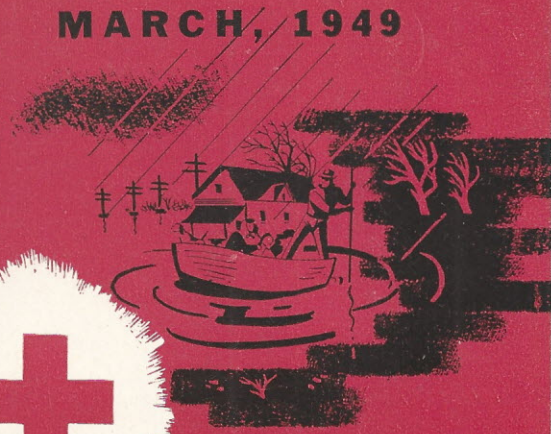




TRANSIT NEWS

MARCH, 1949

YOU TOO CAN HELP





PHILIP HARRINGTON

JANUARY 28, 1886—FEBRUARY 11, 1949

Chairman of the Chicago Transit Board

JUNE 28, 1945—FEBRUARY 11, 1949

PHILIP HARRINGTON, chairman of the Chicago Transit Board, and designer and builder of Chicago's first subway, died Friday evening, February 11, in Palm Beach, Florida, where he had gone to recuperate from the last in a series of three operations.

To Mr. Harrington, more than any one individual, credit is generally given for conceiving and bringing to reality the City's three most important public improvement projects in more than a generation — the initial subway system, the superhighway system now entering the construction stage, and the unification and modernization of Chicago's local transit facilities.

For a ten year period beginning in 1935 with his appointment as city traction engineer, Mr. Harrington had devoted his intense energy and planning to the three public improvement projects so inseparably linked to his name.

When Chicago Transit Authority came into existence officially on June 28, 1945, Mr. Harrington was unanimously chosen chairman of the Chicago Transit Board, the administrative agency of the Transit Authority. From that time, Mr. Harrington devoted himself exclusively to the affairs of CTA.

With the intense vigor that characterized his activities, Mr. Harrington led the Board through the many steps that were necessary to achieve unified ownership and operation of the city's



11 a.m., February 15, 1949

A RESOLUTION OF SYMPATHY

WHEREAS,

By the untimely passing of Philip Harrington, Chairman of Chicago Transit Board, we, the members of the Board, are deeply sorrowed. WHEREAS, Chicago Transit Board and this community have lost a forceful and creative leader—a man of outstanding intellectual, engineering and organizing ability and high moral character, who had so long and so unselfishly employed his exceptional talents in the building of a better Chicago.

WHEREAS, His courageous fighting heart and spirit, which endeared him to all who knew and were associated with him, were never so evident as during the past year when, despite the handicap of ill health, he continued to participate actively in guiding the affairs and establishing the policies of the Board and Chicago Transit Authority. WHEREAS, In our profound sorrow there is also a deep sense of pride in his many achievements, particularly his major part in conceiving and bringing to reality Chicago's three most important public improvement programs in this generation—the design and construction of the initial system of subways, the planning of the comprehensive system of superhighways now entering the construction stage, and the extensive modernization of Chicago's local transit facilities which is now going forward.

NOW, THEREFORE, BE IT RESOLVED,

That, as a mark of respect and a tribute to Mr. Harrington and his contributions to Chicago's civic progress, the business of Chicago Transit Authority, including the operation of its local transit vehicles, be stilled for one minute, beginning at 11:00 A.M., February 15, 1949; and

BE IT FURTHER RESOLVED, That we, the Members of Chicago Transit Board, extend to his family our sincere and heartfelt sympathy, that these resolutions be spread upon the minutes of this special meeting of Chicago Transit Board, and that an engrossed copy of these resolutions be conveyed to Mr. Harrington's family."

APPROVED—Guy A. Richardson,
Vice-Chairman
February 14, 1949

ADOPTED — Wm. W. McKenna,
Secretary
February 14, 1949

two principal local transit facilities, and to start the present extensive service and equipment modernization program that bears the imprint of his planning.

These activities by early 1948 had so undermined his health that he was compelled to enter Wesley Memorial Hospital, Saturday, February 28, for the first of a series of three major operations he was to undergo before his death. Before leaving the hospital early in May, 1948, he had undergone a second major operation. Then just before Christmas, 1948, he was compelled to re-enter Wesley Memorial Hospital for a third.

His recovery was slow, and he departed Sunday, January 16, for Palm Beach, Florida, where he had planned to spend a month or six weeks recuperating. He died there in the Good Samaritan Hospital.

ENGINEER AND LAWYER

Born in Worcester, Mass., January 28, 1886, of native-born parents, Mr Harrington attended public grammar and high schools in Chicago, and was graduated from the Armour Institute of Technology in 1906 as Bachelor of Science in Electrical Engineering. He was also

a lawyer, having been graduated from the Kent College of Law in 1915.

Mr. Harrington began his engineering career with the Sanitary District of Chicago, advancing from the ranks to the position of chief engineer in 1933.

Throughout World War II, he served as local administrator, Office of Defense Transportation, and as chief of communications for the Office of Civilian Defense, Chicago metropolitan area.

Mr. Harrington was a member of the American Society of Civil Engineers, the Western Society of Engineers, the Chicago Athletic Association and the Exmoor Country Club.

Surviving him are his widow, two children, Ann, 16, and Michael, 13, and a married daughter, Mrs. Marjorie O'Neill.

Funeral services were held at the Sacred Heart Roman Catholic church at Hubbard Woods. Burial was at All Saint's Cemetery, N. Desplaines, River Road.

Philip Harrington

THE degree of success achieved by the Chicago Transit Authority is due in no small measure to the unrelenting zeal of Philip Harrington, its chairman. He nursed it with unflinching devotion through its organizing stages, and with hard work and infectious enthusiasm through the difficulties from which it is now emerging.

Mr. Harrington's untimely death last week leaves a void which will not be easy to fill with another individual of his peculiar and intense industry.

As an engineer in various public posts for 42 years, Mr. Harrington contributed immeasurably to the betterment of Chicago, services for which, as is so often the case with his profession, he never received appropriate recognition. As engineer for subways and superhighways, he supplied the direction and the drive that aided these improvements toward reality.

The community has lost an able servant, whose exacting sense of duty was such that he would regard, as the finest tribute, the selection of a worthy successor.

—Chicago Daily News

YOU TOO CAN HELP

DURING 1948:

suffering *Chicagoans* at 124 disasters (116 of them fires) gratefully grasped the helping hand of

RED CROSS

thousands of hospitalized *Chicago veterans* enjoyed recreational facilities and other services provided by

RED CROSS

hundreds of handicapped *Chicagoans* were helped to recover or discover skills through

RED CROSS

lives of many *Chicagoans* were saved because of first aid, water safety, or home nursing instructions of

RED CROSS

more than 85,000 *Chicagoans* received some form of vital assistance through the home service division of

RED CROSS

recreation, counsel and financial assistance were provided servicemen in *Chicago* military establishments by

RED CROSS

Obviously, then, the RED CROSS should not be considered as some remote arm of mercy extending its services to the stricken in distant reaches of the country and far-away places of the world. It should be recognized as a vital force in the life of Chicago — an active force, daily performing highly essential local services which benefit many *Chicagoans* in many ways.

So that these services may continue to be available to this area in 1949, the Chicago Chapter of RED CROSS is being asked to raise \$2,700,000 as its quota in the annual fund raising campaign.

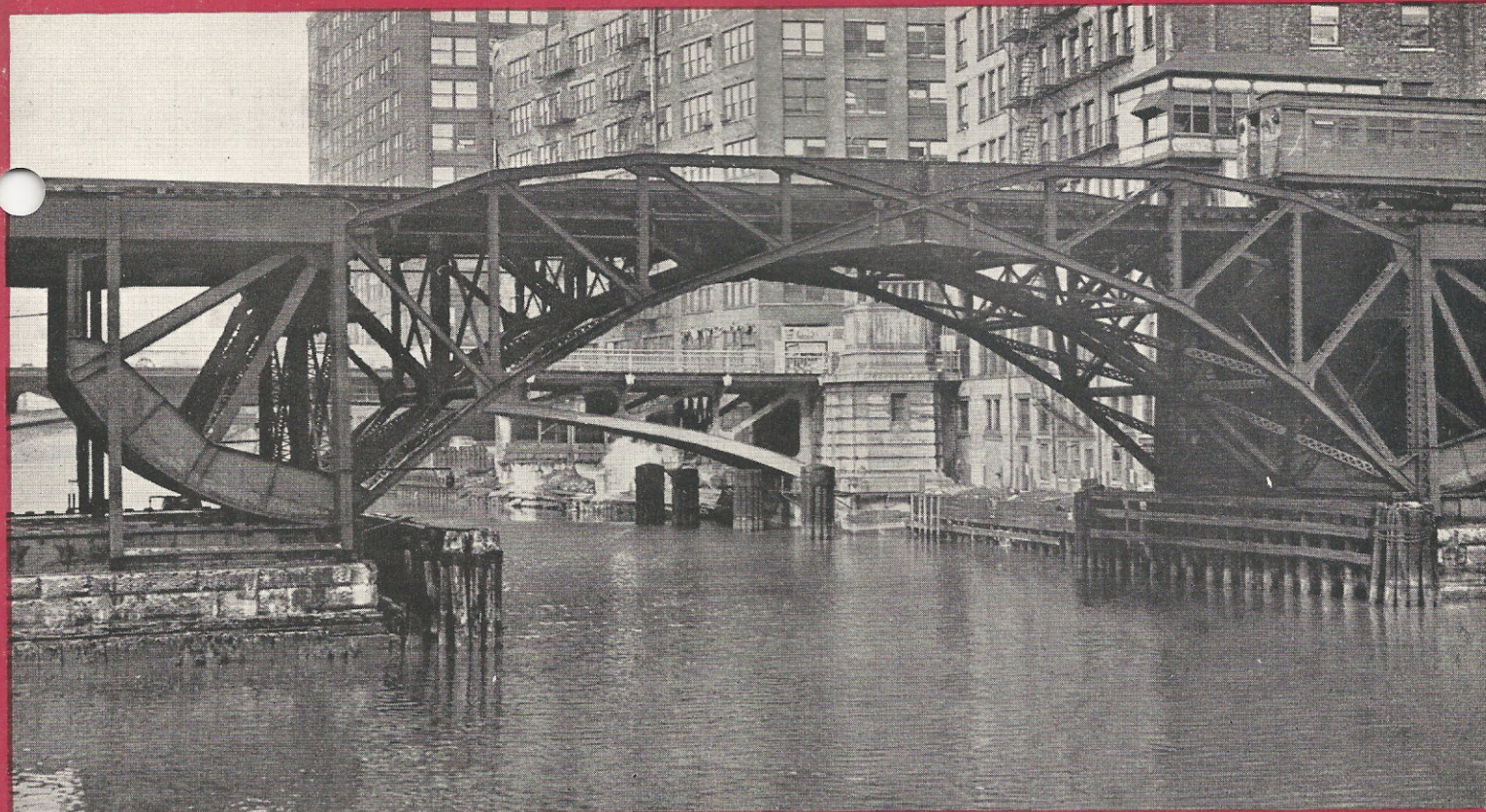
You, too, can help!

Your contribution to RED CROSS, in cash or on the payroll deduction plan, may be made through the officially designated collector in your department.

Your assistance is needed so that RED CROSS may continue to stand ready in *Chicago*, every hour of every day, to help those who need help most.



PHYSICALLY HANDICAPPED children of Chicago Polio Club in a Water Game Supervised by American Red Cross Instructors.



The old Met bridge has one of the highest spans on the river. When it is opened to permit boats to pass through, each leaf merely rolls back on its "haunches" (the huge rockers under

each end of the structure). During the summer months the bridge will be opened for an average of three to four boats a day.

Have You Ever Met . . .

THE "MET" BRIDGE

ALL CTA EMPLOYEES are concerned with transportation in one way or another. Most of them are interested in transporting people by streetcars, buses or "L"-subway trains. But a small group are also interested in another type of transportation — boats.

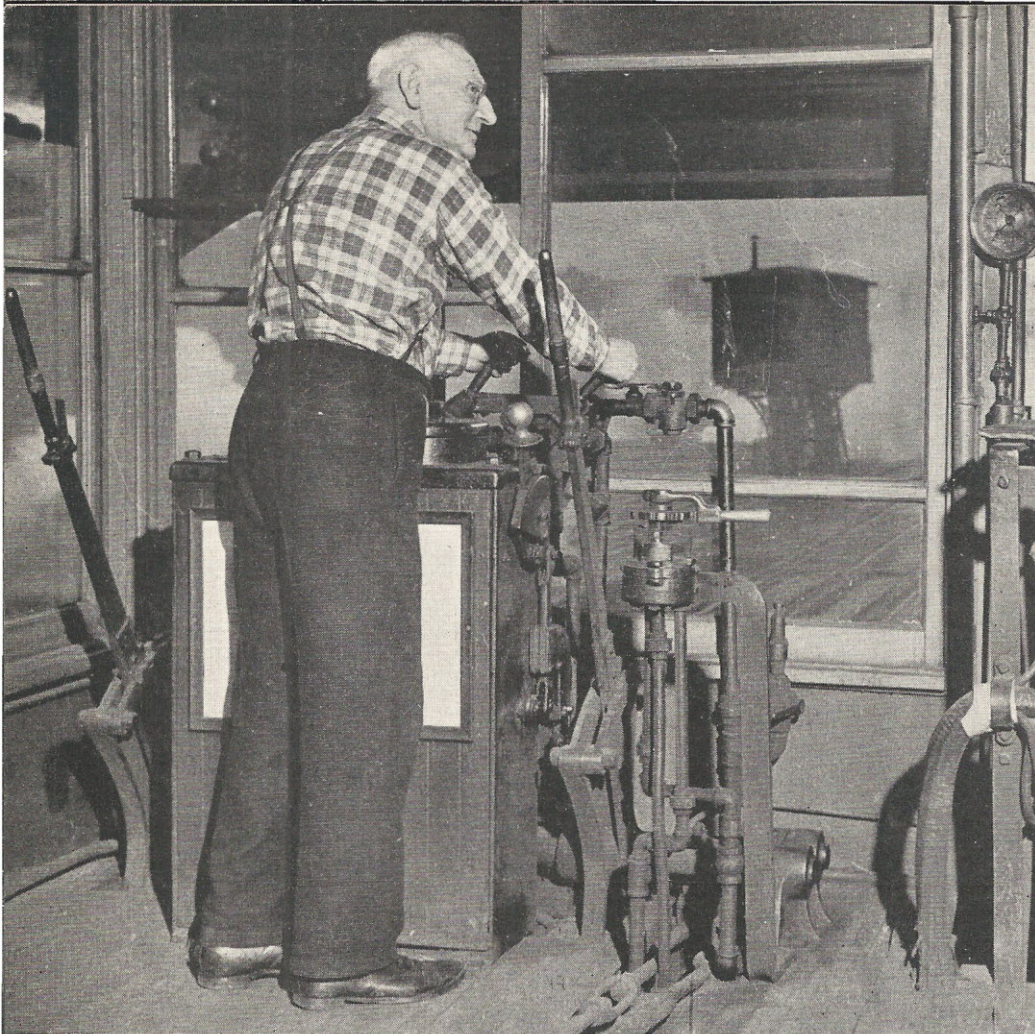
These are the employees who have the responsibility of supervising CTA's elevated operation across the Chicago river. At three locations where it enters the Loop, the "L" operates across river bridges. To insure the safety of our thousands of daily passengers requires the attention of 12 bridge tenders and towermen.

The Lake Street and Wells Street bridges are operated by the city, with the CTA men in our towers cooperating to make certain that the bridge is not opened before the tracks are cleared. But the "Met" bridge, located between Jackson and Van Buren, is the responsibility solely of CTA.

The Met bridge was built in 1894 by the Metropolitan West Side Railway company. The first train operated over it on May 17, 1895, and it has been in continuous use ever since. CTA men such as towerman Cornelius Van Dyke and Interlocking Maintainer Peter West, both of whom have worked on the Met bridge for years, proudly call it "the best bridge on the river — in every respect."

The bridge is one of two in Chicago of the Scherzer-roller-lift type. It was constructed in four leaves instead of two so that it would be possible to make repairs on one portion of the bridge and continue operating the trains by "single-tracking" on the balance of the bridge. However, because of the lack of replacement parts no attempt was made to uncouple the leaves the last time the bridge was overhauled. Instead, a shuttle bus operation was installed between the Canal and Wells street elevated stations.

To keep the bridge in perfect condition an interlocking



Veteran towerman Cornelius Van Dyke has been working the Met bridge for 37 out of the 44 years he has been with the "L." When a boat is coming he keeps in contact with the tower (background) on the west side of the river by means of a buzzer. In this way they are able to check that each wing is in condition and co-ordinate their operations before the boat arrives. "Van" proudly states that he has "never stopped a boat."

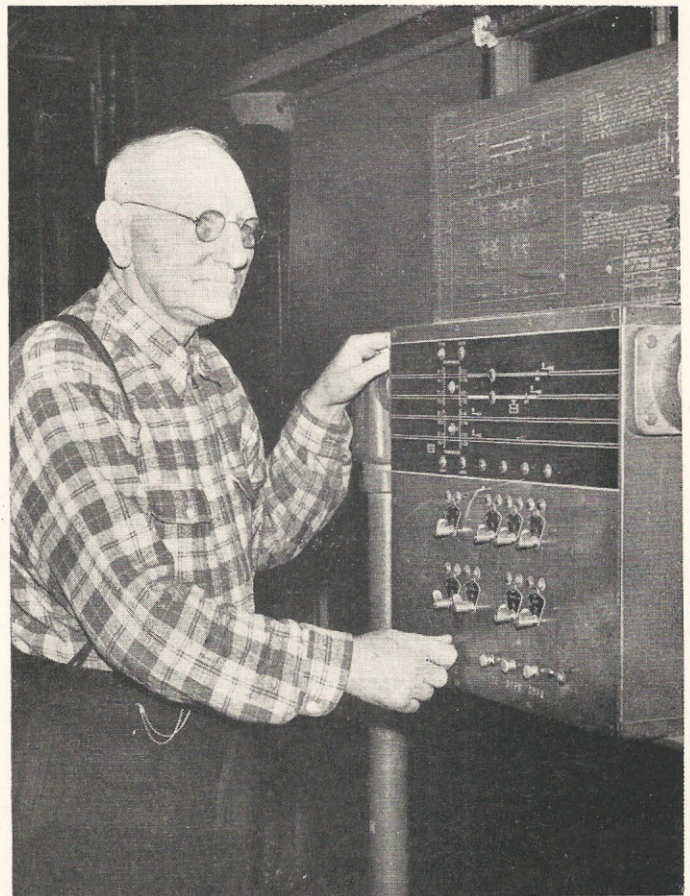
By means of the bridge control panel the various tracks approaching the bridge are closed. Unless the targets and "trips" are set at "stop" the bridge cannot be opened. When repair men are working on the bridge a red flag is placed over this panel as a warning. Attendants in the Met bridge's east tower also control train movements on and off the Loop as well as in and out of the Wells Street terminal. "Van" claims that's why he likes his job: "It's a busy place and keeps me on my toes."

maintainer makes a weekly check on the locking mechanism, in addition to his daily check on the signal operation. Every two weeks an armature winder and helper climb down into the small house under the west end of the bridge and check on the motors. The motors are the same as those originally installed in the bridge and are of the oldest type on the rapid transit system. Extra motors are always on hand at Throop street for emergency use.

If the old bridge could talk it would probably have a great deal to tell about — including the time back in 1904 when a huge boat swung around in the river and put the south leaves out of commission. Or the time another ship dropped its anchor and tore up the bridge's control cable from the bottom of the river.

The smooth operation of the Met bridge is due to the close cooperation of four rapid transit departments. The Way and Structures has charge of the structure, the Shops checks on the motors and all moving parts, the Signal department supervises the interlocking mechanism, and the Transportation supplies the operators.

Through the years the bridge has done a good job and in the opinion of those who work with it every day—"There's a lot of life in her yet."



"A Weekend Warrior"

In order to preserve the huge expenditure invested in training men during the war, the United States devised its reserve training program. These reserves maintain their civilian status yet keep their military form by training on weekends and off hours. Many CTA employes participate in this program. Typical "Weekend Warrior," as these men are called in the Naval Air Reserve Training Command, is John P. Roche, student trainman on the Met "L."

HOW WOULD you like to find yourself in an airplane, out over the ocean, with only 30 gallons of fuel left and nowhere for you to land? *Student Trainman John Roche* can tell you how it feels. He had it happen to him.

John is an ensign in the civilian Naval Air Reserve. Just recently he returned from a two-week training cruise aboard the USS Cabot. The cruise was his first experience aboard an aircraft carrier since the end of the war.

During the war John was based in the Pacific. He was in service from December, 1942, to May, 1946, spending eight months flying from a shore base and the balance of the time from a carrier base.

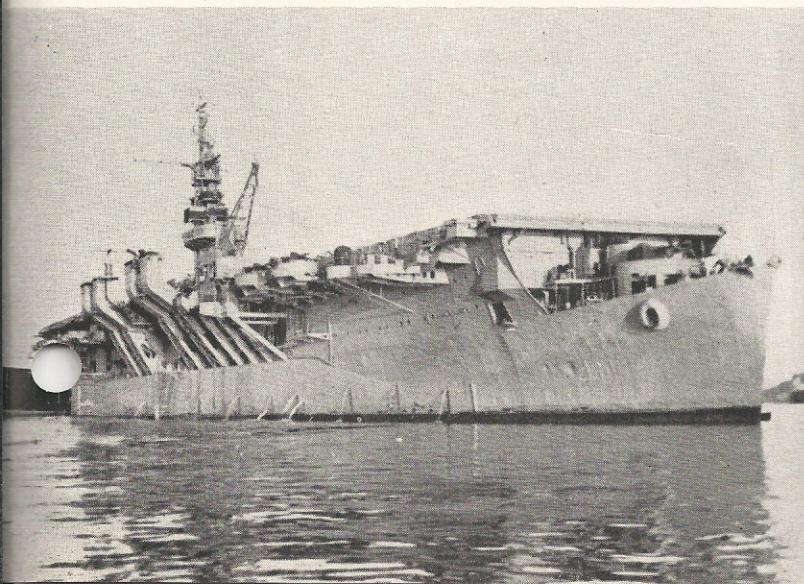
For the past year and a half John has been flying in the Naval Reserve. For the recent cruise he and his companions flew to Corey Field, Florida. After two days of training at the naval air base they boarded the USS Cabot. Included in their training were carrier takeoffs and landings, catapult launching, patrolling, gunnery, and bombing.

It was while attempting to land on the first day at sea that Roche had his experience of flying with nowhere to alight.

Roche was in the air when the most serious accident of the cruise took place. A plane crashed on the flight deck, damaging some of the ship's equipment. The pilot was not hurt, but it took 45 minutes to clear the deck. During this time Roche was circling the carrier. Again and again he attempted to land, only to be warned away by the signal officer. When, after 14 tries, he made a landing he had only 30 gallons of fuel left.

It wasn't all work on the two weeks' cruise. Here the USS Cabot lies at anchor in the harbor of Havana, where Roche and other members of his group had a two-day liberty.

Acme Photo



US Navy Photo

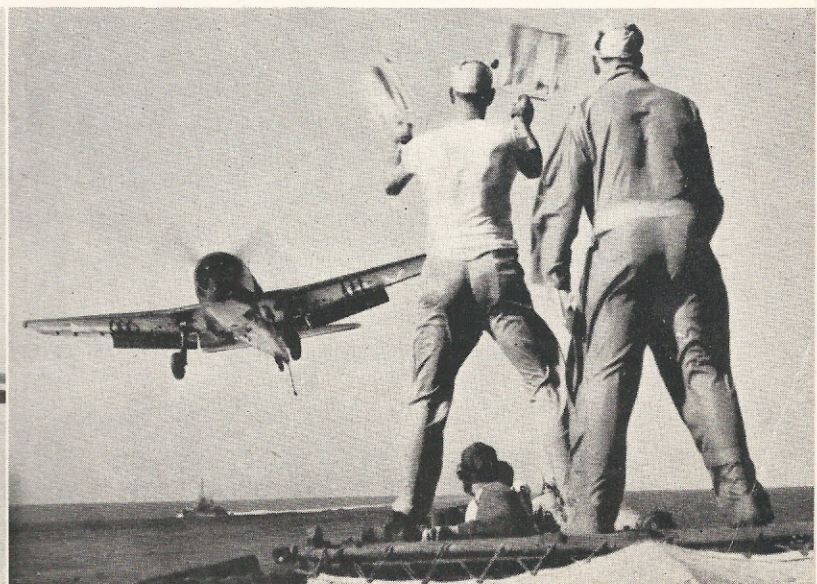
Ensign John P. Roche, USNR, walks down the flight deck of the aircraft carrier USS Cabot after a gunnery flight. Roche is attending school in addition to his work as student trainman.

When asked if it hadn't been a nerve-wracking experience, Roche replied, "Not at all. I was so busy watching my instruments and the signal officer and flying my plane that I didn't have time to think. It was only after I finally landed and everyone cheered and started talking about it that I began to feel jittery!"

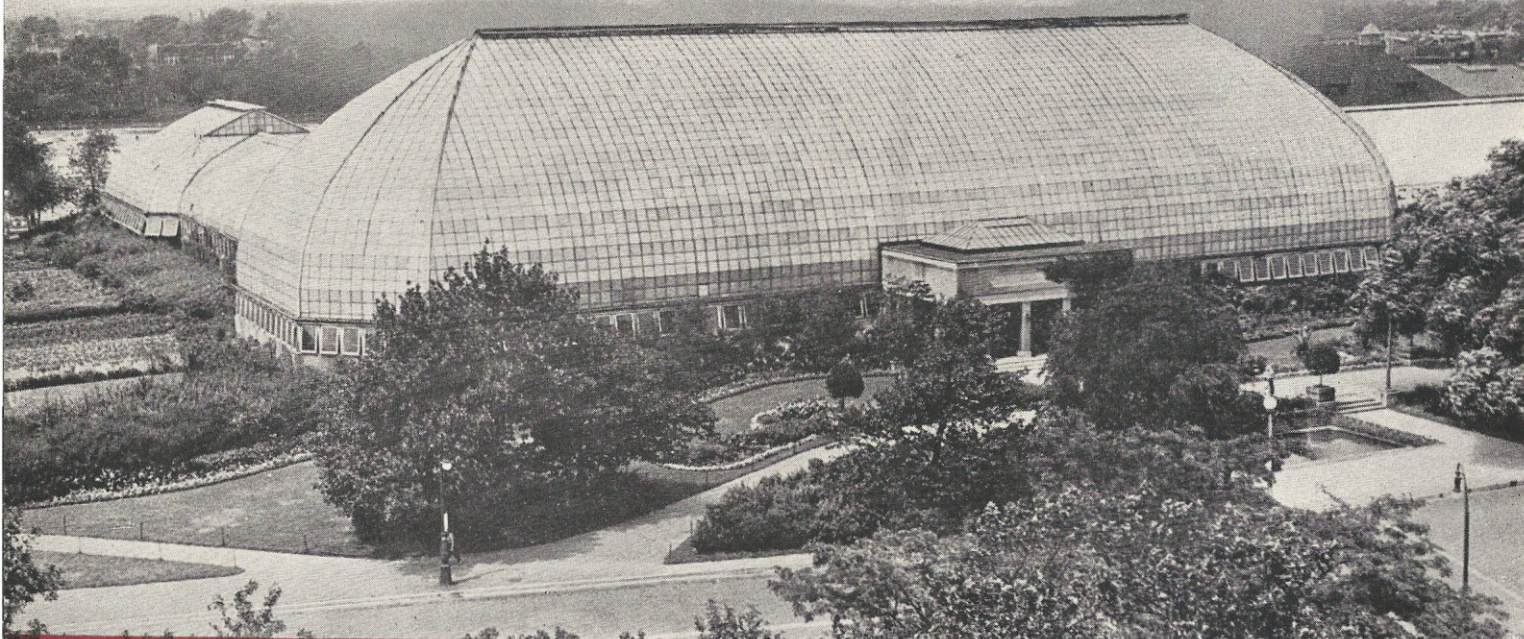
John has been with CTA since August, 1946. His brother is Yard Foreman James J. Roche at Laramie.

In his Hellcat fighter plane, Roche is warned by the signal officer not to land. On this flight he made a total of 14 passes at the deck before he was permitted to land.

Acme Photo



GARFIELD PARK CONSERVATORY



Know Your CHICAGO

(The first article of a series on famous Chicago landmarks, presented to assist Chicago Transit Authority employees in knowing their city.)

THOUSANDS OF CHICAGOANS and out of town visitors will see Spring make its floral debut when the Garfield Park Conservatory presents its Easter and Spring Flower Show from April 10 through April 24.

The beauty and excellence of this annual display is one of many reasons for the popularity enjoyed by this famous flower showplace of Chicago. Flower wonders of the world, radiant in every color and growing in all dimensions, can be seen every day throughout the year at this conservatory located at Central Park avenue and Lake street.

Over 5,000 species and varieties of flowers and plants from all countries are in bloom at this conservatory. Their estimated value is \$1,250,000 and over a million persons view them every year. The eight exhibition houses on the grounds are filled with plants and floral displays of every description that delight those interested in flowers and ornamental vegetation.

The ground area of the conservatory covers about four and one-half acres and includes a service yard with several hundred hotbeds and cold frames and propagating houses



where 100,000 plants are grown for year-around displays. It is the world's largest conservatory under one roof.

Erected in 1907

The Garfield Park Conservatory was built in 1907 to replace three small structures located in Douglas, Garfield and Humboldt parks. It is operated under the direction of the Chicago Park District and admission is free.

Many of the conservatory visitors are from out of town and do not know its location or how to get there. The service offered by Chicago Transit Authority includes both Surface and Rapid Transit vehicles which operate to a point within short walking distance of the Conservatory.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

WED IN ARIZONA— WESTERN STYLE

ACCIDENT INVESTIGATION — *Glee Adams* took the vows in Arizona. Her lucky bridegroom is *Ernie Hoskins*. Before leaving, friends presented her with a gift of money which was put along the brim of a Western hat. Her desk was decorated in a typical desert style, sand, cactus and all.

Welcome to our new employees, *William Coney*, *Mary Kay Rowland* and *Donald Kirchner*.

Helen Barkulis, off ill for several weeks, has enjoyed the cards and notes sent by her many friends.

Joanne Sorensen has taken on the enjoyable task of making argyle socks.

Our sympathy is extended to *William Simpson*, whose father passed away on February 23, 1949. His father resided in Christopher, Illinois.

Bill Schram, statementman, has been sporting a real CTA tie. One of the illustrations is of two girls hanging on the streetcar straps.

—“M & M”

LOTS OF PUPPIES BUT NO DOGHOUSES

ACCOUNTING—Literally booted into the doghouse is *Don Lemm*! His Springer Spaniel, “Boots,” presented her master with ten lively puppies. He’s willing to share his lot with anyone having an empty doghouse.

The Department was grieved at the sudden passing of *George A. Reehoff* on February 8, as he was not known to be in ill health. He had started as an office boy with the Rapid Transit division in 1912 and had risen to assistant voucher supervisor. Our condolences, also, to *Patricia Bedame*, who lost her father; *Estelle Duell* and *Ruth Hughes*, who lost their mothers; and *Ben Ratner* in the passing of his brother.

Camille Gillies wishes to express her sincere appreciation to the



RECEIVES ENGINEERING CERTIFICATE

SHOWN ACCEPTING congratulations from *Louis J. Dixon*, General Storekeeper, left, is *Howard George*, Reclamation Engineer, who recently received a life membership certificate in the American Society of Civil Engineers, representing the completion of 35 years in this organization. *Stanley Forsythe*, Chief Engineer of Chicago Transit Authority, was sponsor for Mr. George. A graduate of the University of Pennsylvania, George joined the Surface system in 1935, after 22 years with the Public Service Corporation of New Jersey.

Reported by Jean Hartley

blood donors in the CTA family who aided the recovery of her sister *Mrs. Dorothy Fischer*; especially to *George W. Steigelman*, *Ferdinand Martino*, *George W. Simmons*, *Luke A. Padian*, *Cecil L. TenEyck* and *Mrs. Glen Thompson*. *Rocco Iacullo* and his wife became the proud parents of *Richard*, weighing in at 7½ lbs. on January 28.

The CTA is a love-ly place to work! If you doubt it, here are some recent engagements—*Helen Lavery* and *John Mohan*, *Delores Urlaub* and *Patrick J. Kenny*, *Vincent Donohue* and *Irene Zicky*, all within the offices; and *Gloria Helmersen* to *Bill Gubbins*, a former employee. Can it be that “Dan Cupid” is on the payroll?

Doris Coughlin is now qualified to furnish plots for “whodunits” after rendering grave decisions in five weeks of jury duty.

Leo Nelson is back after a siege of illness, his ready smile unimpaired. —HELEN A. LOWE

BOY OR GIRL—IT’S STILL A BUNDLE OF JOY

ARMITAGE—Our apologies to *Conductor Joe Schultz*. We mentioned his new grandson in last month’s issue, remembering too late that his grandson is a girl. Sorry Joe.

We have found out why *Roy Croon* goes hunting so often. He is just practicing. He expects to play second shotgun in *Spike Jones’* band next season.

Motorman Clifford Peterson returned from a motor trip to Mexico City. He says a vacation by auto is not what it is jacked up to be. He ran into floods, detours and what have you.

Motorman Roy Harnish has returned from a vacation in Florida with a beautiful coat of tan. Well you “basked” for it, Roy.

Conductor Bill Chap has a mad on for “Sir Stork.” It seems Bill ordered a six hundred dollar exemption for Christmas or there-

abouts. However “Sir Stork” blew a fuse or something and did not arrive until early in January. It’s a boy, the fifth for Bill.

We of Armitage extend our deepest sympathies to *Motorman Henry Hill*, whose brother, *Al Hill* of Devon, died last month. Al was chief clerk at Devon.

Conductor John B. McHale has recovered the use of his hand again. We enjoy his column in the *Union Leader*.

A small jack can lift an auto, but it takes a lot of jack to keep it up. Ask the man who owns one.

—TED SHUMON

IT WAS A “SNOWY” VACATION OUT WEST

BURNSIDE—When last heard from, *Motorman Sigruid (Sam) Haglund* was heading westward toward the sunny clime of California. Not having heard anything further, we surmise that he must be floundering around in some of that soft, white, unpredictable weather that is so unusual in those parts.

Motorman John Trinen is reported to be acquiring a nice sun-tan on the beach at Miami and points southeast.

Most of those reported as on the sick list last month are back on the job again. However *Motorman John Daly #3*, and *Conductor Ed Dalton* are still not-so-well.

Just heard that *Motorman Joseph (Wind Blows Joe) Vandergraff*, who has been on the sick list for quite a spell, is now working as a flagman.

We have in our midst a photographer of no mean ability in the person of *Operator Joe W. Lot-scher*. Altho he just plays around with the camera as a pastime, he has done some very creditable work. So far we haven’t been able to wrangle any pix out of him, but we are a tenacious lot and hope to wear him down yet.

—FURGIE

STILL HEALTHY AND HAPPY—MINUS 42 LBS.

COTTAGE GROVE—*Motorman Lowery* is back on the job once more after an absence of several weeks due to illness. While he claims to have lost some 42 pounds in weight, were mighty glad to note that he has still retained his happy disposition and ever ready smile.

Marion Brown, daughter of *Motorman William Brown*, was united in marriage to *Otia Peterson* on the 19th of February. The wedding, held in the University of Chicago Chapel, was attended by over 100 guests.

Sincere sympathy is conveyed to *Mrs. Ed Clapp*, wife of *Motorman Ed Clapp*, in the loss of her father, *John P. Naughten*, who passed away on February 13.

Conductor Wolf Boesel, recuperating in Miami, Florida, is making splendid progress and is expected to return soon.

Congratulations to *Conductor John Murnane* who became a bridegroom recently.

Glad to report that *Motorman George Zerbian*, who recently underwent a serious operation, is expected to return to work soon.

Sympathy is extended to the wife of *Motorman John Suckach* in the loss of her father, *John Socha*, who passed away January 29.

On January 14, *Conductor and Mrs. William Bowen* celebrated their 29th wedding anniversary.

Congratulations to *Rudolph Miller*, assistant relief superintendent, who, on the seventh of last month, completed his 34th year of service in transportation.

Our number one motorman, *Orrin Ross*, is still confined to his home as the result of a fractured hip, sustained last Fall.

The box, marked "Magazine Items", recently installed in the trainroom, is for your convenience. Your co-operation in supplying us with news will be greatly appreciated.

—THE ECHO

RETIRED EMPLOYEES TO BE FETED AT DINNER

ELECTRICAL (SURFACE) — Flash—department's annual dinner to honor retired employees will be held in the ballroom of the Graemere

FINALISTS IN BEAUTY CONTEST



AMONG THE FIVE finalists in the recent contest to select "Miss Photoflash" of Chicago was *Dolores Pfeiffer*, right, daughter of *Supervisor Alfred Pfeiffer*, Armitage. The beauty contest is an annual event sponsored by the Chicago Press Photographers Association. Miss Pfeiffer is a professional singer and has a regular program over station WNMP.

Hotel, 3400 West Washington Boulevard, on Friday, May 6, at 7 p.m. Keep the date open. This means both employees of what was formerly known as the Rapid Transit and Surface divisions. You may secure tickets from the committee at a cost of \$5.50 each.

Again the stork hovers over Grand and Leavitt. In the Line department, *Edward Psioda* is a proud daddy of a bouncing baby boy. He is *Edward, Jr.*

Charles Sears, also of the Line department, announced the arrival of his fourth son on February 22. Could he be another *George Washington*?

Martin Galinski, "B" electrician, also announced the arrival of a baby girl on February 8.

Bruce Dinter of the Line department has returned from duty with the Naval Reserve Fleet on the noted ship "Missouri." Search-

ed for a British plane which was lost with 20 persons aboard. Anchored at Guantanamo Bay and spent three days in Cuba.

Harvey Fregeau, Testing, who is in the service of Uncle Sam, recently paid us a visit. He is in the Field Artillery Communications Division.

Sympathy is extended to the following employees who have been bereaved of loved ones. *Patrick Quigley*, in the loss of his mother; *William Loos*, who sustained the loss of his sister; and *Carl Jackson* in the loss of his step-son. Also to *Louis Olsen* of the 20th street station, whose sister passed away on January 21.

Several of our number in the Line department are laid aside because of illness. *Alex Leland* and *John Brady* have undergone major operations and *George Holy* has pneumonia.

—ANDY

DIAMOND BUSINESS MUST BE GOOD

GENERAL OFFICE (JACKSON) — In keeping with the good old Valentine tradition, *Irene Zicky* (Executive) received a beautiful diamond from *Vince Donahue* (Accounting). Being such a busy person, old Dan Cupid didn't reach *Kathryn Horath* (Purchasing) until February 23. The lucky man is *Gene Weis*. *Eileen Troeger*, one of our scribes for a number of years, left CTA to be a lady in waiting. We will all miss her naivete and pleasant manner.

There've been some changes made—*LaVern Chwistek* transferred to Public Information Service to take *Eileen's* place; *Shirley Guertin* transferred from 600 West Washington to take *LaVerne's* place; and, we hear that it is mighty quiet in Job Analysis since *Ellen Logan* moved to the Accounting department.

It's hard to believe, but word has it that *Helen Spolec* and *Catherine McNamara* (Purchasing) took in a couple of shows on Washington's Birthday, with time out only for lunch. In case you are wondering about the faint tinge of suntan on *Ken Kaiser*, our amiable mail boy, that came from his recent cruise to Cuba with the Naval Reserve.

—BRENDA AND COBINA

PHOTOG BOHLIN HEADLINES "SHOW OF YEAR"

GENERAL OFFICE (79 W. MONROE) —*Marie Krausman*, *Mrs. Fran Knautz* and *Marge Rochford*, attended "The Show of the Year" which was given by the South Side Cinema Club (amateur photographers) at Kimball Hall. *Louis E. Bohlin* as M. C. practically had his audience rolling in the aisles, especially when he starred in a comedy composed by members of the Club.

Charles Stephenson is the owner of a new camera and very shortly we should receive a picture of that latest little *Stevie*.

Ed Miller has a deep suntan which he acquired on his Caribbean cruise—the compliments of Uncle Sam's Navy . . . We are happy to learn that *John Philpott's* wife, who underwent an operation, is nearing the peak of the get-well

ladder, and will soon go over the top.

Congratulations to Mr. and Mrs. F. A. (Gertrude and Chick) Thulstrup who celebrated the anniversary of their elevated romance 35 years ago . . . Mary Ann is the reason Jack Jobaris (specifications) is handing out cigars. "Little Jobaris the First" tips the scales at six pounds . . . Walter Helmer's daughter, Louise from down in Lafayette, Indiana, presented him with little Miss Janna, Louise's first child, and Mr. Helmer's second grandchild.

Sunny South Vacation

Mrs. Ed Reichard (Law) must be an angel! Imagine having one's husband phone home on Wednesday giving instruction to plan on leaving Friday for the sunny south. And, believe it or not, on Friday they left, bag and baggage plus two lively youngsters.

James K. Miller recently became a proud grandfather when his daughter, Marion, presented the family with a seven pound boy. He has been named James Kenneth, after his enthusiastic grandfather who walked the floor until 4:00 A.M. when he heard the news. It would be hard to find anyone who has traveled more extensively than Edna Linderoth. Whether it be by train, boat or air, she's been there! So, if ever in doubt about where to go or what to see—see Edna.

Our songbird Erna Buchholz is still engaged in concert work—practically every weekend. We



"Your husband will recover from the shock and be released next week."

CELEBRATE 50 YEARS OF MARRIAGE



A HAPPY CELEBRATION with the family, relatives and friends marked the 50th wedding anniversary of Mr. and Mrs. John Ortman. John, a former car cleaner at North avenue, is now retired after 20 years as a Surface system employee. He and Mrs. Ortman are the parents of nine children, all of whom are married.

Reported by Joe Hiebel

hope some day to see her on one of the TV stations. Marion Parker (Budget) recently basked in the Florida sunshine. Can't imagine Marion traveling other than on her trusty bike.

Back Home

Ken Ward (accident prevention) has finally returned to roost at 79. Looks as though he won't be enjoying single blessedness much longer—gave his gal a ring several months ago.

Accident Prevention at 600 Washington has had its face lifted and is now wearing the new look—thanks to a bit of remodeling. T. Riley is back on the job after sick bay and is feeling well enough to shop for a diamond for his gal.

The Rolling Stones

Tho winter is still in the air, we remove the glove and extend the right hand in greeting to Barney Stone and Robert Marmastone, who have joined the signal department in Maintenance of Way, Rapid Transit Division.

The recent news of John O'Connor's engagement has broken many a lassie's heart. What, with all those eligible men on the 7th floor, our girls need worry nary a bit.

—MARY CLARKE AND
JULIE PRINDERVILLE

SHE LEARNED HER LESSON FAST

KEDZIE—Steve Kaczowski's wife is vacationing in Arizona and for the first two weeks Steve and his kids didn't receive any mail. They wrote pointed letters to her about people who didn't write and the next day the mailbox was jammed full of letters and valentines from mother. Airmail, special delivery, rush and urgent was on the envelopes that left Steve's house that very same day.

According to Dan Slattery, Andy Kostanick went to the hospital to have his nose lifted. Dan's right about the hospital and nose but Andy had an inside job on the nose. Besides Andy's nose is pretty and doesn't need lifting.

The coincidence of coincidences took place on the night of February 5 when Joe and Ruth Smith put the kids in the basement locker or someplace, and went forth on the West Side to celebrate their anniversary. On their way they met Ted and Mrs. Heffernan, their daughter, Mary, and her escort, Joe O'Sheel, Mr. and Mrs. Ray McDonald, and Mike and Mrs. Urganus. While tossing the conversation, Bill Larson and Ed Riley joined the group accompanied by

Mrs. Larson and Mrs. Riley. Before another 10 minutes and 45 seconds (you gotta be accurate, time points y' know), Joe and Mrs. Boyle, Bill and Mrs. Brennan, Charley and Mrs. Seebock, Walter and Mrs. Tajdus, Paul and Mrs. Rosenstrator, and Benny and Mrs. Tausch had spotted the familiar faces and joined up. The traffic was getting out of hand and Ted Heffernan suggested we make a party of it and have a bite to eat. We did and the evening turned out better than one planned.

Starter Frank Yager is on the lookout for the person who hooked 23 of our pigeons in bay one. There were 27 and only four remain. A lady stood in the east-bound Madison street track as Lou Goldberg came to a stop. She had a glassy look and Lou motioned to the rear of the car. She went back, boarded and stood staring at Conductor Harold Pelzer, who made like a magician, snapping his fingers under the girl's face. She became aware of things and seemed surprised, paid her fare and said nothing.

Jim Sraybr was ill for about three weeks. He's back at work minus a little weight and feeling good.

The managers of the 1948 softball teams held the first meeting for the 1949 season. Paul Rosenstrator and John "Red" Kain led preliminary discussions as to practice and strategy and called for nominations for the season manager. Cornelius P. O'Connor was elected, with Marty Huska taking second place. Practice will begin as soon as weather permits.

Larry Shields, Grace, his Mrs., Peter, his son, and little Grace, his daughter, went to Micwanago, Wisconsin, to visit Grace's cousins. While they were there they enjoyed a sleigh ride (horses attached) to a distant farm where potatoes were purchased — 100 pounds for \$2.50. —JOE SMITH

TRANSITAD

Wanted — 4-5-6 room unfurnished apartment. North or Northwest side. Call G. A. Guendling, 3246 Southport—Wellington 5-4684.

ANOTHER FINGER MIGHT HELP, TOO

LAWRENCE—Joe (Bad Luck) Levy better get himself a horseshoe or a four leaf clover and treasure it in the future. The reason is Joe went bowling, forgot to take his hand out of the ball rack and had the misfortune of breaking his finger.

Well, it won't be long now and softball season will be here. Let's get an early start and work hard to get the championship trophy to Lawrence Garage. All those interested in joining the team, get in touch with Manager William Hodgson.

Gene Morin and family spent three weeks in Florida reminiscing with the blue chips of society.

—THE POLISH COUNT

DIFFERENT WAYS TO SPEND VACATION

LOOP—Loretta Sullivan did not care for our California weather and spent her vacation in Oakton Manor, Wisconsin, enjoying the winter sports. Theresa Strain did not spend hers with such festivities but in the quieter mood of a hospital. Another fellow employee who was in the Illinois Masonic Hospital for a major operation was Jack Beck.

On January 29, James Barrett celebrated his 30th year of continuous service with the company, starting as South Side trainman. After an accident while in the Interlocking department, he was made Loop ticket agent.

Genevieve Gordon and Richard Godson are both on the sick list—we hope for not too long.

We are glad to welcome Dorothy Madigan after being out of our midst for so long; also Edith Marshall, after her tonsillectomy. Sam Johnson has had an addition to his family—a baby boy.

—EDITH EDBROOKE

TRANSITAD

FOR SALE—1941 Pontiac De-Luxe Convertible Coupe. Like new. Completely overhauled in 1948. Parma wine with black top and red leather upholstery. Best offer. L. Mueller, Stanley 8789, or HA. 7-4500, Ext. 173.

A WISH THAT CAME TRUE



SUPERVISOR CHAUFFEUR WILLIAM A. VINCEK and his wife recently made a 4,000-mile trip through Florida, fulfilling a lifelong desire to drive on Daytona Beach, to see Key West, Miami, St. Petersburg and Silver Springs, and to catch a sailfish which they so proudly exhibit here. Vincek, a Surface system employee since 1919, is in the emergency division of Way and Structures.

Reported by Violet Swepas.

SPRING TRAINING ALWAYS HELPS

LAWDALE—Baseball talk is rampant around the depot, instigated mostly by Irv Birnbaum and Bob Thezin. They are trying to get together as good an outfit as we had last summer, when we nearly captured the city championship.

Leo Symovicz celebrated the arrival of a man-child in his household.

Bill Boland's daughter, Carol Lynn, now has a new brother named Bill, Jr.

Johnny Maguire spent six weeks on the sick list recovering from an operation.

Wilbur Allen's son was married February 19.

—BILL FEILER

BOWLER WINS MEDAL FOR HIGH SERIES

LINCOLN — Bowling News. The CTA Evening League has some high class bowlers. Conductor Bernard Kerpen and Motorman Ed Hagedorn have rolled 614 and 613 series, respectively. Conductor Kerpen received a Sun-Times medal for rolling three 200 games.

Lincoln "A" Team in the morning League take notice. Lincoln No. 2 Team is only 9 games from the top.

We wish the retired men who are on pension would let us know something about themselves in this great world of ours.

—WILLIAM GEHRKE

CALIFORNIA POPULAR WITH CTA'ers

NORTH SIDE — Motorman Frank Patterson and his wife spent a month in California, enjoying the snow . . . Trainman George Jordan had a few weeks of pleasure in the same state . . . We know Agent Emly Dean had a pleasant trip to California visiting with her daughter . . . Trainman Jack Jacoby and his wife spent their vacation traveling in mid-western states, including Milwaukee, Wisconsin . . . Motormen Al Runnberg, Ed Tierney and Conductor Bill Mahr had a wonderful time in Florida . . . Motorman Al Sikora traveled through several states including Texas and Arizona.

Our deep sympathy to Motorman Pat Finland who lost his beloved wife and to Dennis O'Mahoney on the death of his father.

Despatcher George Ferch and Mrs. Ferch recently made a pleasant trip to Florida to see their son, Lt. (jg) George Ferch III of the Naval Air Station, married to Miss Alice Wildy of New Athens, Illinois. It was a candlelight service in the Naval Air Station Chapel.

By the way, Yardman Gustave Zehler tells us he is getting married in May and needs a 3 or 4 room apartment. Can you help? If so, contact Gus at Howard street terminal. The boys at Howard street received a card from Retired Motorman Bill Pogue from Key West, Florida. Bill says the fishing is fine. There you are anglers.

Agents Matilda Lindquist and Georgia Meyers recently visited Mexico. The trip and scenery was just grand the girls tell us and they never saw anything so beautiful. Orange, banana and coconut trees were in abundance, the food was good, but they say, the coffee was just like ink. —J. J. BALY

TRANSITAD

WANTED—4 or 4½ room, unfurnished apartment. Employed couple with no children desire apartment on North or Northwest side. Able to pay up to \$65 a month. Call Harry Phillips, PA 5-5388 after 7:00 p.m. or all day Saturday and Sunday.

A LESSON FOR THE YOUNGER SET

SOUTH SIDE—*South Side Towerman Leonard De Groot, Jr.*, for years has been boasting of the athletic ability of his dad. Here is the proof. At a winter carnival in Peru, Illinois, *DeGroot, Sr.*, competing with skaters many years younger, skated off with second prize. Mr. DeGroot is an accomplished bowler and also spends much of his time hunting and fishing.

Motorman Earl Grannum and his charming wife celebrated their silver wedding March 1. Present at the celebration was the "Grannum Gang"—their nine children.

For over 50 years there have been no girls in the *Trosper* family. For the fourth time the stork visited the home of *Yard Foreman Joseph Trosper*. You guessed it—another boy.

Agent Eileen Meyer is enjoying a winter vacation in Florida and *Agent Elizabeth Buckley* has just returned from a two month visit with her daughter in Hawaii.

Agents Edna Bell, Mary Costello and *Helen O'Donnell* are recuperating after recent operations.

—ROBERT E. BROWN

SICK LIST ON ITS WAY UP AT LIMITS

LIMITS — With the Flu season on quite a few men are on the sick list this issue. They are: *Superintendent E. Balfanz, Clerk Connely, Operator Jacobs and Operator Chuck Gerhies*. *Motorman G. Parashoes* also is on the inactive list as of this changeable weather. *Operator Bernhardt* is well on the road to recovery after his recent appendectomy.

First off this month the men of Limits want to welcome all the fellows that came from Devon Station with the addition of the Southport, and Taylor-Sheffield-Segwick lines to our depot. We have quite a few activities here like the Bowling and Baseball teams and would like to have new members all the time.

Notice the cleanliness of the washrooms and depot recently? Especially the Halsted loop? The man responsible for this is *Emil Trilk*, affectionately known as "Pop." A former conductor on the

lines, "Pop" is now our night janitor. Our chief receiver, *Tracy Calkins*, returned from California recently after seeing his daughter and her children off to Tokyo where she will join her husband, an engineer in Japan. *Chief Clerk Elmer Ridel* and *Tracy Calkins* should compare notes on California, as both are enthusiastic about the Golden State. *Operator Nick Walsh's* talented daughter, *Mary Jo*, appeared on the *Morris B. Sachs* amateur hour Sunday, February 20. There was a grand vote from the depot for *Mary Jo*.

—R. H. LENCE

ACE BOWLER IN DEMAND

NORTH & SOUTH SECTIONS (MAINTENANCE OF WAY)—*Wade's* Maintainers bowling team has taken an option on *Joe Lavery*, ace kegler of *Hellmuth's "Pin Dusters"*. The only hitch in the deal is the price the "Pin Dusters" are asking. This worries *Joe* to such an extent that occasionally he is not able to get much wood.

Wilson Road department is no longer worried as to what should or should not be done in cases of personal injury. This is due to the transfer, from Surface division, of *Ed "Bummie" Bumgardner*, blacksmith, the ace of aces where "First Aid" is concerned. Previous to his Surface division service, "Bummie" was blacksmith at Lake Street "L" Shop.



ACCORDING TO Starter Frank Yager, Kedzie, the Spring season is here so there is every reason to show this fine fish catch he made on his vacation at Phillips, Wisconsin.



WEDDING BELLS rang out on February 13 for *Armature Winder Thomas Gushes*, Throop street, when he married the former *Marilyn Muloski* at St. Nicholas Church. Their honeymoon was spent at Turkey Run, Indiana.

Joe Fisher, superintendent, is having trouble with that Packard again. He is looking for a good mechanic to find why it ticks so wrong. Why bother, *Joe*, *Chester Laskowski* says it is easy to get a '49 Dodge. He did. All you need is money. —JIM WALSH

IT'S HARD TO KEEP THAT KIND OF SECRET

MAINTENANCE OF WAY (Met., Loop and Lake)—*Walter Messer*, loop signal maintainer, and widower at large, is no longer at large. It seems he took a week off for a recuperative rest, but was he surprised when *Ed Raftery*, superintendent, moved in on his honeymoon when *Ed* boarded a Lake street train at Pulaski road and found *Walter* and the new Mrs. By the way, she is a nurse. We wish them both many years of happiness.

Tony Spak, tinner, was presented with a 9½ lb. boy by his wife, *Juanita*, recently. Having that fine Irish look like his mother, the new arrival will be called *Martin*.

Harry Paolicchi, ironworker, and his wife are all smiles since January 2, when a bouncing baby daughter was born. He says this is only the start. He has a long term contract with a cigar manufacturer.

Bruno Perkowski, doorcheck man, likes his new roll of grandfather. His daughter gave birth to a baby girl in Cleveland, Ohio, and *Bruno* wasted no time getting down there.

We are glad to see *Andy Sas*, trackman, back on the job after being off for over two months with burns caused by a flash. Also extend the welcome back sign to *Herman Engelhardt*, painter, of Met. section, who has been off sick for the past two months with a stomach ailment.

Your writer became an uncle for the 26th time on February 25 when his sister, *Mrs. Agnes Zaig* gave birth to a 7½ lb. boy. I am open for bids on birthday cards.

—JACK O'REILLY

SOUNDS LIKE IT COULD HAPPEN

MATERIAL AND SUPPLIES—*Eleanor LaCorcia*, general office, got the surprise of her life when she gave her husband and brother a piece of delicious looking cake. They took one bite, looked at each other and pushed the cake to one side. *Eleanor*, being a very good cake baker, was hurt very deeply until she checked her recipe and—believe it or not—she misread the ingredients and put 1½ cups of nutmeg in the cake instead of 1½ cups of nutmeats.

Congratulations to *Mr. and Mrs. Wayne Boyce*, who are the lucky parents of a son, born February 24, 1949, weighing 6¾ lbs. *Mr. Boyce* is located at Storeroom 13.

John Kurgan, South Shops, was operated on January 29, 1949 . . . We welcome to our department *Daniel Flynn*, who has been employed at our 63rd street yard . . . *Henry Dressler*, West Shops, and *William Gilleran*, Grand and Leavitt, have been on the sick list.

If anyone is looking for a qualified housekeeper maybe *Henry Spuehler*, Throop street storehouse, would accept the job. His wife was visiting in Minneapolis, Minnesota, for the past month, leaving *Hank* in charge of household duties. The day before *Mrs. Spuehler* was due home *Hank* was sure a busy man getting the house cleaned so he wouldn't be in the dog house.

James Shaughnessy, Throop street storehouse, is the driver of

one of our Ford trucks. It is quite an old jalopy and recently the motor went dead. A nice new Mercury motor was placed in the old truck. James says he now has the "Go-Fasters" and can do his work in half the time. What do you do the other half of the day, Jim?

Al Mix, Storeroom 13, is sporting a new leather jacket, at a so-called bargain price. The boys are trying to make a deal with Al for the jacket.

—JEAN HARTLEY

FRIEND LEARNS THAT EDDIE KNOWS ROY

NORTH AVENUE—*Motorman Eddie Wunnetisch* picked his vacation in February so he could visit friends in Hollywood, California. He also figured on a little suntan, but all it did was rain and rain, and he just got wet. The weather didn't stop him from visiting his old friend, *Roy Rogers*. A friend of Eddie's drove him to Rogers' place but would not go in thinking Eddie was kidding him about knowing Roy. He said, "No, I'll catch you when they throw you out." Much to his surprise Eddie came walking out with Roy Rogers. Wunnetisch is planning on another trip to Hollywood in July, and he promised us some pictures with him and Rogers.

Conductor *Clarence Larent* is back in form again after being hospitalized. He was laid up with blood poisoning due to a piece of steel that was lodged in his hand.

The champion canine owner it seems is *Conductor Joseph Cochran*. His Irish Setter is tops. *Conductor Leonard Baldy* and *Operator Ray Scharfenorth* have bought Ger-

TRANSITAD

Newly furnished master bedroom and adjoining sitting room available for two men or couple. Call J. Bowen, 79 W. Monroe St.—DEarborn 2-6100.

TRANSITAD

FOR SALE—Lot 100 x 200. Wood Dale Highlands. Reasonable. Phone H. Born. KEystone 9-6998.

RETIRED TRAINMASTER GIVEN WATCH



Photo by Ruth Barker

A GOLD wrist watch was recently presented to *Retired Trainmaster Jim Nelson*, left, from his fellow employees in recognition of his 46 years of service with the "L." *West Side Superintendent A. Heidecke*, right, was among those attending when the presentation was made by one of the "younger" men of Lake street, *Jeremiah Miller*, center, who has been working on the "L" for 54 years and is still serving as trainman.

Reported by Robert Rix

man Boxers each claiming the championship. Now, *Conductor "Major Bowes" Krueger* comes up with a dog that's part bull and part fox and paid \$500.00 for it. They all wanted to know what part was Bull and Krueger replied: the part about the \$500.00. *Motorman Peter Wesley* will be glad to see spring and the nice weather so he can tour the country in his new green Oldsmobile.

With spring in the air now is the time to think of baseball. Have you kept in condition or have you grown to a new shape? Keep your eyes peeled for a notice of baseball practice.

Help! Help! Help!

Supervisor *Tom Hickey* and Clerk *Joe Dillon* are sending out an S.O.S. They are being evicted and are in need apartments. If you have a vacancy and want a reliable tenant, call Hickey at Merrimac 7-7736 or Dillon at Dickens 2-0660.

Motorman Jack Dalton claims a few years ago he could go to the corner grocery store with a five dollar bill and could hardly carry the groceries home, but now he goes to the same corner grocer with his five and has no trouble at all. Could it be that he is getting stronger? —JOE HIEBEL

BIG BUSINESS SEASON FOR MR. STORK

METROPOLITAN—Mr. Stork has been a very busy old bird since the very first day of the new year, delivering bundles of joy to Metropolitan CTA homes. . . . His first stop was at St. Mary's Hospital where he left *Laura Louise Wagner*, the first baby born at that hospital in 1949. She was presented with a gift by the hospital in honor of the occasion. Her proud parents are *Extra Trainman* and *Mrs. J. H. Wagner*. . . *Motorman* and *Mrs. Gerald Webb* became the next happy couple when *Marguerite Mary Webb* arrived at St. Anne's Hospital on January 3 . . . *Extra Trainman* and *Mrs. Joseph Mule* were delighted when *Mary Ann Mule* arrived at Loretta Hospital on January 12 and became the youngest of a trio of girls . . . *Conductor* and *Mrs. V. Norstrom* were happy to receive *Robert Norstrom* at St. Anne's Hospital on January 16 . . . *Extra Trainman*

TRANSITAD

FOR SALE—Kenmore Imperial rotary electric sewing machine with complete set of attachments. Machine enclosed in walnut secretarial desk. Call J. M. Hoppe at Ravenswood 8-0010.

and *Mrs. Stanley J. Kaules* became the next happy couple when *Mary Ann Kaules* put in an appearance at Columbus Hospital January 20 . . . *Motorman Joseph Malinowski* arranged his vacation so that he could be with *Mrs. Malinowski* to welcome *Marie Ann Malinowski* on January 24 . . . *Extra Trainman* and *Mrs. F. Quigley* were thrilled with the arrival of *Linda Marie Quigley* at St. Anthony's Hospital February 5 . . . *Motorman John P. Flynn* and *Mrs. Flynn* (former Met. Ticket Agent *Mary Ryan*) were the last (at least so far as we have heard) favored couple when *Mary Ellen Flynn* arrived at Elmhurst Hospital on February 7.

On February 5, *Miss Marie Shull*, graduate of the Loyola School of Nurses, became the bride of *Extra Trainman T. Otto* in a ceremony at St. Veronica's Church, Chicago.

Switchman and *Mrs. Joe Kruk* were made happy recently by the arrival of two grandchildren from Haver, Montana. *Dianne Kruk*, two, and *Arthur*, four will make their home with their grandparents until Daddy returns from his post in the Philippine Islands.

—BILL HENN

PLEASANT MEMORIES FROM A BOOK

SHOPS (LAKE STREET)—*Tom To-gher* from Mayo County, Ireland was quick to take advantage of our public library system and his home sickness may or may not have been eased by one of the first books he drew out. The title? "Come Back to Erin."

Dan Cupid isn't the only one with a "quiver" since he hit *Casey Bunij* and *Emil Marino*. The boys are shaking just a little bit in anticipation of their coming weddings, *Casey* to *June Plunickski* on June 25, and *Emil* to *Dolores Persello* on April 23.

Bob Ragsdale's newest hobby will be talking to his son, *Bob*, via short wave radio. Young *Bob* is a student at Rose Polytech in Terra Haute, Indiana, and his code messages are picked up by a friend in Oak Park.

Al McClinton confides that the "cold cures" listed in the "Inquiring Reporter" didn't cure his cold but did help him to forget it. —J. E. MARTH

NO MORE TRAINS FOR JOE

SHOPS (THROOP STREET)—*Joseph McBride*, air brake inspector at Throop Street Shop, recently celebrated his 63rd birthday by taking his first airplane ride to Kansas City, where he spent 5 days with his daughter and grandchildren. Upon his return to Chicago, Joe said no more trains for him. It's the airplane from now on.

G. G. Hyde, who recently underwent a major operation, is back on the job. Mr. Hyde, who is foreman in the Control department, was given a warm welcome by all his men. —DAVID GURWICH

FIGGE'S FISHING FUN IN FLORIDA

SCHEDULE-TRAFFIC — *Gertrude Figge*, disguised with a nice coat of tan, has been mildly bragging about the bonita and mackerel which she caught while deep sea fishing on her vacation in Florida.

Stella Bates, typist, did not think having a husband alone in Argentina was a good idea, so she has resigned to join *Harry* in Buenos Aires. Those two schedule makers with new windshields for their eyes are *Joe DeGrazia* and *George Fisher*. *Charles Pfau*s and *Gene Lukes* have helped California get rid of the winter weather while enjoying a nice winter vacation in the sun. —L. C. DUTTON

AT EARL CARROLL'S



ON A RECENT winter vacation to California, *Agent Bertha Ellgass*, North Side, visited the famous Earl Carroll Theater restaurant in Hollywood with her friend *Fay Johnson*. *Agent Ellgass* recently transferred from the West Side where she was a ticket agent for several years.

REVIVES OLD DAYS



AN old time circus performer, *Conductor Ed Walsh*, North, now spends his leisure hours training his niece, *Carol Hirt*, how to ride his 14-year-old Shetland pony. "Patricia," his trained goat, likes to get in on the act, especially when there is some food being offered. Ed was formerly with the *Sells-Floto* circus as a musician and still plays plenty of piano, trombone and banjo when he has the opportunity.

Reported by J. J. Baly

HOW TO GET LOST IN LOOKOUT MOUNTAINS

77TH—Florida Orange Commission was on the welcoming committee when our own round rotund orange squeezer, *Mickey Morrison* and his wife recently visited the Orange State. Had a wonderful time, he says, except when traveling in the regions of the Lookout Mountains. He got lost and the only explanation he gives is that he forgot to look out at the right sign post.

Motorman and *Mrs. Victor Hempel* are the proud parents of a 6 lb. 7 oz. son. He has been named *Victor Paul, Jr.* The new baby was born at St. Luke's hospital in Cedar Rapids, Iowa, the former home of the Hempels.

77TH GARAGE—The housing shortage for *Martin Caplis* was taken care of when he recently moved into his new home in a south side subdivision. He spends his spare time by catching rabbits, using of course, the old standby recipe, putting salt on their tails. Save your old rags—for *Martin* says he will pick them up and use them for bedding for his short tailed friends.

Little late for Valentine day news but here it is. Hearts and flowers to *Supervisor John Franz* in having celebrated 35 yrs. of service for the CSL and CTA on

that day. He started out as a conductor, then took time out for service in the Marine Corps during World War I. Returned a starter, then supervisor.

—D. BRUNOD

TRANSITAD

WANTED TO RENT — Employed couple urgently need 2 or 3 room apartment, furnished or unfurnished. South of 63rd street. *Patricia Lawrence* (Auditing), HA. 7-4500, Ext. 71, or ST. 3-6507.

BOWLING LEADER AVERAGES 176

WEST SHOPS—Up to date bowling news. *Daniel Scully*, Truck shop, is still leading the individual averages with a high of 176.15. *Joseph Bednarik*, armature room, is running a close second with an average of 175.25. The armature room is in first place in the team standing, with 46 games to their credit. The Welders are holding second place winning 41 games.

Welcome to *Donald Hood*, new mail clerk, and to the two new shop record clerks, *George Strickland* and *Charles Karnick*.

We're sorry that the birth of *John Michael Marino*, born October 26, whose proud Daddy works in the Truck shop, wasn't announced via the magazine. So with humble apologies we extend belated congratulations. Another new baby in the Truck shop, a girl answering to the name of *Molly Maureen Simpson*, born February 1. The proud papa is *James Simpson*.

—MARY HENDRICKSON

A SPECIAL THANKS FOR SWELL DINNER

LAKE STREET—A special vote of thanks is due *Mrs. Six*, wife of *Conductor Peter Six*, who was responsible for the preparation of the excellent buffet supper at the last annual party of the Lake Street Credit Union. The party was well-attended in spite of bad weather, and everyone had a wonderful time.

Trainman Robert Troy, who left us a while back, is back again, and we are glad to have him. Troy is interested in philately, and would like to get in touch with any other CTA employes who have this hobby.

We proudly present our newly ok'd extra motormen: *Brothers Aylward, Bernstein, Burgess, Christopoulos, Cimmerer, Davis, Napolitan and Palla*.

—ROBERT RIX

SPARE TIME KEEPS HIM AND FAMILY BUSY

WAY AND STRUCTURES—One of our hobbyists, *Engineer Paul Minogue*, is beginning to take pictures of everything he surveys. He is starting out by practicing at home, and he has three lovely children to help him as camera subjects. We hope that in the near future he will have a picture for CTA TRANSIT NEWS.

Alyce Friedl, stenographer, claims she has gained eight pounds in just a few short months, which isn't a surprise to some of us who see her lunch-basket. She brings down some "Dagwood Specials," and of all things, between her own home made bread, which is without exaggeration one inch thick. Being married only one year she certainly has acquired the art of baking and her cooking is probably just as good.

Supervisory Chauffeur Anthony Anderson, who is convalescing at home, wishes to convey a message of gratitude and appreciation for the beautiful television set he received from his fellow workers. *Bill Cameron* was quite put out one morning when everybody seemed to look down on him. To his amazement he finally realized that he had on a mis-mated pair of shoes. Wonder how that happened, Bill! —VIOLET SWEPAS



"You were right, George, I should have started from this end."

Appointments

THE APPOINTMENT OF *Robert L. Manville* as assistant purchasing agent, effective February 16, was recently announced in a bulletin issued by *Gerald S. Graybiel*, purchasing agent, and approved by *General Manager Walter J. McCarter*. Mr. Manville joined the Surface system in 1930, following his graduation from the University of Illinois where he studied railway electrical engineering.

A bulletin issued by the supervisor of real estate, *George F. Seiler*, and approved by *C. A. Whonsetler*, comptroller, announced three new appointments in the real estate department, effective February 1. *William T. Roser* was appointed assistant supervisor of real estate and *Ivan B. Miller* manager of rentals and concessions, both reporting to the supervisor of real estate. *George M. Boehm* was named title agent reporting to the assistant supervisor of real estate.

Effective February 1, *Joseph G. Hecht, Jr.*, was named general foreman of the body group at the West Shops, Surface division.

COMMENTS FROM THE DAILY COLUMNS

PUBLIC ACCLAIM FOR outstanding work was recently given two Chicago Transit Authority employees by writers for the *Chicago Daily News*.

In a recent issue of this paper high praise was paid to *Conductor Dale C. Gilmer*, Devon, by *Marriott Taylor*. In her column, "The Clearing House," Miss Taylor made the following comments about a pleasant and enlightening ride on Conductor Gilmer's car:

"It happened last Wednesday night. After a late hour at the office and later dinner, I boarded a Clark-Howard streetcar at Madison at 9:40, and was surprised with a cheery 'Good evening ma'am' from the conductor.

"'Good evening,' I replied and took the little seat next to the conductor's cash-box. Adjusting my specs, I became engrossed in my Daily News. But I became aware that all passengers coming aboard received a greeting similar to mine.

"A blind man outside, groping his way to the steps, was assisted by the conductor. The man was astonished to learn his fare was paid. (I never COULD figure out those legerdemain artists, but as there was no one else around I concluded that the conductor had paid the fare.) At Huron street, the blind man got off assisted by the conductor who took him to the sidewalk.

A GOOD BLUFF WORKS



BY USING HIS head and uniform at the right time, a Chicago Transit Authority supervisor, *Charles Kerr*, District D, was directly responsible for the arrest and capture of two men who stole a brief case containing valuable papers from a parked automobile.

Supervisor Kerr, working at Clark street and Drummond place, heard a loud noise which turned out to be a burglar alarm that was attached to the automobile. When he glanced over in the direction of this noise he saw two men running from the auto.

Realizing he was in uniform, he decided to try a ruse. He immediately began to chase them, shouting: "Stop, or I'll shoot!" This strategy worked. One of the men stopped with his hands raised in the air. While several passersby grabbed and held this man, Supervisor Kerr continued to chase the second man, finally catching and fooling him into submission. The two thieves were held until police arrived and then were taken to the police station.

"To the conductor's 'How are you this evening, sir?' a tired-looking business man answered that it had been a long hard day. The conductor sympathized.

"And so it went, a good evening and a good night to each passenger. Of course we had to see his number. It was 13548."

He Loves a Crowd

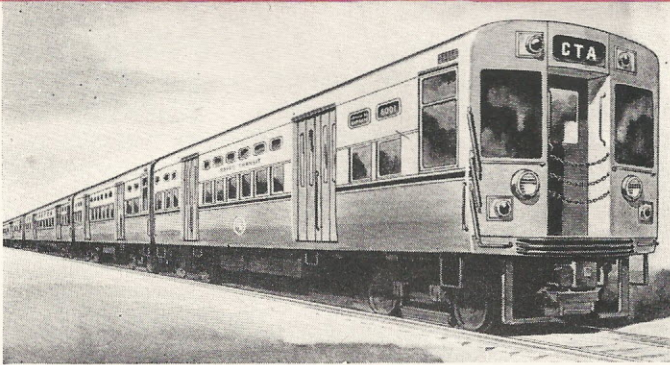
Another Daily News writer, *Norine Foley*, who edits "The Town Crier," commended *Conductor George Woods*, Kedzie, in her column when she wrote:

"Ever hear of a crowd-loving streetcar conductor? Meet Conductor 5042 (*George Woods*) on the Madison street line. So delighted with each newcomer, even makes the strap-hangers like each other. Hockey-bound throngs on his car Wednesday night enjoyed the ride more than the game. A sprig of Foleyage to his coupling of humor with dignity."

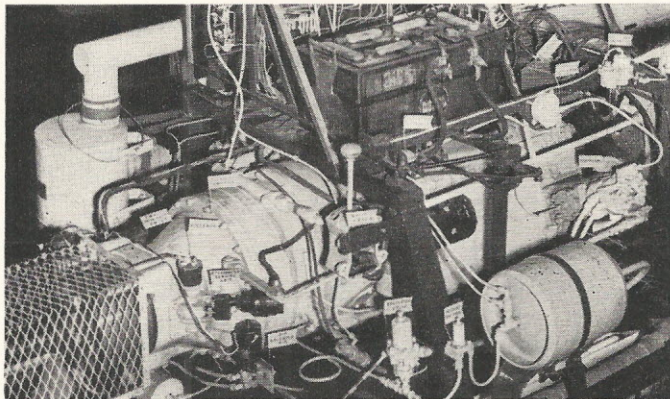
CTA News QUIZ

How Well Have You Read Your CTA Transit News?

These photos, and stories about them, have been carried in the CTA TRANSIT NEWS during the past few months. Which of the statements under these photos is correct? How well do you remember what you have read?



1. The Chicago Transit Authority has purchased (a) 130; (b) 5; (c) 700 of these all metal elevated-subway cars. —September, 1948



2. This photo shows: (a) the inner workings of the radio station WAYH; (b) the working model Twin bus engine used at CTA's maintenance school; (c) the motor of the air compressor recently installed at the West Shops. —March, 1948



3. The first major change in rapid transit operations under CTA ownership consisted of (a) instituting an all-day all-express service on the Lake branch; (b) instituting an "A" and "B" skip-stop plan; (c) speeding service on the Lake street "L" to effect a better than 10 per cent decrease in travel time. —April, 1948



4. The CTA modernization program has made it possible to retire many pieces of old equipment and make extensive purchases of new vehicles. With the recent conversion of the Belmont avenue route to trolley bus operation, approximately (a) 15; (b) 45.5; (c) 72 percent of each weekday's originating rides now start in new equipment. —January, 1949

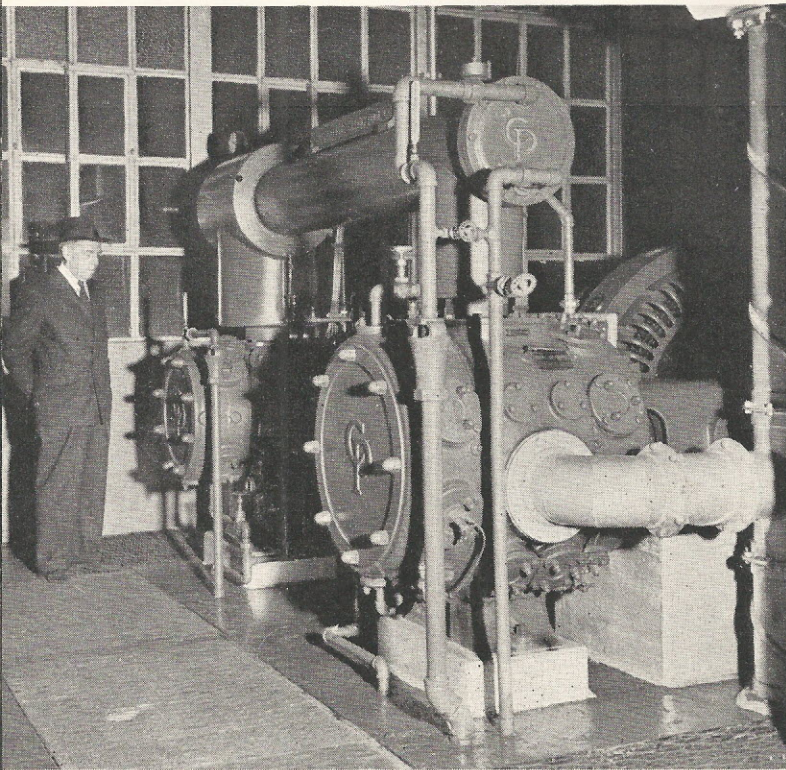


5. A major step taken in 1948 to speed Chicago traffic was the Milwaukee avenue parking ordinance passed by the City Council. Due to this change in parking, streetcar service on Milwaukee was speeded as much as (a) 3%; (b) 5%; (c) 10%. —September, 1948



6. These CTA men are: (a) attending one of the first general meetings of CTA operating personnel; (b) listening to General Manager Walter J. McCarter explain CTA's modernization program and the effect on Chicago's transportation; (c) being requested to help reduce CTA's accident experience. —November, 1948

WEST SHOPS GET NEW AIR COMPRESSOR



THE MODERNIZATION PROGRAM of Chicago Transit Authority is not just confined to new vehicles. Under the supervision of *Edward W. Anger*, Engineer of Construction for the Shops and Equipment department, this new air compressor was recently installed at the West Shops to keep pace with modern trends.

A NEW AIR COMPRESSOR, capable of pumping 1,000 cubic feet of air per minute at a pressure of 115 pounds per square inch, was recently installed at the West Shops, replacing three compressors—1908 vintage—that have been placed in stand-by emergency service. The three old air machines, combined, were able to produce only 600 cubic feet of air per minute at a pressure of 90 pounds per square inch.

Driven by a 175 horse-power synchronous motor, the new compressor furnishes air for all equipment in the entire West Shops, covering an area from Washington boulevard on the south to Lake street on the north, and from Pulaski road on the west to Springfield avenue on the east. An especially constructed addition to the boiler room was built to house the new compressor. This addition is made of concrete and steel and has a fireproof roof. The foundation for the compressor extends seven feet into the ground and weighs approximately 45 tons.

Many Tools Depend on Air

A vast amount of work is accomplished at the West Shops with air tools. Hammers, drills, hoists, grinders, hoses,

WHAT'S

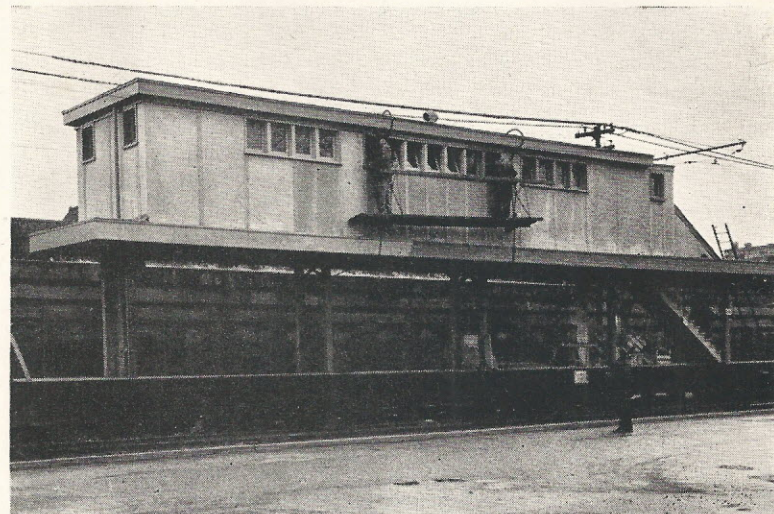
impact wrenches, and many other tools depend on air for operation. Without an adequate air supply these tools operate at only a fraction of their capacity and efficiency.

Operation of the new compressor is push-button controlled. Once started, the motor runs continuously and automatic valves on the high and low pressure cylinders allow air to be used only as it is demanded for the work being done.

The air is drawn from the outdoors to an intake pipe for filtering and then to a silencer that muffles the noises that are inherent in the compression process. After the air passes through the silencer it enters the low pressure cylinder which compresses it from atmospheric pressure to 30 pounds per square inch. It then goes into the inter-cooler where it is cooled by circulating waters to approximately 80 degrees Fahrenheit. When cooled, it progresses to the high pressure cylinder where the pressure increases from 30 pounds to 115 pounds per square inch. While this operation is taking place the temperature of the air in the high pressure cylinder rises to approximately 250 degrees Fahrenheit. The air then enters the after-cooler to be cooled to the outdoor temperature.

Final operation of the compressor is to deliver the air to the five reservoirs located throughout the West Shops from where it is fed to the various machines and tools through pipes.

NEW TRAINROOM AT MARION STATION



MODERN ACCOMMODATIONS FOR Lake street trainmen were made available recently when the newly constructed trainroom at the Marion street station was opened for their use.

Well-lighted, clean and painted green and ivory on the interior, this new room has been built to accommodate 30 employees. For their comfort and convenience, a lunch table,

NEW

lockers, drinking fountain and toilet facilities have been installed in the new trainroom. Although heated at present by a coal stove, it will soon be equipped with a modern automatic heating plant with fans and ducts to carry the heat evenly over the entire building.

Construction of this room was started during the latter part of November when the concrete foundation was poured and the four supporting steel beams were erected. It is 48 feet long, 9½ feet wide and equipped with an office for the despatcher. The trainroom was built 12 feet above the station platform to allow passengers from Harlem avenue to pass underneath without any hindrance.

Of wood construction, it is covered inside and out with asbestos and the walls are re-inforced with six inches of rockwool. Exterior color of the trainroom is gray with a green trim.

LAKE STREET STATIONS REMOVED



WORK ON THE disposal of the abandoned Lake street elevated stations is nearing completion with several of the stations completely removed from the street. Those now being removed from the Lake street 'L' structure are the Morgan, Racine, Damen, Oakley, Campbell, Sacramento and Kostner stations. These stations were closed April 5, 1948, when the new, all-express Lake street service was inaugurated.

Prior to the start of the wrecking work, all useable equipment, such as new lumber, doors, and new railings, was removed by Chicago Transit Authority. Platform girders taken

down from Lake street will be used to lengthen platforms on other CTA elevated structures in various parts of the city.

Two other stations, closed when the new express service became effective, were removed several months ago. They were at Menard avenue in Chicago and Lombard avenue in Oak Park.

In this picture *Flagman William Heffernan* stands ready to signal passing trains while removal operations are in progress at the Damen station.

NEW STOREROOM AT WEST SHOPS



ADDITIONAL STORAGE SPACE for the bus repair shop at the West Shops, Surface system, has been provided with the completion of a new storeroom that will house approximately 6,000 bus material items. Need for this storage space was brought about due to the rapid expansion of CTA's bus fleet with the resulting increase in the number and types of equipment being purchased.

The new room, constructed under the supervision of the Material and Supplies department, covers 3,200 square feet of floor space, providing 7,000 square feet of steel shelving and 1,500 square feet of wood platform. In addition, there are 400 square feet of hinged panels and a section of steel wall brackets for the storage of heavier items, such as axles, steering columns, etc.

Work on the storeroom began in June, 1948, and was built at a cost of \$32,000.

What was Your Childhood Ambition?

Glee Adams and Reporter Marge Busich



Mildred Martin interviews William Callahan



GLEE P. ADAMS, Chief Clerk:

"My childhood ambition was to be a music teacher. Leaning toward this career I studied music for several years. Unfortunately, my goal was never reached, but my appreciation for music is still with me and furnishes me with many pleasant hours of enjoyment and relaxation."



WILLIAM CALLAHAN,

Brief Writer:

"When I was a kid I had an uncle who always drove a brand new Cadillac and gave me a dollar everytime he saw me. He was a lawyer so that was what I wanted to be. I became a lawyer and, even though I drive an eight-year old Plymouth and have a tough time coming up with a quarter for my nephew, I am still satisfied with my choice."

WILLIAM J. CONNOLLY, JR.,

Legal Investigator:

"During my earlier life I participated in most sports and I always had the ambition to become famous as a baseball or football player. Economic conditions and the war shattered this ambition for participating in sports and I think I am a little too old to start now."

E. F. WEINGARTNER, Supervisor:

"I always had a desire to be a locomotive engineer. It was always a delight to wave to the crew and, when acknowledged, I enjoyed the satisfaction of being 'one of them.' To this day I am fascinated by the newest locomotive but have lost the pleasure in waving because they appear to be too enclosed."

MARY NOLAN, Clerk:

"When I was young my ambition was to be rich and famous. Often I would think of all the things I was going to do when this dream came true. But, upon growing older, I realized that those things aren't everything and being happy is far more important."



BE SAFETY-MINDED -

24 Hours a Day

THE IMPORTANCE OF safety on the job is known to every man and woman in work requiring special physical care and caution. By putting to work the safety knowledge they have learned, employees have been instrumental in the steady decrease of on-the-job accidents during recent years.

But what about safety in the HOME?

We who are employed in mass transportation are well qualified to lead the fight against accidents in and around the home. By applying the same safety rules

used at work, we have the weapons and the opportunity to effectively reduce the statistics which show that more accidents occur in the house than anywhere else.

Children Are Watching You

If there are children in the family you should be especially careful to see that your way of doing things is safe. Children are inclined to copy your behavior.

An examination of conditions and habits will serve as a useful guide in organizing a family safety campaign. Here are a few to check now:

Inside the House

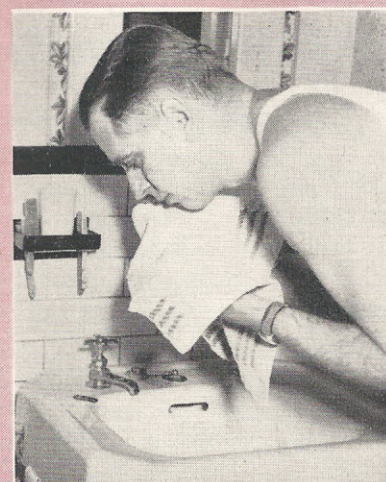
1. Keep all medicine, poisons, insecticides and cleaning fluids in a safe place—out of the children's reach.
2. See that all rugs are secure and have pads to keep them from slipping.
3. Read labels carefully and the directions twice when using medicine.
4. Keep stairways and floors free of articles, such as toys, brooms and mops over which people might fall.

Outside the House

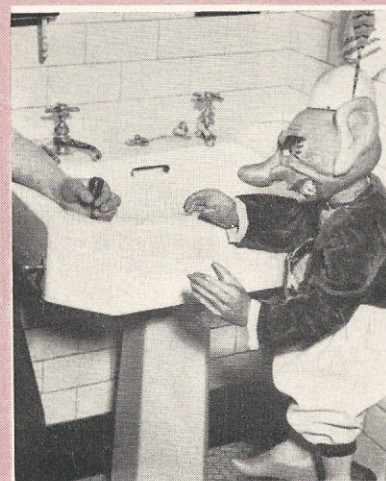
1. See that hoes and rakes are never left with the sharp edges up, and that nails are removed from broken boxes and boards.
2. Leave the garage doors open whenever the auto engine is running.
3. Proceed slowly in and out of the driveway to make sure no one is in the way—and sound your horn.
4. Keep garage and cellar doors closed when not in use.
5. Be sure the clothesline is strung high enough to prevent anyone from running into it.

Streets and Sidewalks

1. See that the whole family crosses at intersections only and always with the light.
 2. Don't jaywalk; never cross the street from behind a parked car or truck.
 3. Keep your car in safe operating condition.
 4. Obey all traffic rules, signs and signals, and stay within safe speeds.
 5. Keep your mind on your driving.
- There are undoubtedly many other hazards in your own home, or neighborhood, not mentioned in this list. Naturally, you will want to do all you can to eliminate them. You'll find that common sense, good housekeeping, cooperation and watchfulness form the groundwork for a successful safety program.



"He's a good guy, but this morning he's in a big hurry—he overslept. Now he'll blame me if something happens to his razor blade."



"I'll get Sis to play with it. She'll like to cut out some doll's clothes, if she doesn't cut herself with the blade first—"



"Aha! that was a real deep cut, too! That's the kind I like. If Daddy could see her now he'd always put his razor blades away in a safe place."

American Mutual Photos

TO THE LADIES

... from Joan

THIS PAGE is dedicated to helping you plan meals during the Lenten season.

It really isn't as hard as some folks think to make meatless Lenten menus both satisfying and appetizing. Hot cross buns, either made at home or obtained at the baker's, make any menu tempting and nutritious, even a plain one. Rolls, coffee cakes, biscuits, and other breads are good menu companions for such Lenten standbys as eggs, cheese, and fish.

Suggested here is a Lenten luncheon, easy on the food budget, which features eggs, but not in the traditional way. Cutlets are shaped from an egg mixture to resemble meat chops, patties, ovals, or triangles. Here is the menu:

Tomato Juice

Egg Cutlets with Creamed Peas

Cinnamon Rolls Butter or Margarine
Hot Chocolate

EGG CUTLETS—Heat 1 cup milk in double boiler. Mix together 3 tablespoons fat and 3 tablespoons enriched flour. Stir into hot milk, until a smooth thick paste. Add 3 chopped hard cooked eggs, 1 cup enriched bread cubes, 1 tablespoon chopped parsley, $\frac{1}{4}$ teaspoon onion juice, if desired, and $\frac{1}{2}$ teaspoon salt and $\frac{1}{4}$ teaspoon pepper.



SCALLOPED TUNA AND POTATO CASSEROLE

- 3 tablespoons butter or margarine
 - 3 tablespoons flour
 - $\frac{3}{4}$ teaspoon salt
 - $\frac{1}{8}$ teaspoon pepper
 - 2 cups milk
 - $\frac{1}{2}$ cup minced onion
 - 3 cups thinly sliced raw potato
 - 1 can tuna fish (7 oz.)
 - 1 cup oven-popped rice cereal
 - 1 teaspoon melted butter
- Melt butter, stir in flour, salt and

pepper. Add milk and minced onion; cook over low heat stirring constantly until thick and smooth. Arrange diced potatoes and flaked tuna fish in alternate layers in greased casserole. Pour cream sauce over mixture. Sprinkle with crisp rice cereal which has been crushed and mixed with melted butter. Bake in moderate oven (350°F.) for about 1 hour.

Note: Cooked potatoes may be used in this recipe. Reduce baking time to about 30 minutes.

Yield: 6 servings (2 quart casserole).

Mix well. Turn out on platter to cool. When cold, shape into cutlets to resemble meat chops, patties, ovals, or triangles. Dip in egg, then bread crumbs,

and fry until well browned, or bake in moderate oven (350 degrees F.) for 30 minutes. Pour creamed peas around cutlets.



Have you ever said, "I have a closet full of clothes, but nothing to wear?" If you have . . . and you're no exception . . . it's important for you to learn how to plan your wardrobe properly at the beginning of each season so that you will always be ready for any occasion. Send for our leaflet "Planning your Wardrobe" to take the guess work out of your buying. Write today to Women's Editor, *Transit News*, Public Information Department, Chicago Transit Authority, 79 W. Monroe, Chicago.

A Family Portrait



A MOTORMAN ON the Surface system for 37 years, *Anthony Varvodick*, 77th, was able to give his sons, *Raymond*, left, and *Edward*, some helpful instructions in mass transit operations when they decided to follow in their Dad's footsteps a few years ago. Now employed as motormen from the same station as their father, all three members of this CTA family often work on the same route several days a week.

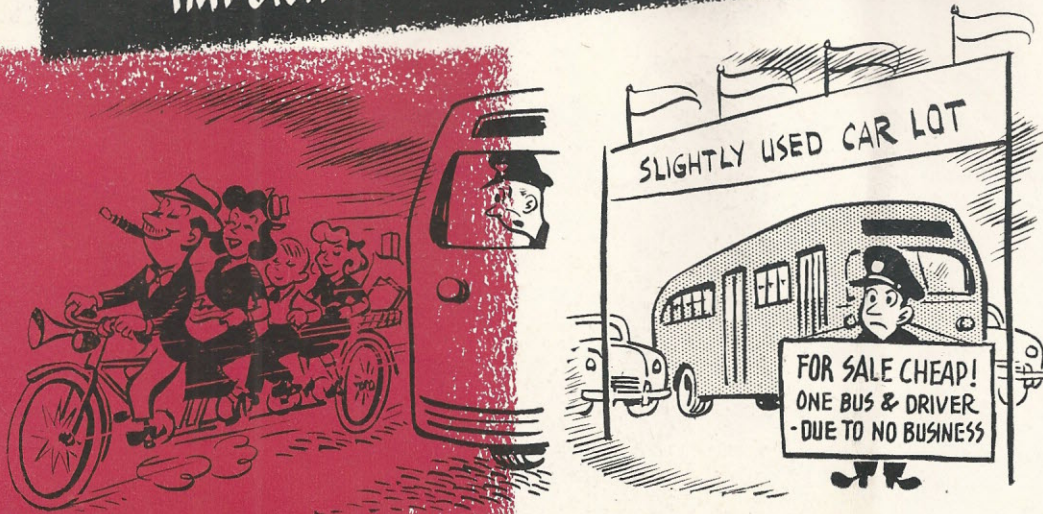
The elder Varvodick, a native of Austria, came to the United States and Chicago when he was 17 years old. After working as a clerk for five years he joined the Surface system as a mechanic and three years later became a motorman. "I've seen a lot of improvements in mass transit vehicles," commented

Mr. Varvodick about his many years in public transportation, "but none can compare with the streamlined streetcars the CTA has put in service in Chicago. They're a motorman's dream—safe to operate, comfortable and smooth riding."

Raymond, single and the oldest boy, has been employed seven years as a motorman. He expects to spend many more years with the CTA and—"who knows," he added, "I might even catch up with Dad's long service record." When Ray isn't working he "relaxes" by keeping the family home in tip-top shape.

The youngster of this CTA family, *Edward*, 28, began as a motorman four years ago after serving four years in the Railroad Engineers Corps of the U. S. Army. During his Army service, he spent 38 months overseas in Iraq, Persia. Ed and his wife, *Mary*, are the parents of a six-year old daughter, *Marlene*.

"A PASSENGER IS THE MOST IMPORTANT PERSON IN OUR BUSINESS"

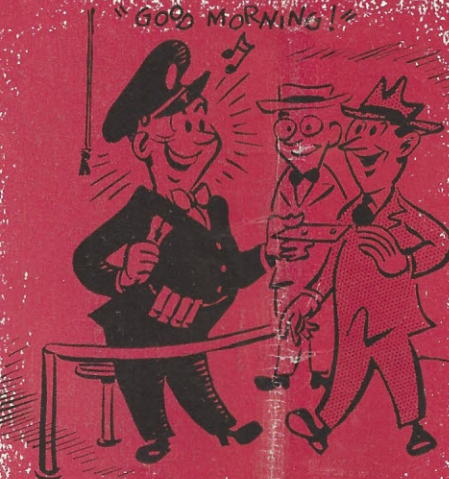


HE IS NOT DEPENDENT ON US...

BUT WE ARE DEPENDENT ON HIM!



A PASSENGER IS NOT AN INTERRUPTION TO OUR WORK..



HE IS THE PURPOSE OF IT!



A PASSENGER IS NOT SOMEONE TO ARGUE WITH..



NOBODY EVER WON AN ARGUMENT WITH A CUSTOMER!

"The Passengers' Fares pay our Wages and Modernize our Equipment"

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