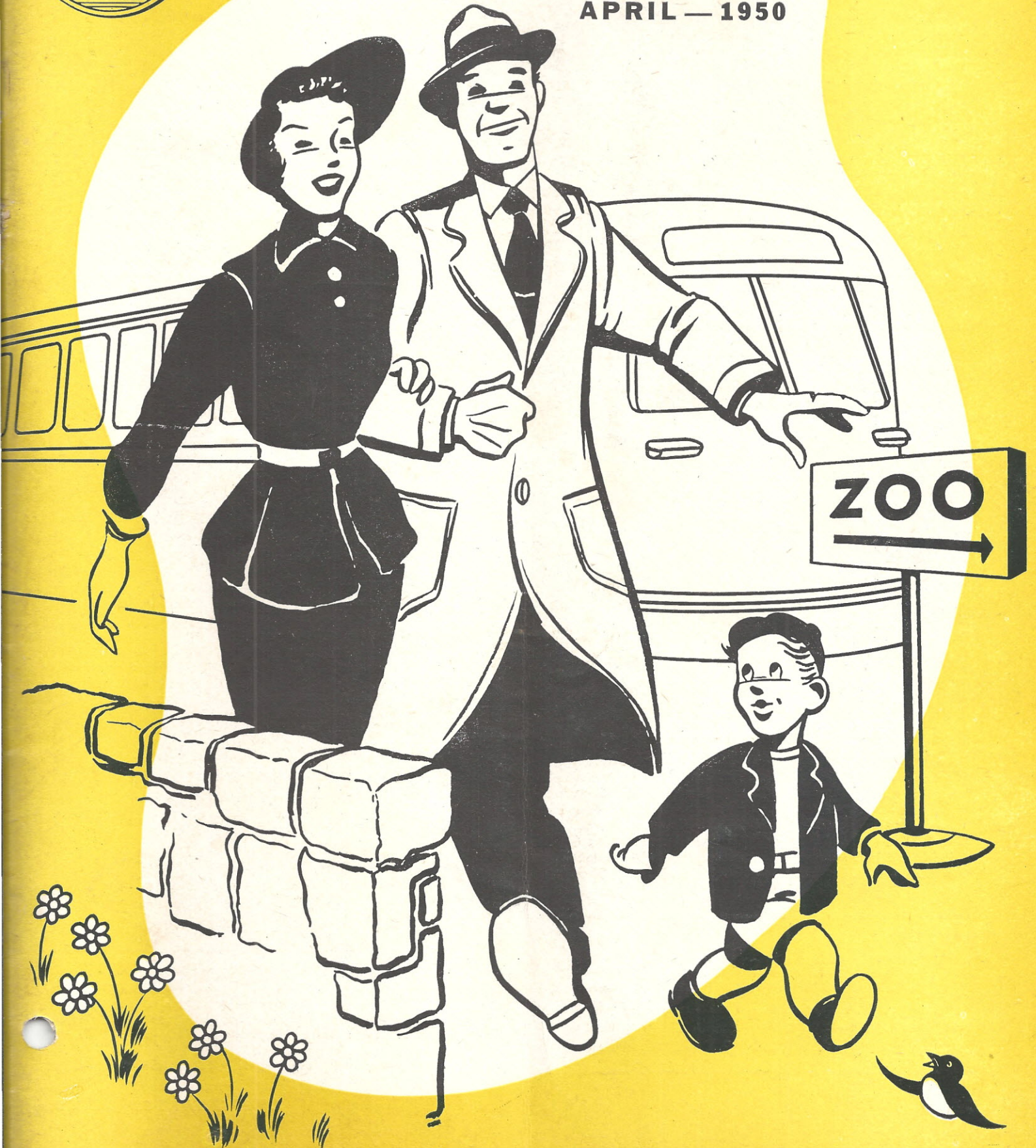




TRANSIT NEWS

APRIL — 1950

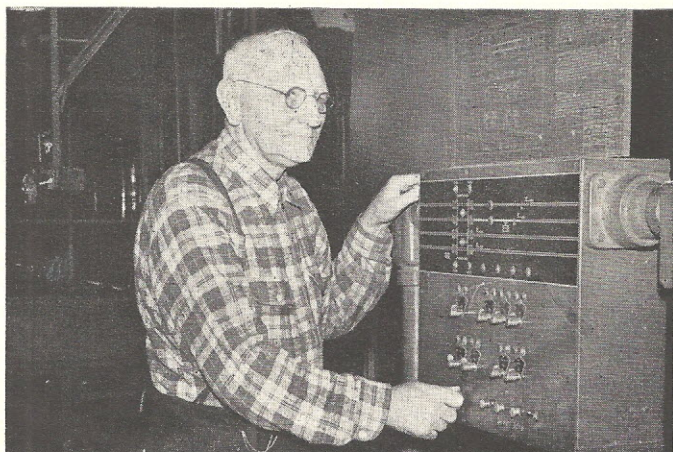


How Do You Rate?

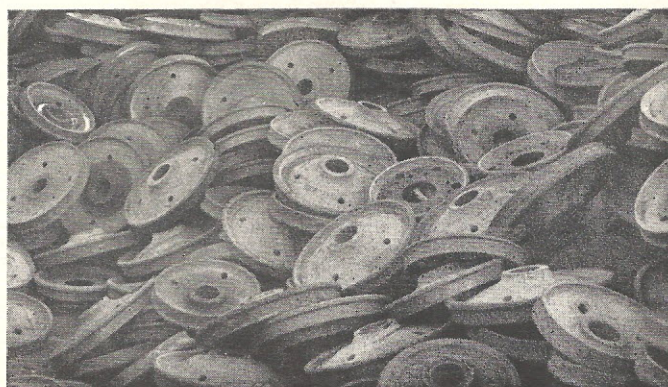
STORIES HAVE been carried in CTA TRANSIT NEWS during the past year on each of the items featured on this page. How many of the questions can you get right?



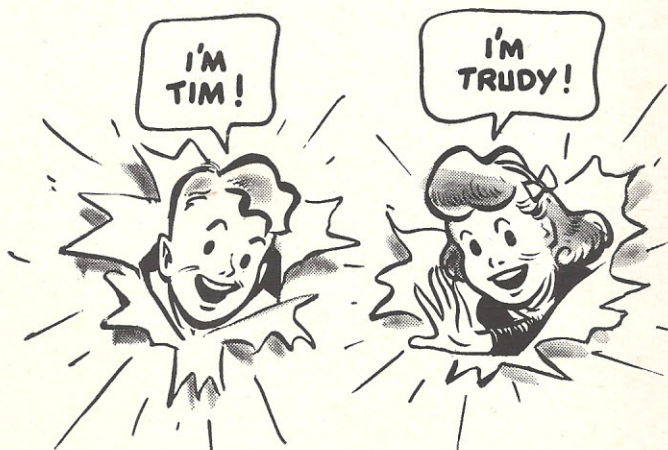
1. An open house was held to celebrate the completion of the first service and garage bus terminal built by the CTA from the ground up, located at: (a) Kedzie-Foster; (b) North avenue; (c) Beverly. — January, 1950.



2. Few of his fellow CTA employees do the type of work performed every day by *Cornelius Van Dyke*. He is shown operating: (a) an IBM machine which is used to issue approximately 43,000 pay-checks each month to CTA employees; (b) the panel which controls the various tracks approaching CTA's "Met" bridge located between Jackson and Van Buren; (c) the switchboard in the power supervisor's office, which controls all power used in the subway. — March, 1949.



3. During the 1949 calendar year, CTA collected and sold 48,500,000 pounds of all classes of scrap material. This photo shows: (a) a pile of scrap wheels at the 78th street yards; (b) discarded armatures; (c) new wheels and trucks for PCC cars. — February, 1950.



4. As part of a service program to inform the public on transit and safety matters, the CTA has: (a) distributed safety posters to public and parochial schools in Chicago. (b) distributed 500,000 traffic safety booklets to Chicago motorists. (c) carried articles on transit problems in the RIDER'S READER.—December, 1949; April, 1949; February, 1950.



5. This is a symbol of the final unification of the rapid transit and surface systems of the CTA. It is: (a) the new CTA transportation identification badge; (b) a CTA award for safety; (c) a "secret" badge being distributed to Chicago school children to promote safety.

CTA TRANSIT NEWS

VOLUME III — NUMBER 4

Published by and for Employees of the Chicago Transit Authority. Address communications to the Public Information Department, 79 West Monroe Street, Chicago 90, Illinois

H. L. Pollard, Director of Public Information

John H. Fisher, Director of Publications James J. Kennedy, Editorial Assistant

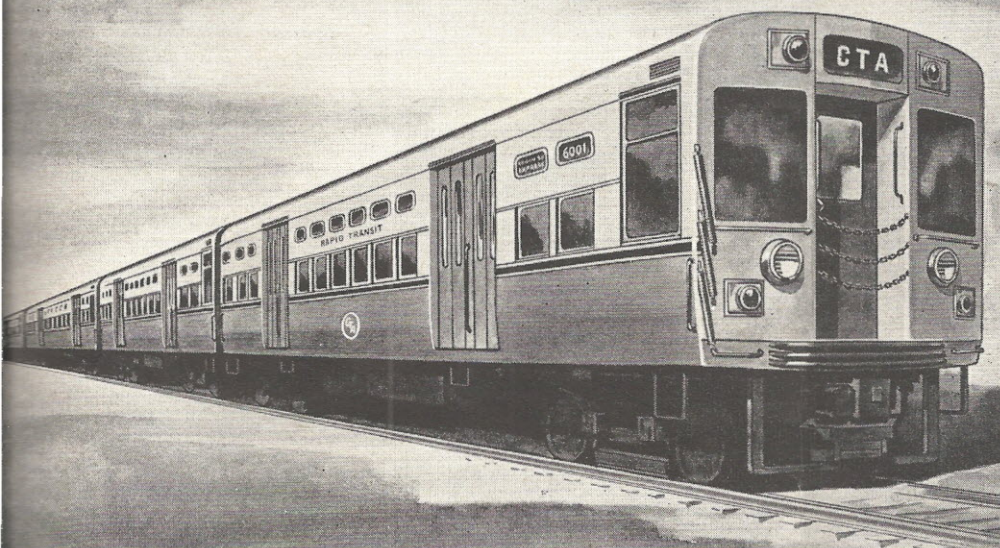
COVER - an artist's interpretation of the fact that "It's Spring!"

Correct Answers: 1-c; 2-b; 3-a; 4-a, b, c; 5-a.

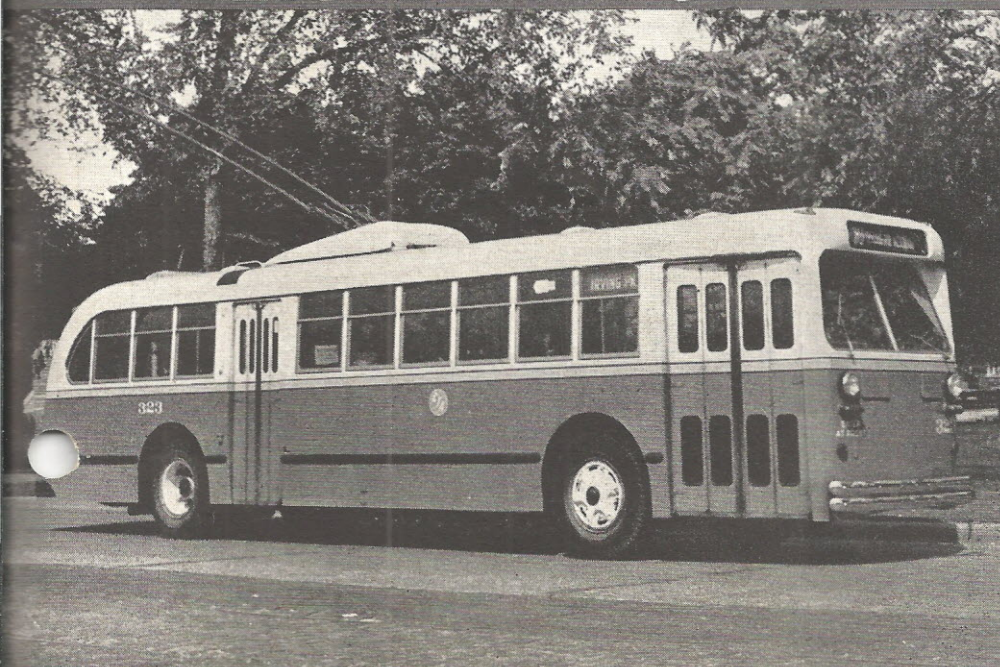
CTA TRANSIT NEWS



WE WANT MORE



LIKE THESE



THE PURCHASE of 800 of the latest type of local transit vehicles—300 elevated-subway cars, 300 trolley buses, and 200 motor buses—on a \$20 million deferred payment plan is contemplated by the Chicago Transit Authority.

Under the plan being considered the CTA would pay five million dollars down in cash and issue equipment trust certificates to cover the remaining \$15 million. The CTA has been negotiating with both the Reconstruction Finance Corporation and private sources for the financing of the purchase.

25 Percent Down Payment

Originally the CTA had planned to pay cash for the 130 "L" cars now being manufactured by the St. Louis Car company. But it now proposes to include them in the deferred payment purchase plan. A down payment of only 25 percent would then be required, thereby enabling the CTA to make the \$5,000,000 down payment required under the \$20,000,000 deferred payment plan.

Board Chairman Ralph Budd has stated that "It is the Board's firm conviction that the 800 units of new equipment, which could be placed in use within a year, would materially aid the CTA in improving service and in bettering relations with its riders."

Will Modernize Fleet

The purchase of the 800 additional units would bring up to modern standards and requirements more than 50 percent of the CTA's entire car and bus fleet.

The addition of this equipment will make our service more attractive. This should bring more riders, thereby enabling us to keep the modernization program rolling along.

Originally it was contemplated that the CTA would finance its \$150 million 10-year modernization program mainly out of current earnings, but presently that is not possible.

The Ghosts of Transit Street

(A Short Story)



IT WAS a bright clear day. In fact the sun was so bright that *Bus Operator Chuck Adams* had to put on his sun glasses.

He was driving his bus along *Transit* street when the couple flagged him.

With a fancy flourish he brought his bus over to the loading zone. The nose of the bus was neatly lined up with the building line. The rear door was just a step from the curb. He always got a sort of satisfaction from pulling up just right.

He pressed the button for the front doors, and waited.

Chuck thought to himself that the day might even be warm enough so that he could do some gardening.

He suddenly realized that no-one was getting on. What were they doing? Did they think he had all day? The man may have been old, but not so old that it would take him this long.

Then he looked out. The sun was shining just as brightly as before. There were no buildings close by where people could disappear. But there just simply was no one at the curb.

He closed the doors and slowly shifted gears. That was funny—!

On his return trip it happened again. He had three lone passengers on the bus. It was the same corner. The man stepped up to the curb and hailed him in the same way. It was the same couple.

Chuck watched them curiously as he pulled up to the stop. He decided to ask them what happened before. Then, just as doors snapped open—they disappeared before his



very eyes! That time Chuck got up out of his seat and stepped to the door. There was no one there.

He glanced back at the passengers on the bus. Was someone kidding him? The mild-mannered fellow sitting in the first seat looked up from his book. "Lose something?" he asked.

Chuck shrugged and went back to the driver's seat.

* * *

That evening some of the fellows were chinning together. Somehow the conversation worked around so that Chuck found himself telling the story of what had happened that day. He was embarrassed.

"Sounds crazy, but so help me, that's what happened," he concluded.

There was a moment's silence.

Then one of the fellows snorted. "Chuck, you sure are in a bad way. They'll be cartin' you out one of these days."

They all laughed—with the exception of one of the older bus operators.

"You know," he said, "that ain't so funny. The other day I was talking to a fellow from the 'L' and he'd had almost the same experience. Only with him it was two girls. He said he'd have sworn they were standing right there on the platform. He opened the doors for them to get on—and blest if he could see 'em anywhere!—He called 'em 'ghosts.'"

The fellows howled derisively.

"Yell if you want to," the older man continued, undisturbed, "but that's what he called them—'ghosts'—ghosts of the passengers we used to have."

* * *

The number of CTA riders has been decreasing steadily since 1946. Our transit system today is "haunted" by the "ghosts" of these passengers who used to ride with us.

Where are these people? Who are they?

Our biggest job today is to find these former riders and have them ride with us again.

If we could bring back *just two* of these "ghost riders" for each trip we operate—we would be able to pay all of our operating and maintenance expenses. We would be able to service our bond reserve, our operating expense reserve and our city compensation fund. We would be able to keep the CTA modernization program on schedule so that it will be completed by 1957.

If we can bring back *just two riders for each trip* that we operate each day of the week—it would amount to the recovery of 32,000,000 riders that we lost during the past year!

What say we all get busy and go ghost hunting?



What Can We Do?



CLARA KITSON, Agent: "I try to meet my customers with an intelligent attitude. By being ready to help them with travel information, I let them know that I am interested in their reaching their destination safely. Satisfied customers will come back."

IN A MESSAGE to all employees, General Manager Walter J. McCarter stated: "You are the CTA's sales force. You are the individuals whose labor in track, structure and electrical maintenance, in the shops and garages, and in the offices, and whose daily personal contact with the riders on our vehicles can sell or unsell our service." With this in mind, Inquiring Reporter J. J. Baly asked North-side employees what they felt employees holding positions such as theirs could do to help sell CTA's service.

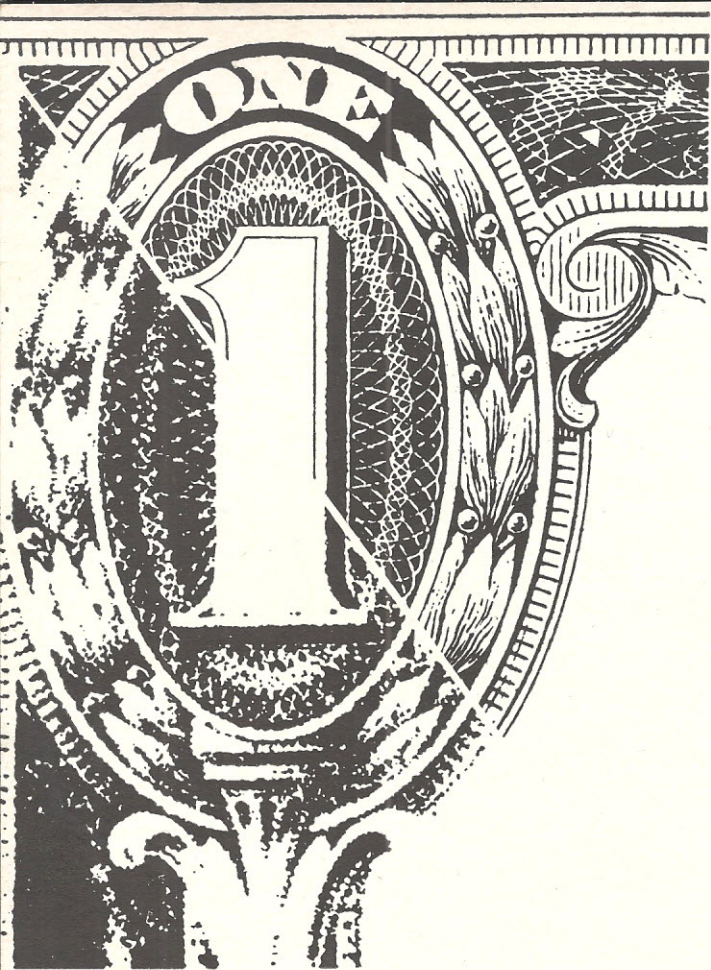
RICHARD BLANE, Collector: "Our customers are looking for service and attention. I can help sell our service by being courteous, giving correct information, and making sure passengers are given the right transfer."

MICHAEL CRONIN, Motorman: "When I operate my train skillfully and safely, I feel that I am helping to sell passengers on continuing to use our service. A motorman should know his duties well and perform them conscientiously and efficiently."

BERNARD REGAN, Platformman: "Other employees and I can help promote business for CTA by being courteous to our riders and by performing all of our duties conscientiously. Also, we should be aware of any special events going on so that we can be helpful in giving the proper directions."



JAMES SIMSEN, Trainman: "I try to treat each customer as I would like to be treated if I were the rider. I familiarize myself with all transfer points, locations of hotels, railroad stations and important institutions so that I can give correct information regarding destinations. These things should help promote business."



THESE are enlarged pictures of the upper left-hand corners of good and bad one dollar bills. The part on top of the diagonal line is from the genuine bill. The part under the line is from the counterfeit. Notice that the fish-net lines around the figure "1" are clear and distinct on the genuine bill. Some of the lines on the counterfeit are broken and are not clear and distinct. Most counterfeit bills are printed so poorly that the defects shown here may be detected with the naked eye, after you study these enlargements.

PLENTY OF FOLKS riding the Madison street line offer bills to pay their fares. In fact, *Conductor Ed McWilliams* once had a passenger ask him to cash a check!

So he wasn't surprised when the nicely-dressed young man offered him a ten dollar bill.

"Do you go as far as Crawford?" the young man asked.

"We sure do," McWilliams said. "I'll call it for you." Having just completed his rush hour trip, McWilliams had plenty of change. So, in order to oblige a stranger in town, he accepted the bill without question.

When the car reached Paulina, McWilliams noticed that the young man got off. Later, he realized that that should have made him suspicious. But it wasn't until he was turning in his receipts that evening that he discovered, for the first time in 17 years on the surface lines, he had accepted a phoney bill.

MONEY is so much a part of our everyday life that we seldom check the bills that we handle. Changing a large bill is a swell way to get rid of a pocket full of nickels and dimes. But, unfortunately, the conductor or bus operator might find his pocket permanently unloaded to the tune of

LOOK OUT!

The reproductions on these pages were made by special authority of the Secretary of the Treasury. Further reproduction, in whole or in part, is strictly prohibited by law . . . Material contained in this article was obtained through the courtesy of the United States Secret Service and the Federal Reserve Bank of Chicago.

ten or twenty dollars—if it turns out to be a phoney bill. Hardly a week goes by but what some CTA employe accepts a counterfeit bill.

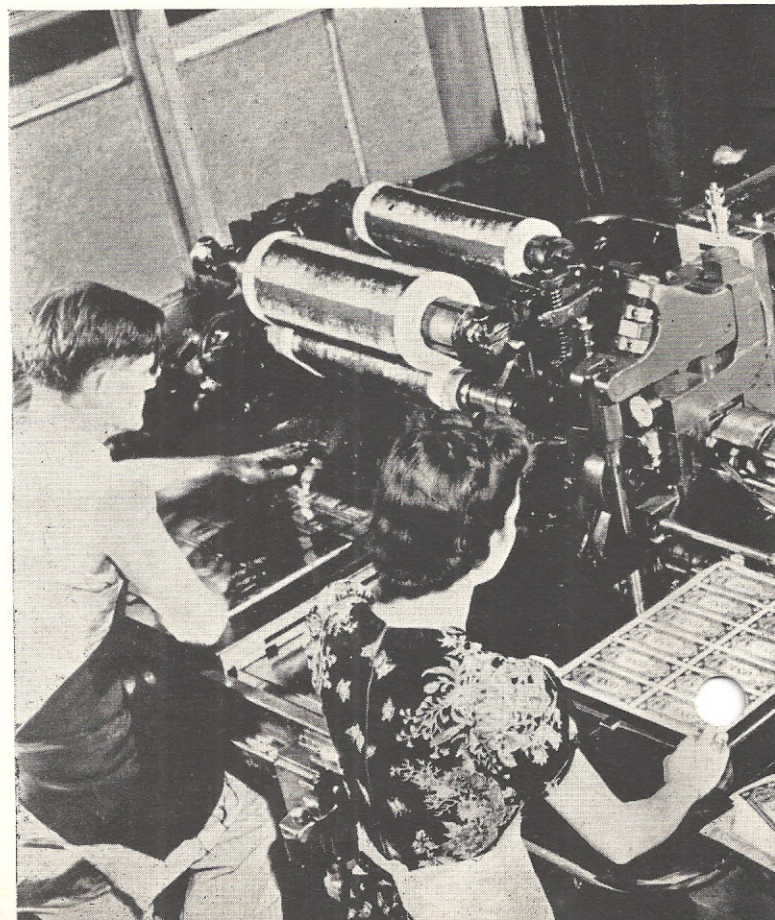
The United States Secret Service, whose job it is to chase down phoney money-makers, has the theory that "Although not all strangers are counterfeiters, all counterfeiters are likely to be strangers."

But it doesn't always work out that way.

Exchanging your cash for a bill at the neighborhood store isn't even a sure method.

The father of *Bus Operator Sidney Solomon* operates a shoe store. During the course of one day he accepted a couple of twenty dollar bills. That evening he asked Sid to cash one of them for him.

Sid gave him change, but at the same time warned his father that the bill didn't look good. Sure enough, when



It May Be Phoney!

the bill was turned in to the receiver at Archer it was identified as being counterfeit.

HOW CAN you protect yourself against counterfeit money?

Conductors and bus operators are protected to some extent by the ruling that they do not have to change anything larger than a two-dollar bill. Agents in elevated stations are similarly protected by their five-dollar limit.

But the best insurance is to make yourself familiar with authentic United States currency. If you have a bill that you suspect, fold it and match it against a good bill of the same denomination.

The *portrait* on a genuine bill stands out distinctly from the oval background. The eyes have a life-like appearance. The background is clear and made up of a fine screen of regular lines.

The saw-tooth points around the rim of the *colored seal* are even and sharp.

The *serial numbers* are made up of firmly, evenly printed figures, well spaced.

All genuine bills are printed on *distinctive paper* in which very small red and blue silk threads are scattered. However, the silk threads are not always noticeable on bills that are badly soiled or worn.

Rubbing a bill on a piece of paper will *not* prove it is

genuine or counterfeit. According to the Secret Service, ink can be rubbed from both good and bad bills.

EVERY PIECE of United States currency is a work of art. When a design for a new note or other security of the Government has been decided on by the Bureau of Engraving and Printing and has been approved by the Secretary of the Treasury, the engravers begin their work of making the plates.

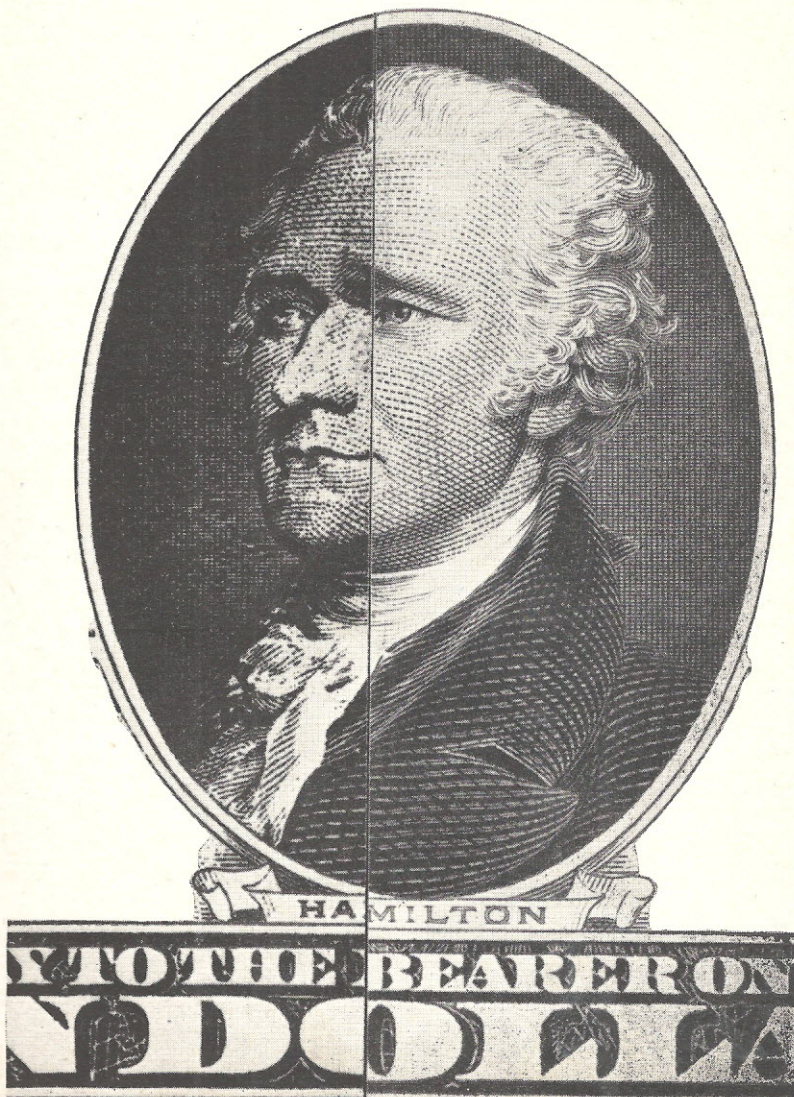
No one engraver does all the work. Each man is a specialist. One works only on portraits, another on lettering, another on scroll work, and so on.

Each engraver, with a steel tool known as a graver, and aided by a powerful magnifying glass, carefully carves his portion of the design into soft steel. One false cut or slip of his tool means that weeks or months of labor will have been in vain.

The finished engraving is hardened and transferred by means of a series of impressions in soft metal to the plates which are used for printing the currency.

No counterfeiter has ever duplicated the artistic work of the expert engravers of the Bureau of Engraving and Printing.

THE PORTRAIT of Hamilton appears on a ten dollar bill. The portion to the left of the vertical dividing line is from a bad bill. The eyes on the counterfeit are not clear and the fine lines that form the small square in the background are barely noticeable.



INK for printing paper currency is mixed special in the Bureau. The paper is prepared under a special formula. After the sheets of bills have been printed they are put through a sizing operation which improves the finish of the currency and strengthens the paper by making it more resistant to dirt, grease and wear. The average working life of a dollar bill is nine months.



ANY CTA'ER who owns a television set and views the soccer games should be able to recognize this fellow as *Duncan Murray*. Why? Because one of the fellows on the field who is always watched closely by the fans is the referee—and that's frequently Murray! Born in Scotland where the game originated, Murray first played soccer when about seven years old. "That's the way it is over there," he says. "Soccer is as much a part of a boy's life as baseball is here." Murray retired from active competition in 1941 and since that time has been refereeing games in Chicago.

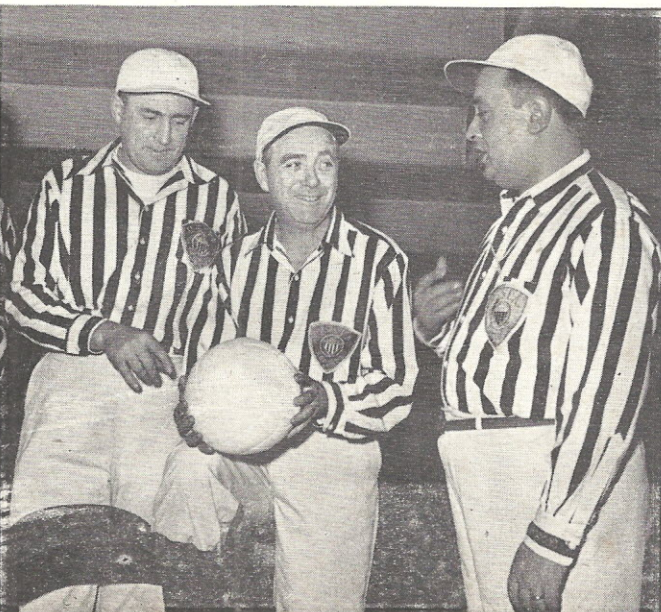


SOCCER games played indoors in Chicago each last twenty minutes. There are usually five to six contests played every Sunday. All of these games are officiated by the same referee and linesmen. Standings of the teams are determined on the basis of two points for each victory and one point for each tie. Murray believes there are two reasons why soccer is gaining in popularity. "Television has helped immensely," he explains, "and also the fact that many high schools throughout the country are now teaching students to play the game."

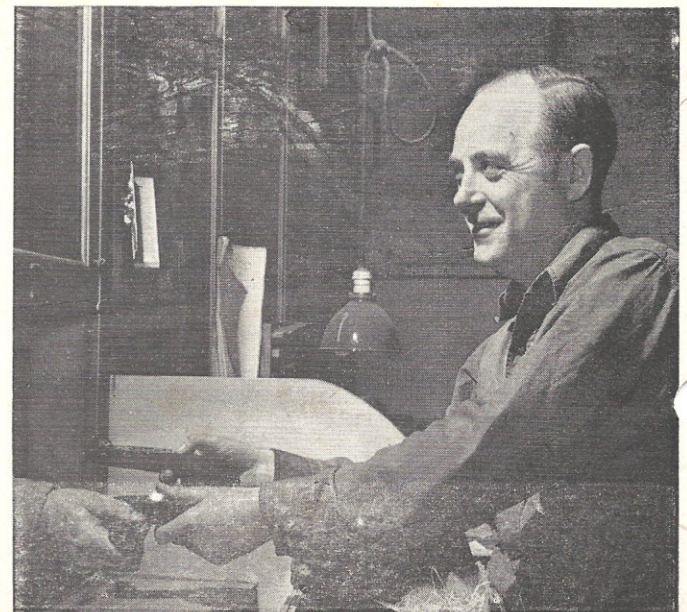
Soccer Time!

THE sport of soccer has been increasing in popularity throughout the United States during recent years. A CTA authority on this game, from both a player and official capacity, is Stock Clerk Duncan Murray, Montrose avenue storeroom, who has been active in the game approximately 35 years.

"OFFICIALS working a soccer game get just as many boos and as much work as an umpire in a baseball game or a referee in a basketball game," says Murray and his two linesmen, *Fred Linstow*, left, and *Rudy Trautman*, right. As the referee, Murray must keep a record of the game, act as timekeeper, watch for tripping, pushing, or any rough play, and see that the players do not use their hands to move the ball. Only the team goalies are allowed to touch the ball with their hands. The linesmen are situated at each goal where they indicate when the ball is out of play and which side is entitled to a corner-kick, goal-kick or throw-in.



AN employee of the Stores department of Chicago Transit Authority for five years, Murray, 42 years old, is now working as a stock clerk at the Montrose avenue storeroom. He came to this country when 19 years old and worked as a mail clerk and salesman before beginning with the Rapid Transit system of CTA. From 1942 to 1945 he served as a sergeant in the U. S. Army, with overseas duty in the Southwest Pacific to his credit. Murray claims that refereeing soccer games is a good way to stay in top physical shape. "I can usually expect to lose five or six pounds when I work the games," he says, "so I never get too heavy."



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

The Vault Is Full — of Males!

ACCIDENT INVESTIGATION — More new faces in the vault, all male! . . . *Anthony Green, Frank Krause and Girard McSwain.*

Everybody else was going to Florida so we took a two month vacation, too, but now we are back, all rarin' to go. *A. Gustafson* looks a bit thin since his family took a trip to sunny Florida . . . couldn't you stand your own cooking, Gus?

Pauline Lembachner is in a dither over her coming marriage, while her cell mate, *Rosemary Sullivan*, appears quite the opposite with her swollen jaws.

Everyone wore a touch of green on St. Patrick's day, but *J. O. Dwight* topped them all by getting a new green Chrysler.

Rita Winnis is in stitches—since her recent operation. Your desk is lonesome so hurry back. "You've returned," was shouted to *Nora Cronin* and *Mary Dunne* when they rejoined us after being on the sick list. We are waiting to extend the same greeting to *Marty Garrity* and *Val Nessinger*.

The department's sympathy is extended to *Mary Finnegan* on the sudden death of her mother-in-law.

Beware mixed league bowlers! Our new bowler, *Ethel Falk*, is on the loose!

Grace Johnson looks very suave with her cute hair cut. The new gray curls on *Jeanne Ludmann's* head is attributed to her girl friend, *Loretta*.

Familiar Office Sights!

Norm Graver paying off his bowling debts on Thursday morns . . . *Julia Lellinger* and *Eleanor Garro* looking like angels under the beam of their new desk lamps . . . and us, typing up news the day after the deadline.

—"JERRY AND CAL"

Be On Your Guard, Men

BEVERLY—Word leaked out that *Bus Operator Bill Lewis'* wife is going to be one of Uncle Sam's census takers. Be careful when



WIN BASKETBALL TITLE

WINNER of the Wilson YMCA basketball league championship, with a 14-won, 2-lost, record for the season, was the North Side "L" team representing Chicago Transit Authority. The team (dark jerseys) is shown in action during the season's final game against the Industrial Training Institute, which they won by a score of 80 to 42. Players on the team, all North Side "L" employees, are *Switchman Joseph Mueller, Guards Michael Lavelle, Verne Johnson, Patrick Staudt, James Henry, Eugene Dolan, Marty Gaughan, Tom Conoboy, Rudy Bouser, Daniel McIntyre, Pat Donahue, Motorman Nick Danakas, and Conductor Ed Kirschbaum.* The team is managed by *Despatcher Harve Nicklas.* By winning first place in the league, North Side "L" automatically qualified for the playoffs among the teams that finished second, third and fourth. There were eight teams in the league.

talking to him, he might be helping his wife gather some vital statistics.

Mr. and Mrs. Jack Fisher, he a night bus operator, finally gave up their Bridgeport citizenship and moved a little closer to Beverly Depot. He told the moving company they would have to move him at night as he would see much better since he has worked nights so long.

It was a Sunday afternoon, Feb. 6, 1950, when driving westbound at 103rd and Yates, that *Jack N. Johnson* and *Stanley Slusarski* saw a 1949 Hudson on fire. Quick as a flash the drivers came out

with the fire extinguishers and put it out. The owner embraced the two drivers, thanking them deeply, and almost kissed them. Was it a woman driver, boys?

After a few months off sick, we were all glad to welcome back our chief clerk, *William D. Frank.*

—DANTE BRUNOD

TRANSITAD

FOR SALE — Used washing machine, 4x7 feet section of a sectional (upright) garage door and a 2-ton movable automobile jack. Telephone *John Lhotka, Stanley 9700-M.*

"What's Your Age?" Is the Big Question

ACCOUNTING—The personnel of the office numbers several hundred souls who have occupied this mundane sphere for varying spans of time, quite obviously. But to prove that they were born, and when, is the question of the hour since the retirement forms were distributed. Many were amazed to find that no record of their arrival existed and now they're busy cutting red tape to get the necessary documents. *Donald* and *Ida Lemm* would do well to take heed and have a wholesale lot of photostats made of the records of *Paul Joseph*, who made his debut on March 8 . . . By 2000 A.D., *Brian Edward*, born March 10 to former employee *Eleanor Bozelka* (IBM), may find use for a lot of records, too.

C. H. "Marty" Martinson has returned from a Florida vacation. Tampa, St. Petersburg, Sarasota and Clearwater were included in his itinerary. Deep sea fishing on the roughest day of the season found him unruffled, though the ship was forced to put to port early because so many were unable to take it. The horses at Sunshine Park were kind to him, alas however, most of it went to the dogs (races).

New Address

Esther Lassen, Treasury, has just moved into her newly completed ranch home in Desplaines. She but lacks exposure to the fascination of a seed catalog to become a true suburbanite.

Doris Coughlin is convalescing at home after surgery, and *Muriel Birtley* and *Gus Drawert* are still on the sick list.

Martha Neffas has been transferred to "79." . . . *Billy B. Fraley* is replacing *John Weisolek* who went to the IBM department.

The Budget department, whose personnel have been closely associated with *E. A. Brion*, chief statistician, is certain his absence due to retirement will be keenly felt by his many friends.

—HELEN A. LOWE

A Vacation Dream, No Doubt

ARMITAGE—*Motorman Roy Croon* was sleeping peacefully one night recently when he heard a terrible sound coming from the basement. Grabbing his trusty deer gun he dashed below to find his fishing tackle, flies, bobs, sinkers and reels dancing all over the place. Then he woke up.

Some fifty or sixty Armitage men gathered together on Sunday, March 19, to honor our retired board member, *Ole B. Olson*. It was his 48th anniversary with Chicago transit.

The 24th of this month we bid farewell to *Noah Moss*, repair department clerk. Moss ran gas cars in Indiana and compressed air cars in Detroit before coming to Chicago and the cable cars in 1905. He transferred to the rear end in 1907, and was a conductor for many years. He then became janitor and finally clerk. Noah recently purchased a home in Florida where he is going to spend his retirement.

Conductor *Krupa* says his baby daughter, *Christina*, has just cut her first tooth and is yelling for sirloin steak already.

George Demco and *John Gebel* have their spades, hoes and rakes all sharpened up and rarin' to go.

A lot of our men at Armitage had a tough time, last month, proving that they were born. Now they're trying to find out why.

—TED SHUMON

Don't Say You Were Not Warned

DEVON—All golfers and would-be golfers please heed these few words of warning: *Operator Tom Roan* has lost 20 pounds and wishes he could have all the greens set at least 20 yards farther away, as he says he has plenty of power now and the control to go with it.

With regrets, we find that *Edward Mann*, of our repair department for the past 31 years, buried his wife on the 26th of January.

Conductor *Pat Garrity*, manager of our ball team last year, has a manager of his own now. He was married on St. Patrick's Day at

Queen of Angels Church. Here's hoping he has winners in all of his undertakings this year, including our team. Let's all get behind him, and if we don't play ball, at least come out and root for the team.

—LARRY HIPPERT

Ready to Roll

COTTAGE GROVE—Conductor *A. F. Klingenhagen* is particularly happy to see Spring. He has taken his car off the jacks in preparation for his occasional week-end visits to the country with his family.

Another one of our popular trainmen, *Conductor F. Dimaline*, has taken his pension to retire to a life of ease in his beloved hometown of Coal City, Illinois. His welcome mat is spread should any of you boys drive by.

Clerk *Matthew J. Thompson*, son of *Night Relief Superintendent Clarence Thompson*, reports that he is the proud father of a baby girl born March 16. The name of the young miss is *Laurel Lynn*, weight seven pounds, two ounces. He has assured the Missus of doing all of the future household chores (diapers).

Motormen D. E. Mallon and *C. Hobson*, near future prospective grooms, were all ears getting the lowdown on newly married life from *O. L. Douglas*, who now has the lovely background of two months experience.

—GALE HRUSKA

Nice Place to Go When You Move

ELECTRICAL (RAPID TRANSIT) — When *Frank Parise*, draftsman, moved on Friday, March 24, 1950, it was into his own new home.

John Bloomberg, draftsman, is on leave of absence, enjoying himself in Sweden.

Kenneth Taverner, foreman of line construction gang, is back at work after a long vacation in California.

Tom Henry, maintainer, has been off sick for two weeks. *Roy Sneen*, helper, is in the Illinois Masonic Hospital. *Larry Crowley*, helper, is still at home convalescing.

The Electrical department extends its deepest sympathy to *Ed*

RETIREMENTS



Thomas J. Smith, bus operator at North, compiled 42 years of service before retiring on March 1. He was a conductor before becoming a bus operator in 1940. Smith was operating on the Narragansett route when he retired and looked forward to his pension so he could "just take it easy."



Jacob Raffee, motorman from Archer, is an enthusiastic sports fan and intends to enjoy part of his retirement at the ball park. Aside from enjoying all types of sporting events, Raffee is fond of traveling and hopes to make a trip to Florida. He had 44 years of service.

Davies, lineman, on the death of his young son, March 16.

William Waters, lineman, is now acting foreman at Lafin street shop, while *Bob Conroy* is acting superintendent of electrical construction.

Fred Kass, lineman, became the proud father of a baby son, February 22.

C. J. Gardner, helper, left the ranks of bachelors on Saturday, March 11.

—BURTON A. ENGBERG

More Work for The Census Taker

ELECTRICAL (SURFACE) — *Apprentice Operator Chester Cudek* is the proud daddy of a baby boy who arrived on March 10. His name is "Thomas Albert." He now has two boys. *Gus Gregory*, apprentice operator, is very much taken up with "Karen Kay," who arrived on February 28. "Patricia Ann" is the new arrival at the home of *Frank Bovina* of the Line department. She arrived on March 7.

Paul Dempsey of the Line department was married to *Emma*

Bartels of Chicago, on February 18, at St. Philomena's Church. *Paul Follenweider* of the Line department and *Mary Ann Walse* were married on St. Patrick's Day at Our Lady of the Ridge Church.

Sympathy is extended to *Joseph Maxwell* of Grand and Leavitt who recently sustained the loss of his brother. Condolences are also sent to *Chief Operator Archie Smith* who recently lost a sister.

—GILBERT E. ANDREWS

A Late Welcome To New Tenants

GENERAL OFFICE (JACKSON) — A late, but nonetheless, hearty welcome to the Insurance Exchange Building Messrs. *Imhoff* and *Bitournal*!

Congratulations to proud, beaming *Joyce Kealy*. She became the grandmother of a bouncing baby girl, *Elizabeth Ann*, on March 20.

We wish to extend our sympathy to *G. S. Graybiel* in the loss of his father who passed away March 17.

It's good news to hear that *Jane Geraghty's* husband is coming along well after a lengthy illness.

—BRENDA & COBINA

Bells (Wedding) Ring at 600

GENERAL OFFICE (MONROE)—Let us be seated and watch the brides and grooms from 600 Washington on parade. *Helen O'Connor* on the arm of *Henry Bragdon* of West Penbrooke, Maine, back in Helen's home town, Whittenmore, Iowa; *Edward Henry* and *Loretta Vesely*, May 20, Christ the King Church; and *Tom Reilly* and *Dorothy Mulcahy*, St. Kilian's Church. Ah, Spring!

Cake and ice cream was served in the employment department to help *Marilyn Christian* reach her twenty-first milestone. The folks at Clark & Division just don't watch the Fords go by, they go buy Fords. The latest victim to succumb is *John Flynn*.

Pension division sez "Hi Terry" to *Theresa Focht* who has joined their ranks. . . . Surface transportation, central district, extends a royal welcome to the following supervisors: *E. Budoff*, *H. Elke*, *F. Limmel*, *M. Lyons*, *A. Moilanen*, *N. Riddle*, *T. Shanahan*, *J. Stanton* and *T. Walsh*.

Charlie Gylling would have to be on the sick list on his birthday, but he is back on the job, spy as ever, receiving congratulations on the grandest birthday gift of all, a lovely brand new grandson.

The Green Look

The seventy-niners looked like lads and lassies from the land of the leprechauns as they bedecked themselves for Paddy's Day. The lads with ties of green and the lassies with a gay posy. Heading the parade were our two "Clanagale Guards," *McCann* and *Roney*.

Fran Knautz doesn't know whether or not t'was a good idea investing in a television set. It may look like a rodeo convention outside his house, but it's only the young Hoppys in the neighborhood lining up outside for a peek at video . . . *Charlie Stephens* is having wall paper trouble. Didn't measure the room quite correctly and in the home stretch there wasn't enough to go around, and that's not good. The fifteenth of March held no horrors for *Jim Tucker*. Instead of dashing madly to file his return, the government came to him in the form of a re-

We Need MEN

... for Surface Transportation Work

If you know of someone interested in a transportation job with CTA's surface division, send him to the Employment Department, 1165 North Clark Street.

Hiring Requirements:

Good Physical Condition

Ability to pass simple qualifying tests

fund check.

Moving Around

About the most perplexed seventy-niners right now are our telephone gals and boys trying to keep abreast of the rovers. "Hope we don't get our signals mixed," sez *Chas. Butts*, as he and his signal department take over 1209. Into their vacated quarters in 720-721 moved part of Staff Engineer's office. Rapid Transit transportation is packed and waiting for the moving van to deposit their business possessions in Room 401, alongside of Surface transportation.

Our sympathy to *Mary Isbrandt*, in the death of her mother.

An Easter basket of best wishes to *Tom Mulvey* who has left the hospital and is convalescing at home in Aurora. *Erna Buchholz* and *Jessie Reed*, after listening to *Ed Reichard* talk about his trip to Florida, went out and purchased their transportation and will leave shortly.

—MARY CLARKE
JULIE PRINDERVILLE

News From a New Reporter

KEDZIE—Greetings and salutations to all ye men of Kedzie. I would like to take this opportunity to introduce myself as your new "CTA TRANSIT NEWS" columnist, and, at the same time, apologize for the lack of material and coverage in my first article—The deadline hit me right between the

eyes—. However, in succeeding issues I will endeavor to see that the "Kedzie Column" is well representative of its field. I know I will need plenty of help, plus good fortune, to live up to the fine reputation established by those literary giants who represented the depot as columnists before me; but with your help I will at least be able to make a good attempt.

At the recent "World Sports and Hobby Show," which was held at Navy Pier, from February 10 to 19, inclusive, we were represented by *Leslie Gaskill*, along with all of his model railroad equipment. At a railroad roundhouse workshop, *Leslie* demonstrated his equipment, answered questions and gave instructions on building model railroad units to all interested spectators. *Leslie* reported making many new friends, plus receiving all model railroad units he constructed during the event as payment for time and services donated during the show.

Blessed events do occur out our way. Congratulations to *Mr. and Mrs. Bob Roy* on the arrival of *Robert Bruce Jr.*, who tipped the scales at ten and one-half pounds. Also to *Mr. and Mrs. George Woods* on the arrival of *John Earl*.

Best wishes to *Frank Gatto*, recently elected Commander of CTA Post #9114 V.F.W. Carry on with the good charity work the Post and Auxiliary have been doing in the past year, *Frank*.

Conductor *Phil Golden*, retired April 1. May you have many long years of happiness and enjoyment ahead of you, *Phil*. Don't forget all your old friends at the depot, however. Drop around and see us once in a while.

Prize Winner

Ed Schneider has finally clicked on a TV quiz show. On a recent "Fohrman Motors TV Show" (phone quiz), *Ed* answered the first question right and received, as a prize, a free supper for two, a five pound box of candy and a one month supply of cheese cake. However, on the jack-pot question his memory failed to click.

The Kedzie trainroom has received that bright new look. 'Tis a wearin' of the green now, and on St. Patrick's Day, too. Quite appropriate, if I do say so.

An attempt will be made to print all news items labeled "Transit News," and dropped in the receptacle provided in the trainroom. I only ask that they be of a respectable and authentic nature and not an item merely concerning gossip. Your co-operation is asked to help make this column a success in the future as it has been in the past.

—R. D. KNOX

Appears on TV And Wins Prize

LAWNDALE—Many of our television fans were surprised one evening when they looked into their TV screens and saw *Johnny Maguire* peeking out at them. *Johnny* was a contestant on a quiz show and managed to walk off with first prize, a wire recorder.

Chester and *Mrs. Kules* will celebrate their 10th anniversary on May 4 by buying a television set "for the kids," they say. But we bet *Ma* and *Pa* won't refuse to look at it.

Bill Cumane set some kind of a record when he sent to Ireland for his birth certificate and received it only four days later.

The one-man cars are finding more and more favor among the old-timers. "Judge" *McGarvey*, with over 25 years service, says there is nothing like them. Many others are considering picking on the solo jobs.

—BILL FEILER

A Good Excuse for Playing Nursemaid

LAWRENCE — *David Weinberger* played nursemaid to his two little children for a week, while his darling was taking care of their new baby daughter.

Ralph Regnier has graduated himself to Pulaski extension . . . *Glenn Neiland* would like to borrow a good used Sunday alarm clock, reasonable. There is one catch; it must carry a guarantee. . . . Congratulations to *Roger Ward*. He is now a member of the fourth degree of the Knights of Columbus.

Tom Callan is back to work after a bad cold that developed into complications. . . . *Elmer Formeller* is very happy. He is the possessor of the title to his car.

J. Henderson is the father of a strapping baby boy.

Good Footwork

Ray Vernich was standing at the corner of Kimball and Peterson waiting for a west bound bus one day. He sighted an old car approaching the corner at a fast rate of speed. As the car neared the intersection it seemed to collapse from front to rear. The hood of the car went up into the air and directly at Ray standing at the corner. His by-gone days of basketball was the only thing that saved him from serious injury.

Ed Scheele has secretly vowed to himself that he will be the first one to have a deed in his hand in mortgage heights.

Mr. and Mrs. R. Raypholtz spent two weeks of their vacation in New Orleans.

John Cosco is on his way to Los Angeles and from there he will go to Mexico. From that point he will try to fulfill his promise of some Indian jewelry and a Poncho. . . . Our mechanical department has reported that the robins are back at Avondale. Everyone over there has discarded his heavies!

Mike Johnson has had his office and storeroom repainted and rearranged. Mike promises that he will have open house in the near future. Sandwiches and refreshments will be served. Please watch for the notice. —JOE KLEIN

They Need You To Help Win

LINCOLN—Well, boys, the softball season will be here soon. Let's show them this year that we can win the championship and bring that cup to Lincoln depot. We came very close last year so let's not let it slip by this year. You fellows get out there and give them some support. The more rooters the better it will make our boys feel.

Motorman Stanley Wozniak was presented with a baby daughter by his wife. Mother and baby daughter are doing fine in the hospital.

Motorman Gunner Olstad and *Motorman Bernard Heimbrock* are in the hospital, and would like to have some of you boys pay them a visit. Olstad is at the Evanston hospital and Heimbrock is at Illinois Masonic hospital.

Motorman Ed Falls has been off sick for some time with bronchial trouble.

Pensioners! Let's hear from you fellows. If you live out of town, drop a line to the department. —WILLIAM GEHRKE

This Gift Arrived At the Right Time

MATERIAL AND SUPPLIES—Something in the air—yes sir! It was a big gas-filled balloon with packages attached which was given to *Fred Nagel*, general office, on March 2. It was in celebration of his birthday. Little did he know then how welcome those cigars would be, because on March 13 he was presented with a little granddaughter, *Marianne Christine*, weighing seven pounds, three ounces, by his daughter in Chicago. On good old St. Patrick's Day, March 17, he was presented with a grandson, *Patrick Frederick*, weighing in at eight pounds, 13 ounces, by his son in Boise, Idaho. He received a picture of the grandson taken when it was seven minutes old, but poor grandpa had to wait a full week before getting a glimpse of the little girl.

John Casper, stock clerk at Kenton avenue yard, also became a

A CHALLENGE



FLORIDA was not just a sunshine haven for *Secretary Gertrude Figge*, *Schedule Traffic*—she also tried her fishing skill and among her catches was this 14 pound Grouper, the longest of its kind caught from her fishing boat, the Dragon, during the 1949-50 winter season. Total catch for her during the Florida vacation was 11 fish, including red snapper and squirrel fish. Although this was *Gertrude's* first attempt at deep sea fishing, she has given some male CTA fishermen a record to shoot at.

Reported by L. C. Dutton

proud grandfather on March 6. His daughter and son-in-law presented him with a lovely little girl, *Patricia Jeanne*, weighing six pounds, six ounces. Mrs. Casper's son, *John Jr.*, just happened to come home from Kansas City, Kansas, for the week-end, so he was here for the welcoming of his new niece.

We are very happy to announce that *Jean Hesbol*, typist at West Shops, is making a speedy recovery from a recent appendectomy.

—JEAN HARTLEY

TRANSITAD

FOR SALE—1950 model 8 ft. Frigidaire, double door with freezer storage space. Three months old. Telephone *Herman Anders*, TAYlor 9-2599.

Baseball Takes Over at North

NORTH—The sport spotlight is currently shifting at North and attention is beginning to be focussed on the national pastime—baseball. Our softball team (which isn't going to be so soft) has been working out under the watchful eyes of our coaches, *Al Mennella* and *Eddie Kowald*. This year the team will be managed by *Leonard Baldy*. The field captain will be *Melvin Kuehlman*. Remember, fellows, this is your ball club and everyone has a chance to participate. We would like to see some of the new fellows out there. Seniority doesn't mean a thing on the ball field, just your ability to play. Watch the bulletin board for notice of practice.

It was *Motorman Joe Oddo's* turn to pass out the stogies, for on March 8 he was presented with a darling baby girl. This makes number three for the Oddo household.

Supervisor Charley Conroy is dreaming of a new home which will be a reality by fall. Get ready North Lake City, here comes Charley.

Motorman Mickey Byrne is a patient at Saint Anne's hospital, where he was taken after being struck by an automobile. *Operator John Batka* is a patient at Walther Memorial hospital.

Florida Visitors

Motorman Joe McVey reports a pleasant vacation in Florida. Joe was living high for a couple of weeks. Too bad he didn't know that *Clerk Ted Hoellen* was there. They could have gotten together and made whoopee.

Congratulations to *George Brown*, who celebrated his 50th wedding anniversary March 2. Four grandsons and four great grandchildren helped make this a happy occasion.

Three more of our old timers retired on their well-earned pensions March 1. They were *Motorman Karl J. Karlson*, *Motorman Chas. A. Ritchie*, and *Thomas J. Smith*.

Operator Emil Miller has completed 40 years in the transportation department and is still going strong. Of course you all know Emil's son, *Supervisor Willard Miller*.

If I had known sooner I would

RECENTLY RETIRED



Virgil C. Lanier, South Side "L" towerman, is still sitting high in the world but not in the same fashion as he has been in the past. He has purchased a home high up in the Ozark Mountains, and has left Chicago to spend his retirement in Siloam Springs, Arkansas. Lanier retired on pension March 1, after 43 years of service.



Carl Bodenstedt, formerly a court assistant in the Department of Accident Investigation, upon his recent retirement after 50 years of service, was honored at a luncheon. Friends presented him with a portable radio and a traveling clock. At present, he is basking in Florida's sun and intends to see the rest of the world at his leisure.

have baked a cake for the 22nd wedding anniversary of **Conductor Sam Tamburino**.

A surprise party was held at the home of **Operator Chester Elke**, who has been laid up for some time due to injuries he received when struck by an automobile. A great deal of credit is due **Motorman Jerry Blake** for making this benefit a success. Nice going, Jerry.

It was 20 years ago on April 19, 1930, when the first trolley bus, No. 52, left the North avenue depot for its maiden run on Central avenue. No. 52 was driven by **Operator Charles H. Spiegel**. He has liked the trolley buses so well that he has never picked away from them.

Congratulations to **Motorman Phil Anderson** who was presented with a darling baby girl March 5. She was named **Carol Ann** and weighed six pounds, three ounces.

We were all sorry to hear of the accident **Operator Arthur Zahlman** had. He received a very bad burn when scalded with boiling water.

—JOE HIEBEL

Girls Keep The Stork Busy

NORTHSIDE—Cigars were flooding Howard terminal last month to celebrate the birth of **Karen**, born to **Trainman** and **Mrs. Don Graetz**, on Sunday, March 5, in Ravenswood hospital. . . . There's nothing of the sophisticate about **Marie**, who frankly finds the world a most interesting and puzzling place. She is being introduced to the wonders of 1950 by **Trainclerk** and **Mrs. Joe Duffy**, who became her guides March 1, in Loretto hospital.

Our sincere sympathy goes to **Chester Howard**, whose wife passed away Feb. 28.

Another point on the compass was visited recently by **Conductor G. J. Jordan**, who chose Florida as his refuge from the unkind weather man. Escaping Chicago's wintry blast was **Motorman Edward Von Sprecken** and family, who spent their six weeks' vacation in California and most of the southern states, including Florida, of course. They motored to the tune of 9000 miles. —J. J. BALY

It's Shut Off And For Good

LOOP—Another agent who is turning a deaf ear to the ring of the alarm clock is **Kathryn Segale**, who took her pension April 1.

Irene Cullen's first air flight was an added thrill to her trip south. From now on, she claims, this will be her only mode of travel. She and **Elsie Kilroy**, who motored down, met at Miami Beach to get a glorious suntan.

Dominick Milello is spending his vacation relaxing at Hot Springs, Arkansas. **Julia Duffy** is visiting her friends around Chicago. —EDITH EDBROOKE

Now They Can't A Ford to Stay Home

SCHEDULE-TRAFFIC—The lure of the open highways prompted **Evelyn Kaross**, typist, and **Phil Leahy**, schedule clerk, to invest their winter savings in a couple of new Fords. From now on we can just sit back and hear them brag about the good performance.

We are glad to see **Traffic Checker John Bennis** back after his surgical work and weight losing bout. We hope that **Traffic Checker Joe Billis** soon will have recovered enough to get back in harness again.

Gene Lukes, traffic clerk, says the Florida sunshine has done him a lot of good and that he will be back in time to read this magazine in Chicago. —L. C. DUTTON

It's Anybody's Guess

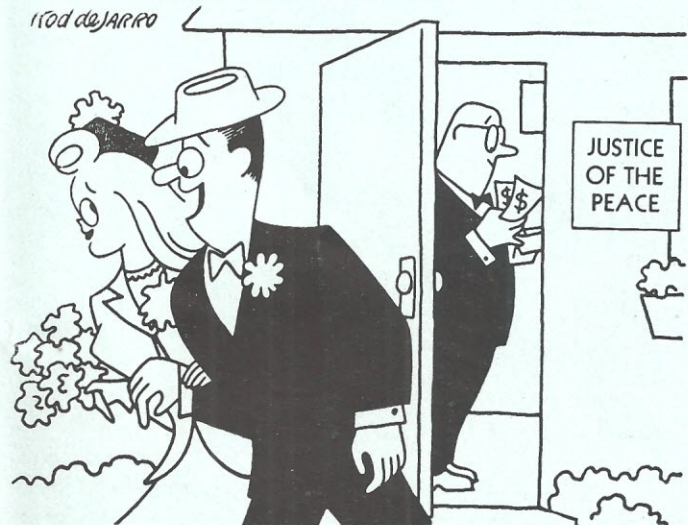
77TH—**Motorman Guy Heckelman** is really having a hard time proving his age. It is necessary to produce proof of your age in order to complete the retirement record. Heckelman was born in a small town in Kansas over a half a century ago. At that time they never even bothered to count the kids in Kansas, much less keep track of when they were born. Since the Indians baptized him it would be impossible to get a baptismal certificate as they are gone, too. He never testified in court or was in jail, either, so he cannot prove his age that way. If some one really knows how old Heckelman is please let him know.

We see that **Motorman James Cusick** and **Conductor Steve Stuber** have returned to work as crossing flagmen.

On Sunday morning, March 19, at the Shrine of the Little Flower Church, 64th and Woodlawn avenue, a Mass was celebrated for the trainmen of CTA. Over 800 men attended.

Clerk Pat Gavin and **Miss Jo Brehm** were married during the last days of February. After a week's honeymoon, Pat was back at the window.

Clerk Tom McGuire is up and around after having his appendix removed.



"Gosh, am I glad the expensive part of being married is over!"

"L" POST TO HOLD ANNUAL DANCE

AN invitation is extended to all CTA'ers, their families and friends to attend the annual spring party and dance sponsored by the Chicago Elevated Post, Number 184, of the American Legion. It will be held April 29, 1950, at the Ashland Boulevard Auditorium, Ashland boulevard and Van Buren street, beginning at 8:00 p.m.

Entertainment for this annual affair includes five major stage acts, a square dance team with fiddler and caller, and a 10 piece orchestra for dancing.

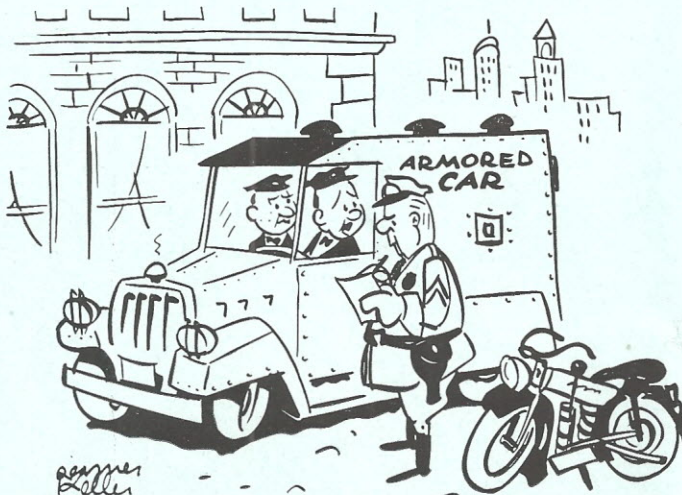
Admission charge for the party and dance is \$1.00, including tax. Those who wish to purchase tickets for this big evening of fun and entertainment may do so by contacting *Post Commander Jack O'Reilly* at Haymarket 1-2046, or *Entertainment Chairman Robert Baraglia* at Lawndale 1-4429. Tickets may also be purchased at the door.

When *Bus Operator Bert Ricketts* came home after work one recent day and found his house cold as a polar bear's nose he decided to do something about it. He promptly went down in the basement and started to work on the oil furnace. He took it all apart, even had the spark plug out. When he put it back together he found ten pieces too many but didn't think too much about that because at the price he paid for the furnace they could easily put a few extra pieces on it. Then he tried it out—still no heat. The next day they called the man from the furnace company to repair it.

He promptly put in a new oil filter and the ten parts that Ricketts had left out. Since then everyone has been warm and happy at the Ricketts' house.

Bus Operator Mike Barrett has finally left 83rd street after working many years there. Mike heard quite a bit about the fare boxes and, since they seem to fascinate him, he decided to pick a run over on South Chicago avenue to see just what does happen when the passengers put their fare in the fare box.

—WILBUR JENSEN &
JOE SMITH



"Would \$150,000 square things?"

Getting Ready for Future CTA'ers

SOUTH SHOPS—*Tillie Monte*, office, left the ranks of the "White Collar Girls" to become a housewife and to practice singing lullabies. Tillie received lovely presents and money as going away gifts from her co-workers. She was also taken out to dinner at the Club Corsica. *Dorothy Kalwasinski* left the printing department to await a blessed event. Dorothy's co-workers had a party for her and gave her many lovely gifts for the future heir.

John McVeigh, carpenter shop, now answers to the name of "Gramps." On Feb. 20, he became the proud grandfather of *Michael John Zamboie*. The newcomer weighed in at nine pounds, four ounces, and was delivered to the home of his daughter and son-in-law.

Another proud grandfather is *Howard Langdoc*, who was blessed with his second grandchild on Jan. 26. The newcomer was named *Mark Lloyd*.

Our loss was the Rapid Transit system's gain when *Bill Hebert*, *Stanley Janasek*, *Pete Poska*, *Bud Tiggelaar* and *Eric Wians* were recently transferred there. Our best wishes to *Alex Pecelunas* who retired on March 1.

Mike Rubey, machine shop, and his wife, formerly *Grace Wright*, who worked in the Material and Supplies department, celebrated their 25th wedding anniversary on Feb. 21. They held open house for their many relatives and friends.

—ANNE McCREA

Sounds Like a Hospital Roll Call

SHOPS & EQUIPMENT (MET) — *Pete Gaza*, brakeman helper at the Pulaski road shop, has been off sick for more than six weeks. *Gunno Lindstedt*, blacksmith at the Throop Shop, met with an accident last March 2 and is still off.

Donato Stallone, air brake inspector helper at Laramie avenue shop, had a heart attack March 17 and is still very sick.

Kasimir Hilkewicz, machinist helper at the Throop shop, has been taken to the hospital for observation. *Mark Redman*, specialist at Throop shop, is in the hospital for a minor operation.

RETIRES



Edward Ahearn, North Avenue motorman, retired April 1 to spend more time around his home in Winfield, Illinois. Ahearn cultivates a small garden and raises chickens and ducks. He operated out of Blue Island station for 39 of his 42 years of service.

Johnny Laperuto, car cleaner at the Douglas Park shop, hurt his left hand and will be off of work for some time. *John Tiggelaar*, wireman at Throop shop, is laid up with the flu.

—DAVID GURWICH

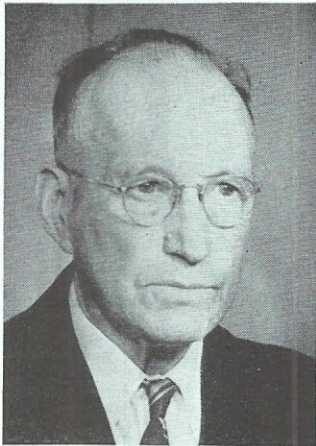
Sick List on The Increase

SHOPS & EQUIPMENT (WEST SHOPS)—It seems our sick list has been quite lengthy recently. *Lou Volpe* and *Joseph Bara*, bus overhaul, have been home ill.

Joan Harnett, office, is recuperating nicely from an eye operation, and we hope she'll be back with us, soon. The Flu bug has been having a regular field day around here and it seems the Carhouse department was his camping ground... *Daniel Riordan*, *Robert Ruppe* and *Edward Blaskey* all have had a bout with the Flu, and we're happy they're back on the job again.

Congratulations to *Grandpa John Burke*, material handling, who is proudly announcing the arrival, on March 6, of his first grandchild, *John Vincent Ryan*. Another stork delivery was made

RETIRES



Dennis Maloney, Cottage Grove motorman, retired on pension March 1, after 43 years of service. Operating out of Cottage Grove his entire length of service, Maloney is a veteran of the old, open type streetcars that, as he put it, "at times were mighty cold and wet."

at the home of the *Charles Starrs*, carpenter, leaving a baby girl on March 16, namely *Sharon Dorothy*.

Our best wishes go with our newly retired men, *John Wonogas*, Lawndale repairman, *John Stirzenbecher*, West Shops carpenter, and *Tony Jankauskis*, car cleaner at Archer.

We extend our deepest sympathy to *George Elliot*, bus overhaul, whose mother just recently passed away.

—MARY HENDRICKSON

The Stairs Go Up . . . Up . . . Up

SHOPS & EQUIPMENT (WILSON & SKOKIE)—The Rapid Transit general shop offices are now located at Wilson Avenue, enjoying their new location, new friends . . . and s-t-a-i-r-s, approximately 100 of them.

A surprise dinner party was given *Everett England* by his wife and sixteen friends on the occasion of his birthday.

Ted MacMillan is now sporting a new cream colored Studebaker.

Congratulations to *Bill Hermann*. After wrecking his car last

month he has another Packard.

Fred Plattner and his wife drove to Kokomo, Ind., last weekend, adding more mileage to their new Pontiac.

Our sympathy to *Arthur Kalvelage* on the death of his mother, and to *Herman Geisler* on the death of his father.

The stork has been busy out Skokie Shop way—new additions in the homes of *Mr. and Mrs. Eugene Lopez* and *Mr. and Mrs. Robert Redding*.

—CATHERINE HOLTON

Gets Early Start On Baseball Season

WAY & STRUCTURES (NORTH AND SOUTH)—*O. Kitz*, former gate repairman, went to St. Petersburg, Florida, to get a sneak prevue on the baseball clubs.

Welcome to our new employees, *C. A. Meyers* and *J. Hennelly*, laborers. *W. Roeber* is now with the surface lines transportation.

D. O'Donnell has been transferred to south side car shops. *Martin McAndrews* was transferred to south side section as plumber helper. *A. Brandt* was recently promoted to tinner.

G. Petruzzelli, trackman, who was injured recently, is well on the road to recovery. He expects to be back on the job soon.

Our sincere sympathy to *Hans Kroeger* in the recent loss of his mother-in-law.

E. Franck, mailman, will go on pension April 1.

Charlie Peterson, former lampman, is vacationing in California with his wife. When he comes back he promises to give us the low down on the Kentucky Derby.

The following fellows at Wilson avenue road department are driving around in new 1950 automobiles: *B. Ryan*, Mercury; *S. Kappenmacker*, Hudson; *A. Dixon*, Chrysler; *H. West Sr.*, Buick; *C. Lundstrom*, Buick. *A. Kross* is thinking seriously about getting a Cadillac.

Jim Walsh says he is having a tough time trying to keep his 1936 car running and wired together. Jim would appreciate a few pointers on how to get a new car from you fellows above.

—VINCENT A. PETRICCA

The Hard Way to Make Headlines

WAY & STRUCTURES (SURFACE)—There is always a way to get into print boys. Sometimes it takes back-breaking work like moving your offices from one place to another. Anyway, we wish to welcome the rapid transit system boys of Way & Structures to Clark & Division, their new office headquarters, namely: *Quinn*, *Harmon*, *O'Reilly*, *Olson*, *Bates*, *Petersen*, *Uitti*, *Weiler* and *Plotnick*—also *Johnie Uitz* who has taken up his new duties as structural draftsman. *Jack O'Reilly* misses his sidekick very much.

Another happy father, *William Platt* of centralized haul control, passed out cigars. His wife presented him with a seven pound, 3½ ounce baby boy, who will be named *Lawrence*. His birth took place Sunday, March 12. Bill certainly has a great reminder to let him know that income taxes are due within a few days each year.

The retirement of *N. R. Alexander*, assistant superintendent, took place March 1 after 39 years of service. Previous to 1911 he was with the board of supervising engineers for a number of years. He was presented with a check as a good-will offer from his associates in the department of Way & Structures, where he will be greatly missed by all. We know he will enjoy the many years that are ahead of him, as he has many hobbies. One of his main pleasures is fishing, and he will put in many happy hours doing just that, since Bangs Lake, where he has a Summer home, is practically walking distance from his home in Park Ridge.

Good Idea

Maybe we ought to start a sewing club. It seems two of the girls, *Alyce* and *Violet*, in Way & Structures, are really going to town making their own clothes. It's probably the high prices that exist around the Easter Holidays,

RECENT DEATHS AMONG EMPLOYEES

ROSARY MARIE ANDERSON, 54, agent, North Side. Died 2-21-50. Employed 9-9-46.

FRANK S. AUGUST, 60, retired conductor, 69th Street. Died 2-6-50. Employed 3-26-14.

RICHARD O. BOEHMER, 72, retired motorman, Kedzie. Died 1-20-50. Employed 6-17-11.

AXEL BOGREN, 64, car placer, Lincoln Shops. Died 2-9-50. Employed 2-19-13.

WILLIAM F. BOLAND, 39, Receiver, North Avenue. Died 2-20-50. Employed 7-31-28.

JOHN C. CARROLL, 81, retired conductor, Cottage Grove. Died 1-29-50. Employed 4-14-93.

PATRICK DOHERTY, 66, retired motorman, Lawndale. Died 1-29-50. Employed 6-15-21.

CHARLES DUFFEY, 49, motorman, Cottage Grove. Died 2-2-50. Employed 12-20-26.

LOUIS FREDRIKS, 85, retired carpenter, West Shops. Died 2-14-50. Employed 4-17-05.

MAX FUCHMAN, 63, motorman, South Side. Died 2-12-50. Employed 1906.

LELAND A. GILBERT, 80, retired schedule maker, Schedule and Traffic Dept. Died 1-16-50. Employed 6-1-17.

ALBERT F. HAUSMAN, 58, platform man, Loop. Died 2-28-50. Employed 10-13-43.

ANTHONY IWICKI, 61, flagman, Beverly. Died 2-7-50. Employed 2-10-89.

OSCAR JOHNSON, 50, motorman, Devon. Died 2-16-50. Employed 9-2-27.

OTTO KAESBERG, 67, retired conductor, Kedzie. Died 2-20-50. Employed 1-23-05.

THOMAS KENEHAN, 60, car repairman, 77th Street Shop. Died 2-27-50. Employed 10-1-26.

JOHN KLINCKE, Jr., 55, retired conductor, Lincoln. Died 2-1-50. Employed 3-2-20.

JOSEPH KUEHN, 71, retired conductor, Devon. Died 1-19-50. Employed 7-5-17.

PATRICK LEONARD, 65, retired conductor, 77th Street. Died 2-11-50. Employed 4-10-06.

FRANK LEYER, 49, Ass't Foreman, Shops and Equipment, West Shops. Died 2-5-50. Employed 2-1-16.

HENRY P. LYNCH, 73, retired motorman, North. Died 1-14-50. Employed 3-1-00.

WILLIAM MAHER, 74, retired motorman, North Side. Died 2-28-50. Employed 2-10-11.

PATRICK J. McMAHON, 69, retired conductor, Lawndale. Died 1-19-50. Employed 3-13-05.

GEORGE McMILLER, 46, porter, South Side. Died 2-21-50. Employed 5-12-47.

JOHN J. MURPHY, 77, retired motorman, Archer. Died 7-19-49. Employed 5-4-04.

JOHN O'CONNELL, 73, retired motorman, Archer. Died 1-12-50. Employed 3-9-05.

ROBERT R. PAOLETTI, 52, conductor, North Side. Died 2-24-50. Employed 1-14-24.

ANDREW PETER, 57, retired, North Side Shop. Died 2-18-50. Employed 3-28-21.

JAMES A. POWERS, 61, conductor, Lawndale. Died 2-3-50. Employed 7-13-11.

ROBERT PRENTICE, 46, bus operator, Devon. Died 2-1-50. Employed 2-13-43.

ALBERT E. RUSSELL, 76, retired motorman, Devon. Died 2-22-50. Employed 12-17-19.

FRANK G. SEARS, 73, retired ass't purchasing agent, Purchasing Dept. February 1950. Employed 1-1-08.

JOHN STICLIC, 73, retired laborer, Track Dept. Died 2-5-50. Employed 1910.

MORRIS SULLIVAN, 75, retired flagman, Burnside. Died 2-3-50. Employed 1-31-17.

THOMAS J. TUIITE, 44, clerk, 77th Street. Died 2-3-50. Employed 2-18-36.

and maybe we want to have our own creations, which could be anything from a Parisian model to a homely ensemble. Anyway we can always blame it on the pattern.

It is nice to have *Charles R. Potter*, who was recently appointed superintendent of track, with us at our main headquarters. Most of his time prior to locating here was spent in the field.

We also want to welcome *James Joeffrey*, formerly of the western division, who will be working with us at the main office at Clark & Division.—VIOLET CARNES.

How to Make Sure You Get a Present

WAY & STRUCTURES (WEST)—*Emil Rost*, doorcheck man, didn't wait for presents on his recent birthday. He gave one to himself, a new 1950 Ford.

Congratulations to *Andy Anderson* and his wife on their third child. Andy was looking for an ironworker like himself, but he says she's a beauty and he will keep her.

R. N. Wade, pensioned engineer, Maintenance of Way, is vacationing in Tucson, Arizona.

You can take the boy out of the country but you can't take the country out of the boy, so *Nial Freer*, who has worked with us for the past ten years as an amiable and able blacksmith, left for farm life in Russiaville, Indiana. We begrudgingly bade farewell to him in a little ceremony wherein he was presented with a beautiful wallet as a token of the esteem in which he was held by his fellow workers.

We extend condolences to *John Jarrell*, tie foreman, and *George Jarrell*, trackman, on the recent loss of their father.

The welcome mat was put out

for *Tim Moriarity*, blacksmith; *Laurence Martin*, *William Whalen* and *Joseph Pancotto*, laborers;—all new members of the CTA family, and *Francis McDonald*, laborer, who is a recent transfer from loop transportation.

We hope for a speedy recovery for the following co-workers who are ailing: *Brice Veasman*, ironworker; *William Bunton*, ironworker; *John Norwick*, carpenter; *William Veasman*, ironworker helper; *Tony Sifner*, tieman; *Frank Erjavec*, trackman; and *Henry Luckey*, trackman.

—JACK O'REILLY

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF FEBRUARY 1950 AND 1949, TWO MONTHS AND TWELVE MONTHS ENDED FEBRUARY 28, 1950
(Revenues applied in order of precedence required by Trust Agreement)

	Month of February		Period Ended Feb. 28, 1950	
	1950	1949	2 Months	12 Months
Revenues	\$9,242,124	\$9,328,547	\$19,214,360	\$116,017,782
Operation and Maintenance Expenses	8,374,008	8,640,909	17,238,753	104,762,747
	<u>868,116</u>	<u>687,638</u>	<u>1,975,607</u>	<u>11,255,035</u>
Debt Service Requirements:				
Interest Charges	318,038	318,038	636,076	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1)	107,000	107,000	214,000	1,284,000
	<u>425,038</u>	<u>425,038</u>	<u>850,076</u>	<u>5,100,250</u>
Balance before Depreciation	443,078	262,600	1,125,531	6,154,785
Provision for Depreciation—Current Period	541,666	541,666	1,083,333	6,500,000
Balance available (A) to cover Deficiencies in deposits to Depreciation Reserve Fund; (B) for Reserves for Operating Expense and Municipal Compensation; and (C) for Modernization. (Note 2)	<u>\$ 98,588*</u>	<u>\$ 279,066*</u>	<u>\$ 42,198</u>	<u>\$ 345,215*</u>

STATUS OF DEPOSITS TO DEPRECIATION RESERVE FUND

Accumulated deficiency in deposits to Depreciation Reserve Fund at January 31, 1950.....	\$715,371*
Deficiency in deposit to Depreciation Reserve Fund in February 1950.....	98,588*
Accumulated deficiency in deposits to Depreciation Reserve Fund at February 28, 1950.....	<u>\$813,959*</u>

NOTES:

- (1) Available to pay interest or principal on any interest or principal payment dates whenever amounts in funds set aside for such purpose are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1947 Revenue Bonds.
- (2) Monthly deposits not exceeding \$75,000 are to be made to the Operating Expense Reserve Fund in any month that earnings are available therefor, before any deposits shall be made to Municipal Compensation Reserve Fund or set aside for Modernization.

*Red figures

PASSENGER STATISTICS

Originating Revenue Passengers.....	60,282,591	70,413,724	125,366,436	825,784,868
Transfer Revenue Passengers.....	3,058,154	3,290,192	6,283,034	38,808,299
	<u>63,340,745</u>	<u>73,703,916</u>	<u>131,649,470</u>	<u>864,593,167</u>



CTA EXPERIMENTS WITH 1950 TROLLEY COACH

ONE of the latest developments in transit vehicles, this 1950 model trolley coach is now being operated on an experimental basis by the Chicago Transit Authority. Built by the ACF-Brill Motors Company of Philadelphia, the coach is 39 feet long and seats 48 passengers — four more than most modern trolley buses now in use on CTA routes. A feature of the trolley coach is the new type “center-point” steering equipment which permits short radius turns, thus affording greater maneuverability in street traffic.

Another Famous Cartoon by John T. McCutcheon
THE IMPORTANCE OF POLITENESS



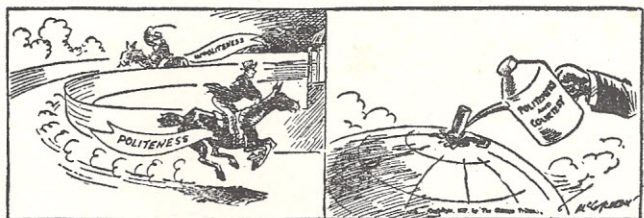
A polite, good natured conductor can start the day right for all passengers. Politeness is “catching.”

A sullen, uncivil conductor can spread gloom thru all who come in contact with him.



The man who brings his grouch or his hangover to the office affects the whole force and weakens its efficiency.

An impolite clerk can make a customer vow never to patronize that store again.



Politeness is a great help in winning life's race.

Politeness is the world's lubricant. It makes everything easier and pleasanter.

Reprinted, courtesy Chicago Daily Tribune

Complete Consolidation of All CTA Departments

Consolidation of the separate departments of Chicago Transit Authority's two predecessor companies was completed on April 1, 1950, with the unification of the transportation departments of the surface and rapid transit systems.

Departments of the predecessor companies previously consolidated by CTA include legal, financial, purchasing, accident prevention and training, schedules and traffic, employment, medical, claim, shops and equipment, electrical, and way and structures. Consolidation of departments and activities was started shortly after CTA began operating Chicago's major local transit systems on October 1, 1947.

General Superintendent

Robert J. McKinney, former superintendent of surface operations, has been appointed general superintendent of transportation of the combined system.

Also on April 1, the north and south side rapid transit routes were consolidated as the north-south section, rapid transit system. *Fred J. Sirr*, northside superintendent, was named superintendent of the new section. *John F. Higgins*, southside “L” superintendent, has been assigned to special duties in the office of the general superintendent of transportation.

Other personnel changes in the Transportation department, effective April 1, 1950, were as follows: *T. B. O'Connor* appointed assistant general superintendent of transportation, *Arthur Heidecke* appointed assistant general superintendent of transportation, and *D. M. Flynn* named assistant to the general superintendent of transportation.

NEW FARE COLLECTION DEVICE IN SUBWAY STATION

An experiment to improve fare collection methods is now being made by Chicago Transit Authority at its Adams-Jackson subway station of the Rapid Transit system.

Installed at this station is a new device equipped with a money separator and an automatic money changer. Passengers having the exact fare, or a token, drop it in the receptacle at the right of the cashier's window and pass through the turnstile. Those not having the exact fare are issued a token and the balance of their change. Then they deposit the token in the receptacle at the right of the cashier.



RETIREMENT DINNER FOR HARDIN

OVER 450 fellow employees and friends were present at a testimonial dinner in honor of *Harry G. Hardin*, who retired on April 1, 1950, as general superintendent of the Rapid Transit system, after completing 49 years in transportation work. The event was held March 9, in the Grand Ballroom of the La Salle Hotel. Following the dinner, Mr. Hardin was presented with a cash gift from co-workers and a plaque from the American Legion in recognition of the assistance he has given this organization. He and his wife, *Lillian*, are now visiting Mr. Hardin's sister in Florida, after which they plan to vacation in California. Shown at the speaker's table with Mr. Hardin and his wife are, left, *Robert N. Griffin*, retired superintendent of the "L" Loop Section, and *James A. Mahoney*, assistant superintendent of the Accident Investigation department of CTA.

PROPANE GAS BUS TESTED BY CTA

A motor bus which uses propane gas was recently tested by Chicago Transit Authority on the Archer avenue route.

Propane is a liquified petroleum gas in the fuel tank. It is changed to a gas as it travels to the bus motor. It is reported to be cheaper than conventional motor fuels and, because it burns as a gas rather than as a liquid, it also effects economies in bus maintenance. Propane has been used extensively in trucks, particularly on the west coast, but this is the first attempt in this area to adapt its use to the transit industry.

According to CTA engineers, preliminary checks made on the propane-fueled bus as compared with the gasoline-fueled vehicle, of the same type

and make, revealed the following: There is a savings in fuel costs; the life of engine lubricants is increased; less odors and fumes are present; the life of certain engine parts is increased, and there is better engine performance and increased power.

The bus used in this experimental operation is a product of the Twin Coach Company of Kent, Ohio, and is similar in appearance to the 44-passenger coaches regularly in service on many CTA routes.

NEW CRANE PURCHASED BY CTA

THE first air-controlled locomotive crane to be purchased by Chicago Transit Authority was recently placed in opera-

'T WASN'T JUST AN IRISH CELEBRATION

THE spirit of St. Patrick's Day apparently isn't only confined to the Irish. The annual noon-day parade at CTA West Shops seems to prove this conclusively. Over 800 employees, neighbors and friends gathered to take part in a parade which was identified with large printed signs, some reading: B'nai B'rith of Sons of Ireland, Croatian Serbian Branch of County Cork, Kilbasa Chapter Foster Sons of Ireland, Slovak Society of County Kerry, Scottish Branch of Friends of Ireland, and Bohemian Local Sons of Ireland. . . . Many nationalities were represented in the parade. . . . Most individuals wore green stovepipe hats and shamrocks as they marched to the music of the Shannon Rovers musical group and the Star of Freedom Flute band. . . . The parade was conducted through all of the shop departments, on Pulaski road, Washington boulevard, and finished in the carpenter shop on West End avenue. Here the employees and their friends were entertained by Irish dancers, baton twirlers, fiddlers, and four bagpipe players — *Pat O'Donnell*, *Repairman Pat Boyle*, *Devon; Welder Duncan Robbie*, West Shops; and *Machinist Philip Boyle*, West Shops. . . . Yes sir! Everybody at CTA West Shops was Irish on St. Patrick's Day — and a great feeling it was, too.

tion at the Kenton avenue yards of the Rapid Transit system.

The diesel-operated crane, capable of lifting 20 tons, is equipped with a hook, magnet and bucket. It will be used to handle rail, girders, sand, coal, scrap, trucks and wheels in the various "L" yards and shops, including those at Wilson avenue and Skokie. It also is to be sent out, when needed, on "L" accidents.



THE SPOTLIGHT'S ON C A N C E R

During the past 25 years, cancer has advanced from seventh to second place as a cause of death in the United States. The American Cancer Society, 139 North Clark street, is set up to provide a research, education and service program to combat this disease. During the month of April the Society is staging its annual drive for funds, with a goal of \$545,000 for the Chicago area. This article by the CTA Medical department explains some of the facts about cancer.

CANCER is not hopeless. It is not contagious nor is it hereditary. But the success of cure rests on diagnosis and treatment in the early stage of the disease.

For that reason, the American Cancer Society is attempting to educate the public to recognize the importance of securing an immediate and complete explanation of the signs and symptoms which might indicate the presence of early cancer. These symptoms are frequently vague and seemingly unimportant. They may be produced by conditions other than cancer. But since these same signs may be indicative of cancer, the underlying cause should be learned by consulting a good doctor.

Pain is seldom a symptom of early cancer, but it is often found in well-advanced cases—and then, too late for recovery.

External Cancer

Outside the body, cancer is usually seen or felt. It often begins in a warty mole, lump, scab, or sore. It may develop in an unhealed wound or spot of irritation. If you have any

of these, watch it. If it changes in size or appearance, consult your doctor. Don't wait until it causes pain. Lumps in the breast should be investigated without delay.

Internal Cancer

Inside the body, cancer may be known by signs or symptoms before any lump is felt or seen. Check chronic indigestion. Do not neglect rectal bleeding, pain, or other symptoms of local irritation.

If you have any of these signs, consult competent physicians at once. At the beginning cancer is always a local disease, confined to a small area.

Treatments given in early stages are often able to eliminate cancer completely. X-rays and radium are of great value in certain types of cancer. Medicines are useless, as there are no proven cures.

Consult only reputable, qualified physicians. Avoid so-called "cancer cures" provided by others than qualified doctors.

Most types of cancer can be cured if discovered early and treated promptly. Doctors are ready with their special skills. Hospitals are ever ready with special facilities. But *you* are responsible for your own health.

Avail yourselves of these facilities. Learn the danger signals of cancer. Seek immediate medical advice. If you suspect something is going wrong, call immediately upon your doctor for advice.

Remember, thousands of men and women in our country today have been successfully treated for cancer and are leading normal happy lives.

Danger Signals

Any sore that does not heal, particularly about the lips, mouth or tongue.

A painless lump or thickening, especially in the breast, lip or tongue.

Irregular bleeding or discharge from the breast or any natural body opening.

Progressive change in color or size of wart, mole or birthmark.

Persistent hoarseness, unexplained cough, or difficulty in swallowing.

Any change in normal bowel habits.

Persistent indigestion.

Any of these symptoms indicate something is wrong. They may be cancer. They should be investigated at once since most forms of cancer are curable if discovered and treated in early stages.



A CITY WITHIN A CITY

TRULY a "city within a city" to buyers and manufacturers is Chicago's famous Merchandise Mart, internationally known as the world's biggest wholesale buying center. Here storekeepers from all over the globe come to replenish their stocks from the greatest aggregation of merchandising goods ever assembled under one roof.

Built at a cost of approximately \$32,000,000, the Mart is the second largest structure in the world, exceeded in size only by the Pentagon Building in Washington. According to "Believe It Or Not," all of the people of Chicago could be placed in the Mart at one time. The average daily working population of the Mart is 20,000 persons. Another 20,000 people visit the building each day to

transact business with some of the more than 1,000 tenants.

The Mart is located on the north bank of the Chicago river at Wells street, just a few minutes from the Loop area. Although the main portion of the building is 18 stories high, the tower rises 25 stories above the ground. To adequately serve its tenants and their visitors, the Mart has its own police force, a post office, 35 retail shops, 11 restaurants and 26 passenger elevators.

Guided Tours Everyday

Because of the increasing interest shown by the general public in home furnishings, the Mart inaugurated a guided tour program in 1948. These tours are made every 20 minutes during

the day and enable visitors to see the largest collection of home furnishings in the world. An estimated 1,209,000 separate items of merchandise are included in the wholesale lines permanently displayed in the Mart by more than 3,000 manufacturers.

Seven months after the Merchandise Mart opened its doors on May 1, 1930, the Rapid Transit system completed its new \$150,000 station especially constructed to serve occupants of the great mercantile center. At present the Chicago Transit Authority provides direct service to the Merchandise Mart with the Ravenswood and Evanston (rush hours only) "L" trains, the Lincoln avenue streetcar, the Taylor-Sheffield bus and the Clybourn avenue bus.



To the Ladies . . . from Joan

THE FLOWERS THAT BLOOM IN THE SPRING—Tra La

IN THE SPRING, let the young man's fancy turn where it may, the woman's fancy turns to thoughts of pretty clothes. And there's lots of exciting news in the fashion field this season . . . from head to toe.

The news in suits is short sleeves—bracelet or elbow length, with some degree of cuff interest. Checks are the thing, with touches of white, and there's big news in those old favorite suit colors—navy and grey—with accents of bright colors.

In dresses and coats, as well as in suits, the bulky top is featured—but

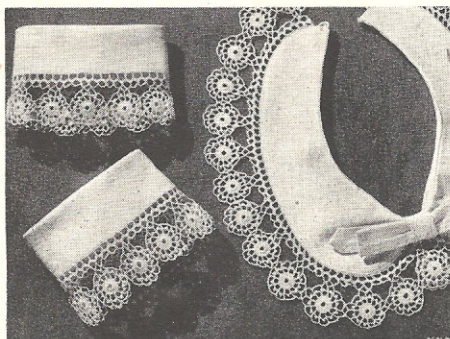
with a different trend. The bulk stops short above the waistline, jutting out above a slim, slim skirt for what's known as the mushroom silhouette.

The long-legged look is *the* look this spring, with skirts at a par of 14 inches from the ground and delicate, flattering shoes that are literally striplings of narrow bands of leather rising from a sole-and-heel or a scooped-out opera pump. For evening and cocktail wear, it's the short dress that's still most popular.

The bolero suit shown is Simplicity printed pattern 3141. It comes in sizes 11 to 18.

ADD YOUR LACE TO SPRING NECKWEAR

SNOWY white neckwear is always a bright signpost of spring and with this season's navy and red rage, white touches are a must. In this "little girl" collar and cuff set, crisp pique is combined with crochet. For variety, narrow rick-rack braid is worked into the lace. A direction leaflet for crocheting this Collar and Cuff Edging is available to you without charge.



QUICK MIX WHITE CAKE



This inviting cake was made from a quick-mix recipe. With an easy alteration or two, you can make two different cakes. Add one cup of chopped nut meats and you have a nut cake. For a butterscotch quick mix cake, simply substitute brown sugar, firmly packed,

for the white sugar, and add an extra one-fourth teaspoon salt.
 2 cups sifted enriched flour
 3 teaspoons baking powder
 1 teaspoon salt
 1 ¼ cups sugar
 ½ cup new type shortening
 1 cup milk
 1 teaspoon vanilla extract
 2 eggs
 Sift together flour, baking powder, salt and sugar. Add shortening and one-half cup milk. Beat two minutes. Add remaining milk, vanilla extract and eggs. Beat two minutes more. Bake in two lined eight-inch layer pans in moderate oven (375 degrees F.) 25 minutes. Makes two eight-inch layers.

CHILDREN'S TABLE MATS

Mealtime is an adventure for the children when food is served on colorful place mats. The larger sections of these two-tone mats are crocheted of yellow cotton in an attractive shell stitch. Side panels are white, simply-worked in single crochet with three dainty little figures embroidered in cross stitch. The mats are practical, too, easy-to-laundry and long-lasting.



For the free direction leaflets on COLLAR AND CUFF EDGING and the CHILD'S LUNCHEON SET, write to Women's Editor, CTA TRANSIT NEWS, 79 W. Monroe

CTA and Hunting—They Like Them Both

THERE are three members of the *Miller* family, *John*, *Lawrence* and *John R.*, who definitely have two things in common—working for Chicago Transit Authority and hunting.

This CTA family threesome made their initial start in transportation work when the father, *John*, became a conductor at the Limits station back in April, 1926. Previous to joining the surface system, he worked as an errand boy, pattern boy in a shoe factory, truck driver, mailman and cab driver. "I've had a lot of jobs," he said, "but this is the first one I stuck at more than three years. That's because I like outside work and can generally pick my own hours

and days off to coincide with the hunting seasons." *John* is now stationed at the Lawrence depot as a bus operator.

The first son to follow his father's footsteps was *Lawrence*, 25 years old. A graduate of Steinmetz high school and Navy veteran of World War II, *Lawrence* joined the CTA in June, 1946. He started as a register clerk at the Devon station and is now working as a relief clerk from that location.

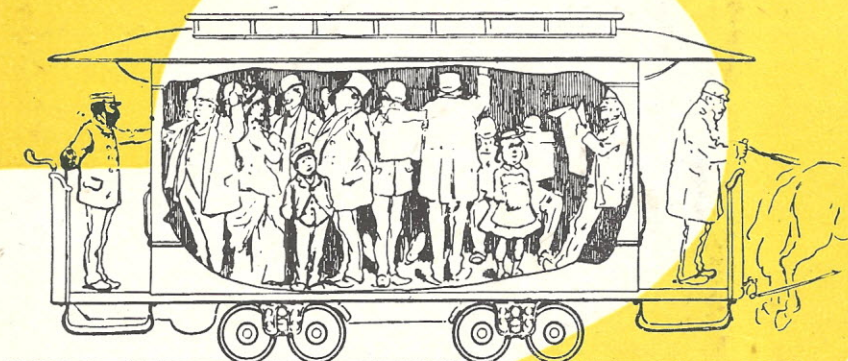
To complete the threesome there is *John R.*, 20 years old, who became a CTA employe in July, 1948, as a clerk at Lawndale station. He is now working in that capacity at the Lincoln station.



WHEN the hunting season approaches the *Miller* boys, *John R.* (left), and *Lawrence* (right), join their father, *John*, in preparing their 25-gun collection for action. Hunting pheasants and ducks in Illinois, Wisconsin and South Dakota is

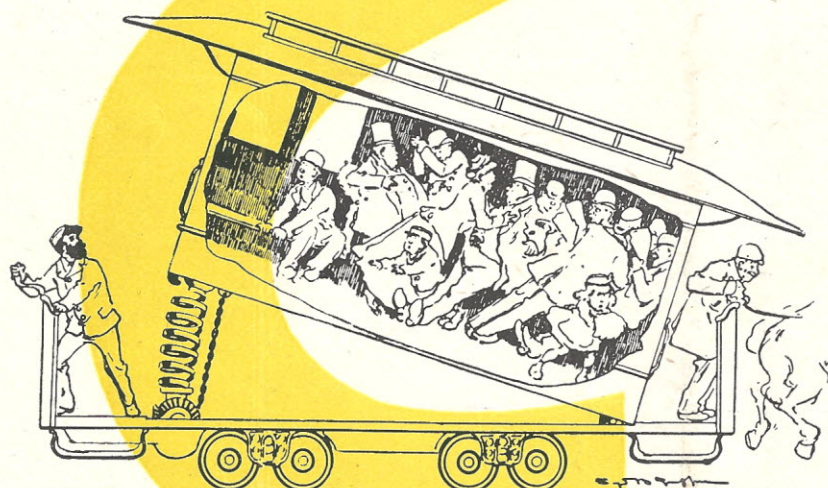
their favorite way of enjoying leisure time. A fourth and important member of this group is "Blackie," the family dog which helps bring back such game as the pheasant the boys had mounted. It now has a place in the recreation room.

Who's The Winner?



"Move up forward —

— Please!"



The Bettman Archive

HOW TO GET PASSENGERS to move away from entrance doors has been a problem ever since there has been public transportation. The above drawing was made back in the 1890's.

THE LIFTING DEVICE would certainly get results. It would also make an impression on the public. People remember being pushed around.

THEY ALSO REMEMBER words of abuse. They don't soon forget a sarcastic remark. And, unfortunately, one discourteous act is sometimes remembered when a dozen little daily courtesies may be forgotten.

SAYING WHAT YOU THINK, may make you feel better. You may even come out the winner in the argument.

BUT, if people do not like the treatment they receive, they will not ride with us. And if they do not ride with us, we have no jobs. And if we have no jobs — then who's the winner?

THE CHICAGO TRANSIT AUTHORITY
P. O. Box 1151, Chicago 90, Illinois

POSTMASTER: If addressee has moved, notify sender on Form 3547 and destroy mail. If address is unknown, return postage is guaranteed.

GEORGE T KELLY
446 E 29TH ST
CHICAGO 16 ILL
005

SEC. 34.66, P. L. & R.
U. S. POSTAGE
Paid
CHICAGO, ILL.
PERMIT NO. 8021