



TRANSIT NEWS

OCTOBER-1948



Softball Finals



A Family Portrait



TYPICAL OF MANY family groups working for the CTA is the Veltri family. Twenty years ago *John Veltri, Sr.*, now a conductor, started to work for the Elevated Lines as a student trainman, on the Metropolitan Section.

Two sons, *Mike* (center) and *John, Jr.*, are now also employed with their father by the CTA on the Douglas Park Branch of the West Side Section. Mike, with seven years seniority, is classified as a conductor, motorman and switchman. During World War II, he spent three years as a paratrooper with the 101st Air-

borne Division. He was twice wounded in action and received his honorable discharge with the rank of corporal.

John, Jr., a towerman, has been with the Elevated System four years. He served as a private in the U. S. Marines for 33 months during the war.

Another son, *Gene*, now a Lieutenant in the U. S. Army, formerly worked as a student trainman and train clerk.

Typical of the remarks made by these family groups, Veltri, Sr., said: "For 20

years I've had a steady income and have supported my family. When the boys were going to school and wanted to work part time to earn some money, they naturally applied to the Elevated. So it was not surprising when they decided to become full-time employees."

Another relative, *Frank Ambrose*, uncle of John, Sr., is a motorman on the Douglas Park Branch.

Fourth Quarter Improvement Program

EXTENSION OF THE North Western avenue motor bus service to a direct connection with the CTA's rapid transit system at the Western avenue station of the Ravenswood "L" has been authorized as part of the fourth quarter modernization program for 1948.

Modification of this "L" station is planned to provide off-street delivery and loading of bus riders right at a door of the station.

The special service will benefit all people whose residences or places of work are in or near Western avenue between Leland avenue and Howard street. The CTA is planning to make this type of direct, off-street transfer connection between its surface and rapid transit lines at a number of other appropriate points throughout the city.

Other improvements included in the fourth quarter program are:

1. Extension of the North Central avenue bus service northward on Lehigh avenue from Tonty avenue to Touhy avenue. The extension will provide residents and workers in the Tonty-Lehigh area with direct connections with the Foster-Northwest Highway, Elston avenue and Milwaukee avenue services.

2. Extension of Laramie avenue bus service from Harrison street south to Roosevelt road. This extension will more adequately serve the large number of industrial plants located south of Roosevelt road in the vicinity of Laramie avenue, and will give Roosevelt road streetcar riders an opportunity to use the bus service in North Laramie avenue. North avenue remains as the north terminal of this bus line.

Equipment Deliveries Lag

Carried over into the fourth quarter, because of delay in delivery of equipment, are conversion of the North avenue, Belmont avenue, and Irving Park road streetcar lines to trolley bus routes.

This part of the fourth quarter program will require 120 trolley buses—47

for North avenue, 33 for Belmont avenue, and 40 for Irving Park road.

North avenue will be converted to trolley bus operation from Clark street to Narragansett avenue, Belmont avenue from Halsted street to Pontiac avenue, and Irving Park from Broadway to Neenah avenue.

EXTEND TWO MORE CTA BUS ROUTES

THE WEST FOSTER avenue feeder bus line was extended eastward to Nagle ave-

nue from its former terminal at Harlem on October 11, providing a direct transfer connection with CTA buses on Higgins and Nagle avenues.

Bus service on the South California avenue line was extended northward, by way of Sacramento Boulevard, to Sacramento and Chicago avenue, from its former terminal at California and Fulton, on October 17. This extension permits direct transfer connections with CTA services on Chicago and Kedzie avenues.

CHICAGO TRANSIT AUTHORITY CONDENSED INCOME STATEMENT FOR THE MONTH OF AUGUST 1948 AND FOR THE EIGHT MONTHS OF 1948

	August 1948	Eight Months of 1948
Operating Revenues	\$10,083,156	\$73,945,630
Operating and Maintenance Expenses.....	8,212,199 ¹	67,000,468 ¹
	<hr/>	<hr/>
Interest Charges	1,870,957	6,945,162
	318,003	2,544,236
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Net Revenues Before Depreciation.....	1,552,954	4,400,926
Requirement for Depreciation.....	466,666	3,533,333
	<hr/>	<hr/>
Net Revenues (Before Bond Reserve).....	\$ 1,086,288 ¹	\$ 867,593 ¹

Note:¹ Because of vacation schedule, only the minimum necessary maintenance work was done in July and August. Deferred maintenance work will be done and the costs thereof will be reflected in statements for later months.

BALANCE AFTER OPERATING EXPENSES, BOND SERVICE AND DEPRECIATION REQUIREMENTS

Balance December 31, 1947, resulting from failure to earn depreciation requirements in 1947		\$ 810,015*
Deficit for the seven months ended July 31, 1948:		
Net Revenues	\$ 218,695*	
Appropriation for Revenue Bond Reserve.....	749,000	967,695*
	<hr/>	<hr/>
Balance July 31, 1948.....		\$ 1,777,710*
Month of August, 1948:		
Net Revenues	\$ 1,086,288	
Less:		
Appropriation for Revenue Bond Reserve	\$107,000	
Available and appropriated for Operating Expense Reserve.....	11,593	118,593
	<hr/>	<hr/>
Balance of Net Revenues appropriated to reduce deficit of prior months of 1948		967,695
		<hr/>
Balance August 31, 1948.....		\$ 810,015*

	August 1948	August 1947
Operating Revenues	\$10,083,156	\$ 8,322,076
Operating and Maintenance Expenses (Excluding Taxes and Provision for Depreciation).....	\$ 8,212,199	\$ 7,830,677
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Revenue Passengers (Including Postal Employees)	77,842,845	84,873,245

*Denotes red figures.

"ALL CARS all cars—10-55—Station WAYH." And immediately CTA radio patrol cars in the city are heading to inspect all subways within their districts for possible flooded conditions due to a heavy rain. The average radio listener wouldn't even hear this message, and, if he did, would not comprehend that it is another CTA method of saying "Let's Keep 'Em Rolling."

WAYH is not well-known to the general public, but it is a very important cog in CTA's tremendous job of providing satisfactory mass transportation to Chicago's millions. Day and night, in all kinds of weather, messages are beamed all over the city, sometimes as many as 6,000 in a 24-hour period. "The busiest commercial radio station in the country and very likely in the world," properly describes station WAYH.

The following is typical of how it functions for CTA:

"This is run No. 431, Halsted at Taylor, northbound. I need the emergency truck. A couple of trucks collided and are blocking the tracks," a streetcar conductor telephones.

One large truck is laying on its side, blocking northbound tracks, and one of the truck drivers suffers a broken leg. The dispatcher calls an ambulance over a direct wire to the fire department. He also phones the nearest emergency truck and directs it to the scene.

Then, going on the air: "Car 9, Car 9—10-51—Halsted at Taylor—Two trucks



THREE DESPATCHERS ordinarily handle the operations of station WAYH. But it is not unusual to find more on hand at times. This office, from which broadcasts are made, is in Room 402, 79 W. Monroe street. The transmitting tower is at Madison and Austin. At the "mike" is John Krause. Joe Blaa, Carl Gibes (foreground), Elmer Mills and Everett Headley are the other members of this shift.

collided." (In code, "10-51" means "Handle emergency at scene.") The reply comes back, "Car 9—10-4," meaning "Message received."

Then, by telephone, street supervisors in both directions on the Halsted line are told of the impending delay.

On the air again: "Attention cars 6, 10 and 11— 10-52." This notifies the patrol cars in adjacent districts to take

Keeping 'Em

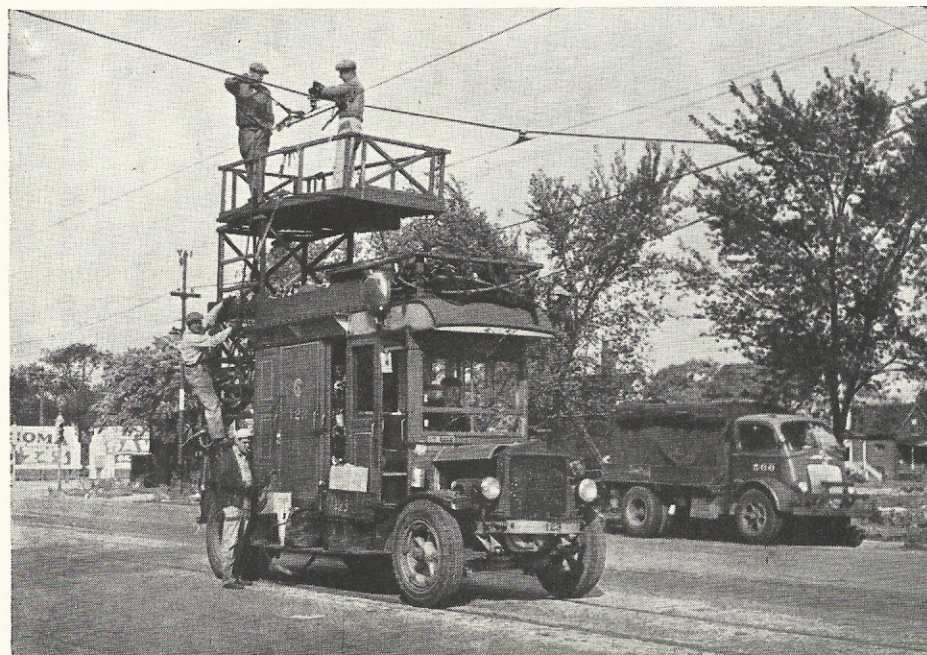
emergency service measures such as turnback, reroute, fill-in, or switch a car from the opposite direction or another line to restore service.

Before this particular incident is cleared up, the dispatcher may have to send a second emergency truck to the scene. Meanwhile he keeps in touch with the patrol cars and supervisors on the line, via the air and telephone, to check on rerouting operations. Then he notifies everyone concerned when normal service was being resumed.

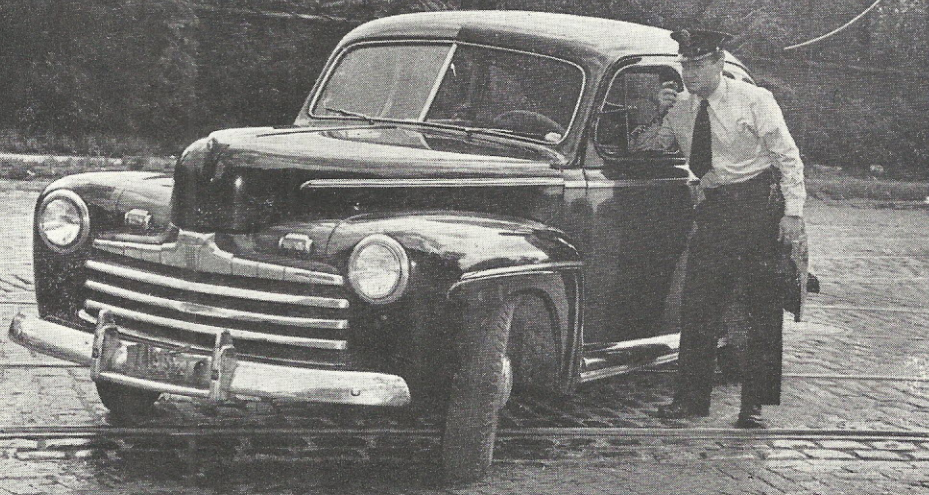
Began In 1942

THE FIRST BROADCAST was made over WAYH on June 1, 1942. It has

THE RADIO dispatchers are informed of operational trouble of any kind on the CTA System. This line truck of the electrical department was directed to the exact location by a dispatcher. Without loss of time, the crew is making the necessary repairs to eliminate delays or hold them to the absolute minimum.



Rolling!



THE DRIVER of a supervisory patrol car detects a broken trolley wire. On his two-way radio, Charles Kerr, District D supervisor, is calling the dispatcher, who, in turn, will direct an electrical department line truck to the scene. Station WAYH is constantly in radio contact with 50 mobile units all over the city.

been continuously on the air ever since with the exception of a 10-minute period on New Year's Day of this year. At the height of the ferocious sleet, snow and wind storm on that day, the tip of the transmitting tower at Madison and Austin buckled over and swung loosely. The station continued to operate, however, except for the short period necessary to tie the tip to the remaining solid portion of the tower to prevent further damage.

Many times delays on transportation lines are caused by factors over which the CTA has no control. The dispatchers are kept alerted by means of direct telephone lines to police and fire departments. In addition, a radio receiving set and ticker tape system immediately in-

RADIO STATION WAYH is immediately alerted by radio and ticker tape system of every fire occurring in the city of Chicago. When hoses are strung across the car tracks, a CTA emergency truck is right on the job to install temporary fire hose bridges. These enable streetcars to cross over the obstruction and maintain regular schedules.

form them of every fire occurring in the city of Chicago.

Even though not located directly on CTA lines of transportation, a large fire could cause delays to service if proper precautions were not taken. The spectacular explosion and fire at the Brach candy factory on West Kinzie street a few months ago in which 15 lives were lost is a good example. A 5-11 and two special alarms were received by WAYH

at about 3 A. M. The dispatcher on duty radioed the squad cars in that district. They sped to the fire, sized up the situation, and called for two emergency trucks. By the time the firemen were stringing hose over our streetcar tracks, a block and a half from the factory, CTA emergency crews were standing by to install fire hose bridges—one on Lake street and two sets on Cicero avenue. The result: CTA cars operated approximately five hours over the bridges—without interruption or delay to service.

In an ordinary day about 300 emergency cases occur which require arranging for additional help. This places a heavy responsibility on the 11 radio dispatchers who man station WAYH. These men are former trainmen, supervisors, instructors, or other transportation department employees who are thoroughly trained in transit operation. Usually three men are on duty at one time—one taking incoming telephone calls, one handling outgoing phone calls with the third receiving and sending radio messages.

The use of radio contact over the system has increased the availability of emergency equipment to a large extent and also improved service by keeping delays at a minimum. The prompt action taken in cases of emergency has a direct bearing on a better safety record, reducing personal injuries and preventing property damage.



GARAGES ON WHEELS

A NEW system of making minor repairs when buses fail has been established by Chicago Transit Authority to minimize delays in service.

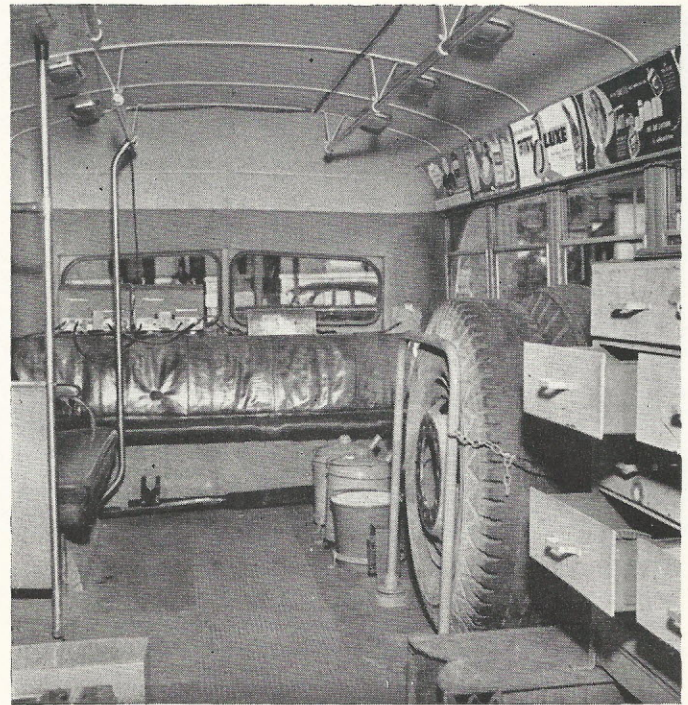
The interiors of five retired buses have been given a complete overhaul. Each has been equipped with a two-way radio system and carries parts of every description for emergency repairs. These "bus garages on wheels" have been placed in operation at five locations on the Surface system in an effort to speed repair service. CTA garages where the maintenance buses are located are North, 77th, Archer, Ardmore and Lawrence.

Radio Dispatched

The "bus garages on wheels" work this way: When a bus is stalled by engine or tire trouble, the operator calls his dispatcher who in turn radios to the nearest maintenance bus where a mechanic is available for emergency calls. When the mechanic receives the location and his instructions he proceeds to drive his "bus garage" to the



BUS MECHANIC *Gus Pavelka*, Archer, a 12-year Surface system employee, about to leave on a "bus garage" emergency call. Included in the equipment carried are light bulbs, brake hoses, gas lines, spark plugs, fan belts, seal beam units, tires, batteries, gas, oil and water.



SITUATED IN THE rear of the "bus garages" is the two-way radio system that enables the driver to receive and transmit messages. If the faulty bus cannot be repaired on the street the driver is then able to radio his dispatcher for further instructions.

scene where he repairs the bus. It then resumes its regular run with a minimum of delay.

If the bus cannot be fixed on the street, it is then towed to the garage to be repaired. Often emergency work done on the street prevents further damage to the bus in the towing process.

Prior to this new maintenance service, a mechanic had to take another bus from the garage to the breakdown scene. The mechanic would then take the faulty bus to the garage. However, it was found that many buses taken off the street could have been quickly repaired at the breakdown location.

Use of the "bus garages" is expected to cut bus maintenance costs and provide faster repair service when such a situation occurs.

Mobile repair shops are not new to CTA. For the past few months a "sewing machine bus" has been touring the stations. Equipped with a sewing machine, the bus makes it possible to repair and change destination signs at the stations, instead of shipping them to the shops.

RIDING THE WAVES

"THERE'S nothing like riding the waves—no gas smells, no hot roads, no traffic lights and plenty of room to move around." That's what Richard Lemke, Sr., Yard Foreman, North Side Section, says about traveling via water. And Dick, Sr. should know. He owns one of the largest and fastest boats on the Great Lakes—the "Buddy L II," named after his son Richard, Jr., a yardman at Howard street.

Dick, Sr. has been a "Skipper" since way back in 1915. "The first boat I owned was a 16-foot sailboat when I was a youngster living in Detroit," he said. "I owned sailboats until 1942 when I purchased the 'Buddy L I,' a 30-foot cabin cruiser with one engine. In 1946 I sold that cruiser and bought the 'Buddy L II.' This is the biggest and fastest boat I've ever had."

The "Buddy L II" is powered by two 150-horsepower engines, each with six cylinders. "One time," Dick commented, "my son and I were near a police boat and offered to race them. They agreed and were really surprised when they saw us pulling away from their fast boat."

Dick, Sr. is a member of the U. S. Coast Guard and entitled to fly its ensign from the "Buddy L II."

Crew Of Seven

When asked about his boat crew, Dick, Sr. said: "I have a crew of seven but I don't have to pay them; in fact, they pay me. Actually we are just a group of friends who enjoy boating. We all share the expenses evenly. With a yearly budget of about \$700.00 split seven ways the cost is not great, considering what we get out of it."

Sudden storms that often come up on Lake Michigan are not a worry to "Skipper" Lemke. "By watching the barometer," he remarked, "I get all the warning I need."

On his vacation this year Dick, Sr. and three members of his crew motored to Sturgeon Bay, Wisconsin, on the



THE "Buddy L II," a 38-foot cabin cruiser owned by Yard Foreman Richard Lemke, Sr., North Side Section. The cruiser will travel 35 miles per hour, has sleeping quarters for seven and is equipped with a kitchen, washroom and hot and cold running water.

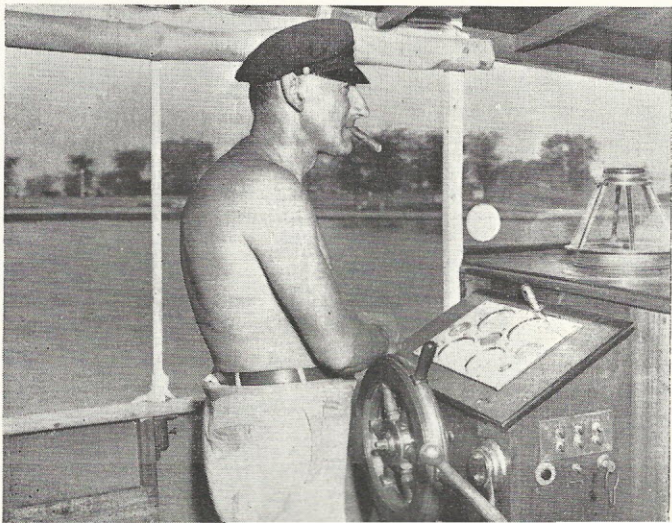
"Buddy L II." "We had a beautiful trip and the cruiser ran smooth all the way," he said. "We were gone for two weeks and the entire trip covered about 1,000 miles." Next year he is planning a trip to Mackinac Island, Michigan.

Dick, Sr. works a split shift and when the weather is good he can usually be found—if you have a motor boat—about 20 miles out on Lake Michigan—reading a book while "riding the waves."

A REGULAR crew member of the "Buddy L II" is Richard Lemke, Jr., for whom the boat was named. Dick, Jr., is a yardman at Howard street and has been a Rapid Transit system employee for two years.



GETTING ready to take an afternoon ride, Dick Lemke, Sr., an "L" employe for 33 years, takes his position at the steering wheel of the "Buddy L II." Above the dashboard is the guiding light of all water vehicles—the compass.



DURING the recent hot summer days, Dick Lemke, Sr. could usually be found about 20 miles out on Lake Michigan, reading a magazine or just snoozing. "When it was too hot at home," he said, "I usually got my sleep on the 'Buddy L II.' It was the best way to beat the heat of the stuffy city."



SOFTBALL FINALS WEST SHOPS, 22—KEDZIE No. 1, 4

The score of 22 to 4 in favor of West Shops decided the 1948 champion of the CTA softball leagues on the evening of September 11 at the Five Holy Martyrs Field. West Shops represented the Sunday league and Kedzie No. 1 was the champ of the weekday league.

The teams eliminated from the championship contest continued to compete in a round-robin playoff. North Avenue

defeated Archer in the finals of the Sunday league, and Lawndale took the measure of Lincoln in the weekday division. In the championship round-robin playoff, North proved superior to Lawndale by a score of 15 to 10.

Trophies were presented to the winning teams on Thursday, September 30, at Street Car Men's Hall.



CTA SOFTBALL CHAMPS—The West Shops team, winners of the Wm. A. Hall trophy, bottom row, left to right: Charles Kilroy, Jr., batboy; Tommy Gilleran, Johnny Gilleran, Charley Kilroy, manager. Second row: George Huizinga, Johnny Straka, Bill Raaber, Ted Hastings, Miles Coleman, captain, and Walter O'Donnell. Third row: Johnny Ciecaldo, Pat Porcelius, Joe Marzalak, Louis De Meo. Top row: Frank Spychala, Bill O'Brien, Pat Druggan and Johnny Rush.

NORTH AVENUE, winners of the round-robin tournament, defeated Lawndale in the final game 15 to 10. Bottom row, left to right, Tommy Durack, Bill Gersch, Frank Mazzoni, L. Tannehill, John Daly, Buzz Buzynski. Second row: Lynn Balding, Vince Vincek, Bill Lindsey, Art Daniels, Larry Bridgewater. Top row: Johnny Gould, Johnny Kennedy and Mel Kuehlman.



KEDZIE NO. 1 TEAM wound up its regular schedule on top of the weekday league, but proved no match for West Shops in the CTA championship game, losing by a score of 22 to 4. Bottom row, left to right, Bill Rafferty, captain; and John Kain, manager. Second row: Charley Holon, Irwin Belmonte, Gus Enders, Fred Enders, Sam Ippolito and L. Staton. Third row: Tony Chebchuk, Clint Sidman, Marty Huska and Frank Troilo. Top row: John Kolowitz, Tom Murphy, Ed Daddzio, Ed Cuklewitz and Herb Elke.

WINNERS OF THE round-robin tournament in the weekday league, Lawndale lost the championship game to North Avenue, of the Sunday division by a score of 15 to 10. Bottom row, left to right, Ed Olsen, manager; Dom Papa, Norm Stroz, Jimmy Majka, Harry Loftus. Second row: Mike Griffin, Eddie McCollum, Irv Birnbaum, Bob Thezan, Ray Mueller, Harry Salitre. Top row: Eddie Svoma, Joe Papa, Charley Saunders and Johnny Kutnick.



THE INSIDE NEWS

— AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

IT'S "MRS." NOW FOR THESE TWO

ACCIDENT INVESTIGATION — *Tessie Koclanis* is now *Mrs. George Foutris*.

Sylvia Gorske became *Mrs. Richard Lisecki* on September 19, 1948. *Helen Barkulis* was her maid-of-honor.

Our newest employes are *Ann Kuzius*, *Eugene Hoskins*, *Michael Curtin*, *Joseph Clark*, and *Edward Henry*.

Mrs. Ed. Clark, the former *Mary Dunne*, has returned from her honeymoon, which was spent at Paw Paw Lake, Michigan.

—"M & M"

IS IT A COLOR?

ARMITAGE—*Motorman Frank West* found numerous cans of various colored paint, varnish, linoleum finish, shellac, plastic paint, and crankcase oil. Mixing these all together, West brought out a color that is a wonder to behold. Then to top it off he painted his auto with it. He drives to work now and the "car" stands outside the depot, where it is the envy of all eyes.

You have all heard the story of the man who opened his purse and a moth flew out. *Motorman Engelthaler* goes one better. He put his hand in his shirt pocket and a full grown butterfly popped out.

Conductor Pat McGuire stepped out of his car onto a step that wasn't there. As a result Pat spent one week in Loretta hospital with three broken ribs and other injuries.

Received a card from *Motorman Red Lange*. He and his wife are enjoying the Florida sunshine.

—TED SHUMON

TRANSITAD

FOR SALE—Grey enamel Universal hard coal heater and white enamel garbage burner. Used very little. A. J. Rook, 3005 W. Cermak road.



DOUBLE WEDDING

IT WAS a double trip down the center aisle for *Motorman Timothy McMahon*, 77th, when his two daughters were recently married in a double ceremony at St. Kilian Church. At the left is *Colette Mary* who became the bride of *Raymond J. McCahill*, and right is *Ann Patricia* with her husband, *Herbert M. McHugh*.

SICK LIST GOING DOWN

BURNSIDE—On the sick list we find *Clerk Clare Danhaur* and *Supervisor Al Fox*, both confined to Hines hospital. *Conductor J. J.*

Murphy was off for awhile with a bad leg.

Sympathy is extended to *Conductor John Curry* of 77th who lost his mother, and to *Conductor E. Carson* of 38th Street in the

POLICE OFFICERS COMMENDED FOR FOILING "L" STATION HOLDUP

FOR THEIR heroic actions in foiling a holdup attempt by two men at the 29th street elevated station recently, Officer James Sanders of the Park District and Patrolman William Trigg of the Detective Bureau were highly commended by General Manager Walter J. McCarter of the Chicago Transit Authority.

The officers, who were off duty at the time of the attempted holdup, killed one of the bandits, wounded and captured his accomplice and successfully escaped injury along with the station agent.

In letters addressed to John C. Prendergast, Police Commissioner, and James C. Gately, President of the Park District, Mr. McCarter said:

"These two officers courageously risked their lives in the revolver duel with the two bandits whom they caught in the act of robbing Agent Rudolph Weise.

"Their being off duty at the time strongly emphasizes the fact that their conduct was in the best tradition of officers of the law.

"I should like Officer Sanders and Patrolman Trigg to know that the Chicago Transit Authority is sincerely appreciative of their outstanding performance and also is deeply grateful that both they and Agent Weise escaped injury."

loss of his wife. Both of these men are formerly of Burnside.

We are still waiting to hear from those vacationers who promised to have a picture for the magazine.

—FURGIE

WHEN IS A "GI" NOT A GI?

COTTAGE GROVE—A group of the boys were conversing in the train-room. They were trying to determine how many ex-GI's were in the group. Just then *Motorman Ed O'Connell* sauntered by. "Count me in, too, men," said Ed, "I'm a GI." "You, a GI?" questioned the fellows. "Sure," he rejoined, "Good Irishman." How about that, *Conductor Northoff*, is he? Wonder if this can account for the reason why someone attached the supply wagon to Ed's model A the other night when it was parked in front of the depot. The supply wagon is painted green and it is said that every GI (Good Irishman) should carry green.

—THE ECHO

DEVON BOWLERS BACK IN ACTION

DEVON—At this writing the bowling season is in full swing. Up to this time the boys have given a very good account of themselves. It will be worth a trip to the alleys on Friday evenings, to see our boys perform. They are easy to spot as their grey shirts stand out against the background of the alleys.

Motorman Walter M. Swanson has taken his pension. At present he hasn't planned anything real exciting to do except rest in the easy chair.

Bus Operator Glenn Hopkins took his son, *Bobby*, for a ride on the second half of his run recently. That was his way of showing the youngster the city. But it all sums

up to Bobby wanting to be an operator some day.

Conductor Joe Niemczyk went fishing Labor Day but he had no better luck than the rest of us. The best he could do was tell us about the ones that got away.

Motorman Joe Guth is the latest one to pass out cigars. He became the father of a boy September 8.

—LARRY HIPPERT

INDIAN SUMMER VACATIONS

ELECTRICAL (RAPID TRANSIT)—The vacation season runs into its final heavy month. Indian summer sojourners include Art Lynge, Syl Danecke, Ed Frank, Harry Burger, Ed Kehrwald, Jim Batchelor, Hoppy Miller, Ed Wilson, Harry Wilson, Del Tosh and Charley Krote. Several of the boys are planning to represent CTA and the Chicago Elevated Post No. 184 at the national convention of the American Legion at Miami.

Bernhardt M. Nielsen, Jr., laborer, is a new addition to our departmental family, transferring to us from North Side transportation. Other personnel changes for us include John P. Shea, moved up to lineman, and John S. Angel, moved up to lineman helper.

The household of "Whitey" Whiting, lineman, added a boisterous new member, Edward Joseph, Jr., a few weeks ago.

Perfect climax to the vacation of Nancy Conroy, daughter of Robert Conroy, foreman of line maintenance, came when she was selected "Queen for a Day" at a radio broadcast in Hollywood. Her gifts list like a stock inventory, but Nancy says the most enjoyable was the five-day super vacation at the Las Vegas Flamingo hotel.

—GEORGE KRAMBLES

IT'S STILL GOING UP!

ELECTRICAL (SURFACE) — Last month the headline of column for the Electrical department, Surface division, read as follows: "Birth Rate Up." Again it happened here. Norbert Rolnicki of Milwaukee substation is the proud daddy of a 10 pound baby boy named Michael Allan.



STOPPING their rehearsal long enough to shower some confetti on the future Mr. and Mrs. Albert C. Jones, front, center, are these square dance exhibitioners who are captained by, right, Bud Walker, Accident Prevention, and his wife, Elizabeth, standing to his right. Albert, a Jackson Park Elevated trainman, and his wife, Margie, were married the day after this photo was taken. Other CTA square dancers are, second from the left, front, Conductor Floyd Jordan, 77th, and Bus Operator Earnest Buergermier, Archer, who plays the mandolin while leading his square dance orchestra.

Michael Wilkiel of Crawford also announced the arrival of Donna Marie. Mother Wilkiel is getting along nicely.

Sympathy to the family of Carl Werner, Line department, whose father passed away; also to Colbert Vachet of Van Buren substation in the loss of his brother, and Paul Vachette in the loss of his father.

Michael Hircisin of the Line department was married early in September to Marian Paciga of Chicago. Honeymoon was spent in Chicago.

Information has been received that William Park, also of the Line department, took unto himself a wife.

They Went East

The east was a very popular vacation land for several of our members. Rose Scheid, general office, traveled via rail to York, Pa., and Washington, D. C., and reports having had a delightful time.

William Hart of Milwaukee substation vacationed at Plymouth, Pa. Bill refrained from riding horses and went berry picking instead.

William King of Grand and Leavitt spent eight glorious days in Atlantic City. His greatest thrill was sitting in a cart being pushed along the Boardwalk by a little man.

Leo Davis, 82nd substation, motored to Biloxi, Miss. Upon his return we discovered that he cultivated a little of that Southern accent.

Archie Smith of 63rd substation enjoyed a trip to Ludington, Mich. Philip O'Grady of Grand and Leavitt did considerable golfing in the vicinity of Twin Lakes, Wis.

John Dorr of 79th substation motored to the West Coast and reports having had a wonderful trip.

—ANDY

IT'S A TOUGH GAME, KEN

GENERAL OFFICE (JACKSON)—In case anyone is wondering if Ken Larson was kicking a chandelier, it was just a friendly game of football with his sons that put him in the hospital with a broken hip.

It looks like Verena Langhammer and Florence Butterfield are playing a little game of touch and go on their vacations. When Verena returns from Boston and points east, Florence will be leaving.

Veronica Forrest, Purchasing, left to take up a position closer to her home.

—BRENDA and COBINA

APPARENTLY THE HORSE WON

GENERAL OFFICE (MONROE)—Charles Bates had an enjoyable beginning to his vacation in Colorado and New Mexico, until he and a horse disagreed. Charles was most fortunate in not being seriously injured.

Nancy Manville, daughter of R. L. Manville, placed first in the Society of American Musicians contest in the primary group, and was a finalist in the Chicagoland Music Festival contest. Nancy is currently being auditioned for television by one of the leading studios in the city. Deanne DeSutter daughter of Lee DeSutter, Specifications, was recently elected president of the NIWAUNA Camp Fire girls.

Carol Smith daughter of Mr. C. A. Smith, accident prevention, proved herself a follower of Izaak Walton when she hooked the second largest fish at Farwell Pier fishing contest for girls, winning herself \$10.00 in cash and a "Fishing Oscar."

R. E. Harmon, track engineer, visited his sister in Los Angeles after an interesting auto trip with his children. Bob says California is fine, but Chicago looked good when he arrived back home.

Rooney Goes Home

William Rooney spent his "two weeks with pay" in his hometown, Pittston, Pa. Kay Wynn, we understand, stopped traffic at 42nd and Broadway in New York. T. B. O'Connor is also touring the east. The latest word from Charlie Ste-

venson is that he is progressing on the road to recovery.

George Rateike decided there was no better way to break in a brand new car than to direct it towards California. He and his family did exactly just that, and report a wonderful ride and a wonderful time.

W. S. Comstock has recently returned from Hayward, Wisconsin. He reports the fishing was excellent and brought home a few samples of it. Mildred Bykowski tripped to Springfield during the State Fair and returned with such glowing reports of the Fair, and an itinerary of places historical, it prompted Sig Shonts to make the same visit. He heartily corroborates her reports.

Harold Rowbottom has severed his connections at 600 Washington and joined the accident prevention family in room 401. Wally Oquist has joined the ranks of staff engineer.

Eliot Hirsch recently introduced to the world for the first time, little Elizabeth Louise Hirsch, as a playmate to her big brother Lawrie, now 2½ years.

—MARY CLARKE and
JULIE PRINDERVILLE

TRANSITAD

WANTED TO RENT—3 or 4 room apartment on north or northwest side. Phone Charles Lorig, Sunnyside 4-5484.



A RECENT convert to the thrilling sport of deep sea fishing is Gateman C. Johnson, Metropolitan. And you can see why! While on vacation in San Diego, California, he tried it for the first time and landed this 36 pound sea bass.



AT HER DESK with a group of fellow employees is Mildred Matlow, Accident Investigation, who recently became Mrs. Al Martin. Mildred is one of the few lucky girls who was able to move into her own home following her wedding so her co-workers arranged to have this miniature home perched on her desk when she returned from lunch. Over the chimney is the cash gift the girls gave her as a going-away present.

BALL TEAMS FINISH HIGH IN STANDINGS

KEDZIE—We congratulate our ball teams and their managers, John "Red" Kain and Paul Rosentrator. Although at the beginning of the season there was no end of trouble, they finished in the upper bracket.

Conductor Mike Urganus and his family toured the Eastern Seaboard during their vacation, visiting Philadelphia and New York City. The news of the oncoming hurricane from the South sent them back to Chicago.

Ted Heffernan and family spent most of their vacation in Wheeling, West Virginia, at the home of Mrs. Heffernan's parents. When Ted returned from the South, Ray McDonald took off for the North Woods with his family.

Motorman Joe Courier spent his vacation in the South. Motorman Tony Otis, his wife and two sons, vacationed in Michigan and Wisconsin. Tony Gianelli and his family spent their vacation in Northern Michigan at the home of his brother. Motorman George Bagnall, with Mrs. Bagnall, went to California. Motorman Evo Orsi, is spending his vacation at the home of Mrs. Orsi's brother in San Bernardino, California.

Supervisors Frank Nelavac, Eugene Metz, and Jim Doherty are back from vacation. Jim was in the North Woods, Frank at the Land of Lakes in the Illinois-

Wisconsin area, and Gene was in the Islands, (Stony, Blue and Goose.)

They Surrounded Him

Up at Poverty Lake, Deer River, Minnesota, Ed. Langel spent his vacation with a club in his hand to keep the Northern Pike from sinking his boat. He caught about three dozen in a day and a half.

Tom Coglianese, Paul Fidanze, Clerk Joe Costello and Supervisor Eugene Metz went out to Government Pier to fish. Came time to assemble the tackle and Paul didn't have any. However, there was a lunch and plenty of cigars, so Paul amused himself with nibbling and smoking while Tom, Eugene and Joe got many nibbles and three fish.

Jim Keenon is back from his vacation, during which he did a lot of fixing and improving on his Maywood home. Conductor George Oakes has become a grandfather. Loretto Sutor, his daughter, presented his granddaughter, Mary Elizabeth, early in September. Conductor Ray Snell, Motorman Art Cooper and Supervisor Dan O'Brien played fire department when they discovered Russell Haines' automobile cushions on fire. Art and Ray had pulled in on Van Buren for their fall back and ran to give Dan a hand. Russell was grateful because his Packard comes second only to Mrs. Haines and his kids.—JOE SMITH

HE WAS "FENCED IN" ON HIS VACATION

LAWRENCE—Stanley Liss, night repairman at Avondale yard, enjoyed his vacation putting a new fence around his back yard.

Vacation News: Lee Borgstrom took in the sights of Niagara Falls and spent the rest of his vacation getting acquainted with his cousins in Detroit. Albert Johnson and family went to Colorado, New Mexico, Texas, Arkansas and Missouri. Dale Morrison visited Philadelphia, Boston, New York, and Brooklyn. Dale met Harold Lee at the St. George Hotel while in "Flatbush."

William Wilkie visited Texas to get acquainted with his in-laws. Frank Kimmel did nothing but fish and sleep in Michigan. Herb Henrick is now recovering at home after a serious operation.

It's another girl for Mr. and Mrs. Edward Halicki. This time an eight pound, seven ounce baby girl named Lyn Marie. This makes three girls for the Halicki's. Our sincere sympathy to Edward Bobula who lost his mother.

—THE POLISH COUNT

TRANSITAD

WANTED TO RENT—4 or 5 room unfurnished apartment on north or west side. Phone Ralph Tannhauser, Eastgate 7-8177.



THIS RARE double-blooming Easter lily was given to his wife by Motorman Frank Carlson, Devon, on Easter of this year. When Frank and his pet, "Sir Toy," were looking over the backyard recently, they discovered that the lily had come to full bloom for the second time.

VACATIONS OVER BUT 'TALL TALES' CONTINUE

LIMITS—With most of the ideal vacation periods over, we hear many tall tales of how the big ones got away, and you ought to see the way I decorated my house this year, etc., etc., etc. One of these tales that came my way was how Operator J. Nesbit did a fine job of aqua-planing on Round Lake, Michigan, during his recent vacation. Aqua-planing (surf-board riding to us non-seafaring men) is a very difficult task. Operator Nesbit informed us that he took many spills before he could call himself an aqua-planer.

Wednesday, September 22, everybody in the depot was surprised and happy to see the grand old first motorman, John Riley, back again, smiling and jovial as usual. Altho a little shaky from his traffic accident a few months ago, motorman Riley was shaking hands with the boys again and telling some of his good old Irish yarns.

Maybe Next Time

Motorman Charlie Hurtienne would like to know when there will ever be a pick where somebody don't say, quote "This pick won't last long" unquote.

Mary Ann Davilla, wife of Motorman Mike Davilla, is better after her recent appendectomy. Mike and Mary were celebrating their second anniversary when she suffered an attack of appendicitis.

R. H. LENCE

NOT MANY DO THIS

MAINTENANCE OF WAY (North, South & Subway)—Habit is a hard thing to break. Carpenter Foreman W. A. Johnson proves the adage by calling the office regularly, and even dropping in occasionally, even though he is on vacation.

Maybe you recognized the newlyweds on page 15 of the September issue, but were surprised at their identifications. Actually, it was a picture of Leona Ann, daughter of Carpenter Foreman Joe Poduch, and her husband, Edward H. Karzuchowski, who were recently married at St. Hedwig's Church.

Assistant Superintendent J. J. Madden has got rid of his jealousy and spent one week of his vacation breaking in its successor.



Photo By Leonard Del Vicario, Clerk, 77th

A FAREWELL PARTY was given in honor of Joe Swanston, former stock clerk at the South Shops, who resigned recently to enter Sacred Heart College at Watertown, Wisconsin, to become a brother in the teaching order of the Congregation of Holy Cross.

Employees of the South Shops who gathered to say goodbye to Joe and present him with a suitcase, were, front row, left to right, Charles

Jung, L. P. Gasper, Earl Wilcox, Frank Rothman, Clarence Pipowski, Joe Swanston, A. W. Eggert, Jerry Page, Patrick Monfette, Otto Schwendt, Harold Friedl, John Gubbins, Bernard Fitzpatrick and John Kurgen.

Rear, left to right, are Otto Hoyer, Walter Passott, Frank Burke, Charles Matthews, Matt Basso, Roger Jestice, Bert Long, C. J. Collins, John Jankus, Charles Buza and E. J. Hoyer.

Reported by Jean Hartley

Our genial clerk, Jim Pettricca, could not stand the wailings of Cub fans so removed himself from the hideous groans, moved among the aristocracy of the west where his children would have a chance to romp in the tall grass.

Recovering from Fall

Trackman Johnny Sobolewski, injured by a fall in the Subway earlier in the year, is reported to be recuperating very nicely at Hentrotin hospital. Would like to see some of you guys.

Our sympathy to Carpenter Herman Behrens and to Signal Maintainer E. Andreasen, on the deaths of their mothers.—JIM WALSH

THE FISHING MUST HAVE BEEN BAD

MAINTENANCE OF WAY (Metropolitan, Loop and Lake)—Bill VanLennep, gate repairman, had the people in Ohio, Illinois, baffled on a recent visit to this hamlet when he was found chasing rabbits with a fish net and according to what he tells the boys on Lake Street he really got them.

George Peshak, locksmith, and his wife enjoyed a trip to Califor-

nia on his recent vacation to such an extent he's counting the weeks until his next vacation.

Jack O'Reilly became an uncle twice during September, when his sister-in-law, Mrs. Art Ryan, gave birth to an 8 lb. boy and his sister, Mrs. Mary Shields, gave birth to an 8 lb. boy, which makes your writer and his wife an aunt and uncle to 28 nieces and nephews.

We were sorry to see John Wolfersheim, maintainer, leave the Met. for the North Side, but welcome Al Donfris, maintainer, from the North Side.

Herman Manke, signal foreman and Irving Schumann, carpenter foreman, spent their vacations in Michigan with their families. Both are avid fisherman and there is a suspicion around Laffin office that the tales are bigger than the fish. They have pictures to back up their yarns, but we want to see the fish.

Fred Buckman, carpenter foreman, leaves October 3, for Brass Ball Corners, Wisconsin, on the last week of his vacation. His should end the fish stories for 1948.—JACK O'REILLY

THIRD SON BORN TO FLANAGAN'S

MATERIAL AND SUPPLIES—Mr. and Mrs. Marty Flanagan proudly present their third son, Roger Alan, born September 5, weighing 7 pounds, 9 ounces. Mrs. Flanagan is a former employee and Marty works in our West Shops.

Jack Powell, Throop street storehouse, is a correspondent for the Fraternal Order of Eagles. After entering in a contest to write an article on "Acquisition of New Members and Retaining Them," he won first prize.

We welcome to our department Walter Johnson, William Nessler, Peter Cawley, Joseph Giardini and Zenon Weyna.

Frances Louward, general office, vacationed in Louisville, Kentucky. She also spent some time visiting the State Fair at Springfield, Illinois.

Grace Rubies, South Shops, had an extensive vacation trip taking in Black Hills, South Dakota; Yellow Stone National Park, Colorado Springs and Denver, Colorado.

Otto Hoyer, South Shops, and his wife vacationed in Waupaca, Wisconsin.

Patrick McStay has been transferred to the Traffic and Schedule department. Mae Kearns, Anne Komorau, Les Baggesen and Don Cannon have been transferred to the Control department.

—JEAN HARTLEY

AGENT VISITS IRELAND

METROPOLITAN—Agent C. Mahoney recently returned from Ireland where she visited with many of her old friends and relatives.

Motorman W. Stefanski is back after his honeymoon trip to California. With his girl friend, Suzy, in Seattle, Washington, we don't like the way Joe Barth is looking at Stefanski. Maybe he's getting those "wedding bells" ideas, too.

Agent Mary Ewing has returned from a Green Bay, Wisconsin, vacation with her son and family. Agent Elizabeth Payson can check her enthusiastic reports of a pleasant visit in Canada with those of B. Fields, who made the same vacation trip.

Gatemen A. Stressen and T. Dobes just finished trying out their fishing skill at Rice Lake, Wisconsin. Gateman E. Pevitts and his wife were able to furnish them some helpful information since they spent their vacation there, too.

Agent E. Klein is back after being on the sick list.

—ROY WHITE



ONE of the highlights of Oscar Pohl's vacation was the day he caught these two big ones. Oscar, who works out of the 63rd street yard, said the larger of the two fish weighed 8½ pounds and was 32 inches long.

"BLACK RAIL" NOW SHOWING

A NEW SAFETY film, "Black Rail," is currently being shown to transportation men at their stations. It dwells on the proper use of sand in bringing streetcars to safe service and emergency stops.

The film has been prepared under the direction of the Accident Prevention Department with technical help from the Instruction Department. All members of the cast are CTA employees.

Within the next few weeks all motormen and conductors will have had the opportunity of viewing the picture.

The name, "Black Rail," is taken from a scene in which a veteran motorman is scraping black scum (caused by atmospheric changes) off the rail with his toe and shaking his head in a disapproving manner. He realizes that proper use of sand will play an important part in that day's work.

The Accident Prevention Department contemplates making and releasing other safety films along similar lines for the benefit of CTA transportation men to help them in their efforts to prevent accidents of all kinds and promote safety for passengers and crews.

FREAK ACCIDENT SIDELINES BALL PLAYER

NORTH AVENUE—During a recent baseball game, A. Tannehill, our center fielder, met with a freak accident. He threw a ball to the infield and broke his arm. He then fell to the ground and broke the same arm in a different place.

Assistant Superintendent James O'Shaughnessy is a patient at the St. Francis hospital in Evanston.

Motorman William Echols is a patient at Hines hospital where he will undergo an operation for an

old war disability. Motorman Eddie Pozan and Wm. "Duke" Cavanaugh are also patients at Hines.

Al. Matz (retired) reported a pleasant vacation during the summer months in the North Woods of Wisconsin. He sends best regards to his friends at North.

He Fed Them Well

Motorman George Calcagno wears a lonesome look now that the fishing season is over. George made many friends amongst the fish on the lake front—who would come up to nibble on lunch he would offer them.

THEY LIKE OUR SERVICE

SINCERE WORDS of appreciation for courteous service supplied by members of our operating force were expressed in letters printed recently in public opinion columns of two Chicago daily newspapers. The letters, which are reprinted here, are indicative of the outstanding service our passengers are given by CTA employees.

Here is what they had to say:

"For some time I have been reading in your 'Voice of the People' reports on the conduct of the streetcar conductors (and not so good) here in our city. I would like to tell my experience.

"For three years every two weeks I had to take my blind father downtown on the streetcar to be treated. We rode from the far south side to the loop. In all that time we were treated with the best of care as we got on and off the streetcar. We were watched with care to see that we did not move until the car had come to a dead stop and escorted to a seat so that Dad would not fall. One conductor helped me get Dad off his car and walked to the curb with us to be sure we were safe. We were always grateful."

The second letter reported: "On a recent Saturday we chartered a streetcar for a group of children. The crew was simply wonderful. They were so patient with the children and so courteous to everyone that we thought everyone who subscribes to the Sun-Times should know of them."

Fred Reed, better known as "Fritz," who has been on the sick list for some time is still a hospital patient. "Red" Forester, his old motorman, hopes to have him back soon.

Vern Landis is helping to bring down the meat prices. He bought a baby pig in the spring and is fattening him up at his country home. And speaking of pigs—Conductor Herman Neeley won a \$25.00 prize at the hog calling contest at the State Fair. Now we intend to put on a hog calling contest between Neeley, Maurice Ballestro and "Goo-Goo" Eldridge, who claim they can sing the hog calling song of "Soooo Weeee" better than Neeley. Ballestro spent his early life on a farm in Van Buren County and Eldridge has raised hogs for years on his farm just outside the city limits.

Conductor Clarence "King" Tutt received a badly smashed toe when a destination sign fell on it.

Congratulations to Motorman Tom McGovern who was presented with a baby boy August 15. The little fellow was named Thomas Stevens III.

—JOE HIEBEL



LEAVING the Holy Rosary Church following their marriage are Alfred De Martini, West Shops, and his bride, the former Rose Schiavinapo.

ROLLER SKATING CAN BE DANGEROUS

NORTH SIDE—Motorman Otto Foerster suffered a broken leg while roller skating in Woodstock, Illinois.

Motorman Al Burm is sporting an expanded chest these days. The reason? His first grandchild, a boy born to his son's wife on Sunday, Sept. 19, in St. Joseph, Michigan.

Agent Betty Meers is back after a two months tour of Ireland. Betty said she enjoyed traveling by plane.

Conductor Edward Doremus and family spent their vacation motoring through the eastern states, Niagara Falls, and parts of Canada.

Agent Teresa Moran visited her relations in Colorado Springs and had a swell time there on her vacation.

Motorman Edward Larson returned to work after long absence due to illness and an accident.

Motorman James Luvisi is back after spending some time in Hines hospital due to illness.

—J. J. BALY

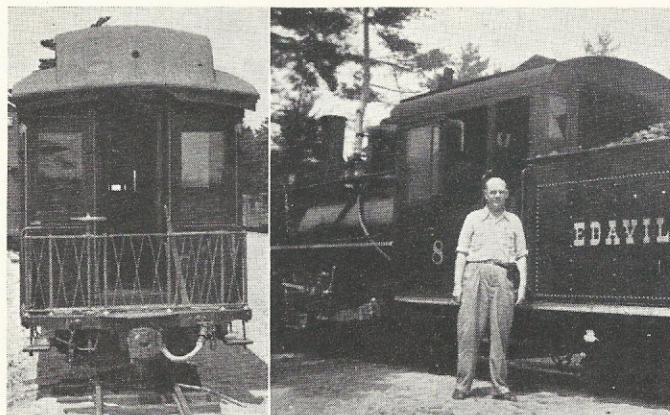
WISCONSIN LURES CTA VACATIONISTS

SCHEDULE-TRAFFIC—It seems that most of our late vacationists preferred Wisconsin. These include John Bernbom catching fish at Hayward, Clark Johnson taking in the sights at the State Fair, Arvid Brandt and family enjoying the scenery around the Wisconsin Dells, and Marie Shumon visiting at Whitewater. Ray Primeau seems to favor the State of Michigan for spending his leisure time. William Dentamaro spent his vacation in the Western Suburbs.

Wally Thomas and Joe Billis both proudly announce family additions. John Francis Billis made his appearance on August 28, while Marilyn Jean Thomas will celebrate her birthdays on September 17.

John Walsh and Barbara Faust exchanged wedding vows on September 19. Sympathy to Dave Jacobs whose mother passed away recently.

—L. C. DUTTON



THE LAST OF ITS KIND

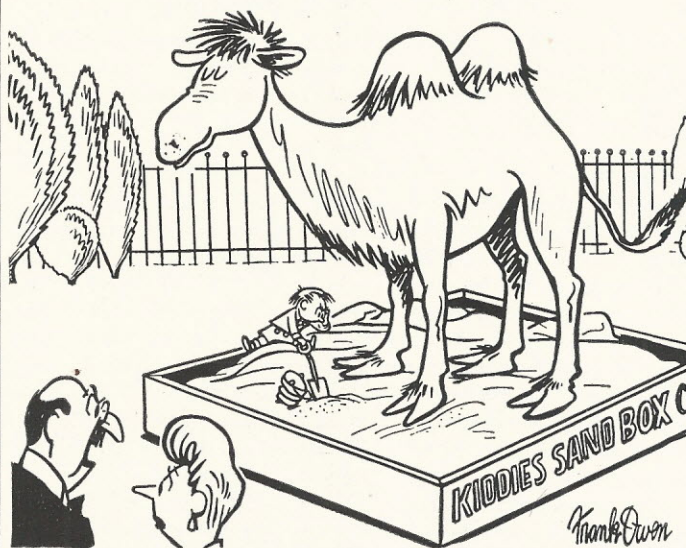
THE EDAVILLE RAILROAD, named for its owner, Ellis D. Atwood, grower of "Ocean Spray" cranberries, has withstood the rigors of time and modernization and is now the last two-foot gauge railroad operating in the country.

Charles E. Keevil, office of Engineer of Car Equipment, a photo fan, made it a point to visit this unusual method of transportation during his summer vacation when he and his family drove to South Carver, Massachusetts.

Charlie brought back, among others, these pictures of a parlor car and locomotive used on the diminutive railroad. His teen-age daughter took the shot of her father standing beside the engine which brings out its comparative small size.

During the week, freight equipment hauls supplies and material into the cranberry bogs. On week-ends, passenger equipment is substituted for freight cars, and tourists, rail fans and other curious or interested people are taken over the five and one-half mile route of the railroad free of charge. Souvenir tickets are sold for 15 cents each to those who desire them.

While at South Carver, Charlie took moving pictures of the Edaville line to add to his large film collection of other railroads.



"Now what does he want?"

WHAT DO YOU CHARGE, JIM?

77TH—Bus Operator Jim Downey cuts his son-in-law Dick Campbell's hair, providing him with that new "stairstep" effect.

Joe Shanley took a trip east to meet his wife who was returning from Ireland.

Bus Repairman Martin Caplas bought a home out in the country. Out with the prairie dogs and wolf's helloooooo. Bus Repairman Martin Conway uses a tuning fork to find a flat tire on the buses. Bus Repairman Tom Canning, J. Lee and Frank O'Neil are planning to go south for the winter.

—ROY V. MACK

SON CARRIES ON FOR RETIRED CONDUCTOR

SOUTH SIDE — One of our old timers, Conductor Thomas Hogan, has gone on pension. . . . His son, Thomas Jr., clerk in our Loop office, will carry on for the "Clan Hogan."

Did you ever notice the fancy cases our inspectors carry their emergency handles in? They are the handiwork of Yard Foreman Cliff Becker, who once was a harness maker for a circus.

That new motorman you see on the Englewood branch is Joseph Mittler and welcome additions to the yardmen are Peter Frascella, Ray McDaniel, Dan McBride Jr., and R. Meigel.

Trainman Thomas McCarthy and LaVerne Corcoran were married recently.

James Murray, work-train conductor, is back with us after a long period of illness.

Al Frank ex-yard Foreman, has transferred his activities to towerman's work.

—ROBERT E. BROWN

THEY'RE FIREFIGHTERS, TOO!

WAY AND STRUCTURES (UTILITY DIVISION)—Here's a bit of Ripley: Three of our chauffeurs—Harold Koch, 20th and Dearborn, John Hanus, West Shops, and Frank Becker, 69th and Ashland, were vacationing at the same time and at the same place—Manitowish, Wisconsin. While they were en-

joying themselves a great fire broke out in the surrounding forest. All three were called to help check the blaze. It seems it was a must for all that were in that vicinity to help fight the fire. After it was under control they were permitted to leave Manitowish, and the State of Wisconsin is very grateful to these men in their efforts to help.

Building Division: Frank Kraut-sac, tracer for two years in the Building Division, left the CTA to enroll in the State College of South Dakota to take up Civil Engineering. South Dakota State College is very anxious to have Frank because of his athletic activities in football and basketball.

TRACK DIVISION—We express deep regret to *John L. Delin*, watchman in the Western division, whose wife passed away on September 4, leaving two boys, *John Jr.* and *Daniel*; to *William McGeoghegan*, welder helper, in the Central-Southern Division, whose father passed away on September 22; and to *Joseph Gerke*, laborer in the Northern division, whose daughter died of pneumonia last month.

Back At Work

Frank Ciluffo and *Leo LaPresto*, laborers in the Northern division,



WHILE vacationing at Phillips, Wisconsin, recently, *Wally Gilles*, General Office, and his wife, *Ethel*, spent an afternoon fishing and came up with these prize catches.

TRIPLETS BORN TO DAUGHTER OF TRAINMAN

THE FIRST triplets to arrive in 20 years at St. Therese hospital, Waukegan, Illinois, were recently born to *Mrs. John Zemanek*, daughter of *Trainman Joseph Baker*, Garfield Park Branch. The triplets, a girl and two boys, are named *Dawn*, *Don* and *Jon*.

The girl, who was the first of the trio to arrive, weighed three pounds, six ounces, while the boys weighed three pounds, 12 ounces, and four pounds, six ounces, respectively. The Zemanek's are also the parents of a 23-month old son.

Latest reports find the triplets and mother in excellent condition.

who recently underwent serious operations, are again back to work and feeling fine.

Sylvester F. Smith has taken up temporary residence at the Evangelical hospital to have an appendectomy operation.

We are all very happy to hear that *Paul Anderson* finally reached New York, (after making inquiries all summer long regarding various routes) and that he and his wife enjoyed their vacation immensely. We would have been very disappointed if he did not go to New York after our many efforts in checking maps and marking off different stop-offs he could make. We all hope that Paul will not try to see some far-off place next vacation like Hawaii or India, because we would have to write in for extra maps and data and actually organize a travel aid bureau.

—VIOLET SWEPAS

CTA SOFTBALL CHAMPIONSHIP WON BY WEST SHOPS

WEST SHOPS—Proud are the hearts at West Shops since our softball team won the CTA championship for 1948 in a game with Kedzie Number One on September 11. The score was 22 to 4. We're happy to know *Ted Hastings*, receiving and shipping, was really on the ball that night, making six hits. *William Raaber*, carpenter, did a mighty fine job of helping to win the game, too.

John Chunowitz, *Fred Potenza* and *Dan Consalvo* are the latest additions to our office force. Also, *Rosemary Kennedy*, a new typist, who is working in *Earl Essington's*

office. Through the past year we've welcomed quite a few new employees, but it seems we slipped up on putting out the welcome mat to *Dan Proffitt*, a year ago.

Every year about this time *Dan Riordan*, carhouse, packs his bags and heads for the North where he usually spends his vacation. The poor man suffers with hay fever.

We're sorry to hear of *Carl Gerlach's* illness. Carl took sick on the last week of his vacation, and returned for one day, after which he returned to his sick bed.

Married 44 Years

Edward Anger, building department, recently celebrated his 44th Wedding Anniversary.

Have you heard *Edward Evans*, machine shop, has been answering to the name of "Nature Boy" since he moved away out beyond the city limits on the South Side.

Have any news? Send it in now.

—MARY CROSBY

RECENT DEATHS AMONG EMPLOYEES

JOE W. CLARK, 52, conductor, 69th. Employed 7-26-27. Died 8-15-48.

GUSTAF DAHLEN, 86, retired conductor, Armitage. Employed 9-25-90. Died 7-11-48.

JAMES F. DORAN, 68, retired motorman, Archer. Employed 11-12-19. Died 6-3-48.

PAUL W. DUFFY, 64, statement man, Department of Accident Investigation. Employed 9-30-43. Died 8-5-48.

SIMO ERAKOVICH, 54, watchman, Track. Employed 7-21-28. Died 8-20-48.

ZEB FIELDS, 65, interlocking maintainer, Road Department. Employed 3-6-23. Died 8-12-48.

MARY FIORE, 63, agent, North Side. Employed 9-15-36. Died 8-19-48.

ABRAHAM GAFFEN, 77, retired motorman, 77th. Employed 3-9-05. Died 8-23-48.

JOHN GEDWILL, 63, repairman, West Shops. Employed 10-12-09. Died 8-15-48.

JOHN A. GILLESPIE, 29, conductor, Limits. Employed 5-22-46. Died 8-9-48.

JOHN GOORSKEY, 78, retired janitor, Archer. Employed 1-30-93. Died 7-5-48.

WILLIAM H. HARRIS, 69, agent, North Side. Employed 6-11-29. Died 8-31-48.

THOMAS HENEHAN, 66, supervisor, North. Employed 8-13-06. Died 8-23-48.

HARRY HUMPHREY, 75, retired motorman, 77th. Employed 8-28-18. Died 8-30-48.

EDWARD L. JOHNSON, 63, conductor, Cottage Grove. Employed 5-28-12. Died 8-6-48.

ALBERT KOGLIN, 74, retired motorman, Armitage. Employed 3-30-04. Died 8-3-48.

LESTER J. OLSON, 43, supervisor, Archer. Employed 7-15-29. Died 8-20-48.

AUGUST NACHTIGALL, 83, retired motorman, North. Employed 11-6-06. Died 8-16-48.

CHARLES NELSON, 64, motorman, 77th. Employed 11-27-06. Died 8-15-48.

MARTIN PLATTNER, 76, retired motorman, 69th. Employed 12-29-09. Died 7-14-48.

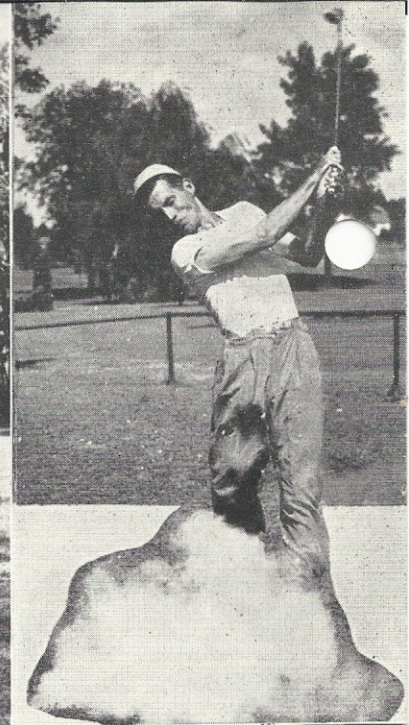
FRANK F. ROSSI, 64, motorman, North. Employed 9-6-17. Died 8-12-48.

JOSEPH SIBRAVA, 74, gateman, West Side. Employed 5-24-29. Died 8-20-48.

PATRICK SULLIVAN, 81, retired fireman, North. Employed 1902. Died 8-22-48.

LYMAN G. VAN HORN, 91, retired motorman, Material and Supplies. Employed 7-1-74. Died 7-10-48.

JOSEPH WALSH, 53, motorman, 77th. Employed 10-4-19. Died 8-28-48.



EVERYBODY WON a prize at the seventh annual golf tournament held for CTA employees on September 10 at White Pines Country Club. John R. Miller, bus driver (North), successfully defended his title against 71 competitors with a low gross score of 75. On a handicap basis, Conductor Art Tonner (North) and Motorman Art Cooper (Kedzie) tied for low net with games of 68.

The contestants started teeing off at 8 A. M. and dinners were served them as they finished their games. . . . The committee in charge of arrangements for the affair consisted of John R. Miller (North), Art Cooper and Tom Coglianese (Kedzie), and Ed Foreman (North). Their first opportunity to relax was as they sat at dinner. . . . Among the surprises of the day was the phoney golf ball which exploded as operator Martin Carey (Lawrence) started his round. . . . All manner of techniques and form were used during the day, including Conductor Bill Chap's (Armitage) determined look and strong-arm approach. . . . Typical of the 72 employees participating in the tournament was the group of 13 players rounded up at the 18th tee. . . . Charles Couser (Cottage Grove); Leo Tamul supervisor (District B); Bill Cavanaugh, bus operator (Archer); Lowell Brubach, conductor (77th); and Ray Pryor, bus instructor (Archer), were waiting their turn to tee off when the photographer wandered by.



IT'S FIG TIME AT FIORE'S



1 ABOUT the last part of April, *Car Cleaner Joe Fiore*, Lake street, can usually be found in his back yard, digging out his fig tree from the ground. Yes, that's what we said—a fig tree. Joe was given a two-foot fig branch 10 years ago and still has it—only now it's 10 feet high. "Because a fig tree cannot live in cold weather," Joe said, "I have to bury the tree every year just before the first frost. When spring arrives I dig it up again."



2 THE tree can no longer be handled by one person, so Joe enlists the aid of a neighbor friend in removing the tree from its "burial" plot where it had been covered with dry leaves and newspapers to keep the frost from killing it. "It may look and sound like a lot of work," remarked Joe, "but figs are one of my favorite dishes and the family likes them, too, so I think it's worth the time and effort; besides, I get a lot of enjoyment out of it."



3 AFTER cutting the twine holding the branches, Joe, who has been an elevated employe for the past 38 years, and his neighbor friend carefully place the fig tree in the ground before covering it with the "best top soil there is." According to this seasonal fig grower, when a fig is green it is very bitter but when ripe is soft and sweet tasting. Joe or his son, Mark, a Lake street "L" motorman for 10 years, inspect the tree daily, looking for one thing—figs.

4 THE tree usually bears its fruit around the first of September and Joe is mighty proud of the pickings. No figs grew on the tree until the third year it was planted when Joe was able to pick seven figs from its branches. That yield has increased yearly and this fall he was able to realize a full bushel. Well satisfied with the fruits of his labor, Joe says: "Figs are a real treat, especially when you grow them yourself."

Photos by Trainman Thorvald Haaning, Lake street
Reported by Trainman Robert Rix, Lake street



Inquiring REPORTER

Question

How do you think women drivers compare with men drivers?

Place

Devon Car Station

Reporter

LARRY HIPPERT



DICK KAWALES, Motorman (right):

I consider women drivers very bad in comparison with men. They aren't as cool and calm in an emergency and don't know very much about traffic rules and regulations. They don't seem to have their minds completely on their driving. Therefore, I believe they are more apt to have accidents than men drivers.



TED FIJAK, Motorman:

In my experiences operating a street car I have found that women drivers are more careful than men drivers as they are more cautious and do not take the chances men do. They do not ride the rails and when you give them the gong, they will yield the right of way more so than the men will.



BILL HAGERTY, Motorman:

Most women are good drivers, I'd say, because they exercise more care than men, with the exception of the few who are highly nervous. My wife, for one, is very good, and I never worry when she has the car.



EMIL L. PETRY, Operator:

Some drivers are good and some are not so good. Then there are some drivers who should never get behind the wheel of a car. I'd hesitate to say women as a group or men as a group are better or worse. I think it depends entirely on the individual.



TED BASCALL, Operator:

From my observations it would seem women drivers don't know all the traffic rules, or, if they do, they surely don't follow them. There are good women drivers, but they are few and far between. I think that men, as a rule, are better drivers.



DOESN'T that look delicious? It's the prize winning home-made bread that brought a blue ribbon to *Mrs. Edwin Dikeman* at the recent Cook County Fair. Her recipe for this bread is given on this page.

TO THE LADIES . . . from Joan

EVER WONDER how it feels to win first prize at a County Fair? *Minnie Dikeman*, wife of *Motorman Edwin Dikeman*, North avenue, and *Mary Korabik*, wife of *Tinner Joseph Korabik*, West Shops, have had this experience and they both say: "It's wonderful!"

At the recent Cook County Fair (CTA TRANSIT NEWS, July, 1948) these two employee's wives entered contests featuring their specialties—bread baking and crocheting, respectively. And to their surprise they walked off with the first prizes!

Mrs. Dikeman, who was taught the art of baking by her mother-in-law some years ago, won first prize in the compressed yeast bread contest at the Fair. "I was tickled pink about winning," she said, "especially since it was the first time I ever entered a baking contest. I've been baking for about 10 years and my favorite has always been bread."

Apparently it's her husband's favorite, too, because Edwin said: "I'm the one in this family who really loves homemade bread. And when I found out that my wife won the blue ribbon I couldn't get around fast enough to tell my friends." Edwin has been a Surface system employe for 20 years.

What is her recipe for this prize winning bread? Mrs. Dikeman was kind enough to let us reprint it here for the benefit of all CTA employes.

COMPRESSED YEAST BREAD

Dissolve 1 cake compressed yeast in $\frac{1}{4}$ cup lukewarm water and 1 teaspoon sugar.

Stir $4\frac{1}{2}$ cups flour into $2\frac{3}{4}$ cups lukewarm water. Beat well. Add yeast mixture. Stir. Let rise in warm place until sponge is doubled—about $\frac{1}{2}$ hour. Add 2 tablespoons salt.

Melt 6 tablespoons shortening. Add 6 tablespoons milk. Cool. Add to sponge.

Blend in 6 cups flour.

Knead dough about 10 minutes or until dough is smooth. Place dough in greased bowl and cover with wax paper. Let rise in warm place until dough doubles in bulk—about $\frac{3}{4}$ hour.

Punch air from dough by plunging fist in center of dough. Fold over edges, turn upside down and cover. Let rise in warm place for 45 minutes.

Flatten dough on lightly floured board. Divide into two pieces. Shape into two loaves.

Place in greased 11x5x3 inch bread pans and cover. Allow to stand in warm place until dough is doubled—about 1 hour.

Bake in 250 degrees Fahrenheit for first 10 minutes.

Bake in 375 degrees Fahrenheit for 1 hour, 10 minutes.

Place on rack and do not put away until cold.

OUR OTHER CTA blue ribbon winner, Mrs. Joseph Korabik, won first prize in the wool pillow crocheting division.

Another person who entered a contest for the first time and emerged a winner, Mrs. Korabik commented: "It gave me a thrill to know that someone else liked my work so much I won a prize."

Mrs. Korabik has been crocheting for over 30 years and has made numerous pillows of various designs and patterns. She usually gives them away as gifts, "but," she says, "this one that brought me first prize is going to stay in the house for awhile."

Her husband, Joseph, employed 32 years with the Surface system, was surprised and pleased with his wife's blue ribbon. He said: "My wife has made some beautiful things but I was still surprised to learn that she won first prize."

For an interesting and pleasant way to relax, Mrs. Korabik suggests that women should learn crocheting. "Whenever I feel tired or nervous," she said, "I start crocheting and find that it is a good way to relax my nerves. Besides, I make a lot of things that are useful to me and my friends." The pillow crocheted by Mrs. Korabik required eight hours of work.



MRS. Joseph Korabik is still happy over winning a blue ribbon. The wool pillow she crocheted won first prize at the Cook County Fair.

MAKE YOUR OWN SLIPCOVERS

THE ECONOMY of making your own slipcovers plus the decorative value of new color and texture in your home makes slipcovering a worthwhile venture. A direction leaflet, *Making Slipcovers*, is available to you free of charge. Write the Women's Editor, CTA TRANSIT NEWS, Public Information Department, Chicago Transit Authority, 79 W. Monroe.

CTA NEWS

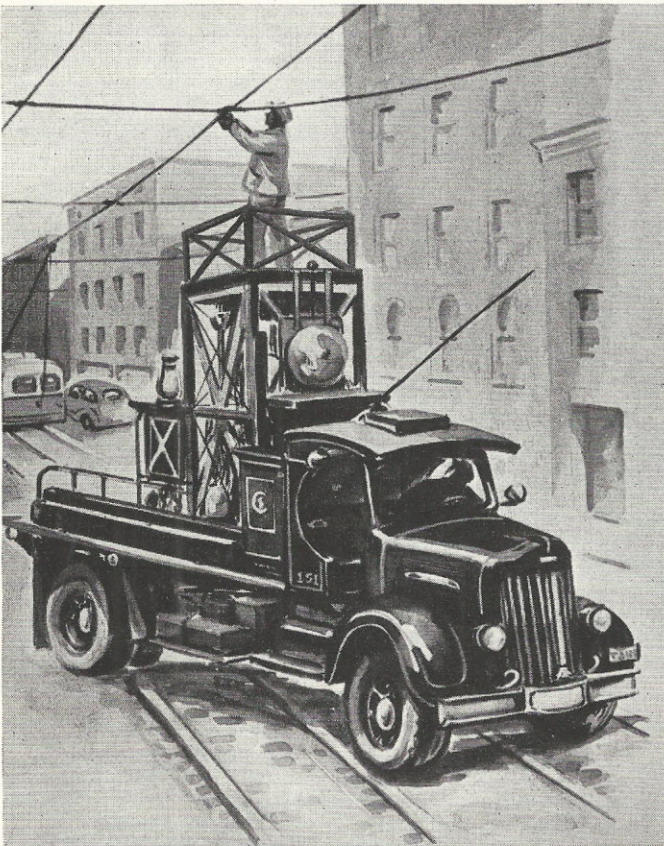
INSTALL NEW OFFICERS

NEW OFFICERS for the ensuing year were installed at a regular meeting of the Chicago Elevated Post No. 184 on September 21. Dr. G. H. Irwin (right), medical department, assumed his new post as Commander, and J. J. Howe, Material and Supply, is the new senior vice commander. Junior vice commanders include G. W. Holderness, West Side; C. L. Teneyck, North Side; N. Sullivan, South Side; O. J. Underdown, Loop; and J. B. O'Reilly, Road and Electrical.



A PAGE FROM A BOOK

Recently Rand McNally & Company, Chicago, published a new book in its series for small children. Entitled "My Truck Book," it carries illustrations and descriptive material on practically all types of trucks. The drawing of a streetcar emergency truck, reproduced here, bears a startling resemblance to the CTA trucks. The author, E. C. Reichert, has a small son who takes a great interest in anything on wheels. The book was written to answer eager children's questions.



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NEW LEGION VICE COMMANDER

HARRISON D. WILSON was formally installed as senior vice commander of the Second District of the American Legion, Department of Illinois, at a meeting held September 15 at the Midland Hotel. Now assistant electrical engineer for the rapid transit system, Wilson served as a colonel during World War II with the Fifth Army in Italy where he was awarded the Legion of Merit Medal and other decorations for meritorious conduct in the performance of outstanding services.

John J. Cushing, supervisor of property accounts and a past commander Chicago Elevated Post, No. 184, was master of ceremonies at the installation.





BEAUTIFUL FLORAL DISPLAYS AT BURNSIDE

FOR MANY years *Master Mechanic Rudy Neblesack* has been responsible for the beautiful floral displays at Burnside station. Evidently having a "green thumb," Rudy lays out the

flower beds and plans all the details. The picture illustrates how the flower pattern blends into and around the rock gardens at Burnside.

◀ HERE'S YOUR ANSWER! ▶

EMPLOYEES—What are your questions in regard to the activities, operations or policies of the Chicago Transit Authority? If you have a question of a general nature, send it in to the Public Information Department, 79 W. Monroe. You need not sign it. Answers will be supplied by appropriate officials and appear in early issues of the CTA TRANSIT NEWS. Questions involving policy changes will be answered as soon as the policy in question has been established.

"I have just read with considerable envy the progress of mass transit on Madison street and Milwaukee avenue in regard to parking. Does the CTA have similar plans for 63rd street?"

ANSWER: Parking and traffic control on all major streets are being studied at the present time. Each street requires a separate study and individual treatment. A revised plan for 63rd street is now in progress.

* * *

"How can you put buses on Milwaukee Ave. and run them to any advantage over streetcars?"

ANSWER: There has been no decision to substitute buses for streetcars on Milwaukee Ave. Opening of the Milwaukee Ave.-Dearborn St.-Congress St. subway in 1950 will, of course, require rearrangement of service on Milwaukee Ave.

What will be done then is still to be determined. No decision will be made until extensive studies have been conducted by our technical staff, and the staff's report and recommendation have been fully considered.

* * *

"Why doesn't the company issue a small folder, giving instructions on collecting, to collectors and conductors?"

ANSWER: The Employee Training Department reports that your suggestion is among the subjects being considered for inclusion in its training program.

* * *

"The policy with regard to the elevated seems to be to destroy rather than expand. Should employees with a few years seniority find a livelihood elsewhere or suffer disappointment later?"

ANSWER: The changes that have been made in rapid transit service—and those being considered—are constructive steps to modernize and improve our rapid transit service. There is nothing in this policy that warrants being interpreted as destructive. It is the firm conviction of the management that riding on the rapid transit system will be substantially increased through modernization of our rapid transit service and by a closer integration of it with our surface service.

VITAMINS VS. HIGH PRICES

HOUSEWIVES who are running into a budget problem with the current high prices of food will receive some valuable assistance from the "Guide to Good Eating," prepared by the National Dairy Council and approved by the council on foods and nutrition of the American Medical Association.

"Near-inflationary food prices," says the Dairy Council, "has made many housewives buy according to prices and not according to food values."

You can provide your family with the basic nutritional requirements and minimize the budget worries by following this "Guide to Good Eating":

MILK—Two or more glasses daily for adults. Three or four or more glasses daily for children.

VEGETABLES—Two or more servings daily other than potato (one green or yellow; "greens" often).

FRUITS—Two or more servings daily (at least one raw; citrus fruit or tomato daily).

EGGS—Three to five a week; one daily preferred.

MEAT, CHEESE, FISH, POULTRY—One or more servings daily (dried beans, peas, peanuts occasionally).

CEREAL AND BREAD—Two or more servings daily.

BUTTER—Two or more tablespoons daily.



LABORER CHRIS ROMANO, a Surface System employe for 24 years, wearing safety goggles he had on when a piece of concrete struck the left lens.

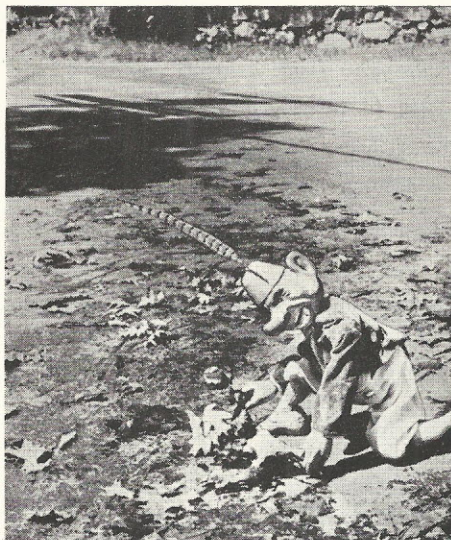
SAFETY GOGGLES SAVE AN EYE

IN case you've been wondering why safety goggles are required equipment in some types of CTA work, look up Chris Romano, laborer for the Track Division of the Ways and Structures department. He will give you the best reason there is for the rule on wearing safety goggles.

A few weeks ago Chris was breaking concrete with an air-hammer at Damen and Sunnyside. Suddenly a piece of concrete flew into the air and struck his goggles, cracking the left lens in numerous places. This was his first experience with such a mishap, and after seeing what happened to the lens, he was mighty glad he had on his safety goggles.

Chris left work that night with two eyes—not because he was lucky—but because he was following the safety rules that have been installed to protect him from physical injury.

O'MY, the Accident Maker . . . The Gremlin You'd Like to Blame for Accidents—But Can't



"Leaves, leaves, beautiful leaves! Wet, soggy and slick. They'll make the pavement oozy, squashy and slippery—I love the fall. Fall is the killing time.



"Here he comes—a jerk who never slows down for the curves, even when it is wet. Wait till he hits those leaves! He can really spin on 'em. He must be goin' 60!



"And did he spin—round and round. He was sure to hit something. A beautiful skid, a beautiful smash—I get a big bang out of it because they blame me—Ha, ha."

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LEAVES ARE DANGEROUS TO STREETCARS AND BUSES, TOO!

COMMUNITY FUND TIME IS HERE!

THIS YEAR the Community Fund goal in Chicago is \$8,679,000 to meet the 1949 needs of the 192 local "red feather" agencies.

CTA employees may make their contributions through a cash payment or payroll deductions. The pledge card distributed to all personnel should be filled out and returned to the supervisory or department heads.

In a letter sent to all employees, General Manager Walter J. McCarter explained the functions of the Community Fund and asked for full support. In concluding his letter he said, "It would be gratifying, indeed, if employees' contributions averaged \$4.00 per individual."

By contributing generously all of us can do our part in making the Community Fund Campaign a huge success.

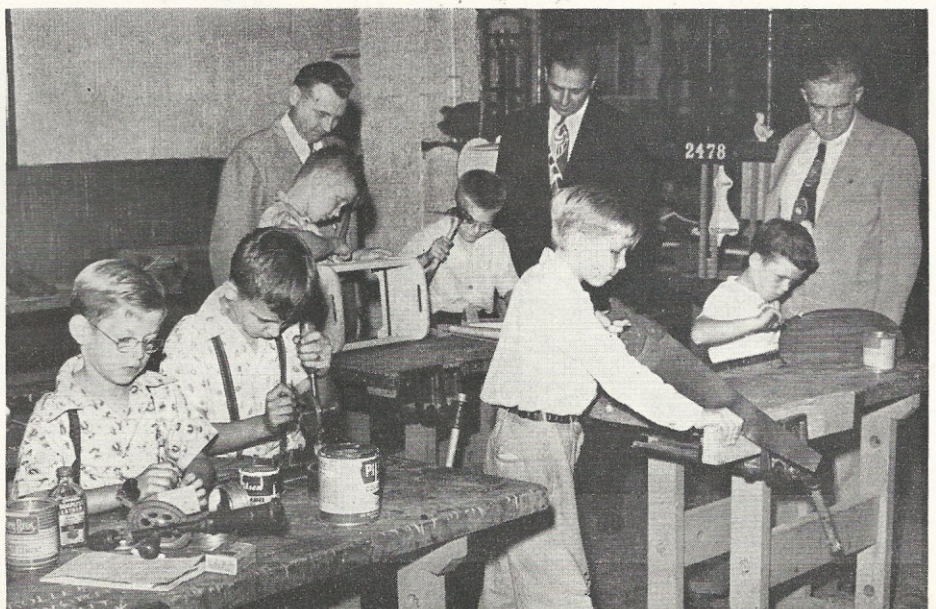
TYPICAL of the red feather nurseries attended by some 2,000 bright-eyed tots is the Bethesda Day Nursery. Here children aged two to six, whose mothers must work, learn important health habits and how to play and get along with each other. Community Fund gifts make it possible for these children to continue to have good care every day. Approximately 192 local welfare agencies receive assistance from the Community Fund.

AT THE Chicago Boys Clubs, Lawndale Branch, hard working members spend their time in a healthy, profitable manner. Wholesome recreation for thousands of Chicago young people is offered by recreation agencies affiliated with the Community Fund. The story of these Community Fund activities will be brought to employees in various industrial plants over the city by the members of the speakers bureau during the drive for funds, which started October 11.

OCTOBER, 1948



WHERE do your Community Fund dollars go?" This question was answered recently for three CTA employees who are members of the Community Fund's volunteer speakers bureau. As part of their training as speakers they visited a number of typical "red feather" agencies. At the Chicago Lighthouse for the Blind, Bill Marston, CTA traffic engineer, Art Stahl, engineer (Surface Transportation), and C. M. Smith, supervisor of accident prevention, watched an assembly line work on parts for dial telephones. Helping to train the physically handicapped to earn a living is one of the services made possible by the Community Fund.



It's a Fact...

The Chicago Transit Authority

Operates

805.52 MILES OF STREET & GAS BUS ROUTES

560.64 MILES OF ELEVATED BUS ROUTES

77.22 MILES OF TROLLEY ROUTES

59.34 MILES OF SUBWAY

4.90 MILES OF SERVICE

1,507.62 MILES



AN AVERAGE
OF 2,750,000 PERSONS
USE CTA FACILITIES
EACH DAY !!

The FARES WHICH THESE RIDERS PAY PROVIDE FOR CTA's MODERNIZATION PROGRAM AND OPERATING EXPENSES.... ALTHOUGH CTA IS PUBLICLY OWNED, IT HAS NO POWER TO TAX

Moral.

MORE PASSENGERS =

MORE REVENUE =

GREATER JOB SECURITY!

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

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