



TRANSIT NEWS

JUNE-1948



AND THE BUSES COME ROLLING ALONG — See Pages 3 and 4

HERE'S YOUR ANSWER!

EMPLOYEES: If you have a general question regarding Chicago Transit Authority activities, operations or policy, 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.

* * *

"Why is the company so long about mailing bonds out? I get one every pay and am always about two or three behind. I know of people that are not buying them on that account."

ANSWER: Bonds are mailed to employees twice a month. Approximately 11,000 CTA employees participate in the payroll deduction plan. Following each payroll period it is necessary that the amount of the individual deductions be posted to each employee's account. A listing of those qualified to receive bonds is then forwarded to the Treasurer's office which issues and mails them out. This complete procedure requires about one month's time. However, this represents no loss to the employee as bonds are dated as of the month in which the full payment was completed. During the month of April there was a delay in the issuance of bonds because of a changeover in the procedure of accumulating deductions in the Accounting Department.

* * *

"To eliminate reverse riding, why aren't surface lines transfers accepted only from zones nearest each elevated station?"

ANSWER: To restrict the use of surface transfers to the nearest "L" station would mean a return to the old "tributary zone" system which was in effect when the Illinois Commerce Commission originally authorized intercompany transfers. That arrangement proved very unsatisfactory and highly unpopular with the riding public. Reverse riding is possible principally because of the physical layout of the rapid transit stations. However, since reverse riding is a relatively minor problem, it is not felt that the substantial expenditures for physical changes, necessary to eliminate the practice, could be justified.

"Why cannot ticket agent's tricks be given out according to seniority, permitting men as well as women to pick A.M. or P.M. hours?"

ANSWER: Women ticket agents are assigned to daytime or evening tricks, and are restricted from working late-at-night hours because, obviously, it is not desirable for them to be alone in their stations after 11:00 P.M. when the possibility of hold-ups or other similar incidents is greatest. For this reason, all male applicants for ticket agents' jobs are informed when they are employed that they will be assigned to night work. This arrangement has had the apparent mutual agreement of both the union and the company for many years.

* * *

"Why are runs changed so often? If it isn't a general pick it's a street pick. The men work two weeks and change; work three weeks and change again. Why can't a pick last at least six months?—Disgusted Wife."

ANSWER: In the labor agreement it is specified that there will be five general picks each year: February 1, April 1, June 15, September 15, and December 1. These general picks permit adjustments to seasonal riding habits. (There is a lower riding volume during vacation time; longer running time in winter, etc.) When there has been a change in the riding pattern of an individual route, it is necessary to have a street pick. A number of the picks at the present time are due to the modernization program of the CTA. These changes involve the substitution of new equipment—motor buses, PCC cars or trolley buses—for older type streetcars and cannot be timed with the seasonal picks. Another cause of picks is minor changes in service which affect reporting time or bonus time—these sometime prompt trainmen themselves to request a new pick. However, the Authority does make every effort to hold down the number of picks. A more recent example is the modernization changes that occurred on Archer Avenue, 51st-55th Street and 59th-61st Street. The new schedules required on these routes were offered simultaneously at Archer Depot in a general depot pick.

CHICAGO TRANSIT AUTHORITY

CONDENSED INCOME STATEMENT FOR THE MONTH OF APRIL, 1948, AND FOR THE YEAR TO DATE

	April 1948	Four Months of 1948
Operating Revenues	\$ 8,689,512	\$34,967,087
Operating and Maintenance Expenses.....	8,161,602	33,496,530
	<hr/>	<hr/>
Interest Charges	527,910	1,470,557
	318,038	1,272,153
	<hr/>	<hr/>
Net Revenues Before Depreciation.....	209,872	198,404
Requirement for Depreciation (See Note).....	433,333	1,733,333
	<hr/>	<hr/>
Net Revenue	\$ 223,461*	\$ 1,534,929*

*Denotes red figures.

NOTE: Under the Trust Indenture (Series of 1947 Bonds) funds must be set aside in the amount of \$107,000 per month as a bond reserve before provision for depreciation requirements.

	April 1948	April 1947
Operating Revenues	\$ 8,689,512	\$ 7,780,790
Operating and Maintenance Expenses (Excluding Taxes and Provision for Depreciation).....	\$ 8,161,602	\$ 7,551,815
	<hr/>	<hr/>
Revenue Passengers (Including Postal Employees).....	87,529,579	91,359,840

And the Buses Come Rolling Along

IN LINE WITH the new equipment program being carried out by the Chicago Transit Authority, a sufficient number of new buses have been received since October 1, 1947, to convert ten streetcar lines to bus operation. During that period the CTA received 100 General Motors diesel buses from Pontiac, Michigan; 100 Twin Coach buses from Kent, Ohio; 121 ACF Brill buses from Nashville, Tennessee, and Philadelphia, Pennsylvania; and 88 White coaches from Cleveland, Ohio. The latter company still holds an open order for 57 more vehicles.

Trolley coaches, too, have been coming in—45 from the St. Louis Car Manufacturing Company and four from ACF Brill since last October 1. Approximately 160 more trolley coaches are being manufactured by Pullman Standard Car Manufacturing Company and the ACF Brill company. The latter concern is making current deliveries.

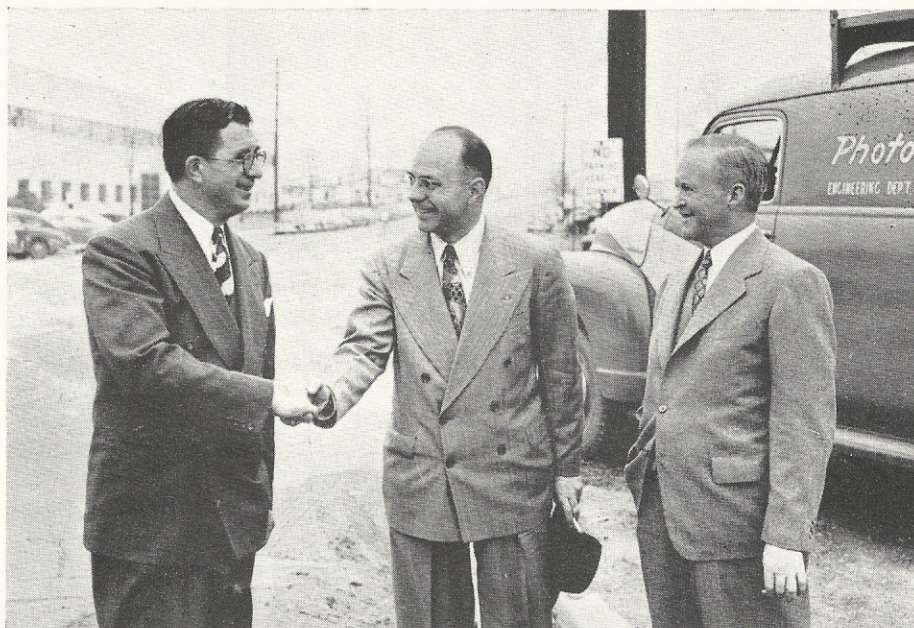
When word was recently received that a fleet of General Motors diesel buses was ready to be sent to the CTA, *Herman Haenisch*, material expediter, bus overhaul, West Shops, was selected to go to Pontiac, Michigan, to supervise the delivery.

In the March issue *CTA Transit News* brought you the story of the construction of new bus equipment. Here is a picture story of how these buses are delivered to CTA.

COVER PHOTO

was made by Cameraman Ed Evenson through the rear window of a General Motor diesel bus en route with a fleet of ten being delivered to CTA from Pontiac, Michigan. It illustrates how the drivers observe the rule of spacing the moving vehicles at least 300 feet apart.

New Equipment Received By Chicago Transit Authority After Cross Country Trip



IN ORDER to make connections when he went to bring a fleet of buses from Pontiac, Michigan, Herman Haenisch, CTA material expediter, had to take a plane to Ypsilanti. He proceeded from there to Pontiac via bus. The morning after his arrival Haenisch proceeded to the General Motors plant and completed arrangements with G.M. officials for release of the buses. Supervisor Joe Hansen (left) and Public Relations Officer John T. Feehan (right) then took him on a tour of certain portions of the G.M. plant.



AN ORDER had been placed with the Truckaway Corporation of Pontiac to supply professional drivers for this fleet delivery. Haenisch completed the details with that concern and the drivers brought the ten buses from a storage lot to the administration building of the General Motors coach and truck plant (background).



BEFORE TAKING the caravan on the highway for the trip to Chicago, Haenisch (extreme right) met with the drivers over a cup of coffee. Rules and regulations governing the delivery of the fleet were discussed and a system of signals worked out. "Pop" Davis (center foreground) was named lead driver of the group.

AT TEKONSHA, Michigan, a stop was made for lunch and a scheduled inspection. All tires were checked to see if they were properly inflated and crankcase oil and water in radiators were checked to see that they were at operating levels. It was not necessary to add fuel as the tanks held enough to complete the trip.



THE ONLY mechanical difficulty encountered was a flat tire on a dual wheel at Three Rivers, Michigan, which made it necessary for the entire group to stop at a service station where the attendant removed the inside rear wheel and repaired the tire.

ARRIVING AT 77th street depot in Chicago around 9 P.M., the drivers lined up the buses, completing their part of the contract. The next day CTA drivers moved the buses to the West Shops where they underwent a complete inspection. A written report on the buses' condition was then sent back to General Motors and Truckaway in Pontiac.



PRINCESS for a Day

"I FELT LIKE a real princess walking down the aisle in my beautiful wedding gown," said Mrs. Andrew Mooha, 19, who was married recently in an exact replica of the bridal gown worn by Princess Elizabeth of Great Britain.

Mrs. Mooha, daughter of Motorman Edward Weber, 69th, won the wedding gown, valued at \$3,000, in a contest that required entrants to tell in 50 words or less why they would like to be married in the replica of Princess Elizabeth's wedding gown. Her answer was: "Because in my heart and mind I visualize the boy I am marrying as a prince and dream come true and the honor of owning such a beautiful wedding gown would make me look like a real princess as well as feel like one."

The contest, sponsored by the Morris B. Sachs Clothing stores, was held from December 7, 1947, to January 10, 1948. Several hundred entries were received and on February 1 Mrs. Mooha was announced the winner during a Sunday radio program. She didn't hear the program and found out she had won when relatives telephoned to congratulate her.

"I really couldn't believe I had won and neither could my parents, especially my father," Lorraine said. "I sat and cried for a long time because I was so happy."

This is the only contest she has ever won.

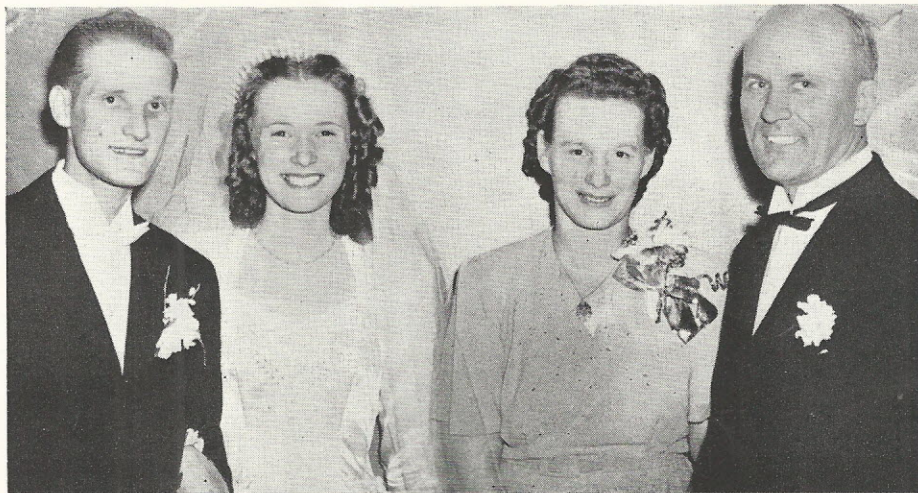
The marriage ceremony was performed at St. John of God Church and attended by hundreds of relatives and friends.

The wedding gown has since been stored away and Lorraine intends it to be an heirloom. Her day as princess is over and she's back at her job as a stenographer but, as she said, "That day will never be forgotten."



THE complete bridal outfit worn by Mrs. Mooha was made of 20 yards of satin and contained 500,000 pearl and crystal beads. The dress weighed 40 pounds and was covered with pearl and crystal beading in flower design. The tiara was platinum with rhinestones and pearls and her veil was three yards wide with a triple layer of nylon netting. The court train, which hung from the shoulders, was 15 feet long.

BRIDEGROOM Andrew Mooha and his "princess bride," Lorraine, pose at the wedding reception with her parents, Helen and Edward Weber (69th).



More New Cars for Elevated-Subway Lines

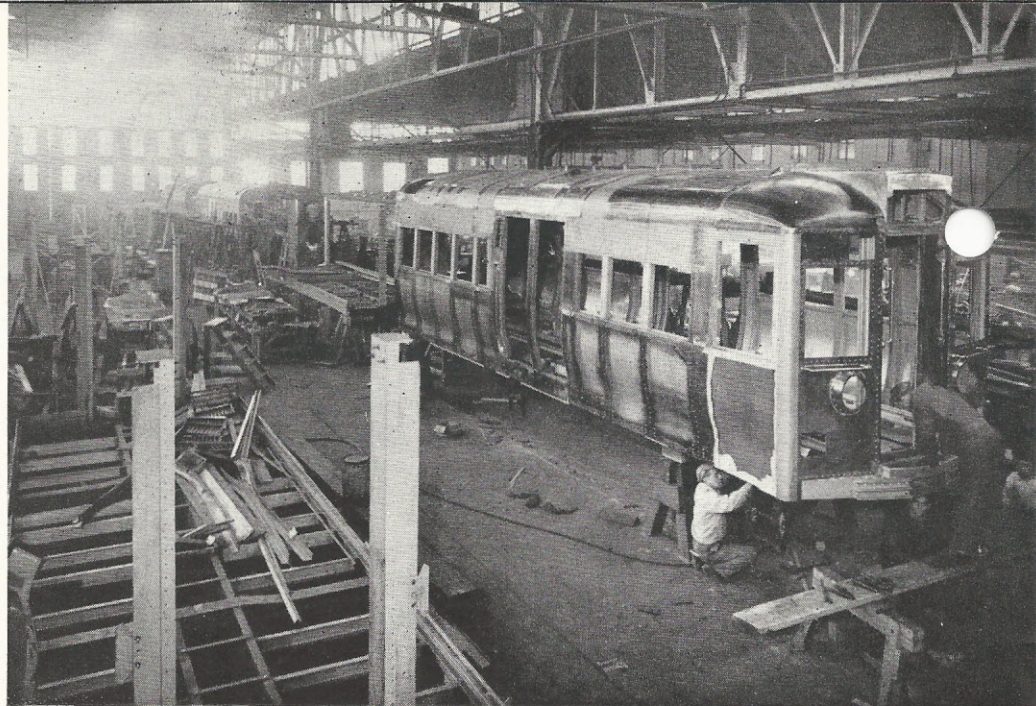
CHICAGOANS WILL soon see in operation on the elevated-subway lines two more new, three-compartment, articulated cars. The bodies of these cars are completed and as soon as trucks meeting specifications are received at the plant, the bodies will be mounted on them. It is expected the cars will be ready for delivery to the CTA in July.

Over three years ago the contract for the construction of these two experimental cars was awarded to the St. Louis Car Company, St. Louis, Missouri. Due to the scarcity of necessary materials, actual work on them was not started until the fall of 1946.

Two similar cars, built by Pullman Standard Car Mfg. Co., have been in service on the Metropolitan section for several months. These three-compartment cars are of an experimental design and the CTA does not contemplate buying more of this type, but our engineers have watched their operation very closely and gathered data which was beneficial in preparing specifications for future new equipment.

Bids were scheduled to be opened in June covering 130 more new elevated-subway cars (*CTA Transit News, April, 1948*). These latest type cars, delivery of which is expected approximately 18 months after the contract is placed, will be individual, self-powered units which can be operated singly or coupled into trains. Each will be 48 feet in length

EACH CAR is divided into three compartments which are permanently connected by mounting on four trucks. Archways between compartments are enclosed by diaphragms, permitting passengers to pass through the entire car at any time. The bodies are nine feet, four inches wide at the window sills, being eight inches wider at the seat than at the floor, giving wider aisle and seat space.

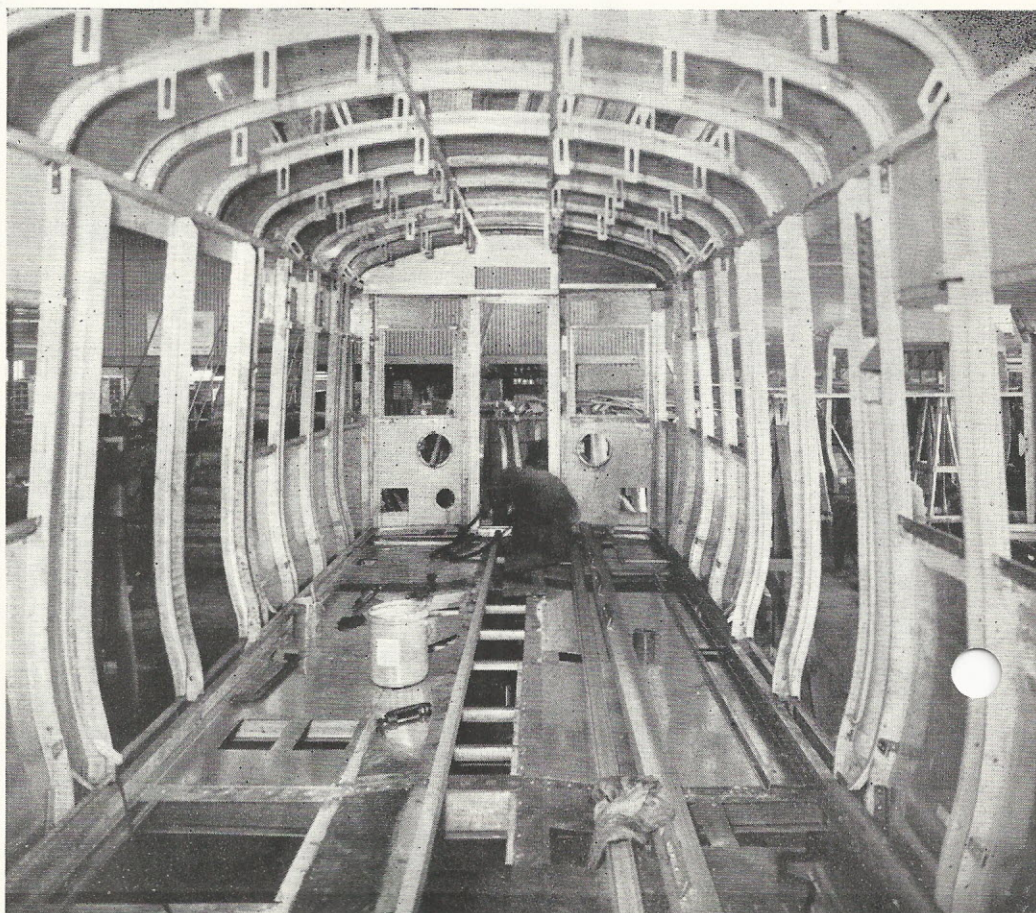


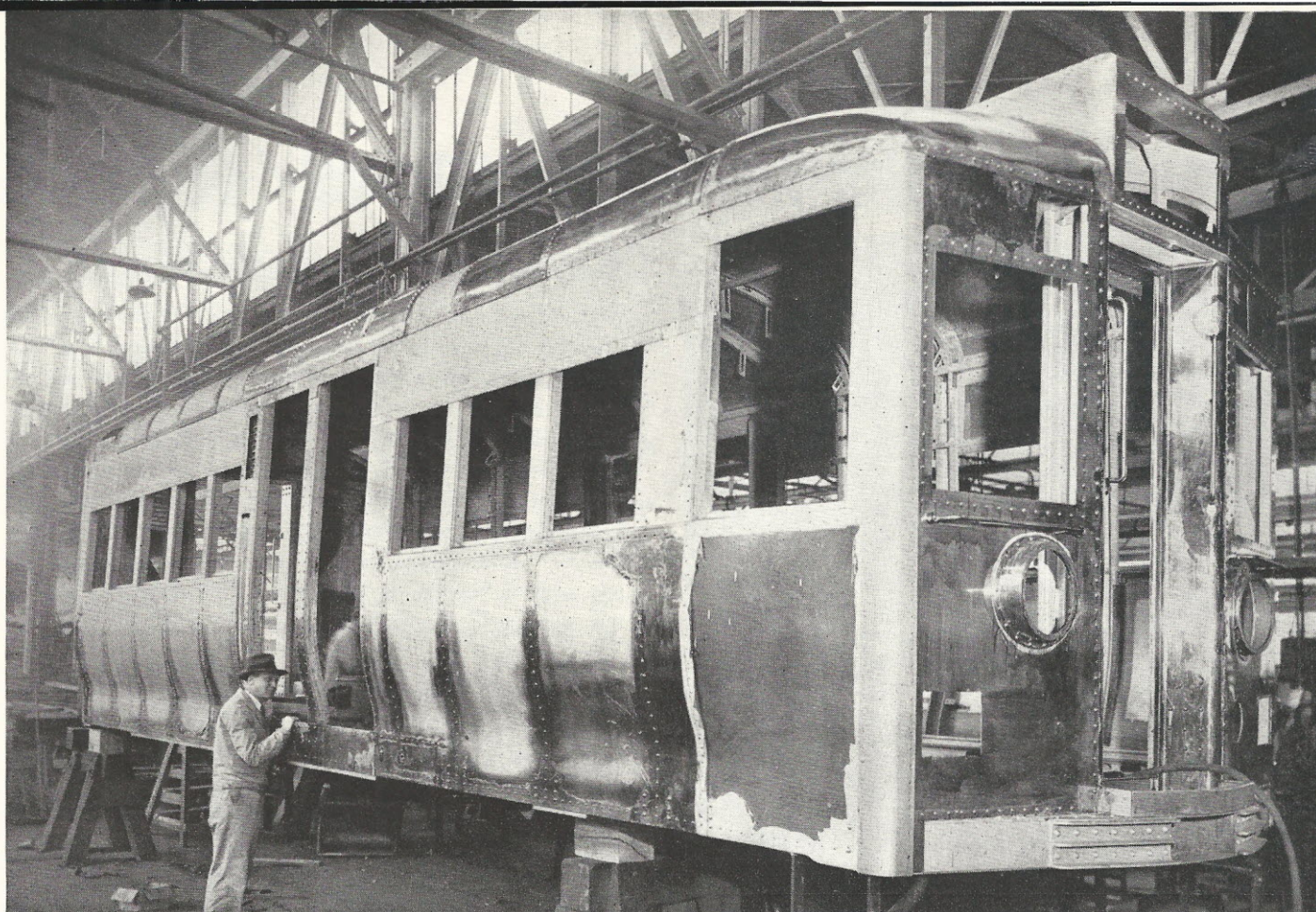
IN THE PROCESS of building these experimental "L" cars, the subframe (left foreground) was constructed first. The unit at the right has had the sides, ends and roof added. The overall length of these articulated cars is approximately 89 feet, and the seating capacity is 96 passengers, about twice that of present elevated-subway cars.

and will seat 50 passengers. To be built of high tensile strength lightweight metals, the cars will be equipped with the latest safety devices, including a three-way braking system and automatic controller to cut the power and apply

emergency brakes should anything happen to the motorman.

To be fully insulated and noise-proofed, the cars will also have automatic, thermostat-controlled heating and ventilating systems.





ALL POLISHED aluminum surfaces were protected during construction with a synthetic coating which was later completely removed by peeling off when the job was finished. George Rateike, CTA engineer, inspects the body of this unit which is built almost entirely of aluminum alloys. To prevent track noises from entering the car, the trucks have both rubber and steel coil springs and the wheels will contain a large amount of rubber.

WHEN COMPLETED, the new three-compartment cars will appear similar to this one now in service which was built by Pullman Standard Car Mfg. Co. Eight traction motors, totaling 440 horsepower will furnish the power to propel the car. All the latest safety devices have been utilized in these cars, and an entirely automatic heating and ventilating system has been built into them. They are effectively insulated against transmission of heat, noise and vibration.



CTA EMPLOYEES IN THE NEWS



Conductor James Hart, Lake

CONDUCTOR STOPS LOOP TRAIN WHEN MOTORMAN DIES AT CONTROLS

THROUGH the alertness and quick action of *Conductor James Hart, Lake*, a possible tragedy was prevented recently when he stopped his two-car train carrying nearly 100 passengers after finding the motorman slumped over the operating controls, dead from a heart attack.

Conductor Hart, an elevated employe for 34 years, gave the go-ahead signal to his motorman, *Earl Jenks, 47*, after they had made their stop at the Randolph street-Wabash avenue station. The train proceeded to move slowly north to Lake street and rounded the turn west into Lake street. It was traveling at a speed of about 10 or 11 miles to the next scheduled stop at State and Lake streets, one block west.

When Motorman Jenks did not stop the train at the State street platform, Conductor Hart pulled the stopcord, but the train continued moving westward. Hart then raced to the operating booth and found Jenks slumped over the controls. He pulled him away and the control lever snapped back, shutting off the power. Hart then applied the brakes and brought the train to a halt at the Clark street station.

Investigating police said the motorman apparently died from a heart attack while he was making the turn at Lake street and Wabash avenue.

SURFACE EMPLOYEES RESCUE WOMAN

THE THREE-MAN team of *Motorman John Greeley*, Blue Island, *Conductor Fred Strom*, Blue Island, and *Supervisor A. D. Mazza*, North, was recently responsible for the capture and arrest of a man who assaulted an elderly woman.

At 9:30 p.m. on May 7, Motorman Greeley and Conductor Strom were headed southbound on Damen avenue. Between Madison and Monroe streets Strom saw a woman being assaulted and signaled to stop the car. Jumping off the car, Strom caught the man after a short chase and with the help of Supervisor Mazza and Motorman Greeley held him until police arrived and arrested the man.



Elevated Motorman Dominick J. Sweeney, North Side

"L" TRAINMAN ACTS AS FIRE ALARM

POSSIBLE LOSS of life and serious property damage was averted recently through the fast thinking of *Dominick J. Sweeney*, North Side elevated motorman.

Motorman Sweeney was making his early morning run on April 16 and at 3:00 a.m. noticed a barn on fire in the vicinity of 900 West Fullerton, a thickly populated section of the city with many frame houses.

Realizing that the fire was raging unnoticed, he immediately stopped his train and blew the whistle for several minutes, thereby waking people in the neighborhood who saw the fire and managed to put it out before there was serious damage.

Establish CTA's First Premium Fare Bus Service

COMBINATION LOCAL AND EXPRESS BUS SERVICE PLACED ON ARCHER

CHICAGO TRANSIT AUTHORITY'S first all-bus combination of through-local service at the basic fare and an optional express service at a premium fare was established May 30 on the Archer avenue line.

Other major changes on Archer avenue aside from the substitution of new buses for the local service being performed by streetcars, are the through routing of local buses on Archer avenue to Harlem avenue, the speeding up of express bus running time, and improved frequency of service.

The premium express service, offering a 20 per cent saving in travel time between the Airport and the Loop, costs 15 cents per adult fare. A child or student pays seven cents.

Riders transferring from local service to express bus service pay four cents. When transferring from the Rapid Transit they pay two cents. There is no charge for transfers from an express bus to the elevated or local services and local bus fare remains at 11 cents. Both the express and local buses are equipped with automatic fare boxes.

The express bus service is entirely optional since local buses are available on the line at the basic 11 cent rate for those riders not in need of fast service.

Through the elimination of nine stops on Archer avenue, the new express bus service has a running time of 43 minutes between Cicero and Archer avenue. Both express and local buses run north and south in State street.

During weekdays the express bus service operates between 6:00 a.m. and 6:30 p.m. On Saturdays, the express

service operates from 6:00 a.m. to 6:00 p.m. Only local service is provided on Sundays and legal holidays.

Local service on Archer avenue, including the new through service to Harlem avenue, has also been speeded up and the improved schedule provides for a twenty minute through owl service.

Approximately 3,000 eastbound daily riders, originating between Harlem avenue and Cicero avenue, no longer have to transfer to other local service at Cicero avenue and Archer avenue. In the evening rush hours, some westbound local buses are turned back at that point, but riders going beyond Cicero avenue on Archer avenue still obtain through service by their choice of local buses.

NEW DEPOT SERVICE

During the morning rush hours, some of the Archer avenue buses, after completing their run to the Loop, return via Randolph, Canal, Adams, and then south on State street, thus providing a new depot service for commuters to the southeast section of the downtown district. This new service serves both the North Western and Union stations and operates on the five weekdays during the morning rush period.

51st - 55th CONVERTED TO BUSES

CONVERSION of the 51-55th streetcar line to an all-bus route was completed Sunday, May 30, with the assignment of forty new, 44 passenger motor buses to the route.

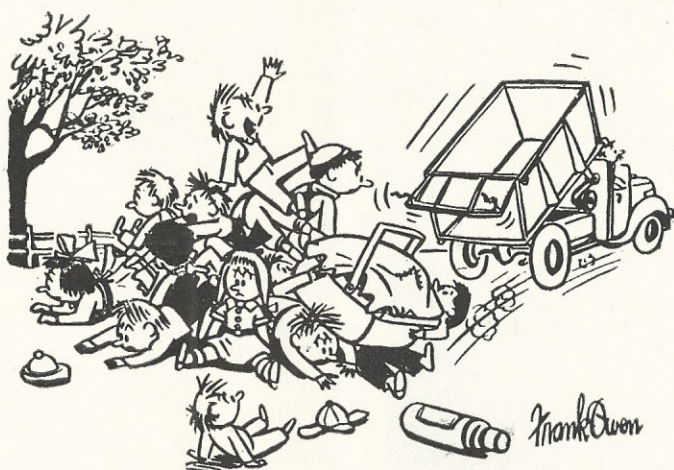
These motor buses will soon be replaced, however, by modern trolley coaches as rapidly as trolley coaches are delivered and ready for use. The first 45 trolley coaches of an order of 210 are already in service.

The conversion of the 51st-55th line to bus service restores through service from 55th street and Lake Park avenue to Central Park avenue by way of 55th street, Cottage Grove avenue and 51st street.

59th - 61st ROUTE NOW THROUGH-ROUTED

EFFECTIVE Sunday, May 30, the 59th-61st route, recently converted to a bus line, was through-routed from Stony Island avenue to Cicero avenue by way of 61st street, State street and 59th street.

Through-routing of the line eliminates the feeder bus service that formerly operated between Pulaski Road and Cicero avenue. During weekday rush hours, however, some of the buses will be turned back at Pulaski road.



"Thanks, Mr. Johnson, for bringing us out to the picnic grounds!"

THE INSIDE NEWS

— AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

TAKE A BOW, CUPID

ACCIDENT INVESTIGATION—A triple feature in the engagement department. . . Sparkle! Sparkle! Sparkle! *Mildred M. Matlow* plans to marry *Al Martin*, *Sylvia Gorski* will take the vows with *Richard Lisecki*, and *Jane Tonn* will marry *Louis Hirz*. All three couples plan to marry in September.

Eleanor (Cal) Bonke is back to work again after spending her honeymoon in the Smoky Mountains of Tennessee.

William Callahan is all smiles and he has a right to be. After all of his studying, he has passed the bar and is now a lawyer.

Welcome to our newest employees, Clerk *Rosemary Sullivan* and Stenographer *Donald R. McGee*.

Victor McDermott has not returned to work as this is being written but we hope to see him back on the job soon.

Audrey Johnson, once secretary to *S. N. Fisher*, has left to become secretary to *P. N. Simmons*, Manager of Personnel.

After a long illness, *Grace Springer* has returned to her work. —"M & M".

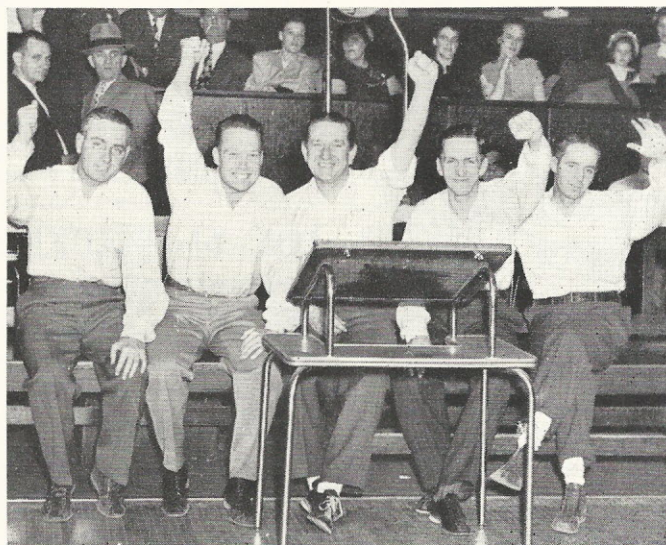
MAYBE THE WHITE SOX COULD USE THEM?

ACCOUNTING — Highlighting the baseball season was an inter-office game held at Grant Park. Skinner's Wallopers, consisting of *Joe Adelizzi*, *George Laica*, *John Cannon*, *Al Lathowers*, *Grant Constable*, *Bob Keane*, *Harold Brown*, *Barney Kane*, *Don Lemm* and *Bill Gallagher* were challenged by McGrail's Bandits, which included such notables as *Jack McNealy*, *Morgan Anderson*, *Frank Cullen*, *Tom Chambers*, *Vince Donohue*, *Larry Winowitz*, *Tom Rice*, *John Mohan* and *Andy Carolan*. Watch this column next month for the result of this titanic encounter.

MORE CHAMPION KEGLERS



CTA TRANSIT NEWS (May) carried pictures of 1947-48 bowling champs of most of the leagues composed of CTA employees. Received too late to be included in that publication were these pictures of the leaders of the Bus Overhaul league, West Shops, (top) and the winners of the South Side league, 69th Street team. In the bus overhaul group, standing behind *George Clark*, Superintendent of Automotive Equipment, left to right are *George Vikeras*, *Joe Nimkavage*, *Emil Buelow*, *Art Gburek* and *Pete Ehmke*. The 69th street team (bottom) is composed of (left to right) *John Spoo*, *Jack Wilson*, *Charles Bernhardt*, *Louis Mansch* and *Frank Hagins*.



Frank Cullen and *Anna Wiersma* set June 19 as their wedding day at St. Bernadette's Church. *Elaine Kanter*, Revenue, will become *Mrs. Al Weiss* on June 26. The ceremony will be performed at the Odd Fellows Hall at 8:30 P. M.

Vacations were enjoyed by *Stanley Mailuck*, who spent two weeks of leisure in Hillside, and *Miss Mae Scott* who toured the neighboring suburbs during her allotted time.

The *Vernon Hedbergs* celebrated their 18th wedding anniversary on June 14. —DON LEMM

HE SHOULD HAVE EATEN IN THE CAR

ARMITAGE—*Roy Croon*, who drove down to Hot Springs and other points among the Ozarks, said he had to pay a half buck to park his car so he wouldn't be fined \$2.00 while he ate a thirty cent meal.

Your scribe would like to know who started the rumor that he once was a model for a totem pole artist.

Conductor Joe Schultz, who had a birthday on the 21st of June, when asked how old he was, said, "Around 25." Probably means second time around.

Did you know that *Motorman Frank West* is *Mae West's* uncle. It's a fact—ask him about it.

We have just learned that *Conductor John B. McHale* was a boy scout until he was sixteen years old, then he went in for girl scouting.

—TED SHUMON

IT'S A GOOD IDEA!

BURNSIDE—With the approach of summer, trips to more or less distant vacation spots are in order. The trainroom is buzzing with talk of plans being formed for motor-ing, fishing, golfing, etc. Now, just as a favor to your reporter, won't

you fellows, while enjoying your leisure, try to remember to take a few nice clear snapshots of yourselves, other trainmen, their families, etc., to be reproduced in "Transit News?" Pictures that show your activities are always of interest to your friends. Let's have as many as possible. Thanks.

Motorman E. Swinkowski sort of stole a march on us and acquired himself a better half without waiting until June—the traditional month of brides.

Hanging around South Chicago the past several days, we noticed that the new bus lines on South Deering and Windsor Park, as well as the South Chicago-Ewing line, are manned with a goodly sprinkling of ex-Burnside men, many of whom helped to operate those same lines in the one-man-car era. It is nice to know that, although these fellows were transferred to another depot, they still have a fond regard for the old haunts, and are giving that territory the same good brand of service they formerly gave.

On our not-so-well list we find *Motormen Thurman Rodey* and *John Daley*, both of whom have had operations lately. *Conductor George Blackington*, *Motorman Bill Heyen*, *Operators Ed Wangero* and *Geo. W. McPheeters* are reported to be on the mend. We hope that by the time you read this that they will all be back on the job.

Under the caption of "Something new has been added,"—we have noticed that *Motorman Ray (Red) Walsh* has been sporting a shiny badge on several occasions as a part-time supervisor. It goes to prove that honest effort will always be rewarded.

—“FURGIE”

WHO HELPED COUNT THEM?

COTTAGE GROVE—"Diamond Jim" Brady, a well known character of yesteryear, has nothing on one of our conductors who, believe it or



VFW INSTALLS NEW OFFICERS

THE CHICAGO TRANSIT AUTHORITY Post No. 9114, Veterans of Foreign Wars, recently held its installation of officers for the year 1948-49.

Newly elected officers are, left to right, *Commander Robert D. Knox, Kedzie*; *Senior Vice-Commander Wilbern Vaughn, Devon*; and *Junior Vice-Commander Cheser F. Nehls, Lincoln*.

Over 200 guests attended the ceremonies, which were followed by dancing and refreshments.

not, collected fifty-five dollars in dimes during the first half of his run. "Dime Bill" Brown can vouch for the authority of the above statement.

We are happy to report that *Superintendent Cricks*, after a two weeks absence because of illness, is again back on the job. *Christ Zeiher*, assistant superintendent, was in charge during his absence, and he was ably assisted by *Relief Superintendent Rudy Miller*.

John W. Jones, a retired trainman of this depot, died during the latter part of May.

Sincere thanks and appreciation to all the men who so generously donated to the Cottage Grove soft-

ball collection which was taken up; also to *Melant, Jones, Kaufman and Cunningham* for their time and effort to make this collection possible. The team itself showed its appreciation by winning (as of this writing) their first two games. The first by a score of 28 to 24, and the second by 25 to 10. These boys have spent many hours in practice and there is every indication that they have a good team.

Tom McMann (not to be confused with the well known shoe merchant) carries a million with him on every trip. Don't be alarmed, fellows, the "million" we refer to is his conductor, *Clarence Million*.

—THE ECHO



"Oh dear! Does that mean I can't make a hole in one, now?"

BUS OPERATOR HELPS CAPTURE PICK-POCKETS

DEVON—The quick thinking of *Bus Operator E. Young* on the Sheffield-Sedgwick buslines saved a passenger's money. At Dickens and Sedgwick, southbound, the passenger came running up front to report that two men in the back of the bus had picked his pocket. Young drove his bus to the fire station at Cleveland avenue, blowing his horn loudly. Two firemen and two detectives came running out of the station to see what was wrong. The detectives took the pickpocket men to the Hudson Avenue police station, with the passenger accompanying them to swear out the warrant.

Conductor George Halgren's wife is now recovering from injuries received in an automobile accident last month. Her car was badly damaged and she received several fractured ribs.

Motorman Louis Roda was seriously ill last month at Michael Reese hospital.

Retired Conductor S. Boynton has a farm at Clarion, Iowa, where he raises cattle. Last month, when he brought three carloads of cattle to the stock yards, he visited us at Devon. He looked as though farm life really agreed with him.

Conductor Carl E. Johnson flew to Copenhagen and Sweden to visit his brother whom he had not seen for twenty-eight years.

Sympathy is extended to *Conductor John Lindner* and *Motorman William Hayes* on the recent loss of their mothers.

SOFT BALL—Devon lost their first game of the season to Lawn-dale by the score of 13-8. The following players are on the team: *Bieniek, Berry, Johns, Winneth, Garrity, Berghthal, Colucci, Brosnan, Horan, Bucaro, Gallina, Bennett, Felix, Sliverman, Reese, Crotzke, Captain Schmidt*, and *Manager Clark*.

Devon won the 1948 Bowling Championship from 69th.

—CHARLES SAKLEM

IT'S THAT TIME OF YEAR

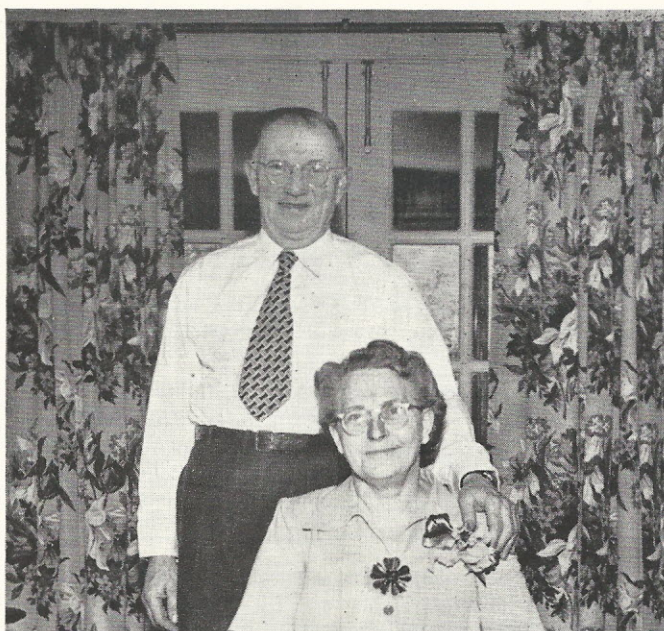
ELECTRICAL (Rapid Transit)—The vacation parade is really swinging into stride with a general exodus of all the boys whose seniority allows them to pick the month of "perfect days." If you missed Ray Becker, Gordon Bittouna, Larry Crowley, Lou Larson, Mike Maroney, Gilton Quick, Mike Racanelli, Charley Salvatore, Bill Sheahan, Earl Snyder, Hughie Thornton and Charley Waaden, charge it up to vacationtime.

Jimmy Wolf, 11-year-old whiz of the family of Carl W. Wolf, electrical engineer, made the Quiz Kids show on May 23, and treated the folks to a buffet luncheon afterward. CTA's problems will meet their masters if we can keep good material like that coming up.

Third Rail Maintenance Foreman Jim Broderick has his chest out a foot lately. Seems he went on a railfan tour of the Monon Railroad to Lafayette and three chaps sat down with him to watch the Indiana scenery roll by. In the course of the conversation it turned out that one was G. Murray Campbell, a Baltimore & Ohio Vice-President; another, Warren Brown, a Monon V-P and the third was no less a personage than John W. Barriger, Monon President, all of them with a reputation for making ultra-modern railroads. Jim, being a good CTA man, knows quite a little about this problem himself, and we won't be surprised to find the Monon putting in third-rail one of these days.

When functions of the former Communication department were recently taken over by this department, your reporter negligently omitted reference to one of the employees who came to us at that time. Tony Hepp is the one we missed, and shame on us, for what would Institute Place garage be without Tony's skillful management as its attendant.

The Met Transportation department lost a good towerman when Delroe F. Tosh took up new duties as power supervisor, filling the vacancy of Edwin Zeleny who retired some months ago. "Del," or "Tish," as he is often called, comes to us with a background of seven years' experience in train and tow-



CONGRATULATIONS were the order of the evening recently when Bus Operator Albert Piker, 77th, and his wife, Meta, observed their 40th wedding anniversary. Among those present at the celebration were the couple's four sons and one daughter and 80 invited guests.

Mr. and Mrs. Piker were married in 1908 and Albert has been employed by the CTA and its predecessor companies for the past 41 years.

er service, having worked most recently at Market Tower, which controls the throat of Wells Terminal, the junction with the main line tracks going to the Loop, and the east leaf of the Metropolitan River Bridge. In his new post he will supervise power control on the subway and "L."

Superintendent of Construction Dick Dwyer on June 5 celebrated his 25th wedding anniversary. "Congrats" are also in order for Grandpa Lou Larson, telephone lineman, who is bragging rightly about his 7½ lb. granddaughter.

Speedy recovery from a very close call is hoped for Lineman John Risting's daughter, a student at the University of Illinois, who cracked a vertebra in a swimming pool accident.

—GEORGE KRAMBLES

SURFACE—Rosemary Bessette of the general office bid us farewell recently. Why? To make ready for her wedding on June 5. Just before leaving the office a group of fellow employees gathered 'round her and, as a token of esteem, presented her a mixmaster and a substantial cash gift. V. E. Thelin was master of ceremonies.

Lorraine (Siska) Nowak of Grand and Leavitt resigned to join the vast throng of housewives . . . Charles Mamroth of the line department was married to Antoinette Mungrove at St. Agatha's Church . . . Our deepest condolences are extended to Joe Gill of the line department in the recent death of his father; also to George Skorodinsky, whose father passed away. Phillip Hale, draftsman, is back at his post after a serious case of mumps . . . Welcome to newcomers Patrick Grady at Grand and Leavitt, and Virginia Newbaum, general office . . . Dan Kelly, chief operator at Argo, motored to California, returning via Rocky Mountain National Park route.

—ANDY

SWITCHBOARD GIRLS AT LOSS FOR WORDS

GENERAL OFFICE (Monroe)—Quick, Oscar, the Flit . . . A tonsillectomy bug flew into switchboard room. Victims? Ida Lee Heaney and Wanda Mallon . . . Florence Roberts, information operator, answered the call of the west and journeyed to California

for her vacation . . . Emily Howe (switchboard) and Lawrence Heise (Archer wreck crew) formed a CTA merger when they were joined in wedlock last month . . . Frank Thompson, information operator, has his co-workers drooling when he spreads out those delicious lunches . . . And speaking of food, Marilyn Nebrensky, operator, popped with apple turnovers instead of the usual candy when she celebrated her birthday May 22 . . . McGarry Fergus, special officer, is hospitalized due to a rheumatic condition. Our sympathy to Special Officer Lobert whose wife passed away recently.

Elliott Hirsch (accident prevention), after 18 months of waiting, is finally receiving congratulations. It's a "Chevy."

The staff engineer's office has moved to Room 704. We are happy to introduce the following new members: Ernest Gerlack, from Bethlehem, Pennsylvania; Herman Anders, loaned to the staff engineer's office by transportation, in the capacity of service analyst; Richard Jacobson, also from transportation, now clerk draftsman. Part of the fire escape might come in handy for office space, especially during the summer.

Bill Marston and his traffic engineering department are rapidly expanding. Recently John Campbell came with the company as a student engineer. Another addition to the force is Frank Ostrowski, clerk draftsman, who used to deliver the mail on the CTA pony express route.

We extend a hearty welcome to Virginia Newbaum, a newcomer to the electrical department.

TRANSPORTATION—Congratulations were extended to George Evans on May 20, when he celebrated a very special birthday . . . L. E. Bohlin, just back from a trip to the west, is displaying a beautiful coat of tan.

A suggestion has been offered to C. E. Stephenson (White Sox fan) thru this column. "Try reading the sports page upside down, Steve."

The welcome mat was placed in position to receive Carl Gibes, Joseph Blaa, Elmer Milz and Edward Headley, who joined the staff of dispatchers. —MARY CLARKE AND JULIE PRINDERVILLE.

ROCKY DIAMOND BEATS KEDZIE BASEBALL TEAM

KEDZIE—Paul Rosenstrator is manager of Kedzie No. 2 baseball team. John Kain is manager of the No. 1 team. Paul had to get a softball for practice after the Elston team won from us. Of course, the Elston team was very lucky because the diamond was a little rocky and the ball took a bad bounce thereby letting the winners score. 'Twas all the fault of the ball because our players are the best.

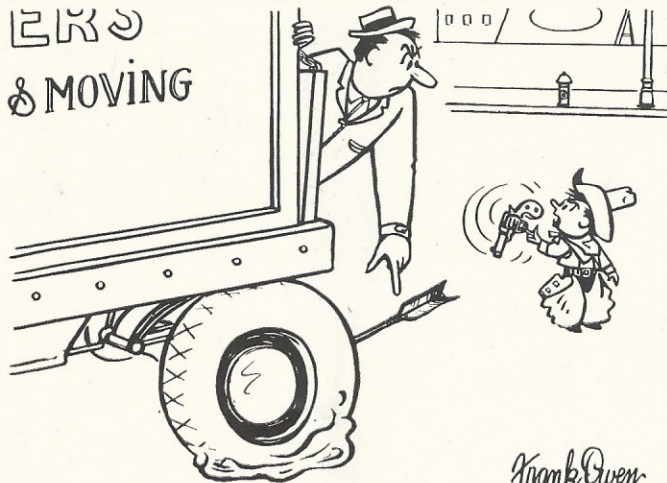
The rainy weather several weeks ago denied our softball teams the practice they so diligently sought, but they finally got together and the North section team, with managers Ed Schneider and Staten directing, beat the South section team, with John "Red" Kain directing. Both teams looked good and we are looking forward to a successful season.

John Murphy and Mrs. Murphy, with Mr. and Mrs. James Crany, returned from California where they spent an enjoyable time visiting at the home of John's brother,



IT WAS honeymoon time at Turkey Run, Indiana, a few weeks ago for Electrician Anthony Salkaukas, South Shops, and his bride, the former Sophie Ambrozias. The couple was married recently at St. Anthony's Church, Cicero, Illinois.

ELKS & MOVING



"It wasn't me. I'm a six-gun man myself!"

Jim Murphy. Jim, you'll remember, was formerly a conductor at Kedzie. Now he is an interior decorator out "thar" in San Francisco. The Chicago Murphys and the Cranys made the trip in Jim's b-r-r-and new Buick. John says just riding in the car was as big a thrill as looking into the Grand Canyon and Boulder Dam.

Bill Cross also motored to California in his new car. He visited Hollywood and points of interest along Main street, Route 66, and side streets of the U. S. A.

Cliff Lundin, Mrs. Lundin and the little Lundins vacationed in Tracy, Iowa, at the home of Cliff's parents.

Gene Gibbons took a long vacation trip to Cicero and Austin. It is also said he visited Melrose Park.

A washing machine and an electric comforter were presented to Mrs. Blythe, wife of Conductor Blythe, when her suggestion was accepted and used on a radio broadcast. (If the Blythes have trouble getting fireworks on the Fourth of July, the comforter connected to a wall socket and placed in the washing machine full of water should supply an interesting reaction in the way of fire works.)

There's a good recipe for pie dough floating around the depot and Supervisor Jim Harrison is welcome to it inasmuch as he has an ample supply of ingredients. His Belgian hares are the proud papa and mamma of eleven little Belgian hares.

Many years ago Jim Hughes became a conductor on Chicago's

transportation facilities. He rolled on all types of cars, from the horse car of the 1890's to our modern surfaceliners. Jim retired early in May and will now leisurely pursue the interests closest to his heart.

Conductor Andy Murray visited his homeland in Glasgow, Scotland, several months ago. He took passage on the big liner, Queen Elizabeth, and remarked that it took up his full time on the boat to see all the points of interest thereon. While in Scotland he visited Aberdeen with his brother and brother-in-law with whom he stayed during his trip. There streetcars (trams) travel through "stages" instead of zones such as we have and in each "stage" the rider pays a fare. A stage is about 3½ miles and the charge is "tupence hapenny" (two pence, half penny) for that distance.

Andy's brother-in-law, **Harry Forbes**, is a bank executive in Glasgow and has been visiting Andy here in Chicago. Andy took him to the First National Bank of Chicago where they toured the bank and Mr. Forbes was inspired with the speed and concentrated system. In the British Empire and European countries, the mere transaction of cashing a small check takes hours of checking personal identification and individual character. Andy remarked that they received no samples from the bank.

Our deepest sympathy is extended to **Mike Urganus**, president of Kedzie Credit Union, in the loss of his sister. —JOE SMITH

HOW BIG CAN THEY GET, FELLOWS?

LAWRENCE—Frank Bartel and John Wickstrom spent their vacation in the northern part of Michigan. To hear them talk about the fish they caught, you'd think it really was rue.

Texas Maguire is now doing decorating work as a hobby. If any driver wants to have his home decorated, free of charge, see Maguire. It's been said that it took Maguire 3 months to build a scaffold and paint one bedroom ceiling. Texas will gladly furnish the paint or calimine provided he can decorate any operator's home.

The stork visited **Bennie Kamkas** home and left a 7 lb. boy named **Kenneth** . . . **Michael Mineri** and family spent their vacation in sunny California. The trip was just what the family needed, Mike says. The Mineris say that the best part of their vacation was spent on the corner of Hollywood and Vine, watching the movie celebrities go by . . . The garage got two more drivers, **T. Scott**, who transferred from Kedzie, and **Mort Egan**, formerly of North . . . **John Muka**, our brand new operator, got himself a new partner for life. John took two days off during May and and got married.

Your reporter is being swamped with requests for the drivers' enrollment cards needed to join **Professor Stencil's** gym classes. **Curly** has transferred from Jefferson Park to the Forest Preserves. The classes got so large that **Curly** figured he needed the open spaces of the woods. As an added attraction, **Stencil** will teach ballet dancing to the tune of "I'm forever blowing bubbles."

Supervisor Bob Winthers was seen being measured for a tuxedo, iron hat and patent leather shoes at a Loop store recently. The reason for this is his son, **Robert Winthers Jr.**, is to be married July 25. Junior Winthers is a mechanical instructor at the Division and Western repair shop.

Otto Carson, Union Leader correspondent, has a charm bracelet that's a beauty. On the first charm, he has the leaving time of his leader. On the second one, he has "Gas Fumes" name engraved. On the third one he has all his running time. On the last one he has

the names of the operators who gave him a bad time on the street or in the garage.

Our sympathy to *Lyn Hall* and *Al Baker* who lost their wives, and to *Ed Kutzmer* who lost his sister.

—THE POLISH COUNT

HE SHOULD HAVE DRIVEN THE CAR

LINCOLN—Our clerk, *Vernon Rage*, bought six pair of socks with a six-month guarantee. After wearing them five months and twenty-nine days, he took his shoes off on a gravel road and with five pairs under his arm he started hiking, (his wife followed him with his car) stopping at intervals to change sox. Unconditional guarantee, eh?

Motorman Charlie Divers has somewhat of a record hung up. He has been in the United States 39 years, coming from Ireland. Thirty-eight years has been spent as a trainman.

Assistant Superintendent Bill Calderwood underwent an operation to remove a piece of shrapnel embedded in his leg since the first war.

Here's hoping, now that the vacation season is in full swing, some of you camera fans will bring back some pictures for all of us to see.—LARRY HIPPERT, SR.

EXCHANGE SINGLE BLISS FOR WEDDED BLISS

LOOP—Dan Cupid has been shooting his arrows around here and some found their mark in the hearts of *Mary Ellen McAndrews* and *Edith Marshall* who are forsaking their single bliss in the near future. *Esther Mattheis* and *Glen Byers* have already tied the knot.

The airlines to Ireland are drawing a good business from the "Loop" as another member is making the trip next month. *Frederick Gorty* has not seen his home or parents in twenty-five years, but it won't be long now.

Graduating students *McAndrews*, *Geary*, and *Hegarty* have a lot of study and hard work to look forward to this fall if they plan on entering college.

—EDITH EDBROOKE



THERE WAS a big party recently when *Motorman Joseph Karel*, Lawndale, and his wife, *Helen*, celebrated their 25th wedding anniversary at their home with 38 guests present. Mr. and Mrs. Karel are the parents of two children *Jeanette* and *Joseph H.*, a clerk in the Schedule-Traffic department of the CTA. The elder Joseph has been a surface motorman for 26 years and his son has been employed since 1942.

LOOSE PLANK MARS NEW HOME INSPECTION

MAINTENANCE OF WAY (NORTH AND SOUTH SIDE)—*Elmer Stokes*, signal maintainer, was confined to his home for a week recently, due to the fact that he became so excited inspecting his new home in Villa Park that he did not see the loose plank.

The school for future signal maintainers of the CTA closed its winter term on May 18. *Professor Charles A. Butts* is very proud of

his star pupils—*Brant*, *Bradshaw*, *Pip* and *Donfuss*.

Our sympathy to *John Miscikaitis* on the death of his wife, *Mary*.

Chris Van Lennep, work train despatcher, likes cool weather for his vacation. Chris, just returning from a two week rest, says the month of May is ideal for the purpose.

Carmillos Scappucci, plumber helper, is quite a "hooper." *Fred Astaire* and *Arthur Murray* should beware.

Gerardo Margiotto, trackman, is another early vacationer. Charlie will REST while painting his home. He may take time out for an extended tour of Maywood.

—JIM WALSH

METROPOLITAN, LOOP AND LAKE—*Blacksmith Helper Walter Brady* had the boys fooled recently when he was seen passing out cigars, until they found out he attended an Irish wake.

The wife of *Trackman Elmer Aust* made it a trio when she presented Elmer with a bouncing 6½ pound baby girl.

Assistant Superintendent Martin V. Duffy celebrated his 35th year with the "L" this month. He started work with the company at 16. *Doorcheck Man Emil Rost* recently celebrated his 30th year in transit work.

Frank Klavinski, Sig "Gob" *Pavlak*, *Verle Bannister* and *Tony Spak* are among the fishermen from Laffin who are pulling them in by the barrel from various lakes and streams. However, the rest of the boys haven't seen a minnow or a good snapshot of these stupendous catches.

Signal Foreman Herman Manke has a new 1948 Pontiac, so now that is the best car made.

The boys at Laffin had a surprise visit from our South Side correspondent, *James Walsh*, carpenter foreman.

Tom Murphy, pensioned assistant superintendent, paid us a visit recently. He is residing in Milwaukee and says to tell all of his old friends that he is feeling fine.

We were sorry to see *Vic Zastera*, maintenance helper, leave the "Met" for a like position on the North Side section. JACK O'REILLY

TICKET AGENTS POSSESS ARTISTIC ABILITY

METROPOLITAN—If the "Met" ticket agents ever decide to put on a fashion show, *Leona Hammer* can display her artistry in trimming hats and *Dorothy Raimon* her ability to design and make dresses.

Then *Margaret Lichenfels*, agent at Halsted, who just announced her tenth grandchild, might underwrite attendance at the affair.

Agents V. Cashion and *L. O'Connell* might open their new house at Wheaton as display room and show place.

But *Catherine Mahoney* of 56th Avenue on the Douglas Park would



ONE of the more important events in the life of *Motorman Charles Hahn*, Armitage, was the marriage of his daughter, *Loretta*, to *Stanley W. Ksepka*, early in May. Mr. and Mrs. Hahn are pictured here with the bride on her wedding day.

TRAFFIC TIPS AND QUIPS

MANY A GUY WHO TRIES TO PASS EVERYTHING ON THE ROAD ENDS UP FOLLOWING A WRECKER!

NATIONAL SAFETY COUNCIL

not be there if it were in June or July. She is to be in Ireland then. John O'Neill also hopes to be on the "Ould Sod" during August.

However, if we talk anything but vacation to Agents M. I. O'Connor, A. Dawling, Mary Scanlon or Mary Reidy, they would not leave their maps to answer us. We wonder if they could use a chauffeur and sort-of-passable mechanic for that trip. The least they could do is bring back some good photos.

"Met" Superintendent of Transportation Art Heidecke returned to work recently after a three-week siege of pneumonia.

Trainman James Hardison is the proud father of a nine-pound baby boy.

Switchman James Denwood went to Scotland to visit his mother and relatives. Conductor Charley Holmes has returned from California, where he visited his son and family. Charley's son formerly worked in the Logan Square shop department. Motorman Butzel and his family have gone to California for an extended visit.

Sorry to report the following on the sick list: Switchman Clarence Jacobson, Motorman Robert Schoelzel, Motorman William Loderhose and Conductor George Prinzing.

Mrs. Claudia Szankowski, wife of Extra Trainman Frank Szankowski, Logan Square, has left for Arizona because of her health.

—ROY WHITE

NO MORE CIGARS; HOW ABOUT THAT PIPE?

NORTH SIDE—Believe it or not, Collector Charles Ebert has quit smoking cigars. Now, when Collector Robert Richardson quits smoking his pipe, that will really be something.

Collector Bill Sundt please note: Sharing food in 1948 is the order of our nation, so let us gladly do with out the extra food that only makes us bulge. Now, then, what happened to that 30 pounds of rhubarb you carried away from Howard street? A gift from Despatcher George Ferch? Well, where do we come in?

Vacation time is here again. Towerman Marty Lawson, his wife and son, Russel, who is a motorman, and his daughter-in-law are in California at the present time. We are looking forward to seeing



TOM
HENDERSON

"Heavens, don't tell me it's
the end of the month already!"

them back and hear their story of their trip. By the way, Fern Smith is doing a bang-up of a job in the tower subbing for Marty.

Our sympathy goes to Motorman Frank Olson whose father died recently.

Motorman Charles Kjerstensen retired May 3, 1948. Working with Charlie was a pleasure as he is one swell guy.

We are sorry to hear that pensioned Conductor P. Gillman has been confined to the hospital at Marengo, Ill.

Congratulation to Collector Oscar E. Brown and his wife, Olga,

on their 42nd wedding anniversary.

Talking about golf, Motorman M. Healy, Trainman E. Elliott and Trainman A. Barilow are swinging the clubs again. They should be ready for the big-time tournament this summer.

Collector Anthony McGown sailed to Ireland on May 19 for a 6-week stay with his father whom he hasn't seen for many years.

Trainman James Simsen was appointed military aide to Capt. Thomas Ambrose, Grand Army of the Republic Marshall, in the 80th Memorial day parade May 31.

—J. J. BALY



CUCKOO

Red de Ferro

"Now remember-- every time you say it,
always add 'Present company excepted'!"

HE FOOLED THEM

SCHEDULE-TRAFFIC—The boys thought Phil Leahy fell off a horse when he was on the sick list, but an investigation discloses that it was just sinus and sore throat for which we can't blame the horse.

A new son and heir to the fortunes of Schedule Clerk Edw. Hill was added to the family on May 16. The young man weighed in at 6 lbs. and is steadily gaining.

Joe Billis, traffic checker, and his wife took their daughter on vacation to visit her grandparents. Joe tells a lot of stories about the fine time they had while in Trussville, Alabama. —L. C. DUTTON

COMPETITION FOR HOLLYWOOD PRODUCERS

77TH—If you happen to go to a motion picture theater one of these days and look on the screen and see that the film has been directed by J. H. Fisher, don't be surprised as he recently purchased a new movie camera and projector and all the trimmings. He is starting production immediately on a picture, called "State Line Night Bus," which should be a big success.

H. F. Henery makes the news again. He became a grandpa for the first time a few weeks ago. The newcomer is named Shirley Ann Henery.

Clerk W. C. Burk's cousin, Clerk J. D. Burk, who recently transferred to 69th, wants to know where he can find some papers and rags. Since he left here he is practically out of business.

Bus Operator John Lane is back to work after a prolonged illness. He is working on the supervisory force.

To Randolph Ellerback we wish a speedy recovery from his illness.

—WILBUR JENSEN

MOTOR CLASS COMPLETES TRAINING

SOUTH SIDE—The new motor class is almost completed. Waiting for handles and ready to go are: W. Babb, L. Boesen, W. Brown, C. Heath, P. Hickey, R. Higney, F. Klockling, J. Mittler, W. McMac-ter, R. Novotny, F. Ponziano and

T. Schwarz. Instructor *Hugh Kelley* is proud of this class and is confident they will keep up their good work.

Motorman Louis Nesvig became a pensioner June 1 after spending the past few months on the sick list.

Vincent Valle has been promoted to regular motorman, taking over the run vacated by Nesvig, and that "Smiling Irishman," *Pat Gallagher*, clipped another dividend on his three-pound-ten investment when he was promoted to regular conductor.

Speaking about the Irish, *Trainman Paul Downey* will leave next month for a visit to the Old Sod —*Mrs. Downey* will accompany him.

Work Train Conductor James Murray is in The South Chicago Hospital waiting for the surgeon's scalpel. *John Diver* will carry on for Jim until his return.

Agent Margaret Reily reports from the Wesley Hospital that the many kind thoughts and deeds of the South Side agent have made the road to health easy for her to travel.


Received a card from *Conductor Anthony Frey* from the wilds of Wisconsin, where he spent his vacation. He tells about all the fish he caught, but failed to send any.

Warning to Bowler-Golfers! If you are one who has been taking *Vern Ammons* at bowling the past winter, don't think you can do the same on the links. Vern is in rare form and crowding old man par. —**ROBERT E. BROWN**

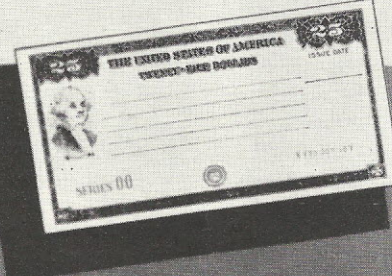
ANSWERS TELEPHONE BUT NOT QUESTION

SHOPS (RAPID TRANSIT) SOUTH—You've heard of the "Sixty-four dollar question," but *Warner Yen-nie* hasn't been himself since he missed the "Eighty-five dollar" one recently. Warner was telephoned by a radio quizmaster to answer the current question. It was worth \$85 if he could give the correct answer but anyway he received \$5.00 for trying.

This is pay
TODAY...



This is extra pay
TOMORROW...



JOIN PAYROLL SAVINGS

That good looking 1948 Hudson outside the Englewood Shop is the property of *Frank Foerner*. —**PAT WHITE**

NORTH—*Armature Foreman Herbert J. Latham* took a two-week vacation before retiring on pension June 1. *Air Brake Foreman Jack O'Brien* and *Tony Rocco* have also applied for their pensions, to be effective July 1.

Truckman Bernard Blaauw and his fiancée, *Dorothy Ruchaj*, set June 19 as their wedding day. Wedding bells rang out for *Control Inspector Albert Schnell* and *Donna Krammerer*, who were married during the latter part of May. Not to be outdone, *Switchman Glen Thompson* and *Loretta Unger* said their vows at the same time. *Trouble Shooter Ed Stahl* was best man.

Our sincere condolences to the family of *Alfred Nelsen* who passed away on May 23.

—**LOUIS CORTOPASSI**

SPENDS VACATION SEEING CHICAGO

STORES—*Rose Mary Brophy* is back from her vacation. She had a grand time seeing Chicago.

Joseph O'Reilly, our traveling storekeeper, became a proud grandfather recently. His grandson's name is *James Charles Eby*, weight 4 lbs. and 10 ozs., born in Manhattan, Kansas.

A former employe, *Catherine Roche* (now *Mrs. Timothy Mori-orty*), was blessed with a little daughter recently. Her name is *Maureen*, and she weighs 3 lbs., 14 ozs.

We welcome to our Store Department a new employe, *Edward McGuire*.

Congratulations to *Ray Burke*, stockman at Throop street storehouse, who has completed 23 years of service with this company, and to *John Casper*, storekeeper at Kenton avenue yard, who completed 24 years of service this month.—**JEAN HARTLEY**

RECENT DEATHS AMONG EMPLOYEES

EMIL A. BECKMAN, 75, towerman, North Side. Died 4-28-48. Employed 4-3-01.

FRED BERG, 73, retired conductor, Burnside. Died 4-25-48. Employed 6-7-96.

JOSEPH P. BIRMINGHAM, 46, clerk, South Shops. Died 4-20-48. Employed 11-1-18.

THADDEUS E. BROWNELL, 64, repairman, Elston. Died 4-7-48. Employed 10-9-24.

CLAOGERO CAMPO, 77, retired watchman, Track. Died 4-11-48. Employed 3-31-19.

JOSEPH J. EMRY, 35, conductor, 69th. Died 4-21-48. Employed 6-25-45.

JOSEPH FORTY, 82, retired repairman, North. Died 4-21-48. Employed 6-25-96.

HENRY R. GOSSROW, 62, conductor, 69th. Died 4-26-48. Employed 2-9-10.

GEORGE GRKAVAC, 68, retired bonder, Track. Died 4-27-48. Employed 7-15-09.

JOSEPH HARROP, 83, retired doorman, Division. Died 4-23-48. Employed 5-22-99.

JAMES MICHAEL KELLEY, 59, agent, North Side. Died 4-3-48. Employed 6-8-44.

FRANZ LIMING, 71, retired motorman, Kedzie. Died 4-14-48. Employed 4-7-14.

WILLIAM F. LUEDTKE, 59, motorman, Kedzie. Died 4-24-48. Employed 4-25-10.

JOSEPH A. MARTISH, 73, repairman, South Shops. Died 4-5-48. Employed 3-8-28.

ALPHA MILLER, 71, retired motorman, Limits. Died 4-3-48. Employed 4-25-02.

LOUIS MORRONE, 60, retired iron worker, Metropolitan. Died 4-6-48. Employed 9-27-20.

JOHN NELSON, 81, retired conductor, Cottage Grove. Died 4-22-48. Employed 7-6-98.

PETER OPYT, 59, repairman, South Shops. Died 4-7-48. Employed 4-19-23.

JOSEPH PAVLETICH, 72, retired laborer, Track. Died 4-2-48. Employed 5-11-23.

OTTO W. POTRATZ, 55, conductor, Limits. Died 4-30-48. Employed 12-6-23.

PETER J. ROACH, 64, laborer, Building. Died 4-30-48. Employed 1-29-22.

EDWARD J. ROOKS, 58, foreman, South Shops. Died 4-10-48. Employed 7-20-05.

ANTHONY SLAMAS, 75, retired watchman, Blue Island. Died 3-6-48. Employed 12-3-19.

RAY V. SUTHERLAND, 42, repairman, West Shops. Died 4-15-48. Employed 12-15-44.

LAWRENCE W. WEGGEMAN, 40, towerman, North Side. Died 4-8-48. Employed 2-24-42.

Employee's Son Awarded Citation for Heroism

"WHEN I SAW Anita slide into the water out of sight, I went right in after her and grabbed her by the foot and leg and pulled her out."

Thus did 9-year-old Herman G. Haenisch describe his heroic action in saving Anita Brenner, 5, from almost certain death by drowning.

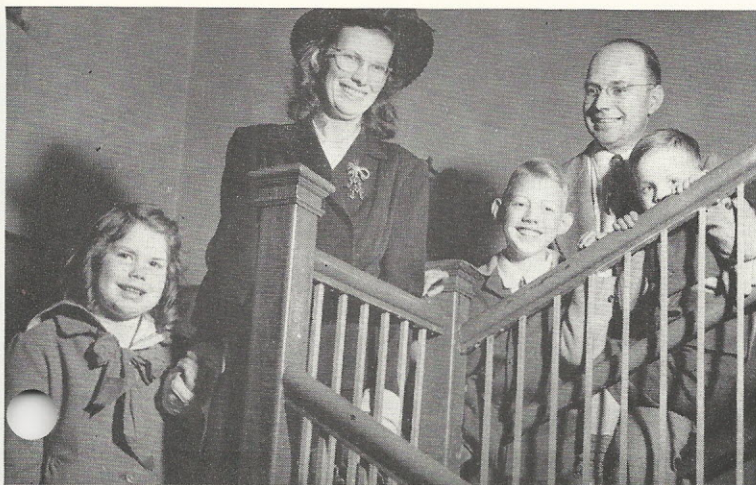
The son of Herman W. Haenisch, material expediter in the office of the bus overhaul section of the West Shops, young Herman was nominated by the National Association of Bona Fide Heroes as qualified to receive their citation in recognition of his daring performance.

Herman is a Cub Scout and a pupil in the 4-A grade of the Leslie Lewis Elementary School. He and several of his friends were sailing boats after the near-record rain of March 19 (CTA Transit News, April, 1948) had flooded the crossing of LaCrosse and Grand avenues to a depth of 3½ feet. Suddenly he saw the muddy bank on which Anita was standing crumble, and she slid into the water and disappeared. Without hesitation, Herman dived in after her and found her stretched out on the bottom of the pond. He caught hold of her foot and leg and pulled her to the edge where his friends helped them both out of the water.

The two soaking-wet youngsters went immediately to the nearby Brenner home where Anita's mother was told what had happened. Said Herman, "Do you suppose Margie (Anita's older sister) could come along home with me and tell my Mom and Dad how I got so wet?"

This precaution wasn't at all necessary, however, as prior to Hermie's arrival at his home in the same block, practically all the kids in the neighborhood had assembled to tell his folks of his heroic deed.

AFTER THE GENERAL assembly at the Lewis school, the CTA Transit News photographer caught the Haenisch family descending the stairs. From left to right, Susan, 6; Mrs. Haenisch; Herman, 9; Mr. Haenisch and Freddie, 4. Georgie, 6 months, was too young to attend the function at which young Hermie was honored.



CUB SCOUT Herman G. Haenisch, 9-year-old son of West Shops employe, being congratulated by Walter E. Perschke, 2nd vice president of the National Association of Bona Fide Heroes, on winning the organization's citation for outstanding heroism. Mr. Perschke is a Chicago fireman connected with Engine Co. No. 57. Roy Ellsworth Piel, president of the Association, is at the right,

SINCE HE SAVED 5-year-old neighbor girl, Anita Brenner, from drowning, Herman Haenisch and the little girl are even better friends. Anita attends the kindergarten at the Leslie Lewis Elementary School.



On the Spot Shots

CHANGE GENERAL MANAGERS FOR A DAY

CHICAGO'S YOUTH had charge of the City on Junior Official's Day of National Youth Week and Vincent R. Innocenti, 15, a second year high school student, took over Walter J. McCarter's job as General Manager of the CTA.

"It feels swell sitting in Mr. McCarter's chair," Vincent said, "and it looks like he has a big job running the Chicago Transit Authority."

Vincent, who hopes to become a major league baseball player, was selected to fill the position of General Manager by 600 fellow members of the Off The Street Club of Chicago. He is a student at Harrison Technical High School and lives with his parents at 2344 W. 24th Place.

THIRTY EMPLOYEES COMPLETE PERSONNEL TRAINING COURSE

UNDER THE DIRECTION of Julian W. Baer, personnel consultant retained by the Chicago Transit Board, five classes having six each have completed a one-week instruction course on classification of CTA employe positions.

After each class is "graduated," the members are assigned a certain number of jobs to be analyzed. They determine the specific duties, skills, knowledge and abilities required, the physical demands and the conditions under which work is performed. Union representatives are co-operating with the Authority in the making of these studies.

The initial class, started on February 2, was composed of (left to right) Bernice Coyne, general office representative for Division 241; James T. Carney, personnel department; and Stanley J. Mailuck, Robert L. Hill, Edward J. Mark and Harold Brown, accounting department. At the extreme right is Julian W. Baer.

MACHINE SHOP FOREMAN BECOMES 50-YEAR MAN

A CELEBRATION was recently held to honor *Frank Randolph*, machine shop foreman, 61st and Calumet, who last month completed 50 years of service with CTA and predecessor companies. To express their high regard for Mr. Randolph, fellow workers contributed to buy him several gifts, consisting of an engraved pen and pencil set, a table model radio, an alarm clock, several boxes of cigars and two packs of his favorite chewing tobacco. *Machinist Harry Flesch* acted as spokesman for the shop men in making the presentation.

Reported by Patrick White



Sun-Times Photo



Enjoy Your Vacation—But Make It **SAFE!**

YOUR favorite time of the year is coming—vacation time. According to the Inquiring Reporter column in the May issue of "TRANSIT NEWS," the majority of CTA employees prefer summer vacations. That means two full weeks or more spent mostly outdoors.

Swimming, golfing, hiking, sun bathing, fishing, baseball and loads of other interesting activities popular in the good old summertime will help to make it a real vacation.

Vacations are healthful and stimulating. You'll feel great when you leave and even better when you return—if you watch your health and pay attention to safety.



If you are driving to that vacation spot have your car in perfect condition. Summer finds the highways crowded and there is a sharp increase in accidents. Four out of five automobile accidents occur when the weather is clear and the pavement dry. Following the car ahead too closely, failure to obey signal lights, not allowing intersections to clear of traffic and right of way violations are some of the major causes of summer automobile accidents. You can make your ride safer by not piling baggage so high that you cut off your vision and by keeping your windows clean from unnecessary stickers.

Statistics show that one-fifth of all drownings occur in July. You'll enjoy your swimming this year and won't be taking chances by applying the following rules from the experienced swimmer's code:

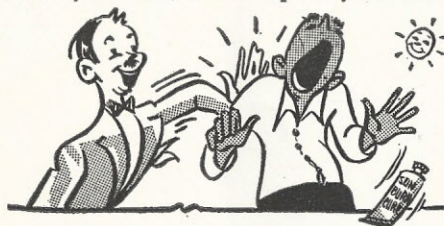
1. Never swim alone.
2. Do not attempt to swim immediately after eating or after being overheated from exercise.



3. If you attempt a long swim, have two companions along in a boat ready to assist you in any emergency.
4. Stay in shallow water if you tire easily.
5. Leave the water when you feel tired or start to shiver.
6. Don't "cut-up" in the water by splashing and ducking unwary swimmers.

Before you do any diving investigate and see that the water is at least six feet deep. Also, look out for submerged rocks and other obstacles and be extra careful of low tide. Don't try any diving if you have trouble with your sinuses or ears.

Get your suntan the safe way—in small, reasonable doses. If you are not already tanned, don't expose your bare



skin to the sun for too long a time. It's a good idea to apply a sunburn preventative that will protect you from blistering and burning. Sunburn at its worse can cause dangerous illness and put an end to your long-awaited vacation.

When you go boating make sure you or the person in charge know how to handle it. It will be a safer trip if you keep your original seat because changing seats in a small boat is likely to overturn it. In the event the boat should overturn, stick with it until help arrives. Don't take a chance by swimming off alone.

Cuts or scratches require immediate first aid so have your first aid kit handy at all times.

IS IT THE SUN?

... OR THE HEAT?

IN CASE you're not aware of it, there IS a difference between sunstroke and heat exhaustion. Here are some tips from medical authorities on how to distinguish them and how to care for the victim:

SUNSTROKE:

1. Skin is hot, dry, flushed.
2. Victim's head aches.
3. Pulse is strong and rapid.
4. Victim is usually unconscious.
5. Onset is sudden.

WHAT TO DO:

1. Lay the victim with head elevated.
2. Cool body with bath or cold applications.
3. Give no stimulants.
4. Call a doctor.

HEAT EXHAUSTION:

1. Usually occurs indoors.
2. Skin is cold, pale, clammy.
3. Pulse is weak.
4. Victim's head aches.
5. Victim may vomit.
6. Victim often faints, but seldom remains unconscious for more than a very few minutes.

WHAT TO DO:

1. Lay victim with head level or low.
2. Keep patient warm by wrapping in blankets and applying external heat.
3. Give plenty of hot coffee or other stimulants when conscious.
4. Give salt in small quantities until a tablespoonful is given.
5. Call a doctor.

Any illness due to heat can be serious and even fatal. Sun or heat stroke can be avoided by limiting exposure, especially of the head. Heat exhaustion may be prevented by limiting exposure to heat, especially in confined quarters, and particularly so by taking a sufficient amount of salt to replace that lost through perspiration.

Subway Given a Spring Cleaning

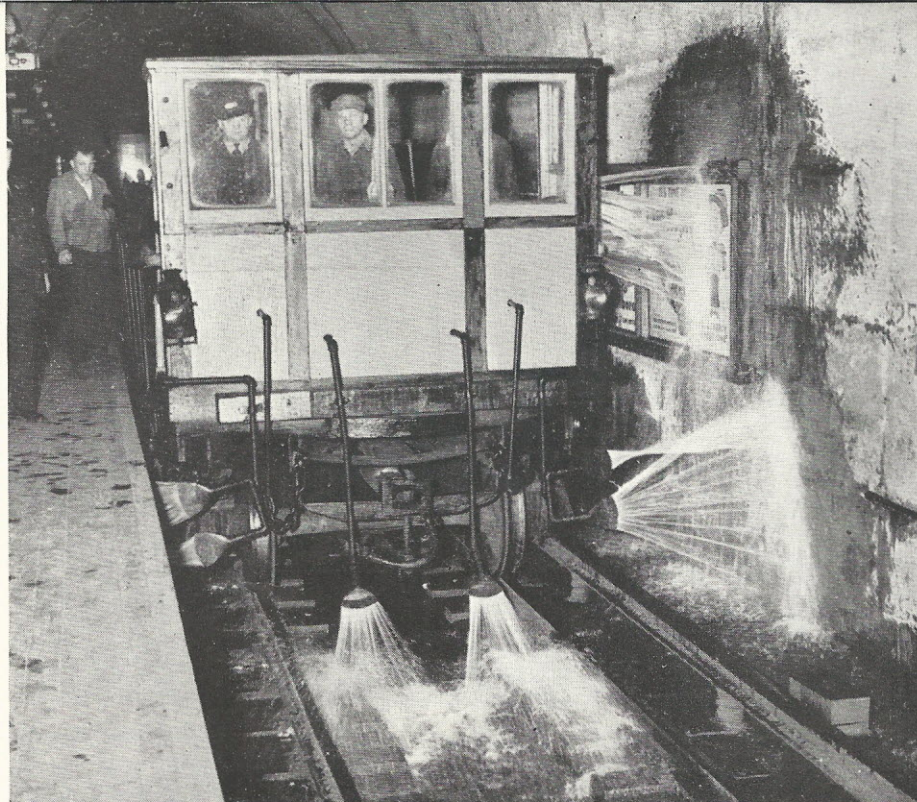
THE CHICAGO TRANSIT AUTHORITY completed one of the city's biggest spring cleaning jobs early in May when a huge tank car washed the five miles of concrete side walls, floors and ceiling of the State street subway tube.

Ten nights were required to complete the job and a total of 120,000 gallons of water was used. The cleaning operation began about 1:30 a.m. each night and continued throughout the early morning off-peak hours.

While the tank car was cleaning the subway tube, the periodic work of keeping the station platforms and train tracks in order was being done by elevated porters and Road department employees. Pillars and beams in the subway were repainted to complete the spring cleaning job.

Regular subway service was maintained while the cleaning work was in progress. Movements of the "tanker" were arranged so that it did not interfere with normal early morning train schedules.

ELEVATED porters *Robert Keene*, front, *Julius Cosby*, left, and *Jasper Fambrough* scrubbing station platforms and walls of State street subway during spring cleaning operation.



ROAD department employees of the Elevated cleaning State street subway tube with tank car used in summer to kill weeds. Water nozzles on the car were adjusted so that the tube walls and ceiling could be sprayed without wetting the station platforms.



BEFORE the tank car was placed in operation the subway tracks were cleaned of all debris by "L" workmen *John Sobolewski* and *Joseph Spina*.



WATER HOSE being tightened to tank car by *August Brosseau*, left, and *James Sleznick* of the Elevated Road department. The tank car has a capacity of 4,000 gallons and is equipped with an electric pump and series of nozzles that deliver water at various levels under pressure of 100 pounds per square inch.

TO THE LADIES

... from Joan

HOMEMAKERS, brides-to-be—in fact, all women will be particularly happy to learn that the Nation Wide Crochet Contest has returned this year with cash prizes amounting to \$1,400. The national champion will receive \$200.00 in cash and a free all-expense trip to New York City. Also, there's a special prize for men, so if your husband is a crochet fan, let him know and he may win \$50.00 cash and a free trip to New York City with all expenses paid.

To participate in this national contest, enter your best crochet piece in a 1948 state, county or local fair. If you win a first prize in any of the eight classifications listed, you are eligible for the final national judging to be held in New York City next November. Here are the classifications: tablecloths, bedspreads, luncheon sets, doilies and scarfs, chair sets, household accessories, hats and bags, and edgings and insertions. Three special divisions have also been included in the Contest. These are: for Teen-Age Girls, for 4-H Club members, and for Men Only. Your entry must be crocheted of mercerized crochet cotton, and must have been completed since January 1, 1948.



SEND for direction leaflet if you are interested in crocheting these lovely table mats.

Looking for some ideas on what to enter in the contest? How about table place mats? Crisp lacy mats like those pictured on this page are easy to make and very attractive to the eyes.

Directions for other crochet pieces are available by writing this department. Here are some of the leaflets we have for crochet enthusiasts: Pineapple Doily (No. 7808), Popcorn Wheel Bedspread (No. 3408), Cluster Tablecloth (No. 7745), and Fringed Oval Rug (No. 5110). We have the crochet contest entry rules, too, and will be glad to send them upon request.

You are probably wondering where a local fair is going to be held so here is some more good news—For the first time in 15 years the Cook County Fair will be held in Chicago at Soldier Field

from August 27 through September 6. It will be an elaborate affair and will provide a place to enter your crochet pieces right here in the city.

The county fair is offering \$39,000 in prize money for various exhibits, including such women's activities as home canning, preserves, cakes and confections and all types of needlework. An early issue of *Transit News* will give complete information on how to enter these exhibits and what the individual prizes will be.

FOR LEAFLETS

NOTE: Write to Women's Editor, CTA TRANSIT NEWS, Public Information Dept., Chicago Transit Authority, 79 W. Monroe.



"They're slipping! Five years ago they made me look much younger!"

Inquiring REPORTER

Question

It is said women spend approximately 85% of the family income. Are you of the opinion that women manage money better than men?

Place

JEREMIAH J. BALY, Reporter
North Side Section



TERESA MORAN, Ticket Agent:

Women can manage money better than men. They have more time to shop around and bargain and they know their values. Just let a man go shopping and face a good-looking girl behind the counter—one who can smile—and see how much he will buy for his money.

MATHEW J. BERNARDY,

Motorman:

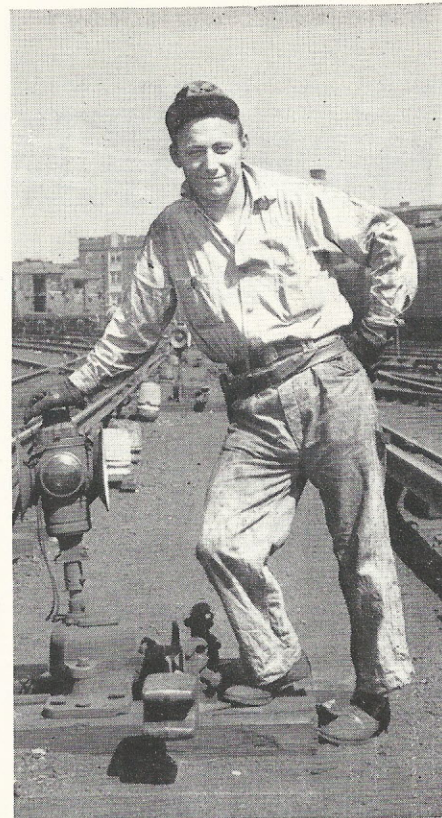
The majority of women are more capable of saving money than men. They are more thrifty and better buyers of necessities. Men will buy an article at a set price without considering the value; whereas women know what to buy and the right price to pay.



FLORENCE McDONOUGH,

Stenographer:

Women do much better because they have a better sense of values. When a man goes out shopping, he is confused as to the values and quality and, naturally, he will give up his money more easily.



RICHARD LEMKE, JR.,

Switchman:

Well, I suppose most of the women can manage money better than men, but there are a good many men who can handle money and really go to town and buy values at bargain prices.

HELMER G. JOHNSON, Trainman:

If it weren't for my good wife handling my money the way she does, I'd probably be broke or, as you would say, penniless. That's why I think women can manage money better than men. Of course, there are exceptions.



MAY ROHR, Ticket Agent:

Women's hands are more dexterous in handling money. They will budget their money more conservatively, and in buying, really stretch the dollar.

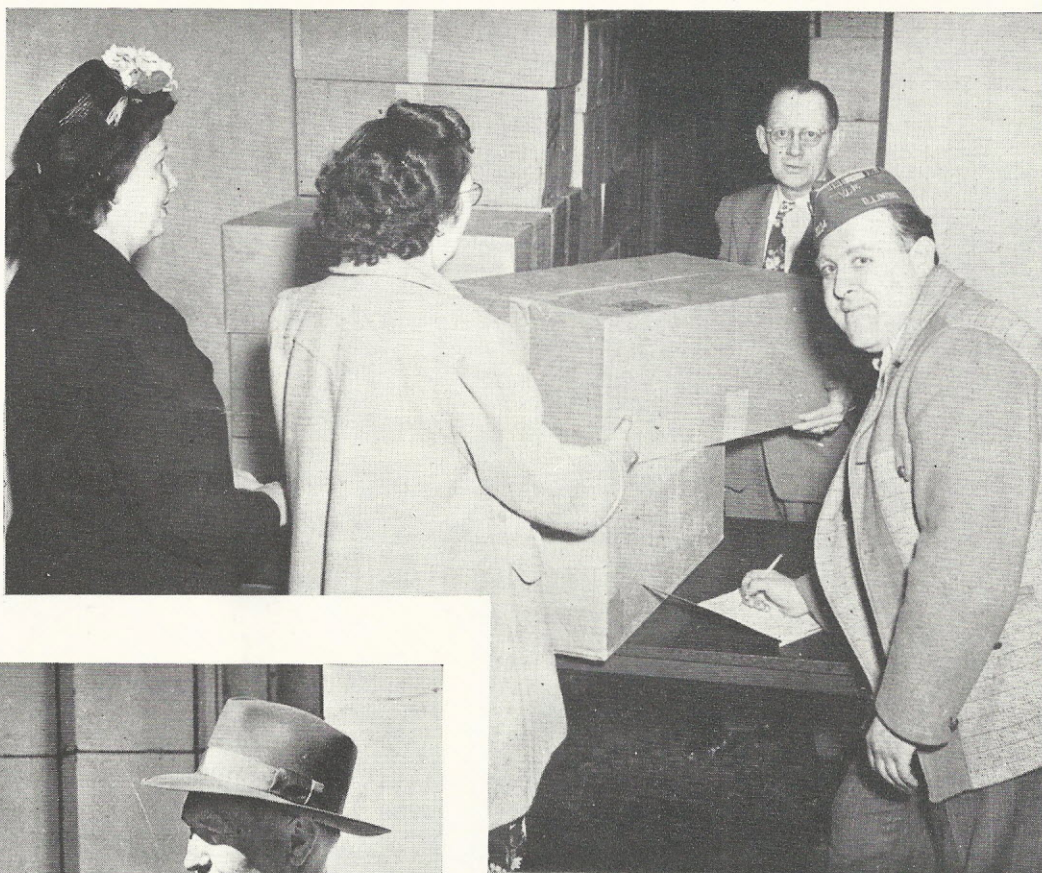


THEY HELPED MAKE IT A SUCCESS

POPPY DAY in Chicago found members of the Surface and Elevated Posts of the American Legion, the CTA Veterans of Foreign Wars Post, and their Auxiliaries busily engaged in making this sale a huge success.

Each year during the week prior to Memorial Day, poppies are sold throughout the city by thousands of women members of veterans auxiliary groups. Funds derived from this sale are used to aid disabled veterans and their families.

Of the amount contributed by Chicagoans in the 1948 sales, the Surface and Elevated Posts of the American Legion and the CTA Veterans of Foreign Wars Post collected \$2,675.33 by selling 22,750 poppies.



VFW general headquarters was busy recently disbursing poppies that were sold on the annual Poppy Day in May. Samuel Caselman, right, Kedzie, Post Poppy Day Chairman, with the assistance of Mrs. Wilbern Vaughn, left, Mrs. Clifford Gaylord, VFW Auxiliary, and Clifford Gaylord, Kedzie, pick up the supply of poppies allocated to the CTA post.



FIRST poppy sold by Mrs. Ann Reifsteck, Poppy Chairman of the Woman's Auxiliary, went to General Manager Walter J. McCarter. The surface post, American Legion, had various Loop corners assigned for their solicitation.

PREPARING the poppies and containers to be used by the sales ladies took several hours work by H. D. Wilson, Electrical department; William Lawery, North Side trainman; Rene Primeau, Legion Poppy Chairman, Schedule department; John Farris and William Wood, members of the Elevated Post of the American Legion. The members of the "L" Auxiliary had as their territory the elevated and subway stations and platforms throughout the city.



TRANSIT TALE

The smile that came back home...



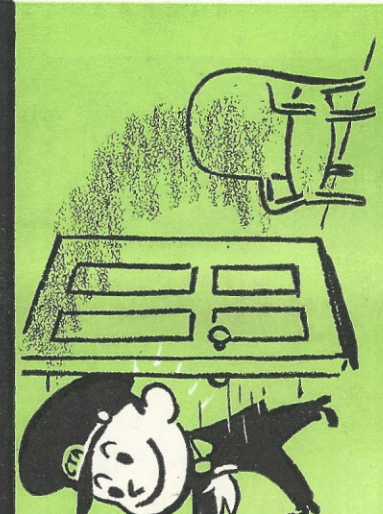
A MAN RICH IN SMILES



ENRICHES OTHERS



AND DRAWS DIVIDENDS



IN THE PROCESS!

F. HAMME

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