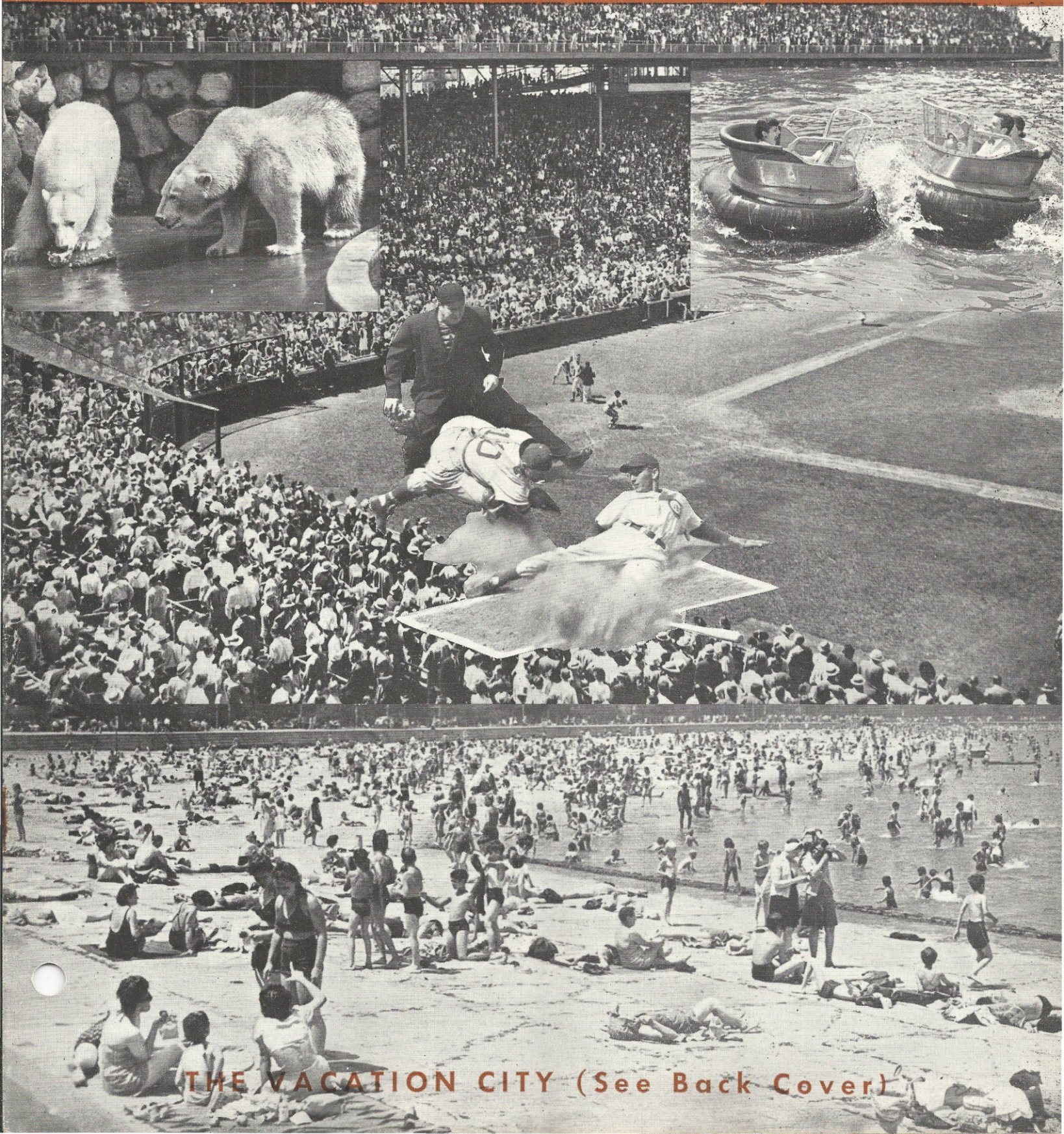




# TRANSIT NEWS

JULY-1948



THE VACATION CITY (See Back Cover)

# NEW WAGE AGREEMENT WITH 241 & 308

Negotiations have been completed and a new wage agreement has been reached between the Chicago Transit Authority and Divisions 241 and 308 of the Amalgamated Association of Street Electric Railway and Motor Coach Employees of America. The agreement was made effective retroactive to June 1, 1948.

Following the general pattern set nationally, the agreement provides for an eleven cent an hour increase, effective June 1, 1948, with two cents per hour additional, effective

December 1, 1948. An additional 32 hours of vacation with pay was granted to employees with 20 years or more of continuous service, and provisions made for pay at time- and-one-half for work performed on Memorial Day, Fourth of July, Labor Day, Thanksgiving and Christmas.

Negotiations at this writing are in progress with representatives of the other employee unions.

It is estimated that the annual cost of the wage adjustments will amount to approximately \$8,471,000.

## INFLATIONARY ECONOMIC TREND CAUSES CTA TO RAISE FARES

Rising labor, material, supplies and equipment costs occasioned by the current inflationary economic trend compelled Chicago Transit Authority to raise its rates of fare, effective June 20, 1948.

Adult fares are now 13c, on the surface system and 15c on the rapid transit system.

The following statement by the Chicago Transit Board was issued June 17:

Chicago Transit Authority is no more immune to the pressure of rising wages and prices than any other business enterprise. It, too, must meet its operating costs entirely out of revenues.

The Authority, in fact, is required by law to maintain an income that will pay all of its operating expenses, plus the cost of new equipment and other required improvements. There is nothing discretionary about this provision of the law. It is mandatory.

It was this mandatory provision of the Transit Authority Act that brought about the fare increase of May 11, which as the Authority carefully pointed out at that time, was sufficient only to meet the then current operating costs.

The Authority also cautioned the public that if any part of the wage increases then being demanded were obtained either by negotiation or by arbitration, another fare increase would inevitably result.

The fare increase authorized today, to become effective Sunday, June 20, 1948, hence is necessary and unavoidable for the following reasons:

- (1) The national economic trend has dictated a wage settlement with transportation employees which provides for an increase of 11 cents per hour, retroactive to June 1, 1948, and two cents per hour additional, effective December 1, 1948.
- (2) This national upward trend in wage costs has resulted in steadily rising prices of all materials and supplies, which Chicago Transit Authority must buy, and has increased the cost of new equipment and other improvements essential to better local transit service.

The local wage increase alone will cost the Chicago Transit Authority approximately \$8,500,000 a year. In amount per hour, however, the wage increase is in line with wage increases recently granted elsewhere in the nation.

Because of similar increases elsewhere, materials and supplies are conservatively estimated as increasing in price at the rate of \$1,200,000 a year through the remainder of 1948, and probably on through 1949.

Considerably more new equipment is needed to continue the Authority's modernization program, not only to improve service, but also to achieve the maximum in economies through the operation of modern vehicles.

More streetcar lines should be converted to one-man bus or trolley coach operation. There is also a growing demand for express bus service, and additional units are needed to meet riding demands on existing bus lines. New rapid transit cars are also needed.

The Authority already has used or obligated all of its available funds for the purchase of over 1,700 new buses and streetcars, most of which are now in service, and for servicing the new equipment.

### Huge Economies Effected

The Authority has effected economies in operating costs during its first six months at the rate of more than \$1,000,000 per year.

During 1948 and 1949, it will make additional economies in operating costs which it is estimated will total over \$2,000,000 more. These economies, however, will be far offset by the currently increasing cost of labor, materials, supplies and equipment.

The end result, therefore, is that the two cent increase in adult fares and the one cent increase in student and half-fares on Chicago Transit Authority lines is necessary to cover increased operating costs, leaving a minimum amount for continuing the program of acquiring new equipment and facilities for better service.

The new fare structure, it is estimated, will produce initially added income at the rate of approximately \$13,000,000 per year, but this will be reduced in 1949 because of a gradual downward trend in transit traffic. This amount will meet the added wage costs, the rising cost of materials and supplies, and enable the Authority to put approximately \$8,000,000 into new equipment and other facilities for improved service in 1949. To continue the full modernization program, as originally contemplated, will require that at least \$5,000,000 worth of additional equipment must be financed either by loans, equipment trusts or some such method.

The Chicago Transit Board will continue its determined efforts to give Chicago the best in local transportation at the lowest possible cost and pledges itself to continue to effect every practicable economy.

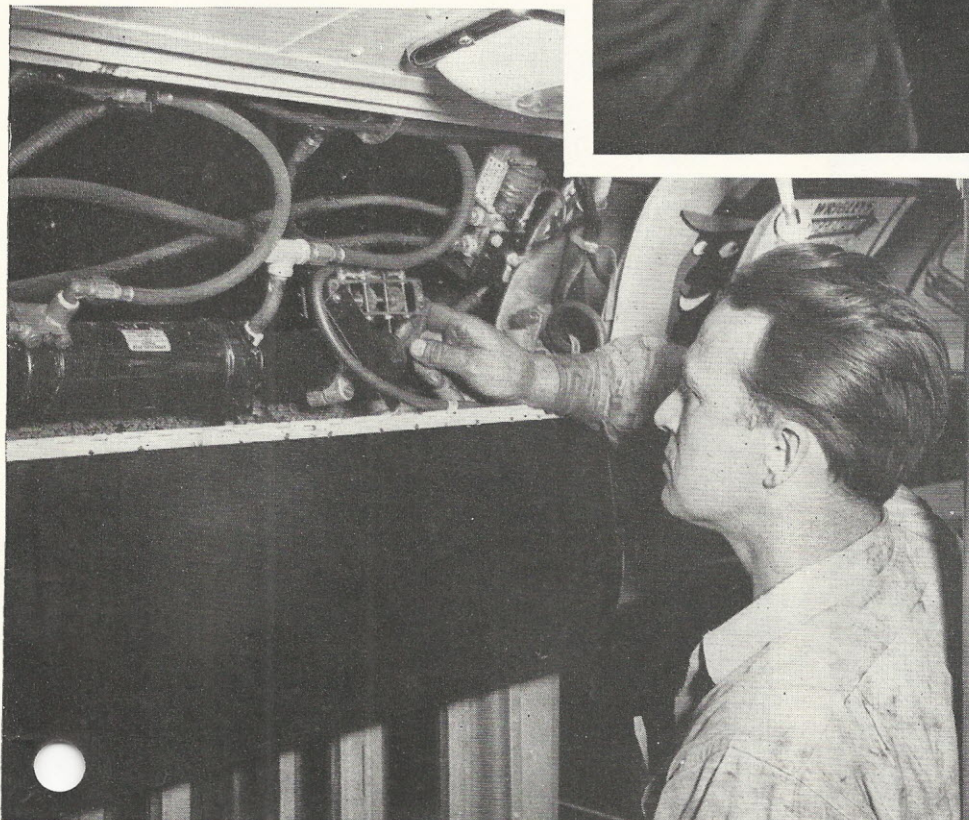
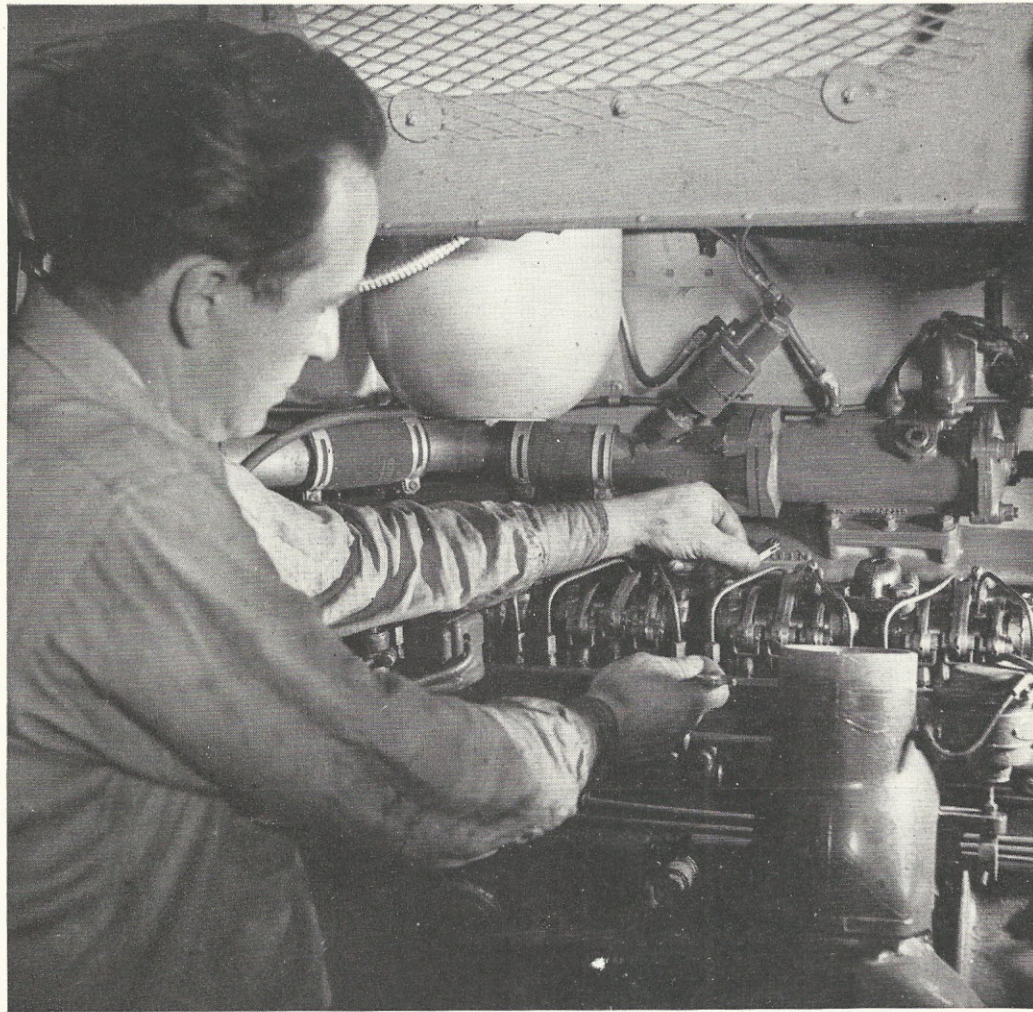
# After This... They're Ready

## NEW BUSES GIVEN FINAL INSPECTION BEFORE BEING PLACED IN SERVICE

THE NEW BUSES being received by the Chicago Transit Authority as part of the new equipment program are given a complete "bumper-to-bumper" inspection by various departments before they are placed in public service.

Since 1945, the CTA has received 850 new motor buses and 66 new trolley coaches. This operating equipment has enabled the Authority to make substantial progress in providing local riders with modern and safe transportation.

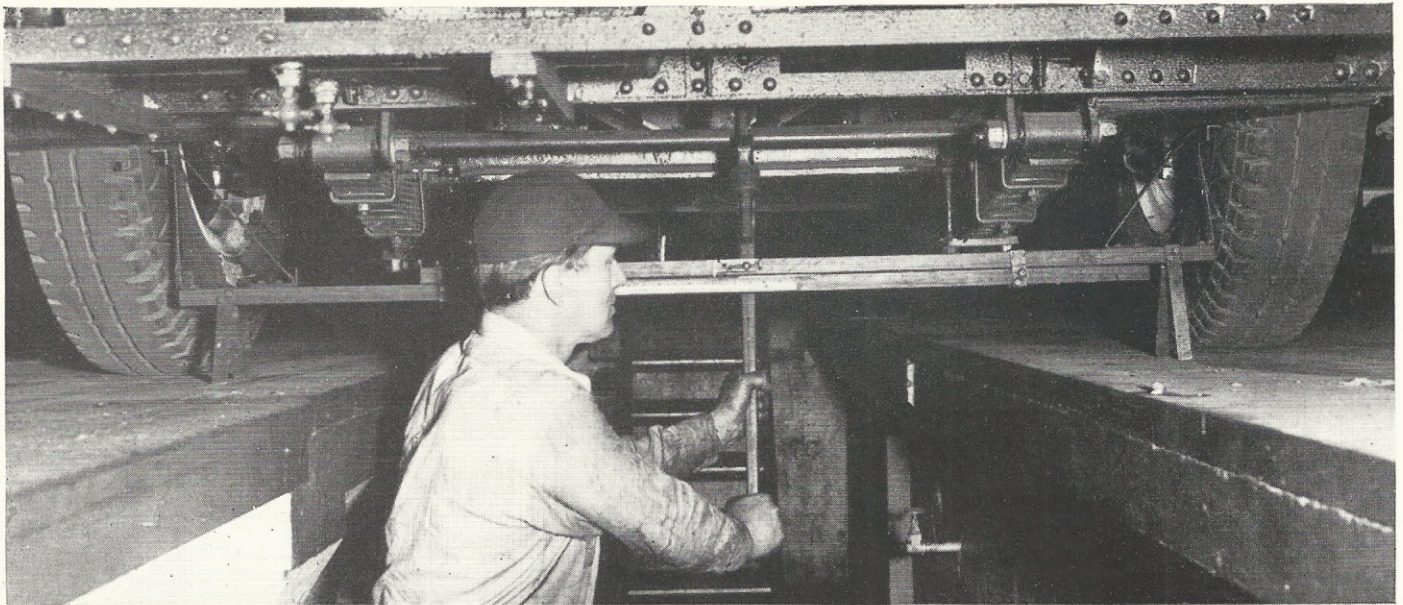
Recent issues of the CTA TRANSIT NEWS have told the story of the construction of the new buses and of their delivery to the 77th street depot. After receiving the buses they are then taken to the West Shops, where each one is inspected and prepared for CTA service by members of the bus overhaul, electrical, paint, carpenter and road testing departments.



ONE of the first phases of the general bus inspection following arrival from the 77th street depot is a check for proper valve clearance as done here by *Journeyman Horace Regnier*, bus overhaul, West Shops. Journeyman Regnier usually gets some family assistance since his son, *Lloyd*, is employed in the same department as a parts helper.

EVERY precaution is taken to assure proper functioning of the bus doors. Here *Journeyman Regnier* checks rear door for correct treadle operation by inspecting the door operating mechanism. As a safety precaution, the rear doors have a sensitive rubber edge which rings an alarm if any object is caught between these edges.

## ... They're Ready



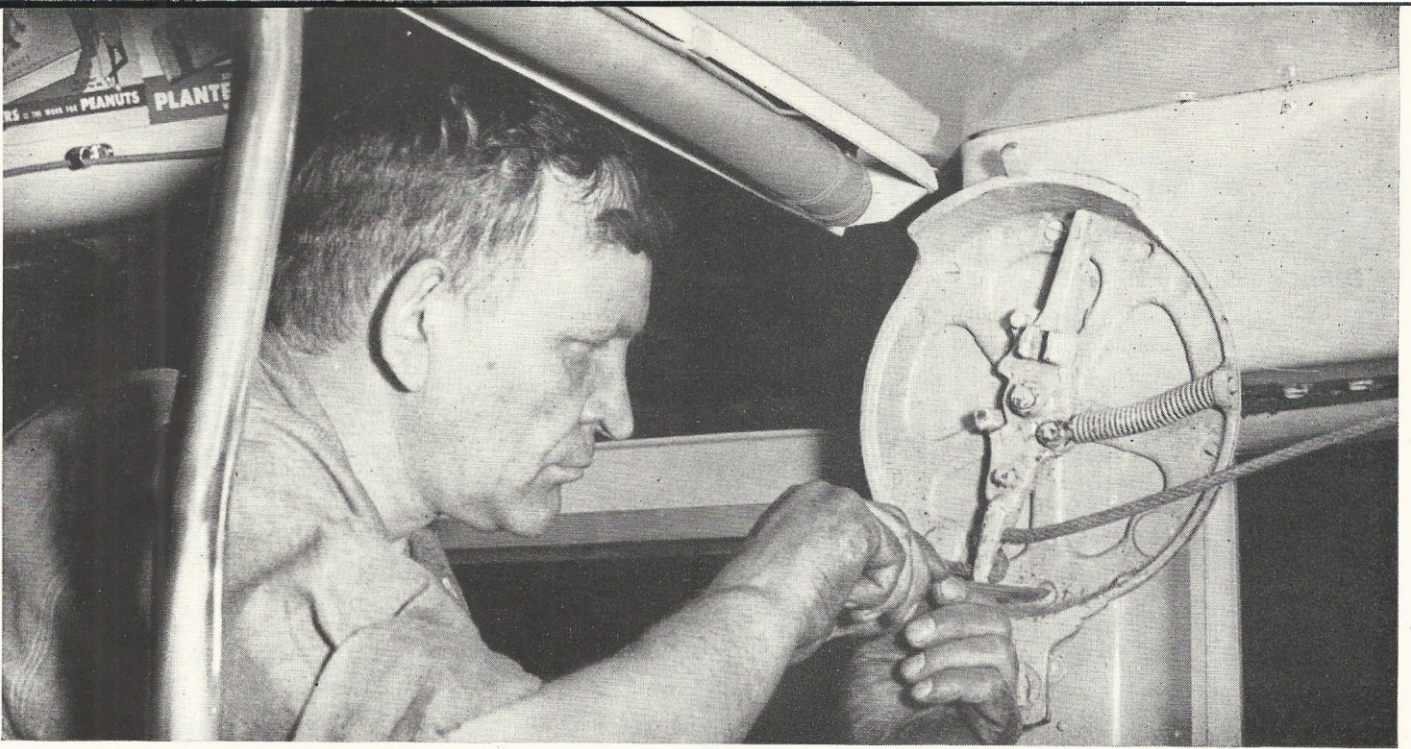
TO complete his part of the inspection, *Regnier* goes into the pit to check on the general condition of the underside of the new bus. He is pictured here checking the front wheels for correct alignment. Other work done under the body of the bus is an inspection of the springs, brake chambers, application valves, steering gear and rear axle.

AT the same time the bus is being inspected by the journeyman, the electrical equipment of the vehicle is being checked. *Electrician Andrew Barr*, 13-year employe, is shown here testing the batteries of the bus (there are two) for a faulty cell. The batteries must also be checked for water and acid content. *Electrician Barr* then proceeds to check the ammeter, voltage regulator, lights, horn, buzzer, and all other electrical apparatus.



WHEN the engine, chassis and electrical equipment have been inspected, the bus is then taken to the Paint Shop where it is washed and the decalcomanias applied. *Stripper James Nugent*, an employe for 27 years, is pictured here applying varnish over the CTA insignia, which is being placed on all CTA operating equipment. The underside of all new buses is sprayed with emulsified asphalt for sound deadening and protection against corrosion.





AFTER leaving the Paint Shop the new bus is driven to the Carpenter Shop where transfer boxes, money trays, read as you ride boxes, run number clips and signs and rollers are installed. In this photo *Carpenter Anthony Hrasko* puts on register back as base for money register.

THE final step in the general inspection of a new bus is the road test. Here *Joe Devaux* starts a three-mile test to check the condition of the brakes, doors, steering, and high and low speed regulation.

COMPLETELY inspected and approved for public use, a new bus takes its place with the hundreds of other new vehicles purchased by the Chicago Transit Authority to transport passengers safely and comfortably to their destination.

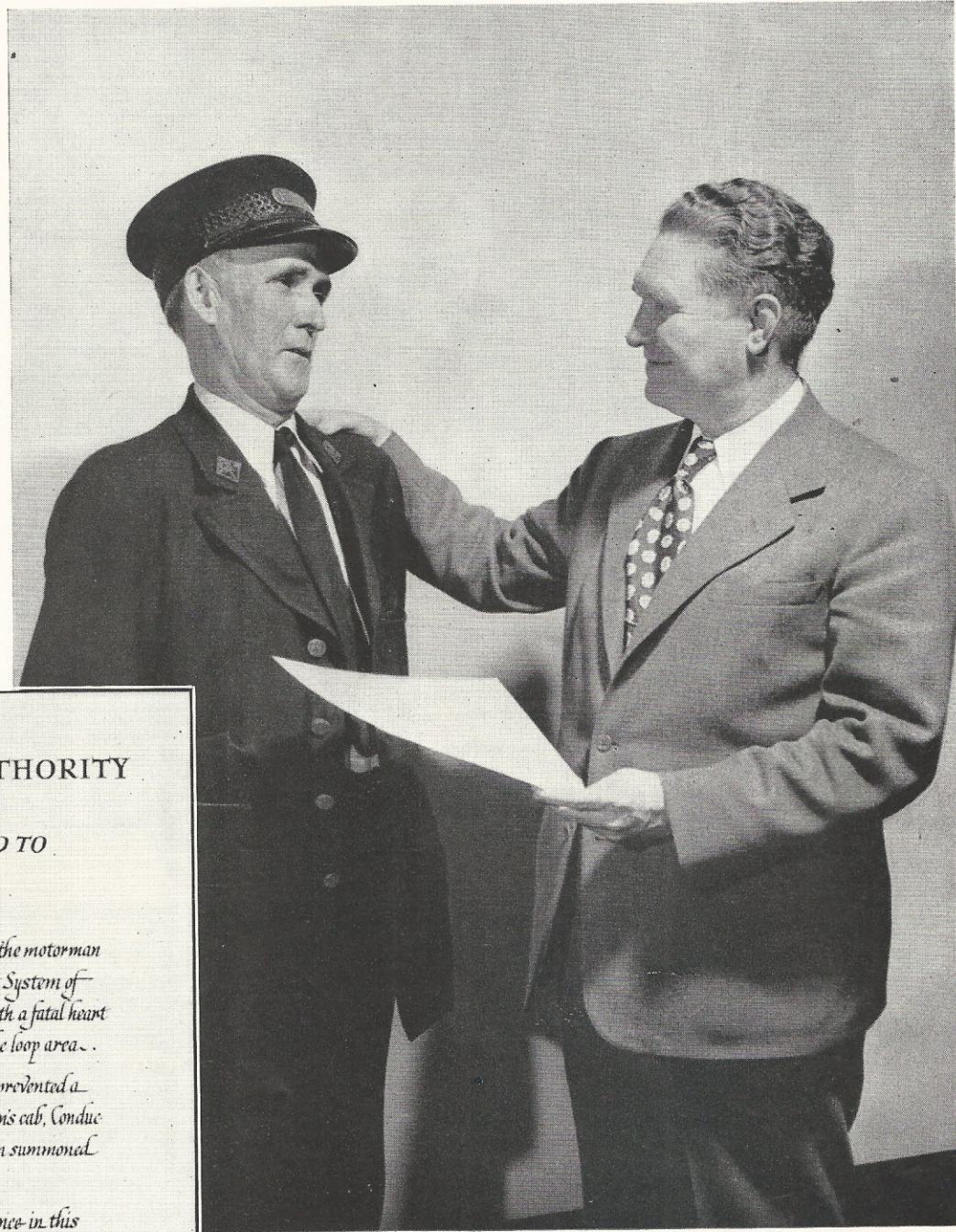


# Conductor Hart Awarded Citation

THE first citation awarded to an employe by the Chicago Transit Authority for outstanding performance in the line of duty was recently presented to Conductor James J. Hart, Lake street, by General Manager Walter J. McCarter. The presentation was made in the office of the General Manager.

Several weeks ago, Conductor Hart, who has been an elevated employe for 34 years, stopped his two-car train in the Loop with nearly 100 passengers aboard after finding his motorman, Earl Jenks, slumped over the operating controls, dead from a heart attack.

In accepting the citation, Conductor Hart said: "This is a wonderful honor and I deeply appreciate the recognition the officials of the Chicago Transit Authority have shown by presenting me this citation."



## CHICAGO TRANSIT AUTHORITY

### *Citation* AWARDED TO *James J. Hart*

On the afternoon of Saturday, May 8, 1948, the motorman of a Lake Street train of the Rapid Transit System of Chicago Transit Authority was stricken with a fatal heart attack while the train was west bound in the loop area.

By his alertness, Conductor James J. Hart prevented a serious accident. Rushing to the motorman's cab, Conductor Hart brought the train to a stop and then summoned medical aid for his stricken fellow worker.

In recognition of his outstanding performance in this emergency, the Chicago Transit Board gratefully awards this citation to Conductor James J. Hart.

*Walter J. McCarter*  
CHAIRMAN

June 18, 1948 DATE

*William H. McKenna*  
SECRETARY

RECEIVING citation for outstanding performance while on the job, "L" Conductor James J. Hart, Lake street, is congratulated by Walter J. McCarter, General Manager of the Chicago Transit Authority, who made the presentation.

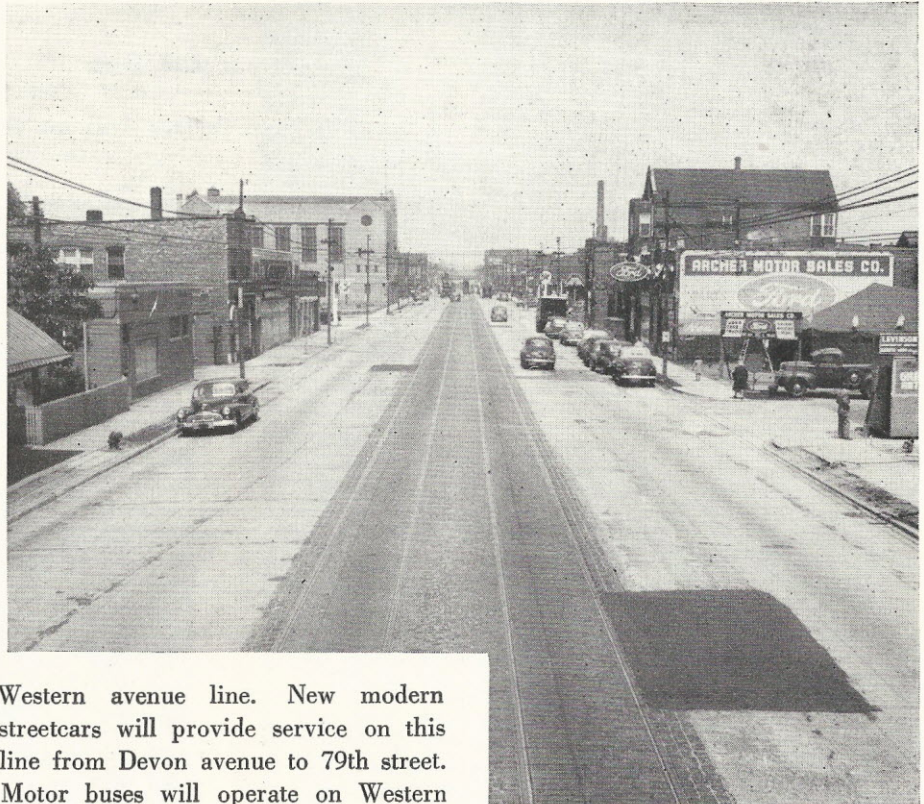
# Third Quarter Improvement Program Announced

THE CHICAGO TRANSIT AUTHORITY improvement program for the third quarter of 1948 provides for the substitution of trolley buses for streetcars on three north and northwest side lines; the installation of a combination streamlined streetcar and bus service on another main north-south line; and the extension of two bus lines.

Scheduled for conversion to trolley bus operation are the Belmont, North and Irving Park streetcar lines. The new Belmont service will extend this line east to Halsted street. On North avenue, trolley buses will replace streetcars between Narragansett avenue and Clark street. Trolley bus service on Irving park road will operate between Neenah avenue and Broadway.

A combination streetcar-bus service will be installed on the heavily traveled

**(BEFORE) SUBSTITUTION of express and local bus service for streetcars on Archer avenue has eliminated the use of the loading platforms in the center of the street, west of Ashland. Shown here is the Archer-Montgomery intersection before front portion of loading platforms was removed.**



Western avenue line. New modern streetcars will provide service on this line from Devon avenue to 79th street. Motor buses will operate on Western avenue, between Devon and Howard street on the north and between 79th and

**(AFTER) PICTURE of same intersection, Archer-Montgomery, following removal of streetcar loading platforms by the City of Chicago. Removal of the platforms has resulted in a major improvement in the flow of traffic on Archer avenue—made possible by CTA's improvement program.**



119th streets on the south. This represents an extension of service on the south end of Western avenue from 111th to 119th street.

On Damen avenue north of Irving Park road, motor buses will be substituted for streetcars. This is an extension of the North Damen avenue bus line presently operating between Fullerton avenue and Irving Park. Through bus service will be provided from Fullerton and Elston to Clark and Bryn Mawr.

The South California avenue bus line will be extended on the north end to provide service from Fulton street to Chicago avenue, via Sacramento boulevard. The north terminal of the North California bus route will be extended from Jerome street to a loop turnaround, via Jerome, Sacramento, and Howard.

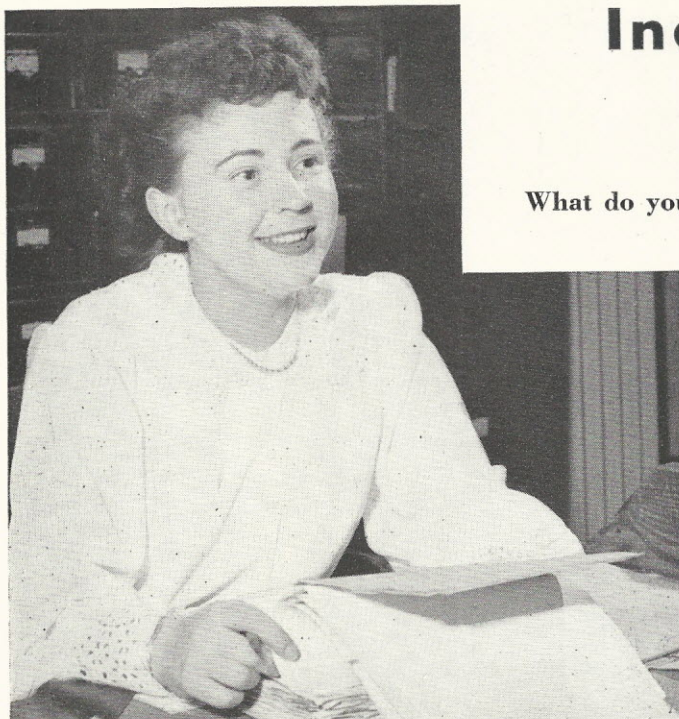
# Inquiring REPORTER

## Question

## Place

What do you like most about your job?

CTA System



**GRACE SHEAHAN, Legal Clerk (Accident Investigation):**

There is no one particular thing I like best about my job. It's a good job, my work is interesting and I like the job generally. My fellow employes are very cooperative and the time passes quickly because of the many different duties pertaining to the job. It also gives me the opportunity of becoming familiar with legal procedure.



**STANLEY J. BITEL, Supervisor: (Above, left)**

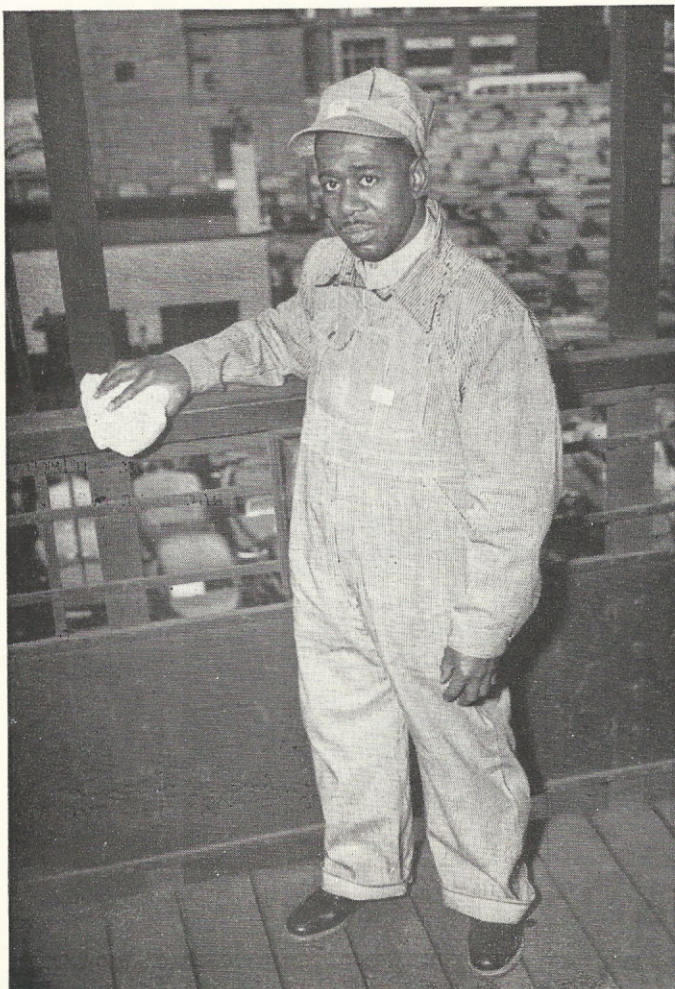
There is something different about my job all the time. I circulate from one end of the Loop to the other and like the fact that moving around you run into many interesting things which require you to use your own judgment and adapt yourself to the circumstances whenever anything of an unusual nature happens.

**JOHN E. McCARTHY, Bus Operator: (Above, right)**

What I like about my job is that I've been on it 25 years, raised five children and own my own home. It is pleasant work and has given me a steady income and security. I like dealing with the public and never let anyone get under my skin, but just smile it off.

**ERNEST J. HERRING, Loop Porter:**

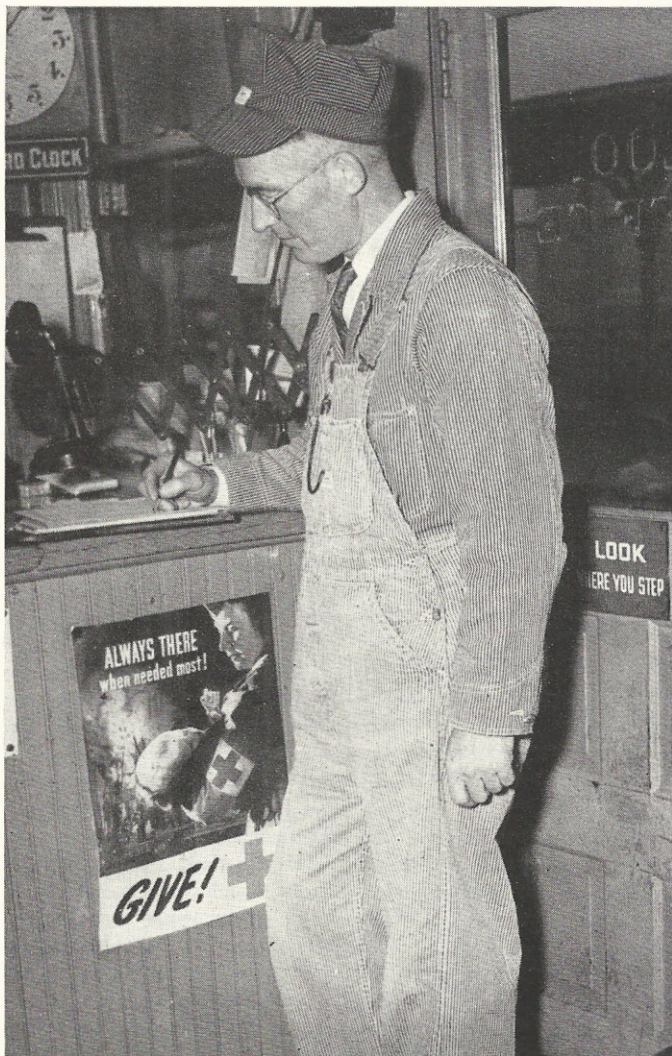
I like people and like to work around people. The fact that I am a trusted employe adds an incentive to do good work and helps me to perform my duties to the best of my ability. I like the location of my job in the Loop as it is convenient for me to get to work.





**FRANK L. CROUSE, Machinist (Met Shops):**

All my life I've liked a machinist's job in general and I've been on this one for 24 years. It's the line of work I like and I don't know of anything else I'd prefer. I've always been treated decently here and like the people I work with. Then, too, it's easy for me to get to work from where I live.



**KEN L. MANAUGH, North Side Motorman:**

I have been working over 21 years for the "L" and have gone through one depression. This has convinced me that security on this job has given me an opportunity to maintain a consistent scale of living. I also appreciate the medical and hospitalization attention given to employees and the benefits derived from the pension system.

**LARRY J. STEFFENS, Storehouse Stockman:**

My work is very interesting to me. I am always coming across something different and have gained a bit of knowledge about materials and how and where the different items are used. I'm kept pretty busy and there is never a dull day and time passes fast. I also enjoy meeting the people who call at the storehouse.



# THE INSIDE NEWS

— AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## MARGE NOW WILL ALWAYS HAVE A "KIK"

ACCIDENT INVESTIGATION—By saying, "I will," *Marge Straka* changed her name to *Mrs. Rudy Kik* on June 20.

A double-feature in the baby department—*Attorney* and *Mrs. Joseph Farmar* became the proud parents of a baby boy, whom they have named *Joseph*. He arrived on May 31, and tipped the scale at 8 pounds, 2 ounces.

*Mr. and Mrs. John Daly* proudly announce the arrival of *John Bernard* who weighed in at 9 pounds, 4 ounces on June 16.

*Mr. and Mrs. Frank Dow* (legal investigator) celebrated their golden wedding anniversary on June 1.

Our welcome sign is out for our newest employes, *John Glaser*, *Wynn Carmody* and *Robert Christian*, clerks.

Our deepest sympathy is extended to *Richard Mecker*, clerk, whose father passed away on June 12, and to *George Katter*, statementman, brother-in-law of the deceased.

*Vida Murphy*, daughter of *Thomas Murphy* (Kedzie) has announced her engagement to *Tom Sloyan*. *Vida* has a beautiful diamond. —"M & M"

## CAN YOU SUGGEST ANYTHING?

ARMITAGE — *Geo. (Ball Point) Demco*, our horticulturist deluxe, is having difficulty with his vegetables. Anyone having any information on the enrichment of soil, please contact "Ball Point" before he becomes desperate.

Our smiling janitor, genial *Jim Goulden* has returned from a delightful vacation. *Jim* spent the entire two weeks visiting the hospital and getting acquainted with his new daughter, *Sally Mae*. Mother and daughter are doing fine and *Jim* is rapidly recovering.

We were all glad to see *Conductor Carl Skie* back on the job after a two and a half month period on the shelf with an infected eye.



THE June bride in Accident Prevention (600 W. Washington) was *Anne Fahey*, now *Mrs. Thomas Cyr*, who was presented a corsage and gift from the office force. Helping to make it a happy day for her were her co-workers, standing, left to right, *Betty Marshall*, *Helen O'Connor*, *Tom Riley* and *Harold Rowbottom*. Seated beside *Miss Fahey* is *Glee Adams*. The couple was married on June 5 at Our Lady Help of Christians Church.

*Motorman Eddie Smith* spent numerous years building up a family of ten children. Now he is going in for grandchildren. The latest of his family to branch out was his daughter, *Priscilla*, who became the bride of *Aloysius Swentko* on Saturday, June 26.

Former *Conductor L. Devitt*, now an army air corps sergeant, paid us a visit last month and is looking swell. Military life seems to agree with him.

We have all heard of the man without a country, but *Armitage* has a man without a city, not even a village. *Motorman Bill Pearson* now lives just out of *Jefferson Park* and not quite inside of *Desplaines*.

*Motorman Roy Croon*, who will have a birthday the 24th of this month, says he is going to have a cake with 26 candles on it—probably burning on each end.

—TED SHUMON

## IT'S ALL YOURS, SO HOW ABOUT IT?

THE CTA TRANSIT NEWS is your magazine. THE INSIDE NEWS is devoted entirely to items and pictures of interest about employes and their families. A special reporting staff has been set up composed of employes located in the various departments, stations and divisions of the CTA system so that each individual employe has easy access to a correspondent who will incorporate available information in his monthly column for the magazine.

You can do your part in keeping your employe publication interesting. See your reporter promptly if you know of anything affecting the personal or business life of your co-workers that would be of general interest to his fellow employes. Pictures of employes and their activities, having a general news value, are also always very welcome to CTA TRANSIT NEWS.

## IF YOU CAN PROVE IT, WE'LL PRINT IT

BURNSIDE—No doubt many of the Burnside men will have returned from their vacations by the time this appears in print. Quite naturally we hope each had a very enjoyable time. Also, quite naturally, we believe the stories about the big ones that got away as well as the ones that were landed. However, we have some very skeptical friends who, when we tell your stories, may scoff. So, if you have the proof in nice clean pictures, it will help us to prove the point. Bring them in.

We are glad to report that *Supervisors John Lally* and *Al Fox* have been recuperating nicely from rather serious illnesses.

*Conductor William Henderson* is home from the hospital following an operation. The wife of *Motorman Mease* had the misfortune to fall on the sidewalk, breaking a bone in her elbow.

*Conductor O'Boyle* is now a qualified sedan jockey. He was called on to act as motorman one morning recently when the clerk was short of men and we understand acquitted himself in a very fine manner.

Have noticed *Supervisor Mike Hickey*, on his way to work, casting what seemed to us to be longing glances at the old corner of 93rd and Cottage Grove avenue, on several mornings lately. Can it be that he is homesick for his old haunts?

*Bus Operators Vic Ruzzuto* and "Red" *Dandy*, now of 77th street, visited us lately and assured us that bus driving is really great. O.K. fellows. However, we noticed a sort of home-sick appearance when we mentioned the good runs on the new schedules at Burnside. —FURGIE

## THE "FIREFLIES" ARE GROWING RAPIDLY

COTTAGE GROVE—Have you joined the "Fireflies?" This is an organization of motormen which has been growing by leaps and bounds and new recruits are being added

to its roster at an exceedingly rapid rate. Originally conceived in the minds of the Hanley-Baker combine, many of the trainmen are now carrying pencil flashlights on their night runs.

For the benefit of those men who cannot afford to buy a second hand car, the credit union has recently completed arrangements whereby you may purchase a new one. Not wishing to divulge the make of this car in this column, all I can say is that there should be one in your future. It has been reported that Ed O'Connell was interested until he drove his Model A over to the dealer to have it appraised. His enthusiasm was of short duration. The dealer told him they don't appraise cars like that—just weigh 'em.

If the antics of the depot clock don't cease in the very near future, a goodly number of the motormen will soon be cutting out paper dolls. One fellow set his watch the other day and before he could get downstairs to make a relief had lost 30 seconds. It appears to be the consensus among most of the men that it is eligible for a pension and should be replaced by a new one.

To all you fellows who have just returned from vacations let this be a reminder that THE ECHO is eagerly looking forward to some swell yarns.

A brother off sick would appreciate a visit from you more than you could ever realize. Unless you have been one of those unfortunate to be off sick, especially when confined to bed, it is most difficult to imagine how encouraging a call can really be. A familiar face, words of good cheer, first hand news about the depot and buddies can sometimes accomplish more towards building up the patient's morale and giving him a new lease on life than all the medicine in the world. Try it—it pays big dividends. Any of the clerks will be only too glad to go over the "sick list" with you.

—THE ECHO

### TRANSITAD

**FOR SALE: 6x8 American oriental rug, reasonable. Phone Triangle 0835, Peter Rechs (Utility Dept.).**



"Paw's plantin' a grass rug"

### BUS OPERATOR ALL "FOWLED" UP

DEVON—Bus Operator Ralph Galimore is one of our number one farmers at Devon. With his son as a partner, he is raising over 1,000 chickens the scientific way and has also two acres of corn. I have heard that a repairman's family has set out over 2,000 tomato plants. When all this produce and meat is available for sale let the Devon trainmen know by putting a notice on the blackboard at Charlie Witt's and you will have a ready made market.

Motorman Arvid Larson had his 2 weeks vacation in June and visited ex-Motorman Joe Vesley in Wisconsin. Joe has a grocery store and is doing fine.

Conductor Thomas McDonnell's wife is home after spending 3 months on a farm at County Galway, Ireland. She took the trip with Motorman T. Gallagher's wife of North Ave. station.

Conductor J. Sheehy was on the sick list for some time.

Some of the proud daddies at the Devon station are L. Roos with a 7-pound, 8-ounce baby girl, and J. Hoffert, an 8-pound baby.

Conductor and Mrs. Louis P. Hendricks announced the wedding of their son, Patrick, to Irene Schmidt on June 12. From all reports, it was a very lovely wedding.

Motorman I. Van Buskirk's wife passed away June 15.

Here is the news of our softball team up to June 25. May 26: Devon 8; Lawndale 13; June 1: Devon 8, Kedzie 18; June 9: Devon 8, Lincoln 11. As it seemed the team couldn't score more than eight runs a game, Herb Schmidt said he would give a carton of cigarettes to the player scoring the ninth run. Joe Bucaro and Carl Gallina already have received their cigarettes. On June 16: Devon 25, Elston 17; June 25: Devon 9, Kedzie 7. Night Clerk Bill Spackman is the chief roofer for the team as he hasn't missed a game. Come out and watch our team play.

Retired Conductor Dick Hanley fell while painting a house at Round Lake and injured both legs.

A golf tournament will be held July 24 at Mt. Prospect. If interested, see Motorman "Red" Lasky.

Conductor Simon H. Goldman and his wife celebrated their seventh wedding anniversary and the sixth birthday of their daughter, Rosette Beverly, on July 16. The Goldmans were married at 8:00 A.M. on July 16, 1941, and their daughter was born at 8:00 A.M. on July 16, 1942.

If you have any news for our CTA Transit News put it in the mail box near the west wall in the Devon trainroom.

—CHARLES SAKLEM

### THESE RAILFANS REALLY GET AROUND

ELECTRICAL (Rapid Transit)—Last month we reported Third Rail Foreman Jim Broderick's adventures on a railfan trip. To keep a broad viewpoint of transportation, Jim got his head in the clouds this month with a trip by air to visit his daughter and her family in Portland, Oregon. Chief Clerk Ted Kawol made the railfan trip June 13 on the North Western to Green Bay and is still picking out of his hair the cinders and dust of Proviso Yard, where the boys watched the humping of freight trains. Not to be left out of the running, your reporter and Ed Mizerocki, North Side Shops, made a quick long journey via streamlined trains from Chicago to Dallas, Texas, over the July 4th holidays. Purpose? to join 25 others, some from as far as Boston, in an inspection of one of the last remaining long electric interurbans of the southwest, a line about 175 miles in length from Denison to Waco.

Most of the boys, instead of chasing trains, spent the holidays chasing fish. Vacationers included Jim Conlon, Harry Thompson, Frank Pionke, Chester Seneco, Jim Percy, John Angel, Jim O'Rourke, Roy Sneen, Tony Hepp, Mike Racanelli, Jim Murphy, Jack Jacob and Bud Buck.

Proving that no siege of tough luck is without its more pleasant side, Sexton O. Sandell, Engineer, has lately become quite accomplished in the culinary arts, not to mention the various other gentle aspects of good housekeeping. But we surely hope Sandy's wife, Florence, has a quick and comfortable convalescence and that Sandy can get back to his regular avocations of radio experimenting and home shop craftsmanship.

Gordon Bittourn, third-rail man, is reported to be considering raising four-leaf clovers as a full time activity, with side lines of rabbits' feet and horseshoes. After spending his vacation recovering from a hand injury, Gordon got tangled with the third-rail and a concealed hook-bolt on his first day back and spent the next several days soaking in unguentine salve a half-inch deep over his hands and face. Gave him a chance to raise a nice mustache, tho.

Condolences are extended to *Ed Devlin*, third-rail man, and other members of the family of *Fred Devlin*, who served in the Electrical Department of CTA's predecessors from 1906 to 1943, when he retired. Fred passed away June 6.

*Mike Pembroke* recently resigned as *lineman* to take another job.

The big news about Dewey and Warren receded to the background when the tally of IBEW Local No. 9 elections revealed that *Jim Conlon*, *lineman*, was named to the union's examinations committee by an overwhelming majority. CTA scores again with the election on the same ticket of *Elmer Olson*.

Big doings are brewing, and it's quite a hush-hush secret, but a most important birthday for this department is fast approaching. On August 4, *August R. Ristau*, *maintainer*, reaches 65. Gus is retiring at the end of the month and his 42 years of service will be commemorated at a testimonial dinner August 14. Don't let him know, though.

—GEORGE KRAMBLES

**That Bird Again**

**SURFACE**—The stork again visited the Electrical Department. This time *Mr. and Mrs. John Fehlhaber* announced the arrival of *Patricia Ann* on June 12 . . . Sympathy is extended to *Eugene Vanella*, testing department, in the loss of his father who passed away on May 5 . . . *Martin Benda* of Grand and Leavitt, who for many years was a trainman at Lawndale car station, retired on July 12, 1948, after completing a total of 28 years of service. *Fred Hunche*, line department, covered about 3,500 miles by bus to the great northwest. He spent a week in the mountains of northwest Washington and says that everything bit but the fish . . . *Amos Smith*, armature winder, was married to *Lois Burgus* on Saturday, June 12, in the Green Street Congregational Church . . . Card received from *Electrician Harry Anderson* says he is going after big fish at Birch-Point Resort in Bloomer, Wisconsin . . . *William Wende*, electrician, is back on the job after nine months of illness . . . *Arthur Pickard*, operator at Homer Street Substation, and *Laborer Patrick Murphy* of 44th street have



"There goes the life of the party!"

been on the sick list. *Robert Dorgan* is the newcomer at Grand and Leavitt.

—ANDY

**RADIO PROGRAMS LIMIT VACATION TRIP**

**GENERAL OFFICE (Monroe)**—*Frank Schaaf*, traveling sono-vision operator, is vacationing in Tennessee and Kansas. His destination was determined by his radio. When he could no longer hear his favorite Chicago station, he refused to go any farther. We have been unable to verify a report that he joined a cult of Hill-Billy Snake Handlers . . . *Jim Doherty* is back to work after a pleasant week in Chicago. A day at the races proved quite profitable—sez James. Could be—he's sporting a beautiful new gabardine suit . . . *C. M. Smith*, supervisor, ran into a little trouble trying to remember the exact date of his wedding anniversary, but daughter *Carol* came to the rescue and saved the day for dad . . . We are pleased to have *W. E. Goodall* back with us again and looking so well after his recent illness.

*Rosemary McAndrews* has the new summer look, short hair-cut . . . *L. M. Traiser* is back at his desk after enjoying a vacation in the Ozarks.

On June 15, *Edward G. Whiston* became the proud father of future Presidential Candidate *Timothy Edward* who weighed in at 6 pounds and 13 ounces. Reading tiny Tim's initials backwards might

indicate that he may favor the Democratic Party . . . June 12 was really "Schleiter Day" when *Gerry Schleiter*, daughter of *Anne Schleiter*, was bridesmaid, together with sister *Dorothy Schleiter*, at the wedding of brother *Edward Schleiter* who married *Dolores Kearney*, now *Mrs. Schleiter* . . . Hope *Gerry* doesn't think we'd "Schleiter" in the column.

No fire alarm was necessary—that smoke seen pouring out of the transom of Room 402 was produced by cigars passed around by *C. Stephenson* when he announced the birth of his third child, *Kenneth Robert*, on June 24.

Rapid Transit's Supervisor of Welfare, *Julie Prinderville*, is vacationing at her summer home, "Chi-Oakville," Hudson Lake, Indiana. Girl Scout Troop No. 79 hopes *Julie* has enough cord-wood collected for certain week ends.

—MARY CLARKE and JULIE PRINDEVILLE

**The Brides' Report**

**JACKSON**—We were able to sort a few items of news from our own hodge-podge of wedding pics, honeymoon pics, and the subsequent recipes and bills of house-keeping:

*Katherine Gormley* (purchasing) was married to *John McNamara* (electrician) at St. Mels Church.

*Peggy Steffen* is leaving the Purchasing department to take up her full-time duties as a housewife and . . . wait.

We are a little late in welcoming *Audrey Johnson*, formerly of "600," into the general office force. We welcome also *Elmer Howe* (Way and Structures) and *Cass Snow* (Building) into the Property Accounts.

The only vacationists we have to report on are *Vera Winslow* (office of comptroller), who had a wonderful trip to sunny California which was highlighted by a "first" plane flight from San Francisco to Los Angeles, and *Charles E. Keiser*, who was "home" in Tennessee—FISHING.

—BRENDA and COBINA

**A HOOK TO THE NOSE INSPIRES NEW WORDS**

**KEDZIE**—*Harold Graham*, on his day off, was putting up a clothes-line for the wash. As he looped the line on a hook it let loose and connected with his nose. *Graham* discovered many new words in the next few minutes.

Across Indiana and Ohio, through the Appalachian Mountains of the Virginias and into Asheville, N. C., drove *Jim and Mrs. Coburn* in their new Chevrolet spending their vacation visiting the Pisgah Gardens and Forest of the *G. W. Vanderbilt* estate of 132,000 acres. On the return trip they stopped at the parents of *Mrs. Coburn* in Vincennes, Indiana.

*Mike Kenny* and *Mrs. Kenny* visited Dublin, Ireland, with its Dublin Castle, official residence of the viceroy. They also looked in on Phoenix Park, one of the most beautiful in Europe, and before leaving for home they paid their

YOU CAN HIT 'EM --- IF YOU CAN'T SEE 'EM

Keep windshield CLEAN!

NATIONAL SAFETY COUNCIL



**THE fishing was very good up in Northern Michigan according to Frank Bartel, Lawrence, and this snapshot of Frank with a string of wall-eyed pike is proof that he knew what he was saying.**

respects to loved ones passed on in Glasneoin cemetery. Mike says they enjoyed the trip over the ocean on a trans-Atlantic airplane.

Softball manager *John J. Kain* of Kedzie No. 1 team has been having his troubles caused by mishaps to members of his squad.

*Charlie Holton* was installing a new hot water tank and heater in his home and the little iron door of the contraption dropped on his big toe breaking it in a compounded way. The second Holton toe split in sympathy with the big toe.

*C. Sidman* scooped for a grounder in practice and tangled his finger in a buried brick.

Both Managers *Paul Rosentrator* of No. 2 team and "*Red*" *Kain* of No. 1 team are happy to see improvements over past performances. They are coming up, and both teams are highly hopeful of final victory.

*Ken Gillespie* and *Mrs. Gillespie* received baby *Mary Lynn* into the family in June. That's a boy and a girl for the Gillespies. *Mrs. Gillespie* is in good health, the baby is always ready to eat, and *Ken* is regaining composure steadily.

*Mr. and Mrs. A. Kiska* are busy with a baby girl, newly arrived. *Daddy Kiska* says his little daughter is already trying to talk.

Our sympathy is extended to *Joe Chozinski*, whose father passed

### TRANSITADS

Space will be made available each month as an accommodation to CTA employes having items which they wish to sell, buy or exchange. Ads will be published free of charge, but none will be accepted for commercial sidelines of employes. Advertising is restricted to items owned by or wanted by an employe or his immediate family. Send copy to: Editor, CTA TRANSIT NEWS, P. O. Box 1151, Chicago 90, or to your department or station reporter. Be sure to include your full name, phone number and department where employed.

away after a long illness, and to *Nick Bernard* in the death of his sister.

*Rudy Schultz* is back on the job after being hospitalized by an operation.

*Jerry "Geronimo" Blake* is taking on a deep brown color due to all the golf he's playing. Soon he will have enough tan to make him look like the Apache Indian Chief for whom he is nicknamed.

Speaking of chiefs brings up the error I made in the May issue: It reads something like this, "*Charlie Stors*, chief, *Jim Keenon*, night chief, *R. Stack*, day chief." The *R. Stack*, "day chief," should have read, "day clerk." *Jim Keenon* and *Walt Daly* have been chortling, "Too many chiefs, not enough Indians."

An attractive young lady boarded my car at Madison and Dearborn on a sunny June day, wearing sun glasses. She said "hello," but the updo glasses stopped me. I didn't recognize her until she heisted the glasses, and it was *Mrs. Ray McDonald* on her way home from buying a fathers day present for *Ray*.

*Bill Kenna* and *Mrs. Kenna* are leaving the first of August via *Bill's* new Packard for the west and southwest. It's a belated honeymoon and a birthday present for *Bill* who was ushered into the world during August.

The body of *Ray Mollett*, the first casualty on *Kedzie's* honor roll during the recent world conflict, was received by his relatives from Burma, India, last month. After the funeral service, he was laid to rest in the family cemetery plot.

—JOE SMITH

### NO LIGHTS NOW, BUT LOTS OF SUN

LAWNDALE—*Perry Edgerton* was victimized by burglars who broke into his garage and stripped his car of spot lights, fog lights and sun visor.

Our sick list is flourishing right at present with a number of men on the register for some time. *Barney Hanley*, number one man on the depot seniority list is still laid up after being hit by an automobile, while *B. Ponzio* and *Freddie Esch* are hospitalized. *R. Smith*, *H. House* and *G. Maczyewski* were

joined on the ill tally by executive board member *Mike Hanley*, who was forced off the job by an infected foot. *Pete Regan* has also been ill.

Lawndale's ball team has been going great guns under the management of *Jimmy Brogan*, having won four out of five games. This article will, of course, put the jinx on them but good.

*Bill Moser* celebrated 19 years of marriage on May 21. *Johnny Maguire's* daughters helped celebrate his eighth wedding anniversary on June 29 by coming down with chicken pox on that day. *Johnny* answered the question on what was purported to be a telephone quiz, but isn't sure whether it was a gag or not. He is patiently waiting for delivery of his prize.

An income tax exemption named *Marilyn Patricia* was delivered to *Operator and Mrs. Jimmy Lyons* on May 10. *Jimmy* says she will be number one on his hit parade.

*Frank Volin* has a sideline of baby-sitting. He is a semi-pro. No money, but don't lock the ice-box.

*Blackie Tricoci's* oft postponed wedding looks like a sure thing for this fall. Watch for the date.

—BILL FEILER

### SOFTBALL TEAM PLAYS EVERY SUNDAY

LAWRENCE—Our softball team has been playing about a month. The team is getting better with each game. All it needs now is a little moral support, so how about it fellows? An hour or two of your time each Sunday morning and the garage will have a good turn out which the team and its manager, *Bill Hodgen*, richly deserve. Bring the wife and the kiddies and let's all get acquainted.

Did you notice *Joe Levy's* Pep-sodent smile of beauty with his new set of choppers? *Joe* tells me the only time they give him any trouble is when he chews on watermelon, bananas, or applesauce.

Hello World: That wee figure encased in pink which has taken over a top-notch spot in the *George Sporeleders* household is *Sharon Marie* who was born June 3 and weighed in at 8 lbs., 2 oz., on her first appearance at the Swedish Covenant Hospital. Her home-com-



TOM HENDERSON

"Well, don't forget you've gained a few pounds since last summer"

ing was awaited by her three brothers—Richard 11, Robert 8, and Donald 5.

June 9 was a big day at the Harold Sholle, Sr., home. His son, Harold Sholle, Jr., graduated from Northern State Teachers College in De Kalb, Illinois. After the graduation exercises, Junior Sholle went out and got married. Harold, Jr., will teach physics and mathematics at Washington State University after the summer vacation. The wedding reception was held at the Sholle summer home at Channel Lake.

Brother Clark was seen recently at a local carnival. There wasn't a ride he missed. The way he rode the wooden horse on the merry-go-round you'd think he was Tom Mix. And when he rode the ferris-wheel he took a parachute for safety first. The operator of the ferris-wheel presented Clark with his wings after the ride. And Brother Clark finished the evening with the lucky number, the prize being a big bottle of Bromo-Seltzer.

Mr. and Mrs. Jack Hart celebrated their 25th wedding anniversary June 27 . . . Mr. and Mrs. Carl Liljehorn spent two enjoyable weeks touring the sunny south.

—THE POLISH COUNT

### SOFTBALL TEAM WOULD LIKE ROOTING SECTION

LINCOLN—Even though the baseball season is well on its way, enough cannot be said about that up-and-coming team of ours. At this writing we have lost only one game that being to Lawndale by the very close score of 13 to 11. We are still trying to get a few more loyal supporters out to the games. In this issue you will find a picture of our hard-working players. Maybe this will prompt you to come out and see them in action.

Motorman George David is now the proud daddy of a baby girl. Mother and daughter are both fine. George was willing to bet five to one he would be able to brag about twins. But he was satisfied to pass out cigars on just one healthy girl.

Motorman Pete Cunningham and his shadow Motorman Al Seidel just returned from a 1,600 mile



**THIS GROUP** picture of the Lincoln softball team, one of the entries in the softball league composed of CTA Surface employees, was furnished by Reporter Larry Hippert, Sr., (Lincoln). The players in the top row (left to right) are: Bob Busam, Bill Considine (captain), Eddie Lockowitz, Bill Neureuter. Second row: Mack Smith, Al Berott, Bill Griman, Bill Domain, Al Vosaites and Harold Frangel (scorekeeper). Third row: Joe Schaller (manager), Lester Bunge, Bernie Kerpen and Charlie Kemp. Fourth row: George Reugger, Stan Wozniak, Jim Bongorino and George Gilming.

fishing trip to Minnesota. The stories they told of the fish were good, but, not having any proof, we just listened with our tongue in our cheek. So that is why we ask you one and all to bring back some pictures for all to see through the medium of our own liberal magazine. —LARRY HIPPERT

### LIGHTNING FLASHES FILL THE CLOSET

MAINTENANCE OF WAY (North and South Side)—Vincent Aralis Petricca, our genial clerk, better known as "Jim," had Chris Van Lennep mighty worried during a recent storm. Seems that Jim couldn't find a closet dark enough to hide from the flashes of lightning. When the lightning struck and put out the lights, Chris had to summon help.

Superintendent Joe Fisher made a study of how the other half lives. Joe was a member of the June Grand Jury.

Charlie Peterson, lampman, retired as of July 1, 1948.

Johnny Sobolewski, subway trackman, has been in the Herrotin Hospital, with several broken vertebra and a broken left heel, due to a fall he experienced in a subway air shaft at Hubbard Street.

Eddie Gersch, carpenter, has returned to the job. He had been off since last fall on account of a facial paralysis.

Adolph Kross, signal maintainer, was returned by plane to Chicago from Saginaw, Michigan, where he suffered a broken hip in a fall down a flight of stairs.

—JIM WALSH

### Northern Sports

METROPOLITAN, LOOP AND LAKE—C. Gardner, ironworker, and Ollie Olson, former employe, are planning a week-end of fishing in northern Wisconsin. All interested in a quiet week-end, make reservations with "Sash" Gardner.

Barney Royn, ironworker, has been nicknamed Greyhound because of his speed in tight spots . . . The Edw. Rafterys celebrated their 17th wedding anniversary June 25. She is the former Julia Durkin of the Stores Department. . . . These Stores Department girls seem to get in their best licks during the month of June as your writer met Mrs. O'Reilly seven years ago on the 28th of June. She is the former Eileen Ryan of the Stores Department.

We extend our sympathies to Martin Duffy, assistant superintendent, in the loss of his brother who died suddenly June 25.

From the pictures Teddy Wade has been showing of his home at Windridge, near Batavia, it can be determined that he doesn't put in many idle week-ends. They are pictures of a lot of hard work paying off. The grounds and the home would make anyone long for the countryside.

Joe Matula, truck driver, is thinking of going to night school in order to fathom some of the reports he has to make out. But Bill Dean, truck driver, has offered to school him during lunch hours . . . Jack O'Reilly will start his 18th year with the company July 1 and is looking forward to that three-week vacation which isn't too far away. Who says service doesn't pay off?

—JACK O'REILLY

### DESPATCHER TAKES 3-WEEK FISHING TRIP

METROPOLITAN—Road Despatcher Roy Rourke is in place of A.M. Despatcher Elmer Eldredge for three weeks. Evidently our offer to take Elmer's place on the fishing trip has been rejected.

Lake Street Switchman Jake Jacobson is home from the hospital and would appreciate a call at 5347 Magnet Avenue . . . If you want to see that Motorman Schuzel is improved, stop at 225 Kedvale. Switchman John Olson is ill at home at 2265 North Spalding . . . Douglas Park Conductor Bill Kenney is trying to take it easy, back on the job after a hernia operation . . . Out of the hospital, Motorman George Piklor should spend some time in Arizona, according to his doctor . . . Walter Maxchrzak mourns his mother whose funeral was held at St. Alberts, Monday, June 28.

John MacDonald is in place of P.M. Assistant Trainmaster Fred Till at Marshfield Avenue.

—ROY WHITE

### TRANSITAD

WANTED TO RENT — 2-3-4 room, furnished or unfurnished apartment on west, north or northwest side. Phone James Kennedy, Dearborn 6100, Ext. 315.

## SPEND HONEYMOON IN MICHIGAN

NORTH SIDE—*Switchman Kenneth Patchell* and his wife *Kathryn*, were married June 26, and spent their honeymoon in Michigan.

Ticket Agent *Betty Meers* had her first airplane ride. *Betty* traveled to Ireland for a visit.

Collector *Richard Bartels* has been on the sick list for some time.

Vacations are now in full swing and we should have a lot of pictures and good fish stories. If you have any pictures, please contact your correspondent.

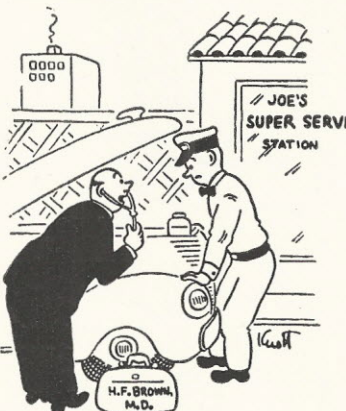
—J. J. BALY

## FATHERS, GRANDPAS SHOW BIG SMILES

SCHEDULE — TRAFFIC — The last month can be remembered as the month of additions in the Schedule Department. "Memorial Day" marked the addition of a baby girl to the family of *Edw. Juric*, traffic checker. This makes a pair of girls for *Edw. Roy Drysdale* became a grandfather again, and is impatiently awaiting his vacation so he can hurry down to Oklahoma for a view of the newcomer in the family.

*Bill Devereux* spent Father's Day in Dubuque, and reports a pleasant day spent with his daughter, *Sister M. Williamette*. The vacation pick has been made and now we should start getting in the usual vacation stories. We hope that everyone enjoys his holidays and remembers to tell us about it.

—L. C. DUTTON



"Yes, I believe it is the valves."



"Now here's a book on child psychology that really gets results!"

## IT COULDN'T RAIN THAT DAY!

SHOPS (Lake Street)—*John McNamara* and his wife, the former *Catherine Gormley*, had one of the few non-rainy days in June for their wedding. They also obtained their marriage license on the day the record was set. All this, despite continued warnings from all of the married men.

Active in drum and bugle corps throughout the city, *Bill Flowers* will spend the coming year in building up the long inactive corps of the American Legion's Elevated Post. *Bill* will have his hands full inasmuch as he also is the only nominee for the office of Post Commander.

"*Chuck*" *Wolf* will attend *Culver Stockton College* in *Canton, Missouri*, this fall, starting a two year pre-engineering course. He will major in electricity or aeronautics, and *Chuck* will be a welcome addition to the school's football team.

*Mr. and Mrs. Otto Keppen* spent their vacation in the ideally named town of *Loveland, Colorado*. *Otto* said he couldn't find even a little piece of elusive gold to help defray expenses.

—J. E. "SIDNEY" MARTH

## MUSTACHE GOES WHEN SUMMER COMES

STORES—*Leo Gallagher*, stockman at *Montrose Avenue* storehouse, is wearing that new look. The usual mustache is missing, and he informs us that in winter he has a mustache and for summer it disappears.

The Stores Department office enjoyed a luncheon at the "Italian Village" to wish *Doris Last* and *Helen Spolec* "good luck" in their new home. The two girls were transferred to the Purchasing Department.

Another newcomer is welcomed to our department, *Barbara McNamara*.

We have had a lot of grandfathers recently, but *Harvey DeBarr* thinks a change would be good, so he proudly announces that he became an "Uncle" in the month of May. It was a "niece" and she weighed 8½ lbs.

The weddings in our department have been scarce, but we can now announce a wedding which will take place August 7 at *Grays Lake*. *David Stetcher*, storehouse helper at 63rd street yard, and his bride-to-be, *Janet MacAdam*, plan on honeymooning in *Denver, Colorado* following the wedding.

—JEAN HARTLEY

## IT'S NOT A SECRET ANY MORE

SOUTH SIDE SHOPS—*Joseph Karlovich*, control inspector, was mighty secretive about it, but we finally found out. *Joseph* was married on June 5 at *St. Columbanus Church*. The bride's name was *Miss Capolis*. Following the ceremony, the couple left for a honeymoon in *Northern Wisconsin*.

Silver wedding bells (twenty-five years of married life) rang out for *Frank Holzgethan* and his wife recently.

*George Johnson*, inspection shop foreman, is justly proud of *George, Jr.*, who recently graduated from *Harper High School* and took numerous honors among which were: commissioned *First Lieutenant, R.O.T.C.*, recognition for perfect four year attendance and service in school choir, bars for rifle team marksmanship, and last, but not least, a decoration from the *American Legion* with a gold scholarship medal. *George, Jr.*, topped all of this by receiving a commission as *Second Lieutenant* in the *National Guard*.

—PAT WHITE

## California 'Moon

SHOPS (NORTH SIDE)—*Yard Foreman Herbert Lowenstein* and his bride (nee *Gertrude Tauf*) since June 20, are honeymooning in *Los Angeles* for 30 days.

*Truckman Leo Dreyer*, with his four sons, celebrated his 20th wedding anniversary on June 2.

*Car Cleaner Christ Serritella's* daughter passed away on June 6, leaving two little girls ages 3 and 7.

*Controlman John Thomas O'Brien* became sick and on June 7 was taken to hospital. He expected to return to work by July 1.

*Troubleshooter Ed Stahl* suffered a nervous breakdown on June 16.

The wife of *Plumber Henry Russo* suffered a heart attack on Sunday, June 20.

*Air Brakeman Henry Wieting* was promoted to foreman of that department, replacing *John O'Brien* who took his pension July 1. *Giacinto DiBernadino* became toolroom man in place of *Tony Rocco* who left the service for the same reason.

—LOUIS CORTOPASSI

**WAS IT BASEBALL OR FOOTBALL?**

WAY AND STRUCTURE—(TRACK DIVISION)—*Paul Minogue, Bill Platt* and *S. Smith* got together with a few others from Clark and Division and formed a softball team. On June 16 they played against the downtown office, and, judging from the score (20 to 3 in favor of Clark and Division), the downtowners will have to do a little more practice with junior at home, now that school is out.

Congratulations are in order for the fourth time to *George Sullivan*, survey engineer, who is the proud father of a baby boy, named *Charles Michael*. George says from all indications he seems to be a real Irishman and cries with a brogue.

We welcome back to our fold *Mrs. Alyce Friedl*, stenographer. Alyce worked in the chief engineer's office of CSL a few years ago.

The stork visited the home of *Sam Gagliano*, watchman, northern division—a 6 lb. baby boy was born to his wife recently at St. Joseph's Hospital.

*Pete Carey*, north side welder, is back at work again after a long siege of illness.

BUILDING DIVISION—*Frank Krautzak* of the drafting department has been bragging about what a star he is on the neighborhood softball team. One day he called the manager to find out the date of the next game, and the manager didn't even know who he was. Now we're wondering if he is the star or whether he's just star gazing.

One of the first vacationers, *Dick Koch*, draftsman, is enjoying a wonderful time somewhere in northern Wisconsin. It is his annual fishing expedition. We hope the story he has to tell us when he gets back isn't too tall.

UTILITY DIVISION—"In Nomine Patris, et Filii, et Spiritus Sancti. Amen." With these words began the first Solemn Mass for *Reverend James A. Griffin*, C.M.F. at 12:00 Noon Sunday, the 11th day of July, at St. Sylvester Church. His Ordination took place at Old Mission San Gabriel, San Gabriel, Calif., on June 24. Reverend Griffin is

use **EXTRA CARE** at intersections

expect the **UNEXPECTED**

NATIONAL SAFETY COUNCIL

the son of *Maurice Griffin*, a chauffeur for 46 years at 20th & Dearborn garage.

—VIOLET SWEPAS

**CELEBRATE 25-YEAR ANNIVERSARIES**

WEST SHOPS—Twenty-five-year service anniversaries were celebrated recently by *Esther O'Brien*, carhouse, and *Joseph Hecht*, paint shop.

The glad hand is out to our newest additions to the Office—*Rosella Czech*, stenographer, *J. Malone*, mail clerk, and four shop record clerks, *M. Doll*, *R. Mackey*, *W. Bolger* and *S. Culloton*.

Having two lovely daughters already, they naturally would hope for a son, and so, it was a proud Mama and Daddy on June 7 when *Patrick Kenny, Jr.*, arrived at the home of the *Pat Kennys*, carhouse. Old man Stork left another baby boy at the home of the *William Beckmans*, armature room, on May 31.

Equipped with fishing poles and tackle and enough food to last two weeks, *Edward Blaskey*, carhouse, is off to northern Wisconsin to catch some fish, he hopes.

Ho-hum, it's vacation time again. We know quite a few of you are making plans for your vacations and we would like to hear all about it when you return. So how about letting us in on it? *Earl Larsen*, office, took a week of his vacation early and toured parts of the east with a choral choir.

The latest dope in the baseball field, West Shops is holding the lead, winning every game they've played.

—MARY CROSBY

**VACATIONS AND BABIES MAKE NEWS**

SOUTH SHOPS—One of the first to take his vacation from the office was *A. C. Lindquist*. He spent his leisure time just loafing and taking a cruise to Michigan. At this writing *Gabriel Theodore* (woodmill) is enjoying his vacation in California visiting with his sister.

We welcome *Evelyn Clark* back into our fold after an absence of several months.

*Al Samaska* (motor repair) now answers to the name of "daddy." Last month the stork left a bouncing boy at their door step. . . . *Don Anderson* had a wonderful time on his recent motor trip touring Washington, New York and Montreal. . . . *Lawrence Hill* also had a wonderful trip visiting friends in Los Angeles. . . . A little bundle wrapped in blue was delivered at the home of *Mr. and Mrs. Wm. Herbert*. Bill has taken his vacation to coincide with the stork's visit to their home.

—ANNE M. YERCICH

**RECENT DEATHS AMONG EMPLOYEES**

*JOSEPH ANDERER*, 56, trainman, South Side. Died 5-9-48. Employed 10-28-15.

*MYRON W. AYERS*, 74, conductor, 77th. Died 5-24-48. Employed 2-4-10.

*CHRIST BUDIMIER*, 50, foreman, Track. Died 5-18-48. Employed 4-4-21.

*FRANK S. COLEMAN*, 65, conductor, North. Died 5-18-48. Employed 7-8-13.

*PATRICK J. CONWAY*, 56, telephone operator, 77th. Died 5-18-48. Employed 4-2-24.

*ANTONINO CRAPA*, 74, retired laborer, Track. Died 5-28-48. Employed 7-21-20.

*JOHN J. FANNING*, 78, retired motorman, Lincoln. Died 5-23-48. Employed 8-28-95.

*MICHAEL FITZGERALD*, 73, retired laborer, Material and Supplies. Died 5-16-48. Employed 1-5-25.

*JEROME D. CANNON*, 53, retired flagman, Burnside. Died 5-23-48. Employed 4-11-16.

*THOMAS GEARY*, 73, retired, conductor, 77th. Died 5-29-48. Employed 7-24-18.

*WILLIAM F. GILL*, 56, conductor, 77th. Died 5-9-48. Employed 9-25-19.

*GEORGE D. GOFF*, 49, motorman, 77th. Died 5-28-48. Employed 3-21-27.

*EDWARD C. HANSEN*, 60, conductor, 69th. Died 5-21-48. Employed 12-30-13.

*LEONARD A. HERNET*, 45, conductor, Armitage. Died 5-31-48. Employed 3-18-28.

*EARL A. JENKS*, 49, motorman, Lake Street. Died 5-8-48. Employed 9-28-18.

*MICHAEL JURICH*, 51, laborer, Track. Died 5-15-48. Employed 8-17-20.

*MIKE KAPOV*, laborer, Track. Died 5-5-48. Employed 10-16-30.

*HERMAN LOSSMAN*, 79, retired motorman, North. Died 5-10-48. Employed 7-21-06.

*PATRICK LYNCH*, 70, retired motorman, Cottage Grove. Died 5-28-48. Employed 4-25-06.

*GEORGE MALONE*, 40, crossing gateman, Metropolitan. Died 5-25-48. Employed 3-12-46.

*CHARLES H. METZGER*, 48, towerman, South Side. Died 5-3-48. Employed 7-25-19.

*JEFTO MILOSEVICH*, 69, retired paver, Track. Died 5-8-48. Employed 2-19-19.

*CLIFFORD V. MYERS*, 68, retired conductor, Noble. Died 5-22-48. Employed 12-27-09.

*ALFRED LOUIS NIELSEN*, 60, car cleaner, Wilson Avenue Shop. Died 5-23-48. Employed 10-27-47.

*WILLIAM H. NOHELTY*, 58, motorman, North. Died 5-9-48. Employed 1-29-24.

*BARTHOLOMEW O'CONNOR*, 54, motorman, Devon. Died 5-24-48. Employed 6-23-20.

*STANLEY J. PESTKA*, 54, bus cleaner, North. Died 5-21-48. Employed 7-20-37.

*JOHN R. PRICE*, 64, armature winder, Throop Street Shop. Died 5-16-48. Employed 11-16-17.

*JOHN B. REINHART*, 62, conductor, Lincoln. Died 5-5-48. Employed 5-7-14.

*FRANK RUDES*, 58, car cleaner, 77th. Died 5-11-48. Employed 3-21-29.

*MAUDE SANZENBACHER*, 67, wrapper, South Shops. Died 5-26-48. Employed 4-19-23.

*JOHN SCHMARJE*, 61, machinist, West Shops. Died 5-25-48. Employed 5-17-20.

*LLOYD B. SCHOOLCRAFT*, 62, "B" agent, North Side. Died 5-2-48. Employed 12-17-42.

*FRED SPIESS*, 52, extra guard, North Side. Died 5-7-48. Employed 3-19-43.

*CHARLES SMITH*, 71, conductor, Limits. Died 5-12-48. Employed 3-4-08.

*CHARLES E. TANNER*, 63, retired motorman, 69th. Died 5-12-48. Employed 4-10-06.

*WILLIAM VAN MERE*, 42, draftsman, Electric. Died 5-29-48. Employed 8-19-36.

*CHARLES VAN NESS*, 69, armature winder, South Shops. Died 5-15-48. Employed 1-20-25.

*ROBERT R. WOODRICK*, 55, motorman, Devon. Died 5-7-48. Employed 1-22-19.

*CLARENCE C. YOUNG*, 62, carpenter, North Side Shops. Died 5-1-48. Employed 1-14-29.



## "Meet Mr. & Mrs. HAM"

HENRY HENGELS has a hobby. But is Mrs. Hengels a "hobby widow?" Not on your life! For Hank, North Side "L" conductor and collector, and his wife June, are both licensed amateur radio operators! Their two broadcasting stations are maintained in a basement room in their home on the northwest side of Chicago. Besides the transmitting and receiving equipment currently being used, the room contains several shelves loaded down with other radio paraphernalia such as extra "mikes," tubes, crystals and spare parts which have accumulated over a period of 27 years.

June and Hank were married 12 years ago and the following year Hank began working for the elevated lines. They now have three youngsters, two girls—Barbara and Nancy—and a boy, Phillip, but their interest in amateur radio operation has not dimmed. As June puts it, "We met in the radio room while attending a dance and our mutual interest in radio led to our eventual marriage. While I have not been able to devote as much time to radio since our family has increased, I don't know of nor have I ever heard of anyone who devotes more time to a hobby than Hank does. It takes quite a bit of persuasion to get him to take the time to fix other things around the house."

### World-wide Contacts

Hank became a radio "bug" back in 1921. At that time his younger brother was studying electricity in high school and brought his projects home to work on. The two of them built a crystal receiving set and Hank has been at it ever since. June completed a six-month course at RCA Institute in 1934 and received a 2nd class radio telegrapher's ticket which qualified her for commercial work.

"In the course of an evening," says Hank, "I pick up and talk to about six other stations. On a Sunday I might contact as many as 25 other hams." He has carried on conversations with operators in practically all parts of the United States as well as in Mexico, Cuba, Australia and South Africa. He has about 12 "buddies" with whom he talks regularly via the ether waves. He actively participates in the Chicago Amateur Radio Club which has a membership of about 40 and meets every other Tuesday.

Through their radio activities the Hengels have met numerous people and have made many personal friends. Recently, they drove to southern Missouri on their vacation and took along a portable battery-operated transmitter and receiver. On reaching the towns along their route, they would send out calls and talk to other ham operators and practically always would be invited to stop in for a visit, which usually included being asked to stay for "something to eat."

"There is a very close bond between ham operators," said Hank, "and in small towns most of them are also dealers and radio repairmen, thus combining their hobby with earning their livelihood."

JULY, 1948



SEATED IN HIS favorite spot in the radio room of his home, **Hank Hengels**, "L" conductor and collector and licensed amateur radio operator, runs his station, W9RTY. Hank broadcasts on 2, 6, 20, 40 and 80-meter bands.



FOUR-YEAR-OLD "Flip," the Hengels' youngest child, is usually at his mother's side or on her lap when she is operating her station, W9RBP. When her children were small, June was frequently washing diapers when Hank would pick up a call for her. Her "ham" friends quickly dubbed the last three letters of her call number as meaning "Rubber Baby Pants." June uses 10 and 11-meter bands for broadcasting.

THE SMALLER antenna, shown here, is the type ordinarily used by amateur radio operators. The larger one, known as a two-meter rotatable beam antenna, is the best in use by "hams" and is excellent for distant reception and transmission. With the two antennas, the Hengels can talk to others having duplex equipment in the same manner as a regular telephone conversation.





**DISCUSSION OF CTA IMPROVEMENTS  
BROADCAST OVER STATION WJJD**

A ROUND-TABLE discussion on a recent program of "The Chicago Forum of the Air" Sunday evening broadcast over radio station WJJD was held between Walter J. McCarter, general manager; Charles E. Keiser, executive assistant; George Riley, senior instructor; and radio announcer Lee Schooler, who directed the program. Their subject was the action taken by the Chicago Transit Authority to improve service in its first six months of operation.

Mr. McCarter brought out the fact that the Authority is required by law to give improved service at cost, and that its operation and modernization must be financed from operating income, the same as any private corporation, as the Authority has no power to tax. He concluded with the statement: "The progress we have made to date is only the beginning, however, for the job of giving Chicago better service and modern equipment is a continuing one with the Authority."

Mr. Keiser explained that the CTA is constantly striving to improve service and welcomes suggestions and constructive criticism from riders. He said: "All letters are answered promptly and fully. We appreciate them because they show an interest in the CTA and help us in the job of improving service."

George Riley, a representative transportation department employe, mentioned the large amount of new equipment now in operation and commented: "Believe me, it's a pleasure to operate this new equipment. It is so superior to what it is replacing that there is no comparison—either in ease of operation or comfort for passengers."

**NEW BUSES REPLACE  
OLD TROLLEYS**

"TAKE 'EM AWAY!" motions *Switchman Pat McGuire* (right) as *Trolleyman W. A. Bebbler* waves goodbye. This scene at 77th is representative of the change which is taking place in Chicago's transit. Three old streetcars, which have been serving Chicagoans until recently and are now scheduled for "retirement," are confronted by their successors—streamlined buses.



## DEDICATE PLAQUE TO PFC. MARVIN E. GUTHRIE

IN AN impressive ceremony during which taps were blown, a color guard of United States Marines, under the leadership of *Major William Lundeen*, on June 14 at 77th street station dedicated a bronze plaque to the memory of *Pfc. Marvin E. Guthrie*, a former motorman at 77th who was killed July 2, 1944, while fighting on Saipan with the 2nd Division of the U. S. Marines.

Marvin was married and the father of a son who is now five years old.

The plaque, donated by the Literary and Athletic Club of 77th, was presented to *Motorman Jay Guthrie*, father of Marvin, by *Major Lundeen*.

The marine detachment also distributed 2,000 pamphlets, "How to Display the Flag," in connection with the ceremony which was held on Flag Day.

## NEW TRAINING BOARD AT WEST SHOPS

FOR the instruction of maintenance men in the theory of automotive elec-



tricity, West Shops has constructed a new portable training board.

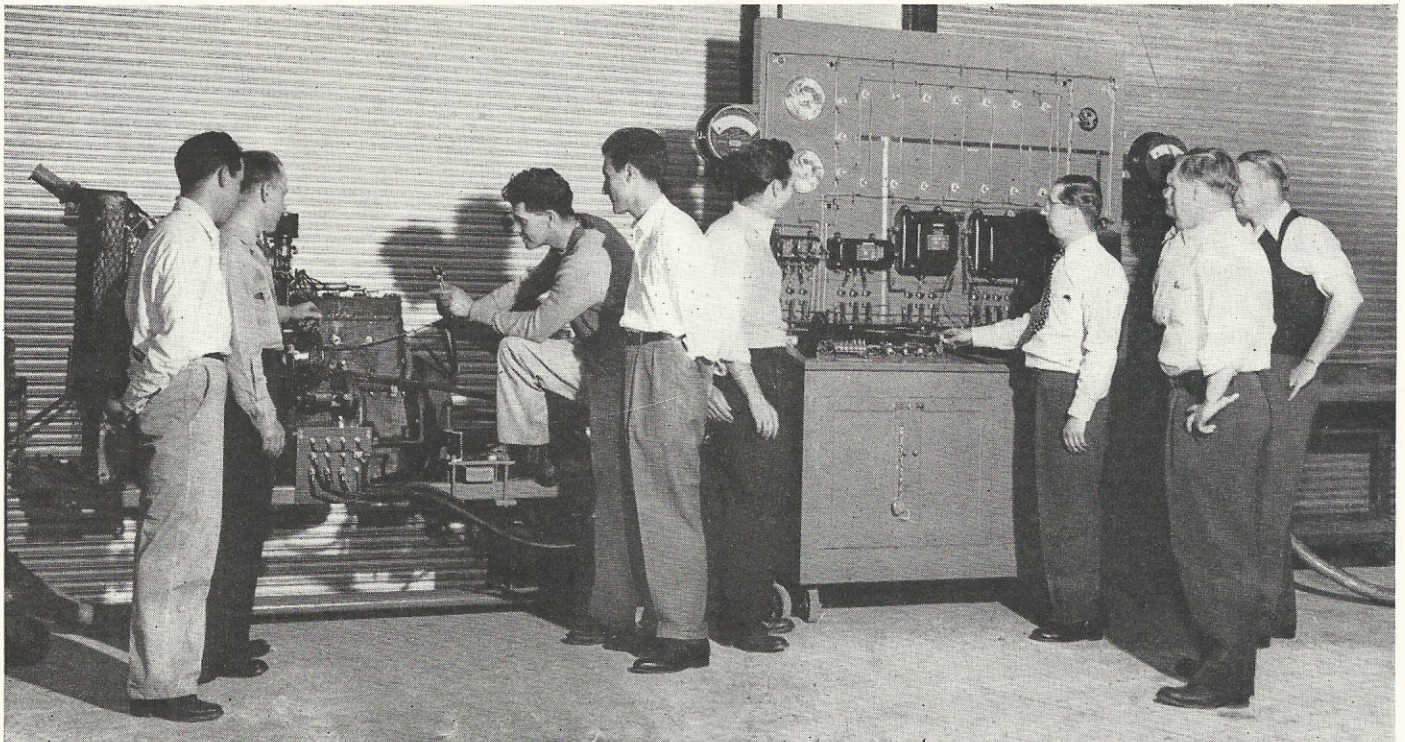
The instrument board is a complete duplication of the electrical system in a gas bus and is equipped with the five types of voltage regulators in use on the various CTA buses.

The board was constructed by men in the shop and has a gasoline engine driv-

ing a DC generator as well as an AC generator.

Any electrical or mechanical trouble that may develop in a bus can be shown and traced through the use of this instrument board and the gas engine.

Shown in the photo below is *Instructor Frank Horvat* at the board demonstrating the testing panel to the men.



# TO THE LADIES . . . from Joan

THERE'S going to be a County Fair right here in Chicago! Yes, an elaborate edition of a great American institution—the county fair—will be held from August 27 through September 6 at Soldier Field, 14th street and the Outer Drive.

The June issue of CTA TRANSIT NEWS told that the fair will offer \$39,000 in prize money for various exhibits including such women's activities as home canning, preserves, baked goods, confection and all types of needlework.

Have you ladies decided what contest you would like to enter? It will give you a chance to find out just how good you are at anyone of these women's activities and, who knows, maybe you'll take home the first prize!

## Write for Booklet

A booklet describing the various classes of competition for women and listing complete entry rules and winning prizes is available, free of charge. Simply address your request to this department and the booklet with a premium list entry blank will be mailed to you.

Competition in the women's department is now open and is confined to residents of Illinois. All entries must be submitted to the entry clerk, Cook County Fair, Soldier Field, Chicago, Illinois, before Tuesday, August 10, 1948. Various cash awards will be made for winning entries.

Here is a partial list of some of the classifications that are open to entry for the ladies:

Embroidery	Candy
Crochet Work	Jams
Quilts	Jellies
Rugs	Marmalades
Tapestries and Panels	Canned Vegetables
Basketry	Pickles
Canned Fruits	Relishes
Preserves	Bread
Layer Cakes	Rolls
Pies	Coffee Cakes
	Cookies

## SIMPLE SAFETY FIRST RULES WILL PREVENT HOME CANNING MISHAPS

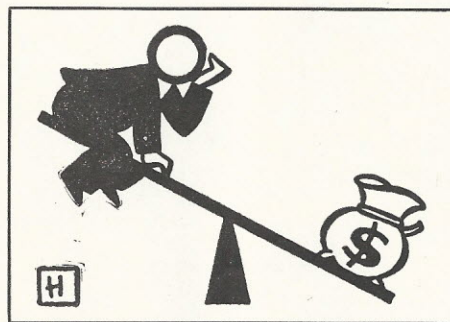
HOME CANNING is becoming more popular every day, especially with the rising cost of food making it difficult to maintain the family budget.

According to a recent survey by the National Safety Council, more than 80 per cent of home canning accidents occur while the oven canning method is being used. For those who have encountered trouble in previous home canning attempts and women who will be doing it for the first time, here are a few suggestions from the Council based on analysis of actual accidents:

1. Keep the directions for all canning equipment and follow them to the letter.
2. Inspect jars carefully for flaws and chips, especially around the rims.
3. Allow enough head room for the expansion of solids and liquids.
4. Use tongs to remove jars from canner. Hold jar with towel to complete seal.
5. Jars should not be subjected to shock or set on cold surface. Use newspapers or other insulating surface.

## MONEY MANAGING PLAN SERVES AS SUBSTITUTE FOR INCOME BUDGETING

HAS keeping a budget always been a bother to you? Well, if you don't like



Does Your Budget Balance?



Photo courtesy Peoples Gas Light and Coke Co.

**BE sure that you don't set canning jars on cold surface. They should never be subjected to any kind of shock.**

**EDITOR'S NOTE:** Booklets mentioned—"Family Money Manager" and "Premium List for the 1948 Cook County Fair"—are available free of charge. Write the Women's Editor, CTA TRANSIT NEWS, Public Information Dept., Chicago Transit Authority, 79 W. Monroe.

your budget arrangement we have available for our readers a "Family Money Manager" that is not a budget but rather a method of money planning. It's just a common sense system of helping you and the family enjoy life by managing your money instead of letting it manage you.

All of us want to do a good job of handling the family money. No one likes to be constantly in debt, always worrying about their financial means. The Money Manager gives you a definite plan to make a hard job as easy as possible. We know you will find it helpful so why not send for it today?

# 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. Personal questions, if proper identification is given, will receive personal answers.

*"Can an employe of the CTA collect his pension in the British Isles, England, Scotland, or Ireland? Can he also collect his Social Security?"*

**ANSWER:** A retired employe can arrange to have his pension checks sent to him in another country. Check with your nearest Social Security headquarters for information on the second part of your question.

*"Would a conductor 55 years old with 30 years service be required to drive a bus in the event all lines are converted to bus service? If he could not qualify for bus operation would he be thrown out of work?"*

**ANSWER:** If all service at a station were converted to bus operation, a train-

man would be given an opportunity to continue as a trainman at some other location. There is no prospect of the heavier streetcar lines being converted to bus operation within the foreseeable future. No trainman would be thrown out of work.

*"Why can't the arrival time at each line time point be shown on the street schedules as well as the terminal leaving time?"*

**ANSWER:** Every street schedule includes a "scheduled running time" chart from which a trainman can set up his own time-point schedule. However, the scheduled arrival time at the principal points for each run is given on the supervisors' schedules which are posted in each station. To include this information in the street schedule would be a duplication of information and would make the street schedule too unwieldy to be practical.

## TWO SOFTBALL LEAGUES NOW IN FULL SWING

**EMPLOYEES** of the Surface Division have organized two softball leagues, one playing on weekdays and the other on Sundays. Both leagues are entered in the city-wide Herald-American tournament held in the late summer. Last year the representative team of these leagues reached the quarter-finals of the tournament before being eliminated.

The weekday league is composed of 9 teams while the Sunday league has 8 entries. Competition in both began early in June, and the championship playoffs will be held in August. Following is the official revised schedule for August:

August 1  
69th at Lawndale  
Cottage Grove at Archer  
Lawrence at West Shops  
Archer Bus at North

August 3  
Lawndale at Elston  
Kedzie #2 at Devon  
Limits at Blue Island  
Armitage at Lincoln

August 6  
Lawndale at Armitage  
Blue Island at Devon  
Lincoln at Elston  
Kedzie #2 at Kedzie #1

August 8  
Lawndale at North  
Lawrence at 69th  
Archer at Archer Bus  
West Shops at Cottage Grove

August 11  
Lawndale at Kedzie #2  
Devon at Lincoln  
Elston at Blue Island  
Kedzie #1 at Limits

August 15  
Archer Bus at Lawndale  
West Shops at Archer  
69th at Cottage Grove  
North at Lawrence

August 17  
Limits at Lawndale  
Devon at Elston  
Kedzie #2 at Armitage  
Blue Island at Kedzie #1

August 20  
Lawndale at Lincoln  
Kedzie #1 at Devon  
Limits at Kedzie #2  
Armitage at Blue Island

August 22  
Lawndale at Lawrence  
Archer at North  
69th at West Shops  
Cottage Grove at Archer Bus

August 25  
Kedzie #1 at Lawndale  
Devon at Armitage  
Elston at Limits  
Lincoln at Blue Island

August 29  
West Shops at Lawndale  
Archer at 69th  
North at Cottage Grove  
Lawndale at Archer Bus

August 31  
Limits at Devon  
Armitage at Elston  
Blue Island at Kedzie #2  
Kedzie #1 at Lincoln

### CHICAGO TRANSIT AUTHORITY CONDENSED INCOME STATEMENT FOR THE MONTH OF MAY, 1948, AND FOR THE FIVE MONTHS OF 1948

	May 1948	Five Months of 1948
Operating Revenues .....	\$ 9,059,997	\$44,027,084
Operating and Maintenance Expenses.....	8,171,503	41,668,033
Interest Charges .....	\$ 888,494	\$ 2,359,051
	318,038	1,590,191
Net Revenues Before Depreciation.....	\$ 570,456	768,860
Net Revenue .....	\$ 137,123	\$ 1,397,806*

\* 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.

	May 1948	May 1947
Operating Revenues .....	\$ 9,059,997	\$ 8,514,133
Operating and Maintenance Expenses (Excluding Taxes and Provision for Depreciation).....	\$ 8,171,503	\$ 7,662,846
Revenue Passengers (Including Postal Employes).....	85,753,731	92,513,233

# OUR PUBLIC SPEAKS

CTA SERVICE—and the policies guiding its operations—are judged in large measure by the treatment accorded the public by our operating employes.

Courteous and efficient employes build good will for the CTA. Proof of this comes through complimentary letters that are received daily from appreciative riders. Here are some recent letters that are typical of the many that have been received:

For assisting a woman who had dropped her wrist watch, *Supervisor J. Leahy*, North, received this letter: "After alighting from an eastbound streetcar my wrist watch came off without my knowledge and fell to the ground. Supervisor Leahy was kind enough to call my attention to it before I walked from the safety island."

Praise for a conductor calling all stops and his otherwise helpful service was expressed in the following letter: "I certainly was impressed recently with the courteous, intelligent and wonderful service extended to me and all of the people who boarded the car manned by *Conductor William Iasielo*, Cottage Grove. He called every stop in a clear voice so that strangers and sleepy passengers were kept informed of their whereabouts. This type of service is really appreciated."

A daily rider noticed the kind assistance *Conductor Thomas McLean*, Kedzie, gave to a blind lady who was riding his car. He wrote: "When this blind person alighted from the car she was given some very fine help from the conductor. What he did was genuinely good to see."

"L" station *Agent Mary Tracy*, Garfield Park branch, received this letter of thanks: "A short note to express my appreciation for your kind help in aiding me find the purse which I had left in the station. You were a real help in a moment of hysteria."

Another rider commented: "It seems that *Bus Operator Castro Dahmer*, 77th, has a kind word and smile for everyone entering his bus. All of his riders have said that his pleasant attitude makes the ride enjoyable."

Giving assistance to a woman who became sick on the station platform brought this letter of thanks for *Trainman Alvin A. Holm*, North Side: "As the train I intended to board approached, everything went black and I called for help. Trainman Holm saw that I was in trouble and came to my assistance, taking me downstairs and staying with me until I felt better. I appreciate the service he was able to render when I needed it most."

A message of thanks was sent to *Motorman John Price*, 69th, relating this act of kindness: "The motorman was very kind in helping me and my four small children to a



## COURTESY WINS AGAIN

FOR HIS POLITE attitude, *Don Wilson*, 13, son of *Car Cleaner William Wilson* (Cottage Grove) was awarded a free trip to the Owasippe Scout Camp. *Natalie Counts* (Miss Courtesy) presented the award at the Chicago Theater during Courtesy Week as *Victor Alm*, director of activities for Chicago Boy Scouts, and *Charles E. McGill* and *William G. Purvis* of Chicago Junior Association of Commerce courtesy committee, smile their approval. This is another indication that courtesy is a tradition with CTA families.

sidewalk through dangerous street traffic. This type of employe is certainly an asset to any organization."

Here's what another rider had to say in addressing a letter of thanks to *Conductor Richard Radaszewski*, Blue Island: "I was carrying several packages and one containing about 20 candy bars began to tear. Conductor Radaszewski saw this and gave me several sheets of newspaper and even wrapped the candy bars for me. This was a very kind act so please express my deepest appreciation to him."

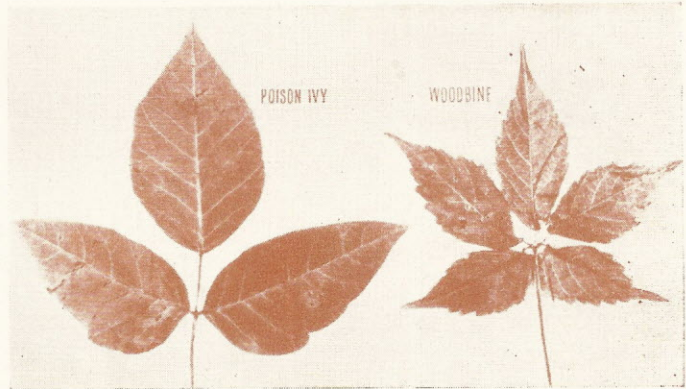
A purse containing \$96 that traveled several miles on a streetcar, untouched by hundreds of passengers, was returned, intact, to the owner with the assistance of *Supervisor Sam Spitalli*, Central District. When told of the loss by the woman who owned the purse, Sam figured out which car might be carrying the purse and called the depot to check. The purse was at the depot and was carried back on another car to the owner, who thanked Supervisor Spitalli for his kind help.

# So You're Going on Your Vacation

## WILL IT BE NICE TO COME HOME TO?

ALL SET for the vacation trip? Better take a few minutes to see that everything around the home is in order while you and the family are enjoying summer at some restful vacation spot. Here are some important things that should be done before you lock the front door:

1. Stop milk, newspaper and other deliveries.
2. Don't lower window shades. If you are to be gone three weeks or more, arrange to have your lawn mowed. Prowlers watch for such tipoffs.
3. Notify postoffice to hold mail, or arrange delivery to a neighbor.
4. Lock windows and doors. Remember basement windows and coal chute.
5. Shut off gas and water at main valves. Shut off electricity at master switch unless refrigerator or food locker is to be left on. If current must be left on, disconnect lamps and appliances at wall outlets. If refrigerator is disconnected, leave door open to prevent mold.
6. Inform police and neighbor how long house will be vacant and where you can be reached in emergency.



### THREE MEANS DANGER

POISON IVY is a three-leaved, shiny cluster of downright misery for the unwary. There are some, it is said, who can sit enthroned in a patch of this noxious plant, roll around in it and emerge unharmed. Others begin to blister and itch at the sight of it. Which are you? If you don't know, don't find out the hard way.

### FIVE MEANS SAFETY

IN CONTRAST with its rascally cousin, woodbine is a pretty, harmless vine that is often shunned in spite of its five leaves. Also known as Virginia Creeper, it may be touched without danger. Both plants turn brilliant red in fall. However, poison ivy bears clusters of waxy, white berries, while woodbine produces a spray of bluish berries.

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



"Pssst! Thump, thump, thump—that's not me, Missy, it's a flat. Better stop and fix it right where you are—we're on a three lane highway.



"Shucks! That last car missed you completely. Usually people who don't pull off the road to make repairs are mangled in accidents—but—



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"this car will do the job! She's so busy tightening the last bolt that she's backing right into its path. Ah! It's going too fast to swerve!"

# WHAT EVERY CTA EMPLOYEE SHOULD KNOW

Chicago is a great vacation center. At this time of year there are a lot of strangers in town who do not know the location of parks and points of interest. Helping these people to reach their destinations will not only give the city a good name, but will produce a favorable reaction among our riders. Here are a few typical information problems and their correct answers.

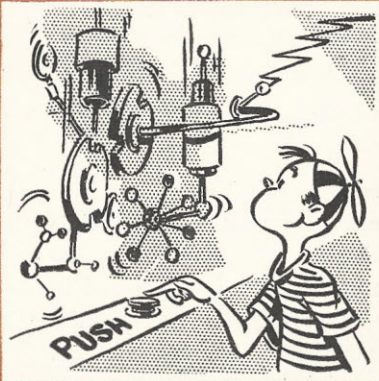
1. *A stranger asks: "Where do the Cubs play baseball?"*

Suggested answer: Wrigley Field is located at Clark and Addison and is reached by streetcar or by the north-side elevated.



2. *A woman with several children boards the car and asks: "What's the name of this museum where Jackie wants to go—where there's all kinds of machinery and a coal mine?"*

Suggested answer: He's talking about the Museum of Science and Industry in Jackson Park. I'll tell you where to transfer.



3. *A young couple ask: "We want to go to 'Riverview', where is it?"*

Suggested answer: "Riverview" is Chicago's popular amusement park located at Western avenue and Belmont.



4. *"Is there a CTA line providing direct service between the Loop and Chicago's Municipal Airport?"*

Suggested answer: Yes, the Archer Express Bus goes directly to the Airport. It may be boarded anywhere on State street in the Loop. The fare is 15 cents.



A kind, courteous, helpful manner on the part of CTA employes will help the CTA provide better service and will help Chicago's visitors have a more pleasant stay.

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