



TRANSIT NEWS

AUGUST-1948



"THE CARD HOUSE"—(See Page 5)

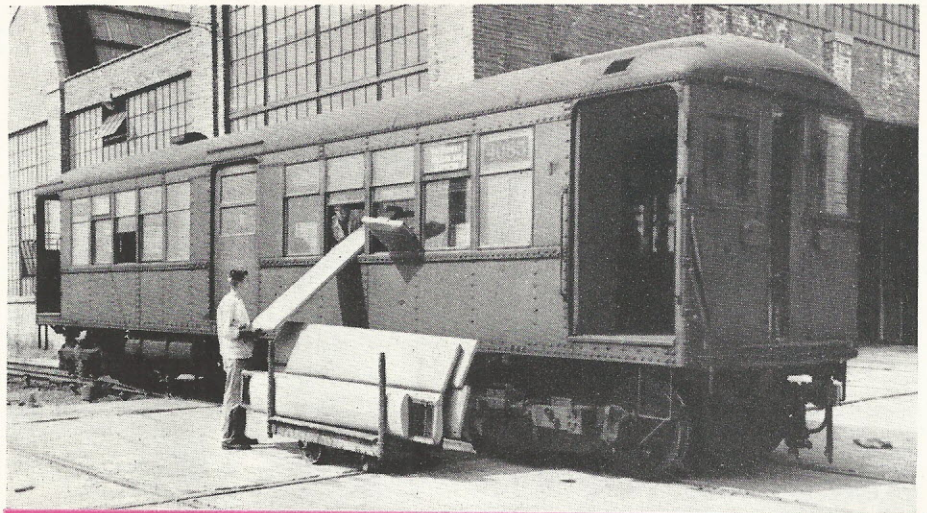
The "Old Girls" Get a New Look

RECENT issues of CTA TRANSIT NEWS have described new vehicles of the Chicago Transit Authority from the time they are purchased until they have been placed in service for the public. That's only part of the equipment story. There is a big job being done to keep the older operating equipment in good condition, both mechanically and physically.

At the West Shops and at the Skokie Shops, these vehicles are given a complete body repair and plant renovation every three years. The CTA shops repaint approximately 1,300 vehicles a year, using an estimated 22,000 gallons of paint and varnish.

Both paint shops are equipped with the most modern apparatus and paint booths required for their work. Latest health measures for the employes are emphasized in the design of the equipment.

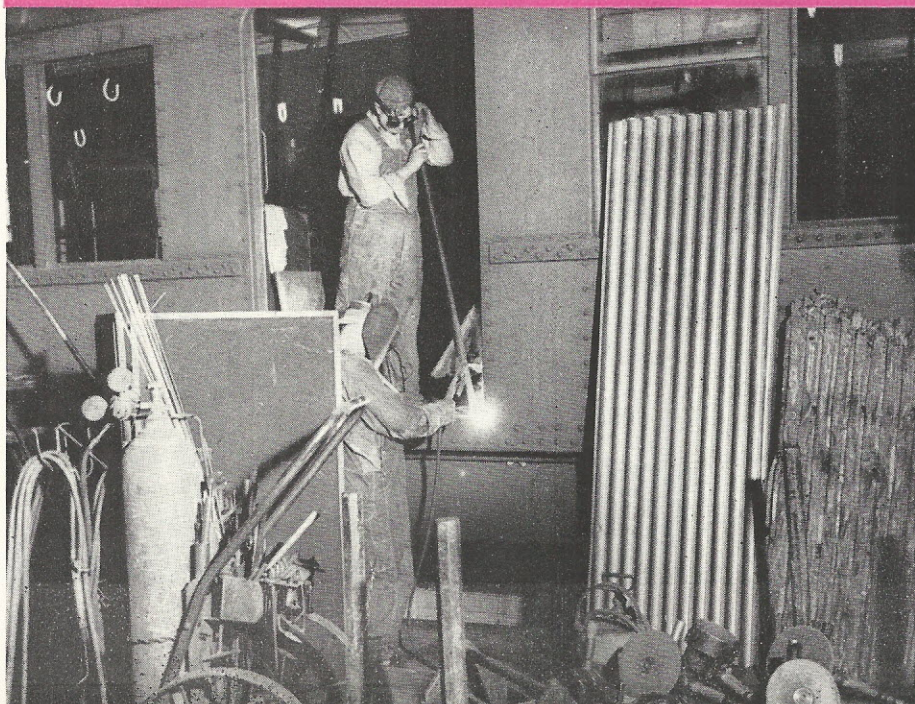
What happens when a streetcar, bus or "L" car needs a new paint job and body repair? On these three pages is



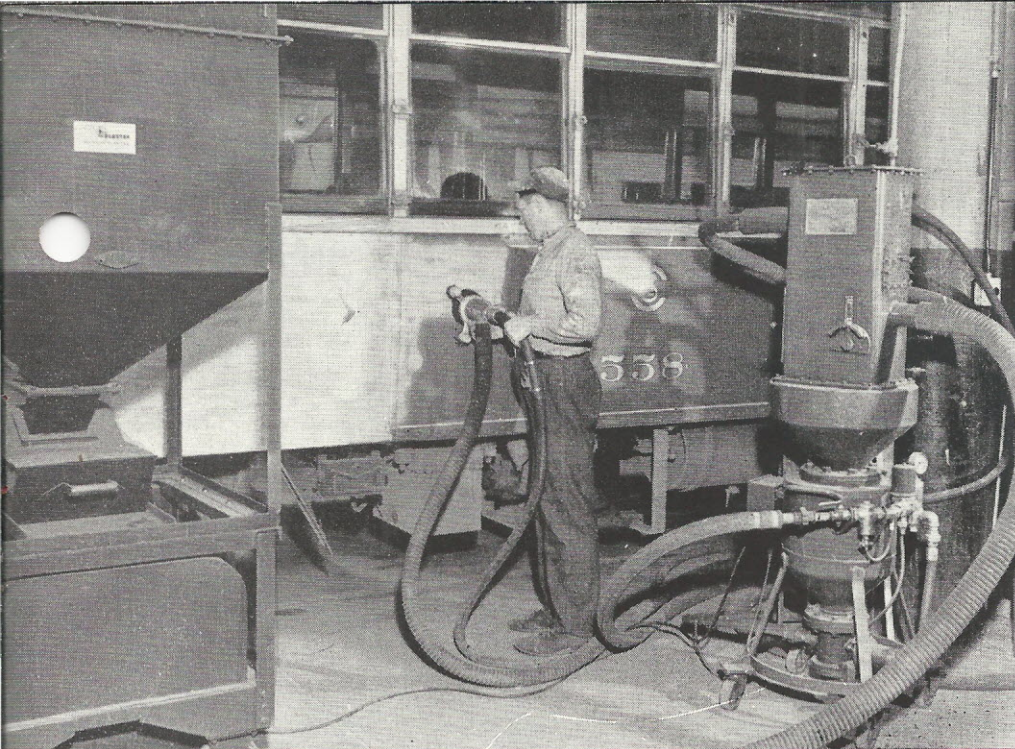
READY FOR a "beauty treatment," a steel elevated-subway car is brought into the Skokie Shops for cleaning, body repair and painting, inside and out. Dick Rattray and Bob Du Bois, car scrubbers, strip out the seats in the initial process of refurbishing. The car is then moved into the shop in the background where a foreman checks it carefully and indicates with chalk marks everything on the body needing repairs.

presented a picture story showing different phases of the work that is done in keeping our operating equipment in good condition.

COMPLETE BODY overhauling is part of the regular three-year program. Engaged in installing a new chan-arch, which forms the base for the flooring on the subway cars, are Shopman John Franzak, using arc welder, and his helper, Gene Lopaz. After the new chan-arch (leaning against the car) is bolted down, concrete is poured on top, making a smooth, durable floor. The old chan-arch which was removed is at the extreme right.



FOR CONVENIENCE in working on cars with wooden bodies, George J. Hartig, for 18 years a carpenter with the "L" lines, works from a "buggy" which can be rolled along the side of the car and enables him to build from the roof on down.



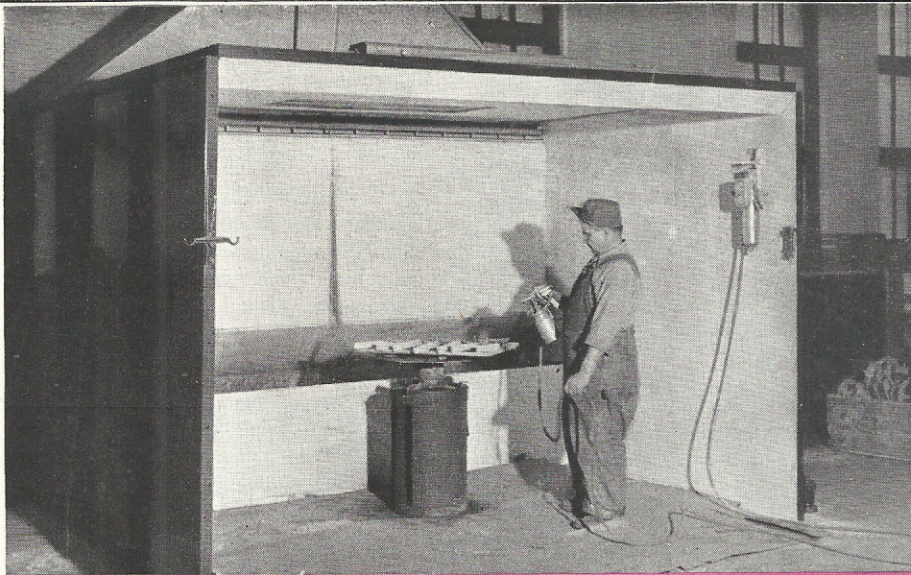
EACH VEHICLE must be washed to remove dirt and grease. Car scrubbers thoroughly wash down an "L" car, both inside and outside. *Eric Krueger* is using a stiff brush on the ceiling and *Dick Rattray* is sponging off the side.



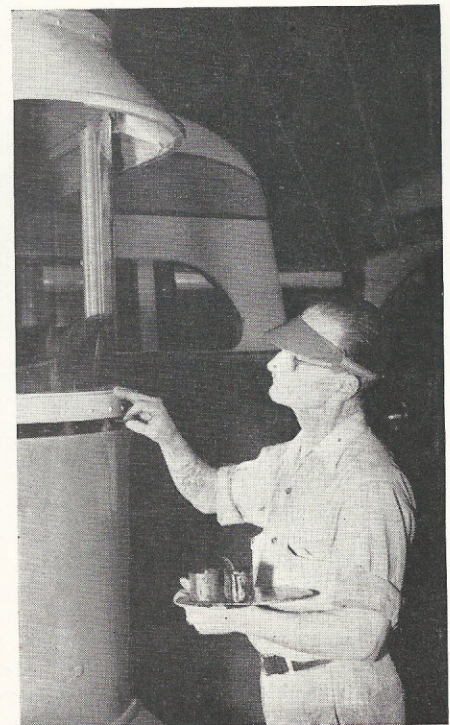
OLD PAINT must be removed from the vehicle before a new coat can be applied. Here Painter-helper *John Kalinowski*, employed seven years at the West Shops, uses a Vacu-Blaster to remove the old paint from a streetcar. This new type metal grit blasting machine makes it unnecessary for the operator to wear heavy protective garments and respirators. Because all dust and paint findings are drawn by vacuum back into the machine, he is protected from the danger of developing silicosis.



AFTER THE vehicle is primed, washed, puttied and knifed, masked and sanded, it is then ready for the paint booth where it is sprayed. Painter *Peter Raczon*, West Shops, employed since 1940, is shown spraying the top color on a trolley bus. The following day the lower part of the body is sprayed—two coats of paint in each case. This paint booth, which is of the latest design, is 12 feet high, 60 feet long and is of the water-wash downdraft type. Spray and fumes are drawn away from the operators and trapped by a water wash located at the base of the wall's. This type of booth will remove 99 per cent of paint solids from the air and does not throw any paint into the atmosphere. All paint booths are carefully controlled as to air flow, temperature and humidity.



WORKING IN small paint booth that operates on the same principle as the large booth at the West Shops, *Painter Joseph Zich*, a 24-year employe, sprays money tray brackets. This paint booth is used to paint all bus and car equipment such as signs, screens, money boxes, etc. The paint film is removed from the top of the water tank every day and the water tanks are drained weekly.

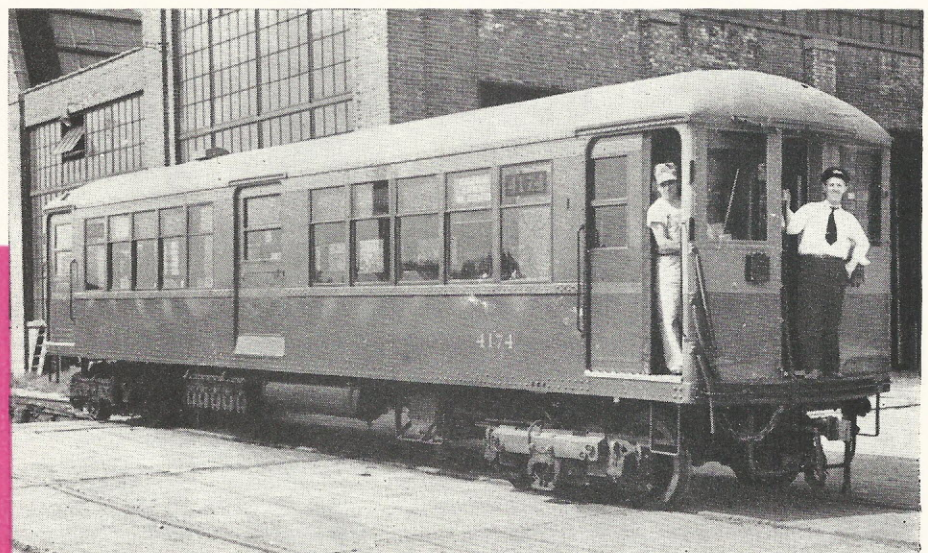


WHEN THE vehicle has been painted it is then striped and the numbers are applied. Shown here is *Striper and Letterer Harold Todd* applying stripe to a trolley bus. Following this operation, the glass in the bus is cleaned and the leather cushions are washed and a coat of leather dressing is applied. The bus then goes to the Carpenter Shop for trimming and a final inspection and returns to the Paint Shop where the underside is sprayed with emulsified asphalt for sound deadening and protection against corrosion.



WHILE AN "L" car is moving through its stages of rehabilitation, the seats are also being renovated. *Frank Thinner* (front) and *Bob Du Bois* scrub and rinse the seats until they are gleaming.

PLACED ON the switch track looking like new, an overhauled subway car is picked up by *Motorman Fred Martino* and *Conductor Barney Regan* to be returned to its job of helping transport around Chicago and suburbs the hundreds of thousands of riders who daily use the CTA transit system.



"The Card House"

CONDUCTOR CARD BUILDS OWN HOME

A LOT of planning, plenty of hard work, and a little patience—put these three together and they add up to a comfortable five room frame house, owned and built by *Conductor Frank Card*, Lake Street.

"For several years it was my ambition to build my own home. Since I am handy with tools, I was able to realize my ambition. Eleven months ago my wife and I and our two children moved into the home I built myself," Frank commented. "Besides, there is nothing better than living in the country where one has some elbow room. City dwelling was too crowded for me and my family."

Frank and his wife, *Crystal*, intended to build in 1945 but the priority on building at that time prevented them. Finally, they were given the go-ahead

INTERIOR view of the Card house as seen from the right side of the combination living room-dining room. There are two other rooms and a washroom on the first floor. Upstairs are two bedrooms, "Where," Frank says, "it won't get hot because I have a double layer of insulation covering the roof." While on his vacation, he intends to build a back porch onto his new home.

sign and began making plans during the winter of 1947. Numerous house building books were purchased and both husband and wife spent many nights making blueprints of their house-to-be.



"L" Conductor Frank Card (Lake)

COVER PHOTO

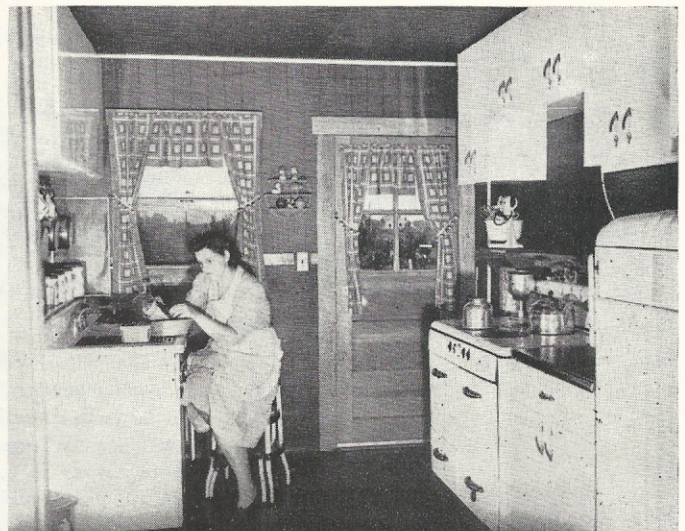
WITH his daughter, *Crystal*, watching, *Conductor Frank Card*, Lake street, 26-year "L" employe, puts finishing touches on the home he built in his spare time. Situated on the outskirts of Melrose Park, the house has a cement basement, modern plumbing facilities, electricity and a heating plant. Frank is well-satisfied with the furnace he built and installed himself. "Last year," he recalled, "it was 18 degrees below zero and I had to lower the heat because it was too hot." Adjoining the house is a one-car garage Frank constructed and in the rear is a chicken house for 100 chickens.

It was a day in June, 1947, when Frank drove a tractor he had rented from a farmer-neighbor onto his three-quarter acre lot and began digging the foundation for the house. Despite trouble in acquiring the necessary lumber and fixtures, he was able to move his family and belongings into the new home on September 29, 1947.

All of the work in building the home was done by Frank with the aid of his young son, Richard, 16. After he had finished his day for CTA, he would go out to work on the house—adding a room, putting in the electricity, building the front porch—or some other job that goes with making a home liveable.

Frank feels that his new home will give him and the family many hours of happiness. He said: "My wife and the children are completely happy now and I am well satisfied with my work in building this home. It will be a real place to rest and relax when I retire."

MRS. CARD fills berry boxes with raspberries from one of the numerous bushes her husband planted on their lot. They also raise gooseberries, currants and strawberries, and have various kinds of fruit trees. Mrs. Card has even found time to plant a small vegetable garden. "I'm learning a lot about gardening," she said, "and what comes out of it certainly looks very appetizing on the dinner table."



Mass Transit in Traffic

Mass transportation is essential to the life of a large city. It has a big job to do—moving people. Yet, in attempting to accomplish this job, it is constantly hampered by the very factors which make its job so important . . . Appreciation of the place of transportation in a large city and its problems is of vital importance to all individuals in the transit business. . . This is the first of two articles on street traffic and mass transportation in Chicago.

YEARS AGO, when Chicago was small, there was no need for considering street space in relation to the movement of people. Now there are millions of people living in the city. They must be transported to their homes, places of business, schools, and various other locations—quickly and safely.

Our street systems could not possibly accommodate the tremendous vehicular load if all these persons were to use individual transportation. Yet the efficient movement of these people is essential to the life and growth of the city.

It is evident, therefore, that use of mass transportation must be encouraged.

This can be done (1) by providing modern, comfortable vehicles; (2) by improving the traveling time on transit vehicles; and (3) by courteous and efficient conduct of employes.

The CTA Improves Mass Transit

Complimentary letters from riders indicate that CTA transportation men realize the importance of courteous, helpful service.

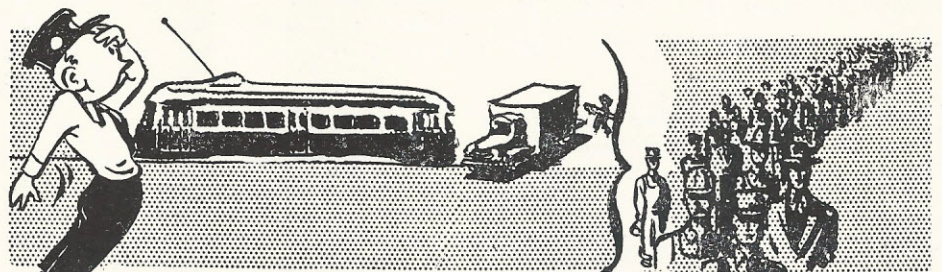
The hundreds of new streamlined streetcars and modern gasoline and trolley buses placed in service by the Chicago Transit Authority since 1945 are providing the best in modern transportation.

High speed service, such as the subway and elevated provide, is being further improved by reductions in traveling time—thus providing true express service. (The CTA's campaign encouraging the public to make "combination rides"—"Use the streetcar to the 'L' and the elevated for longer trips"—is designed to increase the use of these express facilities).

But the largest number of passengers in Chicago are handled at street level, where transit vehicles have to be coordinated with other traffic. Vehicles of all types must flow freely and safely over the streets to carry on the everyday activities of the city.

Transit Vehicles Must Be Spaced Evenly

Effective mass transportation depends upon the fluidity of street traffic flow. Mass transit vehicles cannot be used at maximum efficiency unless spacing between cars and buses remains uniform.



ONE DAY'S TRAFFIC DELAY = 22,000 MAN DAYS OF WORK

IT is estimated that the 3,000,000 daily users of the CTA's streetcars and buses lose 175,000 passenger hours each weekday because of street traffic delays. This is equivalent to the loss of approximately 22,000 man-days of production. And it happens every weekday.



120 STREETCARS, OR 6,850 AUTOS

ON the Milwaukee avenue streetcar line where there are two traffic lanes running in each direction, 12,000 persons ride our vehicles through the heaviest load point in the rush direction during the two-hour morning rush period. If all of these persons were to be transported by auto at the rate of 1.75 persons per car, which is the average auto occupancy rate for Chicago, there would be 6,850 additional autos passing this point during this period. At least six lanes of roadway in one direction would be needed to move these people, when a single lane of streetcars now does the job!

Lack of uniformity in spacing creates unevenness in loading—further impeding the delayed transit vehicle because it is carrying more than its fair share of passengers.

Lack of uniformity in spacing between transit vehicles results from many things. Double-parking causes slowdowns, or long delays if the clearance is not sufficient for passing. The vehicle back-up at traffic lights holds up streetcars and buses.

A small delay to a transit vehicle can accumulate into a long delay and disrupt the schedule for the entire route. Then streetcars or buses "come in bunches." Or it becomes necessary to turn vehicles back short of their destination, so that service can be provided in the opposite direction.

Good for All

Things that are good for all street traffic are good for mass transit. It is our job, those of us who are in the

mass transportation field, to work toward an improvement in the speed and safety of all street traffic.

Of course all traffic interruptions can never be completely eliminated. But by good operating practices—equalizing the spacing of our vehicles on the street and adequately explaining the cause of delays to the public—we can help control the effects and improve our service to the public.

(In the September issue CTA TRANSIT NEWS will discuss the immediate traffic problems facing mass transportation in Chicago, and what the CTA, in cooperation with city officials, police and business leaders, is doing to alleviate these problems).

MAKING PROGRESS WITH CTA

THE progress being made in the Chicago Transit Authority's modernization program to provide the finest in local transportation was further demonstrated recently when the following major improvements were put into effect: 1) Complete re-equipment of the Western avenue streetcar line with new streetcars and new buses; 2) Conversion of three more streetcar lines to bus operation; and 3) Extension of the new Damen avenue bus line.

Approximately 100 streetcars and 15 buses were required for the re-equipment of the Western avenue line, a major route of the CTA surface system. Streetcars now operate between 79th street and a temporary loop at Devon and Clark on the north. Buses run between Devon and Howard on the north, and from 79th to 119th street on the south. This is an extension of one mile beyond the former streetcar terminal at 111th street.

Modern 44-passenger buses have also replaced streetcars on the 14th-16th street line, the 18th street line, and the Morgan-Racine line. Accompanying these conversions were route changes to provide speedier, more direct transportation in the areas being served.

CHICAGO TRANSIT AUTHORITY CONDENSED INCOME STATEMENT FOR THE MONTH OF JUNE 1948 AND FOR THE SIX MONTHS OF 1948

	June 1948	Six Months of 1948
Operating Revenues	\$9,696,521	\$53,723,605
Operating and Maintenance Expenses.....	8,774,864	50,442,896
	921,657	3,280,709
Interest Charges	318,038	1,908,230
Net Revenues Before Depreciation.....	603,619	1,372,479
Requirement for Depreciation.....	433,334	2,600,000
Net Revenues	\$ 170,285	\$ 1,227,521*

NOTE: 1. June Operating Expenses include \$145,549 for retroactive wages applicable to the period January 1, to May 31, 1948:
2. The results for the month of June reflect the lag of 19 days between the effective date of wage increases, June 1, and the effective date of the fare increase, June 20.
3. 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.

	June 1948	June 1947
Operating Revenues.....	\$ 9,696,521	\$ 8,160,443
Operating and Maintenance Expenses (Excluding Taxes and Provision for Depreciation)	\$ 8,774,864	\$ 8,067,271
Revenue Passengers (including Postal Employees)	83,871,010	88,304,451

*Denotes red figures.

Service on 16th and 18th streets has been combined into a new crosstown bus line providing through service from Cicero and 16th street to 18th and Prairie, via 16th, Ogden avenue, California avenue, 16th street, Western avenue and 18th street. Westbound the buses are routed over Washtenaw instead of California between 16th and Ogden. Twenty-one buses have been placed in service on the new crosstown line.

The new buses on 14th street operate between a connection with the 16th-18th street line at Damen avenue and 18th street to Canal street and Roosevelt road, via Damen, 14th, Jefferson, Grenshaw and Canal. Westbound, they operate on Roosevelt to Jefferson, then over the same route.

On the Morgan-Racine line, buses have been placed in operation from Morgan street and Pershing road to a direct connection with Milwaukee ave-

nue at Sangamon street, via Morgan, Throop street, 21st street, Racine avenue, Adams street and Sangamon street. There are 18 new buses providing service on this line.

The North Damen avenue bus line, formerly operating between Fullerton avenue and Irving Park road, has been extended north on Damen to Bryn Mawr and on Bryn Mawr to a temporary terminal as follows: east on Bryn Mawr to Hermitage, north on Hermitage to Olive, west on Olive to Ravenswood and south on Ravenswood to Bryn Mawr.

This new bus line now provides direct connections with downtown service on Lincoln avenue, on Elston avenue, and on Clybourn avenue. The bus line replaces that portion of the Lincoln-Downtown line that operated between Lincoln and Damen avenues, and Rosehill, by way of Damen, Balmoral and Ravenswood.

How Did You Spend Your Vacation?

Place

Accounting Department
DON LEMM, Inquiring Reporter



TOM CHAMBERS, Revenue:

I traveled to Eagle River, Wisconsin, with some of my buddies and we got in some good fishing there at Dukes Resort. In the evenings we saw a lot of the town and altogether had a lot of fun.



FRED BARKER, Schedule:

I spent my vacation at the Dunes in Indiana. Went swimming in cold Lake Michigan and enjoyed outdoor life by camping in a tent in the State Park. Mosquitoes and electrical storms tried to hinder us, but we succeeded in enjoying ourselves.



PAT LAWRENCE, Payroll, tells Reporter Don Lemm:

I spent my vacation in Seattle, Washington. We enjoyed a picnic on Mount Ranier and also took a ferry trip across Puget Sound to see the Bremerton Navy Yards. On the way home we visited Salt Lake City.



MARIE MOULDER, Mileage:

We combined a honeymoon and vacation by journeying to the Ozarks and stopping at a fantastic town called Eureka Springs, Arkansas. There we visited a church where the entrance is through the steeple. We saw many homes without refrigerators. These houses are equipped with a small cave where all perishables are kept cool. We also went hiking and enjoyed some Ozark scenery.



BETTY DUBOIS, Payroll:

After driving to Miami, Florida, we flew by Pan American to Cuba. Went night-clubbing to the accompaniment of rumba music in Havana. We also visited many water-front cafes that were interesting. Swimming and just having a good time made up the balance of our vacation.

THE INSIDE NEWS

— AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

OUTING HELD AT RYANS WOODS

ACCIDENT INVESTIGATION—A good time was had by all who attended the 5th annual basket picnic sponsored by a group from the Claim Department, on July 10 at Ryans Woods.

Joe Zukowski really had a reason for celebrating the fourth of July. His wife presented him with a seven-pound, six-ounce baby girl, whom they have named *Danuta Emelia*.

Jerry Burak was really excited after receiving a beautiful diamond from *Jack Campbell*.

Mary Dunne became *Mrs. John Clark* on August 7.

Jeanne Kaines took the vows with *Oscar Ludman* on August 7.

Martin Garriety has been ill for several weeks.

Our deepest sympathy is extended to our fellow employe *Tony Stroberg*, whose wife passed away on July 7. —"M & M"

VACATION TIME IN ACCOUNTING OFFICE

ACCOUNTING—Many people from different departments ventured to scattered places on their vacations this year. *Danny Frusolone*, I. B. M., visited Benton Harbor, Michigan. *Venetta Neige*, Bond, vacationed in Turkey Run, Indiana. *Larry Winowitz*, Bookkeeping, journeyed to Delevan Lake, Wisconsin. *Frank Hodapp*, Voucher, trekked northward to Minnesota.

A vacation trip to Cuba took up the time of *Martha Neffas*, Receipts Analysis. *Mae Scott*, Revenue, made her trip to British Columbia, Canada, by automobile. *Don Lemm*, Overtime, soaked up the sun in Colorado Springs. *Elsie Wissing*, Revenue, saw the sights in Los Angeles, California. *Joe Adelizzi*, Payroll, spent his two weeks at Woodside Ranch, Mauston, Wisconsin.

Some of those who stayed right in Chicago to see the sights were *Margie Organ*, Payroll; *Carmella Petrillo*, Bond; *John Cannon*, Sta-

TOP SENIORITY SURFACE EMPLOYEE RETIRES AFTER 56 YEARS

AUGUST 1, 1948, was the effective date of retirement for *Motorman Henry C. Pauly* (Armitage), who has been employed in the transportation department of CTA and predecessor companies since May 21, 1892. His 56 years of service placed him at the top of the seniority list of active employes in the surface transportation department.

Pauly was born in Germany on June 27, 1872, and was brought to the United States when he was three months old. He began his transit career as a gripman on the cable cars and has been a motorman since 1906. During his entire 56 years of service he was stationed at Armitage car station which was about a five-minute walk from his home.

Henry recalls his early days as a motorman when he stood on open platforms to pilot the cars. "Many a time," he said, "the big fur coat I wore was not protection enough in the cold weather and my cheeks and ears would freeze. After almost every trip I'd have to pick the icicles out of my mustache."

During his lifetime Henry has acquired three 2-flat buildings, five garages and four corner lots in the vicinity of 1841 North Rockwell where he lives with his wife, *Amanda*.

tistical; *Alice Kealy*, Payroll, and *Ann Jungwirth*, Auditing.

The proudest fellow in Payroll this past month was *Bill Parrillo*, who became the father of a six pound, eight ounce boy.

Paw Paw, Michigan, was the vacation spot of *Cecile DiPietro*, Traffic. *Bill Gallagher*, Schedule, did some fishing at Maple Lake, Illinois. *Teresa O'Keefe*, Payroll, and *Lillian Smith*, Revenue, had a big time in Sagata, Michigan.

Kathryn Rust, Comptometer Operator, left recently for California, and *Frank Cullen*, Account-

Henry drives a 1935 Dodge which he says has less than 20,000 miles on it and looks "just like new." "Everyone who sees it, wants to buy it," he commented.

Undecided as to future plans, Pauly tentatively intends to spend more time in his flower garden and in taking care of his buildings. He is also considering visiting his son, Roy, and his grandchildren and great-grandchildren who reside in Los Angeles, California.



ing, began his vacation early in July.

Wedding congratulations to *William Birtley* and *Muriel Agnew*, Revenue, who were married recently at Great Lakes, Illinois.

Henry Brickman, Revenue, and *Jean Mattes* have set their wedding date for August 29. *Lucille Schramm*, Bond, became *Mrs. Jack Colbar* recently. *Doris Coughlin*, Bookkeeping, was married a few weeks ago to *Ed Stahl*.

—DON LEMM

THEY HAVE PALM TREES, TOO

ARMITAGE—*Conductor Emil Kruger*, who retired recently after many years on Milwaukee Avenue, is now basking in the sunshine of Florida with *Mrs. Kruger*.

Two more of Armitage wanderers, and their wives, are also enjoying the hospitality of Florida, namely, *Conductor Art Malmquist* and *Motorman John Kampke*.

We at Armitage extend our heartfelt sympathies to *Motorman Adolph Mampe* who lost his wife recently.

If you see any buttons popping off the shirt of *Motorman Stephanson*, it is because he is grandpa again. A boy this time—which makes the score one and one.

A little advice to *Motorman Bert Heineman*: A good way to get your weight down is to step on a banana peel.

Motorman Art Denton does not go fishing to catch fish. He goes just for the Halibut.

This column is a little short this time, owing to the fact your scribe is packing up to move. We found a house all right, but we had to buy it—TED SHUMON

THE CHOICE IS YOURS

BURNSIDE—This being the month for vacations, there doesn't seem to be much to write about except vacations. The trainroom is buzzing, these days with a lot of talk of the trips planned for the next few weeks.

Fishermen seem to think that those who play golf all summer are slightly balmy, golfers think that motoring is the bunk, while the motorist contends that "Highways are happy ways." So you may take your choice. Wherever you go or whatever you do, you will have the pleasure of knowing that you had a better (or lousier) time than the other guy says he had.

Now on the "sick, lame and lazy list," as we used to call it in the army, we find: *Retired Conductor*

Wm. (Bill) Henderson getting around nicely after a bout with the surgeon. *Motormen* Thurman Rodey and John Daly have been recovering nicely. Supervisor John Lally has returned after three weeks of fighting the "Flu Bugs." Supervisor Al Fox has been confined to Hines hospital.

We offer our sympathy to *Motorman* Bob Thurson, in the loss of his mother.

Your reporter took a Western trip the latter part of July. Our next issue will probably carry pictures of the Rockies to supplement the oral description of the trip.

—"FURGIE"

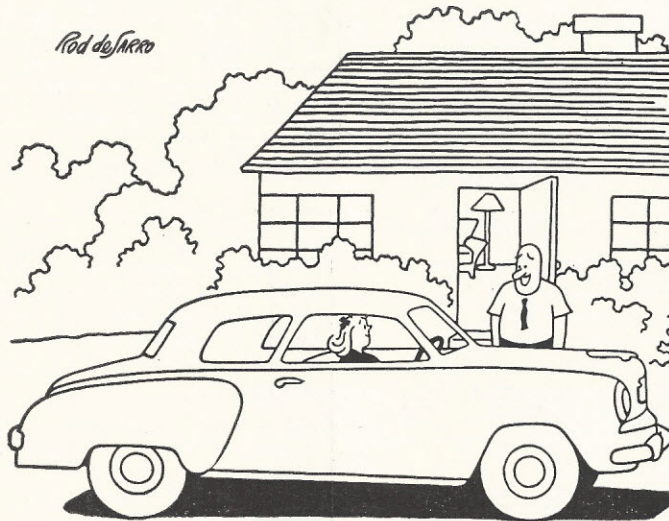
WHAT'S YOUR GUESS?

COTTAGE GROVE—How old is the depot clock? Some say it is all of forty years old; others say it is much older. Let's have your estimate. Regardless of its vintage, all agree that it should either be repaired or retired from service and replaced with a new one.

The new beverage dispensing machine recently installed in the train room is doing a thriving business. This machine is so constructed that it is able to make change up to a quarter. *Conductor* Jimmy Robinson was one of the first to try out this feature—and he really hit the jackpot. But *Motormen* John Knudson and Tony Roach are still dubious about trusting a machine to make correct change.

Quite a number of the men are returning from their vacations. *Motorman* Ed Clapp had a most enjoyable stay at Hot Springs. Must be a wonderful place, because Ed looks like a new man. A bad feature about these out-of-town vacations—and one from which none are immune—is that you always end up spending a lot more than your vacation.

Conductor Charlie Styches was the recent victim of a disastrous fire. Living with his mother directly across the street from Lawndale depot, he was awakened in the early morning hours by pebbles being tossed against his window by some of the Lawndale boys. Choked and blinded by smoke he and his mother rushed out of the burning building. They were forced to spend the remainder of



"I'm proud of you, Helen-- four days old and it looks just as good as the day we got it!"

the night sitting on the curb. Everything they possessed went up in flames. Fortunately he has a new home under construction in a nearby western suburb, and I am happy to report that he and his mother were able to establish living quarters in the garage until such time as their new house is rushed to completion.

Conductor William Bowen, accompanied by his wife, flew to California on July 17 to visit their daughter, son-in-law and grandson.

Flash! The Cottage Grove softball team, after suffering four straight defeats, finally got back in the "win" column by conquering Lawrence Garage on Sunday, July 18. After getting off to a splendid start, two wins and scoring fifty-three runs, the team, for some unaccountable reason, seemed to fall apart. "Dutch" Birker was unanimously chosen as the new captain to replace "Big Ed" Melant who was forced on the side lines because of an arthritic condition.

—THE ECHO

PIGEON GETS FREE RIDE ON STREETCAR

DEVON—A few days ago *Motorman* J. Sullivan noticed a pigeon that seemed to be grounded between the car tracks at Grace and Broadway. After some persuasion on the part of *Motorman* Sullivan, the bird jumped on the fender hanger and remained there for the complete trip to 119th and Morgan and back to Devon. At the station *Conductor* Ray Anderson caught the pigeon and carefully placed it on the ground to rest after its long journey.

Conductor Carl Johnson is having a grand time visiting the Danish Riviera in Denmark. He also has found time to visit Sweden.

The wife of *Motorman* Ray Wolf died last month. To the family we extend sincere sympathy.

Motorman Pat Fahey took his pension this past month.

—CHARLES SAKLEM

WE'D LIKE YOUR SNAPSHOTS!

PICTURES of employes and their activities are always very welcome to CTA TRANSIT NEWS. However, for reproduction in our magazine they should:

1. Be good clear shots.
2. Have news value or be of general interest.

If you have snapshots that qualify and which you would like to see published, turn them over to your departmental reporter or mail them direct, with full explanation, to CTA TRANSIT NEWS, 79 West Monroe street, Room 724, Chicago 3, Illinois.

FIRST OR LAST— IT'S A GOOD MONTH

ELECTRICAL (RAPID TRANSIT) — The first month in August—that's just the right size for his vacation, and CTA said "yes" to the tune of three weeks, in consideration of his more-than-20-years-of-service, so *Burton A. Engberg*, office engineer, is temporarily sacrificing CTA (Chicago Transit Authority) for CTA (Conover Trout Activity). Postcards from the Wisconsin resort, timed to reach Chicago each day the temperature here is between 95° and 100°, are expected to read, "Having fine time—thermometer shows 42° this morning. Burt." "Exactly my sentiments," echoes *John Risting*, lineman, from his Sturgeon Bay hideout. And more or less the same story reaches us from *Eddie Zellinger*, *Bill Breen*, *Tommy Calmelat*, *Al Soderman*, *John Murphy*, *Harvey Weber*, *Bob Conroy*, *Ken Taverner*, *Morrie Walsh* and *Carl Wolf*, who are our vacationers this month.

Jack J. Sullivan, Superintendent of Transportation, Rapid Transit Division, Metropolitan Transit Authority, Boston, Massachusetts, after inspecting some of our lines, stopped at Throop Street Shop where *Augie Feinendegen*, machinist foreman, had a sleet-scraper assembled on a truck for his study. Then he visited Chicago Avenue Shop, where he discussed the problem of keeping sleet from forming on the third-rail. *Dick Dwyer* and *Jim Broderick* showed him CTA's system and made a few notes on suggestions Boston had discovered. *Harry Thompson* and *Syl Danecke* then revealed the inner workings of a typical electric fare-registering device and a transfer-validating machine such as are being used on our rapid transit lines. Mr. Sullivan was particularly amazed to learn that just the light pressure of a thin paper transfer against a contact caused the imprinting of time and location—no electric "eyes" required.

Congratulations are definitely in order for *Russ Irving*, who moved up this month from lineman helper to lineman. Russ has had a varied experience on the "L", having previously served the Transportation Department on both ends of the cars of the Lake Street Rapid Transit.

George Kelly, who keeps tab of all telephone billing on the Rapid Transit Division and at DEArborn 6100, has been temporarily absent from his usual desk to serve in place of Jim Bittourna, Management Assistant's Office. George's suave personality made him logical choice for Jim's vacation fill-in. Vacation-time authority has also been added to Lineman Bill Waters who is Acting Foreman Line Maintenance while Bob Conroy is away.

—GEORGE KRAMBLES

Birth Rate Up

SURFACE—A blessed event took place recently when Peter Jahnke of the electrolysis department became the proud daddy of a baby boy. Mother and baby are getting along nicely and daddy has relaxed and is enjoying his vacation.

Marty Imbraguglio of the general office announced the arrival of Ida Marlene on June 29. Marty is just bubbling over with joy.

Leo Purcell has just returned from his vacation with a good coat of tan. Leo visited his son at Leavenworth, Kansas.

J. Woods of Broadway substation motored to the East and visited Niagara Falls and other points of interest.

James (Jimmy) Jones of Grand avenue substation covered some 3,000 miles by auto, passing through nine states.

Richard Dorgan also of Grand avenue substation enjoyed a vacation sailing over Lake Michigan. He has become quite a seaman and particularly likes sail boats.

It happened while on vacation: Raymond Raddatz of the Line Department took unto himself a wife. She was Theresa Laure of Chicago. Theresa and Ray were students at the Steinmetz high school. They became very close friends and then sweethearts and now they are spending their honeymoon at Honey Lake, Wisconsin.

We welcome Ernie Anderson of Grand and Leavitt who has returned to work after several months of illness.

Sympathy is extended to Wm. Sebraska of Western avenue substation in the loss of his brother on July 20.

—ANDY

GOLF TOURNAMENT TO BE HELD SEPTEMBER 10

ATTENTION, CTA GOLFERS! You are invited to bring your wives and families and participate in the golf tournament to be held Friday, September 10, at the White Pines Country Club, Church road, between Grand avenue and Irving Park road.

The fee is \$4.00 per person and includes your golf and a real dinner to top off the day. Prizes will be awarded to winning golfers during the dinner.

Tickets to the tournament are available from Art Cooper, Kedzie, and Ed Foreman, North. Leave any message with the chief clerks.

Mark this date on your calendar now! It's a day you'll enjoy and a chance to get your fellow workers out on the links and see who is best with the golf sticks.

VACATIONS APLENTY AT MONROE OFFICES

GENERAL OFFICE (MONROE)—They're coming and going—on vacations, that is! Jessie Reed has been away on a motor trip to Mexico. Colorful and interesting cards have been received from her and we expect a glowing account of her travels . . . And sure 'twas a sad day when Bill O'Neill (formerly Attorney for S. D.) departed on his vacation. That Irishman sure has a way with him! . . . E. R. Reichard, our young attorney, hereinbefore described as the "Westchester Farmer," is due back next week. We wonder how high the corn really grows out that-a-way.

Congratulations to Chester E. Skora, assistant stock clerk at West Shops, who became a proud father on July 14. It is a girl, weighing six pounds, and her name is Kathleen Mary . . . A luncheon



BACK TO THE SOIL goes Conductor Grover Rose, Devon, who owns a 135-acre farm in Allensville, Kentucky. But not for long, because Grover rents the farm and only pitched in to help cultivate the land while on his vacation recently.

was given in the "Chicago Room" at the Palmer House recently for Mrs. Marie Flanagan. Gifts were waiting to be opened when they returned from lunch, which contained those "tiny little things."

Fred Nagel, spent his vacation entertaining his son, daughter-in-law and little grand-daughter from Boise, Idaho . . . Earl Montgomery, is vacationing this month at Camp McCoy, Wisconsin. He's our soldier-boy and we expect him to protect us from those mysterious "flyin' discs."

R. N. Wade recommends a boat trip vacation through the Great Lakes up the St. Lawrence river into Canada. Gerry Weiler is still elaborating on the big ones which got away on his recent fishing trip in the Canadian wilds.

J. W. Stephenson spent his vacation in the cool of Northern Wisconsin. C. A. Butts vacationed with his family in the far north forests of Minnesota. Charlie has recently been promoted to Signal Engineer of the Rapid Transit division.

Johnnie Uitz, rodman, flew to New York to participate in his brother's wedding. J. K. Royn has been at home because of illness, but is reported improving.

Three bridesmaids, a maid of honor and a small flower girl preceded Miss Bernice Maslo down the middle aisle of St. Casimer's Church the morning she became the bride of Vincent Czerwinski. Over 300 guests gathered in the evening to attend their reception.

Colleen Dunne, vacationed at Lake Marie in Antioch. R. V. Manville spent his vacation in Canada.

Specifications department is on the move. It has spread its wings and descended to the 11th floor. Jim Hrubes couldn't bear to see them leave, so he left the assistant manager's office and joined the ranks of Specifications.

Information Operator Frank Johnson has just returned from a trip to Hot Springs. Margie Dolan and her husband recently motored through the east.

—MARY CLARKE and
JULIE PRINDERVILLE

Change Careers

JACKSON—Peggy Steffen and Ellen Kraus both left for another career—motherhood. While on that subject, congratulations are in order for Blanche Simundza (formerly of Real Estate) on the birth of her daughter, Rae Lynn.

A dinner party was held in honor of Florence Shockley (Property Accounting) who is leaving to devote full time to her home.

A welcome is extended to Irene Zicky, who was transferred from the Accounting Dept. to the Executive Dept.; and to Donald Gold, who hails from New York.

Mary Walsh is recovering from an operation.

Sympathy is extended to George Seiler, Real Estate, in the recent loss of his wife.

—BRENDA and COBINA

HOW DOES HE DO IT?

KEDZIE—Chief Clerk Charley Starr spent his vacation in Iowa City, Iowa, and in St. Joe, Michigan. He also found time to do a bit of work on his home. Charley can wear a Tuxedo while he paints and never get a spot on it.

A great honor came to the family of Conductor Jim McCabe recently when the President of the United States visited Chicago. Jim's brother, Lt. Joe McCabe of Special Chicago Police Department Detail, was commander of the President's body guards. His picture appeared in all of the news photos taken of the President and his entourage.

On the first of July, Motorman and Mrs. C. H. Scherenberg celebrated their thirty-seventh wedding anniversary. Their four sons, three

daughters and three grand-children were there.

Peter Meehan has taken his permanent vacation in retiring from the service after many years of rolling them up and down the street.

Motorman Walter Tajdus has been appointed credit committeeman to assist Committee Chairman Ed Riley and Committeeman Guy Shirer in the credit work of the Credit Union. Walter is taking over for Motorman Ed McBride who recently resigned.

Motorman Lawrence Laurie recently fractured his leg in a domestic mishap and during the time the gam was taking knitting lessons he put his leg under his arm, put Mrs. Laurie and the children in his De Soto sedan and rolled forth to the wayside spots on the highways west of Chicago.

Assistant Superintendent John McCarthy has returned from his vacation, during which he was busy developing films that he snapped on short trips. He also painted his house between trips. Relief Superintendent Charley Kerr took care of the details during John's absence.

Supervisor Dan O'Brien, with his family and their families, vacationed in northern Wisconsin, near Westfield, and did a little fishing and horseback riding. Dan said he took it easy on the horses and didn't have to eat one meal standing up.

The "Old Timer's" softball team, under direction of Henry Vlach, scored a victory over John "Red" Kain's Kedzie No. 1 team. Both teams played a good game of ball.

Clerk Joe Costello has returned from a restful vacation on his back porch. Motorman Fred Spoeri is back on the job after a long illness and looks a little heavier than when he took sick many months ago.

Bill Behnke returned from his vacation in the north woods in

TRANSITAD

FOR SALE—Johnson Outboard Motor. Three horsepower. Good Condition. \$45.00.

Marine Plywood Boat. 14 feet with three foot deck. Semi-round bottom. \$100.00. Constructed in 1947. Carl R. Greenburg, 2710 Kimball avenue, Apt. 1-B.

time to celebrate his birthday at home in July.

Motorman Ed Riley, recently elected commander of the Clark Post V.F.W., is mobilizing the post forces for the joint CTA Post and Clark Post carnival, proceeds of which will be used for their building funds.

By this time, Joe Miller, motorman, and his family, are well on their way to California. Joe has been planning this trip for a long time and says he really intends to enjoy himself. One thing we know—if anything mechanical happens to the car Joe will be able to fix it.

—JOE SMITH

FOUR FLATS (NOT TO LIVE IN) IN 20 MILES

LAWNDALE—Jimmy Brogan took a twenty mile trip during the course of which he suffered four flat tires. And we do mean suffered!

The main topic of conversation at this time of the year is, of course, vacations. The twenty year and over men are generally undecided whether to take the two week vacation they had planned or the three weeks allowed under the new agreement. George Miller took three weeks, while Tom Moroney, who had mapped out a twelve day trip to Maine in his new car, decided to stick to the original program and save his twenty-one day holiday until next year.

Johnny Jerman, straight-faced comedian and fisherman extraor-

dinary, has another angling trip in store for this summer and his tales of "the-one-that-got-away" are always interesting, even if unbelievable.

Frank Matre is looking over maps of Cicero, Berwyn and Brookfield in preparation for his vacation.

Bill Ahern was going to install a new clutch in his car on his vacation but he had too much fun to take time out for that.

George Henry and Bill Youngquist are back to work after being beaten by thugs.

Nello Lorenzi has been seen busily pedalling a bicycle down Roosevelt road on his time off. Take the street car, Nello, it's easier on the feet.

Herb Byers has developed into quite a changer repairs expert.

That's all for this month fellows. Give me those vacation stories and pictures for next month.

—BILL FEILER

AN IRON TOE WOULD HELP

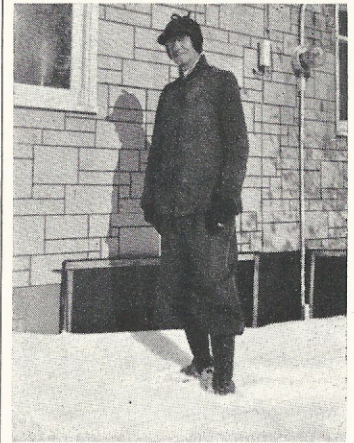
LAWRENCE—Since the new pick, Foster avenue is getting the best of Joe Bellamy's left foot. Double-clutching is the cause of his toe nail wearing right thru his shoe. Anyone having a spare left shoe, size 11 or 12, see Joe.

Old Doc Stork paid his first visit to the home of Mr. and Mrs. Ray Kaplan and left a baby girl. Mother and baby are doing fine. Ray is the night mechanic at Avondale yard.

Ed Stobart, after being away for eight months as a supervisor, got lonesome for the garage and came back to be a bus pilot.

Assistant Superintendent Clarence Thompson bought a new car and took a trip to Fort Knox, Kentucky. While there he visited his son who's serving his third hitch in the army. Thompson was a good baby sitter while there. He took care of his grandson whom he met for the first time.

A warning to Gas Fumes, Union Leader reporter for Lawrence garage. Otto Carlson bought two books on "How to become a good detective." The writers of these books are Sherlock Holmes and Dick Tracy. They tell Otto how to trace persons who use fictitious or alias names.



THIS PHOTO of George H. Sawyer, who retired in October of last year, reminds us how we complained of the cold last winter. Here's George during his first winter off the job at his home in Kansasville, Wisconsin, attired as the happy farmer. Remember his usual natty appearance as road clerk at Wilson avenue office?

Park District Policeman John Thompson, former clerk at North avenue, was cited for bravery and received the Chicago Tribune Hero award of \$100 for the month of May in connection with the capture of two holdup men. John is the son of Superintendent Clarence Thompson (Lawrence).

Brother Wallace spent his vacation in Kenora, Ontario, where he got his limit of muskies and northern pike.

Brother O'Toole Ahern's wife is now convalescing at home after a serious operation.

A homecoming party was held at the home of Operator Ed. Smith July 24 in honor of his married daughter, who came home with her husband and son after a two-year visit in Germany. It sure is interesting to hear Ed tell of the pitiful conditions that exist in Germany. Incidentally, Ed's grandson was born in Germany.

—THE POLISH COUNT

REDUCING CONTEST WON BY HAYWORTH

LIMITS—Congratulations to the winner of the reducing contest between Motorman Matt Zirbes and Motorman Charlie Hayworth. They both have taken the kidding of the boys good naturedly, and Charlie must have been doing most of the exercise as his new physique shows. But to Matt we

LIGHT UP THE FUTURE WITH PAYROLL SAVINGS!

U.S. SECURITY LOAN YOUR Security is America's Security

want to say, if you had changed, it just wouldn't be you.

With this vacation time in full swing, many of the old faces are not seen about the depot, but all of us waiting our turn wish those on vacation the best enjoyment possible. Our Chief Receiver, *Tracy Chalkins*, is spending his four-week vacation with his daughter in sunny California.

Congratulations to *Conductor R. Almond* on his recent wedding, and to *Motorman L. Murphy* on the birth of his daughter, *Charlee*, on July 12.

Conductor "Doc" Pasko, ex-reporter for our depot on the Union Leader, has entered the United States Army Recruiting Team out of Ft. Sheridan. He will be away in the service of his country for one year.

Best of luck to the eleven men who have gone to Devon station from Limits. They are, for the information of the boys, as follows: *Motorman G. Parashos*, *Motorman P. Elberson*, *Conductor J. Elder*, *Conductor W. Langan*, *Conductor P. Tansey*, *Conductor C. Gallagher*, *Conductor A. Salmon*, *Motorman A. Heyden*, *Motorman E. Vidas*, *Motorman R. Mikulicic* and *Motorman J. Hartnett*.

We have in our depot, famous teams, consisting of motormen and conductors that pick together all the time. If you see one of the men, you can bet the other is close by always. This is an example of the close team-work our job requires. Men finding they can work together makes their job that much easier.

—R. LENCE

POWER PLANER NIPS FINGERTIP

LINCOLN—*Motorman Pat O'Donnell*, in trying his hand at being a carpenter, turned in a good piece of work as a butcher. While planing a piece of wood on a power-planer, he accidentally cut off the first joint of a finger on his left hand.



NOW THAT he has retired on pension after 40 years of service, former "Met" *Motorman J. C. (Charlie) Young* and his wife have a lot of time to rest and relax together. Many capable motormen operating the "L's" today are glad that *Charlie* had been assigned to break fellows in for the head end. *Charlie* says that the "L" was always a fine place to work and will continue to be, in his opinion.

Two of our miniature hobbyists are leaving for Devon station. But, if they can find time, I know the boys here would still like to see their railroad trains in motion. So, *Motorman George Ersch* and *Conductor Earl Boyer*, when the time comes, let us know.

Conductor Bill Vanik is the latest possessor of a box of cigars. but he didn't keep them long. He announced he became the father of a 7-pound boy.

Motorman Pat McHale received a truck tire from Lost and Found Return. He placed a "For Sale" sign on his back and rolled it back and forth to work. After a week of that with no results, he is ready to pay someone to roll it for him. (Moral) Make use of our Barter and Exchange Column in this magazine. It is a known fact it brings very good results.

After completing about 18 months as your reporter, it is with regret that I have to leave one of the best bunch of fellows I have ever had the pleasure of working with. But in my departure to Devon with the other 20 men, I will place the job in the very capable hands of *Bill Gehrke*. So with the same loyal support that I was given, I know he will do a good job.

—LARRY HIPPERT

MOSTLY VACATIONS

MAINTENANCE OF WAY (NORTH AND SOUTH SIDE)—The stay-at-home vacationers don't help much with our news items. *Charlie Milan*, blacksmith, was always good for a fish story, but failed us this year. *Jule Andrews*, carpenter foreman, had work to do on his country estate in Wilmette. *Walter Helmer*, track foreman, returned with his usual big smile, but complaining bitterly of race horses and how they manage to stay far behind. *Bill Grossglas*. *Mike Kappel* and *Mike Sobel*, are extolling the wonders of the Railroad Fair.

Zeb Fields, signal maintainer, is convalescing at home after a serious operatin at Swedish Convenant Hospital.

Jim Cleland, carpenter, reports a fine time on his tour of Miami, Florida, and vicinity. A little warm, but . . .

Ernest Franck, messenger, wishes July and August were "R" months so that he could enjoy the seafood around Cape Cod.

Harry Reynolds, trackman, had a fine time in northern Wisconsin, but complained of the high prices of vacationing.

—JIM WALSH

A Painter's Tan
METROPOLITAN, LOOP AND LAKE—*Tieman Mike Dee* is back from his three week vacation as brown as tobacco, which he says he acquired while painting his home. He recommends a paint brush and a ladder for a coat of tan.

Andy Piwowarski, Painter, has a sharp hobby. He makes knives from old files, so if you have any old files be sure to see Andy.

John Horoba, Carpenter Helper, reports that he is having a good season with his racing pigeons. He's been racing birds for the past 30 years and has won numerous prizes and awards.

Robert Heidenblut and his wife celebrated their Silver Wedding Anniversary July 28 when they took their daughter to the Palmer House for dinner and then to the theater to see "Annie Get Your Gun."

Condolences are extended to *Trackman Mike Kersnick*, whose mother passed away; to *Ed Raferty*, Superintendent, on the loss of his brother; and to *Walter* and *James Cunningham*, Laborers, whose father died recently.

—JACK O'REILLY

"BELIEVE IT OR NOT"

NORTH SIDE—"Fishing we will go," said *Ticket Agent Teresa Moran*. So she gathered all of her fishing regalia and to Kendallville, Indiana, for four days fishing trip she went. "Believe it or not," she said, "I caught one small bass."

Conductor Louis Ruhlack had the honor of becoming grandpa twice in recent months. First a granddaughter was born to his daughter and then a grandson was received by his son.

Ticket Agent Mae Folan, who recently returned to work after an absence due to illness, wishes to thank all of her fellow employes for many kind actions.

IF YOU KNOW of a CTA employe who is not receiving his copy of CTA TRANSIT NEWS, please have him fill out the following form and return to the Public Information Department, Room 724, 79 West Monroe street, Chicago 3, Illinois.

I am not receiving my copy of "TRANSIT NEWS" through the mail. Please send it to:

Name

Home Address
(Street and Number)

(City) (Zone) (State)

I am employed in the
department, located at
I have recently moved from:

Old Address.....
(Street and Number)

(City) (Zone) (State)

Cigars galore were passed out by *Collector Joe Adelizzi*—granddad to you. His son, *Guard John Adelizzi*, recently became the father of a 7 lb., 6 oz. boy, *John, Jr.* *Trainman Jack Crowley* was married July 10.

Towerman Marty Lawson and his son, *Motorman Russell* returned to work after a long vacation trip in 16 states and parts of Mexico, Canada and Catalina Island. They covered 10,000 miles.

Collector Richard Bartels is back with us on light duty after a long absence due to illness.

Collector Frank Gribar is back at his post. Illness had kept him away. —J. J. BALY

THERE WAS A CANNON ON THIS BOAT

STORES—*Don Cannon*, Stores Office, had an unusual but very pleasant vacation going to Newport, Rhode Island, and then sailing to Quebec, Canada, going up the St. Lawrence River.

Mae Kearns came back from her vacation with a nice tan. She had a wonderful time two weeks at Pau Pau Lake, Coloma, Michigan.

James Bittourna, Lake Street storekeeper, purchased a home a few months ago, so he spent his vacation working on the house. That is what comes from owning a home.

We welcome to our Stores Department a new employe, *Margaret Sares*.

Mrs. Mildred Tunstall, a former employe, was blessed with a son on July 24. His name is "Terry" and he weighs 6 lbs., 8½ ozs.

—JEAN HARTLEY

VACATIONS AND NEW HOMES GOING STRONG

SCHEDULE-TRAFFIC—Now that our scribe, *L. C. Dutton*, is vacationing, I will try to carry on his good work of sending in the news for this department. More about L. C. D's vacation later. The following were on vacation: *Al Pisors* and family went to their summer cottage at Deep Lake. Al also played in a golf tournament. *Eddie Thompson* took his family to Duluth. The *Roy Drysdales* visited with their daughter and family in Oklahoma. *L. J. Kahn* made a trip to New York via streamliner. *Joe Karel* and family drove to Texas. *Clark Johnson* and family vaca-



VACATION ANGLERS, left to right, *Motorman Anthony Bialk*, and *James Gibbons* and *Charles Elliott*, *Trainmen, North Side*, show off what they caught on their recent fishing trip to Pipe Stone Lake in northwest Ontario, Canada.

tioned at Antioch. *T. T. Cowgill* was at his ranch in Oregon. I thought I was going to have some weddings to announce, but I understand they will take place in August and September, so I will have to leave them for L. C. D. in the next issue. The nice coat of tan that *J. Viola* and *F. Iacono* have is being acquired while landscaping the grounds of their new homes in the southwest section of the City. The *George Fishers* expect to be in their new home some time in August. *Evelyn Kaross*, *Stella Bates* and *Marie Shumon* have all changed their abode.

—GERTRUDE FIGGE

THEY WANT SOME PROOF, ROY

77TH—*Roy Mack* has recently returned from Texas where he spent his vacation. He has been telling a lot of stories about his experience, but the story about lassoing a 40-pound catfish has the boys a little skeptical.

From the kids in this neighborhood, *Joe Bukantes* learned that there was going to be a fireworks display at Soldier Field, July 4. Joe, being an old fireworks man, promptly reserved a seat and attended the display which he enjoyed very much.

A visitor to the depot early this month was former bus operator *Basil Tracy*. It has been a long time since anyone has seen him. He now owns a dairy farm at Moose Lake, Minn.

Thomas Cagney has opened a new bureau of information at 103rd

and Halsted street. If anyone wants information about the buses or drivers see Tom.

On July 17, *Motorman Timothy McMahon's* two daughters were married in a double ceremony at St. Killian's Church. His daughter, *Ann Patricia*, was married to *Herbert McHugh*, and his daughter, *Colette Mary*, was married to *Raymond McCahill*.

This month also saw the marriage of Board member *Thomas Hughes'* daughter. She was married to *Francis Gaugham* at St. Dorothy Church. They received a cablegram from His Holiness the Pope extending the Papal blessing to them.

—WILBUR JENSEN

THEY'RE BACK AGAIN

69TH—With this issue of the Transit News the prodigal ghosts from 69th make their uneventful return. We'd like to say that for the past six months our station has undergone a thorough physical change. As the saying goes "the place ain't what it used to be." Bays, tracks, and yards have been remodeled to suit the modernization program inaugurated by the CTA. We surely like the change, particularly the installation of P.C.C. cars on 63rd St. and the dandy Surface Liners on Western Ave. The coming of Western Ave. to 69th, caused the exodus of 256 men from Archer, and the loss of Racine Ave., 59th, Damen, and South Western started a new trek of men moving to 77th. However, everything is peaceful and normal at this south-western front of the CTA.

Board Member John Maloney dedicated three days of his vacation to a search for a "lost" ointment that makes hair grow on a billiard ball. Did he succeed? We do not know yet . . . *Motorman* and *Mrs. George Mueller* traveled to Brainerd, Minnesota. George reports catching a fish that he had caught last year, but had thrown it back in the lake due to its extreme youth.

Station Supt. and Mrs. Gillespie enjoyed a restful vacation in Chipewa Falls, Wisconsin. He is all set for the snow storms . . . *Ass't Station Supt. E. Tocci* spent his vacation among ancient tomes and manuscripts at the University

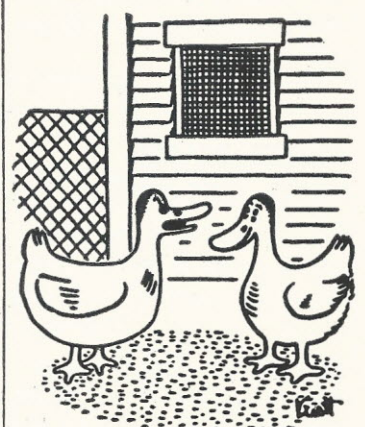
of Notre Dame. Preparing a thesis on transportation, maybe . . . How come *Clerk Barney Becker's* Ford has one more sparkplug than the standard Ford? . . . *Combination Clerk E. Potenberg* has acquired a beautiful colonial mansion in Fernwood Park, but he is in dire need of some kind soul to cut the grass for him. Apply at the office.

To prove that two can live as cheaply as one, *Conductor Joe Hermann* went and took unto himself a lovely bride . . . *Chief Clerk* and *Mrs. Art Lipphardt* were the guests of the State of Minnesota during their stay at Waterville and Mankato. Art is all set for another general pick after that vacation . . . The wife of *Conductor T. J. Elphick* passed away on July 20. Our regrets to the Elphick family. We request that all trainmen deposit their news-items in the box that we have placed outside the clerks' windows. If you cooperate with us, we'll see that your stuff gets into print.—THE GHOSTS.

HARRY ABBOTT RETIRES AFTER 41 YEARS

WAY AND STRUCTURES (TRACK DIVISION)—*Harry Abbott*, street opening inspector, who has been with the company for over 41 years, retired on August 1. He claims he is going to start on a tour of the eastern states and then settle down in his beautiful summer home in Grays Lake and build a boat.

The stork is again hovering at the head of our list, and the blessed event is now at the doorstep of



"What was the last quack?"

Paul Minogue's household. He is an assistant engineer.

Congratulations are extended to Jack Dyra, section foreman in the northern division, and his wife, who are celebrating their 25th wedding anniversary at Niagara Falls.

BUILDING DIVISION—Shady Shores at Dewey Lake in Michigan was the spot John Retzler and family just returned from. He says the fish were really biting and the biggest fish he caught was well over six inches. Wonder what he would do if he were to do a little fishing off Nantucket Bay and really came face to face with a real fish.

Margaret Hansen, our switchboard operator, had a wonderful trip to the State of Kentucky. On her return, everyone glanced down at her feet and showed surprise that she had her shoes on. She did remark the shoes still pinched a little.

Bill Cameron and Leo Lizak, draftsmen, are spending their vacations just taking in the sights around Chicago. But the sights are well worth their time when they see the wonderful Railroad Fair, south of the Loop, covering 50 acres of space.

This seems to be the month of vacationing and many are enjoying themselves, either fishing, mountain touring or just resting. We hope that on their return they will pass along something of interest or exciting to relate for our readers. —VIOLET SWEPAS

LONG-TIME TRANSIT EMPLOYEE DIES

FORMER Supply Car Motorman Lyman Gustavus Van Horn, South Shops, who retired from the surface system in 1941 after completing 67 years of continuous employment with transit companies in Chicago, passed away recently at the age of 91.

"Gus," as he was known to his hundreds of friends in the transit business, was born October 6, 1856, and began his work in transportation in the

old horse barn at 34th and State streets in 1874 as a helper to his father, August Van Horn, who was foreman. He drove a horse car for 32 years and then became a motorman in 1906 for the Materials and Supplies department of the South Shops. He worked as a motorman until his retirement in 1941.

A widower for 30 years, Mr. Van Horn is survived by his daughter, Mrs. F. W. Hall, 449 E. 75th Street.

MOSTLY VACATION TALK

WEST SHOPS—Chicago vacationists were A. Cardome, T. Sposato, M. O'Toole, J. Deignan, J. Walton, A. Anderson, J. Leahy, P. Foy, M. Costello, F. Foy, P. Carney, all of the truck shop. Mildred Bonomo and Roy Reinhardt, drafting room; Dolores Unterfranz, bus garage; and Jean Panek, office; also stayed close to home during their vacation. Genevieve Shea, office, spent her vacation most unpleasantly in Chicago, mourning the death of her father. Our deepest sympathy goes out to the Shea family.

Our out-of-town vacationists are practically scattered across the face of the globe. Sam Wilson, truck shop, on a furlough is visiting his kin in Ireland, while Martin Zich, paint shop, is in Czechoslovakia. Ed Karvanek, machine shop, vacationed in Canada. Albert Zelazzo, truck shop, is relaxing at Powers Lake. B. Russo, J. Kosirog, E. Van Wiele, and J. Hasselmier, all of the truck shop, spent their vacations in parts of Wisconsin. J. Simpson and G. Shea, truck shop, honored Indiana with their presence, while E. Schultz chose Michigan. D. O'Shea, truck shop, went east to New York, but W. Schneider, truck shop, chose Iowa, where the tall corn grows. W. Thompson, truck shop, went as far as Starved Rock, Illinois, and S. Shank went to Cary, Illinois. Orville Schmidt, Tom Gibson, John Gibson, and Bert Horelica, bus overhaul, went to Minnesota. Mike Pare, drafting room, vacationed at Twin Lakes, Wis., while Miles Coleman drove up to Baraboo, Wis., in his little red wagon. Gus Wessel, carhouse, spent his vacation in Chicago. Vito Delassandro, carpenter shop,

drove to Pennsylvania with his family.

Congratulations and best wishes go with Al DeMartini who took the fatal step on July 10 at Holy Rosary Church. He and his bride are honeymooning in California.

Some people would pull their toes in when they see a jeep coming, but not Andrew Kosowski, machine shop. As a result he's laid up in St. Anthony's Hospital.

We almost forgot to mention O'Connor and Goldberg, respectively, John Burke and Irving Ptashkin, who are also vacationing up in northern Wisconsin, getting in a little fishing.

—MARY CROSBY

CONDUCTOR TO VISIT IRELAND DURING SUMMER

SOUTH SIDE—Conductor Robert Cullen, whose son was recently ordained to the priesthood, is planning to visit his native Ireland within the next few weeks.

The house of Rothschild—Motorman Aaron, Stenographer Verna and the Missus—are visiting Colorado. Agent Theresa Foley is making preparations for an extended vacation in New York.

Back to work after being on the sick list are Agents Mary Russell and Esther Johnson.

—ROBERT E. BROWN

RECENT DEATHS AMONG EMPLOYEES

FRANDS ANDREASEN, 84, retired motorman, North. Died 6-25-48. Employed 10-9-90.

JOHN S. BARNES, 64, watchman, 77th Street. Died 6-15-48. Employed 12-3-26.

JAMES L. CAPLINGER, 63, conductor, Devon. Died 6-7-48. Employed 3-6-09.

CHARLES F. DENNENWALDT, 57, motorman, Limits.

Died 6-7-48. Employed 3-6-17.

FRED T. DEVLIN, 70, retired lineman's helper, Electrical. Died 6-6-48. Employed 2-1-06.

WALTER O. FENSKE, 52, trainman, Metropolitan. Died 6-2-48. Employed 2-10-23.

CHARLES HANSEN, 62, conductor, North Side. Died 6-20-48. Employed May, 1924.

ERNEST S. JAMES, 62, car cleaner, 77th Street. Died 6-12-48. Employed 11-3-20.

LEON L. KNAUB, 64, Maintainer-Road Department, North Side. Died 6-20-48. Employed 10-25-07.

HARRY H. KOECKRITZ, 53, yard foreman, Metropolitan. Died 6-6-48. Employed 7-6-13.

LOUIS J. KOEPKE, 67, retired janitor, North. Died 6-3-48. Employed 12-10-18.

JAMES KOHOUT, 73, retired car cleaner, Blue Island. Died 6-29-48. Employed 10-29-11.

JOHN McGLYNN, 64, motorman, Burnside. Died 6-20-48. Employed 12-4-19.

GEORGE McGUIRE, 72, watchman, Track. Died 6-17-48. Employed 7-27-27.

IVAN MILOS, 70, retired laborer, Track. Died 6-22-48. Employed 9-7-23.

WILLIAM W. MOORE, 69, trainman, North Side. Died 6-27-48. Employed 3-29-18.

LEE TIMOTHY MULROY, 53, guard, North Side. Died 6-2-48. Employed 8-1-44.

VINCENT ORDZOWIATY, 62, laborer, Track. Died 6-26-48. Employed 7-8-27.

JOE RANDAZZO, 66, retired switch cleaner, Track. Died 6-5-48. Employed 10-2-19.

CHARLES J. SCHAEFER, 67, retired motorman, Blue Island. Died 6-18-48. Employed 9-9-07.

JOSEPH P. SCHMOELLER, 42, conductor, Lincoln. Died 6-19-48. Employed 3-28-29.

FRANK W. SCHULTZ, 70, motorman, 77th Street. Died 6-10-48. Employed 6-9-02.

EDWARD P. SMITH, 78, retired motorman, North. Died 6-10-48. Employed 6-24-09.

ELBERT STOCKTON, 64, specialist, West Shops. Died 6-27-48. Employed 9-26-21.

PAUL P. SULLIVAN, 72, conductor (retired), North. Died 6-7-48. Employed 2-12-14.

FRANK N. SWEENEY, 80, towerman, South Side. Died 6-15-48. Employed 5-1-08.

PATRICK J. TULLY, 69, retired motorman, 69th Street. Died 6-24-48. Employed 5-21-08.

JOHN J. WALSH, 50, conductor, Kedzie. Died 6-18-48. Employed 10-19-21.

WILLIAM WALSH, 62, motorman, Kedzie. Died 6-3-48. Employed 3-28-10.



CROSSWORD PUZZLE ORIGINATED BY SURFACE CONDUCTOR

THIS CTA crossword puzzle is the original work of Conductor William Clifford, 69th, a surface system employe for the past 14 years.

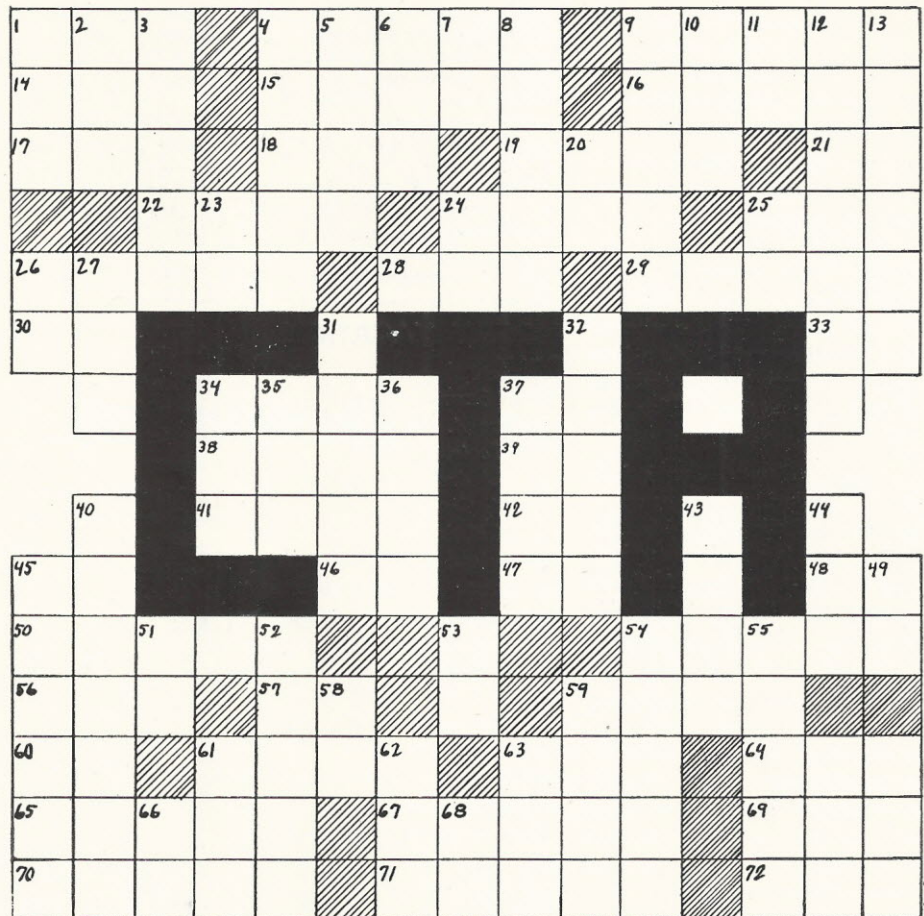
"I developed my interest in puzzles about a year ago when I began working those printed in the daily newspapers," William commented. "This is the first puzzle I have arranged myself and it was interesting although I did run into a little trouble once and a while."

Mr. Clifford, who also writes poetry when he can find the time, is married and has three children, Daniel, Robert and Eugene. "So far," he said, "neither my wife, Helen, nor the three boys have shown the same interest I have in crossword puzzles, but they are usually busy doing something else."

The Clifford family resides at 6759 South Peoria Street.



FASCINATED BY being puzzled, *William Clifford* decided to try his hand at being the puzzler. Reproduced on this page is an original design he worked out to test your skill.



ACROSS

1. A son of Noah
4. Girl's name (German)
9. Pertaining to punishment
14. Self
15. Speaking audibly
16. Ascended
17. Pronoun
18. A pillar in a Buddhist building
19. Pertaining to men
21. The (High Scot.)
22. Falling or driving of numerous particles
24. Until
25. Mother (Coll.)
26. Sudden Fright
28. Kitchen utensil
29. Steeple
30. Article
33. Iridium (Sym.)
34. Breathe quickly
37. By
38. Girl's name
39. Father (Coll.)
41. Biblical name
42. Conjunction
45. European River
46. That is

47. Prefix
48. A printer's term
50. Climbs
54. Having hope
56. Insect
57. Preposition
59. Empty
60. Pronoun
61. Connecting bar
63. Arabian name
60. Children's game
65. Number
67. A pry
69. Collection of memorable sayings
70. Rub out
71. Apartments
72. Illuminated

12. Hotel in New York
13. A nut with a husk
20. Man's nickname
23. Three-toed sloth
24. Preposition
25. Musical tone
26. A state (Abb.)
27. An insect
31. Boredom
32. A fixed look
34. A footlike part
35. Girl's name
36. Story
37. Footless animal
40. Dog
43. Destitute
44. To mimic
45. Extol
49. A fish (Vac.)
51. Street (Abb.)
52. A piece of rock
53. Georgia (Abb.)
54. Bristles
55. Part of flower
58. All right
59. Fruit decay
61. Affirmative
62. Gnome
63. Girl's name
66. State (Abb.)
68. Elevated railroad (Contraction)

DOWN

1. Exclamation
2. Past
3. Grieve
4. Pertaining to a crystallizable hydroxy diacid
5. Hunting dog
6. Decay
7. Thou (Latin)
8. To concede
9. Becomes vapid, dull
10. Before
11. None

HERE'S YOUR ANSWER!

EMPLOYEES—What are your questions in regard to the activities, operations or policy of the Chicago Transit Authority? If you have a question of a general nature, send it in to the Public Information Department, 79 W. Monroe. You need not sign it. Answers will be supplied by appropriate officials and appear in early issues of the CTA TRANSIT NEWS. Questions of a personal nature will be given individual attention, if proper identification is provided. Some questions submitted during the past months have involved policy changes connected with unifying surface and rapid transit operations. These questions will be answered as soon as the policy in question has been established.

"Why doesn't the CTA authorize a summer shirt like a sport shirt that the men could wear without a tie or coat?"

ANSWER: Within recent weeks there have been other suggestions for changing the design of the operating employes uniform. The management is not disposed to act hastily on these suggestions. When, and if, consideration is given to a new style uniform, the type of shirts to be worn undoubtedly will be considered and acted upon. We now have new uniform buttons, and a new badge is now being designed.

* * *

"Why can't the CTA provide conductors and operators with some means of carrying all their money?"

ANSWER: A study is being made at the present time of ways of handling the volume of small change surface operators are now receiving.

* * *

"On account of the heavy traffic at Madison and Wells station, why not place an extra agent at the Monroe exit to relieve congestion during the evening rush hour?"

ANSWER: A recent check of the traffic at this station indicates that approximately 600 fares are received at each of the booths during the heavy hour. Experience has proved that this number of fares is not sufficient to require an extra agent.

* * *

"When is the new pension plan going to be announced?"

ANSWER: Work on the new pension

plan is progressing but a definite date for its announcement cannot be given at this time.

* * *

"Why can't permission be obtained for 'L' motormen to wear dark glasses?"

ANSWER: As a result of this question an investigation was made to establish a policy for the CTA in regard to sun glasses. An approved type of goggle has now been obtained and is presently available. (See story in adjoining column).

METROPOLITAN AND LAKE STREET SECTIONS CONSOLIDATED

AS A FURTHER step toward the consolidation of Chicago Transit Authority operations, the Lake street and Metropolitan elevated lines were combined as the "West Side" section of the Rapid Transit system on August 1. In addition to the Lake street branch, the West Side section includes the Douglas Park, Garfield Park, Logan Square and Humboldt Park "L" branches. This consolidation will increase efficiency and effect economy in operations.

Arthur Heidecke, former Metropolitan section head, was appointed superintendent of the merged lines. Charles A. Baxter was named assistant superintendent.

C. A. BUTTS NAMED SIGNAL ENGINEER

EFFECTIVE JUNE 1, Charles A. Butts was appointed signal engineer of the Rapid Transit Division of the Chicago

Transit Authority, according to a bulletin issued by R. N. Wade, engineer, Maintenance of Way, and approved by E. J. McIlraith, manager.

In his 16 years with the company, Mr. Butts has served as a student engineer, interlocking maintainer helper, surface laborer, engineer, signal inspector, assistant signal engineer and in 1944 was made general signal supervisor, the position he held at the time of his latest promotion.

He succeeds John W. Stephenson who has been assigned to other duties.

PERMISSION GRANTED FOR COLORED GOGGLES

THE USE OF an approved type of colored goggles by various CTA employes was granted recently through action taken by General Manager Walter J. McCarter. Use of colored goggles by employes performing certain duties had not been permitted in the past.

The establishment of a policy okaying the use of an approved goggle came partly as a result of a question submitted to the CTA TRANSIT NEWS. However, other requests have been received by the management.

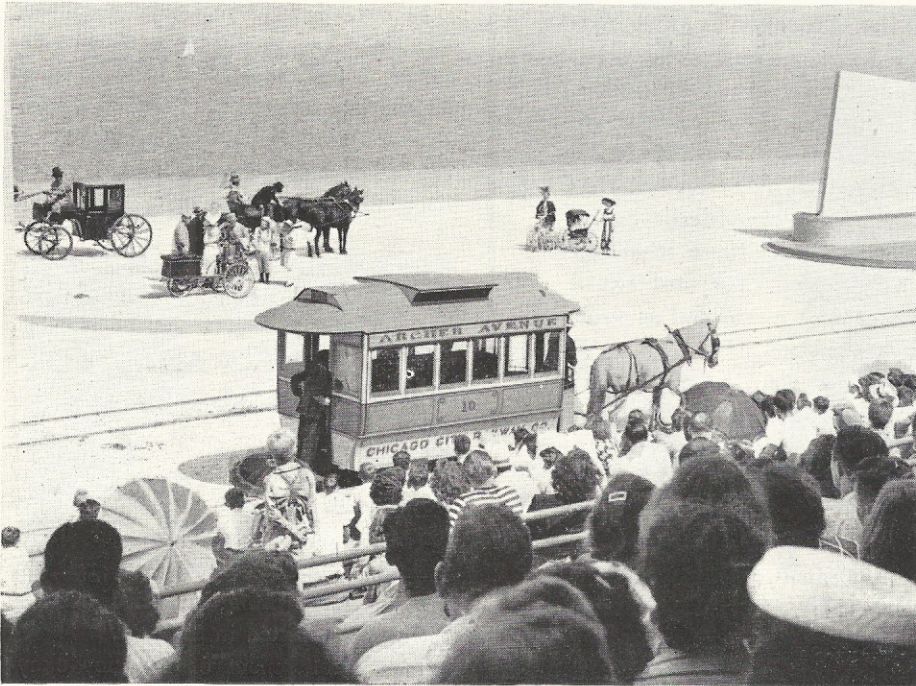
In making the announcement General Manager McCarter stated, "Colored goggles are made in many grades. Since many of them may cause distortion of normal vision with its attendant hazards, it has been determined to permit the use of goggles of an approved type, carrying an identification mark."

Arrangements are being made whereby an employe desiring to wear colored goggles on duty may buy from the CTA a pair of goggles which has the required approval and identification. The approximate cost, with case, will be \$2.60.

Details in regard to ordering may be obtained from the rapid transit dispatchers or surface division superintendents.

The question in regard to goggles was received in the TRANSIT NEWS question box a number of months ago. However, because of the details involved in establishing a policy of this nature, announcement could not be made until this month.

CTA News Views



OLD STYLE CITY TRANSPORTATION FEATURED AT RAILROAD FAIR

FEATURED IN the pageant, "Wheels A'Rolling," at the Chicago Railroad Fair are two pieces of equipment operated many years ago for public transportation by predecessor companies of the Chicago Transit Authority. The pageant depicts the evolution of transportation from the ox-cart to the present day modern streamlined trains and automobiles.

The first of these old time vehicles to appear on the 50 foot stage is an Archer avenue horse drawn car that was owned and operated by the Chicago City Railway Company. This horse car is modeled after the type which started operating in 1859 and pulling it is the dapple grey horse that was formerly seen in every harness shop in the country.

Visitors to the pageant then see the old style grip car come out on the mile and a half track, carrying passengers dressed in the fashions of the gay nineties. The grip car made its first appear-

ance on the streets of Chicago around 1880.

Both pieces of equipment were installed in the Museum of Science and Industry on September 22, 1938, and have remained there in the transportation room except for special transportation occasions such as the Railroad Fair. The two units were the first gifts to be officially accepted by the Museum officials.

ALERT LINEMAN SAVES LIVES OF TWO BOYS

BY KNOWING what to do and how to do it, *Ebon A. Frank*, a lineman of the "L" Electrical Department, is credited with saving from almost certain death two youngsters who had come in contact with the highly charged power rail on the CTA right-of-way.

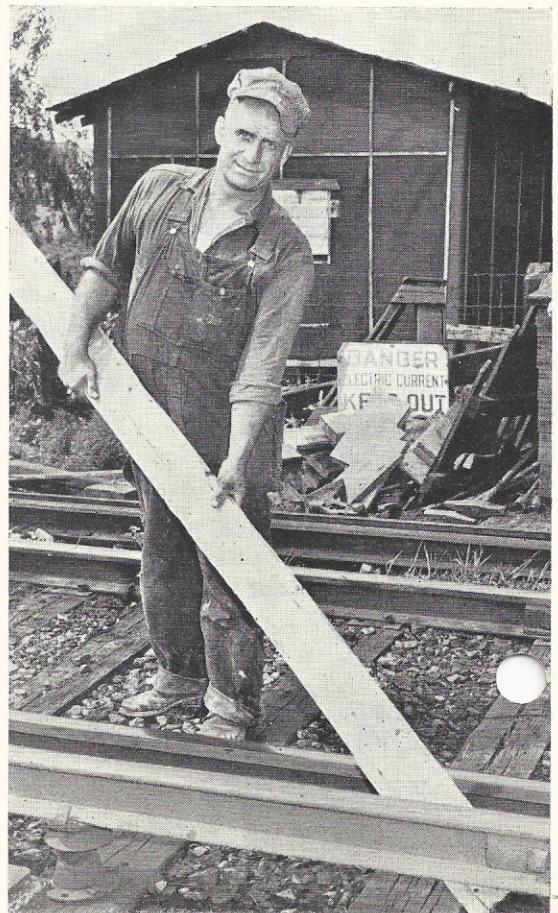
Early in the afternoon of July 13, *Crossing Flagman John Dolansky* observed two small boys on the westbound tracks a short distance west of Kostner avenue. He noticed one boy fall down

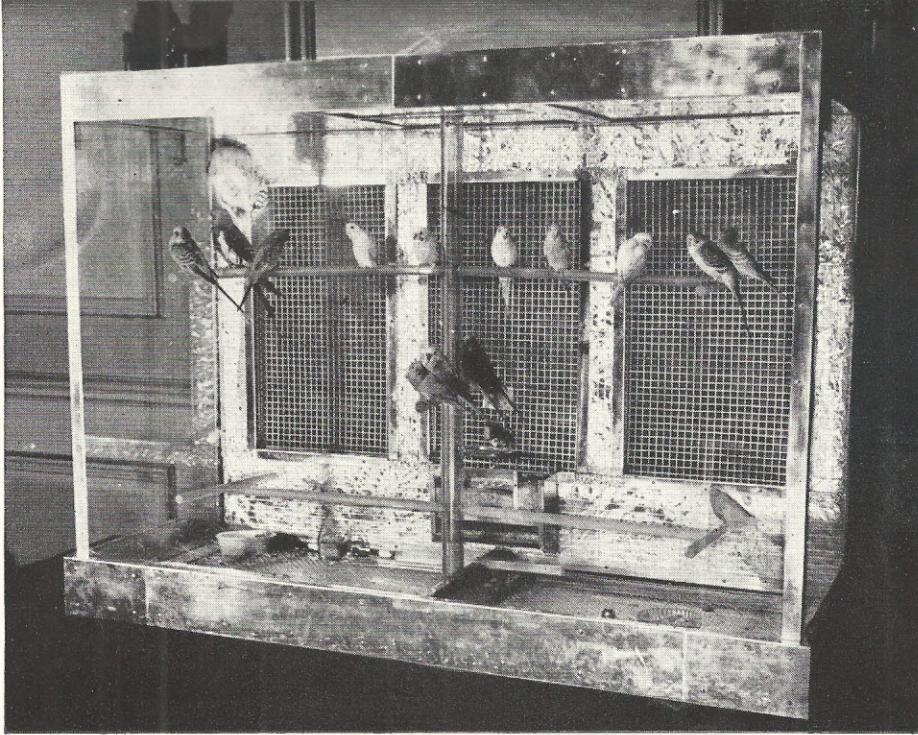
and immediately after saw the second boy fall. Dolansky shouted to *William Donati*, an extra trainman, who was protecting a work gang on the west sidewalk of Kostner avenue. Donati dashed to the scene, arriving at the same time as Lineman Frank, who had also been working on Kostner and whose attention had been attracted by the unusual activity on the right-of-way. They found the boys had made contact with the third rail, which carries 600 volts.

Frank took in the situation at a glance, pulled a "slow-flag" marker out of the ground, and pryed the boys from the rail. One lad immediately regained consciousness, but Frank had to use artificial respiration to resuscitate the youngster who had first touched the third rail.

Both boys, Eugene Mullins, 6, and Charles Bimkaw, 8, who live at 1500 S. Kostner avenue, were severely burned. They were taken to St. Anthony hospital for treatment where it was announced they were expected to recover from their accident.

Frank acquired his life-saving technique by attending first aid classes conducted by the Medical Department for employes during the emergency period of World War II.





THEATER LOBBY BIRD DISPLAY A BIG HIT

BREEDING BIRDS, started as a hobby, has brought *Chauffeur Rudy Staska*, Utility, into the limelight as the owner and builder of an unusual bird display in the lobby of the World Playhouse theater at 410 S. Michigan boulevard. The display was conceived and constructed in connection with the movie "Bill & Coo" which opened its run on June 26.

Staska has been raising birds for about two years and has in his aviary over 300 rainbow-hued budgerigars or shell-parakeets, commonly known as "budgies."

Budgies are clean, affectionate little birds which can be taught to do tricks and to speak. When the birds are only a few hours old, Rudy and Mrs. Staska start training them to respond to human handling. As a result, these intelligent birds, when fully trained, need not be confined in a cage, but will ride on a person's finger or shoulder.

The theater lobby display has proved so popular and has attracted so much attention that is being considered as a permanent fixture by the management of the amusement concern. *Alfred Real Chouinard*, 7, grandson of *CTA Photographer Fred Chouinard*, demonstrated at the theater how these well-trained budgies respond to human companionship.



TO CTA FROM NORTHERN IRELAND

"IT was always my ambition to live in the United States and I think I have found my home right here in Chicago working as a conductor for the Chicago Transit Authority," remarked John Gas-kin, 29, when asked why he left his home in Lurgan, County Armagh, Northern Ireland, several weeks ago where he worked as a conductor for the Northern Ireland Road Transport Board.

John began working for the CTA on July 1 after attending the training school for new employes at the Chicago Transit

Authority Employment Office, Clark and Division. The training period was for two weeks after which he was assigned to the Armitage station.

"It's a big chance living in a city this large after spending my entire life in a town of 16,000 residents," John said. "But I like it here and think that Chicago has about the most modern transit system I have ever seen. Back in my home town where I worked as a conductor, we operated gasoline type buses that were both single and double-decker style. My runs would usually cover about 90 miles since the line served six counties and numerous small villages along the route."

His biggest adjustments to make so far have been with food and the weather. He commented: "The food here is much richer than that back in Ireland and the weather is hotter. I have to think of ways to keep myself cool now whereas the climate in Ireland never becomes so hot and sultry."

Of slight build with black wavy hair and the typical "laughing Irish eyes," John is the only one of seven children in his family to leave Lurgan. He is now living with relatives at 4550 W. Belmont avenue and claims he intends to remain as he is for awhile—single, although he thinks Chicago has its share of pretty girls.



OUR TRAINMEN SPEAK (to each other)

IN a recent issue of the Chicago Daily Tribune, the "Voice of the People" column published a letter from a "Fed-Up Trainman," who expressed his version of the new pay increase to CTA employes. Motorman W. G. Echols, North, replied to this trainman through the Tribune, and excerpts from his letter were printed a few days later.

The two letters are printed here in full in the belief they will be of interest to all employes of the Chicago Transit Authority.

* * *

SMALLER PAY, LESS SERVICE

Chicago, June 24—The public thinks we trainmen got a raise in pay. It's true that the CTA gave us a raise of 11 cents an hour, but on our next schedules that will go into effect within a week the pay hours per run were cut from half an hour to one hour, and additional runs were taken off the street.

For example, runs that formerly paid us nine hours for a day's work were cut to eight hours, but we do the same amount of work, if not more. My run paid 8.9 hours at \$1.32 an hour (old wage scale), or \$11.74 a day. Now, on the new schedules, it pays eight hours at \$1.43 an hour (new wage scale), or \$11.44 a day, or a net loss of 30 cents a day. So where are the trainmen benefiting by the so-called raise of 11 cents, which was the reason given for the additional levy against the owner-rider public?

Does the public know that while it is paying a premium to ride with the CTA, the service is being cut? For instance, on these new schedules that are going into effect soon, North avenue depot lost about 60 runs, 77th street depot 49 runs, Devon depot 29 runs, and Limits depot 27 runs, just to mention a few.

A Fed-Up Trainman

WHY CTA CUT RUNS

Chicago, July 2—Your issue of July 1 contained a letter signed, "A Fed-Up Trainman," in which he belittles our recent wage increase and criticizes the CTA for cutting time on some runs.

The recent wage increase and working contract for which we are very thankful, was approved by a membership vote of 9,000 to 600. We were granted pay increases which called for 11 cents more per hour and other benefits. The majority of my fellow workers were very happy to receive the increase which will help us to keep in step with the ever rising cost of living and we extend our thanks to the transportation user, to the CTA, to our organization and others, who, directly and indirectly, helped us to secure a peaceful working contract.

As to the cutting of time and the removal of runs referred to by this "Weeping Willie," this is done each year following the closing of school and the seasonal dropping off of transit traffic. To operate these runs during the summer months would mean a loss to the

CTA and an additional expense to the transit rider.

My suggestion to this "Fed-Up Trainman" is to "play ball" with the majority of his team mates and get out there and give the transit public the service they expect and which they are paying for and entitled to. If you are displeased with the rules of your team mates it's time for you to take a walk.

Good public relations is not management only; it is what everybody in the business from top to bottom says and does when in contact with the public. Anybody in the business can help sell his livelihood down the river or help build it up. It is an overall job in which everybody participates whether he knows it or not, either for or against the profession in which he makes his living. There is no way of escaping this responsibility. Everyday he is either building up or tearing down his job with the public.

Thank You.

W. G. Echols, Motorman, CTA
1511 N. Pulaski Road
Chicago 51, Illinois

HERE IS THE CORRECT SOLUTION



TO THE PUZZLE ON PAGE SIXTEEN

Enjoy
**CHICAGO'S
 PARKS**
 FREQUENTLY
 THIS SUMMER

**REST
 AND RELAX IN
 CHICAGO'S
 PARKS**

Go.
SURF

**MASTERPIECES OF PAINTING
 SAVED FROM THE GERMAN SALT MINES**

The Art Institute of Chicago

RIDE C.T.A. LINES
 SURFACE - ELEVATED - SUBWAY

7th through August 3rd



Picnic in Chicago's Parks

To Reach
 Your
**FAVORITE
 BEACH**

Go
**CTA
 LINES
 SURFACE
 RAPID TRANSIT**

NEW CTA ADVERTISING CAMPAIGN

FOR THE FIRST time in the history of local transportation in Chicago, the CTA has launched a direct mail advertising campaign to encourage the public to use CTA travel facilities. Printed post cards were mailed to 9,000 families living adjacent to the Lake Street Branch of the West Side "L" Section.

The copy on the card, printed in two colors, urges the people living along this line to "Ride, don't drive." It points out that by actual tests the improved Lake Street "L" service is faster and more convenient than driving and involves no traffic worries or parking expense.

The CTA also is currently carrying on an advertising campaign through the use of posters and car cards, designed to stimulate public riding on the CTA system to points of interest and entertainment in Chicago, such as parks and beaches. In conjunction with this program, the Chicago Park District and the Art Institute have supplied car cards calling attention to the music concerts at Grant Park and special art exhibits.

Cards similar to those appearing on this page are in the course of preparation for other permanent attractions in Chicago. During the winter season, ice skating, public libraries, indoor sports arenas and park conservatories will be featured.

USE CTA LINES - SURFACE - "L" - SUBWAY

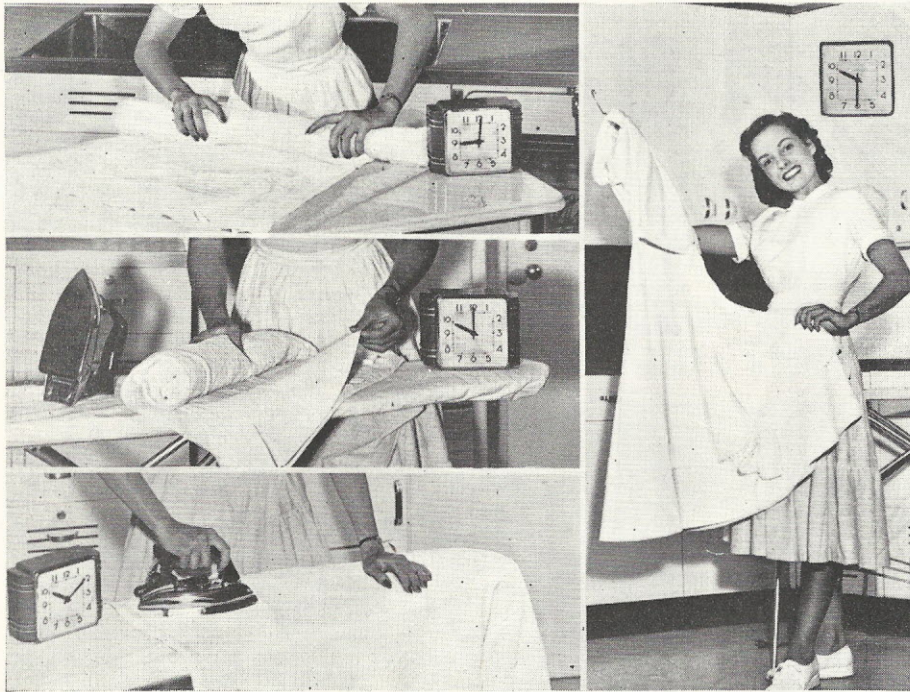
GRANT PARK CONCERTS

**JUNE 23 TO
 AUGUST 15
 1948**

WEDNESDAY-FRIDAY
 SATURDAY - SUNDAY
 8:00 P.M.

Chicago Park District Admission **FREE**

TO THE LADIES . . . from Joan



IN AN HOUR AND A HALF!

RAYON sharkskin is a summertime favorite—and, it's easy to wash and iron. First wash your dress in mild soap and warm water. Then, roll your dress in a turkish towel. Since rayon sharkskin should be ironed when quite damp, about an hour later it will be just the right dampness for ironing. Press on the wrong side, with a warm iron. In less than an hour and a half you're all set to step out in a clean, crisp dress!

MAKE WASHDAY EASIER

THOSE summer clothes that brighten your work day and make your evening more enjoyable are almost always washable. Many of the new summer styles may, in fact, be put right in the washing machine with the family laundry.

The best way to be sure about the washability of these fabrics is to consult the informative labels when you shop. These labels give the results of laboratory washing, strength and color tests.

Wash your summer garments before they get too soiled. This is easier on the fabric—and easier on you.

Any stains on garments should be removed before they are washed. Some stains become "set" when hot water is applied and should be soaked first in cool water. These include many common stains such as blood, alcoholic beverages, eggs, ice cream and ink.

Soft water should be used and the garments should not be allowed to soak too long. Colored trimmings should be removed and excessive heat avoided because it is harmful to many fabrics.

RAYON EASY TO CARE FOR

The new crop of rayon fabrics is easy to care for as well as attractive, economical and serviceable.

Rayon sharkskin dresses wash and iron beautifully. By the nature of its construction, sharkskin is a crisp fabric—and requires no starch. And, since rayon is a naturally white fiber, white sharkskin does not need special bleaches or bluing to retain its clean, white look. Iron your sharkskin garments when noticeably damp with a warm—not hot—iron.

When it comes to washing your rayon crepe dresses, blouses, or skirts, be on

your guard. Remember that to achieve that attractive crepey texture, highly twisted yarns are used. These twisted yarns tend to draw in or "kink" when wet. Follow this general rule in deciding whether or not to wash rayon crepes—the smoother and flatter the crepe, the better it will wash; the more crepey a fabric, the more likely it will shrink or stretch. A very crepey crepe, with mossy or pebbly effects should never be washed at all, but sent to the dry cleaner.

CTA TRANSIT NEWS has available a leaflet giving helpful information on how to wash rayons and other general tips on washing, drying and hanging various women's clothes. Just write this department requesting this informative leaflet and it will be sent to you, free of charge.

ICE CREAM TREAT FOR HOT SUMMER DAYS

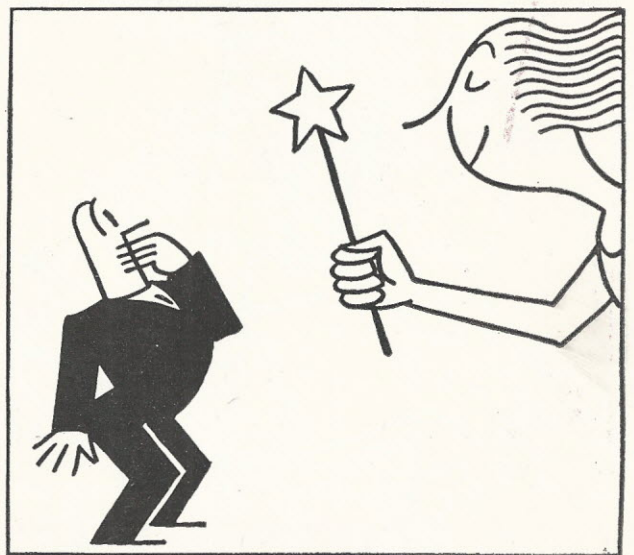
PINEAPPLE MINT SUNDAE on a hot summer day! Sounds good, doesn't it? It's refreshing and tasty on these sultry days and really tops off a dinner or afternoon snack. If you want to surprise the family with this delicious dessert, here is all you have to do:

PINEAPPLE MINT SUNDAE

- 1 quart vanilla ice cream
- 1 No. 2 can crushed pineapple
- Green vegetable coloring
- ½ teaspoon mint extract or few drops of peppermint
- 1 cup sugar

Add coloring to pineapple and juice to give delicate green color. Add sugar. Cook five to ten minutes, or until slightly thickened, stirring occasionally. Remove from heat, add extract or oil of mint, stir, pour into container. Cover. Store in refrigerator. Serve over ice cream. Sauce keeps several weeks. Makes three cups.

EDITOR'S NOTE: The leaflet—"How to Wash Rayon"—is available free of charge. Write the Women's Editor, CTA TRANSIT NEWS, Public Information Dept., Chicago Transit Authority, 79 W. Monroe.



THE PAYROLL savings plan is the easy, sure way of routing fear, uncertainty and worry. Simply fill out and forward to the accounting department a printed application form, authorizing the general accountant to deduct a specified amount from your salary each payday to be invested in United States Security Bonds. Then you will achieve that comfortable feeling of knowing you have a reserve fund set aside for emergencies.

(Bonds may be redeemed for cash anytime after 60 days of purchase date.) If held until maturity (10 years), you collect four dollars for every three invested.

Ask your department head today for an application blank to start this easy savings plan or to increase your present purchases of security bonds.

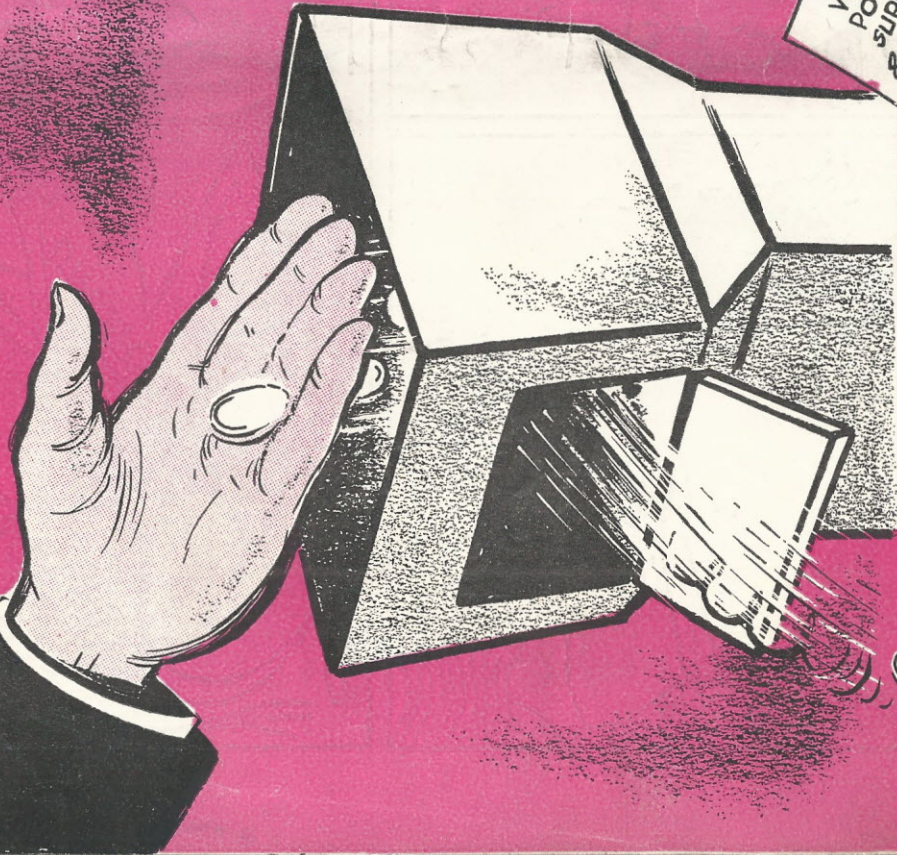
THE CHICAGO TRANSIT AUTHORITY
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