



# TRANSIT NEWS

SEPTEMBER-1948



SEVEN YEARS OF RETIREMENT—(See Pages 4 and 5)



# HERE'S YOUR ANSWER!

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

*"In your July issue of the CTA Transit News you gave publicity to one of the major labor organizations within the CTA. Following that organization, quite a few more unions made contract settlements with the CTA, but you do not list these unions in your August issue. Don't you believe this omission to be a discrimination against the unions not mentioned?"*

ANSWER: It is obviously impossible to publish in the CTA Transit News every item of news that may occur on the property. Because of space limitations, it is necessary to choose what is most timely, most newsworthy, and what is of the greatest importance at the time of publication.

*"Now that the Surface and Elevated Lines are one, why not give Surface Line employees' wives a riding pass as well as the Elevated employees' wives?"*

ANSWER: The CTA has not, and cannot under the law, give passes to wives of employees on either the Surface or Rapid Transit Systems. The Chicago Rapid Transit Company did issue passes to employees' wives but no such passes have been or will be issued by the CTA.

*"Why don't you have a Tuberculosis Mobile Unit visit each depot and require each employee to have a chest x-ray made?"*

ANSWER: Consideration is being given to arranging with the Chicago Health Department to schedule visits of its mobile chest x-ray unit at the CTA's car depots, garages, shops and other locations. Meanwhile, of course, employees individually may take advantage of this free health service by presenting themselves for examination at any of the following five clinics: 1638 N. Damen Avenue; 2049 W. Washington Boulevard; 4525 Cottage Grove Avenue; 5310 S. Halstead Street; 1000 E. 75th Street.

*"Why can't a pass be issued every three months to employees carrying the employees' picture, everyone having to*

*show his pass or her pass whether or not in uniform... Removing the badge from your cap every day is a nuisance."*

ANSWER: Experience has demonstrated, where passes are used, a better degree of control results from their issuance on a monthly basis. Also, from a supervisory standpoint, use of a badge rather than a photograph is more effective.

*"Running a PCC car in a well-lighted street is all right, but if an auto comes*

*toward you and it happens to be raining, you just can't see anything. Can something be done about this?"*

ANSWER: The PCC streetcar is the result of extensive research by expert technicians. Incorporated in its design and construction are time-tested and proven safety aids. Every PCC motor-man has all of these advantages at his command for safe operation of the car.

*"A man over 20 years with the company in the track department; 68 years old and in good physical condition; can he still retain his job?"*

ANSWER: No employee, 65 years of age, or older, with a record of more than 20 years of service, is required to resign, so long as he is in good physical condition and, in the opinion of the management, is capable of performing and is capably performing essential work assigned to him.

## CHICAGO TRANSIT AUTHORITY

### CONDENSED INCOME STATEMENT FOR THE MONTH OF JULY 1948 AND FOR THE SEVEN MONTHS OF 1948

	July 1948	Seven Months of 1948
Operating Revenues .....	\$10,138,869	\$63,862,474
Operating and Maintenance Expenses .....	8,345,373 <sup>1</sup>	58,788,269
Interest Charges .....	1,793,496	5,074,205
	318,003	2,226,233
Net Revenues before Depreciation .....	1,475,493	2,847,972
Requirement for Depreciation .....	466,667	3,066,667
Net Revenues (before Bond Reserve) .....	\$ 1,008,826 <sup>1</sup>	\$ 218,695*

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

#### BALANCE AFTER OPERATING EXPENSES, BOND SERVICE AND DEPRECIATION REQUIREMENTS

Balance December 31, 1947, resulting from failure to earn depreciation requirements in 1947 .....		\$ 810,015*
Deficit for the six months ended June 30, 1948:		
Net Revenues .....	\$ 1,227,521*	
Appropriation for Revenue Bond Reserve .....	642,000	1,869,521*
Balance June 30, 1948 .....		\$ 2,679,536*
Month of July 1948:		
Net Revenues .....	\$ 1,008,826	
Less: Appropriation for Revenue Bond Reserve .....	107,000	
Balance of Net Revenues appropriated to reduce deficit of prior periods .....		901,826
Balance July 31, 1948 .....		\$ 1,777,710*
	July 1948	July 1947
Operating Revenues .....	\$10,138,869	\$ 8,133,882
Operating and Maintenance Expenses (Excluding Taxes and Provision for Depreciation) .....	\$ 8,345,373	\$ 8,143,506
Revenue Passengers (Including Postal Employees) .....	78,357,564	86,112,164

\*Denotes red figures.



# Board Authorizes Purchase of 130 New Elevated-Subway Cars

## EXPECT FIRST CARS NEXT SUMMER

THE first new rapid transit cars to be offered Chicago riders since 1925 were definitely assured recently when the Chicago Transit Board authorized the purchase of 130 streamlined elevated-subway cars from the St. Louis Car Company at a cost of \$4,722,682.90.

The price was negotiated with the St. Louis Car Company and results in a saving of \$587,717.10 to the Authority as compared with prices quoted by the same company which was the low bidder when bids were opened July 20.

At that time the St. Louis Car Company quoted a price of \$40,780 per car, or a total of \$5,301,400, and the Pullman-Standard Company a price of \$46,750, or a total of \$6,077,500. Under the contract authorized by the Board, each car will cost only \$36,328.33.

Changes in the specifications, reducing the weight of the car and eliminating some items not essential to passenger comfort and safety, largely account for the reduced cost of the new cars.

Similar in appearance and in riding qualities to the new streetcars now in operation, the elevated-subway cars are designed to provide safe, fast, noise-proofed rapid transit. Trucks and wheels will be rubber insulated, the brakes are designed to stop a train three times as fast as the new streetcars can be stopped, and all windows will be equipped with safety glass.

Forced draft ventilation, thermostatically controlled electric heating, and bull's eye lighting fixtures focused for passenger reading, are other modern features included in the specifications for the new cars.

Each car will seat 50 passengers and will be wider at the window ledge than the present "L" cars, thus providing more aisle room. There will be two sets of doors on each side, providing for faster loading and unloading.

The new cars will be operated in pairs or in multiples of two. This is one of the changes in specifications enabling the Authority to cut the cost of the new equipment. It permits the elimination of one operator's cab from each car.

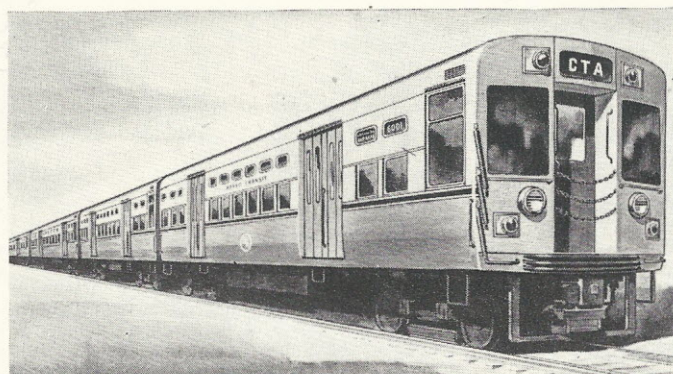
## LOGAN SQUARE-HUMBOLDT PARK "L" SERVICE REVISED

THE number of cars and seats for morning and evening rush hour riders of the Logan Square branch was increased approximately 35 per cent due to a revision of Logan Square-Humboldt Park "L" service that became effective August 29.

In addition to the improved rush hour operation, intervals between Logan Square trains have been shortened in the evening periods on weekdays and Saturdays, and all day on Sundays and holidays.

One of the benefits of this improved service is a more convenient transfer to the "L" at California avenue for Milwaukee and Kedzie avenue streetcar riders who use this rapid transit line to the loop. Formerly these people had to make a "walking" transfer at Logan Square terminal to get the benefit of seats at the end of the "L" line. The additional cars now provide seats at California avenue station, which is much closer to Milwaukee avenue than Logan terminal.

Under the revised service, Humboldt Park trains have ceased operating around the loop, a move which is expected to step up the operation of all rapid transit service around the "L" loop. During morning and evening rush hours on weekdays, however, Humboldt Park trains are continuing to operate in and out of Wells street terminal at Wells and Jackson. At all other times on weekdays, and all day



NEW type, all metal elevated-subway cars which were recently purchased by the Chicago Transit Authority for delivery next summer. A total of 130 cars were bought at a cost of \$36,328.33 each.

Saturdays, Sundays and holidays, shuttle service is operated on the Humboldt Park "L" from Lawndale terminal to Damen avenue, where transfer to and from Logan Square loop trains can be made.

All Logan Square trains operate at all times via the "L" loop.

## TWO SURFACE SERVICE EXTENSIONS ANNOUNCED

TWO important surface extensions were recently authorized by the Chicago Transit Board.

Coincident with the substitution of trolley buses for streetcars on Belmont avenue, which is to occur as soon as equipment now being manufactured is delivered, the trolley bus service now operated between Central avenue and North Pacific avenue is to be extended to Cumberland avenue. This extension will make possible through trolley bus service between Halsted street and Cumberland avenue.

W. Foster avenue bus service, now operating between Canfield avenue and Higgins road by way of Harlem avenue, is to be extended east on Foster avenue to Higgins road and Nagle avenue where it will connect directly with the North Austin avenue and Higgins road bus routes. This extension will become effective as soon as paving on Foster avenue is completed.

In connection with the substitution of trolley buses for streetcars on Irving Park road, which is to take place as soon as the manufacturers can deliver the vehicles, the Transit Board authorized a request upon the City Council for permission to install turn-around facilities in Dakin and Fremont streets for the east terminal of the line.

## EXTEND STATE-VAN BUREN ELEVATED STATION

TO provide a more convenient transfer for west side "L" riders to CTA surface routes on State street and to the State street subway, a 50 foot extension at the east end of the inner loop elevated platform at State and Van Buren streets has just been completed. The longer platform permits all west side trains to stop near stairways serving State street.



# SEVEN YEARS OF RETIREMENT

BACK in 1941, the first men to be retired on the pension plan inaugurated by the surface and elevated systems were able to throw away their alarm clocks and settle down to a life of rest and relaxation. They had just completed many years of service, transporting the people of Chicago and suburbs to their various destinations.

What have these retired men been doing since they've taken off their transit uniforms? Interviews with the first two men to retire from the surface and elevated systems reveal that they are just taking it easy—and having a good time doing it.

THE NUMBER ONE retired man from the surface system when the pension plan became effective was former Conductor Axel Anderson, who began his employment in local transportation on July 23, 1895.

Mr. Anderson lives with his wife, Nellie, and his married son, Melvin. He was born in Sweden, May 9, 1871, and immigrated to Chicago in 1890. Before working as a conductor he was employed as a carpenter for four years.



AN amateur gardener, retired Conductor Axel Anderson checks a tomato plant in the small garden he has planted in the back yard of his home. Mr. Anderson said a good deal of his time since retiring from the Surface System has been spent in the garden, experimenting and growing all kinds of vegetables.

COVER—Typical of what many CTA pensioners are doing these days, Retired Conductor Axel Anderson, formerly out of Elston station, and his wife, Nellie, get ready to spend a pleasant afternoon on their front porch. Mr. Anderson was the number one man to be retired from the Surface System when the pension plan became effective.

Former Conductor Anderson is a garden enthusiast and has planted corn, tomatoes, lettuce and other vegetables in his back yard. "If I'm not spending my time in the garden," he said, "I usually sit on the front porch with my wife, reading the newspapers and watching my son's children as they play."

His work as a conductor was interesting, according to Mr. Anderson. "It enabled me to learn a lot about people," he commented. "Many of them would get on the car grouchy, but I managed to keep a smile and in a lot of cases it helped to make the passengers more pleasant. I don't know why one wouldn't enjoy riding in the new streetcars and buses on the streets these days. They are a real improvement over the cars I used to work."

The Anderson's recently celebrated 50 years of married life and are the parents of five children, three of whom are still living. There are eight grandchildren and three great-grandchildren in the Anderson family.



READING magazines and newspapers makes the day interesting for the number one retired man from the Elevated System, August Hecklinger, who began his pension in 1941 after working 23 years as a ticket agent.

A FORMER ticket agent, August Hecklinger, 80, was the number one man to retire from the elevated system. He began work as an extra agent in 1918 and completed 23 years of service before taking his pension in 1941.

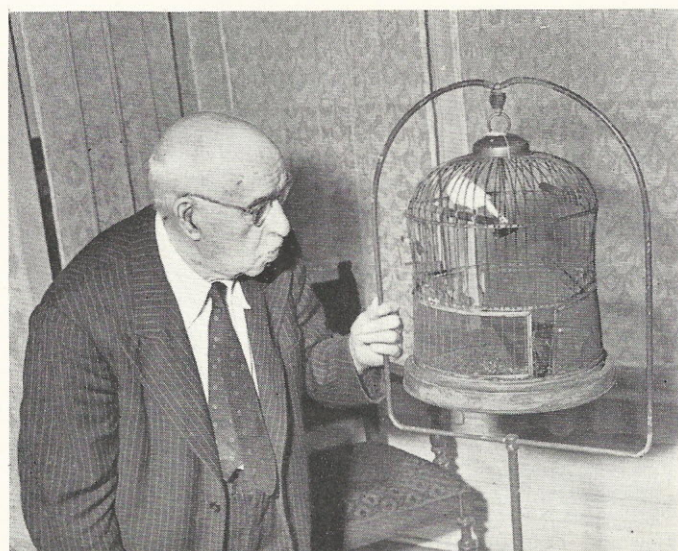
"Since my retirement from the elevated," August remarked, "I have had a comfortable life. Usually I get up about 9:00 a.m. when I have my breakfast, read the morning papers on the front porch until lunchtime, and then listen to the ball game or walk to the park where there are some other men my age who join me in a game of cards. After



dinner I read the papers and magazines until 10:00 p.m. when I go to bed." The past four winters found Mr. Hecklinger in Florida to get away from the cold weather of Chicago.

After owning a barber shop on the west side of Chicago for 29 years, Mr. Hecklinger closed the doors one day and decided to work for the "L." "I always liked my work and the people I met were very friendly," he said. "Sometimes I miss it a lot, but I know that I am too old to go back to work."

Former Agent Hecklinger, whose wife passed away several years ago, lives with his daughter, Ella, and his son-in-law, Harley Drew. He was born in Baden, Germany, and came to Chicago at the age of 22.



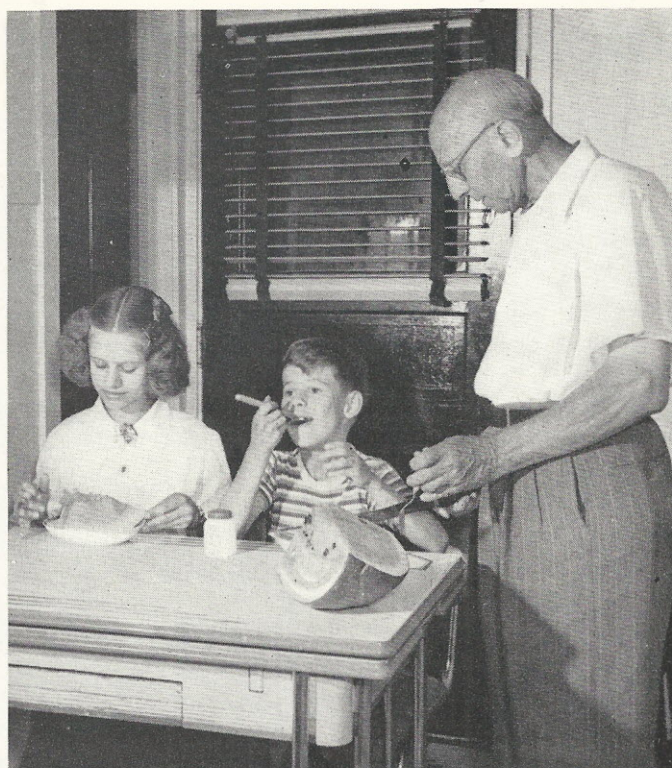
**THE** number two retired man from the Surface System, *Former Motorman Polydore Andries*, retired in 1941 after completing 46 years of service out of the Lincoln station.

AFTER 46 years as a motorman with the surface system in Chicago, Polydore Andries, formerly of the Lincoln station and the number two man to retire under the pension plan for surface employees, began taking it easy around his home in August of 1941.

Born May 13, 1868, in Steindorp, Belgium, Mr. Andries arrived in Chicago in 1891 and stayed until 1895 when he returned to his native country. He came back to Chicago in 1900 and began working as a motorman in 1902.

"I have spent most of my time since I retired just doing as I please," Mr. Andries said. "Once in a while I do a little painting and work on my small vegetable garden in the yard. Now that television is here I usually sit and watch the baseball game or boxing matches."

Mr. Andries, 80 years old and a widower, is the father of two children and has five grandchildren. In 1927 he again returned to his native Belgium to visit his parents whom he hadn't seen for 27 years.



**KEEPING** his two grandchildren, Marianne and Robert, from getting hungry during the day takes up a lot of time for the number two retired man from the Elevated System, *Former Switchman John Felix*. Mr. Felix completed 25½ years of service with the "L" when he retired in 1941.

TAKING CARE of his son's two children and doing odd jobs around the house makes everyday a busy one for the number two retired man from the elevated, John Felix, who took his pension in 1941 after completing 25½ years as a switchman at the Des Plaines station in Forest Park.

"I also have two other grandchildren and one great-granddaughter who help to make my retirement life more enjoyable," remarked Mr. Felix. "And there is always something to do around the house such as watering the lawn, painting and keeping the house clean."

Mr. Felix was born in Chicago on February 12, 1875. Previous to his employment with the "L" he worked 17 years building freight cars. His first job with the "L" was as an extra guard. He was successively a conductor, motorman, flagman, and finally a switchman. "Being a switchman in a busy yard was hard but interesting work," he commented. "There was always something to do and I usually put in a good day's work."

Former Switchman Felix is a widower and lives with his son, Elmer, his daughter-in-law, and two grandchildren in Oak Park. He has a daughter, Ella, and another son, Edwin, who worked 16 years for the "L" before moving to California.



# Rapid Transit Unit Wins ATA Safety Award

THE South Section of the Transportation department, Rapid Transit System, became the first unit of the Chicago Transit Authority to win the bronze safety award of the American Transit Association by completing over 250,000 consecutive man-hours without a lost-time accident.

Since January 1, 1948 the American Transit Association has been offering awards to transit companies having outstanding employe safety experience. According to the CTA Accident Prevention Department, all operating departments of the CTA are eligible to work for the awards. Departments compete only with their own safety record, not with each other.

Safety awards are based on the number of consecutive working man-hours without a lost-time accident among members of the group. A bronze certificate is awarded for 250,000 man-hours, a silver certificate for 500,000 man-hours and a gold certificate for 1,000,000 man-hours.

Rules for the contest, and the status of individual departments are being sent to all department heads by the Accident Prevention Department.

The award plan became effective January 1, 1948, but consecutive man-hours without a lost-time accident for prior periods is recognized if the record remained intact on that date.

Referring to the man-hours of exposure, the rules state: "Man-hours of exposure shall be the total number of man-hours actually worked by all employes of the group, including supervisors."

A check on departments within CTA reveals that some are close to winning the bronze award.

The Utility department of the Surface System had completed eight weeks without a lost-time accident on August 1 and had only eight more weeks to go to win the coveted award.

The Maintenance of Way department for the West Side, and Loop, Construction, must work 24 consecutive weeks without a lost-time accident. As of August 1, they had 16 more weeks to complete before winning the bronze award.

## How CTA Can Win

For the Chicago Transit Authority to win the bronze award as one unit, a total of two successive working days must be completed without a lost-time accident. Individually, units such as the West Shops, Surface System, must complete eight consecutive weeks; the Electrical department, Rapid Transit System, must complete 82 consecutive weeks; the Shop department, Rapid Transit System, 13 weeks; and the Transportation department, Surface, three days.

Special recognition is also given the award winners for each additional 50,000 consecutive man-hours without a disabling injury, beyond the number for which the award was given.

Among the transit companies throughout the country whose units have won safety awards are the Philadelphia Transportation Company, New Orleans Public Service, Inc., New York City Transit System, the Milwaukee Electric Railway and Transport Company, and the San Antonio Transit Company.

## FIRE PREVENTION WEEK—OCTOBER 3-9



**CAUSE**—A lazy evening at home. A sleepy smoker. An unchaperoned cigarette that has dropped to the upholstery.



**RESULT**—The smoker barely escaped from a flaming death. A destroyed divan. A charred room.



# FLYING - in Miniature

"WHAT MAKES MODEL AIRPLANES FLY?" That's the question that Motorman Francis Katkus, Lincoln, asked himself several years ago when he was a sophomore in high school. "When I saw quite a few of my classmates making their own model airplanes, I decided to find out what made them go and have been doing it ever since," Francis remarked. "There's a lot of fun and satisfaction in seeing a plane that you built take off and fly for several minutes."

In 1943, Francis entered the Engineer Corps of the U. S. Army and was stationed overseas for two and one-half years in New Guinea, the Philippines and Japan. When he returned from the service in 1946 he started work for the Chicago Transit Authority as a motorman.

"The first airplane I built was a small scale model with a wingspread of ten inches," Francis said. "I then graduated to the flying scale model and since returning from the war I have devoted all of my spare time to building gasoline-driven airplanes varying in wingspread of from two to six feet." The flight of this type of plane can be controlled within a radius of 100 feet by attaching two wires to the tail. It is able to travel an average of 50 miles per hour and usually stays in the air for about 10 minutes.



**WORKING** on the biggest model airplane project of his career—a radio controlled, gasoline-driven airplane with a wingspread of seven feet—Motorman Francis Katkus, Lincoln, checks closely the measurements of a piece of wood to cover the engine. Through the operation of a radio transmitter in his hand, he will be able to control the flight of the plane within a radius of one mile. Its average speed will be 35 miles per hour and it will cost \$35.00 to build.

While in high school, this CTA flying enthusiast won two awards in airplane contests. The first was a \$30.00 cash prize and the second a free membership in a local boys' club. Francis estimates that he has built over 150 model airplanes since his high school days, the majority of which he has given away.

"All of my gasoline-driven model airplanes," he commented, "are equipped with a battery, a one-half inch spark plug, a miniature gasoline engine about three inches high and a small gas tank holding three to four ounces of gasoline. That tank doesn't sound like much, but it holds enough gas to keep the plane in the air for about 10 minutes."

Francis is a member of the Culp Flying Club, a group of model airplane aviators who fly their planes in the Lane Tech Stadium. When not performing his job as a CTA motorman, he can usually be found there with his bride of a few months, Helene, who is fast becoming a "miniature" flyer, herself.



**WHENEVER** he takes his model airplanes out for practice flights, Francis has the help of his wife, Helene, who holds the rear of the plane while he warms up the motor. "I'm learning a lot about model airplanes," Helene said, "and I think my husband is a good teacher." The type of airplane they are readying for flight here has a gasoline-driven motor and is capable of traveling 70 to 75 miles per hour.



# MASS TRANSIT IN TRAFFIC



**PARKING** has been eliminated from one side of Milwaukee avenue in the prevailing direction of traffic. The success of this parking ordinance, recently passed by the City Council, has been helpful in determining the effect curb parking has on transit vehicles and other traffic. For example, along Milwaukee avenue, one of our main thoroughfares, streetcar service has been speeded by as much as 10 per cent and uniformity of headways has been greatly improved.



MASS transit traffic on Madison street has also been improved since the elimination of curb parking in the prevailing direction of traffic during rush periods. The ordinance controls parking on Madison street from Clinton street to Pulaski road. Similar ordinances govern parking on other important streets.

*This is the second of two articles on street traffic and mass transportation in Chicago. Presented here is a summary of the immediate problems facing mass transit in Chicago, and what the Chicago Transit Authority, in cooperation with city officials, business men and citizens, is doing to alleviate these problems.*

MASS transportation is an important element in the solution of Chicago's traffic problems. The more attractive we make mass transit, the fewer private vehicles there will be on our streets.

Chicago Transit Authority is improving the attractiveness of mass transportation through the use of modern vehicles and better schedules.

The operating personnel of the CTA fully realizes the importance of courteous, helpful service. This is indicated by the many letters of commendation being received in recognition of this outstanding service.

The sincere, unselfish cooperation of city officials, business men and citizens in working toward better operating conditions for street traffic has produced effective results. Speeding of traffic is good for transit because it works for more efficient operation and even spacing of vehicles.

## How Traffic May Be Speeded

Recently Chicago has made several changes which have improved the effectiveness of mass transit and has helped coordinate all traffic. They are as follows:

1. Curb parking in the prevailing direction of traffic has been eliminated along important transit streets during rush hours.
2. Curb loading zones are being established for buses.
3. All-night parking has been prohibited along main thoroughfares, during the winter, so that if snow should



THE City Council recently passed a general ordinance prohibiting parking at bus stops. Experiments conducted in Chicago have shown that a minimum of 85 feet of curb space is necessary for a bus to pull in so that it completely clears the moving traffic lanes. The first markers to be installed indicating bus stop space were on 55th street. ➡

fall the roadways can be cleared completely. This ordinance, passed by the City Council last winter, along with the stepped-up snow program, improved winter traffic conditions.

4. Parking meters are being installed in several business centers. A controlled one-hour or 90-minute parking limit will generally double the space available to the short-time parkers and help eliminate double-parking. Long-time parkers will be expected to park on side streets or in off-street facilities.

5. Mass transit terminals are being installed where there is interference between transit vehicles and street traffic movement. The Chicago Transit Authority has constructed two off-street street-car and bus terminals; thus minimizing, as much as possible, any nuisance caused by our vehicles.

Other factors being considered by the engineers dealing with transit and street traffic problems are:

1. Encouraging the use of off-street commercial loading facilities where available.

2. Eliminating commercial vehicle deliveries and pick-ups during the period of maximum traffic flow.

3. Expanding off-street parking facilities and off-street commercial vehicle loading areas.

4. Continuing with the Staggered Hour Program.

The coordination of mass transit and other street traffic is important to the economic and social life of Chicago. It is our job, those of us in the mass transportation field, to properly use the improvements being made for speed and safety in street traffic. By doing this we help eliminate traffic congestion and help provide the best in transit service to Chicago.



EXCELLENT cooperation from city officials, business men and citizens has enabled the CTA to make major improvements in mass transit. It is the job of the operating personnel to make these improvements effective. A bus that is not pulled into the curb blocks traffic (note cars behind bus) and creates a serious accident danger to those boarding and leaving the vehicle. ↓



WHEN the bus operator pulls into the curb he utilizes the space allotted for the bus to pick up and discharge passengers, and protects them from oncoming traffic. At the same time the street traffic is able to proceed ahead without any unnecessary delay.





# THE INSIDE NEWS

— AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## FOUR EMPLOYEES TO BECOME TWO PAIRS

ACCOUNTING—Two engagements are the feature news this month in the Accounting department: *Ida Zumpano* and *Don Lemm*, both of Overtime, exchanged the formalities on August 28; and *Marge Antonucci* and *Al Lathowers*, Revenue, became engaged on August 15. No date has been set for either wedding.

*Lillian Hashe*, Payroll, became *Mrs. Al Wendt* on September 4.

*Andy Carolan*, Payroll, left for St. Vincent's Seminary at Cape Girardeau, Missouri.

*Margaret Coan*, Bookkeeping, retired from the company after a long illness.

*Barney Kane*, Payroll, and family enjoyed a two-week trip to Michigan near Paw Paw Lake.

*Eileen Miller*, Payroll, spent a quiet week at home.

## Vacations at Right Time

Could it be that *Esther Anderson*, Schedule, was warned of the recent Chicago heat wave so that she planned her vacation to correspond?

*Bob Baxter*, Schedule, did some fishin' up at Bailey's Harbor, Wisconsin.

*Bob McCarthy*, Revenue, journeyed to Rhinelander, Wisconsin, to spend his two weeks.

*Pat Bedame*, Traffic, traveled to Rockford, Illinois, and Arlington Heights.

*Johnnie Pope*, Payroll, sat in his own back yard and had a great time except for one mishap—a tree hit him.

Welcome back to *Teresa Hayes*, Traffic, after an illness of one week.

*Kay Botina*, Stenographic, took in Milwaukee and surrounding suburbs on her allotted time.

Others who have enjoyed their vacations are: *Dorothy Pollen*, Payroll, *Bill Turnis*, chief timekeeper, and *Noni Morris*, check department.

*Ann O'Connor*, distribution clerk, left on a 90-day leave of absence for Arizona.



## AUGUST A. RISTAU HONORED AT RETIREMENT DINNER

IN THE COMPANY of 85 fellow workers of the Rapid Transit Electrical department who gathered at a testimonial dinner in his honor, *August A. Ristau*, lineman, took his formal farewell from active association with the Chicago Transit Authority. Mr. Ristau began his employment in the mass transportation field 42 years ago.

Everyone in the 100-man department who was not on the job, vacationing or otherwise prevented, attended the dinner held in the English Room of the Midwest Athletic Club on August 14. Veterans of the department, previously retired, were represented by *Frank Amato* and *Jim Brennan*, retired third-rail men, *Mike Boschert*, retired lineman, and *Harley A. Johnson*, retired division manager.

Plans for his first months of retirement include a lot of rest and attention to his health, followed by lots of traveling with his wife, *Bertha*.

In the above picture, Mr. Ristau is receiving a gift from the department, presented by *Colonel Edward J. Blair*, engineer. Seated at the left is *Charles H. Jones*, and at the right is *Art Lynge*, who served as toastmaster at the dinner.

Reported by George Krambles

As a surprise, the girls in the Revenue department gave a shower for *Hank Brickman*, complete with a carrot corsage and all. Hank was married on August 28.

*Susan DeChristopher*, Traffic, is recuperating after having her tonsils removed. —DON LEMM

## ENOUGH FOR ANOTHER ROOM

BURNSIDE — *Motorman Phil Valencourt* is still picking slivers out of sundry parts of his anatomy after building a summer cottage on his farm out Steger way.

*Robert T. Duffy*, superintendent, spent his vacation trying to lure the

muskie and bass into his frying pan up in Michigan.

*Louis Bartelhiem*, assistant superintendent, spent his time loafing, so he says, in Culver, Indiana.

Of those previously reported on the sick list, *Supervisors John Lally* and *Russell Lull*, and *Motormen John Daly* and *Thurman Rodey* are now back on duty. *Supervisor Al Fox* was still reported in Hines Hospital.

With the close of the vacation season we are hoping we will be swamped with stories about the big ones that got away and snapshots of the ones that didn't. Whatever you have, be sure to send them along. —FURGIE.

## FORMER MOTORMAN DIES ON CHICAGO TRIP

ARMITAGE—*Ex-Motorman Al Kogen* retired a number of years ago and went to live in California. For the past few years Al has wanted to return to Chicago. At last the day arrived and Al started for Chicago by auto with other members of his family. After passing through Salt Lake City, Al dozed off to sleep. At Laramie, Wyoming, when they tried to awaken him, it was found that he had passed away in his sleep. He was buried in Chicago.

The stork arrived at *Conductor Robert Wojtkiewicz's* house just as this column reached the deadline, so further details are lacking.

We extend our deepest sympathy to *Conductor Damian*, whose father passed away recently.

## Retired Men Pay Visits

*Joe Konke* and *Charlie Riggs*, retired conductors, and *Gus Eisenbraut*, retired motorman, paid us visits during the past month. All were looking and feeling fine.

Attention, *Ray Larson*: The well-known Cub fans (*Krehl*, *Hendrickx*, *Farrell* and *Wasliki*) had *Motorman Stanley Dabe* accompany them to a baseball game and of all places "Sox Park." He says: "Ray doesn't know what he is missing."

—TED SHUMON

## BIRTHDAY AND NEW ADDITION SAME DAY

COTTAGE GROVE—Double congratulations are in order for *Motorman Frank Jones*. Frank not only celebrated his birthday on July 10, but the newest member of the Jones family, *Glen Patrick*, also chose this date to make his entrance into this world. Wonder if this is too early for Frank to file his applica-





tion with the CTA for a job around 1970?

One recent hot night *Motorman Kaufman* was piloting his sedan along the Grove when *Motorman Kehoe* boarded his car. "Some of your lights are out," observed Kehoe. "Turn the switches and see if they are all on," he suggested. Kaufman began turning switches on and off with no results. "No," said Kaufman, "they are on, guess I must have a burned out bulb or two." After a few more blocks, Kaufman began to mop his brow—the heat was becoming almost unbearable. Finally, a suspicion began forming in his mind. A touch of his hand to the heater quickly confirmed that suspicion—he had turned on the wrong switches.

Have you noticed the broad smile worn by *Clerk D. J. Karl*? You'd smile, too, if your wife had presented you with your first born—a seven and three-quarter pound girl.

#### Back to Work

*Motorman Adam Jaswick* is again back on the job after two weeks' absence spent in accompanying his father on a trip to the west to regain his health.

Glad to see *Conductor William Bowen* back again—and in one piece. Bill's determination to fly to and from California on his vacation caused quite a bit of worry and concern to many of his friends and buddies.

*Conductor Koprowitz* is back from his vacation and his motorman, *Chris Pedersen*, is smiling once more.

#### They Must Like It There, Tom

Just because *Supervisor Tom O'Callaghan* was seen in the vicinity of 35th and Wentworth wearing a rain coat and hip boots and carrying a shovel is no reason to start a rumor that he was helping to dig the White Sox out of the cellar. Would like to suggest to Tom that he bring his equipment over to Washington Park and see if he couldn't dig us up a few good players for our ball club.

—THE ECHO

#### TRANSITAD

**WANTED TO RENT—2-3-4-5 room furnished or unfurnished apartment on north or west side. References. Phone William R. Kendall, Mansfield 7509.**

## Transitads

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

### TWO EUROPEAN TRAVELERS RETURN

**DEVON—Conductor Carl E. Johnson** just returned from a three-month trip to Europe as did *Conductor Dick Philbin*. Carl was in Sweden and Denmark and Dick was in Ireland. They flew both ways and said their trips were perfect.

*Receiver Bill Pinasco* took his red tie and spent his vacation in Iron Mountain, Michigan, but he says the fish wouldn't bite because of the tie.

*Clerk Lee Cumber* had a very nice trip to Canada. His only regret is the time went too fast, as usual.

#### First Baseman Injured

Our baseball team, under the faultless managership of *Charlie Clark*, has given a very good account of themselves. We were glad to see our rooters at each game. Our first baseman was not able to

finish the season due to an injury, but we won't forget what a good job *Pat Garrity* did on that initial sack.

*Conductor Jim Gallagher* had 10 pounds of joy delivered to his house in the form of twin boys.

*Ex-bus Operator Bill Piastrelli* drove in from California to see his old pals recently.

Our former scribe, *Motorman Charley Saklem*, has been on the sick list for well over a month. He finds he is unable to carry on as scribe. So with the help of all of you fellows we will continue to use up the allotted space in our magazine. Don't forget your new scribe has only been here since the 1st of August and a lot of the boys are new to him. So if you will just drop all news items in the box you can rest assured they will be taken care of.

—LARRY HIPPERT



"See if your father is asleep, dear.  
He always finds the country so restful"

### WHAT DID THEY OFFER, GOLBERT?

**ELECTRICAL (SURFACE) — *Golbert Vachet***, Van Buren Substation, traveled via rail on the North Western and Union Pacific to Los Angeles, California. Received from him the Hollywood Star News with the following headline: "G. Vachet Spurns Big Hollywood Offer." He is not on the staff of the Chamber of Commerce but says: "Words cannot express its real beauty."

*Leo Behrendt*, 20th Street substation, motored to the Northern Peninsula and Mackinac Island, covering approximately 2,200 miles.

*John Michnick*, superintendent of distribution, returned from his vacation with a good coat of tan he received while visiting the Railroad Fair and fishing in Lake Michigan.

Card received from *William Becker*, superintendent of maintenance and repairs, indicated he was enjoying his vacation with relatives and friends in Wilkes-Barre, Pennsylvania.

*Howard Cordt*, Lill substation, is anxiously awaiting the results of atomic energy for flying. He flew via Chicago and Southern Airlines from Chicago to Havana, Cuba, in nine and one-half hours. "It was a thriller," says Howard.

*Tom Johnson*, 63rd Street substation, went fishing at Bemidji Lake, Minnesota. He caught all they could eat and sent some big ones home.

#### Vacations in Chicago

Others who enjoyed their vacations in and around Chicago were: *Frank Nickel*, *Thomas Kelly*, *Louis Olsen*, *Thomas Callahan*, *Roy Walsh* and *Roy Walsh, Jr.*

*Joseph Quinlan* is the new addition to the construction and maintenance gang.

*Patrick Quigley*, Grand and Leavitt, motored to Minnesota and then along the shore of Lake Superior into Canada. He visited Fort William, Port Arthur and Kakabeka Falls. These falls have a drop of 128 feet. Pat covered about 2,200 miles and says that he saw the finest scenery east of the Rockies.

Sympathy is extended to *Charles Bieber*, cable splicer, whose mother died recently.

—ANDY



### THIS SOUNDS LIKE A FISH STORY

**RAPID TRANSIT** — Outstanding event of the month: "Bud" Buck, distribution engineer, finally had to replace one of the eight spark plugs on "Lizzie," and this, mind you, after only 50,000 miles! Among Bud's duties with CTA is the making of electrical tests, so that we know he speaks with authority when he says that he'll have none of these new-fangled plug-testing gadgets, preferring to make his checks by touching the plugs. He can feel the difference between good, fair and bad plugs this way, but of course, this method is not recommended to the novice, who may find himself in the next county after the first test.

Two new additions to the department are *Richard Alden Larson*, "B" apprentice, and *Guerdon Von Oehsen*, laborer. Dick had about three years as an aerial engineer in World War II and is now 24 years of age. Guerdon comes to us from train service on the North Side section.

### August Vacationers

The vacation peak really hits us this month, with the exodus including *Dick Dwyer*, *Bill Egar*, *Clarence Gustason*, *Tommy Henry*, *Ted Kawol*, *George Kelly*, *Charley Knutson*, *Charley Krotz*, *Bill Luby*, *Hoppy Miller*, *Dan Mayall*, *Charley Paxton*, *Johnny Schageman* and *Bill Waters*. "L. B." Mann was acting foreman, line construction gang, and *Frank Pionke* took over the light maintenance gang during vacations.

It's up the ladder for *Charley Salvatore*, who was promoted to lineman helper recently.

Both pleasant and sorrowful news came to *Carl Hoffman*, substation operator, during recent weeks. His daughter in California presented a fine grandson to brighten up the household, but Carl's brother passed away shortly afterward.

Fortunately, there's been no serious sickness in the department lately, except that *Ray Becker's* legs have been acting up, and at this writing he is undergoing treatment at St. Francis Hospital.

Don't forget the new telephone dialing system effective "C" day—September 18. It affects all outside



### NEW OFFICERS OF AMERICAN LEGION POST NO. 146

AT a recent meeting, the Surface Lines Post No. 146, American Legion, held its installation of officers for the ensuing year. Elected to serve as Commander of the Post was, center, *Charles Miller*, Elston. At the left is the new Senior Vice-Commander, *LeRoy Felon*, Armitage, and at the right is *Joseph Merrell*, Junior Vice-Commander.

Following the meeting there was dancing for guests and refreshments were served.

calls, but does not change the method of dialing within the CTA private automatic phone system—see the complete bulletin for details. —GEORGE KRAMBLES

### VACATION AT TWIN LAKES

JACKSON—*Catherine Cooney* (purchasing) spent a grand two weeks at Twin Lakes, Wisconsin; *Mary Ranahan* (purchasing) tried an "Esther Williams" at Mackinac Island; while *Ed Cummings* (purchasing) just spent his "Tripping Around." *Steve Vukso* (real estate) took a short trip to Cleveland with some buddies and spent the

rest of his time in good old Chicago.

The little girl who came back from her vacation with a sparkle other than in her eyes was *LaVerne Neubaum* (executive). She became engaged to *Johnny Chwistek*, one of our new CTA employees.

Those who remember *Viola Pichler Fredericks* (formerly of legal department) will be interested to know that she just returned from two years spent in Hawaii with her husband, who just completed his hitch in the navy. Vi can relate many things of interest, including her experience with an earthquake.

—BRENDA and COBINA



"This little model is designed for speed"

### BOWLING LEAGUE PARTY A SUCCESS

GENERAL OFFICE (MONROE) — The Bowling League (Rapid Transit men and women) had a wind-up party at St. Jude's Hall on August 17. A baked ham dinner with all the fixings helped to make the evening enjoyable for all. *Warren Logelin*, Public Information, was unanimously elected President of the League for the ensuing bowling season.

*A. O. Doyle*, Surface Transportation, spent the greater part of his three-week vacation with his four grandchildren in Boston. His fish stories revolve around sandsharks, cod, haddock and flounders—Old New England style.

SPECIFICATION DEPARTMENT—*Robert Grove* and *Joseph Jolief* are newcomers to the department. The wanderlust of a vacation has sent *F. N. Graham* to his summer home at Galesburg, Illinois; *Lee DeSutter* to Fox Lake, Illinois; *J. N. Jobaris* riding CTA equipment around Chicago; *Helen Dougherty No. 1* to Twin Lakes, Wisconsin; *Helen Dougherty No. 2* to Detroit, Royal Oak and into Canada; and *C. W. Ricker* to the fishing lands of Canada.

### The Irish Mail Man

*Pat McStay*, Mail Room, can spot a postcard from Ireland as soon as it hits the mail room door. Pat migrated from Erin a few months ago to seek his fortune in these United States.

CLAIM DEPARTMENT — *Arthur H. Hayden*, for many years in the department and now at 600 Washington, is away enjoying a three-week vacation. Art is quite a collector and is famous around here for his pictures of children, important people and outstanding events in Chicago. —MARY CLARKE and JULIE PRINDERVILLE

### A REAL FISH STORY

KEDZIE—*Gus Enders*, *Erny Kopp*, *Art Cooper* and *Jerry Blake* have been teaching worms how to swim on the end of a hook. Recently they went to Pistakee Bay for blue gills and one of the worms attracted an eight and one half inch blue gill for *Jerry Blake*. After casting hither and yon in the Bay they went to the Fox River for pickerel and catfish. Gus decided to still-fish while



the other three resumed their casting. As Gus pulled his hook up to bait it, he hooked an eighteen-inch pickerel in the back of the head.

At the time of the gold rush to California in 1848, a homestead was established near the town of Bishop in central Illinois by Mr. Sonders, great grandfather of Clint Sonders, our station superintendent. Clint and his family spent part of their vacation at the farm and then went to Lake Geneva.

### Lots of Rain

Motorman Pete Hnatiuk drove to Winnipeg, Manitoba, Canada, for his vacation. He said it rained most of the time he was there and he had to be towed out of the mud once.

Bob Stack spent his vacation taking short trips to several lakes in Illinois and Wisconsin.

George Vlach, Roland Dwyer and Mike Clemente gave the wedding bells a jingle. George and Roland were married in August. Mike, who was no doubt thinking of his vanishing independence, was married on the 4th of July.

Bill Butler is at Hines Hospital for general health observation. He's been there over a month and would like to hear from more of the fellows.

### Golfers Win Prizes

Art Cooper and Tom Coglianese want to thank all the players who turned out for the golf tournament at White Pines. A grand time was had by all and nearly everybody got a prize.



WHILE on vacation, G. Earle (Fergie) Furguson, Burnside, Reporter for CTA TRANSIT NEWS, inspected the old type western streetcar that formerly operated in Los Angeles about 1900. Mrs. Ferguson makes believe she is a passenger while her husband stands in the cab of the car.

## It's All Yours, So How About It?

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

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

Johnny Norton is showing Art Dressler the how-to-do-it on the new Surface-liners in the P.M. hours. Art said Johnny had a birthday on the 14th of August and celebrated by fixing twice as many defects as on a regular day.

Otto Jurew is back from his vacation in the Fox Lake and Pistakee Bay vacation land. Otto caught a lot of fish and got a good tan. If he shaves that mustache he's going to have a white upper lip.

—JOE SMITH

### LAKE STREET MEN PROMOTED

LAKE STREET—The following men were recently promoted: Despatcher Frank Boland to Trainmaster; Despatcher E. Holmberg to Service Inspector; Switchman B. Hawley to Despatcher; Towerman Tom Randolph to Despatcher; Switchman E. Lawshe to Crawford Towerman; Extraman M. Smith to Regular Switchman; Extraman Robert Rix to Regular Motorman.

Little five-year-old Ronnie Hince wants to thank Trainmaster Frank Boland, Motorman Tom King and Switchman Von Hilst for their combined efforts in recovering his hat, which was lost and found, lost again by the finders, then found again and finally returned to him. Ronnie's father is a lineman on the Surface System.

Congratulations to Charles Olson, our office mileage clerk, who celebrated his 46th wedding anniversary on June 17. At the same time a stork shower was given for his daughter, Carre Petersen, who gave birth to a 9-pound baby boy on

July 22—Olson's seventh grandchild. Olson married shortly after he came to work for the "L" on the Loop.

James and William Shields, John Finnegan, Martin Hegarty, Andrew Karoblis, Thomas Bowler and Anthony Vader, some of our former Lake Street boys now attending Mundelein College, are making trips on the Garfield, Douglas and Logan Sections this year during their summer vacation.

Motorman McGourty deserves commendation for his alertness and interest for safety, even when off duty. McGourty can see the Lake Street trains from his back porch, and the other day when he noticed a loose, dangling trolley pole on one of the passing trains, he immediately phoned the carhouse so that the train could be flagged down and the pole properly fastened down, thus averting a possible accident and damage.

—ROBERT RIX

### SEPTEMBER BIG MONTH FOR WILLIS FAMILY

LAWRENCE—The month of September is very important at the home of Mr. and Mrs. Earl Willis. On September 18, Earl's daughter became a bride, and on September 29, he and his wife will celebrate their 25th wedding anniversary. Their son, Harvey, is home to stay now after serving 18 months in the U. S. Army.

Louis Cygan spent his vacation with his family at Stauton, Illinois.

Condolences to Mechanic Charles Rheem, whose wife died recently.

—THE POLISH COUNT

### CANADA VACATIONS

LOOP—The beauty of Canada called two people on their vacations this year. Bertha Doyle, who enjoyed the trip there and through the New England states so much that she is planning her next one, and Frank Kennedy who spent a month there.

Jean Harding again traveled to her favorite spot, the mountains. Ray Sanford, Arthur Johnson and Frank Cosby also enjoyed those wonderful leisure hours of a vacation, as did Katherine Segale and Elizabeth Flanagan.

The "Wheels a Rolling" pageant at the Chicago Railroad Fair has attracted many out-of-town visitors, among them Harold Mack's parents from Indiana.

—EDITH EDBROOKE

### CARPENTER INJURED IN FALL FROM PLATFORM

MAINTENANCE OF WAY, NORTH AND SOUTH SIDE—Chris Bauman, carpenter, planned to present his wife a ring on their 35th anniversary August 7, but, unfortunately, fell from the platform of the Montrose station.

Jim Cleland, carpenter, retired on August 1, after close to 25 years of service. Walter Klempier moved in to Congress in Jim's place.

If you're wondering about that exceptionally proud stride of Carpenter Mike Kappel, it is because



MR. and Mrs. George Herda, Law department, vacationed in Washington, where their daughter, Mrs. Isabelle McConnell, front, and their granddaughter, Joan, reside. While in the Capitol City, they visited many famous historical spots including the White House. This shot was taken on Skyline Drive, Blue Ridge Mountains, Virginia.



he is now the grandpa of a girl born to his daughter.

Foreman *Walter Johnson* and *Jule Andrews* had long envious expressions for several days after *R. N. Wade* took them for a short ride in his new '49 Packard.

*Eileen* and *Harold Wright* toured Wisconsin on a delayed honeymoon during August.

*Louie Basile*, trackman, had several stitches in his leg due to a fall.

*Ed Ridley* says California and Florida can't compare with Michigan as a vacation playground.

Our sympathy to *Charlie Milan*, blacksmith, on the death of his wife on August 23.

—JIM WALSH

## SHE'S OVER A HOT STOVE NOW

MATERIAL AND SUPPLIES—*Dorothea McMahon* bid us farewell on August 13. She is taking up household duties as a full time profession. A luncheon in her honor was given at the "Boston Oyster House" of the Morrison Hotel, where she was presented with a lovely pin and earring set by the gang she left behind.

We welcome to our department *Lois Kosche* in general office and *James O'Connell* at 63rd street yard.

### Vacations Aplenty!

This month seems to be the big vacation time for our department. *Eldora Marshall*, general office, toured the west taking in San Francisco, California; Seattle, Washington; Bad Lands and Black Hills, South Dakota; Yellowstone National Park, State of Oregon, and the Rodeo at Cheyenne, Wyoming. *Jack Powell*, Throop street storehouse, vacationed in Colorado. He and his brother-in-law caught 65 trout in 4½ hours.

*James Beegan*, 61st street storehouse, and family, visited relatives at Point Look Out, Long Island, New York. *Katherine Dwyer*, general office, vacationed at Sister Lakes, Michigan; *Harvey DeBarr*, general office, was at Three Oaks, Michigan.

The vacationists that traveled Wisconsin way were: *John Woodzick*, general office; *Bob Lackey*, general office; and *John Schultz*, Halsted yard. These men say fishing is fine this year.

*Joe Swanston*, stock clerk at Storeroom 52, is resigning August 31 to enter Sacred Heart College at Watertown, Wisconsin, for three to six months, then to Notre Dame University to study to become a brother in the teaching order of the Congregation of Holy Cross.

—JEAN HARTLEY

## FATHER AND SON VACATION TOGETHER

METROPOLITAN—Just back from two years at Iwo Jima and Japan, A.A.F. Captain *Jimmy Bohuslav* and his father, *Motorman O. Bohuslav*, spent a vacation together out west.

*Motorman Charles R. Cannon* and his wife spent a week vacationing near Sault Ste. Marie, Michigan, with a group of friends. On his side trip into Canada, Ray took time out for fishing and now invites you to look at his deep freeze to see the results. Now that is the sort of fish story that appeals to us.

*Despatcher Clerk Louis Weiden-gott* finds enough excitement at his work so he just stayed home for a vacation.

*Motorman John P. Flynn* and *Agent Mary Ryan* have stopped going together and began living together. They were recently married and have made their home in Berkley, Illinois.

Equipped with a new series of pension checks, *Conductor Herbert McNeeley* is off for a tour of the east and Canada.

—ROY WHITE



### He Uses His Feet

*G. M. Andersen*, engineer of structures and buildings, reports that his baby grandson, *Gullow M. Andersen*, makes quick work of his bottle while holding it with his feet and at the same time using his hands to play with his toys. The proud grandfather says the little tot is just as proficient in holding things with his feet as he is with his hands.



ALL tucked out while on their vacation at Commodore Barry Country Club, Twin Lakes, are *Motorman John Doherty*, 77th, his wife, *Hannah*, and *Mrs. John Keating*, wife of *Conductor John Keating*, 77th.

## NORTH AVENUE MAKES ITS DEBUT

NORTH AVENUE—Hello, fellows! You no doubt know that North avenue station, the world's largest street car and bus terminal, has not been represented in the CTA Transit News for some time. With your cooperation in dishing us the news, we are in hopes of being able to furnish news and views from the world's best transit workers.

*Eddie Moller* and his wife celebrated their 25th wedding anniversary on Sept. 1 . . . also *Mr. and Mrs. Julius Krauss* of 3322 N. Keating celebrated their golden wedding anniversary recently. *Julius* retired on pension several years ago.

*Supervisor E. E. Victorson* is a patient at Hines Hospital.

Sympathy is extended to *Al Warus* in the death of his father and to *Edward Dahlquist* in the death of his mother.

### Nolan Dances Irish Jig

*Tom Nolan* was seen the other day doing the Irish Jig. Looks like he has been using some of that vitamin goat milk.

That cloud of dust that has been seen each evening down Grand avenue is not smoke signals put up by the Indians, it is *Motorman Ralph Stockman* operating the Hiawatha of Grand avenue.

*Motorman Red Forrester* is a very lonesome fellow without the companionship and tender care of his conductor, *Fred Reed*. "Fritz", as Reed is known, has been on the sick list for some time.

*Patsy Tamberino*, daughter of *Sam Tamberino*, had a close call

when she fell nine feet from the back porch of their home and broke her arm.

Our station superintendent, *Elmer Brookman*, and his wife spent a pleasant vacation during the last part of August and first of September on a trip thru the east and northeast. *Chief Clerk Mike Harrington* was acting superintendent during the absence of Mr. Brookman. This of course doubled the work of *Florence Blaa*, our efficient secretary.

*Motorman Val Grasz* is back on his Chicago avenue run after several weeks on the sick list.

*Conductor Joe Martin* and his motorman, *L. Miller*, report a fine vacation. These boys operate the M&M Limited on Pulaski road, made up of a one-car Pullman—and they do a very efficient job.

Now that we have a column started in the CTA Transit News, please cooperate with your correspondent and give him the news.

—JOE HIEBEL

## VACATIONS TAKE THE SPOTLIGHT

NORTH SIDE—*Collector Charles Ebert* and family spent their vacation around Delaware and Backbone State Park, Iowa. *Collector Joe Adelizzi* and his wife vacationed three weeks in California.

*Trainman Alfred Bloom* and his wife had two weeks of rest at Channel Lake and Iron Mountain, Michigan. *Switchman John Huizenga* and *Mrs. Huizenga* drove to California and several other states on their vacation.

*Chief Collector Harry Diehl* stayed close to home during his vacation. *Ticket Agent May Rohr* went to Spencer, Iowa, for her two weeks' vacation. *Motormen A. Burm*, *H. G. Koehler* and their wives vacationed in Wisconsin. By the way, the Burm's recently celebrated their 32nd wedding anniversary.

*Trainmaster* and *Mrs. Ben Nielsen* spent three weeks traveling. We expect an account of their travels for next month's issue.

## TRANSITAD

WANTED TO RENT—2 to 6 room apartment on north, northwest or west side. Phone *Marvin B. Hildbold*, National 2088.



Wilson avenue office reports *Andy Anderson* has been at home because of illness, but is improving. *Motorman Marvin Hildbold* and his wife, *Alma*, are the parents of a 10-pound baby boy, named *Gary Wayne*. He was born on his mother's birthday, August 3.

—J. J. BALY

## HERE'S HOW THEY SPENT VACATIONS

**SCHEDULE-TRAFFIC**—Vacation news from the Schedule-Traffic Department: *Pittsburg, Pennsylvania*, attracted *Bill Hodges* and *Norm Johnson*, while the sights in and near Chicago interested *George Bryan*, *Ed. Hill*, *Dave Jacobs* and "*Barney*" *O'Neill*. *Barney* had a visit with his Marine son who was on leave and also sharpened up his golf game.

*Phil Leahy* spent some time at *Saugatuck, Michigan*, while *George Johannes* drove all the way around Lake Michigan. *Pat McBride* enjoyed the scenery at *Delavan* and *John Franzen* had just the best time at Lake Geneva.

We hear scattered reports such as *Bob Shemrinsky* in Los Angeles, *Bob Sedlack* in North Dakota, "*Tony*" *Hess* in Ashland, Wisconsin, as well as Minnesota and Iowa, and *Frank Irvine* motor-ing to Toronto.

*Bill Kendall* looked over farm life near *Utica, New York*, and *Art Langohr* enjoyed the call of the loons in *Manistee National Forest* at *Irons, Michigan*. *Bob Boal* spent two weeks getting acquainted with *Bonnie Kay*, his new 5-lb. 6 oz. daughter who made her appearance on July 30.

### Brides for Two

Two traffic checkers decided to change from single blessedness to double harness. *Bernard O'Shaughnessy* exchanged wedding vows with *Mildred Wilhite* on August 7, while *Frank Johnson* and *Dorothy Kohnke* said "I do" on August 14.

A golf tournament, attended by *Wally Thomas*, *Al Pisors*, *Bob Boal*, *Ed. Juric*, *L. Hartowicz* and *Dave Jacobs*, disclosed that *Al Pisors* could turn in the best score although *Wally Thomas* can dream about his eagle on a par 5 hole of 475 yards. —L. C. DUTTON



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

## THEY CALL HIM "SNAKE HIPS" NOW

77TH—*Motorman M. J. Richey* won a smoking stand at a local picnic recently. We understand it was for being the best hula-hula dancer, grass skirt and all. Not to be outdone, *Junior Supervisor T. B. Ryan* won a pie-eating contest at a picnic a few weeks ago.

*Conductor J. M. Downey* is the proud father of a baby girl. A newcomer was added to the family of *N. Kochopolus* during the latter part of August. Her name is *Mary Nicolette*.

*Bus Operator Dobson* had to have his vacation moved up so he could build up his strength again after his wife presented him with a baby boy, named *Tommy*.

Have you heard about the big fish that got away and the little ones that were landed by *Supervisor Kane*? According to him, it was a whale, but we hear it was really only three and half inches.

—R. V. MACK

## HE MUST HAVE LOST THE ACCENT

SHOPS (SOUTH SIDE)—*Victor Anderson* is back on the job after an extended visit to his homeland,

Sweden. Vic learned in a hurry that 47 years makes a difference as he had a rough time with the language.

Embarrassed, to put it mildly, was *Daniel Kelly* when he found, after claiming his pay was four dollars short, that he was using a stub from a previous pay period.

Condolences are extended to *Edward Maxwell* on the death of his wife, and to *Frank Clark* on the death of his brother.

We are glad to know that our master mechanic, *John Kester*, is recuperating very nicely from his sickness. —PAT WHITE

### HE GROWS THEM BIG!

LAKE STREET—The Cook County Fair missed a good bet without an entry of *Tony Watkum's* giant home-grown pickles. They're so big that *Tony* dispenses with the standard jars and puts them up in a large crock.

*Ray Metcalfe's* ability to catch fish in *Lily Lake* stems from a number of secrets. The only one Ray would divulge is that "Pick-erel won't bite on dead minnows."

*John Nash's* new second hand car took him all the way to *Birmingham, Alabama*, and back without mishap only to have a flat tire right in front of the house.

### Takes First Air Ride

While vacationing in California, "*Casper*" *Sarkauskas* had his first air ride which was thoughtfully arranged for by his son, *John*.

*Bob Ragsdale* almost got drafted by his local Selective Service Board for a job with them. The deal fell through when it was found

that reserve officers are not acceptable for draft board service.

*Al McClinton* sold his car to *Mike Vasquez* and when Mike asked him what he called it, Al said "I called it a number of things, which was one reason I sold it." —J. E. MARTH

## THEY COVERED THE COUNTRY

**SOUTH SHOPS**—*Charlie Buza* had a grand time visiting our fair city . . . *Joe Hecht* went fishing at *Grass Lake* and *Shawano, Wisconsin* . . . *John Kehoe* took in the sights of *New York* . . . *Evelyn Clark* and *Tillie Misiunas* had a delightful time in *Chicago* . . . *Tony Koncel* and *Ted Wahlberg* did their fishing in *Shawano* . . . *Max Kuchan* toured the east . . . *Fred Mueller* had a swell time in sunny California . . . *Joe Bolech* spent most of his time painting and just a little time fishing . . . *F. McCrear* and yours truly did their fishing in *Lake of the Woods, Canada* . . . *Minnie Stoffle* also had a grand time sight-seeing there.

Welcome to *Jack Beattie*, *Pat Kenny*, *Pat Mally*, and *Bill Roman*, all recently employed.

Recently *Bill Hackbarth*, motor repair, placed a lovely diamond on that certain finger of *Marilyn Laidley*. Wedding bells will ring out on October 23, at *St. Paul's Union Church*.

### Climbs Mountains on Vacation

*Charlie Seehoffer* went mountain climbing in Wisconsin. His co-workers are wondering how

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)



many Indians he scalped? *Bill Rohe* and *Ed Fitzgerald* vacationed in *Eli, Minnesota*. We are all wondering how many fish they'll bring back . . . *Pete Poska* spent most of his vacation at the beach. *Vernon Howe* took his sons to all the points of interest in Chicago. *Bill Donaldson* and *Ed Pierce* took in the sights of our fair city.

On August 21, *Phil Koch*, motor repair, gave his daughter, *Dorothy*, in Holy Matrimony at Our Lady of Sorrows Church.

—ANNE M. YERCICH

## "SKIPPER" RUZICH WINS BOAT RACE

WAY AND STRUCTURES (TRACK DIVISION)—"Skipper" *John L. Ruzich*—our Western division Supt., with his wife as crew, sailed his "Starlight" to a win in the recent star-boat races against competition from all parts of the country. As winner of these races the Skipper was eligible to compete in the International Races to be held in Lisbon, Portugal. John and wife being modest, decided an alternative—so are spending a week competing in the Great Lake races from Belmont Harbor. Incidentally, this couple made a good team from other evidence that is recorded in sailing annals.

*W. P. Macfarlane, Sr.*, of the South Shops power and tool department, who has been with the company for over 38 years, retired and is going to make his future home in San Pedro, California.

### Second Honeymoon

*Christine Maganuco*, stenographer, and her husband, who have been married a little more than a year, and have their own little four-room cottage in the vicinity of Belmont and Central, are combining a second honeymoon and vacationing at the same time at Niagara Falls.

*Charles Manthey*, in charge of the Lincoln welders, has returned from his vacation recently which was spent in and around Chicago. His wife is still on vacation, visiting her folks in Sweden. Since Manthey is one of the boys who always helps to send in some interesting news for the magazine, we hope the trip his wife is



WHILE on vacation in Canada, Acting Supervisor *Jack Wilkin-son*, Lincoln, spent a lot of his time fishing for the big ones like this 13-pound Northern Pike his guide is holding. That's Jack in the center with a few of his Canadian friends.

making will give Charles some helpful news items.

**Building Division:** Honorable mention is given to *Richard Koch*, engineer, who walked away with the first prize (trophy in bronze) because he was the best expert shot with the latest service rifle, shooting 200 yards slow fire with 104 contesting on July 25 and August 1. The contest was held by the Illinois State Rifle Association at Fort Sheridan, Ill.

**Utility Division:** *R. Gilmore* and family didn't have to worry about the recent heat wave in Chicago. They were vacationing somewhere in northern Michigan, where it is always pleasantly cool.

—VIOLET SWEPAS

## COMPLETES 50 YEARS IN MASS TRANSIT

WEST SHOPS—Congratulations to *Edward Anger*, who just recently completed his 50th year with the company, and, believe it or not, Mr. Anger has never taken a vacation in 50 long years.

Old Man Stork is still increasing the population, this time leaving *James Charles Welton* and *Salvatore Luigge Mariano*, whose proud daddies work in the Truck Shop. *Frank Siebert* and *William Schmarje*, bus overhaul, are the happy pappies of new baby daughters, *Patricia Marg Siebert* and *Linda Schmarje*.

## 1948 Baseball Champions

Congratulations to the winners! Yep, West Shops baseball team won the CTA 1948 baseball championship with 13 games to their credit, and only one lost. Also, in the sports department is the first Annual Golf Tournament which was held August 21, 1948, at Mid-west Country Club. *William Raaber*, carpenter shop, came out as 79 low gross score champion. *William Castree* and *Edward May*, both of the bus overhaul, put on a terrific match in the handicap, being tied with 64's. In the play off, *William Castree* was crowned the champion. Incidentally, all prizes were donated by the officials of the bus overhaul and only bus overhaul men participated with one or two exceptions.

### Bus Overhaul Vacations

When the men in the bus overhaul take a vacation, they really believe in covering a lot of territory. *Bill Zimos* took a trip to California and Mexico, while *Joe Giacinto* took a trip just to Mexico. *Charlie Karko* and *Bob Nord* both chose Texas. *Henry Stuvée* vacationed at Fontana Dam, North Carolina, and *Peter Doot* went up to Kenora, Ontario. Wisconsin to *Bill Peters*, *Fred Lippman* and *Walter Olenick* meant the best vacation ever.

In other departments, *Tony Vihnanek*, drafting, was up in Lac Du Flambeau, Wisconsin. *Tom Turcotte*, drafting, spent his vacation in Waupaca, Wisconsin. *Joe Rogg*, truck shop, took himself a week's vacation in August, and he and the Missus drove up to Milwaukee and rode across Lake Michigan on a boat, car and all, to Ludington, Michigan. From there they toured up through northern Michigan and back through Wisconsin.

*John* and *Helen Straka*, carpenter and truck, vacationed through parts of Michigan, Minnesota, and Canada. *Joe Verderber*, carpenter, spent his vacation touring parts of the east, while *William Raaber*, carpenter, ventured to California. *Robert J. Ruppe*, carhouse, spent his vacation in Hancock, Michigan, with his family. *Edward W. Horning*, shops, spent his vacation in Suring, Wisconsin, with his family.

—MARY CROSBY

## RECENT DEATHS AMONG EMPLOYEES

*NICHOLAS J. CASEY*, 48, guard, South Side. Employed 4-27-18. Died 7-7-48.

*CARL E. ELLING*, 60, motorman, North. Employed 11-8-09. Died 7-15-48.

*JOHN F. FARRELL*, 50, Junior supervisor, District A. Employed 11-22-22. Died 7-12-48.

*GERARDO GENTILE*, 72, retired switch cleaner, Track. Employed 4-1917. Died 7-4-48.

*JOHN HAMILTON*, 70, retired motorman, Devon. Employed 6-4-06. Died 7-12-48.

*HANS JACOBSEN*, 63, motorman, Cottage Grove. Employed 11-17-25. Died 7-18-48.

*JOHN KUNTER*, 74, retired motorman, Elston. Employed 4-27-01. Died 7-14-48.

*VICTOR MAHIEU*, 62, retired motorman, Cottage Grove. Employed 4-30-18. Died 7-13-48.

*VICTOR E. McDERMOTT*, 62, statementman, Accident Investigation. Employed 7-24-18. Died 7-16-48.

*JOHN MULHALL*, 63, motorman, Devon. Employed 1-27-14. Died 7-25-48.

*THOMAS J. MURTAUGH*, 52, guard, South Side. Employed 1-28-43. Died 7-1-48.

*ADOLPH NEVIN*, 57, machinist, South Shops. Employed 10-1926. Died 7-14-48.

*LOUIS PANOVICH*, 66, "B" agent, South Side. Employed 5-12-42. Died 7-2-48.

*TONY RAPICH*, 57, laborer, Track. Employed 2-16-43. Died 7-1-48.

*ELIZABETH ANN SCHLIEDEN*, 49, agent, Metropolitan. Employed 5-19-45. Died 7-8-48.

*LEONARD SHEA*, 56, conductor, Kedzie. Employed 1-31-14. Died 7-10-48.

*BROWN SQUIRE*, 51, crossing watchman, Metropolitan. Employed 9-19-45. Died 7-6-48.

*JOHN H. WALKER*, 62, motorman, Cottage Grove. Employed 5-18-09. Died 7-5-48.

*CHARLES L. WALLIN*, 65, motorman, Lincoln. Employed 8-14-23. Died 7-3-48.

*OSCAR ZERWER*, 66, motorman, North. Employed 2-23-21. Died 7-29-48.



# These Days Will Soon Be Here!

## PUTS OUT BLAZE WITH "L" CAR FIRE EXTINGUISHER

While making his regular morning run on the Westchester "L," *Motorman Frank Rooney*, Garfield Park Branch, saw a fire blazing in the kitchen of a bungalow at 3707 Jackson Boulevard, Bellwood, Illinois. Frank grabbed the fire extinguisher from the "L" car and ran to the kitchen where flames were eating away the window molding and rear door.



MOTORMAN FRANK ROONEY

When he found no one in the house fighting the blaze, he used the fire extinguisher and was able to put the fire out in a few minutes. The fire apparently started when the window curtains blew over the stove and were ignited by the pilot light.

As he was putting out the fire, a woman suddenly ran into the house from the basement where she was washing clothes. Hysterically, she went to a bedroom where her young child was asleep. When she found that he was safe she gave her heartfelt thanks to Motorman Rooney, who then proceeded to complete his train run.

### ADD THEM UP ---

EARLY SLIPPERY FOGS SNOW SLOWER MORE STUDENT FOOTBALL HOLIDAY  
DARKNESS RAILS MIST ICE TRAFFIC CUSTOMERS RIDERS GAMES CROWDS  
ACCIDENTS

The above items add up to  
ACCIDENTS — UNLESS YOU  
MULTIPLY YOUR PRECAUTIONS!

### THE RHYME OF THE DANGEROUS DAYS.

Hazards of the season,  
Fog and rain and snow,  
Hamper operation;  
Make the traffic slow.

Darkness overtakes us  
Ere the day is through.  
Passengers are peevish,  
Rails are slippery, too.

Little fits of temper,  
Bits of reckless haste  
Raise our rate of accidents  
With their grief and waste.

Alert anticipation,  
Care in all you do,  
Minimizes mishaps,  
Eases work for you.

Extra bits of caution  
Keep mishaps away —  
Boost YOUR safety record  
With the CTA.







Reporter Dutton Interviews Stella Bates

## What stories or features

### *Place*

Schedule Department  
Inquiring Reporter L. C. Dutton

West Side Road Department  
Inquiring Reporter Jack O'Reilly

#### STELLA BATES, Typist:

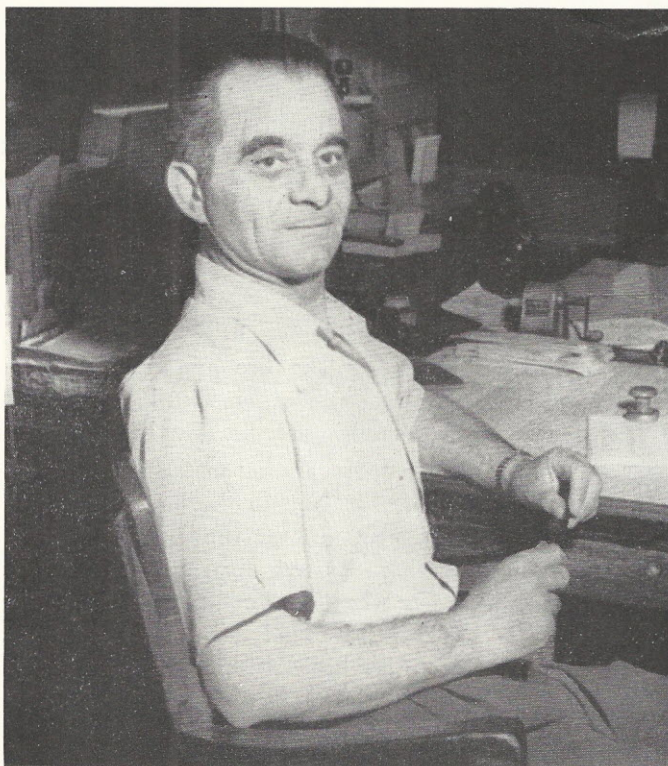
The news about the general office and other departments is my favorite because I generally find news about people I know, but whom I rarely see. This gives me a chance to keep up with my friends' doings without asking questions. The pictures which accompany this news are always very interesting. I also enjoy the women's page with its many style hints and patterns.

#### SIEGMUND "GOB" PAVLAK, Road Clerk:

The Inquiring Reporter page is of great interest to me. The comments of the various people and the questions asked of them are sometimes very helpful. Also, it is interesting to see what the people look like that one may have come in contact with over the phone or through the mail. The pictures have enabled me to learn the names of employees that I have known as speaking acquaintances through the years.

#### FRANK IACONO, Traffic Checker:

I read the CTA TRANSIT NEWS from cover to cover and enjoy each section of it. "Inside News" always appeals to me since it tells of the many interesting things that are happening to my fellow workers. After enjoying the entire magazine, I believe the "Here's Your Answer" page is the most interesting since it answers the questions which are very important to the individual who asks them and he and his fellow workers and their families are happy to learn the correct answers.





# have you found most interesting in CTA TRANSIT NEWS?



**Nial Freer Gives His Views to Jack O'Reilly**

**NIAL FREER, Blacksmith:**

I enjoy reading the news of the various departments. In this manner I find out where the different people are employed and the type of work they do. This enables me, on meeting them, to be able to engage in more interesting conversation. To me the departmental columns serve as a sort of informal introduction to my fellow workers.

**DAVID JACOBS, Schedule Clerk:**

"Here's Your Answer" is a feature I find very interesting for it answers questions which were in our minds for a long time. The stories concerning new equipment, methods of construction and details of delivery problems are always capable of holding my interest. News of new routings or changes in character of operations should interest every employee of CTA. Of course, there is always our own departmental news which I generally read first.



**VERLE BANNISTER, Plumber:**

I find the various financial reports both interesting and educational, this being one feature of operation that most of us knew little of in the past. These reports afford a knowledge that aids in explaining questions asked by the public.





# Hollywood COMES TO CTA

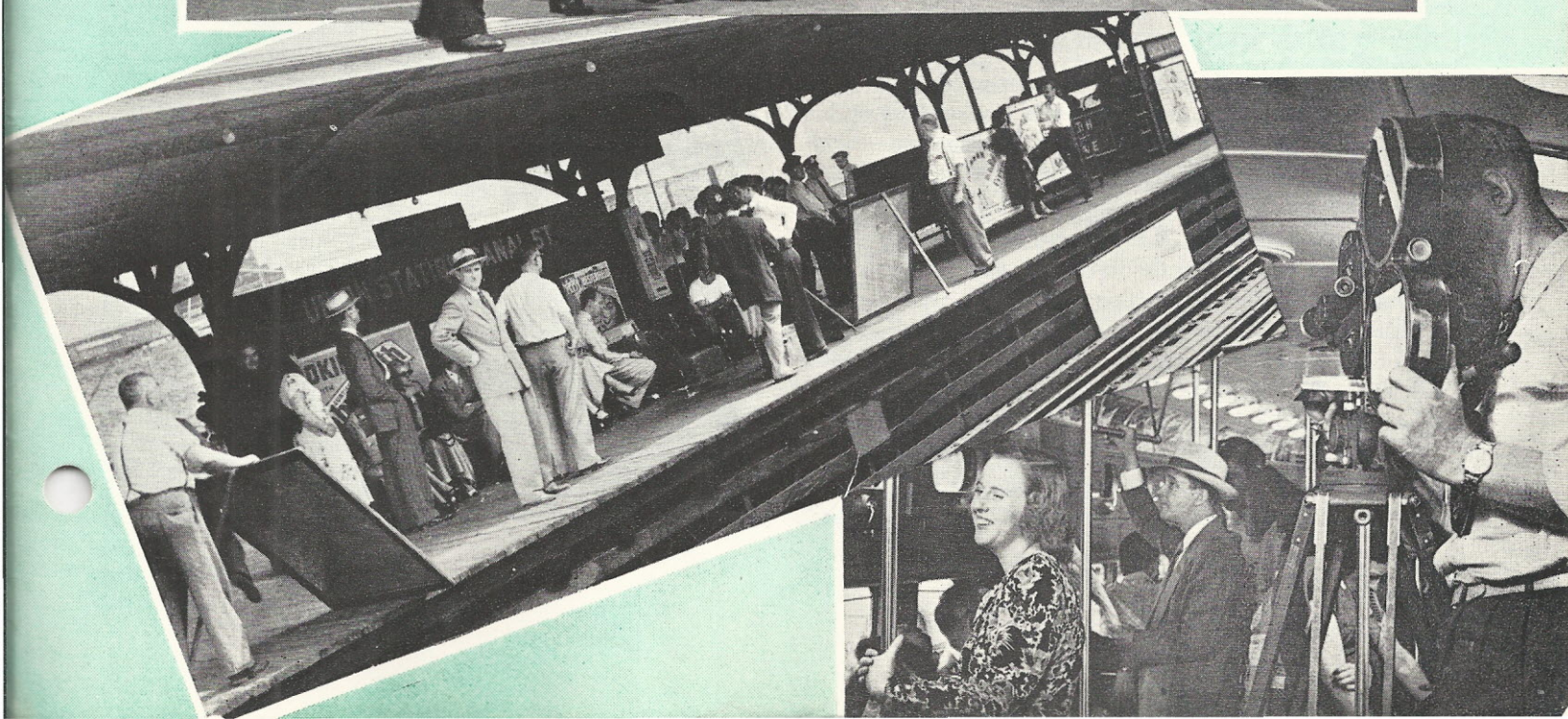
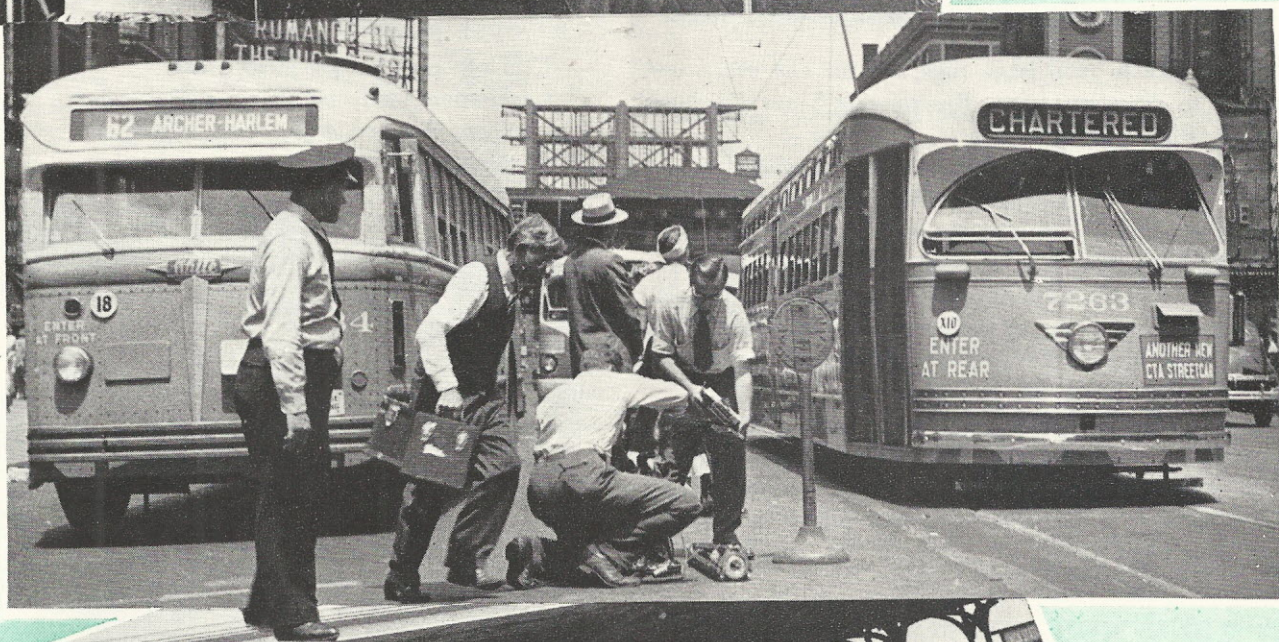


CHICAGO COULDN'T GO to Hollywood, so, as in the proverbial saying, Hollywood came to Chicago. That is, 20th Century Fox and Paramount Pictures sent directors, assistant directors, cameramen, technicians and actors, with full equipment, to make a movie travelogue and shoot scenes for a full-length feature based on life in Chicago.

The first to arrive on the local scene, 20th Century Fox, made a travelogue on Chicago, and as part of the picture included local transit services. Sequences of CTA streetcars, buses and elevated trains, using approximately 60 CTA employees as models, were staged, to be incorporated in the film. The scenes are designed to show CTA equipment and how it operates during typical rush hour traffic. Not yet named, the travelogue will be completed some time this fall and will be shown in regular theaters throughout the country. CTA TRANSIT NEWS will be informed later of the name selected and when it will be shown in local theaters.

The following week Paramount Pictures, on location in Chicago, shot sequences for a full-length production, tentatively named "One Woman." One of the scenes was made at the Canal street "L" station, showing Donna Reed and Arthur Kennedy, two of the stars in the picture, waiting for and boarding an elevated train. Other principals in the picture, which will be released late this year, are June Havoc and Alan Ladd.







# TO THE LADIES - from Joan

## HOW TO CARE FOR RUGS AND CARPETS

KNOWING the use and treatment of rugs pays you big dividends in prolonging their life and beauty, according to House Beautiful magazine. Dirt, grease, embedded pile-cutting grit are all rug enemies—and an invitation to moths.

A vacuum should be used to clean your rugs at least twice weekly—daily in dining room or heavy-traffic areas. Remove spots and stains immediately. Have your large rugs professionally cleaned yearly. Twice yearly, thoroughly clean floor under large rugs and also vacuum the rug's underside. Vacuum rugs on both sides before storing—and always store them on a pole.

Here are some other simple precautions to lengthen rug life and beauty:

1. Use a rug cushion under all rugs. It reduces wear and tear.
2. Be sure to turn large rugs end for end every few months to distribute wear. Rearranging heavy furniture periodically is also advisable.
3. Contrary to tradition, you should never shake or beat rugs. It breaks threads, loosens tufts, and damages supporting structure. Do not hang large rugs over a line.
4. Knots or tufts should not be pulled out; you may make a hole. Clip off ends with scissors close to the pile.
5. Avoid sweeping rugs with a broom. Don't be afraid to use a vacuum on new rugs—vacuuming helps shorten the necessary "shedding" of fiber and nap.
6. Areas badly crushed by furniture weight can be improved by steaming with a hot iron over a damp pressing cloth. Clean thoroughly before steaming. Curling corners can often be overcome by steam-pressing both sides of the rug in the same manner.

## YOUR WORKING MAN'S LUNCH

THE working man of the house who carries his lunch each day needs a nourishing, tasty, man-sized meal to keep up his stamina. A well-balanced luncheon is important—and with proper planning and preparation, you'll find it easy to fix.

Enriched bread plays the major role in making sandwiches satisfying and nutritious. With a variety of sandwich fillings and garnishes to point up the flavor, the main course of the noon-day meal is sound, nutritionally.

Fillings such as meat teamed with cheese, cold sliced turkey or chicken and separately packed lettuce are popular with men. Raw carrots, whole ripe tomatoes, hard cooked eggs and fruit should be included in the lunch box.

For dessert, include a tempting delicious slice of pie, cake or some cookies. A beverage, such as coffee or milk, rounds out your working man's lunch. Incidentally, if you happen

to have two thermos bottles, why not include piping hot soup in one to start the lunch off right?

Here are some recipes for delicious and different sandwich fillings:

### BAKED BEAN SANDWICH FILLING

- |  |                               |
|--|-------------------------------|
| 1 cup baked beans                          | 1/4 cup chopped, cooked bacon |
| 1/2 teaspoon salt                          | 3 tablespoons catsup          |
| 2 tablespoons chopped sweet pickle         |                               |
| 2 tablespoons mayonnaise or salad dressing |                               |

Mash the baked beans with a fork. Combine baked beans, bacon, salt, catsup, pickle and mayonnaise. Yield: one cup, or filling for five sandwiches.

### BOLOGNA SALAD SANDWICH FILLING

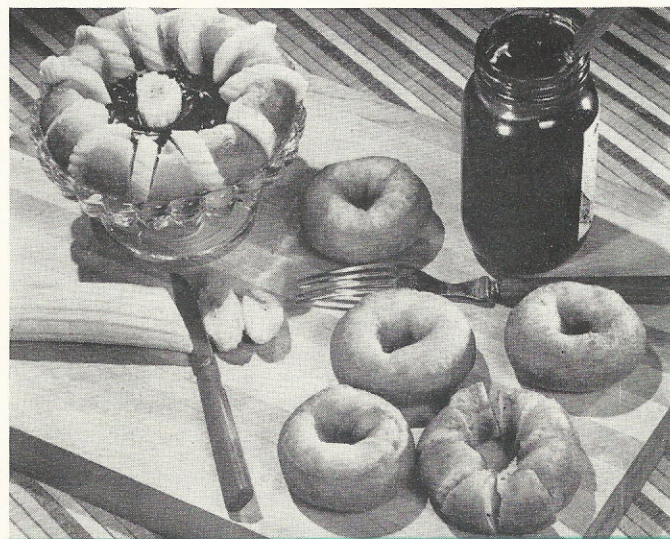
- |  |                        |
|--|------------------------|
| 1 cup ground bologna sausage               | 1/4 cup chopped celery |
| 1/2 teaspoon minced onion                  |                        |
| 2 tablespoons mayonnaise or salad dressing |                        |

Combine bologna sausage, celery, onion and mayonnaise. Yield: 1 1/8 cups, or filling for six sandwiches.

### EGG-MEAT SANDWICH FILLING

- |  |
|--|
| 2 hard-cooked eggs, chopped                |
| 1/2 cup chopped cold meat                  |
| 3 tablespoons chopped sweet pickle         |
| 3 tablespoons mayonnaise or salad dressing |

Combine chopped eggs, meat, pickle and mayonnaise. Yield: One cup, or filling for five sandwiches.



### DOUGHNUT DELICACY

DOUGHNUTS—the popular delicious round cake with the hole—are usually associated as a combination with coffee for dunking purposes, but housewives have discovered that doughnuts can be used in a variety of recipes. Here is one called "Tropical Doughnut Dessert." Cut doughnuts in bite-size pieces. Peel bananas; score lengthwise with tines of fork, cut on diagonal in rather thick slices. Place banana slices between doughnut slices, around edge of individual compote. Fill center with chocolate sauce.



# CTA NEWS

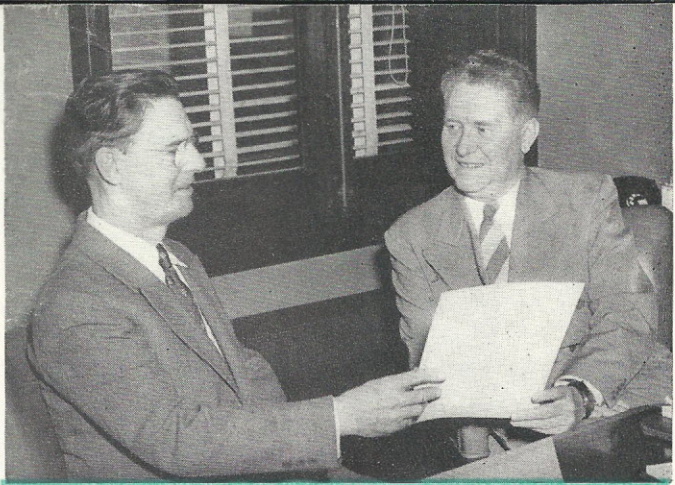
## CTA PUBLISHES NEW MAP FOLDER

A NEW Chicago transit map folder showing Chicago Transit Authority lines—streetcar, motor bus, trolley bus, elevated and subway—and connecting suburban routes has been prepared by the CTA and is now ready for distribution. An order for 500,000 copies has been made for these new map folders which will be placed in railroad stations, travel bureaus, libraries, subway and elevated stations, take-one boxes on all CTA operating equipment, department stores and various other important locations throughout the city and suburbs.

Included in the map folder is a condensed directory of Chicago streets, important facts about the Chicago Transit Authority and hints to passengers on how to travel faster with CTA unified service. Points of interest to all Chicagoans and suburbanites are numerically identified on the map.



THIS IS ONE of the two original PCC streetcars, formerly operated on the Madison street line, which have been converted into training cars for instruction purposes. These bus operators at Devon are learning the mechanics of a bus and how to apply that knowledge to more efficient and safer driving. Instructor Tom Stiglic explains to the group the function of the clutch. Both instruction cars are constantly in use at the various stations on the system. It has been found more efficient and convenient to give training where the men report rather than having them travel to more distant locations.



FOR his outstanding performance while working, "L" Motorman Fred J. Ulrich, Logan Square, receives a citation of merit from General Manager Walter J. McCarter of the Chicago Transit Authority.

## ALERTNESS MERITS CITATION

IN recognition of his discovery of a defective running rail on elevated tracks along his route, Motorman Fred J. Ulrich, Logan Square, was recently awarded the second citation given by the Chicago Transit Authority to an employee for outstanding performance while on the job. The citation was presented to him by General Manager Walter J. McCarter.

On the evening of Sunday, June 20, 1948, Motorman Ulrich was operating his two-car train on the curve at Wabash avenue and Lake street when he sensed there was something wrong. After rounding the turn, he stopped his train and went back to investigate. Upon inspection, he found a 13-inch piece of rail loose on both ends, making it possible to become dislodged and creating a serious derailment hazard for trains passing over it. Motorman Ulrich immediately reported his discovery to the proper authorities so that necessary repairs could be made.

An "L" motorman for the past 28 years, Mr. Ulrich is 55 years old.

THE ESTABLISHMENT of the 16th-18th street bus line on July 25 was appropriately observed with a ribbon-cutting ceremony. Louis Rotheiser, president of the 16th Street Business Men's Association, and Thomas B. O'Connor, assistant superintendent of transportation (CTA Surface), held the ribbon which was cut by Alderman Louis London. Muriel Zimmerman (between London and O'Connor) and Lana Dudley represented the east and west ends of 16th street as their "Bus Queens."





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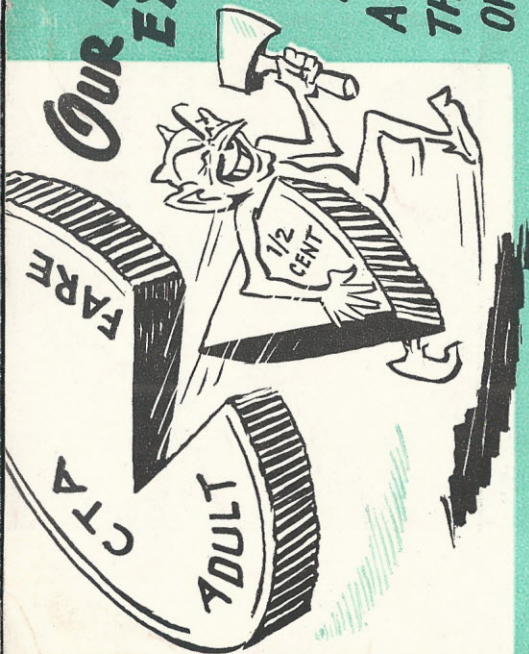
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## Our ACCIDENT

EXPENSE in 1947

[claim payments,  
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AMOUNTED TO MORE  
THAN ONE-HALF CENT  
OF EACH ADULT FARE



*Each Accident means*

LESS MONEY  
for  
MODERNIZATION,  
NEW EQUIPMENT



LESS MONEY  
for  
SERVICE  
IMPROVEMENTS



*and this adversely affects  
both service and employment*

*Therefore...*

SAFETY FIRST means GREATER JOB SECURITY

for ALL CTA EMPLOYEES

FOR  
THANKS