



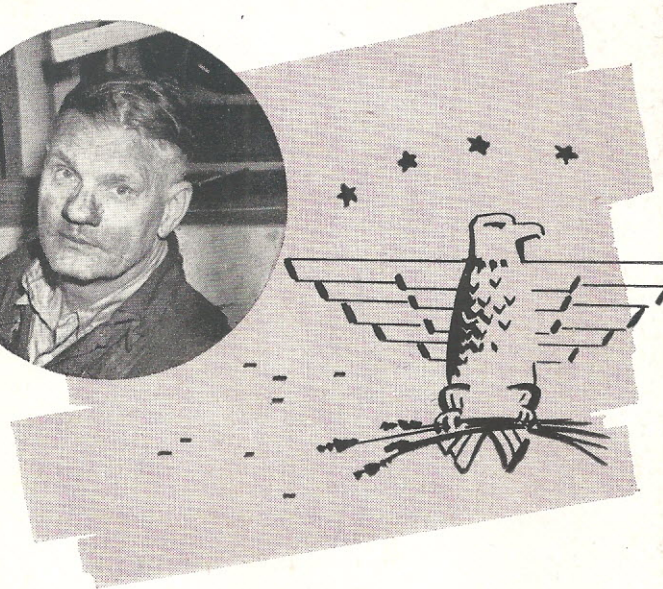
TRANSIT NEWS

NOVEMBER-1949



RUN NUMBER 3—ON ARCHER (See Page 5)

HELLO, PILGRIMS!

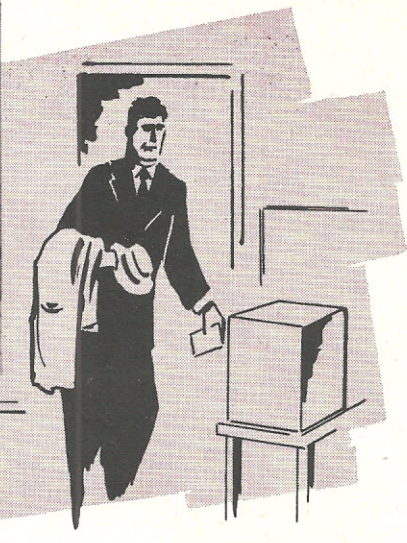
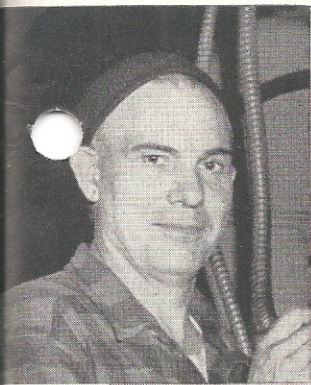


FRED DAMKALN, Carpenter: I am thankful that my family and I are enjoying good health. Considering the conditions and the troubles the rest of the world is having, I am mighty thankful that I'm living in the United States.

OVER 300 years ago our Pilgrim fathers decided they had much to be thankful for—their bountiful harvest, their family life, their freedom, and the privilege of living in “the New World.” In appreciation of these things they observed the first Thanksgiving. . . . Recently, Inquiring Reporter *Mary Hendrickson* asked six fellow-employees at the West Shops this question: “As the Thanksgiving season approaches, for what are you particularly thankful?” Their answers, given here, show that CTA employes appreciate much the same things as our Pilgrim ancestors.



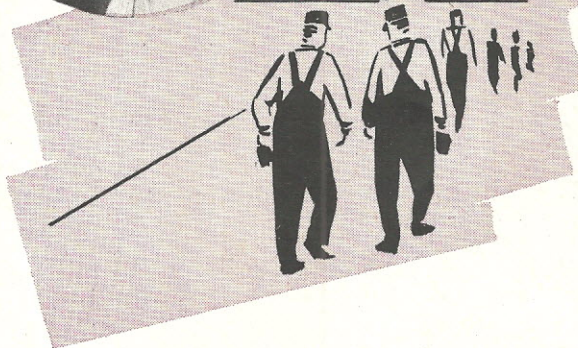
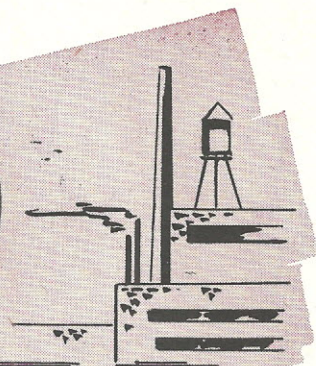
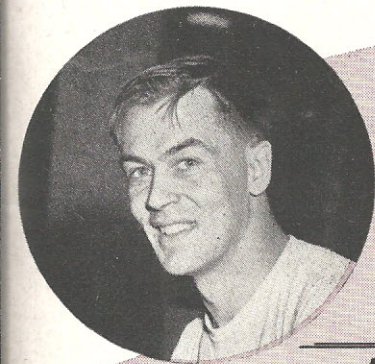
GEORGE HAYES, Bus Overhaul, tells Reporter **MARY HENDRICKSON:** I have many things to be thankful for, such as a wonderful wife and family, who are all in good health. We have a home of our own and we live in a wonderful country. I consider it a great pleasure to be working for CTA, where the management and the other employes are really swell to work with.



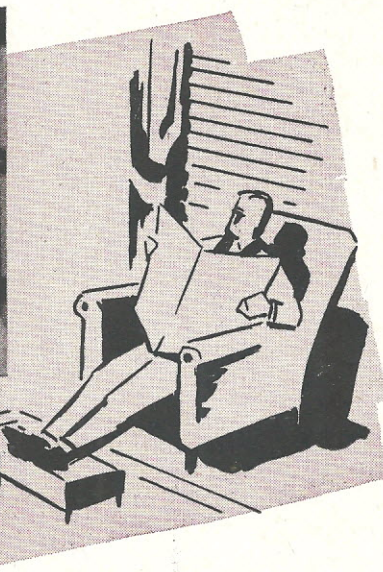
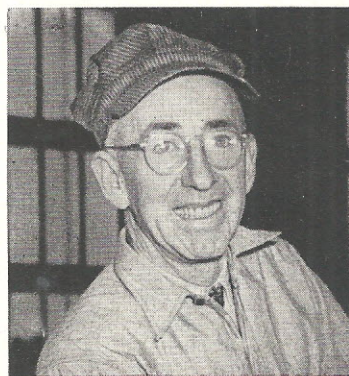
HARRY HAMILTON, Armature Room: I'm thankful to be living in a country of opportunity and free schools. Where we have freedom of speech, and the right to vote and worship as we please. Most of all I'm thankful that my family and I have good health, for without that we couldn't enjoy the things we have to be thankful for.



STANLEY SKLADZIEN, Truck Shop: There are many things for which I am very thankful, but most of all I'm thankful for the good health that I possess. I'm very thankful to have a job with CTA and enjoy the companionship of my fellow employees.



EDWIN WESTERLUND, Machine Shop: I'm thankful for my job with CTA, and that I have the good health to maintain the job. I'm very happy for the wonderful family I have. Knowing that we have a home of our own we are even more thankful, in view of the fact that there are so many people who aren't as fortunate.



JAMES NUGENT, Paint Shop: I am thankful for the good health I am fortunate enough to possess. Also, I'm very thankful for the steady job I have with CTA which offers me a wonderful pension when I'm ready to retire. Also I am very grateful to the management for the improvements in working conditions.



LET IT COME

**Winter Weather
Holds No Fear
for CTA**



FOR MANY MONTHS CTA employes have been making arrangements for winter weather. These jobs are now completed, and the CTA is fully prepared for winter.

On the surface division giant snowplows and sweepers are kept just for the purpose of keeping streetcar and bus lines open. During the past weeks this equipment has all been over-hauled, and selected transportation personnel trained in its proper operation. To supplement this equipment, contracts are let to outside trucking firms. Their equipment is fitted so that detachable plows may be added.

Deep snow is less of a handicap to "L" operations. However, on each section locomotives or work cars are fitted with plows to clear yards and other locations where the tracks are on ground level. The real problem for the rapid transit is sleet and ice. To combat this, each motor car is fitted with sleet scrapers to remove ice from the third rail and establish electrical contact.

Both divisions have taken every step possible to insure passenger comfort. Thermostats have been checked. Heaters have been overhauled and connected.

So, if there's stormy weather on the way, CTA employes say, "we're ready."

← SINCE early summer *Joe Bove* of the Wilson Shops has been checking over and assembling the sleet scrapers for the northside section of the elevated. Two of these scrapers are placed on one trolley shoe current collecting device on each side of a motor "L" car. When the "sleet warning" is issued the scrapers are dropped to establish contact with the third rail. To insure the removal of all ice, the scrapers are forced down against the third rail by springs, which exert about 150 pounds pressure. Because of this great pressure the average life of a scraper blade is only about ten hours of use. The scrapers are tied in to the trolley device by means of a flexible copper jumper, so that they also act as current collecting devices. . . . It is Joe's job during the summer months to check each scraper for excessive wear, see which ones need rebushing, and to replace worn blades and pivot castings. This operation is duplicated on each of the three rapid transit sections. Approximately 15,000 blades are used on the system during an average winter. These blades are all punched out and forged by CTA. . . . Joe first worked for the "L" in 1913. He was not then an American citizen, so with the outbreak of World War I he was recalled to Italy and served in the army for five years. But the place he wanted to live was United States. So, in 1921, he returned to Chicago and the elevated. It wasn't until 1926 that he was able to acquire his citizenship papers. He quit his job, returned to his old home for almost a year, and then brought back his wife and two children. Joe returned to his job with the "L" in 1927—and he now owns his own apartment building on the west side.

RUN NUMBER 3 — ON ARCHER

THE CTA transportation employe holds the most important job in a huge organization which literally keeps Chicago moving the 365 days in a year. Through him our vehicles run, our revenue is collected, and, as a result, our wages are paid. . . . His efforts also help produce the money for service betterments and the continued modernization of equipment. This is a story in pictures of a CTA transit employe and the job he does every working day—a story that is very much the same for his 12,016 fellow workers who operate our streetcars, buses and “L” trains.



THIS is the man behind the job, Bus Operator *Vince Andrews*, Archer, who has been a mass transit employe 23 years. Vince likes his job because he enjoys dealing with people and it enables him to work on the outside. He was first employed as a conductor and seven years later became a bus operator. During these years he has earned a deserved reputation as an employe who knows his job and does it well. Often he is called on to assist as a supervisor and, when necessary, to operate one of the station snowplows.

1 THE beginning of a CTA transit employe's day is at the clerk's window. Here he calls his run number and is given his transfers and trip sheet. On the back of this sheet, Bus Operator Andrews writes the serial number of the transfers he receives from *Relief Night Clerk James McGann*.

2 WHETHER it be at 4:28 a.m.—as it is when Bus Operator Andrews checks his pocket watch with the dependable clock on the wall—or at 4:28 p.m., time is of major importance to the CTA and each transportation employe. The successful operation of our streetcars, buses and “L” trains depends a lot on split-second timing. After a bus operator synchronizes his watch, he usually enjoys an early morning “bull” session with other employes while he punches his transfers.

COVER PHOTO

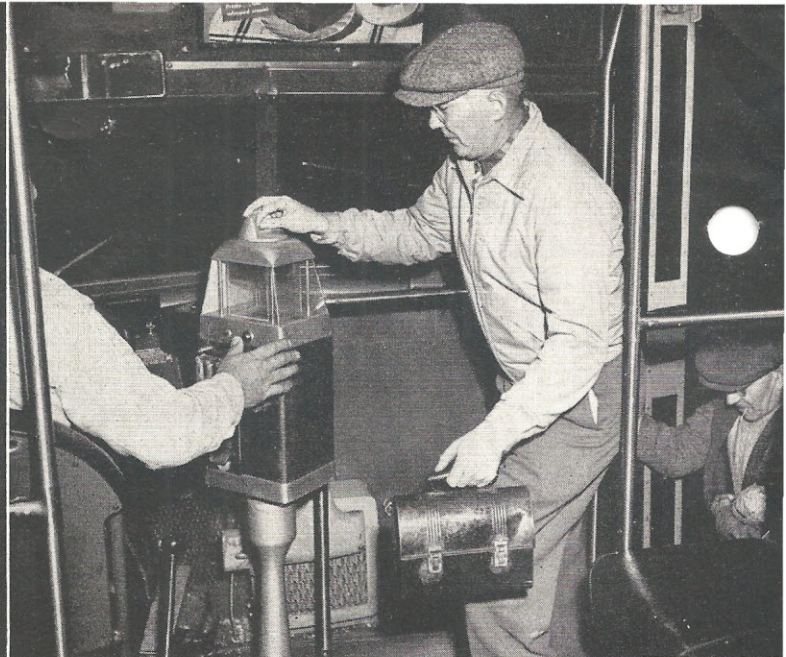
RUN Number 3 on Archer has been operated by *Vince Andrews* the past three years. Every morning, at about 4:40 a.m., Vince can be seen in one of the garage bays putting the tag number on his bus before starting another day's work for Chicago Transit Authority.





3 THE western terminal for Run Number 3 on Archer is at Archer and Neva. Here a bus operator is often seen checking the aisles and seats of his bus for lost articles, papers, etc., before starting his eastbound trip. He also cleans the windshield of the bus several times a day, particularly when it is dusty or raining. But before he pulls his bus out of the garage, Andrews and many CTA transportation men make other important safety checks, including the proper operation of the brakes, front and rear doors and the windshield wipers.

7 ONE of the few fellow workers a bus operator talks to on his daily run is the supervisor. As the transportation man has a duty of performing his job of carrying passengers to their destination, so too, the supervisor, whether surface or "L", has the job of keeping the route properly spaced with CTA vehicles so that all passengers are picked up without any avoidable delay. Working together, like Bus Operator Andrews and Supervisor William Olson, they help to make each other's job easier, to the benefit of all.



4 THE first passengers on an early morning run (Run Number 3 on Archer begins at 5:26 a.m.) are generally "steady customers" who work in industrial plants and factories. Their rides on a CTA vehicle, such as the bus operated by Andrews, are as much a part of their daily life as their job. As a result, they often develop a pleasant friendship with "their bus operator." These men and women are able to board fast for they know the fare, have it ready before boarding, and are accomplished users of the new fare boxes.

8 THE CTA transportation man, besides efficiently operating his vehicle, must also be a "fountain of information." Questions about transit operations and how to reach certain locations are asked several times a day by strangers in Chicago and people who are not too familiar with their city. Many are like this lady who is requesting information about transferring in the Loop. As the morning grows older, the type of passengers on Andrews' bus change. First it is workers, then school children, and during the latter part of his run it's housewives starting out on a shopping tour.





5 SOMETIMES the busiest trip a CTA transportation man encounters is when students are going to or from school. And this trip will very often be his slowest if the young passengers haven't their student passes out, ready to show him. Bus Operator Andrews always carries a large group of Kelly High School students. Andrews feels that because he gives them the same consideration he gives older passengers, the students show appreciation by their good behavior on his bus.

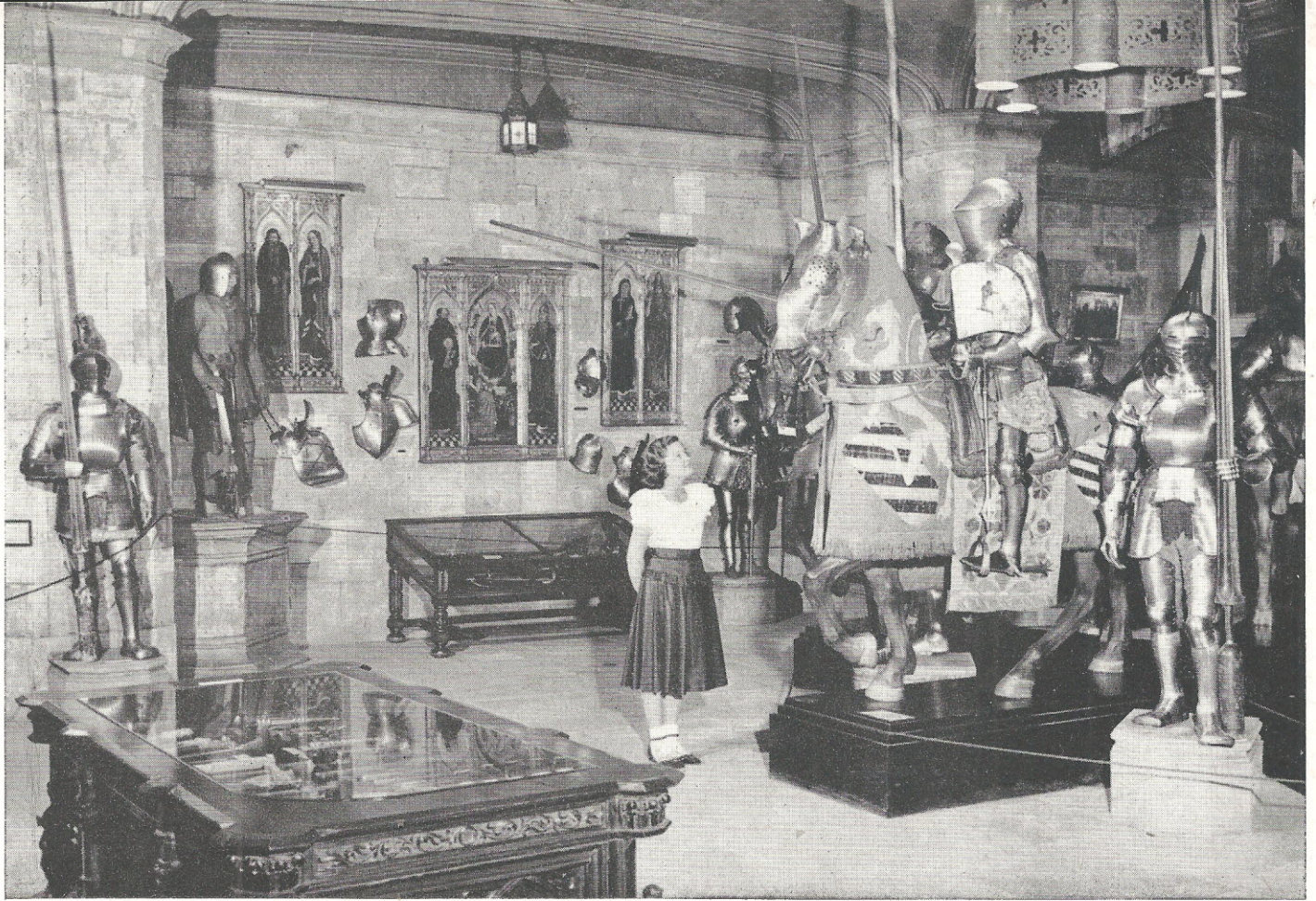
9 RUN Number 3 on Archer ends at 1:16 p.m., when Andrews turns his vehicle over to *Bus Operator Ray Parker*. But this doesn't mean that the working day is over for Andrews. He still has to count and turn into the receiving clerk the day's receipts, which must correspond with the register on the fare box. Then a "so long" to several of the fellows around the trainroom and out the door to home. It's the end of another working day for Bus Operator Vincent Andrews.

6 ARCHER avenue is a busy route almost the entire day so Bus Operator Andrews gets his share of heavy traffic driving. When operating a CTA streetcar, bus or trolley coach under heavy traffic conditions, the CTA transportation man assumes his greatest job responsibility—that of transporting his passengers safely to their destination, and, at the same time, operating as close as possible to his schedule.

YOU'D think a fellow who drives a bus eight hours a day would spend any spare time relaxing in his favorite chair, but not Vince Andrews. He likes to drive and his wife, *Marie*, likes to ride. So almost every afternoon, after a sandwich and coffee, Mr. and Mrs. Andrews, who are the parents of two married sons, are seen stepping into the family car for a leisurely ride to almost anywhere in the Chicago area.

Photos by THORVALD HAANING





CHILDREN and adults alike will enjoy viewing the armor collection, which is one of the most comprehensive exhibits outside the state armories in Europe. All of the suits and separate pieces in this collection are of recorded authenticity, some being regarded as the finest known. The size of the model horses and amount of armor used to protect the horse and warrior were of great interest to *Nancy Manville*.

From The Days of Our Ancestors

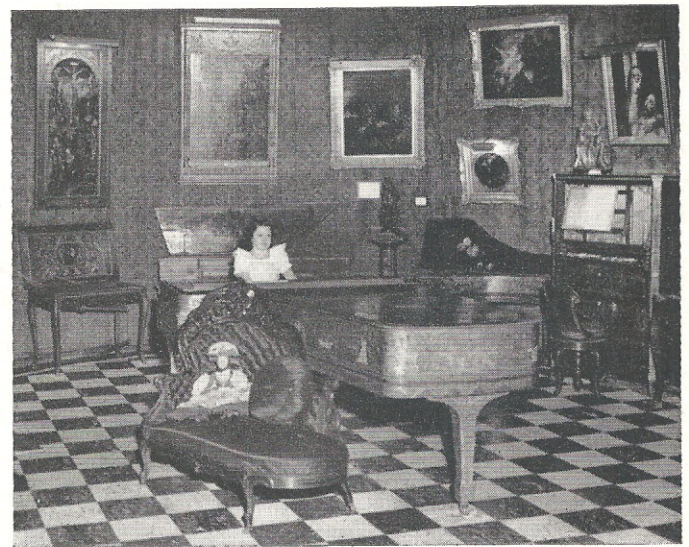
DAYS from out of the past are vividly made real in a visit to the historically famous George F. Harding Museum, located at 4853 Lake Park avenue, where it can be conveniently reached by all CTA transportation facilities.

Elaborate collections of Medieval armor and weapons, musical instruments, man o' war models, paintings, and Renaissance furniture grace the rooms and halls of the museum, inviting the visitor to spend an hour or an afternoon admiring authentic reminders of earlier periods of our time.

The collection now in the museum was started at the time of the first World War and all objects are original pieces illustrating developments in their fields. Founded in 1930 by Mr. Harding, the museum is established on a not-for-profit basis so that all Chicagoans and their guests may enjoy viewing the collection.

There is no admission charge and the museum is open every Wednesday and Sunday afternoon from 2 p.m. until 5 p.m.

(This is the sixth article of a series presented to aid CTA employees in knowing their city and to assist them in serving passengers interested in visiting famous Chicago locations.)



IN the music room of the George F. Harding Museum are 55 instruments, including the decorative grand piano being played by *Nancy Manville*, 12 years old, the daughter of *Robert Manville*, assistant purchasing agent. Nancy, a seventh grade student, has been studying music for five years and was a finalist in the junior group of a contest sponsored in 1949 by the Society of American Musicians.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

VACATIONS — DUDE RANCH STYLE — IN ILLINOIS

ACCOUNTING—*Lillian Glaser* spent her vacation on a dude ranch in—believe it or not—Illinois!

John Ruberry is vacationing "down south." California and far western vacations were enjoyed by *Lois Jahnke*, *Lois Duffy* and *Hazelle Emery*.

Bride-to-be *Betty Schultz* was guest at a surprise dinner given by a group of her friends and presented with a chest of silverware.

Many of *Eleanor Bozelka's* friends were the recipients of little things knit by her dexterous fingers. Now Eleanor has left the CTA and will probably spend some of her time in fashioning more lovely things. Dainty silver pieces were farewell gifts from her co-workers.

Lucille Dolan is enthralled by the law, in the person of *Marty Higgins*, a "Cop," to whom she has announced her engagement. In lieu of handcuffs, a sparkling diamond ring encircles her third finger, left hand.

—HELEN A. LOWE

GREAT NIGHT FOR IRISH — AND WOJERSKI

ARMITAGE DEPOT—Saturday night, October 22, was a great night for the Irish, and a grand and glorious time was had by some fifty guests who well filled the home of *Conductor Patrick Joseph McGuire*. Pat and his wife held open house in celebration of their thirtieth wedding anniversary. Pat has been a conductor at Armitage since 1924. His son has been a conductor since 1946. He also has a daughter who is a trained nurse at Loretto Hospital.

Among the guests from Armitage were the following: *Conductor and Mrs. Danny Browne*, *Conductor and Mrs. Tom Leahy*, *Conductor and Mrs. Pat Kelly*, *Conductor and Mrs. Dave Moran*, *Motorman and Mrs. Stanley Brown*, your scribe and his wife, *Conductor John Gas-kin*, *Motorman Pat Carrol* and *Motorman Gus Wojerski*, (How did he get in this?).

ELECTRICAL DEPARTMENT VETERANS RETIRE



SOME eighty electrical department employees of CTA gathered together October 15, at the Graemere Hotel to honor *Louis E. Nelson*, *Luke J. Lavanway* and *W. A. Soderman*, who retired recently from CTA service. Combined, these three men boasted of 112 years of mass transit service, the former two as linemen and the latter as a lineman helper. . . . The climax of an evening devoted to pleasant memories over the dinner table was the presentation of inscribed watches from fellow employes to each of the honored guests. Shown left to right, are: *Mr. Lavanway*, *Charles H. Jones*, who made the presentation; *W. A. Soderman*, *Louis E. Larson*, and the master of ceremonies, *F. J. Poinke*.

Supervisor Emil Gagler is opening a school for truck gardeners. Anyone wishing to learn how to raise onions, radishes, sweet corn and related garden truck, contact Emil.

The men at Armitage sure get around. Cards received show that *Al Broach* and his shadow, *Bill Thompson*, spent their vacation visiting Washington, D. C.; N. Y. C.; Boston; Maine and Canada. *Conductor "Swanee" Swanson* was showing his wife the beauties of the Great Smokies. *Clyde Schroppe* and his wife took in the sights in northern Michigan and Mackinac Island. Received a card from *Walter Young* and his wife from Hot Springs, on which Walter said he was going to take a bath. (Nothing unusual in that.)

We all extend our deepest sym-

pathy to *Motorman Stanley Brown*, whose brother died recently.

Motormen Ed Manthei and *Adolph Mampe* took their pensions on October 1.

August Enarson of Armitage repair department is going to take his pension November 1. He has been with the company since September 1, 1906. He expects to settle down at Algonquin. (*Swede Nelson* will now have a neighbor.) *Pasquale Pontoriero*, also of the repair department, is taking his pension on November 1. Pontoriero is going to visit his sister for three months in his old home in Buenos Aires. He has been with the company since November, 1911.

We were all glad to see *Conductor Leo Naughten* back on the job after a long illness.

—TED SHUMON

MAYBE THE WOMEN HAVE AN ANSWER

COTTAGE GROVE—*Richard Cox* says if you want your wife to listen to you for a change, try talking in your sleep. Dick also says marriage is like a railroad sign — when you see a pretty girl you stop, then you look, and after marriage you just listen.

If some of the women are wondering why their spouses leave earlier, it no doubt can be attributed to our club's new television set.

Operator George Steptoe says CTA work is interesting and has made quite a few friends through his thoughtful expressions.

Of the various ways of spending a vacation, *Conductor Wolf Boosel* says the best is to just spend it inside your income. The people go to a resort for change and rest but the bellhops get the change and the hotel gets the rest.

Mike Hanley still likes to tell about the thrill you feel flying across the ocean.

Doug Nelson has acquired his secondary instructions in the art of shuffleboard skill. We are informed he intends to be a participant in the 1950 championship playoffs.

—GALE HRUSKA

STORK PREPARES WAY FOR BUSY WINTER

ELECTRICAL — *John Ulanski*, line-helper, is proud of little "Danny" who arrived on August 29 . . . *Charles Bieber*, lineman, will spend some of his long winter evenings with *Darlene Lynn* who was delivered on September 29.

The stork seems to be competing with Santa Claus during this pre-Christmas season by delivering a baby girl at the home of *John Lirtrenta* on October 22, also stopped at the home of *Benjamin Magdziarz* on October 28 with a baby boy.

Robert Booth, line department, took unto himself a wife and departed for parts unknown on a honeymoon.

William Hart, chief operator at Milwaukee substation, traveled via rail to San Francisco, California, to

RETIRES AFTER 47 YEARS SERVICE



AFTER working in local transit operations 47 years, *John R. Ruzich*, general foreman of the Western Track Division, retired on pension October 1. Employed in 1902 as a laborer, Ruzich was promoted to foreman and became general foreman in 1920. He and his wife, *Agnes*, plan to do a little traveling beginning in 1950. The Ruzichs are the parents of two sons, *Raymond*, who has been with the surface division since 1936 and is now employed in the Personnel department, and *Dr. Stan Ruzich*, formerly a transit employe during school vacation seasons. Mr. Ruzich, center, is shown receiving a watch purchased by members of his gang and presented by *Paver Charles Wright*, left, and *Foreman Anthony Bedalow*. In the background is *William Kennedy*, a CTA watchman.

Reported by *Violet Sweapas*

spend his vacation with relatives and friends.

William "Bill" Wende, "B" electrician, is seriously ill and is confined to the Wesley Memorial Hospital.

Robert Dorgan of Grand and Leavitt is back at work after recovering from a very serious accident.

Leo McKeever, chief clerk, spent his vacation in his old home town where he visited relatives and friends.



"Sometimes I think the heck with it — let her have a beard."

Sympathy is extended to *S. Guzik* of the Line Department who sustained the loss of his father on October 16. —"ANDY"

THE REVENUE MEN LIKE OLSON'S NAME

DEVON—*Motorman Herman Olson* was called down to the collector of internal revenue a short time ago. It seems with all the Olson's in our country, they picked Herman just to ask a few routine questions.

The CTA Veteran's Post No. 9114 held its Third Annual Dance at O'Connor's Hall, 3359 Madison street on October 22. They had a very good crowd and, from all indications, everyone had a good time. This is just one of the many functions our post holds each year. So come on you vets, get on the beam and support all their affairs.

Operator Herb Schmidt is preparing to enter his son in Swedish Covenant hospital for a serious throat operation.

Every operator in the depot is wondering what happened to the one and only operator, *Ben Geach*. They say he picked a run on a Western bus, worked one day, and

hasn't been seen on it since. We all hope it wasn't too tough for him. If it was Ben, rumor has it that *Operator Bill Tobin* will change runs for the duration of the pick.

Conductor George Hager is now at home recuperating from a serious operation that required a number of transfusions.

—LARRY HIPPERT

HOW SOME CTA'ers ENDED VACATIONS

GENERAL OFFICE, JACKSON—Vacation days are over. So say *Irene Peterson*, *Lumina Shay* and *Ed Tuohy*. Irene took a trip with her hubby to the Smoky Mountains and Lumina paid a visit to New Orleans, Louisiana. Ed Tuohy tells us his vacation was a corker. He became a papa for the fourth time — all boys. Papa spent his time keeping house and what a job he says it is.

With a predicted cold winter in the offing, *Ruth Lipsey* has decided to head for warmer waters. Next month will see her on her way to California. We hope her stay won't be too permanent and that she will be back to see us.

Helen Blowers bid us adieu to take up new duties as a lady-in-waiting.

The Budget department, newly moved to the Insurance Exchange Building, finds itself renewing old acquaintances and making new friends . . . The crisp fall weather adds more zest to the pleasure of *Mildred Murphy's* shopping tours . . . *Homer McElroy* finds frost on the pumpkin as the rooster greets him mornings on the "ranch" . . . *Sig Shonts* finds himself busy with the concert season of the choirs to which he belongs.

Mary Howlett and *Audrey Johnson* tell us that spending a week's vacation in Chicago was only further proof that more vacation time would be appreciated in seeing more of the home town.

—BRENDA & COBINA

TRANSITAD

FOR SALE—Winter coat, size 40, short. Also summer and winter cap, each size 7. Total cost \$12. Call *Martin Benda*, LAwndale 1-9780.

YOU'LL FIND THEM ALMOST ANYWHERE

GENERAL OFFICE (MONROE)—*Tom Mulvey* and wife recently left Chicago on the first lap of an extended eastern tour. Arriving Detroit, *Laura Schrecke* and her niece were waiting to join the same tour.

Rumors are flying that *Ed Henry* will join the ranks of the benedicts whenever spring breaks through again . . . *Charles Triplett*, retired, paid a surprise visit to the office of *Charles Smith*. After he sees all his old Chicago pals, back he shall go to Florida . . . When you meet up with *Mr. Korosy*, the language of the day is, "Si, Si." He has just returned from a trip to Mexico . . . *Mary Wiley* couldn't be coaxed out of Chicago for a vacation this year. A new television set is the answer. Also, *Lee DeSutter* now dashes for transportation come five o'clock each night with that "I-don't-want-to-miss-Kukla-Fran-and-Ollie" expression on her face.

Adolph Daus bought himself a

RECENT NEWLYWEDS



A charming bride in the department of Accident Investigation was *Mary Nolan*, stenographer, who was married to *James Finnegan* recently at the Resurrection Church. The bride's father, *John*, has been a *Kedzie* motorman for 27 years, and the bridegroom's father, *Patrick*, is a 28-year mass transit employe now working in the repair room at North avenue station. Other CTA employes who were an important part of the wedding proceedings were *Typist Rosemary Sullivan*, Accident Investigation, and *Jane Fitzgerald*, Public Information, both of whom served as bridesmaids.

A TRICK FOR A TREAT



WHEN THE tricksters called at *Motorman Jim Reynold's* house to pull Halloween pranks, Jim was prepared. A quick click of the camera shutter, tricked the tricksters into wide-eyed mischievous smiles—and provided a treat for CTA TRANSIT NEWS readers. Sharp-eyed Kedzie trainmen might recognize (?) *Conductor Larry Shields* behind the leering Hooligan mask. His companions: *Kathleen Kane* (grand-daughter of the late retired motorman *Maurice King*), *Grace Shields*, *Peter Shields*, *Grace Dwyer* (also King's grandchild), and *Jimmy Reynolds*.
 Photo by *Jim Reynolds*, Kedzie
 Reported by *Joe Smith*

new Chrysler . . . *Mr. Forsythe* attended the American Transit Association convention at Atlantic City. Stopped off at New York thinking he might be able to secure tickets for "South Pacific," but none were available . . . *Virginia Baldwin*, visiting in New York, also was disappointed — no tickets . . . *Ruth Monahan* recently returned from a vacation spent mostly on horse-back at Glen Lake, Michigan . . . through the hazy-days of Autumn, *Col. Blair* is vacationing in North Carolina, and *F. N. Graham* is down Louisiana way and Florida.

The "Specs" welcome *Tom Nolan* formerly electrical department . . . *Robert Burns'* Cadillac sport convertible job is just about ready for boulevard service . . . *Bobbe McNamara* was a spectator at the Northwestern-Michigan tussle . . . *Alice Pletzke* was a guest at the "Hi Ladies" television show.

Thos. F. Moore recently returned from three weeks at Miami, Florida. *Despatcher Charlie Batterson* is still away on account of illness.

—MARY CLARKE
 JULIE PRINDERVILLE

**HAS LIGHTS REWIRED
 — AND REVERSED**

KEDZIE — *Tony "Choo Choo" Tortorelli*, after having his automobile lights rewired, found his headlights working like stop lights and stop lights like headlights.

According to *Ed Foreman*, formerly of Kedzie now at North avenue, *Art Cooper* was piling up strokes in a sandtrap during golf play when he suddenly stopped and remarked that golf is a funny game. The caddy replied simply: "It wasn't meant to be."

Two bowling teams are starting in the P.M. League. Members of No. 1 team: *Tom Lombardo*, *Dick Schneider*, *T. Tortorelli*, *Louis Gunderson* and *T. Razzatko*. On No. 2 team: *Walter Blyth*, *Walt Matel*, *Lee Demzien*, *Ed Lidzbinski* and U. L. scribe, *Ed Schneider*.

Sam Caselman, former Kedzie motorman now at Noble garage, reports that *Edward Joseph Murray*, also of Noble garage, was married to *Margaret Ann Redner* at St. Veronica's Church on October 8, after which a family wedding breakfast was held. In the evening there

was a reception at Portage Park Legion Reception Hall.

Inasmuch as *Ed Schneider* has scooped me on my own ills, (I've gotta get sick before I get a mention in his column), I'll scoop him back with what's wrong: The doc says I've got anginiacal angeezies of the coronet that might tune in to a trombone and make the flues contract so the juice won't go through there by creating a lack of breath with a clout in the upper left organic influence, the lack of breath becoming permanent in the event that the player of these instruments refrains from obeying the doceptor.
 —JOE SMITH

**COSTLY VACATION
 — AND EXCITING**

LAWRENCE—*Scotty Sinclair* is not looking forward to his 1950 vacation. On his past vacation, Scotty was in his new car standing waiting for a traffic light to change, when someone from behind ran into him causing \$250 worth of damages. After four days delay having the car repaired, the family decided to go to a nearby lake for a few days. One day at the lake *Scotty* went fishing. Mother and daughter went in for a swim. *Miss Sinclair* was in the lead and when she looked back her mother went down under water. Before she reached her, her mother was about to go down for the third time. What a vacation.

This is wonderful fall weather we are having in Chicago. Ideal football weather. About this time of the year *Curley Stencil* gets the urge to go shopping. He is trying to get up a Sunday morning party. *Curley* will promise you some wonderful bargains. Anything and everything can be had on Maxwell street.

High . . . Low

Has anyone ever seen *Jack Werdell* sign in his bus? This is really a sight to see. *Jack* claims that the short fellows sign in their bus on top and the tall fellows have to crouch down to the bottom. *Tom Kane* waits until *Jack* is through and then he goes through the same motions.

George Stillwell and *Mike O'Connor* were on the way in to the depot to check in when they stopped at a street dance, purchased a ticket for a raffle. After the drawing *George* was the winner of a reasonable

facsimile of *Donald Duck* . . . *Bill Cosco* is always ready and willing to show anyone the difference in the quality of an automobile. He'll show you the insulation and rubber cushioning which makes a difference in the ride . . . *George Reimer* and *Leo Callahan* are sporting new cars . . . Have you noticed how congenial *John Simko* is since he returned from his vacation? It was restful just driving that new Oldsmobile.

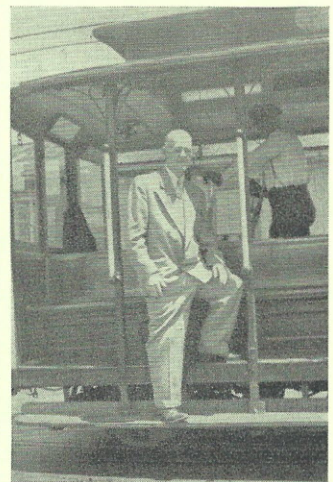
Julius Falkenshon is on his way through Illinois, Minnesota and Iowa. Hunting for duck, quail and pheasant, with his prize dog, the mother of eight new pups.

On picking day, *Roger Ward* was on his second bottle of aspirin and third package of cigarettes. Plenty of coffee, too.

Phil Smith, now working over on Harlem avenue is off Irving Park Extension after about eight years.

We may have an oil baron in our midst. *Henry Ehlers* has a 140-acre acre farm in North Dakota. He's been approached by one of the major oil companies, that wants to drill on his land, give him all of the natural gas and make some kind of arrangement if there is any oil on his land.
 —JOE KLEIN

CABLE CAR RIDE



A ride on the San Francisco cable car was included in the vacation highlights of *Lewis R. Allemus*, supervisor of legal investigators, while he visited this famous California city. Note how modern our streetcars are compared to the ancient "box on wheels" shown here.

Reported by *Jerry and Cal*

PROOF THAT SOME PEOPLE LIKE WORK

LIMITS—It seems the men here at Limits like their job so much that they even report for work on their days off and when they are supposed to be on vacation. Examples of this are *Operator Otto Klien* and *Operator E. Bernhardt*. Otto came in Sunday and demanded his run. The clerk, *Johnny Wathier*, told him to go home. Otto was very indignant, and wanted to know why. Johnny immediately informed him he was on vacation; to which Otto replied, "And me with no plans." *Operator E. Bernhardt* came in all the way from Round Lake on the last train to report for his night bus. *Clerk Hank Zyck* was sorry to inform him it was his day off in A-week. So *Operator Bernhardt* would have to wait til 7:10 next morning for the train back to Round Lake. What a predicament.

Speaking of our clerks, a word on the image of patience, little *Sammy Girard*. Sam always has a smile on his face, and a kind word for the trainmen no matter how busy he is.

Superintendent E. Belfanz spent his vacation up in Wisconsin, 450 miles from here, roughing it . . . *Motorman Heron* also was in Wisconsin, 500 miles from here, on his own property, fishing and hunting . . . We are waiting for *Motorman C. Hayworth* to tell us his experiences in Florida, especially of the big ones that got away. Our fondest regards to the recent pensioners: *Conductor J. Bowe*, *Motorman E. Christensen*, *Motorman E. Lefeb*. Their guiding arm to us younger men will always be remembered, for they helped make our job worth the benefits we have today.

Was on Clark street the other night and was greeted by that smile

TRANSITAD

WANTED — Married couple desperately needs three, four, or five room apartment, furnished or unfurnished on west or northwest side of city. Call James Doherty, DEarborn 2-6100, Extension 450.

FALL WEDDING



AMID a setting of Fall flowers, *Comptometer Operator Delores Urlaub* and *Payroll Clerk Patrick J. Kenny* were united in matrimony at St. Thomas Aquinas Church on October 8. *John Cannon*, a statistician in the Accounting department, was soloist at the wedding. Best man at the ceremony was *James Kenny, Jr.*, a conductor at the Devon station. Shown in the photo with the newlyweds is, center, *Mr. and Mrs. George Urlaub* and their son, *Wayne*, and right, *James Kenny, Sr.*, also a conductor at Devon.

Reported by Helen Lowe

ing face of *Motorman Emil Vidas*. Although Emil is now a Devon man, he always remembers his friends that he made at Limits. Never saw a CTA man so well liked by all his passengers as Emil. Everybody on that Clark St. car had something nice to say to him.

—R. H. LENCE

VACATIONS COME TO CLOSE

LOOP — Arthur Johnson has returned from a vacation tour through the Smoky Mountains in his new car. *Herbert Lempleman* was also in the mountains, but the Ozark this time, looking over his farm. *Stanley Robey* spent his leisure hours in our beautiful Capital and then flew to North Carolina to see his son who is in the Army.

The sick list has claimed many of our agents. *Anita Schrieber* is recovering nicely from an appendectomy. *Kathryn Leahy* is well on the road to mend from her illness, as is *Bea Anderson*. *Harry Brooker* is recuperating from an operation.

Eva Weber has forsaken the *Miss* to become *Mrs. Edwin Harty*. *Marie Mitchell* is kept busy these days helping her parents make plans for decorating and furnishing their new home in Westmont.

—EDITH EDBROOKE

FISHES AND WINS CAR AT SAME TIME

MATERIAL AND SUPPLIES—So many of us have taken chances on a car but never win or hear of anyone winning one. Now we can announce a winner — our *Johnny Smith*, chauffeur, who came home from a fishing trip a few weeks ago to find a beautiful new 4-door sedan, 1949 Chevrolet—the color being RED—in front of his home. His wife gave him the keys and papers to the car. Johnny had won this car by taking \$10.00 worth of chances for a church benefit.

Henry Brickman, assistant stock clerk at South Shops, and wife broke in their new Chevrolet on their vacation trip to Florida. The hurricane beat them there though so they took a little detour and enjoyed the weather at Baltimore, Maryland.

Bill Gerber, laborer at South Shops, and wife, became the happy parents of little "Kathleen Marie" born October 4, 1949, weighing eight pounds, nine ounces.

Dorothy Moran, general office, had that new "Auntie" look when she got the news of the birth of her little niece, "Shaun Susan King."

on October 13, 1949, weighing seven pounds.

Ladies luncheons must be quite nourishing after all, because *Herbert Hoger*, general office, came back from his vacation with that well-fed look, and he says he entertained *Mrs. Hoger* by taking her to lunch quite frequently.

We are wishing a speedy recovery for the mother of *Bill Woronowicz*, who had a stroke recently. Bill is a laborer at our West Shops.

—JEAN HARTLEY

IRISH SURE TO WIN WITH THIS AUDIENCE

NORTH—*Clerks Jack Hester*, *Eddie O'Keefe* and "Dapper" *Dan McFadden* are all set and ready to roll to the Southern California-Notre Dame game, while *Clerks Joe Dillon*, *Tommy Cooke*, *Ted Hoellen*, *Art Seiloff*, and *Sam Kelly* will view the game via television.

Operator Frank Ramel has been off since last February. Ramel was in bad shape after being run over by a trailer truck and for a while it looked like they would have to amputate his leg. Frank is as good as new now, so we welcome him back to work.

Operator Henry Craig was rushed off for an appendectomy recently and is doing nicely . . . *Motorman Ray Zapavigna* is now a resident of Wooddale, Illinois. Ray has bought

NOW IT'S MR. AND MRS.



WEDDING vows were exchanged on September 17 at All Saints Church between *Domicella Laurutan* of the South Shops printing department, and *Joseph E. Kalwasinski*. *Domicella* is the daughter of *Joseph Laurutan*, employed as a carpenter at South Shops.

Reported by Anne McCrea

THE MESSIN FAMILY



THIS happy CTA family, all set for a vacation outing, belongs to *Conductor Peter Messin, North*. They are, left to right, front row, *Pat and John*. Second row, left to right, are *Bonnie, Barbara and Jimmy*. In the rear are *Peter, Jr., Conductor Messin and Betty Jane*.

Reported by *Joe Hiebel*

a new home there and the children are having the time of their lives chasing the frogs and rabbits.

Congratulations to *Conductor Henry Lockowski* who became a grandpappy recently. He is really proud of little Jimmie. Have you noticed any change in *Operator Paul Jones*? He doesn't look any older to us now that he is a grandpapa.

Mrs. Florence Blaa, our stenographer, has been a patient at Roosevelt Memorial Hospital.

Heard over the public address system, "*Lynch Instructor Lynch*." Now why would anyone want to lynch a swell guy like Lynch?

Motorman Chester Elke is now a patient at Mercy Hospital . . . Drop out and see this fine fellow. You know it gets mighty lonesome when you're laid up. We were all sorry to hear that *Motorman Willard Kenn* is sick, and hope that his ailment has cleared up.

Operator Joe Cochrane and his Irish setter are leaving for South Dakota on a hunting trip. Remember to take your compass so you don't get lost.

The *Neeley's* washing machine must be broken. I saw little *Her-man* packing the family wash to the local laundermat. A man's work is never done.

October 1 found thirteen of our old timers going into retirement. There were four conductors and nine motormen. *Conductor Anton Zeidler* had 45 years of service, *Motorman Pat Woods*, 43 years; *Motorman Chris Woeltje*, 28 years; *Conductor Martin West*, 42 years; *Motorman Mat Rosga*, 29 years; *Conductor Gus Pelz*, 36 years; *Motorman H. M. Mantwell*, 41 years; *Motorman W. C. Hecker*, 23 years; *Motorman A. Foster*, 31 years; *Motorman Frank Ellis*, 41 years; *Motorman Wesley Davis*, 26 years; *Motorman John Cummings*, 38 years; *Conductor T. J. Borucki*, 41 years; and *Motorman J. L. Bell* with 29 years. Our best wishes for many years of happiness to these grand old timers. —**JOE HIEBEL**

OKAY AS A HOST, BUT NOT AS A PLAYER

NORTHSIDE—*Trainman Steve Garbo* was host recently to a group of co-workers for a house warming party, in which he proved to be second to *Wally Simons* in the art of playing cards.

Trainman and Mrs. George Stadler divided their vacation time between Wisconsin and Minnesota. George says he had a grand time fishing and cleaning walleyes . . . *Trainman James Simpsen* had the time of his life in Florida and motoring over the scenic Palm Road on the way to Indian Rocks and the Gulf of Mexico . . . *Motorman and Mrs. John Brahos* spent their vacation in Cherry Point, North Carolina. John had a wonderful time with his grandchildren.

Trainmen Thomas Leddy spent his vacation in the East, mainly in New York City. On his way he saw the scenic Horse Shoe curve for the first time . . . *Collector Richard Blane* enjoyed his vacation in good old Peoria, Illinois. *Motorman Steve Brodie* spent most of his vacation along the Hudson river . . . *Trainman and Mrs. Robert Smith* had a few weeks of pleasure in Wisconsin . . . *Towerman Thomas Craten* spent his vacation seeing good ole Chicago, enjoying warm

VACATION MEMORIES



A vacation in Florida is something to remember and these West Shops employes have several photographs such as this to help them relive their recent vacation together. They are, left to right, *Truck Repairman John Straka*, his wife, *Helen*, who is a clerk; and *Office Clerks John Schwartz and Don Riess*.

Reported by *Mary Hendrickson*

days and cool evenings . . . *Switchman Charles Riddle* enjoyed his vacation in the Ozarks.

Trainmaster and Mrs. Bernhardt M. Nielsen vacationed in the East, including Washington, D. C.

The smile you see on *Motorman M. McWhiney's* face is for his new Buick. The gleam of pride in his

eyes will come later when he has mastered his driving it.

It was good to see *Trainman William Nelson* up and around after a long absence due to a major operation. Before long, Nelie will again be a step ahead of what you call "work."

Visitors are welcoming *Bob Cunningham*, pensioner, who dropped around recently to say "hello."

Our sympathy is extended to *Trainman Charles Booth* whose sister passed away recently.

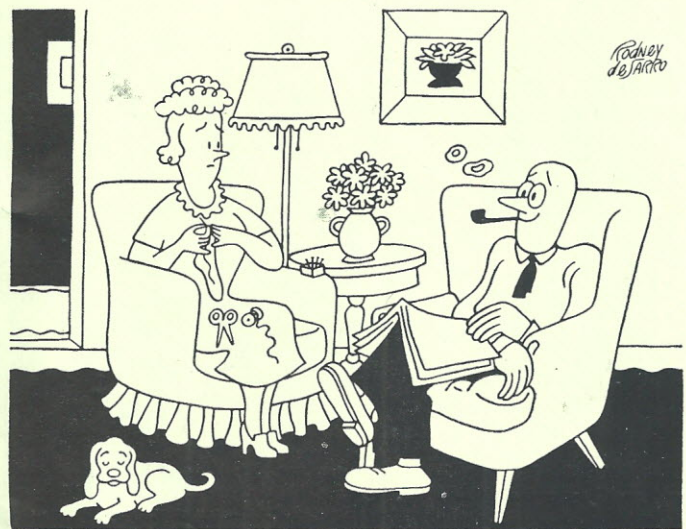
—**J. J. BALY**

COLD WEATHER WON'T BOTHER BENNIS

SCHEDULE-TRAFFIC — *John Bennis* says with his new TV set he will not have to go out in the cold for his entertainment this winter. *Eddie Joyce* has been talking pretty much lately about what a wonderful car his new Mercury is . . . *Clark Johnson* vacationed recently by watching the "Harvest Moon" up in Wisconsin.

We are pleased to report that *Schedule Maker John Franzen* had a successful operation and was released from Mercy Hospital. We hope that by reading time, John will be back to normal again . . . *Traffic Clerk Gene Lukes*, was still a patient at Vaughn General Hospital at writing time.

—**L. C. DUTTON**



"Gee, this is nice! Only eight o'clock, and we're all through quarreling about the bills"

JOIN RANKS OF RETIRED MEN



A surface employe since 1906, *Repairman William Norekes, center, foreground*, 77th street Shops and Equipment department, retired recently on pension with every intention of "spending a life of ease." Shown with Norekes a few days previous to his retirement are a group of fellow employes.



SURROUNDED by a group of fellow employes, *Stationery Engineer Martin Kennedy*, South Shops, who retired October 1, is shown receiving a traveling bag presented by *Superintendent C. D. Mack*. The gift was a present from co-workers. Kennedy was employed in the transportation department in 1924, and in 1926 transferred to the South Shops.



CO-WORKERS of *George Christie* (center, front) presented him with a pen and pencil set and a billfold on the day of his retirement from the CTA Way & Structures department at the 78th street yard. George started with the surface division in 1912 as a granite paving block inspector and later redressed paving blocks and worked as a tool sharpener. He is now spending his leisure time on his farm in Antigo, Wisconsin. Shown presenting the retirement gifts to him is *Foreman John Kloss*.

Photos by Leonard Del Vicario

Reported by Anne McCre

MORRISON TO MAKE MOVIE DEBUT SOON

77TH—A few months ago Paramount Pictures visited the South Side near 88th St. and Exchange Ave., and 92nd and Harbor Ave., where the railroad crosses at the foot of the bridge. Scenes were taken here for the picture to be called "Postal Inspector." Starring Allan Ladd and Phyllis Calvert, it also stars our own bus driver, *Mickey Morrison*. Mickey said "Why go to Hollywood . . . they came here and found me."

A serious misfortune befell our fishermen and their wives, *Mr. and Mrs. Frank Black* and *Mr. and Mrs. Jim McGrath*. While they were out fishing, their cabin burned to the ground. All the expensive fishing tackle, flies and equipment, some of it irreplaceable, was lost.

Mr. and Mrs. John Lopko visited friends and relations when they went back home to Royalton, Illinois, coal mining district in the Franklin county. For your coal problems see Mr. Lopko.

Embarrassing Moments

In our recent pick some of the boys were rather mixed up on the A and B week days off. So our friend, *Peter Burke*, Conductor on Halsted street line started telling the boys why and how they should know their days off. No sooner had he made out his trip sheet and punched his transfers than the clerk called Mr. Burke and kindly and calmly told him it was his day off. My, it was at 3:00 a.m. So away he went. DANTE F. BRUNOD

CTA BLOOD DONORS AID SICK EMPLOYE

SHOPS AND EQUIPMENT (MET) — On October 7, 1949, *Louis Harvet*, Truckman at Throop street shop, suddenly was taken ill and had to be rushed to the hospital. Upon arrival at the hospital, it was discovered that Harvet lost a lot of blood, and needed a blood transfusion. An S.O.S. from *Mrs. Harvet* came to this shop and the following men immediately volunteered to give their blood: *Edward Tomlin*, carpenter helper, and *Frank Olczewski*, machinist, both men of Throop street shop. Harvet is now fully recovered and soon is expected back on the job.

Mail from Heaven on Sunday, October 9, was delivered at Mother Cabrini Hospital to *Mr. and Mrs. Joe Serritella*. The package was a seven pound baby girl who was named *Mary Jo*. Mother and child are doing nicely. Joe works at Logan square shop as control inspector's helper.

—DAVE GURWICH

BEARS, DEER, MAKE HUNTING A SUCCESS

SHOPS AND EQUIPMENT (NORTH-SIDE AND SKOKIE) — *C. Jennings*, foreman, Linden avenue shop, recently returned from a very successful hunting trip in New Brunswick, Canada. A party of four bagged two bears and two deer.

F. Plattner, machine shop foreman, Wilson avenue shop, recently drove to the Smokies to break in his new Pontiac.

Henry Wieting, air-brake foreman, returned from a vacation spent in his home town — Louisville, Kentucky. *John Ocken*, painter, Skokie Shop, returned from his vacation spent in Rochester, New York.

We were sorry to hear of the recent death of the mother of *E. K. Leaming*, general foreman, Skokie Shop. —CATHERINE HOLTON

NEW BENEDICT



ANOTHER West Shops male employe who recently deserted the bachelor ranks is *Frank Martello, Jr.*, Armature Room, who was married to the former *Rose Sitton* on October 9 at the Holy Rosary Church. A reception was held for 700 guests at the Keyman's Club, after which the couple motored to Miami, Florida, for their honeymoon.

Reported by Mary Hendrickson

DINNER FROM A HOOK



DURING their week vacation at Lost Lake, Sayner, Wisconsin, *Bus Operator* and *Mrs. Frank J. Wachowski*, Archer, spent many hours in their boat waiting for the fish to bite. Here is evidence that the "big ones" didn't get away from them—as well as the medium size ones.

GIVEN NEW CAR AS WEDDING GIFT

SHOPS AND EQUIPMENT (SOUTH SHOPS) — *Domicella Laurautan*, printing department, daughter of *Mr. and Mrs. Joseph Laurautan*, carpenter shop, became the bride of *Joseph Kalwasinski* on September 17, 1949, in a beautiful ceremony in All Saint's Church. The bride wore a lovely satin gown trimmed with seed pearls and wore a lovely long French illusion veil. She carried a bouquet of white roses. *Domicella* and *Joe* received a lovely gift from her parents, a 1950 Plymouth which they are enjoying very much.

In honor of their recent wedding anniversary *Joe Hecht*, paint shop, treated the "Missus" to a wonderful dinner at the Old Prague restaurant. In addition to a lovely gift he gave her a beautiful orchid. *Earl Sheppard*, car repair, recently placed on the third finger of that certain hand of *Anne Lally*, a beautiful sparkler. They plan to wed next year.

Tony Salkauskas, car wiring, now answers to the name of "Daddy." The stork delivered a lovely baby girl to their home. The newcomer was named *Carol*.

Cynthia Bulak, daughter of *Mr. and Mrs. R. J. Bulak*, machine shop, made her appearance at the office while her daddy was on vacation. She sure is a darling redhead.

—ANNE McCREA and
TILLIE MONTE

TV FEATURES BURKE AND FIREFIGHTERS

SHOPS AND EQUIPMENT (WEST SHOPS)—I won't say, "Have you heard that *Johnny Burke* was on television" but, I'll ask you, "Did you see him when he appeared on television on October 12, with his firefighters?" I, for one, missed the event, but all reports from those who did, said he looked fine.

Old Man Stork is going to make sure there won't be a man shortage come twenty years from now, so he's delivering bundles from Heaven wrapped in blue. *Willard Lucas*, truck shop, will now be known as Grandpa to a little fellow by the name of *Randall Eric Janasson*. His daughter presented him with his first grandson on October 22. . . . A boy for the *Al Lones*, bus overhaul, born on September 21, namely *Boyd Neal*, weighed in at six pounds, ten ounces. . . . *Donald Robert*, made his debut at the home of the *Robert Nords*, bus overhaul, on August 8.

Another wedding took place on October 7, that of *Tom Gibson, Jr.* to *LaVerne Miller*.

All Isn't Well

We have a sick list this month also. *Dan Ritzman*, material handling, is laid up with a broken ankle. *Jean Panek*, office, has been off for a week or more sick in bed with the Flu. We're very happy to see *Eleanor Drogosz*, office, back on the job again, after her recent illness.

Up to now, we haven't mentioned anything about the bowlers, but, think it's about time we did. The Motor Line and the Truck Shop, No. 1, are bowling neck and neck, both having 16 games won and 8 lost, to their credit. The Welders and the Paint Shop, are also tie for second place, with a total of 15 games won and 9 lost.

Before we close we'll give you a bit of news about the boys at the Lake Street "L" Shop. The *James Durrs* are proud to announce the arrival of a bouncing baby boy who will answer to the name of *Edmond Michael*. The blessed event occurred on October 5.

—MARY I. HENDRICKSON

THE LONG WAIT WAS WELL WORTH IT

WAY AND STRUCTURES (North and South) — *Walter Helmer*, track foreman, at last had a chance to give the boys around Wilson Road department office the old "Ha Ha." Patiently waiting for five years, *Walter* really TOOK the boys three days running in the baseball pool on the recent World Series. The fourth day no one would donate to the pool.

Lawrence Worwa, derrick car laborer, recently took the company pension after working for the CTA 32 years.

We extend our deep sympathy to *Pete Bruno* who lost his mother recently.

J. T. Walsh, carpenter foreman for the South Side Section, had to move his office temporarily to the North Side Section for three weeks. He relieved *Herman Wurstler* who went on a vacation, and also relieved *Walter Johnson* for three weeks.

—VINCENT A. PETRICCA

RETURNS FROM THREE MONTHS TOUR OF EIRE

WESTSIDE (Met)—*Motorman John Dillon* and wife *Josephine* have just returned from a three month visit in their native Ireland. *John* visited brothers and sisters in Limerick and *Mrs. Dillon* was reunited with her father and mother in County

Kerry. They also visited in Cork City and Dublin City. They made the trip on the S. S. America, which ran into a heavy storm on the return voyage.

At 2 p.m. on Saturday, October 1, *Audrey May Ross*, daughter of *Conductor* and *Mrs. Albert B. Ross*, became the bride of *Joseph James Sciabarrasi* in a lovely ceremony in the first Evangelical United Brethren Church, Fillmore St. and Austin Blvd., Chicago. After the ceremony, the happy couple received greetings and good wishes of many relatives and friends in the Church Hall. The couple then left for a honeymoon at Excelsior Springs, Missouri.

Motorman Norman VonKaenel was wearing a happy smile when he passed out cigars to the boys recently and announced the birth of a son to his wife, *Eleanor*, at the MacNeal Memorial Hospital, Berwyn, Illinois, on October 6, 1949. *Randall Norman VonKaenel* weighed in at seven pounds, seven ounces, and will probably become the pride and joy of *Motorman* and *Mrs. E. VonKaenel*, grandparents.

Extra-Trainman Carroll F. McKay is all smiles these days. And not without cause. His wife, *Frances*, presented him with a lovely baby girl, *Cathleen Lynn*, on October 11, 1949, at Lutheran Deaconess Hospital. Mother and baby are doing fine.—BILL HENN

RECENT DEATHS AMONG EMPLOYEES

BENJAMIN S. BELLOWS, 65, "B" agent, South Side. Died 9-25-49. Employed 3-30-43.

MATTHEW BENACH, 64, retired watchman, Material & Supplies. Died 9-8-49. Employed 12-7-12.

WILLIAM BOCKELMANN, 39, statement man, Dept. of Accident Investigation. Died 9-10-49. Employed 3-16-27.

WILLIAM F. BRENNAN, 44, conductor, Kedzie. Died 9-19-49. Employed 11-28-33.

FRANK ELLIS, 63, motorman, 77th Street. Died 9-5-49. Employed 7-17-13.

ALBERT EVERS, 72, retired motorman, 69th Street. Died 9-8-49. Employed 6-22-10.

WILLIAM M. FRANEK, 57, janitor, Limits. Died 9-15-49. Employed 5-7-12.

JAMES V. HICKEY, 49, conductor, North. Died 9-12-49. Employed 3-15-23.

ADRIAN G. HUISMAN, 55, toolmaker, South Shops. Died 9-7-49. Employed 3-3-20.

DANIEL MAHONEY, 75, retired conductor, Cottage Grove. Died 9-3-49. Employed 8-11-04.

THOMAS J. McDONNELL, 55, conductor Devon. Died 9-29-49. Employed 3-20-17.

JOSEPH A. MILLER, 73, retired motorman, 77th Street. Died 9-16-49. Employed 3-12-08.

TIMOTHY McAuliffe, 67, retired car cleaner, 69th Street. Died 9-28-49. Employed 11-19-24.

PETER J. MOCHAN, 60, conductor, Devon. Died 9-19-49. Employed 9-27-17.

DAVID M. O'SULLIVAN, 53, investigator, Dept. of Accident Investigation. Died 9-30-49. Employed 11-1-11.

PASQUALE PALESE, 71, laborer, Track Dept. Died 9-5-49. Employed 6-8-29.

JULIAN V. PALMER, 49, conductor, North. Died 9-5-49. Employed 11-28-24.

JOSEPH G. PELECKIS, 60, repairman, Cottage Grove. Died 9-18-49. Employed 10-17-19.

ROY POWELL, 64, conductor, North Side. Died 9-26-49. Employed 2-15-24.

WILLIAM J. RUDOLPH, 60, motorman, 69th Street. Died 9-3-49. Employed 12-10-27.

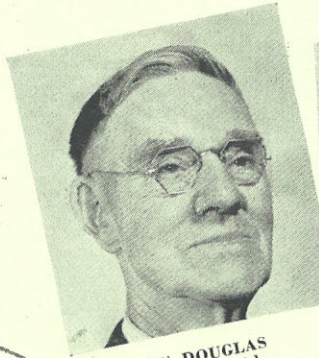
ARTHUR E. TEICHERT, 48, conductor, North Side. Died 9-29-49. Employed 2-12-26.

MATHEW THELEN, 60, retired motorman, Burnside. Died 9-8-49. Employed 12-19-19.

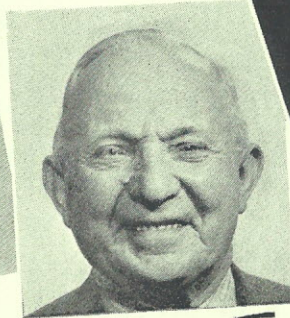
HENRY A. VOGT, 71, engineer, Metropolitan Shop. Died 9-13-49. Employed 10-31-39.

CHARLES WARNSTEDT, 63, motorman, Devon. Died 9-3-49. Employed 6-29-22.

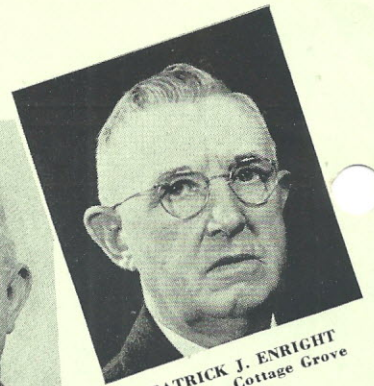
*Among The
Recent*
RETIREMENTS



JOHN DOUGLAS
Motorman, 77th
42 years



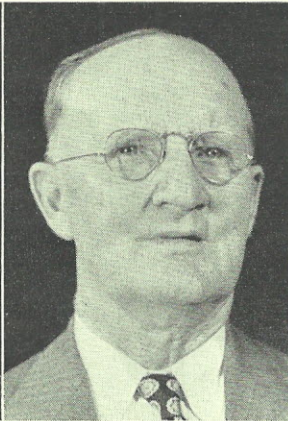
EMIL CARLSON
Motorman, Lawndale
47 years



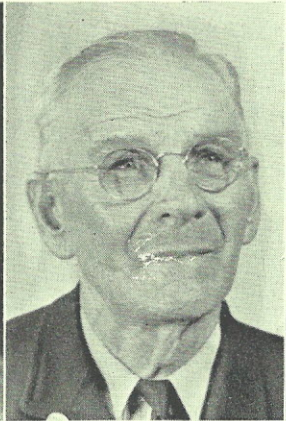
PATRICK J. ENRIGHT
Motorman, Cottage Grove
41 years



WILLIAM B. PAYNE
Motorman, West Side "L"
43 years



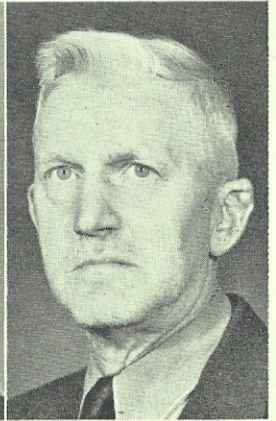
WILLIAM H. KING
Conductor, Burnside
40 years



JOSEPH NEXBAUER
Motorman, Lawndale
41 years



ANTON ZIEDLER
Conductor, North Avenue
45 years



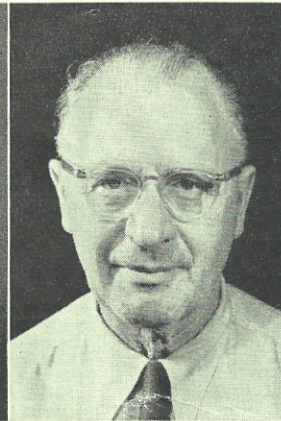
EMIL VARBELOW
Motorman, Cottage Grove
44 years



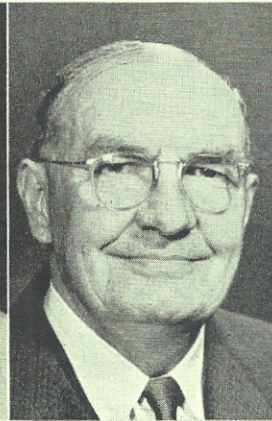
JOHN M. TRAFKAN
Conductor, 69th
43 years



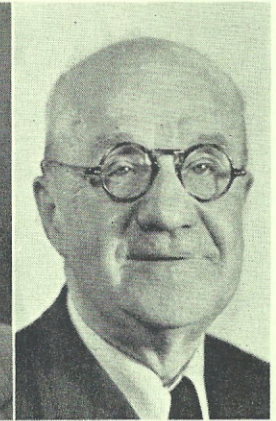
ALBERT MOORE
Motorman, Devon
48 years



HERMAN MANTWELL
Motorman, North Avenue
41 years



JOHN A. SENESCHALL
Motorman, Lawndale
41 years



FRANK J. CARMICHAEL
Conductor, Lincoln
44 years

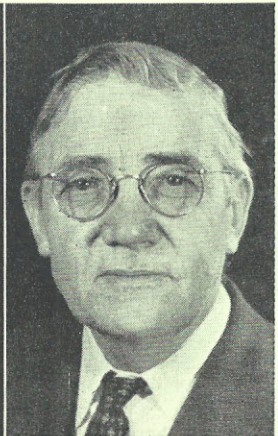
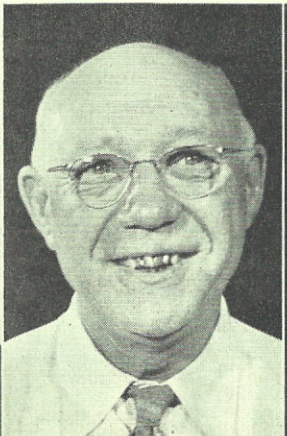
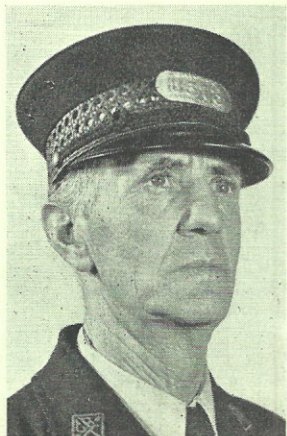
WALTER F. BOELLARD
Conductor, West Side "L"
46 years

TEOFIL J. BORUCKI
Conductor, North Avenue
41 years

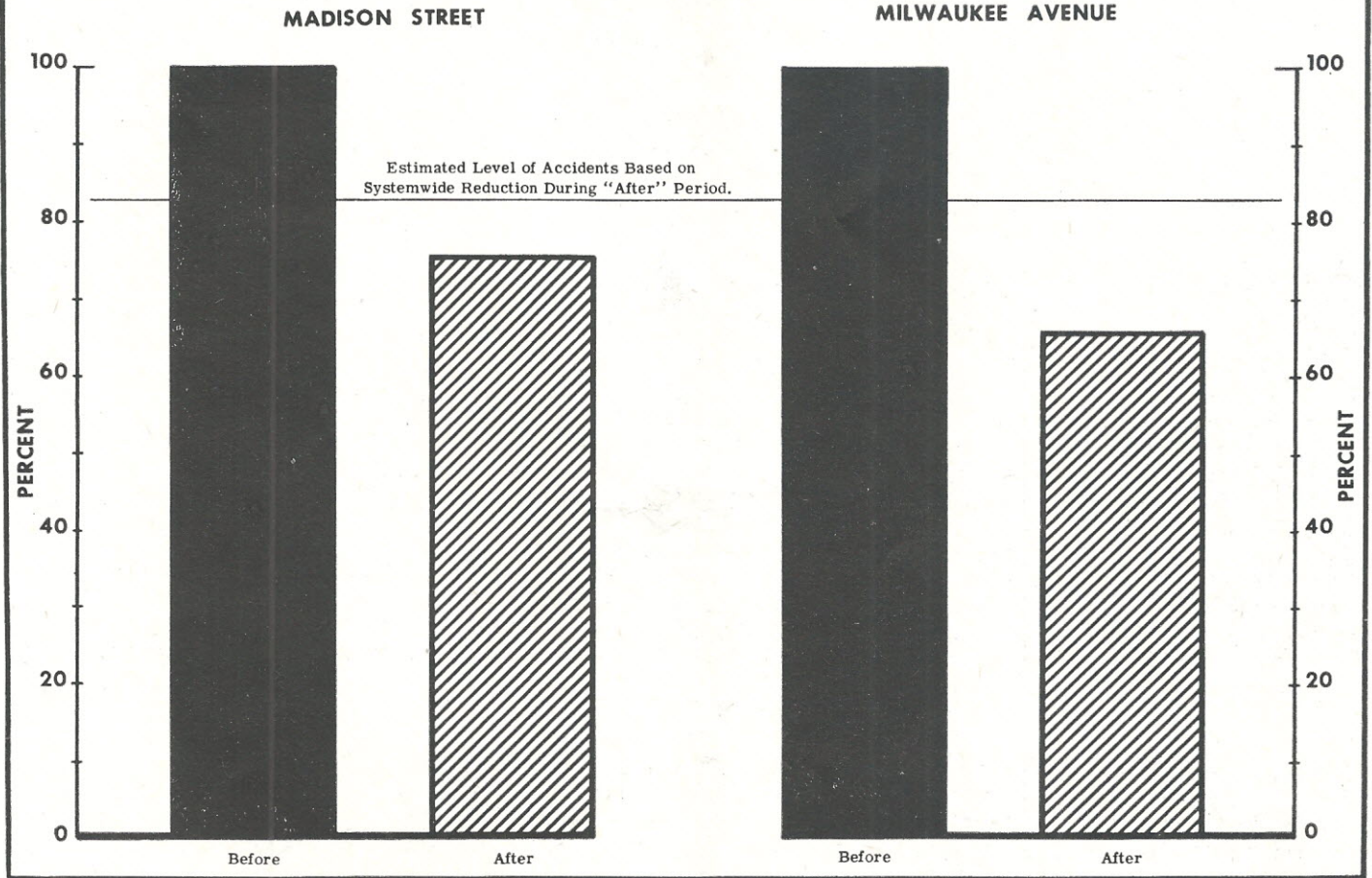
ADOLPH G. HAMPE
Conductor, Lincoln
41 years

EDWIN A. BATTLE
Motorman, North Side "L"
52 years

JOHN E. DONAHUE
Conductor, 77th
42 years



ACCIDENTS
PERCENTAGE COMPARISON OF
STREETCAR-AUTO ACCIDENTS OCCURRING DURING RUSH HOURS
TOTALS FOR RUSH DIRECTIONS-7 TO 9 A.M. AND 4 TO 6 P.M.



Does Traffic Control Pay Off?

Increased street traffic has caused a serious problem for the city of Chicago. Can anything be done to clear up our traffic congestion? This article, based on a report issued by the Traffic Engineering Department of the Chicago Transit Authority, tells the results of one experiment.

THE INCREASED number of cars operating on the city's streets, plus the speedy tempo of city life, have combined to produce a serious traffic problem in the city of Chicago. Over a year ago leading city officials and business men decided that something had to be done. (CTA TRANSIT NEWS, August, September, 1948.)

A number of steps were taken at that time to help unsnarl street congestion. One of the traffic controls which was instituted was the elimination of curb parking along certain important streets. The effective periods of control were generally set between 7:00 and 9:00 a.m. in the direction of the morning rush traffic, and between 4:00 and 6:00 p.m. in the direction of the evening rush traffic.

The principal streets where this "rush-hour parking control" was put into effect included Madison street, between Pulaski and Clinton; Milwaukee avenue, from Central to Des Plaines; Irving Park from Ashland to Broadway; Montrose, from Milwaukee to Broadway; Foster, from Lincoln to Broadway; Ridge, between Peterson and Broadway.

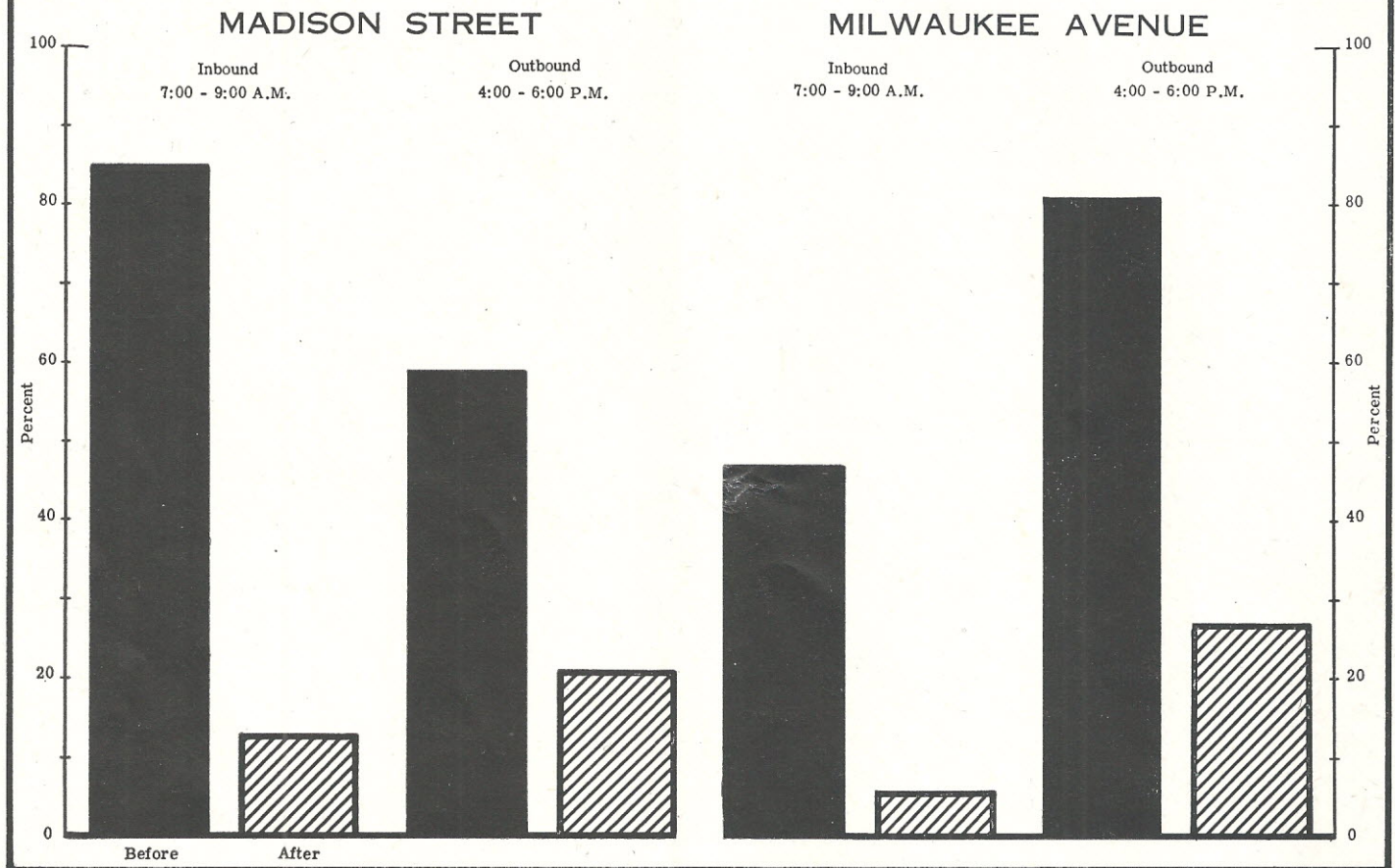
Careful surveys were made prior to putting the controls into effect on Madison, Milwaukee, and Irving Park. These have been matched with surveys taken afterward under similar weather and traffic conditions.

One of the most outstanding benefits shown by the surveys is speeded up traffic. In spite of an increase in traffic volume, the speed of general traffic was considerably increased during both rush periods. On Madison street this increase in average speed amounted to as much as 35% during the evening rush period. Irving Park showed a 47% increase in speed during the morning rush.

The volume in morning traffic handled on Madison street

FREQUENCY OF OPERATION

PERCENTAGE OF RUSH HOUR STREETCARS COMPLETING TRIPS LATE
BEFORE AND AFTER RUSH HOUR PARKING CONTROL



went up 51%. It is not known how much of this increase is due to the installation of parking controls, but it is evident that the greater freedom of movement would attract through-vehicles.

Because streetcars and buses operate on schedules and make passenger stops, it is not possible to realize such large increases in speed. However, it was found that an 8 to 10% improvement in schedule speed could be made.

The main benefit of rush-hour controls to mass transit vehicles consists of improved maintainance of schedules. Prior to eliminating curb parking in the rush hour it was found in a survey that as high as 85% of the streetcars on Madison street completed their trips late. After the controls were put into effect the late trips dropped as low as 12%. A similar change was experienced on Milwaukee avenue.

Traffic delay in congested areas causes variation in the traveling time of transit vehicles. It creates uneven vehicle-spacing along the street. This, in turn, produces unequal passenger loads, causing some vehicles to be overcrowded. These overcrowded vehicles drop far behind schedule and

frequently must be switched back short of their scheduled terminals in order to provide necessary service in the opposite direction. The result is poor transit service.

The elimination of curb parking, particularly during the rush hours, has reduced traffic congestion and improved transit operation. Approximately 40,000 rush hour, rush direction transit riders on Milwaukee avenue, and 41,000 such users on Madison street are benefiting from improved transit service.

Another important result of the curb-parking control has been increased safety. Both Madison and Milwaukee were studied for traffic safety. In spite of increased traffic volume and increased speed, it was found that there was a decided reduction in rush hours, rush direction streetcar-automobile accidents. After the controls were placed in effect, both streets showed a greater reduction than the system-wide reduction for the year.

Because of the success of these parking controls a number of other locations over the city are being studied for further application of traffic-safety practices.

FROM

"L" Trains to Ships

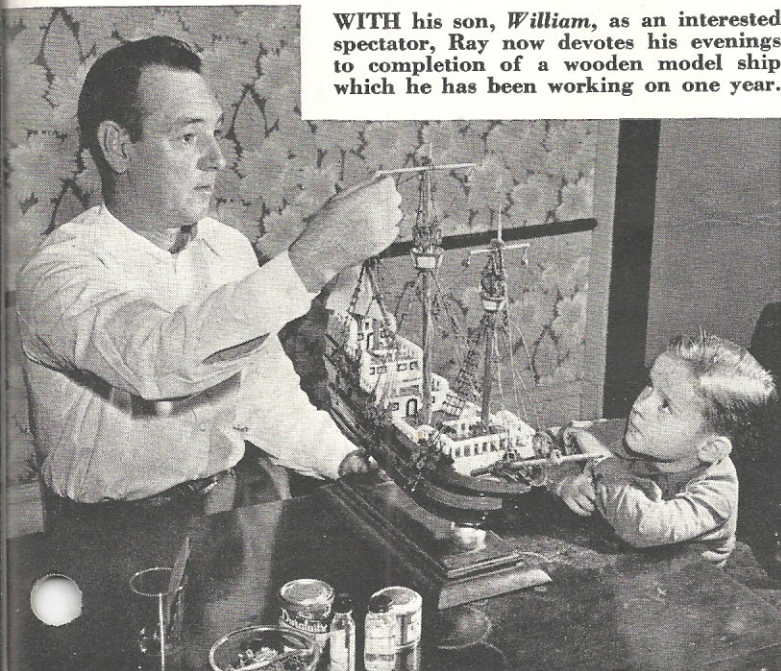
A MASS TRANSIT employe during the day; a model ship-builder in the evening.

These widely diversified activities may sound odd to many people but *Interlocking Maintainer Ray Workman* of the Maintenance of Way, North, claims it comes quite naturally to him.

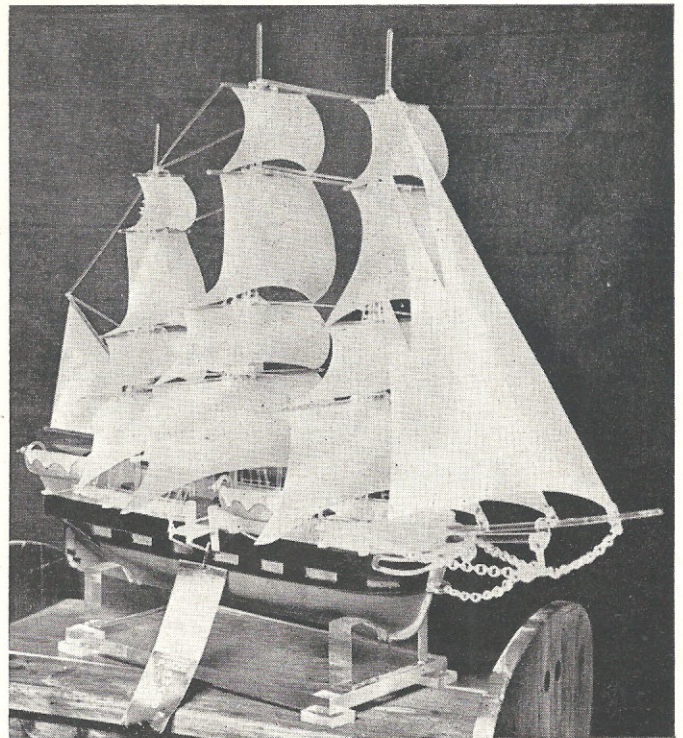
"I've been interested in building model ships since high school days," Ray says, "and, in a way, this hobby seems to fit in with the type of work Chicago Transit Authority specializes in and I help supply—transportation."

An employe seven years, Ray, 37 years old, started with the rapid transit division of CTA after working four years as a railroad signalman and 18 months as an installer of signal equipment in the Chicago subway. He started his employment with the "L" the opening day of the subway.

Ray's first attempt at model ship-building, after a brief study of it in the carpenter class at Lane Tech High School, was a small wood model that cost \$5.00 for parts and took five weeks to assemble. He worked on wooden models until 1945, then switched to an original idea he had been mulling over in his mind for several months. Friends of his who were returning home from service in the second World War told Ray how they made such things as rings and belt buckles from plastic combs simply by heating and reshaping them. After he heard of this, Ray decided that it was very possible to make model ships from plastic.



WITH his son, *William*, as an interested spectator, Ray now devotes his evenings to completion of a wooden model ship which he has been working on one year.



THIS sixteen pound model whaleboat, winner of a blue ribbon in the 1949 World Hobby Exposition, was completed in six weeks by *Signal Maintainer Ray Workman*, at a cost of approximately \$75.

Since first experimenting with plastic Ray has built six plastic ships, but the one that is prized most is a whaleboat that won a blue ribbon at the 1949 World Hobby Exposition in Chicago. "About the only problem I ran into using plastic was joining the sails together," Ray claimed. "The edges of the joints had to be level and have a smooth surface so that the cement would hold properly."

Liquid Plastic Used

In constructing the blue ribbon winner, the hull and small whaleboats were made from over two quarts of liquid plastic which was dyed red before being allowed to set. The setting process lasted ten hours, after which the hull was buffed by hand to bring on a high polish.

The bulwark, railing, cabins, sails, rigging, and masts were made from sheet and rod plastic that was heated to form the various shapes necessary. The chains were made from sheets of plain plastic that were cut in one-eighth inch strips. They were then cut down to one inch in length, heated, and joined together to become chains. Tools and equipment needed to complete the job included a coping saw, heating unit, fine files, sandpaper, and a small drill.

"If you are looking for a fascinating hobby," Ray asserts, "then try your hand at model ship-building. There are but two requirements—neatness and patience. Both are needed to make the job successful."

Ray and his wife, *Bernice*, are the parents of one child, *William*, five years. Reported by Vincent A. Petricca



THE RIGHT WAY TO FIGHT FIRE

HOW fire fighting equipment can be used effectively was demonstrated during Fire Prevention Week (October 10 to 17) by employes at the West Shops of CTA. Following an exhibition of the various

methods to put out gasoline and oil rag fires, an old coal car was set ablaze and then extinguished by several of the 75 CTA employes trained in fire prevention work and the use of fire fighting equipment.

NEW LOOP SERVICE

MANY CTA passengers are now using the new experimental shuttle service in the Loop area which operates week-days during morning and evening rush hours at a ten cent fare. Streetcars and buses are being used and the ten cent fare is good on any one of the shuttle cars or buses identified by special signs. Transfers to other CTA lines are issued to shuttle riders upon payment of the regular surface system fare. The service has proved economical and convenient, and separates short-trip riders from through passengers in the downtown district during heavy weekday travel hours.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF SEPTEMBER 1949 AND 1948, NINE MONTHS AND TWELVE MONTHS ENDED SEPTEMBER 30, 1949

(Revenues applied in order of precedence required by Trust Agreement)

	Month of September		Period Ended Sept. 30, 1949	
	1949	1948	9 Months	12 Months
Revenues	\$ 9,029,812	\$10,096,734	\$86,011,376	\$117,614,836
Operation and Maintenance Expenses (Note 1).....	8,481,553	8,713,931	79,336,497	106,655,891
	<u>548,259</u>	<u>1,382,803</u>	<u>6,674,879</u>	<u>10,958,945</u>
Debt Service Requirements:				
Interest Charges	318,003	318,004	2,862,240	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 2)	107,000	107,000	963,000	1,284,000
	<u>425,003</u>	<u>425,004</u>	<u>3,825,240</u>	<u>5,100,250</u>
Balance before Depreciation	123,256	957,799	2,849,639	5,858,695
Provision for Depreciation—Current Period	541,667	466,667	4,875,000	6,275,000
Balance available (A) to cover deficiencies in de- posits to Depreciation Reserve Fund; (B) for Reserves for Operating Expense and Municipal Compensation; and (C) for Modernization (Note 3)	<u>\$ 418,411*</u>	<u>\$ 491,132</u>	<u>\$ 2,025,361*</u>	<u>\$ 416,305*</u>

NOTES:

- (1) Provision has been made in operation and maintenance expenses shown in the above statement for retroactive wage increases required by recent settlements with the principal unions (\$165,910 for September 1949 and \$712,265 for the nine months period ended September 30, 1949). No provision has been made for retroactive wage increases which may result from negotiations with other unions.
- (2) Available to pay interest or principal on any interest or principal payment dates whenever amounts in funds set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1947 Revenue Bonds.
- (3) Monthly deposits not exceeding \$75,000 are to be made to the Operating Expense Reserve Fund in any month that earnings are available therefor, before any deposits shall be made to Municipal Compensation Reserve Fund or set aside for Modernization.

* Red figures

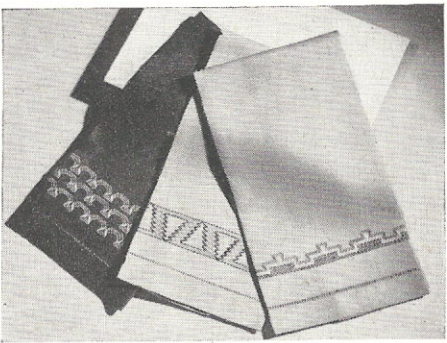
PASSENGER STATISTICS

Revenue Passengers	<u>70,993,998</u>	<u>78,809,708</u>	<u>675,269,432</u>	<u>923,039,088</u>
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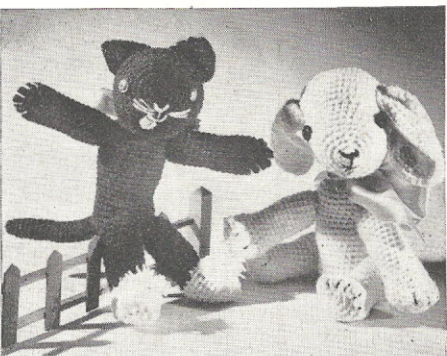
THE MAKINGS OF A GAY CHRISTMAS



Instead of shopping around for decorations and gifts that are different for the coming holidays, let unusual cookies come to your rescue. The newest innovation in cookie cutouts is cookies from paper patterns. The cookie patterns are printed on washable parchment and can be used again and again.



Colorful bands of Swedish darning enliven these hand towels and turn the plain huck towels into decorative Christmas gift items. Swedish darning is a simple but effective kind of embroidery, worked for the most part in running stitches through the raised thread of the hucking.



Congenial home with children wanted for a well-behaved black cat and a friendly pink puppy. Interested parties can obtain this winsome pair by crocheting them from knitting worsted and decorating them with button (for eyes) and bows.

For solving some of your Christmas gift problems, send in for CUTOUT PATTERNS and direction leaflets for SWEDISH DARNING TOWELS and CROCHETED CAT AND DOG.

Write to Women's EDITOR, CTA TRANSIT NEWS, 79 West Monroe Street, Chicago 90, Illinois.



Mrs. Mildred Johannes . . . "Tradition in the kitchen."

RECIPES for Your Holiday Meals (to the ladies from JOAN)

WHEN the Inquiring Reporter last month asked *George Johannes*, Schedule-Traffic department, what his favorite meal consisted of he said it started out with liver dumpling soup. Following up this unusual dish we discovered an unusual cook, his wife.

It isn't often you find tradition in today's kitchen, but that's just what we found in *Mrs. Mildred Johannes'* cheerful kitchen in Berwyn. The tradition is in her recipes, many handed down from her mother. They are so unusual we asked her if she would pass a few along to us for our readers. Her recipes may be familiar to those of you who know Czechoslovakian cooking; to others they will be a novel experience in cooking.

Her specialty, she says, is meats, but we're sure anything she cooks is something special. She is a great believer

in spices and uses them frequently in her cooking.

Here is Mrs. Johannes' holiday menu which is traditional in her family: Liver dumpling soup, Duck or turkey, Dressing, Cranberry relish, Sweet potatoes, Sweet-sour cabbage, Tossed salad, Coffee, Kolacky.

Following is her recipe for liver dumpling soup and one for dressing which makes a special stuffing for your holiday fowl.

Liver Dumpling Soup

1/4 lb. liver (beef, calf or poultry)	1 tsp. grated lemon rind
1 egg	1/4 tsp. marjoram
1 tbsp. finely chopped parsley	Salt to taste
1 tsp. grated onion	Bread crumbs, approximately 1/2 cup

Skin liver and remove tough fiber. Scrape liver or chop very fine. Add egg,



HONOR SOFTBALL LEAGUE CHAMPIONS

The CTA softball season was officially closed recently with a banquet and the presentation of the various league trophies. Members of the championship Northside "L" team received reversible jackets bearing the CTA emblem. In addition, the championship trophy was

presented to (center) Superintendent Fred Sirr and Team Manager Harvey Nicholas by General Manager W. J. McCarter. The trophy rotates each year with the championship until it has been captured three successive years by some one team.



CTA GOLF CHAMPIONS RECEIVE TROPHIES

THE new champions in the low gross and handicap contests of the Chicago Transit Authority golf tournament were recently presented their trophies by General Manager Walter J. McCarter. At the left is Bus Operator Ed Foreman, North,

who won his trophy by finishing with a low gross score of 74, the best turned in for that competition. William J. Connolly of the Claim department, right, won the handicap prize with a low net score of 69.

parsley, onion, lemon rind, marjoram, and salt. Mix well. Add enough bread crumbs to form a thick paste. Form into small balls and drop into any favorite boiling soup stock and cook about twenty minutes. Note: Test one dumpling in boiling soup first and if it does not hold shape, more bread crumbs should be added to the paste. (This makes about eight dumplings and serves four.)

Dressing

$\frac{1}{4}$ lb. melted butter	1 grated lemon rind
1 medium size chopped onion	$\frac{1}{2}$ tsp. marjoram
1 tbsp. chopped celery hearts	Dash of pepper
1 tbsp. chopped parsley	1 tsp. salt
6 cups bread crumbs	2 cups milk
	6 beaten egg yolks
	6 beaten egg whites (Stiff but not dry)

Melt butter in small skillet and lightly brown chopped onion, chopped celery and chopped parsley. Place bread crumbs in large bowl and add the above mixture. Stir well. Add grated lemon rind, marjoram, pepper, salt, and mix. Slowly add milk and beaten egg yolks and blend well. This should form a soft and solid mixture. If too thin, more bread crumbs can be added. Then slowly fold in beaten egg whites, until well blended. Stuff cavity of turkey, allowing room for expansion of dressing. This mixture is sufficient for a 12 lb. bird. Remove dressing in one piece and slice for serving.

Note: This dressing made in smaller quantity can be used in veal breast, chicken or stuffed pork chops.

* * *

HELP! HELP!

A reader writes: "Do you have the recipe for German potato dumplings cooked with sauerkraut? I have tried to find this recipe for many years without results."

Can anyone help us help her out? If you have the recipe, would you forward it to WOMEN'S EDITOR, CTA TRANSIT NEWS, 79 W. Monroe, Chicago 90.



THREE OF A KIND

WORKING for the Chicago Transit Authority is not strictly a family affair. But it might be easy for a stranger to draw that conclusion.

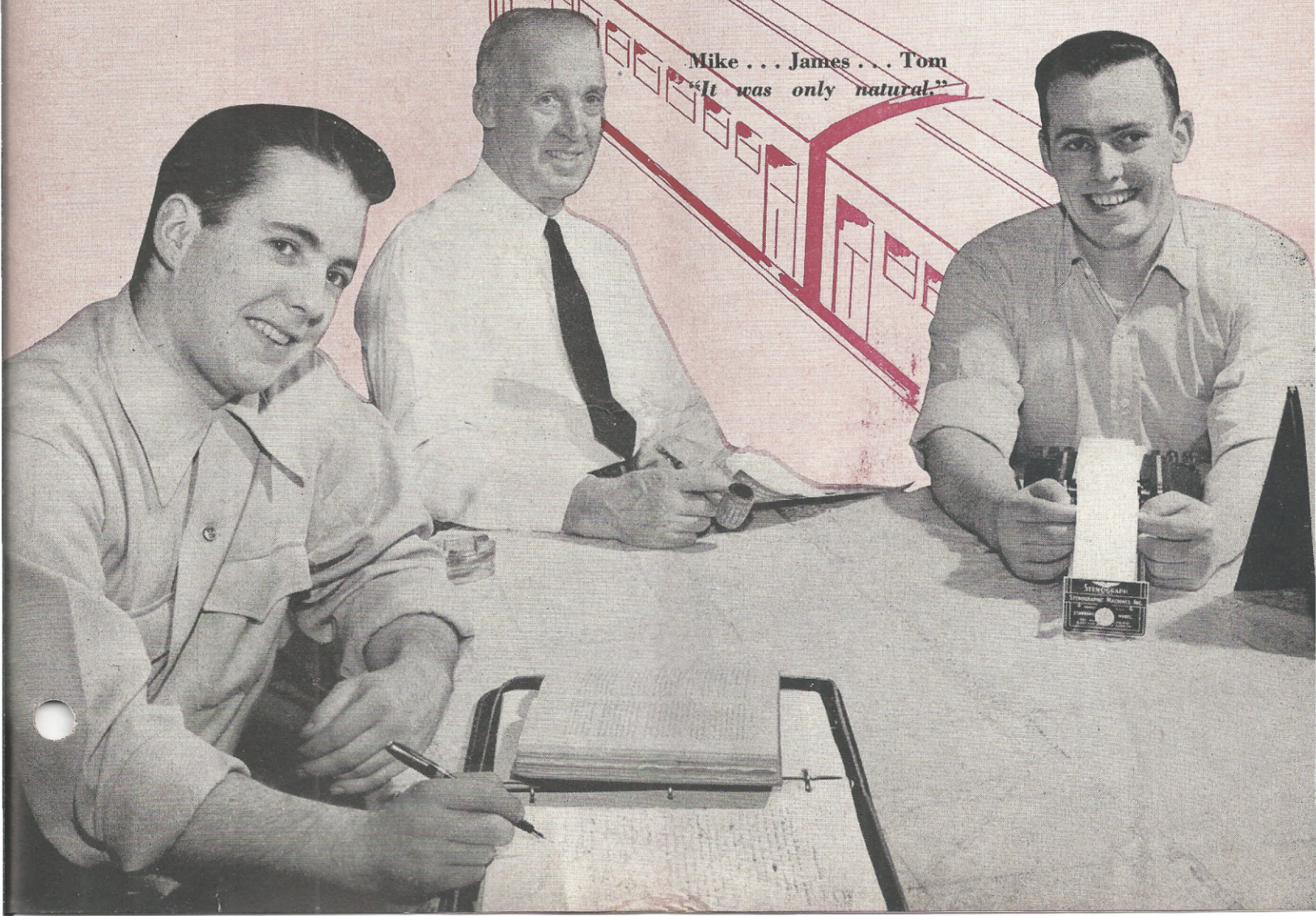
For instance, if you should ask, you would find that the conductor and one of the guards on a certain northside "L" train both answer to the name of "Geary." And the fellow they wave to on another train is also named "Geary." The Gearys you see, are another of the employe family groups of which CTA is particularly proud.

James Geary came with the "L" 22 years ago this month. He had been over from Ireland only three years. Now he has his own home, and a handsome family—two boys and two girls. Over the years his job has provided him with a good living. So it was only natural that he had his two boys apply to the elevated when they wanted to get summer work a couple of years ago.

Last year both boys, who are going on to school, transferred from the shops to the transportation department, and became student trainmen. Mike, who is now 18, is studying to be an accountant. Tom, 17, is taking a general business course.

But this does not necessarily mean that they will leave the transit industry. Because they both say that they agree with their father—that a transit job means a good job, with good pay and security.

Mike . . . James . . . Tom
"It was only natural."



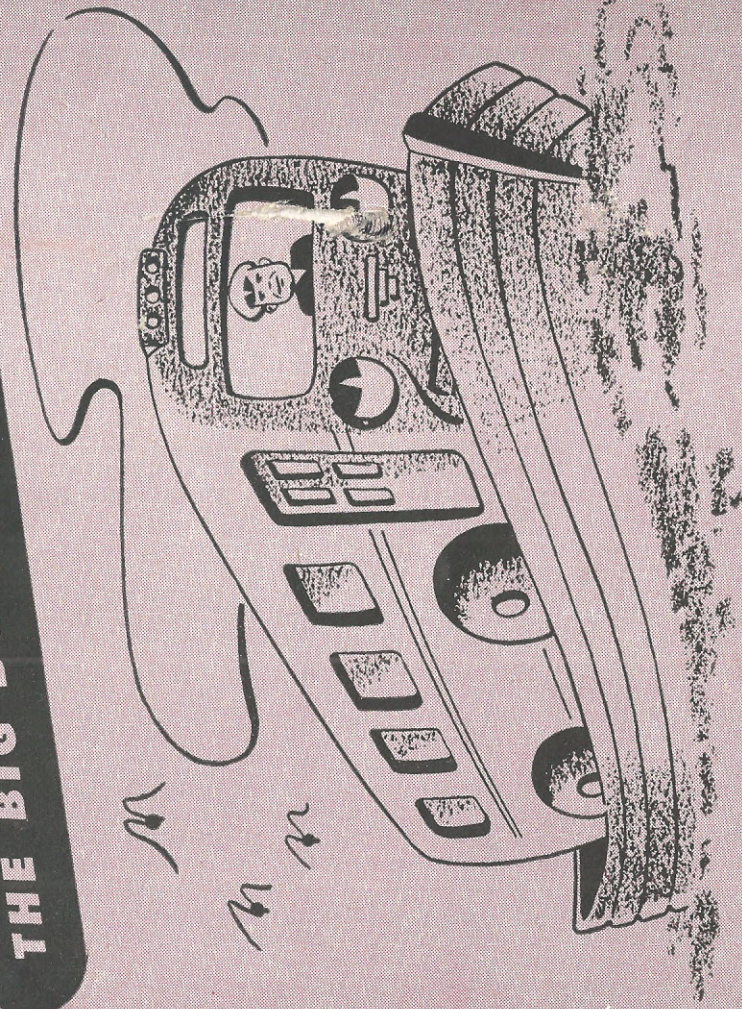
THE CHICAGO TRANSIT AUTHORITY
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THE BIG BUS PURRS BACK



(Reprinted from the *Rockford* (Ill.) "Morning Star")

IN THE half-twilight, a utility bus moved quietly up the long hill, and slid to a stop under our elms; as silently as if it were riding on water; as if it were a launch or barge making a landing at a tree-shaded pier on a summer evening.

A passenger alighted, and the big bus glided away, without roar or clash to destroy the illusion of a water-side landing. It was a masterly performance.

This particular bus could have roared and fumed and ground its gears and kicked up dust as well as any other bus. It's just as big a bus; it has as much right to sound and fury as any other bus. But bus and driver seemed to like the quiet under the trees; no good reason to disturb the evening. Easy does it, said the driver; and the big bus purred back.

We think we know this driver. We've seen him come up the hill in the traffic hours; he goes as fast, he makes his stops as expeditiously, and gets away just as quickly as the rest. But he navigates with an air; he could take an admiral's barge right up to the dock without a bump or a quiver.

People like him; they like his bus, whether they're aboard or simply watching bus and driver go by. Handling a bus in traffic is not the easiest way to earn your bread. You have to be a mighty patient man to keep your temper. But this driver seems to say, "You don't get anywhere jostling the customers; and even if I'm upset, I won't take it out on my bus."

So the bus purrs; and sometimes even impatient and hot and fired customers purr, when the driver comes in for one of those sweet, smooth landings.

And since roaring and fuming and grinding the gears; the rush to the stop and the jolt to the standstill; the noisy, smoky, hot-rod getaway that lays them in the aisle—since all these take extra fuel and oil and brake repairs and rubber, we think the boys at the barn must purr when this job rolls in with a mighty fine navigator at the wheel.

At any rate, there's our driver. And if anybody is passing around man-of-the-year honors, here's a man to look up.