



# TRANSIT NEWS

APRIL • 1949



**THEY TORE DOWN THE FENCE—See Page 7**



# Did You Have To Pay Additional Income Tax?

MARCH 15 has come and gone. We have all about recovered from the annual jitters of filling out income tax forms. And everywhere we hear the question "How much are you getting back?"

Due to the mid-year change in tax rates more refunds are being made to taxpayers this year than ever before.

But instead of getting refunds, or coming out about "even with the board" *some folks had to make good-sized additional payments to the government!*

Many of these extra payments had to be made because the employe failed to notify the CTA of a change in his family status.

It is important to you, the CTA and the government that you keep an up-to-date withholding tax form on file with the Accounting department. This form tells the Authority how many exemptions you claim. It determines how much income tax is to be taken from your wages each payday.

You should notify the Authority immediately when there is a change in your family or dependency status.

Usually you are entitled to a change in the rate of your withholding tax reduction under the following circumstances:

1. When you get married and your wife is dependent.
2. When a dependent is born, or dies.
3. When you begin, or stop, supporting a dependent.
4. When you, or your wife, become 65 years of age, or if either of you should become blind.
5. If you should become divorced.

Forms for notifying the Accounting department of any changes may be obtained from your chief clerk.

## CTA Motorman Asks Motorists, Pedestrians for Care

The following letter from a CTA employe appeared in a recent issue of the *Lincoln-Belmont Booster*, a local community newspaper. It was written in answer to several critics of CTA and CTA employes.

Sir:

I am a CTA motorman.

Recently there have been a number of letters written condemning the CTA and CTA employes, mainly motormen of the new streetcars. I would like to say a few words about the new streetcars, their motormen and the problems involved.

We are not killers. We are not psychological misfits. We are well trained. We are normal people with normal desires, amongst which is the desire to live in peace with our fellow working men and women.

We have children, wives, mothers and very strict bosses. We have accident records.

**The new streetcars are silent, fast, efficient. All agree. But I disagree with those who claim the "Surface Liners" and their motormen are alone responsible for the deaths and injuries that have become associated with their operation.**

To see a vehicle, a pedestrian or autoist must **look** for it. To hear a vehicle, he must **listen** for it.

Accidents are caused by careless people—and selfish people; careless pedestrians who are in a hurry to get home and cannot look before they leap—and I mean leap; selfish autoists who ignore all other traffic as they cross an intersection or pull away from a curb. We can't think for the people, but we try.

To say that 100 per cent of the new cars have been involved in accidents may be true, but to say that they have been 100 per cent to blame for those accidents is not true.

A company official recently pointed out that CTA vehicles travel some 400,000 miles a day and transport some 2 million passengers over that distance. Thus it did not seem out of proportion when one out of every 4 involved in an accident was a CTA bus or streetcar. Immediately he was accused of condoning those accidents.

**The CTA condones NO accidents, regardless of where the blame lies. A careless motorman loses his job, or is transferred to the back end of the car with loss of seniority privileges.**

No one cares to be fired, nor cares to lose seniority privileges that have been growing for 1, 5, 10 or 15 years. Oh yes, even oldtimers can be disqualified if they slip. So, you see, we cannot afford to be careless.

As to one of every 4 vehicles involved in an accident being a CTA vehicle, let's see

what that means in a good many cases:

1. A streetcar or bus is standing still and an auto or truck rams it in the rear or side—an accident for which the motorman is not responsible. Nevertheless a CTA vehicle has been involved.

2. A passenger alights from a streetcar into the path of an automobile who failed to stop **behind** the streetcar. We must fill out an accident form. Score another accident involving a CTA vehicle.

"One of every 4 vehicles involved in an accident is a CTA bus or streetcar." Yep! But what accidents!

**Now our training. For 15 days we are students when we begin our employment with the CTA. We are taught every correct and safe streetcar operation. The student is indoctrinated on the street by seasoned motormen with excellent accident records. He learns from them to look for and understand various indications of possible danger, things the average driver never dreams of.**

Instruction supervisors maintain a constant check on his progress, evaluating his action and reactions. Many prospective motormen become conductors because of that vigilance.

After a student goes out on his own he never knows when he might look up and find an instruction supervisor looking over his shoulder, checking, re-instructing, improving his operation.

There are plainclothes inspectors who check the new and old motormen for correct operational procedures, to see how they operate when they believe they are unobserved. Poorly trained?

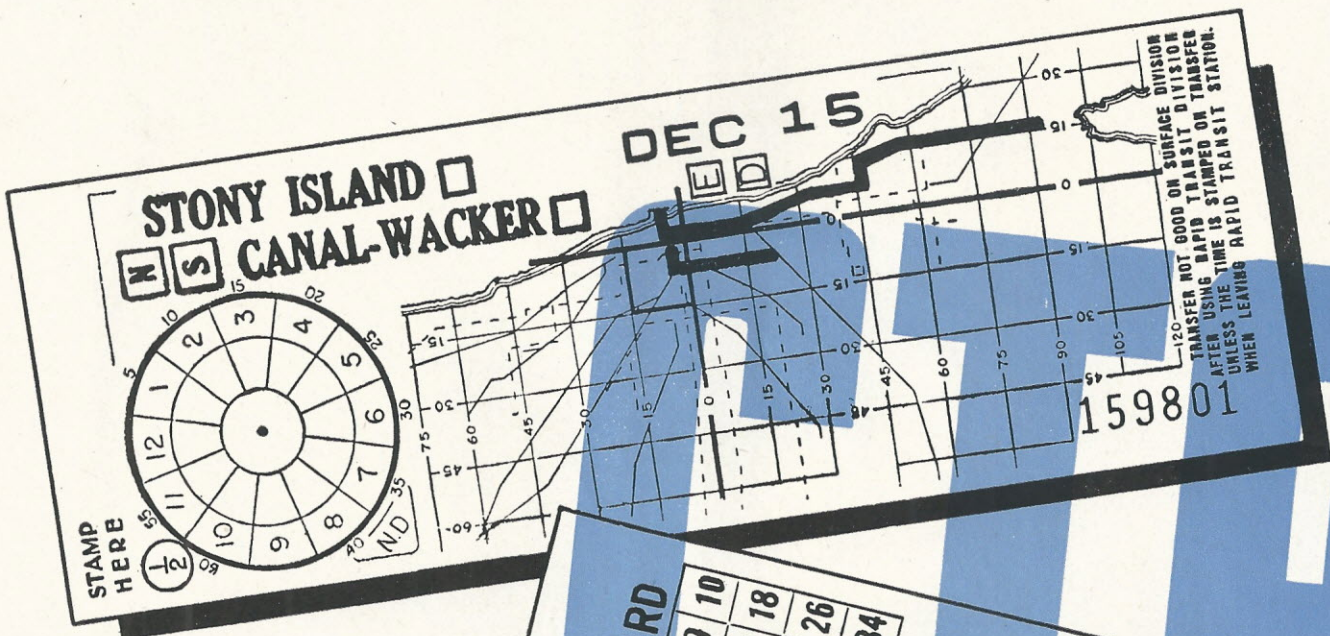
**As for inconsiderate motormen—do you know of any inconsiderate fellow workers? Don't we all? And, believe me, those men don't last long, because theirs is a record of accidents and rudeness—an inconsiderate driver of any vehicle becomes involved in accidents.**

This is an appeal for understanding and cooperation, Mr. Editor. If we all were careful, the deaths, the injuries, the dented fenders would become non-existent. A streetcar weighs 18 tons. A nudge will crumple a fender or throw a person to the ground.

But the motormen and streetcars are only one-half of the problem. The public must be careful, too.

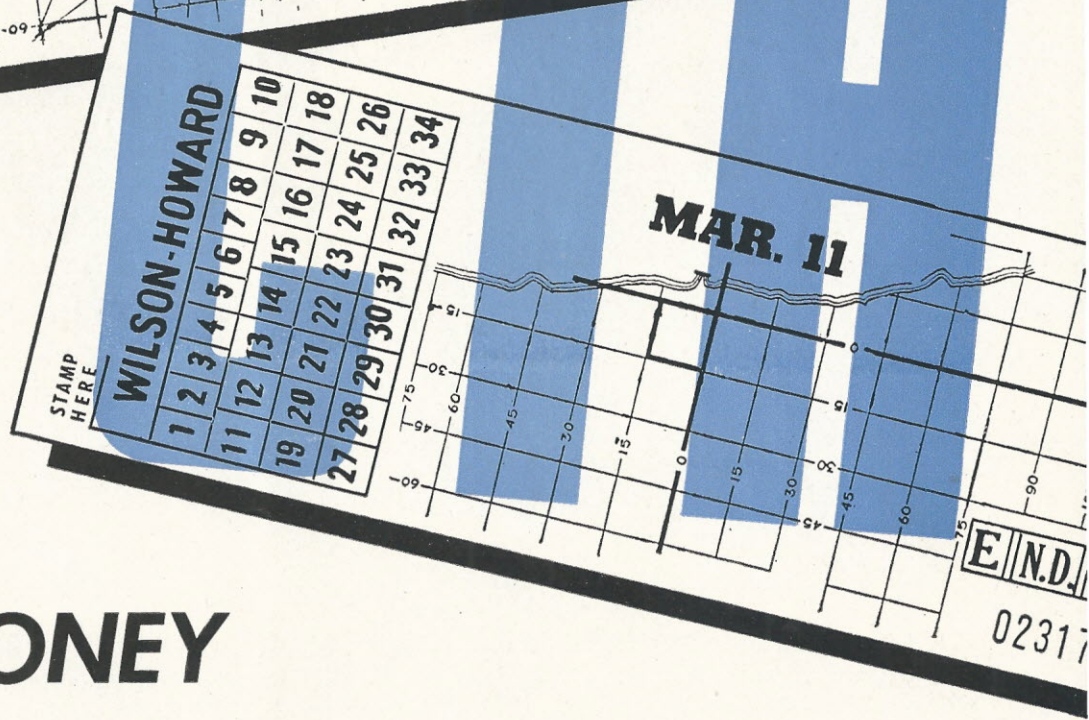
—Kenneth Sumner,  
No. 5895, Devon Depot,  
6454 N. Clark.





TRANSFERS CONTAIN definite information about each passenger's trip. Among the more important items shown on the face of a transfer are:

- 1) The zone in which the passenger paid a cash fare and started the trip;
- 2) The date on which the transfer is valid;
- 3) The line on which the trip originated;
- 4) The general direction of travel when the transfer was issued;
- 5) The time when the original car was due to leave the zone in which the trip started; and
- 6) the special squares, indicating "half-fare," "depot car," and "emergency."



# PAPER MONEY That Isn't Green

## TRANSFERS ARE IMPORTANT TO CTA

SUPPOSE, right after cashing your paycheck, you went into a store to buy a pack of cigarettes. And then learned that the dollar you used was counterfeit—no good? And that all the rest of those bills given you were the same? It wouldn't take you long to rush back and demand some real money—or know the reason why.

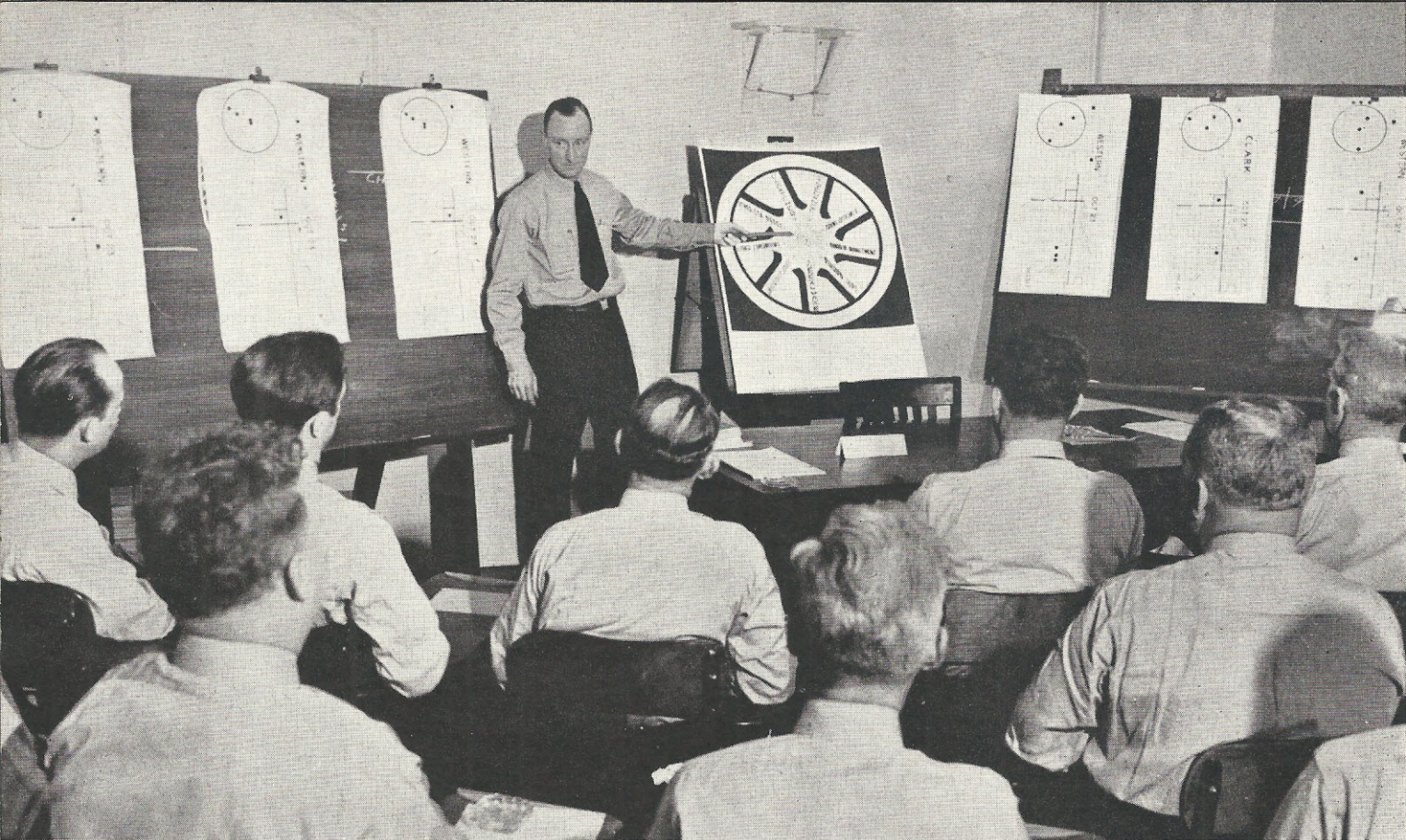
Well, the Chicago Transit Authority encounters this same problem every time a bad transfer is taken in payment of a fare. Each time an operator or agent accepts a bad transfer, he is permitting the CTA to be paid in "counterfeit money." The difference is that CTA can do nothing about it, once a bad transfer has been accepted.

Transfers are important to our business! Over 5,000,000 transfers are furnished every day to our conductors, operators and agents of the surface and elevated divisions in order to serve adequately the approximately 2,500,000 daily riders of CTA.

The fundamental purpose of a transfer is to provide each passenger a continuous ride in one general direction between any two points of the system for one fare.

On payment of a single fare, a CTA passenger may, by using transfers, travel a maximum of 38 miles in one general direction. A careful check of each transfer issued to passengers will insure their proper use.





**SUPERVISORS ATTENDING** the refresher course given recently by Chicago Transit Authority were instructed in the proper use and checking of transfers. Good and invalid transfers were illustrated and supervisors were asked to explain why they should or should not be accepted as payment for fare. A general retraining of all surface conductors and bus operators in the issuing and checking of transfers is now in progress to augment this study by CTA supervisors.

## TRANSFERS ARE MONEY

A large number of our riders look upon a transfer as only a piece of paper that many times is not used. But CTA employes should regard it as a negotiable instrument, like a bank note, so long as it is properly issued and used. It is estimated that if each conductor and operator honors just one invalid transfer during his run, Chicago Transit Authority will lose approximately \$750 per day. Multiply that by 365 days a year and it amounts to \$273,750. Quite an impressive figure, isn't it?

Accepting late transfers is the same as accepting bad coins—they're worth nothing. Therefore, the time check is probably the first and most important transfer check. Of all the invalid transfers offered for fare, the greater percentage are late. Following in close succession are transfers improperly punched, transfers not punched, and transfers used for reverse riding. Most of these invalid transfers are issued or accepted during rush hours when the vehicles are crowded.

There are specific items to be checked on all transfers to insure their proper use. The miniature zone map of the city together with other printed or punch-marked information on the transfer face provides all the essential data about the passenger's trip.

To insure the proper use of our transfers, supervisors of the surface division of Chicago Transit Authority recently attended a refresher course dealing with all phases of a

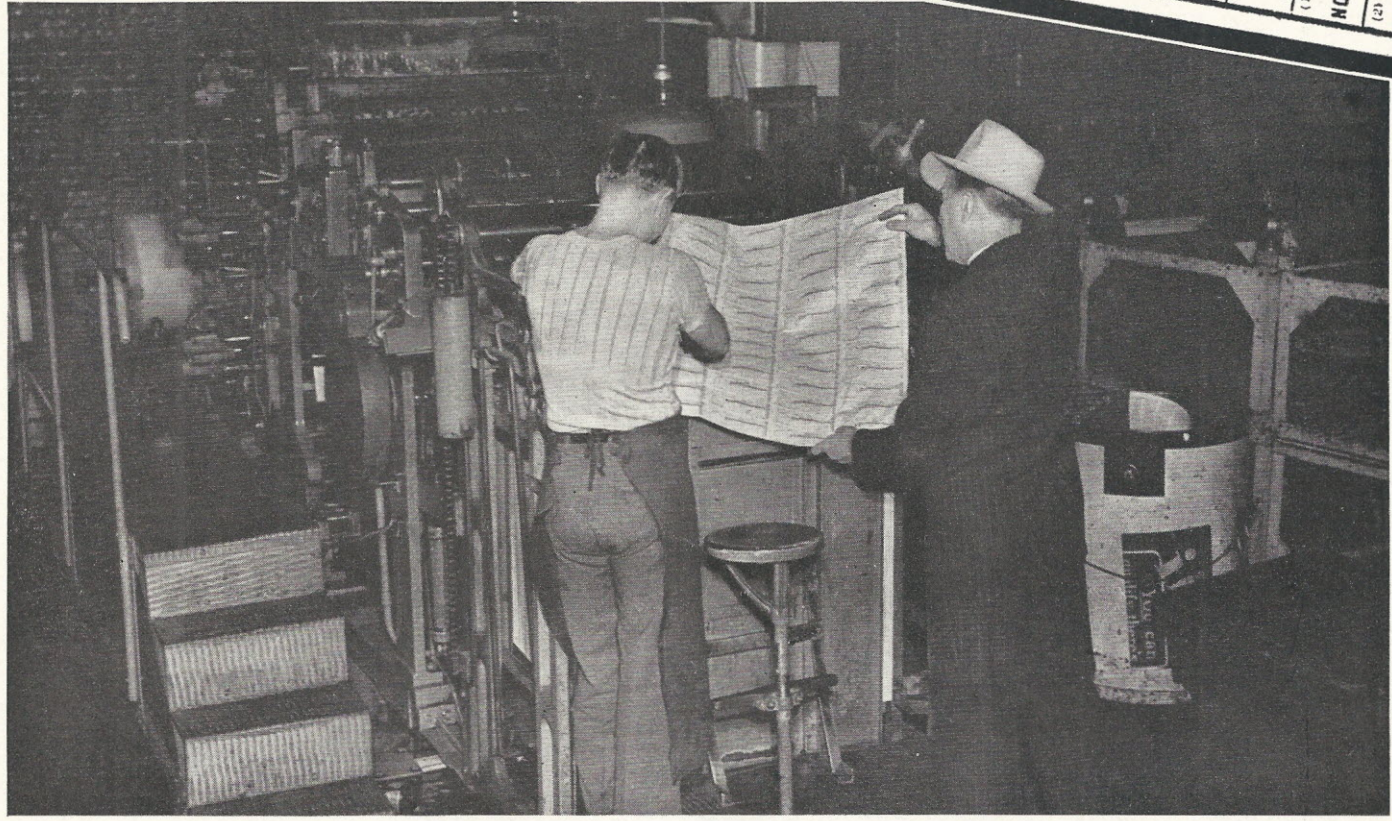
**THE WHITE** surface transfer may also be used to ride on the elevated system of CTA.





P.M. 12 11 10 9 8 7 6 5 4 3 2 1											
FROM HARRISON STREET.											
THIS TRANSFER											
Entitles the holder to a continuous ride South on Center Avenue, or North or South on Kedzie Avenue, Western Avenue, Robey Street, Paulina Street, or Halsted Street, if presented at the starting point of the connecting car within thirty minutes of the hour punched in the margin.											
West Chicago St. R. R. Co.											
A M. 5 6 7 8 9 10 11 12											

ISSUED FROM:	Route 8 Halsted 63rd	Route 9 Ashland Paulina	Route 22 Wentworth Clark	Depot Car	Thro' Car	Emergency	<b>SPECIAL</b>	MAR 17	GOOD IN REVERSE DIRECTION To Next Junction Only.	Issued From SOUTH-BOUND Car.	NORTH SOUTH EAST WEST	FOR TRANSFER: NORTH SOUTH EAST WEST
FARE	Receivable ONLY—at intersecting point—on a diverging extension or cross line—for a continuous trip of person to whom issued Void 15 minutes after time punched or if transferred. (3B) Not Good in "South Division" North of 12th Street. Chicago City Railway Co.—Chicago Railways Co.											
FOLLOWING RATE												
0 10 20 30 40 50												



A SCHEDULE of printing transfers 30 days in advance of their use is maintained at the South Shops printing plant where 25 persons are employed. In this shop alone, an average of 165,000 pounds of paper, 2,400 pounds of ink, and 450 pounds of stapling wire is used every month to prepare our transfers for daily use by CTA passengers. The shop, which houses one printing press, is capable of printing 7,000,000 transfers in eight hours.

supervisor's job, including a detailed lecture and written examination on transfers. This course was attended by over 250 supervisors. It is planned that a retraining course on transfers be held for all surface conductors and operators during the next few months.

Other subjects discussed at the refresher course for supervisors were the specific duties required of them during their working period. Supervisors are the direct representatives of management. Upon their leadership, understanding, teamwork and aggressiveness depends much of the success to be achieved by Chicago Transit Authority. The assistance they give in the retraining of conductors and operators on transfers will be a major factor in helping CTA realize this success.

TOP — TWO transfers that were used years ago by the surface system.

COUNTERFEIT MONEY in the form of invalid transfers can also be the result of improper punching. Therefore, it is the responsibility of the employe punching the transfer to check that it is correct. This will avoid causing unnecessary confusion for fellow-employes and passengers.





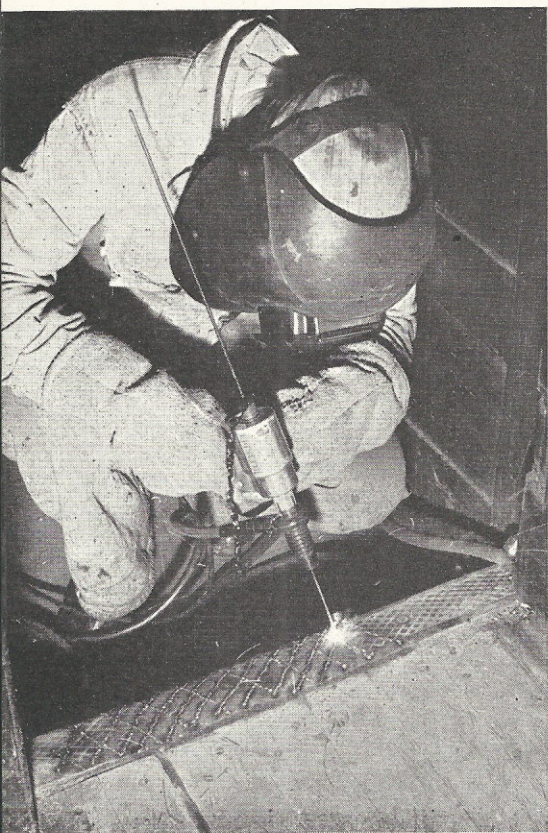
# ROUGHING 'EM UP

## NEW WELDING DEVICE PROVIDES SAFER FOOTING

IT IS the job of *Willard Lucas*, Armitage, to make things as rough as possible for CTA surface passengers. Yet when he has done his job successfully, the result is a safer ride for our public.

After a few years of service, the metal treads on bus and streetcar steps are liable to become worn and smooth. This slippery surface can form a hazard which would radically affect CTA's accident experience.

A new electric welding tool which provides a slip-proof tread on a smooth iron or steel surface was recently brought to the attention of the Accident Prevention department. The "Ruf-



Flying sparks from welding pistol form fantastic light patterns.

Tred" tool is now being tested by the Shops department on various streetcars operating on Milwaukee avenue.

Constructed by Metallizing Corporation of America, the tool resembles a pistol. The barrel is a vibrating electrode, which causes an intermittent arcing. The result—a stream of molten bead droplets which fuse into the smooth

metal surface. These beads provide a gripping surface on the tread.

First tests are being made on the Milwaukee avenue line where circumstances facilitate "before and after" accident studies. Surface trainmen at Armitage are keenly interested in the experiment because of its potential contribution to a reduction of accidents.

The crisscross design drawn by Willard Lucas provides a "slip proof" tread for worn metal step. Outside temperature was approximately 20° when this work was being done, so Lucas needed his 12 years of experience in welding to make the beads fuse to the cold surface. Danger spots being retouched include the slotted iron plate for the motorman's door, the threshold plate between the platform and interior of the streetcar, and the smooth iron edge of the motor trap doors.



# They Tore Down the Fence

**Consolidate West  
and  
Hamlin Avenue Shops**



THE FENCE WHICH separated the Lake street yards of the "L" and surface systems prior to the organization of Chicago Transit Authority came down several weeks ago when the Hamlin avenue shops of the elevated were consolidated with the West Shops of the surface division. The Hamlin avenue location has been converted to a terminal shop where maintenance repairs and a running inspection of "L" cars is made.

This combining of shop work on west section property of CTA sets the pattern for future consolidation of all shops of the elevated and surface systems for maximum efficiency in the use of space and equipment and to produce greater economy in this phase of mass transit work. Since the number of buses is growing and the number of old type street-cars is fast decreasing, the work of the Surface Shops has been changing. Readjusting the size and work of several departments of the South Shops and West Shops permits the use of some space and tools at the West Shops for work on "L" cars. Expansion of bus overhaul work is being developed in new buildings because of the great difference in kind of facilities needed.

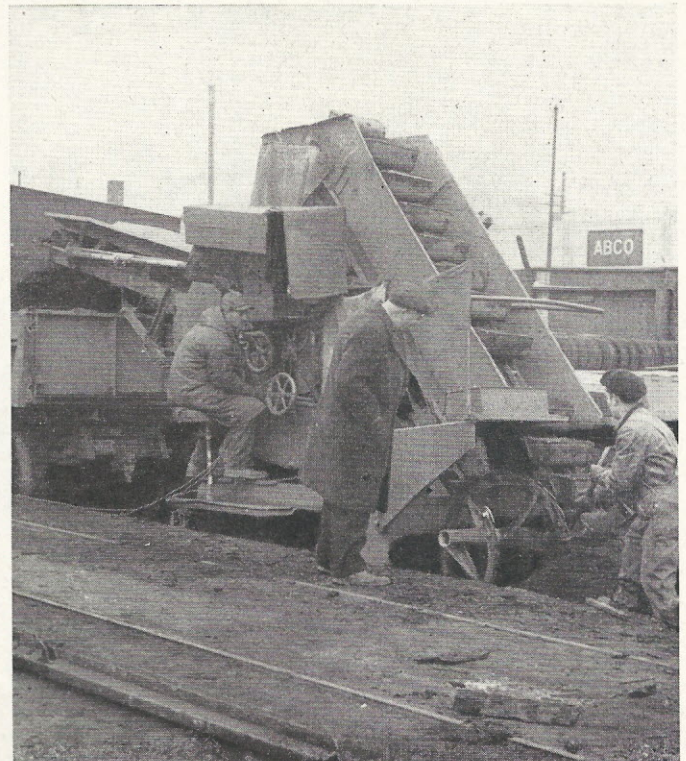
A further consolidation will be effected when work now done at the Throop street shops of the Metropolitan section is transferred to the West Shops. The Throop street shops will be torn down in the near future to make way for construction of the Congress street superhighway.

All motor and truck repairs to Lake street "L" cars are now made at the West Shops, surface system. Before the consolidation of shops, the compressor, armature and air brake work had been transferred to the West Shops. Employees doing this work and those doing overhaul work are now located at the West Shops.

**COVER PHOTO—THEY TORE DOWN THE FENCE (right).** Overhaul work on all rapid transit cars of the Lake street "L" is now being made at the West Shops of the surface system. To operate these cars to the West Shops, a section of the incline track had to be reset with the aid of a crane

**FOR THE CONSOLIDATION** of the Lake street shops of the Elevated with the West Shops, surface, new track had to be laid at several locations. From the incline, (left, rear) a new track proceeds around the north end (right, foreground) to a point where it meets track (center) rehabilitated by the surface division.

**IN LAYING THE** foundation for new track a 1½ foot excavation was made with the aid of a bucket loader which removed the dirt. The excavation was then filled with rock ballast to the base where ties were laid, after which more rock ballast was used and the track was installed.







**REPRESENTATIVES OF** employe bowling and softball leagues discuss CTA sports activities.

# Plan Employe Activities



**PROCEEDS FROM** automatic canteens and dispensers on CTA property are used to finance the employe welfare fund.

Representatives of CTA bowling and softball leagues met twice recently in the board rooms to discuss the inauguration of a program of athletic activities for employes of the Chicago Transit Authority.

Chairman of the meetings was P. N. Simmons, manager of personnel, who explained that the athletic program would be financed in part from the employe welfare fund. The fund represents income from the sale of candy bars and soft drinks to employes through automatic canteens and dispensers at various locations on CTA properties.

Committees were named to participate in both the immediate and long range planning of sports activities. Each will submit its recommendations in the near future.

Walter Zelis, Transportation department, was named to conduct a study and to submit recommendations as to how the welfare fund can best support employe softball during the 1949 season. He will select other members of the committee.

Alex Muscato and Harold Fragel, Transportation, and John Sommer, South Shops, will make similar recommendations with regard to the present as well as next season's competition in the bowling leagues. This committee will also give consideration to a round robin bowling tournament between championship teams of existing CTA leagues.



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY



## QUICK ACTION SAVES LIFE

A HEARTY HANDSHAKE was given Conductor Michael Dolack, Jr., (right) Lawndale, by Supervisor George Harrington, District "C," after Dolack saved his life while both were on duty.

The rope in the rear trolley catcher of conductor Dolack's car became jammed while he was working his run on Roosevelt road, and Supervisor Harrington came to assist him. It was impossible to release the pole from the rear platform so both men worked on it from the street. As Supervisor Harrington was attempting to correct the trouble, Dolack looked back and saw a cab coming directly for the streetcar at a fast rate of speed. Immediately, Dolack grabbed the supervisor and pulled him from the rear of the car. Just as both were clear, the cab hit the streetcar. The motor of the cab was pushed back three feet and its front end damaged beyond repair.

Undoubtedly, the fast thinking and quick action of Conductor Dolack saved the life of Supervisor Harrington.

## AN INDOOR SHOW OR AN OUTDOOR RIDE

ACCOUNTING—With the advent of Spring, Bert Hall has acquired two loves. Each day he must decide whether to stay home with television or to take out his new Ford!

Balmy days will see Arthur Mueller "shooting" the scenery with his long-desired Ihagee camera.

Muriel Birtley SKD 3, U.S.N.R., a veteran of 18 months with the WAVES during the war, has just returned from the annual "cruise." This year it took her to headquarters—at Randolph and Lake streets. But don't underestimate the potentialities of the service, for on a similar cruise last year, Muriel met Seaman Birtley and soon embarked upon the matrimonial sea. Go WAVE, young maid.

Aside from being a son of Erin, Bernard Kane has a tangible reason to celebrate St. Patrick's Day, for a tiny colleen, Mary Ellen, joined his family that day. Everybody is happy, including brother Michael Kevin.

Julie Willems has been convalescing after an operation. Eileen Cleveland has left the CTA—to be a "model" wife, no doubt. Remember the recent fashion show?

Condolences are extended to Thomas Coan and his wife in the death of her mother, Mrs. Margaret Baer. Mrs. Coan is known to many, having been a CSL employe. To Mae Bujnowski, whose brother succumbed after a long illness, our sincere sympathy.

—HELEN A. LOWE

## TAX TIME MUST HAVE BEEN PLEASANT

ARMITAGE—Spring is here, winter is gone and income tax blues are things of the past . . . Conductor "Swanee" Swanson and Motorman Joe Montgomery must have hit the jackpot in income tax refunds. "Swanee" took the cures at Hot Springs, and Joe basked in the beautiful sunshine of Florida.

We offer our sincere sympathy to Motorman Kasimer Hognaki in the loss of his brother, Motorman Ed Schroeder in the loss of his wife, Motorman George Nelsen in the loss of his father-in-law, and Motorman Timmerman in the loss of his mother.

Motorman Pat McCarthy is back from a trip to Florida, looking fit as a fiddle and rarin' to go.

Motorman Bill Webster, who has been having a tough battle with that old man with the scythe since before Christmas, is up and around again and headed back on the job.

A sure sign that spring is here is the fact that Conductors Eugene Colum and John Gebel are talking flowers and Conductor George "Ballpoint" Demco is rarin' to plant his pumpkins.

—TED SHUMON

## MATRIMONY OBJECT OF TRIP OUT WEST

BURNSIDE — We mentioned last month that Motorman Sigrid Haglund went west on his vacation. Well, it now develops that his destination was Washington State and the object, matrimony.

## REPORTER RESIGNS TO BECOME A HOUSEWIFE

ACCIDENT INVESTIGATION—Our reporter, "M" of "M & M," has resigned from her duties at the office to take over her chores as a good housewife. She also is rehearsing the lullabies! Her many friends at "600" remembered her with small tokens for the new arrival. Sorry to see you go Marge, but we do wish you the best of everything.

On February 28, 1949, Frank

Dow, legal investigator, celebrated his "Forty Year Anniversary" being with the company.

"Mr. Cupid" has hit once more—this time the target struck Grace Sheehan and Olan Cox.

Our deepest sympathy is extended to John Daly who has lost his mother.

We extend a "howdy-do" to our new employes, Statementman James Burr, and Clerks James Gallagher and John Howe. —"M"

## JOIN A GYM—LEARN TO SWIM

LEARN TO swim before your summer vacation. Classes scheduled at various hours for the public's convenience are being held in YMCA's throughout Chicago during the month of May. This will be a wonderful opportunity for adult men and women to learn to swim under the direction of certified YMCA aquatic instructors. Whether you are a beginner or advanced swimmer, there will be classes for both. The total charge for the classes, which meet twice a week for four weeks during May, is \$8. Inquire at your nearest YMCA for full details and registration information.



Conductor Ed Dalton is back on the job after being on the sick list most of the winter.

Spring must really be here at last. The birds are starting to investigate the bird houses around the yard at Burnside depot; Master Mechanic Rudy Neblessec is planning his flower beds; Motorman J. Meekma is sporting a new Dodge; and several other trainmen have washed the old family bus. Yep! it won't be long now.

Excuse briefness in news this month. Your reporter spent most of his spare time wrestling with his income tax return. See you next month. —FURGIE

### MANY INQUIRIES ABOUT FORMING SOFTBALL TEAM

COTTAGE GROVE—There have been quite a number of inquiries lately relative to what plans have been made regarding an entry in the Softball League this season. There is no reason why our depot should not be represented. While some of the men who played on last year's team are no longer here, there exists an abundance of talented, able and willing players who, provided with the proper initiative and management, could easily comprise one of the strongest and best teams in the league.

All who are sufficiently interested in the formation of such a team should get together and formulate plans for the coming season. Elect a manager, captain, coaches and select a group of players that are eager and willing to devote their time and talent in making a really great team. Let us hear from some of you fellows. Any suggestions or ideas you may wish to express will be greatly appreciated. Just drop them in the "Magazine Items" box.

Motorman Emil Varbelow is back to work after being absent since the first part of February. During this time he underwent a serious operation at the Englewood Hospital . . . Illness kept Motorman John Knudsen off the job since early in December. Now he is able to resume normal activity. . . . Motorman John Nanninga underwent a serious kidney operation last month.

Our sympathy to R. F. Babbe, retired motorman, in the loss of his

## IRELAND FOR A DAY



A GREAT day for the Irish—and everyone else! A bit of Ireland descended on the West Shops of the surface system St. Patrick's day and it wasn't only an Irish celebration. Their annual St. Pat's parade was a gala affair and represented by those especially partial to the "wearin' of the green." The parade, which took place during the noon lunch hour and covered the entire shops district, reached its climax at West End avenue and Pulaski road where Irish reels, jigs, bagpipes, music and singing were featured by shop employes.

beloved wife, Anna, who passed away on March 21.

Conductor R. H. Quant, who is in charge of collecting club dues, urges that it is vitally important all members pay their dues promptly. The upkeep and operation of the club entails quite a bit of expense and the only means by which these expenditures can be met is the revenue received from members. —THE ECHO

### TURNABOUT STAGED BY SECRETARIES

GENERAL OFFICE (Jackson) — In the stories it's always the boss who takes his secretary to dinner. But the tables were turned by the National Secretaries Assn. recently when the members took their bosses out. Helen Blowers, who is a member of the group squired her boss, James Carney.

### SURFACE MOTORMAN RETIRES AFTER 41 YEARS

CHARLES EBERT, 76, motorman at Lincoln, has taken his pension. He retired after 41 years of service—40 of which were spent on the Ashland avenue line.

Ebert started with the Chicago City Railway Company in 1907. Lincoln carhouse became his home when Noble was closed in August of 1947. The transfer to Lincoln enabled him to continue serving on Ashland avenue line. His familiar face will be missed by the many friends he has at Lincoln.

Ebert and his wife, Catherine, have no immediate plans for the future but intend to enjoy their free time among friends in their community. The couple are the parents of four children. Donald, the youngest still resides at home.

There has been a pleasant addition to our group. It was Clark & Division's loss and our gain when Marilyn Christian transferred to Job Analysis department . . . Purchasing department girls stepped out "in Little Red Shoes." They came to the parting of ways, however, when it came to a place to eat so some went to Younker's and some to the Prow. A good time was had by all.

—BRENDA & COBINA

### MOTHER AND SON FINE—BUT FATHER?

ELECTRICAL (RAPID TRANSIT) — William Waters, lineman, became the father of a baby boy, Sunday, March 20. Mother and child doing wonderful, but they sure had a tough job saving the father.

Richard M. Dwyer, superintendent of electrical construction, returned to work March 21, after two weeks of illness.

Robert H. Conroy, cable foreman, returned to work in March after a long siege of "growing pains."

Andy McGenera, third rail gang, was promoted to lineman, and is now found in Dearborn street tube doing construction work.

Irving I. Budish was added to the engineering force of the Main Office on March 8. He graduated from Illinois Institute of Technology in January, 1945.

—BURTON ENGBERG

### NEW ARRIVAL ENTERS ON ST. PATRICK'S DAY

ELECTRICAL (SURFACE) — Alex Henderson of the Line department is the proud daddy of a baby boy who arrived on March 17. His name is Lance Patrick. Mother is getting along nicely.

William F. Glassner, "B" electrician, was married to Jean L. Huber of Chicago, at Queen of Angel's Church on Saturday, March 12.

Sympathy is extended to Patrick Griffin of Grand Substation in the loss of his son, Edward, on March 9. Also to Gerald Troy of the Line department, who sustained the loss of his mother on March 16.

Full military honors of two posts of the American Legion were accorded Paul, the oldest son of James (Jimmy) Oniones on March 5, 1949. Paul was killed in action



in the European Theatre of war and his remains were shipped home for burial.

*Leo Davis*, chief operator of 82nd Substation, has returned to duty after a severe case of influenza.

*Patrick McKenna* of Grand and Leavitt has been in the hospital to undergo an operation. —ANDY

## A GREEN AND GREAT DAY FOR THE IRISH

GENERAL OFFICE (79 W. Monroe) —Surely 'twas the wearing of the green around 79 Monroe. In the Law department *Mr. Watson* not only donned a green tie and hankie, but also "outfitted" himself with a pair of green sox. *Bill O'Neill*, the son of Ireland who really kissed the blarney stone, was resplendent in green tie and shamrock. *Tom Reilly* (Accident Prevention) wore a tie dripping with shillelahs, while *Ed Henry's* tie was adorned with harps. All the pretty colleens twined within their tresses a green carnation. In honor of the occasion, Staff Engineer's office passed around and about three pounds of candy.

*Amy Sikora's* deep suntan is an example of what that Florida luminous body will do to a gal on vacation. . . . *Erna Buchholz*, Law, has decided to try a bit of Florida herself and will leave shortly on a vacation to wind up in Cuba.

Our sympathy is extended to *C. W. Ricker* whose father passed away. . . . Specifications welcomes *A. W. Sykes*. *Norman Rosen* has joined the buildings and structures section of the Chief Engineer's office.

### These Changing Times

*Patrick J. McGann* greeted his 19 year old niece, *Anna Frances*, at Municipal Airport after her 18 hour trip from the Emerald Isle. Back in 1909, Pat spent eight weary days on a storm tossed sea before coming in sight of the Statue of Liberty. . . . *Cathleen McAndrew*, a 21 year old colleen, is at present enroute from Erie to take up residence in Chicago with her cousin, *Ann Cyr*, Accident Prevention.

*Mary Isbrandt*, office of staff engineer, enjoyed a most unusual vacation—watching for that long-legged bird to deliver a nephew

## CONDUCTOR FINDS LOST BOY



**CONDUCTOR TON GUERIN**, who has been with transportation twenty-six years, works run 49 on Madison street. He is the father of two boys and three girls ranging in age from 11 years to 23 years, and, like all good fathers, Tom is always conscious of all children.

On the westbound trip of his run, March 10, about 5:00 p.m., Tom's car stopped at Wolcott street for boarding passengers. As he was about to close the doors he looked toward the curb and saw a little boy crying. On calling to him, Tom learned he was lost, that he was Donald Walker and he didn't know how to get to his home somewhere in the 2500 block on Monroe. Tom took the boy to Austin and back to the depot, checked in and returned Donald to his mother and father.

—Reported by **JOE SMITH**

or a niece. . . . *Mrs. Schleiter* must be the possessor of the left hind leg of a cottontail. One chance won for her \$25.00. . . . An Irish setter has joined up with the *Wally Oquist* family. 'Tiz rumored since "putting on the dog" Wally has changed the name to O'Quist.

The Electrical department has taken over an additional section of

the 12th floor—now both sides are electrical department. To make room, Maintenance of Way has moved down to the seventh floor.

*Phil Adelizzi*, Public Information, has made a date for July 16 with *Miss Dora Lencioni*, at the Assumption Church.

—**MARY CLARKE** and **JULIE PRINDERVILLE**

## BACK TO THE COUNTRY FOR RETIREMENT

"HOME IN INDIANA" means more than a song or motion picture title to *Jackson Smith*, a former Cottage Grove motorman. He recently retired on pension and, with his wife *June*, has left Chicago to spend his retirement in Lowell, Indiana, where they have purchased a home.

Born in Indiana, Smith came to Chicago in 1903. He began working for the Chicago City Railway Company in 1906 as a motorman and continued in that capacity for 42 years.

Smith, 65, is interested in gardening and plans to spend his time puttering around the house and cultivating a small garden.

## LOSES BELONGINGS AND HOME IN FIRE

LAWNDALE — *Motorman Joe Winters* was completely burned out recently. Joe and his family lost everything but the clothes they were wearing in a fire that destroyed their apartment and everything within it. *Mrs. Winters* and Joe's youngest daughter were rescued by firemen. He and his wife are now living with relatives while their daughters are staying with friends.

*Operator Willie Gardiner* set out to teach his son how to fly a kite, but after tripping over a high curb, running into a parked auto and falling down and skinning his knees, decided to return the sport of kite-flying to a younger generation.

*Operator Archie MacMillan* is recovering from a serious operation and expects to be off work for some time.

Anybody wanna join a good Pyramid Club? —**BILL FEILER**

## THEIR WORK RESULTS IN COMPLIMENTS

LIMITS — Credit should be given the men in the repair garage for the fine way they have been keeping the buses and cars in shipshape. Our amiable washers, *Billy Smith*, *Ernie Herrman* and *Ed Adamowski*, and our fine repairmen, who are always ready to give a hand, *Bob Kindy*, *Danny O'Boyle*, *L. Kraft*, and that A-man of our Depot, *Steve Burzynski*.

Congratulations to *Operator Jo-setti* as the proud father of a baby born Monday, March 4th. Mother and child doing fine. . . . It is good to see *Conductor Tank* back on the job again after his recent illness.

Our condolences to *Motorman De May* on the death of his father, and to *Conductor Johnson* on the death of his wife. Our sympathy goes with *Conductor Filapeck* on the sickness of both his wife and young son. We hope both will be well soon and out of the hospital.

—**R. H. LENCE**

## TRANSITAD

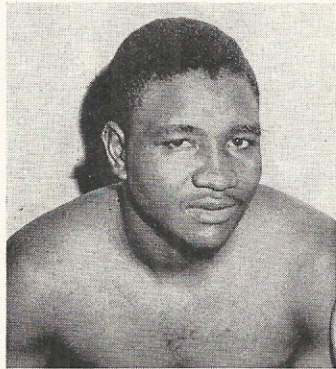
WANTED—5 or 6 room flat on the northwest side. Call *A. Bourne*, Capital 7-2657.



**PICK THREE WAYS,  
BUT WHICH THREE?**

**KEDZIE**—The three-way pick got itself underway at 1:00 P.M., on March 24 with nearly everyone in a quandry and not knowing how they got there. But now that we've been working the runs and are getting used to them it's not near as difficult as we thought it would be. *George Nash* tried to pick five days off and work a run and a half on Saturday and three and a half runs on Sunday. *Bill Finn* tried to pick two days at Kedzie, one day

**IN THIS CORNER**



**THE WINNER OF the 1949 Golden Gloves Heavyweight Championship** in the novice division was none other than *Tieman Jimmy Allen*, of the "Met" section Road department. An amateur boxer two years, Jimmy had to win five bouts to gain the title. He is 23 years old, weighs 187 pounds, and has had 17 fights in his brief career, winning 13 and losing four close battles. He has never been knocked out, TKO'd, or knocked down in any one of his fights. Six of his victories, however, have been by the KO route.

Jimmy fights under the colors of the Catholic Youth Organization and credits his recent success to his trainer, *Tony Zale*, former middle-weight champion of the world, and to other fine men connected with the CYO.

—Reported by Jack O'Reilly

at North and four days at Lawndale.

The Softball team is shaping up in good style. *Manager Cornelius P. O'Connor* reports that *Irv Belmonte* is working out at the "Y" gym every day while *Herb Elke* watches him and makes with the handsprings. (Elke has a rubber knee that "gives" when it should "take" at times.) *Charley Holton*, *Frank Troila*, *Bill Rafferty*, *Jerry Blake*, *Paul Rosenstrator*, *Richard McArthur* and *Marty Huska* will be on hand for opening practice. One of our newer men, *Ted Wright*, is a good softball man and he also will report.

*Mike Kenny's* son is holding a ninety-eight average in his studies at St. Jude Seminary at Momence, Illinois. John will go to finish his last eight years in Compton, Cal.

*John Dominic* arrived in the *John (Red) Kain* family. *Ida* and *John Dominic* according to Red, are like a couple of roses in full bloom—they're in the pink.

**Woes Of A Tenant**

*John Durkin* was doing his best to keep his apartment, but the bailiff caught up with him and now John is traveling from somewhere out 95th street way to get to work. . . . *Supervisor Gene Metz* has been given a stay of execution by his landlord. He will be happy if someone will sell, loan, or rent him a tent. He threatens to establish residence in Garfield Park. . . . *Supervisor Harry Phillips*, at Bryn Mawr and Kedzie, is looking for a four room area to feather his nest. He has no place to be put out of.

*Ed Schneider's* been having company at his house. He bought a television set. *Charley Holton* and *Larry Keating* say the view is fine but it's hard balancing on somebody's shoulders.

*Danny Gee* is back on the job after being hospitalized with a mess of varicose veins. . . . *Tom Murphy* of the repair department was hospitalized at Hines for ailments. . . . *Erny Groth* is on the job and in good health again. . . . *Ray Snell* is still battling the strep in his nose and throat.

*Pat Murphy* took his pension the first of April and likes his free time. —JOE SMITH

**MARRIED 25 YEARS**



**THE CENTER OF interest** at a dinner given at the Belden-Stratford Hotel on March 26 were *Conductor and Mrs. Harry H. Manheim*, Logan Square branch of the "Met," who were celebrating 25 years of happy married life. Helping them enjoy this "special" day were their three children, *Otto*, *Alvin*, a student trainman on the "Met," and *Blanche*, and 35 relatives and close friends.

Following the dinner, 75 guests were present at an "open house" party given at the Manheim residence. *Mr. Manheim* is a long-time employe of the elevated division, having recently completed his 44th year as a conductor.

**TWO MORE JOIN  
EXCLUSIVE CLUB**

**LAWRENCE**—The Stork club has two new members. Doc Stork paid a visit to the homes of *Mr. and Mrs. John Muka* and *Mr. and Mrs. Edwin Wjaldyla* and presented them with baby boys.

*Herbie Hanf* was indisposed for a short time and is back again. His absence from work was caused by an appendectomy operation.

*John Simtko* is very popular with his neighbors, the reason: John has the best selection of Polish sheet music in the city. . . . *Ray Gray* is the proud owner of a 1949 Chevrolet. Why not put a television set in it, Ray, then you and the Missus would not have to go to the movies?

Our condolences to *Roger Ward* who lost his mother-in-law, and to *William Nellis* who lost his sister.

—THE POLISH COUNT

**DRIVER RECOVERED,  
BUT NOT THE CAR**

**LINCOLN**—We are glad to see *Motorman Frank Koziol* back on the job after being off for over five months. Due to an automobile accident, his car was a total wreck. He received a broken arm and several broken ribs.

We were very sorry to hear of the death of the father of *Conductor Sam Lombardo*.

Talking about good bowlers, you ought to see *Chief Clerk Fred Meyers* bowl. He throws a mean ball. He'll be up with the majors. Watch out, you bowlers, he means business. . . . *Motorman Stanley Wozniak* was laid up with a bad hand. . . . Efficient *Conductor George Whitmore* was given honorable mention in a Chicago newspaper for his distinct manner in calling out all streets.

—WILLIAM GEHRKE



**DIPLOMAT EXTRAORDINAIRE**



WHEN THE Filipino Community of Chicago held its commemoration dinner for the Philippine national hero martyr, Dr. Jose Rizal, Chief Clerk Charlie Starr (third from right) (Kedzie) and wife received an invitation from the consul to be present. Charlie has not decided to take up diplomacy in a big way, it merely happens that his wife has been teaching music to the children of the attaches of the Philippine Consul.

**A GRAND GROUP OF GRANDPARENTS**

Loop—Greetings to the several grandparents, Agnes Sullivan, Elsie Kilroy, Helen Lynch, and William Reynolds. Also to great-grandparent, Robert Griffin.

Two agents have left our midst—Dolores Burns, who became Mrs. E. Bero on March 17, and Helen Esterline, who changed her address to California.

Bridget Lehart was godmother to Winnie Caine Joyce's eight pound baby boy. Katherine O'Grady Finnegan, another one of our former agents, became the mother of a ten pound baby girl.

We extend our deepest sympathy to Geraldine Wallace in the loss of her brother.

Virginia Cashen, Nellie Kerns and Margaret Neary are among the working members after a long and serious illness. Welcome back.

The tan is very becoming to Albert Runnberg. It was acquired on his vacation in Florida and Havana. —EDITH EDBROOKE

**HERE'S HOW TO BE A HIT WITH YOUR FRIENDS**

MAINTENANCE OF WAY (Met., Loop and Lake)—Pete Russo, loop tin-

ner, says the new addition to his house has created a lot of new friends and renewed a lot of old acquaintances. It's a new television set!

Patsy Zanniello, tieman, has decided to take it easy after 26 years of faithful service. He started on his pension March 1, 1949. . . . Congratulations to Verle Bannister, who was promoted to plumbing and heating foreman on March 1.

Walter Zawacki, carpenter helper, is all smiles now. His little boy has a new playmate born March 7. Mrs. Zawacki and the new arrival, Joanne Christine, who weighed in at nine lbs. are both doing fine, and so is Fred Cook, South Side maintenance carpenter, the proud grandfather.

William Metzger, son of Bill Metzger, track foreman, a freshman in the College of Engineering, University of Illinois, Navy Pier branch, has been named to the amateur radio operators' staff of station WILL, the university's radio outlet in Champaign-Urbana. His dad and uncle, John Jarrell, tie foreman, are justly proud of his new assignment.

Rumor has it that anyone wishing to learn Gaelic can do so by contacting James Walsh, North & South Side road department correspondent. He is easily identified

by the "Erin Go Brach" button on his coat lapel. He recently graduated "cum laude" from an advanced course in his mother tongue conducted by the AM Agent at his home station, 63rd and Halsted streets.

—JACK O'REILLY

**WANTED: A GOOD COURSE IN DOGGY TALK**

MAINTENANCE OF WAY (North & South)—Tom Nolte, signal foreman, is looking for the secret of how to make a dog obey his instructions. It seems that a pooch entered 63rd Lower Yard and proceeded up the stairway onto the Main Line heading for 61st. Tom, being familiar with the danger of the third rail, tried several times to convince the dog to return to the street. Finally, with the help of his entire gang, Tom captured and carried the dog to the street. But this was a mistake as the dog promptly developed an attachment for the snugness of Tom's masterful arms. At last report both Tom and the dog were on the street sitting on their respective haunches arguing Safety.

Congratulations to George Sawyer, retired road clerk, who celebrated his 73rd birthday on March 31. . . . Herman Wurster, plumbing and tinning foreman, is convalescing at home as a result of a serious operation he underwent at the Lutheran Deaconess Hospital on March 11. . . . Art Hedrick, coal inspector, now believes anything can happen in a big city. On the last payday in February, Art cashed his check, then, while walking back to the "L" he was relieved of his hard-earned cash by two men, one with a knife and the other with a gun.

—JIM WALSH

**SOUNDS LIKE WINTER IN CALIFORNIA**

MATERIAL AND SUPPLIES—Eleanor LaCorcia, general office, and her husband enjoyed a vacation to Weyerhaeuser, Wisconsin, recently. Chicagoans may have thought it was cold in Chicago, but Eleanor reports that it was only 40° below in Wisconsin during that time.

Herbert Mittel, laborer at Grand and Leavitt, should be used to be-

ing a grandfather by now. He proudly presents his tenth grandchild, Kimberly Ann, born on February 28, weighing 6-1/4 pounds.

We welcome to our department JoAnne Brumbach, general office.

Ella Emmerick, West Shops, resigned the latter part of February and went California way.

—JEAN HARTLEY

**A DELIGHTFUL ERROR**



JEANNE WILSON, daughter of Bus Operator Thomas Wilson, 77th, was a member of that select group of five finalists for the title of "Miss Photoflash of Chicago," who were shown in the March issue of CTA TRANSIT NEWS. Her identification was not disclosed at that time because it was not known she was the daughter of an employe. Jeanne is a famous swimmer, having won many titles as a member of the Lake Shore Club swimming team. Our apologies for the error, but it gave us a good reason for running her picture a second time.



## WHY NOT A GOLF LEAGUE

NORTH AVENUE—Attention golfers from other depots. There is a move on foot to organize a golf league. We have a bowling league, a softball league, so why not a golf league? If you can get a team together, please get in touch with *Ed Foreman*. Ed's phone number is Berkshire 7-4516. Foreman has a wonderful idea for you golfers. Don't pass it up.

Operator *Frank Ramel* is a patient at Loretto Hospital where he was taken after being struck by a truck while on his way home from work. He is doing nicely but will be off for sometime. It gets mighty lonesome when you're laid up, so stop over and see Frank.

Congratulations to *Motorman George Tyriver* on his 29th wedding anniversary. *Mrs. Tyriver* has been ill and is on the road to recovery. She returned to the city for this grand occasion . . . Congratulations also are due to *Motorman A. Keslinke* on his 23rd wedding anniversary, which was celebrated March 1.

The stork made a special trip to *Motorman Henry Voegtle's* home and left a 9 1/2 pound boy. He was named *Robert Grant*. This is Voegtle's third child.

### A Good "Angle"

It took a North avenue conductor to top all anglers at a recent sport show. *Conductor William J. Dier* collared the largest catch on the last day of the "Live Fish Derby" held at the International Amphitheater. He hauled in a 14 ounce rainbow trout, topping all others. Dier received the first prize which is a two weeks vacation.

B'Gosh and B'Gorra they were calling all O'Shaughnessys. Yes sir, every O'Shaughnessy in the city of Chicago was invited to attend a special screening of "Luck Of The Irish" a film appearing at a local theater. Among those who showed up was *Joan O'Shaughnessy*, daughter of *Supervisor Al O'Shaughnessy*, and niece of *Superintendent James O'Shaughnessy*. Joan, who is 18, was chosen St. Patrick's Day Queen to reign over the entertainment and dance of the United Irish groups and the Shannon Rovers Club of Chicago.

## FIVE GENERATIONS.



LET THOSE who will boast about three and four generation families, *Conductor Arthur Lee Overton (Kedzie)* can brag about five generations. In this family group are *Mrs. Fannie Lee*, Art's grandmother, (center) sitting with his grandson, *Lionel Reid*, on her lap. They were born, respectively, March 17, 1856, and October 10, 1939. *Mrs. Janie Overton*, Art's mother, born January 25, 1878, is at the right. His daughter, *Roberta Reid* (standing) is Lionel's mother, born August 21, 1923. And Arthur, himself, born July 23, 1904. Art came with the Surface Lines in December, 1943.

—Reported by Joe Smith

Congratulations to *Motorman Willard J. Sedgurik*, who was presented with a darling baby girl. She will be known as *Mary Elizabeth*, and weighed seven pounds, two ounces. This of course makes *Motorman William J. Sedgurik* a "grandpappy."

You can't keep a good man down, so we welcome back to work *Conductor Francis (Fritz) Reed*.

Practice sessions will soon be under way for our softball team. Remember, fellows, this is your ball club and everyone has a chance to participate. We are always looking for new material, so get out on the ballfield and show our manager what you can do. Pictures will be taken of those who appear for tryouts. These pictures will appear in "CTA TRANSIT NEWS."—JOE HIEBEL

## IT MUST BE NICE TO HAVE A CHOICE

SCHEDULE-TRAFFIC—*John Franzen*, schedule maker, is still wavering over a decision as to whether he should be a home-owner or remain as a tenant. Can anyone help with this decision?

*Dave Jacobs*, schedule clerk, probably will be joining some singing club since he has had his tonsils removed . . . *Jack Wilbur*, traffic checker, is on the sick list.

Our sympathy to *Bill Devereux*, in the recent death of his father.

New television sets are holding the attention of *Ray Primeau*, *Joe DeGrazia* and *Andy DeGrazia*. Several other fellows are nibbling at the idea and it wouldn't be surprising if they start investing soon.

—L. C. DUTTON

## ATTENTION, VOTERS OF YEAR 1985

NORTH SIDE—Looking so much like future presidential timber is the son born to *Trainman and Mrs. Alex Strassburger*. He already makes speeches about bettering the dairy industry and forcing cows to give milk in a variety of flavors.

*Mary Sullivan*, only daughter of *Trainman and Mrs. Jerry Sullivan*, recently became the bride of *George W. King* in ceremony at St. Jerome's parish. A reception at the home of the groom's parents followed the ceremony. The newlyweds will make their home in Eyanston.

### A Happy Return

*Agent Mary Folan* returned to work recently after recovering from serious burns, May suffered the burns while unconscious after a fall in her apartment. She had tripped over an electric cord and the fire resulted. All who know May were glad to see her back on the job. The customers who use the Wilson avenue station greeted her with smiles and sponsored a party in her honor.

*Motorman Otto Forester* and *Trainman Emil Selch* have been at home recovering from injuries . . . *Trainman James Simsen* sent his picture in to the lonesome heart club. But they sent it back, said they weren't that lonesome.

*Conductor George Karth* is one of two proud CTA employes now residing in the new village of Norridge, incorporated January 1949. Boundary: Harlem, Ozaman, Irving Park and Montrose. Population: about 3000, served by CTA buses.

*Motorman Rudolph Salewsky* and his wife returned from a trip in Florida. They had a wonderful time. Well if you know Rudy like we know Rudy you'll say amen.

In Memoriam: The death toll was heavy during the month of March. *Mrs. DuMont* wife of *Chief Collector Mike DuMont* passed away after a brief illness . . . *Trainman Tommy Green* lost his father . . . Brother of *Porter Frank Dorsey* passed away . . . *Motorman Milton Remke* lost his father and father of *Trainman Paul Rehfeldt* passed away. To all we extend our deep sympathy.

—J. J. BALY



## EGYPT NOT ONLY LAND FOR PYRAMIDS

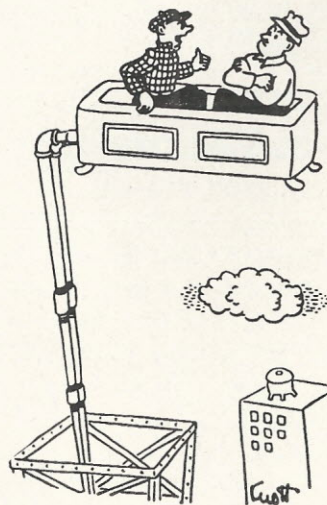
77TH—Egypt, the land of the pyramids, built those to stay. But if you want the latest information on the moving pyramids that have invaded the south side of Chicago, get it from *Motorman Marshall Foster* and *Bus Operator Dave Westerwell*. They have talked about pyramids so much they will soon be known as *King Tut I* and *King Tut II* from Pyramid 77 . . . Everybody enjoyed the pickles, olives, rye bread and baked ham at the home of *Sphinx Bus Operator Jack Koerber*. Have you joined yet?

*Motorman John Ponseigo* has been home the past few months on the sick list.

Clean Up Week Campaign is here again. Our depot sure looks good and fresh with the new light and dark green paint job it received.

What's on your mind? A vacation trip to the country, a fishing trip, golfing or hunting? See *Bus Operator Roy Mack*, who with his new Super Packard, will be able to get you there and be back in time to check for his run.

*Bus Operator* and *Mrs. Ray Feltz* are the proud and happy parents of a new baby girl, *Pamela Ann*, born at the Evangelical Hospital on March 16, at 8:00 p.m. She weighed eight pounds, 13½ ounces. Operator Feltz reports there is going to be some changes made. —DANTE F. BRUNOD



"If the construction gang doesn't catch up by tomorrow, I'm quitting."

## AMATEUR HOUR WINNER



OUR HATS ARE off to *Operator Nick Walsh, Limits*, who always had faith in the singing ability of his daughter, *Mary Jo*, 12 years. When she sang on the *Morris B. Sachs* program last month she won first prize of \$75 and a 21-jewel wrist watch. She also earned a chance to appear on the all-star program May 8. Winner of this program will receive a new automobile. Nick wants to thank all of the CTA men who voted for *Mary Jo*.

—Reported by  
R. H. Lence, Limits

## THE HIGH PRICE OF BEING WELL-DRESSED

SHOPS AND EQUIPMENT (SOUTH SHOPS)—*Frank DeWitt* received a lovely tie-pin from his one and only for his birthday, now he's talking about a new suit to go with the pin.

With the bowling season drawing to a close we have the Machine Shop team in the No. 1 spot. The Sockets are in Second place with 2 games out and Maintenance is four games out. *Roger Jestice* is the top man with an average of 172. Three men tied for second with an average of 165, they are *Peter Mirkovich*, *Mike Doljanin* and *Frank Peculanas*.

*Howard Langdoc* has a new name—"GRAMPS"—as *Mary Elizabeth* arrived at the home of his son and daughter-in-law on March 7 . . . March 20 was a red letter day for *Mr. and Mrs. R. Zajac*. For on that date the stork left a bouncing boy at their home.

Won't be long now and *Ray Klaub* will be tying the knot of matrimony.

—ANNE M. YERCICH

## THIS TIME "NO NEWS" WAS A MISTAKE

SHOPS AND EQUIPMENT (WEST SHOPS)—Gosh, was my face red when a postal card came from *George Fairbairn*, machine, telling of his presence in the Municipal Sanitarium, since last November. Sorry, *George*, to have neglected you via the magazine, but it was unbeknown to us. We sincerely hope you're well on your way to full recovery.

The *LeRoy Hagens*, bus overhaul, are the proud parents of a bouncing baby boy, *Michael Lynn*, who was born March 1, weighing 7 pounds, 9 ounces.

A hearty hello and a friendly handshake for *Francis Bien*, new typist, and *Robert Haladay* and *Gerald Blazek*, our latest mail clerks.

Our deepest sympathy is extended to *Edward Blaskey*, carhouse, in the death of his mother.

**Bus Overhaul Bowling News**  
The teams of *Emil Buelow* and *Joseph Nimkavage* are bowling neck-and-neck, both trying hard for the championship. *Emil's* team has won 50 games and lost 34, while *Joe's* team has won 49 and lost 35 . . . *Orville Schmidt's* Fireballs are still in the lead with a total of 3,065 pins for a team series. *Frank Stuvee* holds the title so far for high game with a total of 293 pins

*John Ruh*, material handling, is back on the job again, after a bout with the Flu.

—MARY HENDRICKSON

## INTERNATIONAL TROUBLES

SHOPS AND EQUIPMENT ("L" SOUTH SIDE)—*Max Boltze* surprised all of his friends when he announced that he was going to Quebec for a visit. But little did Max' friends realize that Max had plans for taking unto himself a bride which he did. The U. S. Authorities however did not permit *Mrs. Max Boltze* nee *Anny Bruno* to come across the border until Easter . . .

**TRANSITAD FOR SALE**—Hilltop lake lot at Island Lake, Illinois. Water can be piped in. No well to dig. Would consider trading for late model car. Call *Joe Hiebel*, AUSTIN 7-5061.

The stork recently visited again *Mr. and Mrs. Fulton Nealy* and also *Mr. and Mrs. James Ruddy*.

Congratulations to *Charles J. Dowling* who was made general foreman, replacing *J. A. Kester*, who retired . . . Reports are that *Dan O'Donnell* who has been in St. Bernard's Hospital for the past several months is getting along nicely.  
—PAT WHITE

## CTA BLOOD HELPS IN EMERGENCY

SHOPS AND EQUIPMENT (MET "L")  
—*Mrs. Tom Conlon* wife of *Tom Conlon*, machinist at Throop shop, recently underwent a major operation and is now well on the road to recovery thanks to the following men who were kind enough to donate their blood: *Ed. Tomlin*, *Frank Olczewski*, *Emmet Nolan* and *Ray Nubie*.

On March 20th. *Ted Nienaber*, shop foreman at Logan Sq. Shop, celebrated his 50th birthday. In his home in Evanston Ted's family and his many friends gave Ted a huge birthday party. Looking over his many gifts, Ted said, "Well, it's only once in a life time that you celebrate your 50th birthday." Happy birthday, Ted, and best wishes from your many friends on the CTA.

—DAVID GURWICH

## FORMER TRAINER



MANY YEARS AGO, long before he ever thought of becoming a CTA motorman at the North avenue depot, *Laurence Kunkel*, was a trainer of show horses for a wealthy rancher in Pomona, California. Handsome steeds such as this one were the pride and joy of *Lawrence* some 20 years ago, but now he's more interested in new streetcars, buses and trolley coaches.



**HOME MOVIE WINNER ON TELEVISION**



**BUS OPERATOR EDWIN DAHLQUIST'S** home color movie, "Down on the Farm," won second place recently in a film contest judged by the Associated Cinema Clubs of Chicago. As a result of participating in this contest, Dahlquist, an avid movie fan for several years, was invited to show this film on WGN-TV to their vast audience.

Bus operator Dahlquist, from the North avenue station, was born on a farm in North Branch, Minnesota, the place where his prize-winning film was made. It includes scenes of life on his mother's and neighbors farms in that locality.

A surface employe for 25 years, Dahlquist has worked all of his time out of the North avenue station. He began as a conductor and was recently made a bus operator. The parents of one son, *Richard*, he and his wife, *Anna*, are planning another trip to their movie haven this summer.

**RECENT DEATHS  
AMONG EMPLOYES**

**JOSEPH BIRMINGHAM**, 72, retired conductor, 77th. Died 1-4-49. Employed 9-21-18.

**GUSTAV C. BIRR**, 74, retired laborer, West Shops. Died 1-16-49. Employed 3-2-21.

**MICHAEL W. BURKE**, 55, retired foreman, 69th Shops. Died 1-12-49. Employed 8-13-19.

**HOMER C. CARRICK**, 61, supervisor, District "A". Died 1-9-49. Employed 3-17-24.

**JOHN DELEA**, 83, retired motorman, Burnside. Died 12-31-48. Employed 11-14-90.

**FRANK J. DEMPSEY**, 60, conductor, North. Died 1-26-49. Employed 1-15-12.

**JACOB N. FISCHBACH**, 58, motorman, Devon. Died 1-9-49. Employed 1-15-20.

**JOHN M. HLINGS**, 62, trainman, Metropolitan. Died 1-18-49. Employed 3-30-17.

**DANIEL JOHNSTON**, 76, retired conductor, Lincoln. Died 1-18-49. Employed 4-30-14.

**GEORGE S. KIMPLIN**, 54, motorman, North Side. Died 1-6-49. Employed 10-1-17.

**PATRICK J. KITTIER**, 65, motorman, Cottage Grove. Died 1-19-49. Employed 12-28-22.

**ANDREW LIND**, 76, retired conductor, North Side. Died 1-19-49. Employed 5-16-00.

**DELLA MCGRAW**, 68, agent, South Side. Died 1-3-49. Employed 6-19-29.

**LOUIS E. MEYER**, 71, retired conductor, North. Died 1-20-49. Employed 9-9-05.

**CHARLES MILAN**, 63, blacksmith, Road. Died 1-14-49. Employed 1-28-21.

**EDWIN G. MOORE**, 57, agent, North Side. Died 1-5-49. Employed 2-21-47.

**THOMAS J. MORRIS**, 71, retired motorman, 77th. Died 1-19-49. Employed 2-22-13.

**OTTO NELSON**, 71, retired motorman, Devon. Died 1-12-49. Employed 2-20-13.

**WILLIAM POKVITIS**, 57, carpenter, West Shops. Died 1-28-49. Employed 9-8-22.

**HARVEY PRESSNALL**, 88, retired motorman, Archer. Died 1-13-49. Employed 7-13-10.

**MARGARET REEVE**, 56, agent, North Side. Died 1-16-49. Employed 5-12-33.

**JAMES J. RIORDAN**, 54, conductor, Metropolitan. Died 1-20-49. Employed 5-16-16.

**JOHN A. SHANK**, 68, agent, Metropolitan. Died 1-9-49. Employed 6-12-43.

**PETER B. STEWART**, 82, retired conductor, Burnside. Died 1-21-49. Employed 12-17-08.

**HANS UKEN**, 40, repairman, Limits. Died 1-16-49. Employed 11-10-36.

**MIKE BRITVICH**, 59, paver, Track Dept. Employed 3-1-24. Died 2-27-49.

**ALVIN R. CHARLESTON**, 47, crossing watchman, West Side. Employed 9-18-45. Died 1-22-49.

**EDWARD W. CLARK**, 68, retired repairman, Lawndale. Employed 1-10-24. Died 2-1-49.

**CHARLES B. DEWICK**, 86, retired conductor, Archer. Employed 4-28-93. Died 2-18-49.

**NEUMAN M. FISCHER**, 74, retired conductor, Kedzie. Employed 12-21-18. Died 2-3-49.

**THOMAS GOLDEN**, 84, retired motorman, Division. Employed 9-1-97. Died 1-30-49.

**DANIEL W. GRASSMUCH**, 63, agent, North Side. Employed 6-14-37. Died 2-26-49.

**PHILIP HARRINGTON**, 63, Chairman of the Board, Executive Office. Employed 10-1-47. Died 2-11-49.

**GUSTAV F. HEDBURG**, 70, retired motorman, North. Employed 8-8-06. Died 2-5-49.

**ALBERT S. HILL**, 49, Chief clerk, Devon. Employed 1-1-22. Died 2-12-49.

**FRED C. JACOBS**, 66, retired conductor, North. Employed 1-23-14. Died 2-21-49.

**JULIUS J. JARMER**, 72, retired motorman, Kedzie. Employed 12-11-18. Died 2-19-49.

**GEORGE L. KAMINSKY**, 73, retired conductor, Cottage Grove. Employed 4-24-05. Died 2-21-49.

**EDWIN L. KINNEY**, 79, retired conductor, Cottage Grove. Employed 10-8-95. Died 2-26-49.

**HENRY N. LUNDBERG**, 91, retired flagman, Burnside. Employed 4-12-93. Died 2-24-49.

**MICHAEL McDERMOTT**, 75, retired motorman, North. Employed 6-21-04. Died 2-20-49.

**ROBERT A. McGRATH**, 81, retired ear cleaner, Archer. Employed 11-30-09. Died 2-23-49.

**CHARLES M. MILLER**, 52, motorman, North. Employed 11-23-27. Died 2-9-49.

**EDWARD A. T. MORETH**, 37, motorman, Lawrence. Employed 10-5-36. Died 2-15-49.

**FRANK MUELLER**, 67, retired flagman, Burnside. Employed 2-4-20. Died 2-16-49.

**GEORGE A. REEHOFF**, 52, clerk Auditing, General Office. Employed 1-12-12. Died 2-8-49.

**JOHN RUSIN**, 58, repairman, Limits. Employed 4-20-43. Died 2-12-49.

**HENRY L. RUSSELL**, 63, Ex. porter, West Side. Employed 10-17-45. Died 2-2-49.

**FRANK H. TAYLOR**, 79, retired motorman, North. Employed 6-10-93. Died 2-19-49.

**TRANSITAD**

**FOR SALE**—Light gray tailored suit, two pair of pants one never worn. About size 40, for tall person. Call *T. J. Connelly*, Evergreen Park 9205.

**TRANSITAD**

**WANTED**—4 or 4½ room apartment, north or northwest side. Employed couple able to pay up to \$65.00 per month. No children, pets or noise. Call *Harry Phillips*, Palisade 5-5388.

**NO. 1 RETIRED SURFACE EMPLOYE DIES**

**FORMER CONDUCTOR AXEL ANDERSON**, Elston, the number one retired employe from the surface system when the pension plan became effective in 1941 (CTA TRANSIT NEWS, September 1948) died March 1, after a short illness. He was 77 years old.

Born in Sweden on May 9, 1871, Mr. Anderson immigrated to the United States and Chicago in 1890. He broke in as a conductor in 1895, after working as a carpenter for four years. When he retired, Mr. Anderson had completed 46 years in mass transit operations.

He is survived by his wife, *Nellie*, and three children.



# What Does COURTESY Mean to You?

PLACE: *Material and Supplies Department*



**DOROTHY STEMBRIDGE, *West Shops:***

"Courtesy has certainly helped to make my position at West Shops a pleasant one. In my estimation, courtesy is like a gift and regardless of which end you are on, the receiving or the giving, it spreads happiness without any extra effort."

**EARL WILCOX, *South Shops:***

"Webster defines courtesy as an expression of respect. Courtesy means making the day easier and more pleasant for those with whom we come in contact. It creates good will, friendship and understanding. It is the very foundation of any successful business."



**Inquiring Reporter  
JEAN HARTLEY**

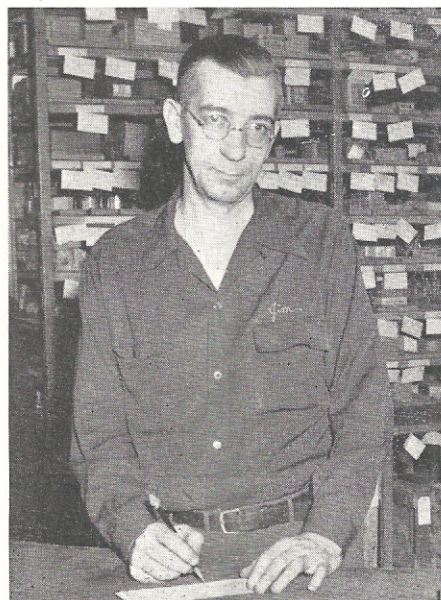


**DOROTHY MORAN, *79 W. Monroe:***

"Courtesy is thoughtful consideration of others in our everyday life. It has no actual price value, but shows your respect for fellow men. Much of the happiness I have enjoyed has resulted from the courtesy shown me by other people."

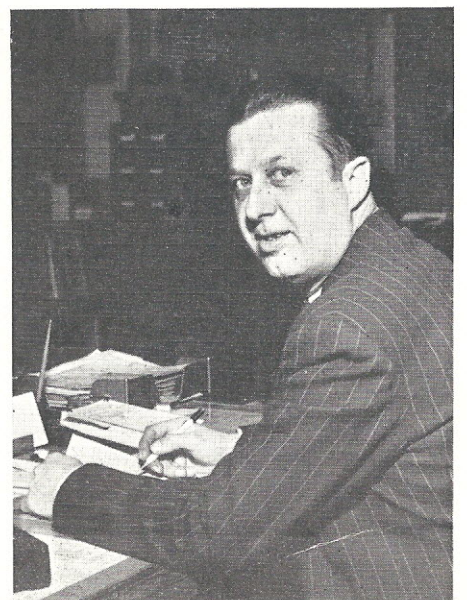
**GEORGE P. MIKOTA, *Grand and Leavitt,***

"Courtesy can do much toward assuring the success of any venture, business or pleasure. Good manners, kindness and thoughtfulness of others, are some of the things we cannot afford to lack. Each extra little courtesy is a compliment to you. A courteous request receives prompt attention."



**JAMES BEEGAN, *61st and Calumet:***

"Courtesy is not merely a word. It is an outward expression of our thoughts toward associates. Many of us today become too wrapped up in our ego and thereby overlook those many pleasantries by which we may establish ourselves as congenial neighbors."





# TO THE LADIES

## ... from Joan

THE URGE to grow something is elemental, and its satisfaction will benefit both the individual and his community. Weeks before it is safe to sow seeds outdoors, garden fever spreads among the people, even the city dwellers where space is at a premium. The advantages of a home garden, even a small one, are many: 1. It helps feed the family better, with health-giving foods. Vegetables out of your own garden are more appetizing because of their freshness. 2. It helps feed the family economically. A city garden, well planned and managed, should produce at least \$50 to \$75 worth of delectable vegetables—an excellent help to the family budget. 3. A home garden is more convenient. Your garden is much closer to you than market and it takes less time to operate a garden than it takes to shop for vegetables in the market. 4. The pleasure you and your family get from planting and tending a garden is a very special bonus. If for nothing else, the outdoor exercise you get, more than makes up for the effort put into the garden.

A garden is not a success just by chance. It takes advance planning to get the most out of your space and harvest. A few hours spent on a good plan for your home vegetable garden may cut the time required to tend it this summer right in half, while giving as large an output, and of better quality.

### PLANTING DATA for VEGETABLE PLOT

VEGETABLE CROP	DAYS TO TABLE SIZE	HARVEST FROM 1 SOWING LASTS	GROW FOR 4 PORTION SERVING
BEANS SNAP	45-53	4 WEEKS	1 FOOT
BEETS	55-80	6 WEEKS	1 FOOT
CARROTS	60-80	8 WEEKS	2 FEET
CUCUMBERS	45-75	4 WEEKS	2 FEET
ENDIVE	70-90	6 WEEKS	1 FOOT
KOHLRABI	60	3 WEEKS	2 FEET
TURNIPS	40-75	2 WEEKS	1 1/2 FEET
SPINACH	40-50	2 WEEKS	3 FEET
SWEET CORN	65-105	10 DAYS	4 FEET
ONION SETS	21	4 WEEKS	1 FOOT
PEAS	60-75	2 WEEKS	3 FEET
EARLY RADISHES	25	1 WEEK	1 FOOT
SUMMER RADISHES	45	2 WEEKS	1 FOOT
WINTER RADISHES	60	6 WEEKS	1 FOOT



How many seeds should be sown for every plant expected to grow? Sowing more seeds than will be allowed to grow is a good idea, but when this is overdone there is a waste of seed and work thinning out the excess plants. In thinning the best are allowed to remain so it is evident the chances of securing the best are greater when the gardener leaves one plant out of ten, rather than one plant

out of three. But real selection is impossible if seeds are sown so thickly the roots of the tiny plants become entangled, and it is impossible to remove single plants, without disturbing neighbors. The surest way with small seeds is to take a few in the hand and let them fall through the fingers into the drill which has been prepared. Get close to the ground, so that the seeds will be evenly distributed.

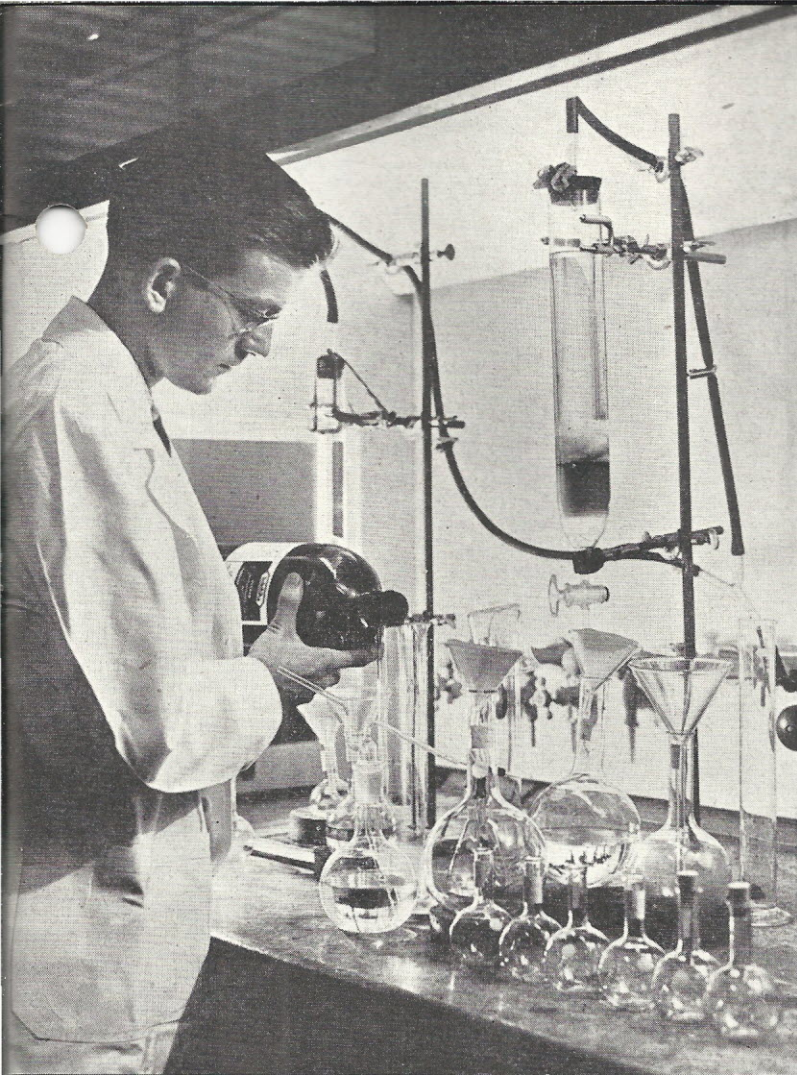


Mould a ball of earth in your hand, and pat it to make a mud pie. If the pie holds together, the soil is too wet to spade. If it crumbles, then you can go ahead. . . . Systematic spading makes the job easier and more complete. Here is one way to do it: Set a definite task for your first day's work, say a strip six feet wide, running the shortest dimension of the garden. At one end dig a ditch, say one foot wide and the depth of the spade, removing all soil from it. Pile this soil near the opposite end of the strip. Now begin to spade with the blade not parallel to the trench, but at right angles to it. This enables you to lift the soil more easily, and deposit it in the trench. The spade should be driven down, not on a slant, but perpendicularly to its full depth. Take a small slice of the soil so your back is not strained. Lift it up, turn the spade over, so that the top soil falls underneath and bottom soil on top. In filling the first trench, you have opened a second.

Careful study of the adjoining chart will enable you to reduce your garden to a small space which, if kept busy throughout the season, will grow all the vegetables you can use, with no waste. Some can only be grown in the early summer and fall, because they will not grow well in hot weather. But many can be enjoyed throughout the summer, if you make enough sowings of them and plan them so that one short harvest follows another. . . . In the chart, Column 1 shows the days it requires a vegetable to reach table size

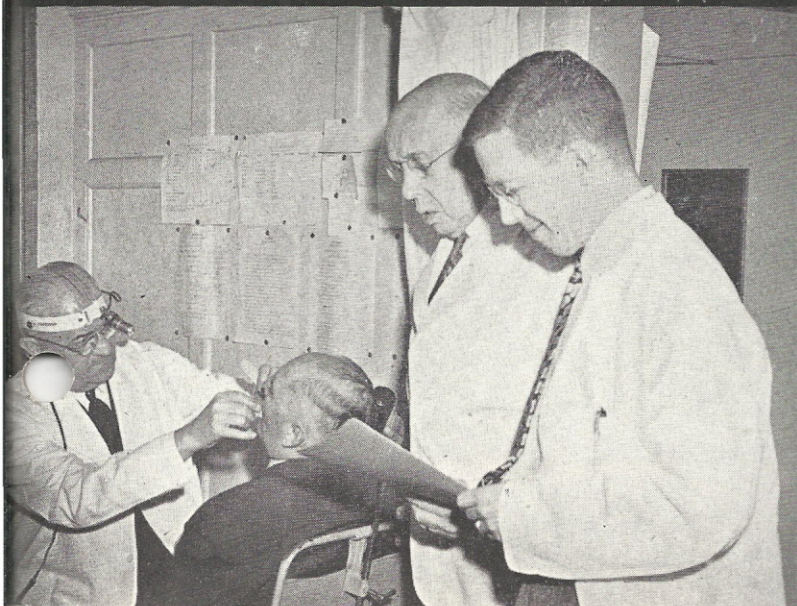
from seed sown in the garden. Column 2 gives the time a crop remains in good condition for the table. Column 3 gives the space in a garden row required to produce one serving for a family of four. If beans are to be served twice a week, for example, since one sowing of beans provides a harvest for four weeks, eight feet in the row will produce all the beans the family can use from one sowing. A new crop should be ready every four weeks through the garden season to keep the table supplied all summer.





No one has yet discovered why a cell which has been performing normally in the body suddenly becomes malignant—the beginning of a cancer. But someday research will solve the puzzle. One quarter of the total amount contributed to the American Cancer Society is allocated to research. In Illinois alone nearly one-half million dollars was donated to research during 1948.

Early diagnosis of cancer is essential for effective treatment. Detection centers where apparently well persons may be examined for signs of cancer have been established in various Chicago hospitals. Today there are three known effective methods of treating cancer: X-ray, radium, and surgery.



## "THAT THERE MAY BE LIGHT"

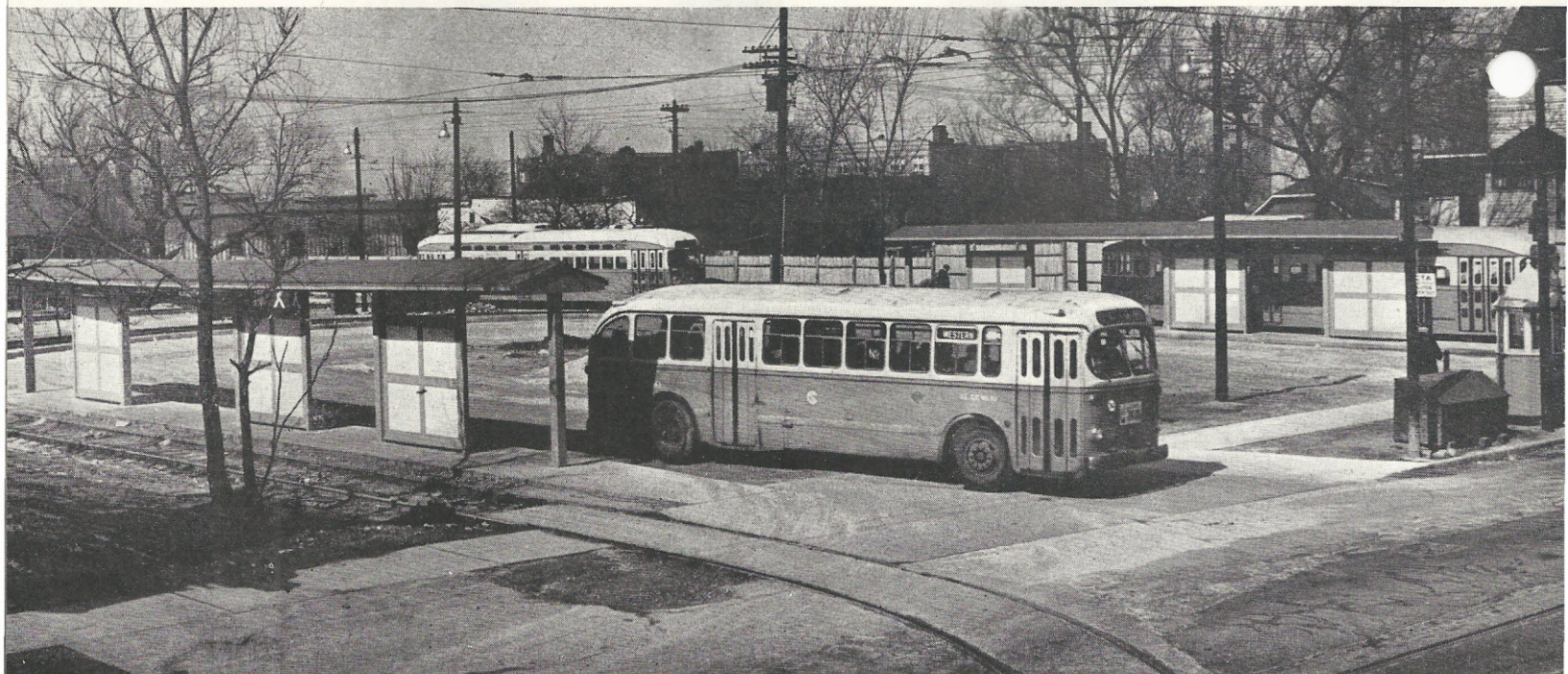
Cancer has been called "The Disease of Darkness." In spite of decades of study it still remains a deep mystery—to the man in the laboratory as well as the man in the machine shop. During the past 25 years this disease has advanced from seventh to second place as a cause of death in the U. S. Each year nearly 200,000 Americans die of cancer. More than 65,000 of these victims could be saved by early diagnosis and prompt treatment. The American Cancer Society, with headquarters at 139 North Clark Street, is set up to "bring light" upon the subject of cancer—through research, education and service. At the present time it is conducting its annual drive for funds, with a goal of \$750,000 for the Chicago area.

Of necessity, or by choice, most individuals suffering from cancer remain at home. Through Loan Closets the American Cancer Society provides these at-home patients with sick room needs such as hospital beds, rubber sheeting, dressings and other necessities.

During the first nine months of 1948 the Chicago Visiting Nurse Association, partially sponsored by Society funds, made 13,324 visits to cancer patients.







**TWO MODERN, CONVENIENT** bus and streetcar terminals were recently completed on Western avenue — at 79th street on the south and at Berwyn avenue on the north. Passengers who travel via both streetcar and bus on this route are now

able to change vehicles under shelter. . . . The shelters at Berwyn are 77 feet long and seven feet wide, with a 12 foot cement walk leading from the sidewalk. Surrounding the terminal is a 208 foot stockade fence, seven feet high.

## MODERN TERMINALS ON WESTERN AVENUE

**THESE OFF-THE-STREET** transfer points provide greater safety and convenience for CTA riders. At 79th and Western paved crosswalks link the two covered loading platforms.

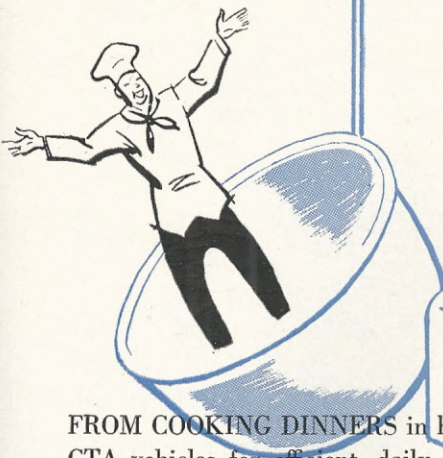
Shelter buildings at both locations are frame constructed with a corrugated sheet iron roof. Employee restrooms are included in the terminal facilities.





A FAMILY

# Portrait



FROM COOKING DINNERS in his restaurant to preparing CTA vehicles for efficient, daily service—that's the change *Motorman Repairman Thomas Gushes, Sr.*, South Shops, made 13 years ago when he joined the Surface system employe ranks. And in making this change, Thomas set the working pattern that was eventually to be followed by his son, *Thomas, Jr.*, who is an apprentice motor repairman for the Elevated system, and his daughter, *Irene*, receptionist in the Purchasing department.

The elder Gushes, 52, arrived in this country from Greece when he was 11 years old. While attending school he worked as a waiter and later as a cook. When his savings were large enough, he bought a restaurant which he owned until the middle of the depression. Then, 13 years ago, Tom started with the Surface system. He says: "Since that time I have been given every opportunity to move ahead. That's why I have advanced to the job I now have. I wish I had started a lot sooner in this business because my job is interesting and it offers me real security."

When questioned as to why he followed in his Dad's footsteps, Thomas, Jr., replied: "I decided to keep transit

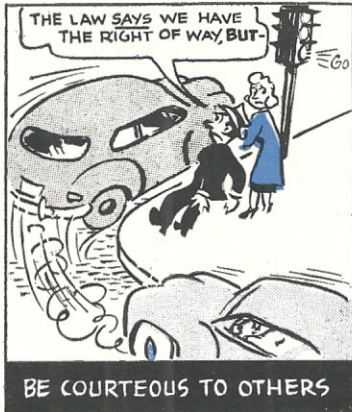
work in the family and earn a good living at the same time." Tom entered the U. S. Navy in January, 1945, and was discharged in July, 1946, after being stationed 11 months on the island of Guam. Prior to the war he was a clerk in the South Shops storeroom. Several months after he returned from service he began work as an apprentice repairman in the same location as his father. In October, 1948, he transferred to the Throop street shop. Tom was married this past February.

Rounding out this CTA father-son-daughter combination is Irene, who became Mrs. Peter Peterson in February a year ago. Irene attended Gage Park High School and started work with the Surface system in 1943 as a store clerk at the South Shops. In 1946 she was transferred to her present position in the Purchasing department. Irene's husband, *Peter*, is another CTA'er, working as a chauffeur for the Utility department.

Tom, Sr., still enjoys putting on his chef's uniform and often gives his wife, *Eva*, a holiday from the kitchen with the assistance of Tom, Jr., and Irene, who have learned the finer points of cooking from both their father and mother.



# DRIVE SAFELY



Be courteous to other drivers and pedestrians.



Watch your speed. Take into consideration street conditions and speed limits.



Watch traffic lights. You expect the other fellow to observe "stop" and "caution" lights. He expects you to do the same.

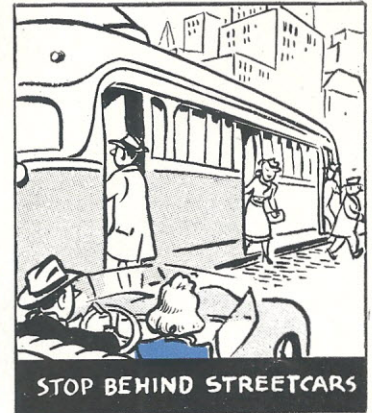
# GUIDE TO TRAFFIC SAFETY

SUGGESTIONS designed to promote traffic safety among pedestrians and motorists alike are contained in a cartoon booklet recently prepared as a public service by the Chicago Transit Authority.

Five hundred thousand copies of the booklet—which has eight pages and is printed in two colors—were prepared. It is titled **GUIDE TO TRAFFIC SAFETY** and is being distributed through the **CHICAGO SAFETY INFORMATION COMMITTEE**.

The illustrations, some of which are shown here, show pedestrians and drivers in hazardous traffic situations. The material contained in the book, although primarily slanted at the driving public, is of interest to all CTA employees.

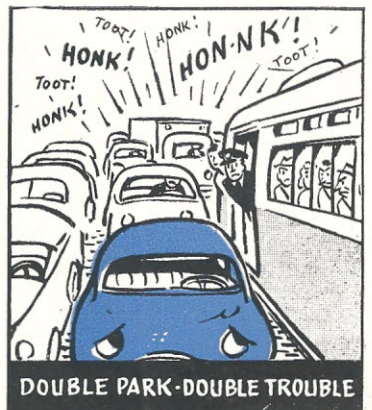
Principal distribution of the book is being made to motorists at municipal automobile testing lanes located in various sections of the city. Copies of the guide have also been sent to nearly 9,000 physicians, surgeons and dentists in Chicago, with the request that they be placed on reading tables in their reception rooms.



Be careful of passengers alighting from streetcars or buses. Where there is no safety island, autos are required to stop at least ten feet to the rear of a stopped streetcar.



When parking your car, don't block corners, or traffic signals. City ordinances require a clearance of at least 20 feet from crosswalks and 50 feet from traffic signals.

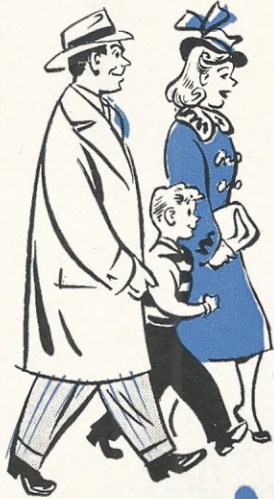


Help keep streets clear for traffic.

CTA TRANSIT NEWS

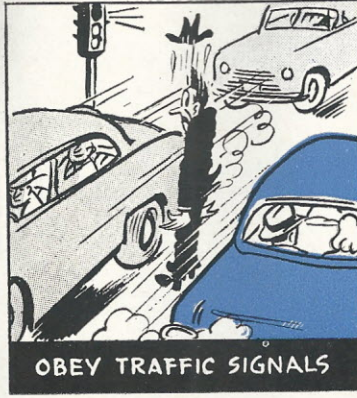


# WALK SAFELY



NEVER CROSS MID-BLOCK

Never cross the street in the middle of the block.



OBEY TRAFFIC SIGNALS

Never cross the street against the lights. Use traffic lights for your protection.



CHECK WHERE YOU STEP

Look out for traffic when crossing from a streetcar to the curb.



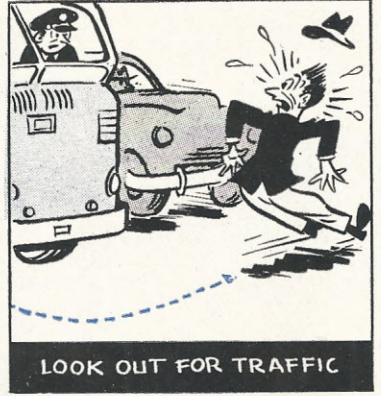
KEEP ALERT IN BAD WEATHER

Keep alert when the weather is bad. Darkness, rain, slippery streets — all are accident hazards.



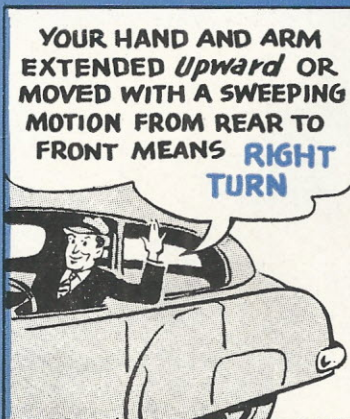
USE CROSSWALKS

Don't cross the street from behind a streetcar or a bus. Use the crosswalks.

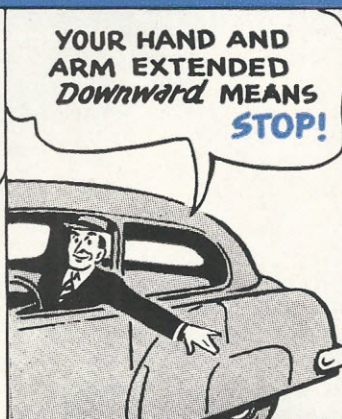


LOOK OUT FOR TRAFFIC

Beware of oncoming traffic when crossing the street in front of a stopped bus.



YOUR HAND AND ARM EXTENDED *upward* OR MOVED WITH A SWEEPING MOTION FROM REAR TO FRONT MEANS **RIGHT TURN**



YOUR HAND AND ARM EXTENDED *Downward* MEANS **STOP!**



YOUR HAND EXTENDED *Horizontally* MEANS **LEFT TURN**



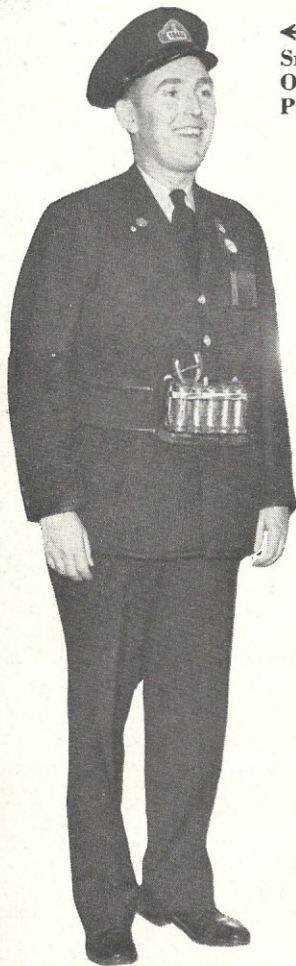
THE *safe* DRIVER NEVER RELIES ON THE OTHER FELLOW'S KNOWING WHAT HE IS GOING TO DO!



# WHAT THE WELL - DRESSED CTA TRAINMAN WEARS

*Spring Uniform Inspection Time Is Here  
So Let's Take Stock*

← Official cap and badge  
Smile of Courtesy  
Official blue shirt  
Pressed, well-kept uniform



→ Trim haircut and clean shave  
Polished badge and buttons  
Black tie  
Shined shoes

→ Regulation striped cap  
Regulation striped jacket  
Regulation overalls

**A Neat Uniform Commands Respect**

Posed by: John I. Murphy, Kedzie; Fred A. Beck, North "L";  
Motorman John E. Carlson, North "L."

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